



**City of The Dalles**  
Public Works Department  
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## TECHNICAL MEMORANDUM

**To:** Contractors and Property Owners Working Within City Right of Way  
Engineers Designing Projects within City Right of Way  
Public Works Managers and Field Crews  
Jill Hoyenga, Regulatory Compliance Officer

**From:** Michael H. Bosse P.E., ADA Coordinator

**Date:** October 23, 2018

### **Temporary Pedestrian Accessible Route Plans Required for Work/Closure Areas**

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#### **PURPOSE**

The purpose of this Technical Memorandum is to inform those responsible for the design and implementation of work/closure zones of their obligations to include Temporary Pedestrian Accessible Routes (TPAR). If pedestrians could travel through the area before the work/closure zone is put in place, pedestrians, including people with disabilities, **must** be able to travel through or around the area once the work/closure zone is in place. This requirement applies regardless of the type of facility or whether the facility has pedestrian features such as sidewalks. Temporary pedestrian routes 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/closure zones within City Right of Way regardless of size, scope, entity performing work, or funding source.

Failure to create and adhere to an approved TPAR will result in a Stop Work Order and possible revocation of permission to work in the City Right of Way.

#### **GUIDANCE**

Americans with Disability Act (ADA) Regulations, the Manual of Uniform Traffic Control Devices (MUTCD) and City of The Dalles ADA policy, including the draft ADA Transition Plan require the City to assure that all work/closure zones accommodate pedestrians, including people with disabilities through or around the work/closure zone if they could traverse that segment of right of way before the work/closure zone was established.

Every work/closure zone currently requires some level of Traffic Control Plan (TCP). Each TCP should be appropriately scaled to fit the complexity of the work and duration of the work zone. For example, on a more complex project, the TCP requirement could be met by including Temporary Traffic Control sheets in the project plan set that cover specific work locations and details. For a less complex project, the TCP could be more generic, with only the inclusion of standard drawings in the plans or permit application. TCPs are now required to include a separate component to address pedestrians, including people with disabilities, to assure access through or around the work/closure zone on routes equivalent to or better than the routes that existed before the work/closure zone is implemented.

Traffic Control Plans for Street Closures will still be routed, with the revised permit form (dated 9/27/2018), for review and approval through the City of The Dalles Transportation Manager, Police Department and City Manager as in the past.

Temporary Pedestrian Accessible Route Plans for Sidewalk Closures will be routed, with the most current permit form, through only the ADA Coordinator for review and approval.

## **DEFINITIONS**

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

**Temporary Pedestrian Accessible Route (TPAR)** – An individual route within or around the work/closure zone, marked by appropriate signing, delineation and traffic control devices, for the use of pedestrians, including people with disabilities, to navigate through and around the work/closure area, as appropriate. TPAR's are specific to locations and changing situations within the overall work/closure area, and provide routes equivalent to or better than the routes used prior to the work/closure zone. One or more TPAR are typically included as part of the traffic control plan for complex projects and those in locations with known pedestrian traffic.

**Temporary Pedestrian Accessible Route Plan (TPARP)** – The overall plan developed by the contractor, property owner, or engineer to assure that if pedestrians, including people with disabilities, could travel through the area before the work/closure zone is put into place, they are able to travel through or around the area once the work/closure zone is in place on routes equivalent to or better than what was available before the work/closure zone was in place. The components of TPARP's are scalable to be appropriate for the complexity, location, duration and expectation of the presence of pedestrians, including people with disabilities in the work zone.

- A. The TPARP, for work/closure zones where pedestrians including people with disabilities are unlikely to be present or known to be only infrequently present or the work/closure zone is of a very short duration, may consist of as little as a written plan

of a paragraph or more, if appropriate, that describes how the contractor/work forces will be aware of and assist pedestrians, including people with disabilities, through and around the work/closure zone.

