WBR Virtual Series: Mobility and Access for All: PROWAG and Active Transportation

1. If the contractor does not set up a ped access route around construction and someone calls contractor/trans agency to complain, are they supposed to halt construction until they have the requirement? Will they be held accountable in temporary situations?
    a. This is part of a process that needs to be addressed as a part of traffic control that we need to ensure contractors are thinking of setting this up first before starting construction activities. Construction inspectors need to ensure that they are not allowing work to occur without setting these accessible routes up.
    b. Similarly, in these cases, we would want them to stop constructing and focus on building the accessible route rather than continue work and expecting pedestrians to figure it out on their own. PROWAG doesn't speak to any of this, but it is something we need to think about at an agency wide level to ensure that compliance with PROWAG is being addressed.
2. Do you have examples of vertical edge treatments at roundabouts?
    a. PROWAG states that we need to ensure in cases where crossing is not anticipated, we need to have a landscaped buffer in those spaces. If not a buffer, then a continuous fence to ensure that pedestrians are inadvertently trying to cross at those locations, and we are guiding them to locations where the crossing is provided.
3. Additions and alterations do not require reconstruction of an existing roadway intersection, even for stop yield, correct? For example, SRTS type project, mill and overlay? Assuming it would it fall into the infeasible, correct?
    a. It comes down to the scope of the work. For mill and overlay expectation is it is an alteration, requires us to provide accessible curb ramps if those are not provided. if opportunity presents for us to do minor grading, minimal amount of warping without effecting some of the adjacent sidewalks and curb lines, then we should consider that as a part of a mill and overlay. Recognize we cannot significantly change grades until a CIP comes through and reconstructs those roadways. Can do something, might not get fully there.
4. Please describe the slope required at the 24 in link at the base of a curb ramp so that drainage still occurs.
    a. Referring to the transitional panel where we have steep slope conditions. I'm not 100% sure it provided slope guidance, if it did, I am sure it was 2.1% or less for that slope.
    b. When I read this, saw it as a pretty noticeable change. Most, if not all, state DOT design details for curb ramps call out a 2% max slope in all directions for all landings. Some actually use the term "in all directions" which can also mean measured diagonally across landings. PROWAG is specific slopes are measured parallel and perpendicular to curb ramp. Only parallel slope needs to be 2.1% max. perpendicular slope should just be matching the roadway slope.

   c. Should be introducing a very minimal amount of warping on a curb ramp to make sure we stay below the existing roadway cross slope. We don't want the roadway at a grade of 5%, and through constructability construct the landing at 5.1% and it's no longer compliant. Suggest a minimal amount of warping, either in the road or in the transitional panel where there is more space to work with.
5. Going back to topics covered and not covered, does this include guidance related to public restrooms?
   a. No, it doesn't cover public restrooms but does cover drinking fountains, benches and other street furniture.