**LEVEL 1 TRANSPORTATION MANAGEMENT PLAN**

**SIGNIFICANT PROJECT**

Project Name: **Route 146 Corridor Interchange Improvements**

RI Design Contract No(s): **2008-EH-006**

RI Construction Contract No(s): **2011-CH-043**

Municipalities: **Providence, North Providence, Lincoln, North Smithfield**

Submission: **90%** Date: **10-Mar-2011**

*Insert Project Photo/Worm Here*

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# TMP ROLES AND RESPONSIBILITIES

## TMP Development Managers

*Project design managers who oversee the development of this TMP*

| RIDOT | | CONSULTANT | |
|---|---|---|---|
| Name: | **John Smith, P.E.** | Name: | **Michael Signals, P.E., PTOE** |
| Title: | **Principal Civil Engineer** | Title: | **Senior Traffic Engineer** |
| Unit: | **Traffic Design Section** | Company/Unit: | **ABC Consultants, Inc.** |
| Office Phone: | **401-222-4046 x0001** | Office Phone: | **401-987-6543** |
| Mobile Phone: | **401-123-4567** | Mobile Phone: | **401-555-5555** |
| E-Mail: | jbsmith@dot.ri.gov | E-Mail: | msig00@ABC.com |

## TMP Implementation Managers

*Project construction managers with the primary responsibility & authority for implementation of this TMP*

| RIDOT | | CONTRACTOR | |
|---|---|---|---|
| Name: | | Name: | |
| Title: | | Title: | |
| Unit: | | Company/Unit: | |
| Office Phone: | | Office Phone: | |
| Mobile Phone: | | Mobile Phone: | |
| E-Mail: | | E-Mail: | |

## TMP Implementation Task Leaders

*Other parties responsible for completing specific transportation management tasks required by this TMP*

| NAME / TITLE (if individual is named) | | COMPANY / UNIT | PHONE | E-MAIL |
|---|---|---|---|---|
| | | RIDOT / TMC | 401-222-5826 | tmc_operations@dot.ri.gov |
| Task Description / Responsibilities: | To be contacted via RIDOT notification form (FAX to 222-4225 / 222-5640) min. 48 hours prior to the implementation of lane closures and detours. Will update RIDOT 511 system as necessary. | | | |
| | | RIDOT / Communications | 401-222-1362 | webmaster@dot.ri.gov |
| Task Description / Responsibilities: | To be contacted via RIDOT notification form (FAX to 222-3905) min. 48 hours prior to the implementation of lane closures and detours. Will update/issue RIDOT travel advisories web site / news releases as necessary. | | | |
| | | RIDOT / Customer Service | 401-222-2450 | CustomerService@dot.ri.gov |
| Task Description / Responsibilities: | To be contacted via RIDOT notification form (FAX to 222-5648) min. 48 hours prior to the implementation of lane closures and detours. If necessary, will assist in coordinating the strategies included in the Public Information Plan. | | | |
| Joseph Bucci, P.E. | Managing Engineer | RIDOT / Traffic Management | 401-222-5826 x4200 | jbucci@dot.ri.gov |
| Task Description / Responsibilities: | Responsible for obtaining/archiving work zone crash data each week and for collecting traffic counts during Phase 4 of the project (see Performance Monitoring Plan for details). | | | |

## TMP Implementation Task Leaders (continued)

| NAME / TITLE (if individual is named) | | COMPANY / UNIT | PHONE | E-MAIL |
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# TMP Stakeholder Contacts

*TMP Stakeholders to be consulted or coordinated with during the work*

| NAME / TITLE (if individual is named) | COMPANY / UNIT | PHONE | E-MAIL |
|---|---|---|---|
| | | | |
| Role / Notification/Consultation Requirements: | | | |
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| Role / Notification/Consultation Requirements: | | | |