- i) When it is City forces working within the work/closure zone, the TPARP will direct the City forces to develop and implement how they will provide pedestrian access through or around the work/closure zone in ways equivalent to or better than what existed without the work/closure zone.
  - ii) When it is a non-City forces using the work/closure zone, the TPARP will direct the forces to develop and implement how they will provide pedestrian access through or around the work/closure zone in ways equivalent to or better than what existed without the work/closure zone.
- B. The TPARP, for projects in residential areas with known pedestrian activity including people with disabilities, may consist of a brief plan with drawings that describes the measures that will be taken to construct/delineate a Temporary Pedestrian Accessible Route through and around the work/closure zone. This plan should include at least the following:
- i) A drawing showing the location of the work/closure zone and the Temporary Pedestrian Accessible Route (TPAR) that will be used during the duration of the project.
  - ii) A description of the type of work/activity being done and the expected duration of the need for the TPAR.
  - iii) A short explanation of the type of TPAR to be provided. This explanation can include a copy of City Standard Drawing TM844 marked to show which type of TPAR will be used and where the signs/barricades will be located.
  - iv) An inventory of the number and type of all signs and barricades to be required to implement the TPARP.
  - v) A short explanation of how adjacent property owners will be notified of the work/closure zone and the measures that will be taken to provide access.
- C. The TPARP for projects in areas of known medium to heavy pedestrian activity, including commercial areas, areas near schools and areas near medical facilities, need to be more extensive and generally consist of the following:
- i) Outreach to the community during project development to provide information of the upcoming project and work/closure zones that may impact pedestrian traffic

and to learn of any special or unique needs to be considered for people with disabilities in the development of Temporary Pedestrian Accessible Routes.

- ii) Development of appropriate plans and details as part of the Traffic Control Plans that assure implementation and ongoing management of TPAR's that provide clearly marked and maintained routes for pedestrians, including people with disabilities, that are equivalent to or better than what existed before the work/closure zone was in place.
- iii) Before and during the project, provide advance notice to the public, including persons with disabilities, of establishment of work/closure zones and changes to TPAR within the work zones.

## **RESOURCES**

Additional resources will continue to be developed. Specific details for the development of TPARP and individual TPAR for work/closure zones in the City Right of Way have been attached to this memorandum.

Contact the City ADA Coordinator for additional information and assistance regarding Temporary Pedestrian Accessible Route Plans and individual Temporary Pedestrian Accessible Routes.

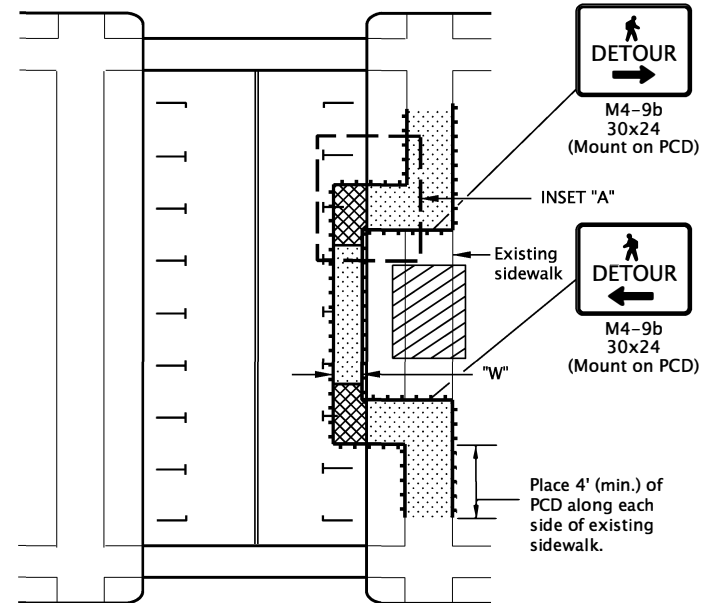
Michael H. Bosse, P.E. – City of The Dalles ADA Coordinator  
[mbosse@ci.the-dalles.or.us](mailto:mbosse@ci.the-dalles.or.us) – (541) 296-5401

This Technical Memorandum was created based on the Oregon Department of Transportation's Technical Services Directive TSB17-01(D).



