



CITY OF THE DALLES PUBLIC WORKS

1215 WEST FIRST STREET
THE DALLES, OREGON 97058
(541) 296-5401

SIDEWALK/STREET CLOSURE PERMIT

This application must be submitted at least five (5) business days prior to the proposed sidewalk/street closure date. Applications may be submitted in person or mailed to the Public Works office at the address above or emailed to Jcorbin@ci.the-dalles.or.us. Applicant agrees to comply with the provisions of the Charter, Ordinances (2.24.060), Resolutions, and Policies of the City of The Dalles pertaining to such closures; and with the instructions and requirements as listed below.

Please complete the entire form

Applicant Name: CENTURYLINK/LUMEN

Date: 03/10/2021

Address: 6074 N DISCOVERY WAY STE. 125 BOISE, ID 83713

Phone: 208-576-4031

Contact/Responsible Person BREANNA HODGE

Phone: 208-617-6348

Email Address: PERMITTING@MOUNTAINLTD.COM

Cell: _____

<u>TYPE OF CLOSURE (Check at least 1)</u>	
<input type="checkbox"/> Street for Construction Work	<input checked="" type="checkbox"/> Sidewalk for Construction Work
<input type="checkbox"/> Street/Parking Lot for Event	<input type="checkbox"/> Sidewalk for Event
<input type="checkbox"/> Parking Lane for Dumpster	<input type="checkbox"/> Other

CLOSURE FROM 03/15/21 (Date/Time) TO 03/26/21 (Date/Time)

LOCATION/ADDRESS OF CLOSURE 2929 W 2ND ST

REASON FOR CLOSURE BORING NEW CONDUIT FOR 756' THEN TRENCH 120'

INSTRUCTIONS/REQUIREMENTS:

- Applicant **must** provide a Traffic Control Plan (TCP) for approval for all Street and Parking Lot Closures. Traffic Control Plan should show proposed detour routes, signs, barricades, and traffic control devices.
- Applicant **must** provide a Temporary Pedestrian Accessible Route Plan (TPARP) for approval for all Sidewalk Closures. TPARP should show proposed accessible pedestrian detours, signs, barricades, and pedestrian delineation devices. (See Standard Drawing TM844 for general TPARP examples)
- Applicant **must** notify Central Dispatch at the time of street closing and reopening. (541-298-5507)
- Applicant **must** notify adjacent property/business owners prior to closure.
- Applicant **must** provide proof of liability insurance with The City of The Dalles listed as co-insured if City Street/Parking Lot closure is for an event

THIS PERMIT WILL BE CONSIDERED A PUBLIC DOCUMENT. ALL INFORMATION SUBMITTED WILL BE ACCESSIBLE TO THE PUBLIC, IN ITS ENTIRETY, ON THE CITY'S WEBSITE.

ACKNOWLEDGEMENT OF APPLICANT RESPONSIBILITY

The undersigned agrees to defend, indemnify and hold the City of The Dalles, its officers, agents and employees, harmless from and against all claims, liabilities, demands, and actions, of whatever form or nature, including but not limited to property damage, pedestrian accessibility, personal injury and death, together with costs and attorney fees incurred in defense thereof, arising from or relating in any way to the street or sidewalk closure authorized by this permit and the undersigned's activities in connection with this permit. Applicant for City Street or Parking Lot closures for events must provide a Certificate of General Liability Insurance with a minimum of \$1,000,000 coverage, with stated purpose of on the Certificate for the event and listing The City of The Dalles as a co-insured. Insurance is in addition to acknowledgement of responsibility and cannot be cancelled without prior notice to the City. In addition the Responsible Person listed on this permit shall remain on-site during the duration of the event and closure.

Failure of the applicant to meet the requirements of this permit, including following of the Traffic Control Plan and/or Temporary Pedestrian Accessible Route Plan, will result in a Stop Work Order and possible revocation of the permit.

I understand and agree to the terms of this Sidewalk/Street Closure Permit.