# Emergency Service Contacts

*Emergency service agencies/providers expected to be impacted by the project work zones*

| NAME / TITLE (if individual is named) | | AGENCY / UNIT | PHONE | E-MAIL |
|---|---|---|---|---|
| | | Rhode Island State Police | 401-444-1000 | |
| Special Details / Requirements: | | | | |
| | | ABC Ambulance Co. | 401-243-8900 | |
| Special Details / Requirements: | | | | |
| | | Providence Police Department | 401-272-3121 | |
| Special Details / Requirements: | | | | |
| | | Providence Fire Department | 401-243-6060 | |
| Special Details / Requirements: | | | | |
| | | N. Providence Police Department | 401-231-4533 | |
| Special Details / Requirements: | | | | |
| | | N. Providence Fire Department | 401-231-8505 | |
| Special Details / Requirements: | | | | |
| | | Lincoln Police | 401-333-1111 | |
| Special Details / Requirements: | | | | |
| | | Licoln Fire (Albion District) | 401-333-1242 | |
| Special Details / Requirements: | | | | |
| | | North Smithfield PD | 401-762-1213 | |
| Special Details / Requirements: | | | | |
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# PROJECT INFORMATION

## Brief Project Description

**This project is for the partial and full reconstruction and rehabilitation of seven highway interchanges on Route 146 in the Cities/Towns of Providence, North Providence, Lincoln, and North Smithfield, Rhode Island. The project includes, but is not limited to, the construction of new ramps to/from Route 146; the realignment of existing ramps; intersection improvements; [*complete description here*].**

## General Work Limits

**The work will take place along the Route 146 corridor in several discontinuous areas affecting both (1) mainline and entering/exiting vehicle traffic on Route 146 and I-95 and (2) all types of road users on principal arterial roadways intersecting Route 146.**

**While some work will be completed outside of existing roadway limits with no impact to road users, other portions of the work will require temporary restrictions of traffic, including lane closures, shoulder closures, lane shifts, road/ramp closures, and detours. The duration of each such restriction will vary depending on the work operation, and will range from long-term (e.g., stationary lane shifts for construction of ramps) to short-term (e.g., mobile lane closures for installation of pavement markings).**

## WORK ZONE LOCATIONS

| ROADWAY NAME or INTERSECTION | FROM | TO | APPROX. LENGTH |
|---|---|---|---|
| **Route 146** | I-95 (Providence) | Route 146A (N. Smithfield) | 15 mi. |
| **Sayles Hill Road** | At Route 146 Intersection | | 200 ft. |
| **Interstate 95** | Smith Street (US 44) | Industrial Drive | 3/4 mi. |
| **Old Sayles Hill Road** | At Route 146 Ramps | | 1,000 ft. |
| **Admiral Street** | At Route 146 Ramps | | 100 ft. |
| **Mineral Spring Avenue (Route 15)** | At Route 146 Ramps | | 700 ft. |
| **Charles Street (Route 246)** | At Route 146 Ramps | | 200 ft. |
| **Washington Highway (Route 116)** | At Route 146 Ramps | | 700 ft. |
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## General Project Schedule & Construction Sequence*

**The project is expected to begin in Spring of 2011 and be completed in Fall of 2012.**

**Most drainage and utility work will be completed first, followed by the construction of new facilities outside of existing roadway limits, then work to tie-in new highway ramps with existing roadways (including reconstruction/resurfacing of existing roadway approaches and intersection improvements).**

**The recommended construction sequence with anticipated completion dates is as follows:**

| PHASE | DESCRIPTION | ANTICIPATED COMPLETION DATE |
|---|---|---|
| Phase 1A | Utility Work - NG | June 15, 2011 |
| Phase 1B | Utility Work - VZ | July 1, 2011 |
| Phase 1C | Preliminary Drainage | July 15, 2011 |
| Phase 2A | I-95 / Mineral Spring Ramp Construction | June 15, 2012 |
| Phase 2B | Route 116 Ramp Construction | July 15, 2012 |
| Phase 3A | Sayles Hill Road Reconstruction | August 30, 2012 |
| Phase 3B | Old Sayles Hill Road Reconstruction | October 1, 2012 |
| Phase 4A | Route 116 / Mineral Spring Completion | September 15, 2012 |
| Phase 4B | Sayles Hill Road Final Tie-In | October 1, 2012 |
| Phase 5A | I-95 / Charles / Admiral Street Reconstruction | October 15, 2012 |
| Phase 5B | I-95 / Charles / Admiral Street Final Tie-In | November 10, 2012 |