# CITY OF THE DALLES

## TEMPORARY PEDESTRIAN ACCESSIBLE ROUTE STANDARD DETAILS



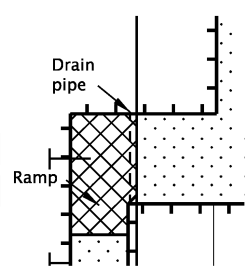
### Within Roadway SIDEWALK DIVERSION

#### NOTES:

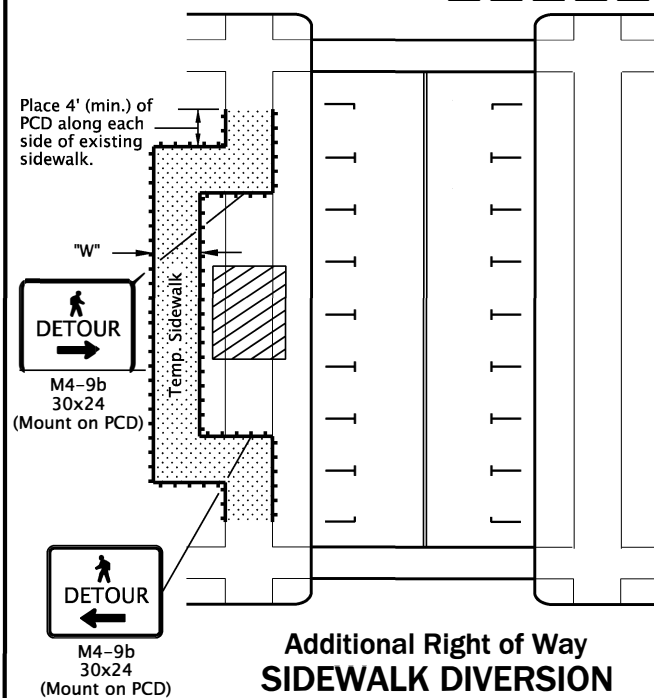
- Place or construct temp. sidewalk ramp, as needed.
- For roadways with a pre-construction posted speed of 40 mph or less.
- See inset "A" for Temp. Sidewalk Ramp details.
- "W" = 60", or, where 60" width cannot be maintained through the entire route, provide 48" min. width with 60" x 60" passing spaces every 200 ft.
- Use temporary ADA compliant surfaces to cross planter strips or other non-traversable surfaces.

