



Highway Division Maintenance Operational Notice

Number	Supersedes	Effective Date	Cancellation Date
MG-Activities-2	New	4/1/2018	Until Further Notice
Subject		Issuing Body	
Maintaining accessibility during maintenance work		 Luci Moore State Maintenance and Operations Engineer	

PURPOSE:

The purpose of this document is to inform those responsible for the design and implementation of maintenance work zones on the State Highway system that if pedestrians, including people with disabilities, could travel through the area before the work zone was put in place, they must be able to travel through or around the area once the work zone is in place, regardless of the facility type or if the facility has pedestrian features such as sidewalks. Temporary pedestrian accessible routes (TPARs) through or around the work zone must be equivalent to or better than what existed for use before the work zone.

This obligation applies to all work zones on the State Highway system, if the work zone is established for ODOT staff work or if it is established for contractor or partner work. It also applies when ODOT staff is doing work for a local agency on their system. Separate guidance will be provided for utility and miscellaneous permit requirements.

BACKGROUND

ADA Regulations, the MUTCD and the ODOT ADA Settlement Agreement require ODOT to assure that all work zones on the State Highway system accommodate pedestrians, including people with disabilities, through or around the work zone if they could traverse that highway section before the work zone was established.

Every work zone on the State Highway system currently requires some level of Traffic Control Plan (TCP). These are appropriately scaled to fit the complexity of the work and duration of the work zone. The Traffic Control Plan could be Temporary Traffic Control sheets in the contract plan set that cover specific work locations and details for a more complex project; the Traffic Control Plan could be more generic with only the inclusion in the plan set of standard drawings that are adequate for a less complex and simpler project. For the majority of Maintenance work, work zones of 3 days or less, the Traffic Control Plan may consist of specific diagrams from the Oregon Temporary Traffic Control Handbook (OTTCH). Traffic Control Plans will now include a separate component (TPARP) to address pedestrians, including people with disabilities, to assure access through or around the work zone on routes equivalent to or better than the routes that existed before the work zone is implemented.

DEFINITIONS

Traffic Control Plan (TCP) – A written or drawn plan for providing the safe and efficient movement of public traffic through or around a work zone while protecting workers, incident responders, and equipment.

Temporary Pedestrian Accessible Route (TPAR) - An individual route within or around the work zone, marked by appropriate signing, delineation and Traffic Control Devices, for the use of pedestrians including people with disabilities to navigate through or around the work area, as appropriate. TPARs are specific to locations and changing situations within the overall work area, and provide routes equivalent to or better than the routes used prior to the work zone. One or more TPARs are typically included as part of the Traffic Control Plan for complex projects and those in locations with known pedestrian traffic. The components of TPARs are scalable to be appropriate for the complexity, location, duration and expectation of the presence of pedestrians, including people with disabilities of the work zone.

Temporary Pedestrian Accessible Route Plan (TPARP) – The overall plan developed by ODOT to assure that if pedestrians, including people with disabilities, could travel through the area before the work zone was put in place, they are able to travel through or around the area once the work zone is in place on routes equivalent to or better than what was available before the work zone was in place.

Guidance

Follow the guidance provided below for each situation.

Situations

1. Maintenance work zones where:

- a. pedestrians, including people with disabilities are unlikely to be present or known to be only infrequently present,
 - b. mobile operations, or
 - c. the work zone is of very short duration. Examples include when a bucket truck pulls up on a sidewalk for a short time to maintain a signal or light, and legend replacement.
- This document is the TPARP for these Maintenance work zones. A separate document does not need to be created.
 - The crews will be aware of and assist pedestrians, including people with disabilities, through or around the work zone in a safe manner.
 - Stop traffic and equipment operations as needed and provide guidance to the people on how to safely pass through or around the work.
 - Access must be provided through or around the work zone in ways equivalent to or better than what existed without the work zone.

- When it is third party workers using the work zone, the authorizing document (agreement, contract etc.) will direct the third party to develop and implement how they will provide pedestrian access through or around the work zone in ways equivalent to or better than what existed without the work zone.
2. When longer duration, non-mobile, work zones are needed in areas where pedestrians, including people with disabilities, are likely to be present, a TPARP needs to be created for the work zone by the crew before the work begins detailing the alternative route and detour sign placement, or the plans to have pedestrians wait until work is stopped to allow the normal path to be used safely.
 3. Utility and Miscellaneous permitted work: Guidance for permits will be published separately.