Applicant Signature Breanna Hodge Digitally signed by Breanna Hodge Date: 2021.03.10 13:05:28 -07'00' Date 03/10/2021

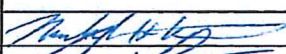
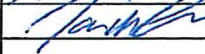
CITY USE ONLY

- _____
- _____

<u>Receipt of Required Items</u>		
TCP for Street/Parking Lot Closure	<input type="checkbox"/> Attached	<input checked="" type="checkbox"/> Not Required
TPARP for Sidewalk Closure	<input checked="" type="checkbox"/> Attached	<input type="checkbox"/> Not Required
Certificate of General Liability	<input type="checkbox"/> Attached	<input checked="" type="checkbox"/> Not Required

RELATED PERMITS _____

ROUTING ORDER – PLEASE EXPEDITE

Department	Approval	Date
Public Works – Transportation		
Public Works – ADA Coordinator		3/19/2021
Police Department		3/19/21
Human Resources - Risk Manager		
City Manager	via email	3/19/21

THIS PERMIT IS:

APPROVED AND EXPIRES ON 03/27/2021

APPROVED WITH REVISIONS AND EXPIRES ON _____

DENIED FOR FOLLOWING REASON: _____

Authorized by: Eric Hansen Title: Asst. Public Works Director

Public Works to Notify Applicant of final decision

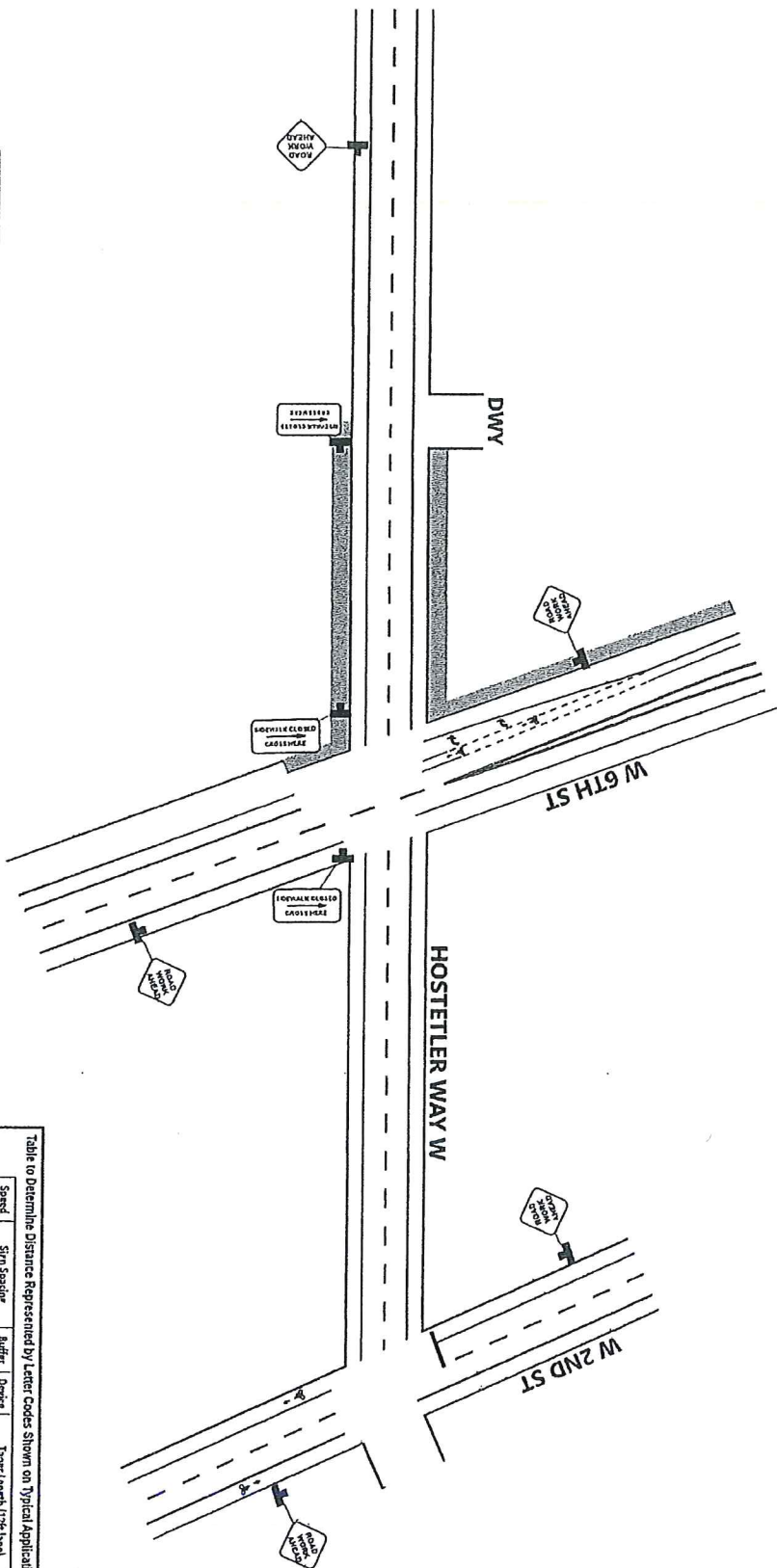
HOSTETTLER WAY W @ W 6TH ST SIDEWALK CLOSURE TPARR (REVISED)