#### NOTES:

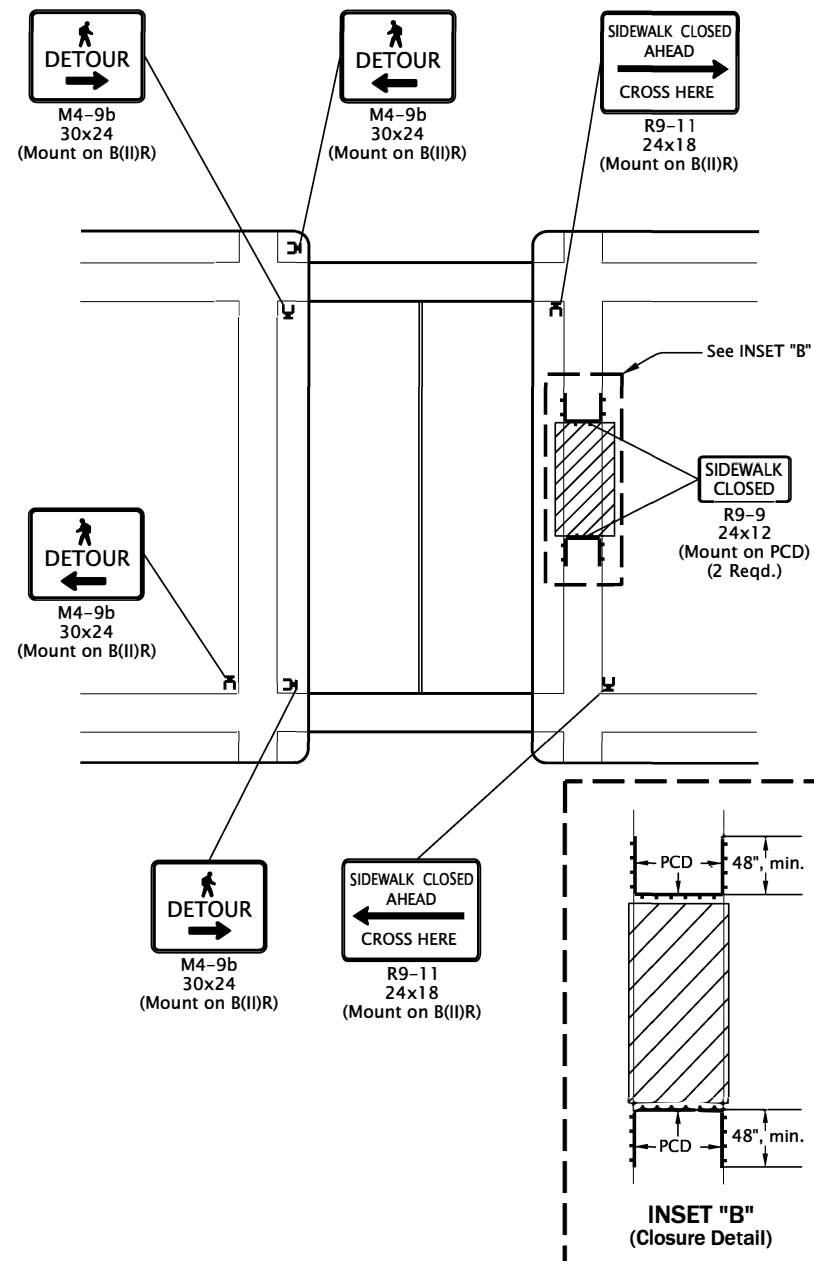
- Ramp size will vary. Ramp must meet ADA requirements incl. max design grade of 7.5% and max design cross slope of 1.5%.



