

# Memorandum

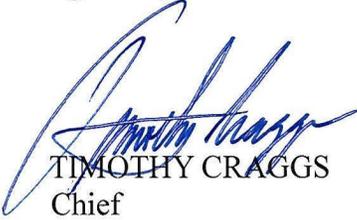
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To: DISTRICT DIRECTORS  
DEPUTY DISTRICT DIRECTORS  
Design, Construction, Maintenance, Project Management,  
Planning, and Local Assistance

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File: Divisions of  
Traffic Operations  
and Design

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Subject: **IMPLEMENTATION OF TEMPORARY PEDESTRIAN ACCESS ROUTE (TPAR)**

During project initiation and project development activities, it is important that the project development team identify pedestrian needs (including persons with disabilities) and ensure the temporary traffic control products meet their needs. During the Project Approval & Environmental Document and Plans, Specifications & Estimate phases, a Temporary Pedestrian Access Route (TPAR) must be considered by the designers if it is determined that the existing pedestrian facility will be impacted by field activities.

Designers and field engineers are required to use Design Information Bulletin 82 (DIB 82) "Pedestrian Accessibility Guidelines for Highway Projects" to design pedestrian facilities during the design and construction phases on the State Highway System (SHS). In addition, further guidance is provided in the California Manual on Uniform Traffic Control Devices (CA MUTCD), Part 6 "Temporary Traffic Control" when planning and developing plans for pedestrian facilities in Temporary Traffic Control zones.

## Background

In the past, the need for contract plans and specifications for pedestrian accommodation during construction activities has been considered on a case-by-case basis. It can be challenging to provide pedestrian accommodations and business access, while conducting field activities and maintaining an effective transportation system. One particular requirement is to provide a pedestrian facility through work zones for persons with disabilities that is compliant with the Americans With Disabilities Act of 1990 (ADA) standards.

To ensure that all highway projects consistently address the need for providing temporary pedestrian access during field activities, the California Department of Transportation (Caltrans) has developed both specifications and standard plans based on existing guidance for TPAR in the DIB 82 and in the CA MUTCD.

The addition of a contract bid item should alert both the contractor and Resident Engineer of the need to adequately address pedestrian accommodation both before and during field activities.

## Implementation

This memorandum provides guidance regarding the implementation of the Revised Standard Specifications (RSS) and Revised Standard Plans (RSP) on the SHS. A TPAR should be provided when construction, maintenance, and encroachment permit field activities require the closure of an existing pedestrian route and another pedestrian route is available. It should be noted that in some cases it is not possible or feasible to provide a TPAR when an existing pedestrian route is closed, e.g., an overcrossing structure with sidewalks over a freeway that is being demolished and reconstructed.

Caltrans has developed the following items for accommodating pedestrians through work zone activities on the SHS:

1. RSS 12-4.04 "Temporary Pedestrian Access Route"
2. RSP T30, T31, T32, T33, and T34 sheets
3. New Bid item # 124000 "Temporary Pedestrian Access Route" (Lump Sum)

These revisions to the 2015 Standard Specifications and Standard Plans will be posted on July 21, 2017. The Transportation Management Plan Guidelines will be updated in the future to incorporate TPAR.

If you have any questions regarding the RSS, please contact James Anderson, Chief, Office of Traffic Management at (916) 654-5869, or by e-mail sent to <James.R.Anderson@dot.ca.gov>. If you have any questions about the RSPs, please contact Duper Tong, Chief, Office of Traffic Engineering at (916) 654-5176 or by e-mail sent to <Duper.Tong@dot.ca.gov>. If you have any questions about the design standards and design policies in the DIB 82, please contact your Project Delivery Coordinator.

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