

July 27, 2020

Temporary Pedestrian Accommodations in Work Zones Webinar Q&A

Q1. In contracts that are specifically for ADA curb ramp improvements, do we need to review every intersection for pedestrian counts?

A. If the perceived volume of pedestrians is not approaching 100 peds/day, then a basic level of accommodation can be assumed and counts would not be necessary. If unsure about the volume or it is perceived to be high, then counts can be completed at the crossing with the highest foot traffic, assuming the curb ramps are along the same corridor. If the curb ramps are not in proximity to each other, then counts might be necessary in each area.

Q2. Do we need to verify the sidewalk slopes at each of these intersections?

A. Sidewalk slopes can be easily measured with a smart level, but more often than not a visual check during a site visit will be sufficient to identify steep longitudinal and cross slopes. Grades of the temporary facilities (if used) should be similar to the grades of the existing facility.

Q3. Has consideration been given to having community studies identify suitability and have this be included in the pre-scoping document for new STIP projects?

A. Absolutely. Community Studies also serves on the NCDOT Pedestrian Task Force and is currently (Summer 2020) updating and modifying their guidance for Project Managers and Consultants to help clarify which projects they need to be involved in, at what time, and to what extent. The intent is to screen projects for pedestrian needs before scoping and incorporate the findings as early as possible.

Q4. What is the name of the cell with the newest sidewalk barricades?

A. If you have the most up to date WZTC CADD workspace then you have access to the sidewalk barricade cells. They are located under WZTC Cells – WZTC Bike/Pedestrian Cells.

Q5. For a rural bridge replacement with no visual indication of pedestrians, we would need to have a traffic [pedestrian] count in order to confirm absence or less than 10 and therefore no accommodation?

A. No, counts are not necessary. Absence of need can be determined qualitatively with an absence of existing facilities (sidewalk, greenways, worn foot paths) and local

division/regional DOT staff concurrence of an absence of activity. Counts should be ordered to verify moderate or higher levels of accommodation.

Q6. Is there a time frame for the use of a pick-up service if the access is completely out of service due to construction – i.e. 24 hours per day or something less since buses do not run full time?

- A. Our previous uses of Pedestrian Transport Service have been set up to match normal bus operating hours for that project area/municipality, however, consideration should be given to 24-hour operations. Most ridesharing and taxi companies operate 24/7, and there is no expected additional cost to the project by requiring the transport service to operate 24/7.

Q7. Who do we contact to have plans done for our project and to determine the phasing?

- A. If your Division or City needs Traffic Management Plans or has a need to evaluate pedestrian accommodations in a work zone, Work Zone Traffic Control is always available to help and provide guidance. If you have an on-call contract with a firm that is qualified for Traffic Control, they can also help with that effort.

Q8. Will the pedestrian pickup and dropoff locations be on a separate plan sheet or is it combined with the detour routes? Is there an example of this?

- A. Thus far, showing the pickup/dropoff locations have not been on a separate plan sheet and are not required to be. However, it might be helpful to show a separate pedestrian plan for clarity if the plan sheet is crowded or if there are multiple locations or a lot of necessary pedestrian control devices.

Q9. Is angling the crosswalk like that [specific to a presentation slide image that depicted a temporary crosswalk installed at approximately a 45-degree angle from the curb to reach the original cross walk in the roadway] ADA compliant?

Installing straight crosswalk markings is always the preferred best practice, but we are unaware of any existing ADA laws, draft PROWAG (Proposed Right-of-Way Accessibility Guidelines), or the MUTCD specifically addressing alignment of crosswalk markings or prohibiting bent crosswalks. While we believe the example provided in the PowerPoint presentation at the Cary Parkway/High House Rd. intersection was technically compliant with applicable regulations, the designer could have investigated the possibility of providing a better crossing with straight crosswalk markings by pulling back conflicting median noses and vehicle stop bars.

From PROWAG: **R204.3 Pedestrian Street Crossings.** *A pedestrian access route shall be provided within pedestrian street crossings, including medians and pedestrian refuge islands, and pedestrian at-grade rail crossings. The pedestrian access route shall connect departure and arrival sidewalks.*

From MUTCD: **Section 3B.18, paragraph 17:** *Crosswalk markings should be located so that the curb ramps are within the extension of the crosswalk markings.*

Q10. Will these provisions [ADA Compliant Traffic Control Devices and Pedestrian Transport Service] also be available on the Contract Resources site?

A. All WZTC special provisions, including these, are only available on WASP (Work Zone Application for Special Provisions) located on the WZTC Connect NCDOT website.

Q11. Can the provision [ADA Compliant Traffic Control Devices] be broken up into 3 separate provision for each device?

A. This will be taken under consideration.

Q12. How are we to determine pedestrian shuttle pickup locations? Is this something that we potentially need to work with Roadway Design to have constructed as part of the project?

A. Shuttle pickup/dropoff locations need to be at locations upstream and downstream from the active work area and large enough for a vehicle to stop for a length of time (long enough for a person to enter and exit the vehicle) outside of the open travel lane. That location will vary by project. Adjusting the location of a sidewalk closure to make sure it is adjacent to a suitable area for pickup/dropoff is acceptable.

We do not anticipate regular Roadway Design involvement (no pavement design or additional right of way) but a special scenario might require Roadway Design input.

Q13. Do pedestrian counters use video?

A. Yes, pedestrians are most often counted by video.

Q14. When do you expect to update the manday estimate spreadsheet?

A. This is a question for Professional Services Management Unit. We will investigate it to see if we can get this added.

Q15. How would you recommend evaluating any new street crossing as part of pedestrian detour routes? In some cases, NCDOT Pedestrian Crossing Guidance may indicate that a crosswalk alone is inadequate to ensure pedestrian safety and additional signage, refuge islands or even signalization would be recommended.

A. We encourage designers to design pedestrian crossings in compliance with the document referenced in the question, available on TEPL at this link:

North Carolina Pedestrian Crossing Guidance

https://connect.ncdot.gov/resources/safety/Tepl/Pages/Tepl-Topic.aspx?Topic_List=P37

Q16. Would offsite detours have to also be modified to match existing sidewalk lighting conditions?

A. The designer should determine whether existing pedestrian lighting serves a specific safety need, such as an unsignalized midblock crosswalk. If so, lighting may be required to maintain a similar level of pedestrian safety. Existing pedestrian lighting installed as part of an urban streetscape project with no specific safety need will not be required along offsite detours. In general, offsite detours which require pedestrian lighting improvements should be avoided.