**INSET "A"**  
(Temp. Sidewalk Ramp)



### Additional Right of Way SIDEWALK DIVERSION

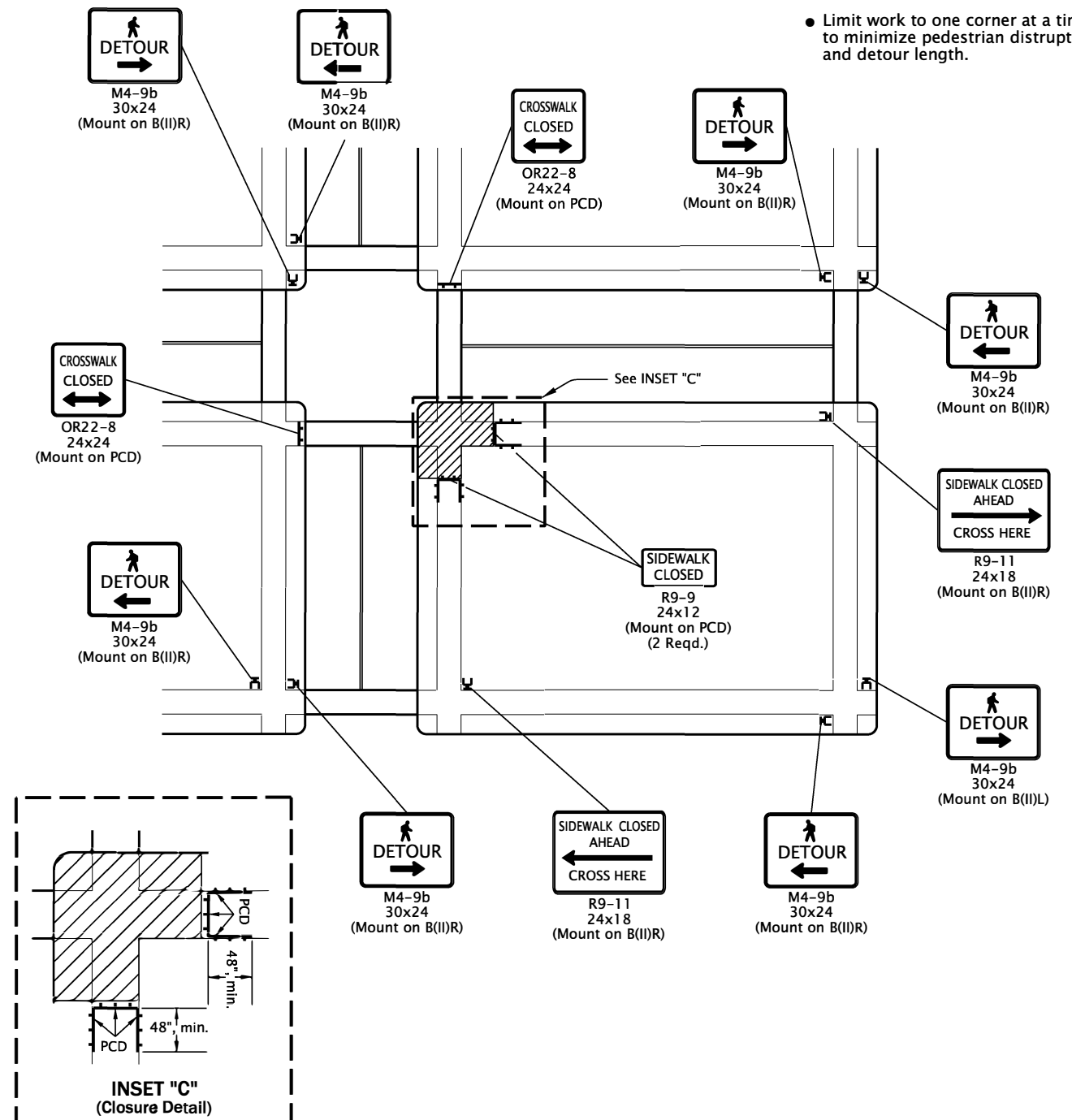


### SIDEWALK CLOSURE, MIDBLOCK

#### GENERAL NOTES FOR ALL DETAILS:

- When closing or relocating crosswalks or other pedestrian facilities provide ADA compliant facilities. Include accessibility features consistent with existing pedestrian facilities by providing adequate slope transitions and surfacing.
- Provide non-slip, 60 inch minimum wide surface through entire pedestrian route. If not possible, provide 48" min. width with 60" x 60" passing spaces every 200 feet along the route.
- Only TCD for pedestrians are shown. Other devices may be necessary to control vehicular traffic.
- Stage work, as necessary, to provide a temporary pedestrian access route at all times. For roadways with no available detours, maintain one open sidewalk at all times.
- Minimize pedestrian out-of-direction travel.

- UNDER PEDESTRIAN TRAFFIC
- UNDER CONSTRUCTION
- PEDESTRIAN CHANNELIZING DEVICE (PCD)



### SIDEWALK CLOSURE, CORNER

#### NOTE:

- Limit work to one corner at a time to minimize pedestrian disruption and detour length.

CALC. BOOK NO. N/A

SDR DATE 01-JUL-2020

NOTE: All material and workmanship shall be in accordance with the current City of The Dalles Standard Specifications

### CITY OF THE DALLES STANDARD DRAWINGS TEMPORARY PEDESTRIAN ACCESSIBLE ROUTES

2022

DATE	REVISION	DESCRIPTION

*The selection and use of this Standard Drawing, while designed in accordance with generally accepted engineering principles and practices, is the sole responsibility of the user and should not be used without consulting a Registered Professional Engineer.*