**SPEED
LIMIT
25**

Comments:
SIDEWALK ON THE SOUTH SIDE OF
HOSTETTLER WAY W WILL BE CLOSED FOR BORING.
WEST OF W 6TH ST TO EAST OF W 2ND ST.
PEDESTRIANS WILL BE RE-ROUTED AROUND WORK AREA.



www.invarion.com
TRAFFIC CONTROL PLAN
JOB # N442905 C33
PERMIT #



NOT TO SCALE

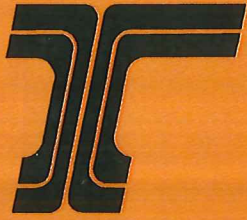
Date: 03/19/2021 Project: N442905 C33
Comments:
General Requirements
1. All signs and spacing to conform to the MUTCD and CITY OF THE DALLAS requirements.
2. Channelizing devices are 31" traffic cones with retroreflective material.
3. All signs are 48" x 48" B/O unless otherwise specified.
4. Alerts addressed local residents and businesses.
5. Crew is required to leave a minimum of 11' for lane width.
6. Work hours will be ___ am to ___ pm.

The preparer of this Traffic Control Plan makes no representation as to general adequacy or being approved for implementation. Approval must result from the traffic engineer or other Public Official having statutory enforcement authority in the jurisdiction. Utilization and implementation of this plan shall be a result of the approval. Ref: MUTCD 2009 SA-07 (10)

Table to Determine Distance Represented by Letter Codes Shown on Typical Applications.

Speed S* (mph)	Sign Spacing A (ft)	Buffer B (ft)	Devices C (ft)	Trailer Length (ft) (H&I)
20	100	200	50	23
25	100	200	50	23
30	100	200	75	35
35	100	200	100	50
40	100	200	125	75
45	100	200	150	100
50	100	200	175	125
55	100	200	200	150
60	100	200	225	175
65	100	200	250	200
70	100	200	275	225

All distances shown in feet.
* The construction posted speed limit or statutory speed.
** These traffic control devices are left spaced within intersection, along access roads, etc. for channelizing sites.



ODOT TEMPORARY PEDESTRIAN ACCESSIBLE ROUTES (TPAR)

A TPAR IS AN AREA WITHIN A WORK ZONE, MARKED BY SIGNING, DELINEATION AND TCD, FOR THE USE OF PEDESTRIANS TO NAVIGATE THROUGH OR AROUND THE WORK AREA. THE TPAR IS INCLUDED AS PART OF THE TRAFFIC CONTROL PLAN.



TPARP

A TPAR Plan is a written and drawn plan within the TCP that identifies requirements for providing safe, effective and accessible routes for pedestrians through or around the work zone including TPAR details, advance public notification; and, construction and maintenance responsibilities.

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

ODOT Temporary Pedestrian Accessible Routes

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.



TPAR Detour Signing



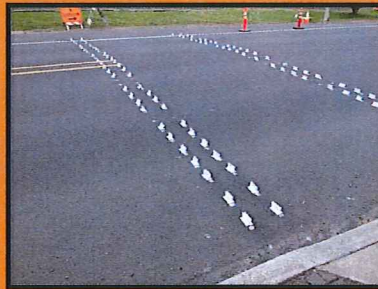
Temporary Pedestrian Bridge use for a TPAR

ODOT Temporary Pedestrian Accessible Routes

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”), detectable 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 widths 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 1/4 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 releasing the project for advertisement.

TPAR Resources

Manual on Uniform Traffic Control Devices

The MUTCD Chapter 6D.01 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/pdfs/2009r1r2/pdf_index.htm

ODOT Traffic Control Plans Design Manual

The ODOT Traffic Control Plans Design Manual has guidance specific to Oregon on TPAR and how to accommodate pedestrians in work zones. The TCP Design Manual Chapter 3.3.4 covers TPAR's and accommodating pedestrians.

<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's.

<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

TPAR Monthly Resource Meeting

ODOT holds a monthly TPAR resource meeting to discuss general and project specific TPAR issues. The meeting is held at the ODOT Technical Leadership Center, the third Tuesday of every month, 1-4 pm. Contact Justin King, 503-986-3584 for more information.



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Oregon Department of Transportation Work Zone Unit

Traffic Standards & Asset Management Unit, MS #5
4040 Fairview Industrial Drive SE
Salem, Oregon 97302-1142
<https://www.oregon.gov/ODOT/Engineering/Pages/Work-Zone.aspx>