



ODOT Temporary Pedestrian Accessible Routes (TPAR)

A TPAR is an area within a work zone, marked by signing, delineation and devices, for the use of pedestrians to navigate through or around the work area. The TPAR is included as part of the traffic control plan.



When is a TPAR Required

ODOT's commitment to pedestrian transportation through and around highway work zones includes considerations for providing safe, efficient and accessible facilities for pedestrians. This obligation applies to all work zones included in any of the following:

- All projects on or along the State Highway System, regardless of funding source.
- All projects funded by the Federal-aid highway program.
- All projects that are contracted through ODOT, including project off the State Highway System.
- All projects delivered by ODOT work forces off the State Highway System.

Pedestrian Accommodation Principles

- Do not lead pedestrians into conflicts with public traffic, construction vehicles, equipment, operations or hazardous materials.
- Where practical, when directing pedestrians across a roadway, use existing intersection corners and crosswalks – marked or unmarked. For route continuity and to meet pedestrian expectancy, application of temporary mid-block crossings should be limited to sections where existing crossings are more than 600 feet apart. An existing marked mid-block crossing may be used to shorten pedestrian routes.
- Provide a convenient, contiguous pathway that equals or exceeds the existing level of pedestrian accessibility.
- Minimize out-of-direction travel for pedestrians.
- If closing a pedestrian route, sign the closure in a minimum of two locations.
 1. In advance of the closure point at the nearest alternate crossing or diversion point.
 2. At the closure point itself.
- Closure signing may be different at each location and requires careful attention to detail to provide proper instructions and directions. See the MUTCD, ODOT Standard Drawings and the ODOT Sign Policy & Guidelines for additional signing information.
- Avoid having a pedestrian route double-back on itself. Pedestrians are not likely to walk one block beyond the closure to the next crossing, and then one block back on the other side of the road. They will likely cross before the work zone impact (if visible), or mid-block – which may be unsafe or leave the pedestrian within the work area.
- As part of the impact analysis, confirm if visually impaired pedestrians can be expected in the work zone by a number of means, including:
 1. Personal investigations and/or collecting manual counts.
 2. Contact local agency/organization sources.
 3. Contact the Oregon Commission for the Blind – (888) 202-5463; ocb.mail@state.or.us; or, www.oregon.gov/blind.
- Work closely with the ODOT Region Public Information Officer (PIO) to ensure frequent public outreach is conducted regarding impacts to pedestrian facilities during the project.



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When accommodating pedestrians in highway work zones, developing a pedestrian-specific temporary traffic control plan is required. A TPAR that matches or exceeds the existing level of accessibility **shall** be provided as part of the temporary traffic control plan when existing pedestrian facilities are impacted by construction or construction staging. To a reasonable and prudent degree, the TPAR must meet applicable ODOT and MUTCD standards.

While the finished *permanent* features of a construction project must be ADA-compliant, upgrading the level of accessibility of existing facilities to meet *all* ADA standards is not going to be practical or even physically possible for most projects. Therefore, TPAR designs must be explored and developed to maintain pedestrian accessibility through or around active work areas within these projects. When a section of highway includes non-ADA compliant pedestrian features (e.g. substandard sidewalks, curb ramps, surfaces, etc.), accessibility is already being limited. TPARs must not create new barriers to pedestrian accessibility.

- If sidewalks do not exist within project limits; and, pedestrians are using paved shoulders or other roadway surfaces, the TPAR design must provide a pathway that matches or exceeds the existing level of accessibility.
- Where site-specific conditions are not adequately addressed through specification language or Standard Drawings, include additional design details through project-specific special provision language and engineered plan sheets.



TPARs provide pedestrians with useable, traversable, clearly-defined routes through or around the work zone. Key components of the TPAR include:

- A level of accessibility equal to or better than the existing pedestrian facility. **NOTE:** An “existing pedestrian facility” may not necessarily include a sidewalk. Pedestrians may be using the roadway shoulder or some other pathway.
- Accessible Features – Sidewalk ramps, landing pads, traversable surfaces, manageable grades, cross slopes, etc.
- Detectable Warning Features – Textured pavements (e.g. “truncated domes”), detectible edges, curbs around fountains or pools, hazardous vehicular pathway warnings (e.g. bollards), audible indicators, etc.
- Route and route features meeting applicable ODOT and MUTCD Standards including:
 - Sidewalk ramps with a maximum running slope of 7.5% (see *Figure 3.1*, below).
 - Constructed temporary sidewalks, paths and sidewalk ramps with a maximum cross slope of 1.5%.
 - 60-inch continuous sidewalk widths; or, 48-inch continuous width with 60-inch x 60-inch level landings (max. 2% slope) every 200 feet.
 - Continuous and detectable surfaces with vertical drops or edges less than ¼-inch.
- TPAR design coordination with local agencies, as necessary, where the TPAR incorporates local facilities. Ensure pedestrian access and TCD placement on local agency facilities are approved prior to advertising the project.

TPAR Resources

Manual on Uniform Traffic Control Devices

The 11th Edition MUTCD, Chapter 6C, includes guidance for pedestrians in work zones. Additional information regarding accommodating pedestrians and work zone devices are located in Chapter 6.

https://mutcd.fhwa.dot.gov/kno_11th_Edition.htm

ODOT Traffic Control Plans Design Manual

The ODOT Traffic Control Plans Design Manual has guidance specific to Oregon regarding TPAR and how to accommodate pedestrians in work zones.

<https://www.oregon.gov/ODOT/Engineering/Pages/TCP-Manual.aspx>

Oregon Temporary Traffic Control Handbook

The Oregon Temporary Traffic Control Handbook (OTTCH) has guidance for short-term work zones, including TPAR.

<https://www.oregon.gov/ODOT/Engineering/Pages/OTTCH.aspx>

ODOT Technical Services Bulletin, TSB17-01(D)

The purpose of this Technical Services Bulletin is to inform those responsible for the design and implementation of work zones of their obligations to include Temporary Pedestrian Accessible Routes.

http://www.oregon.gov/ODOT/Engineering/Doc_TechnicalGuidance/TSB17-01D.pdf



Contact the ODOT Work Zone Traffic Standards group for more information.



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