*The information in this section is not intended to and shall not supersede the approved schedule and milestone/completion dates for the project.

| OTHER ACTIVITIES IN PROJECT VICINITY WITH POTENTIAL FOR CAUSING SIGNIFICANT CUMULATIVE IMPACTS | |
|---|---|
| ACTIVITY | DETAILS / DATES / LOCATIONS |
| I-95 Interchange Project (2008-CH-019) | Project will be under construction until Summer 2011. Resurfacing and ramp realignment |
| | work extends to Bridge No. 045901 on Route 146 N-Bnd and S-Bnd. |
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# TRAFFIC CONDITIONS PRIOR TO START OF WORK

## Traffic Data

[*summarize appropriate data here* ]

## Intersection Control

[*summarize appropriate data here* ]

## Crash Data

[*summarize appropriate data here* ]

## Local Community Issues and Concerns

Commercial developments at the Route 116 Interchange have demanded that access/egress to/from sites be maintained during the work.

ABC Elementary School in North Providence has requested that work be restricted on Mineral Spring Avenue from September - June in order to avoid noise disruptions.

## EXPECTED TRAFFIC CONDITIONS DURING THE WORK

### Traffic Data

[*summarize appropriate data here* ]

### Anticipated Demands from Other Activities in Vicinity of Project

# TRAFFIC-RELATED WORK RESTRICTIONS

## General Restrictions

**The Contractor shall maintain two 11-foot minimum width travel lanes in each direction open to traffic at all times on Route 146 unless otherwise noted below. One 11-foot minimum width travel lane must remain open to traffic at all times on all Route 146 ramps unless otherwise noted below.**

**On Route 146 and I-95, lane closures will not be allowed on weekdays between 6:00 am and 8:00 pm. On all other roadways, lane closures will not be allowed on weekdays between 6:00 am and 9:00 am and between 3:00 pm and 7:00 pm.**

**On Route 146, I-95, and their adjoining ramps, shoulder closures will not be allowed on weekdays between 6:00 am and 9:00 am and between 3:00 pm and 7:00 pm.**

**Full closures of either direction of Route 146 will only be allowed during blasting operations and when the appropriate detours shown on the Plans are in place and accepted.**

**Ramps 146-A and 146-B shall be opened to traffic prior to beginning demolition of the existing I-95 ramps.**

**No work of any kind shall take place on Friday and Saturday nights between 7:00 pm and 6:00 am the following morning.**

**No work on Mineral Spring Avenue and/or its adjoining Route 146 ramps shall take place on school days between 7:00 am and 3:30 pm.**

**The Contractor shall maintain at least one 11-foot minimum width travel lane in each direction open to traffic at all times on Washington Highway (Route 116), Mineral Spring Avenue (Route 15), Charles Street (Route 246), and Sayles Hill Road.**

**Temporary turn lanes for site driveways on Route 116 as called for on the Plans shall be installed prior to beginning demolition of Ramp 146-P.**

## Holiday Restrictions

2011 HOLIDAY WORK SCHEDULE

- Independence Day - No night work on Sunday, July 3 and no day or night work on Monday, July 4.
- Victory Day - No day or night work from Saturday, August 6 through Monday, August 8.
- Labor Day - No day or night work from Saturday, September 3 through Monday, September 5.
- Columbus Day - No day or night work from Saturday, October 8 through Monday, October 10.
- Veterans Day - No day or night work from Thursday, November 10 through Friday, November 11.
- Thanksgiving Day - No day or night work from Wednesday, November 23 through Sunday, November 27.

2012 HOLIDAY WORK SCHEDULE

- Easter - No night work Saturday, April 7 and no day or night work on Sunday April 8.
- Memorial Day - No day or night work from Saturday, May 26 through Monday, May 28.
- Independence Day - No night work on Tuesday, July 3 and no day or night work on Wednesday, July 4.
- Victory Day - No day or night work from Saturday, August 11 through Monday, August 13.
- Labor Day - No day or night work from Saturday, September 1 through Monday, September 3.
- Columbus Day - No day or night work from Saturday, October 6 through Monday, October 8.

All Friday daytime work on any holiday weekend must end by 1:00 p.m.

If the Contract is extended beyond the specified completion date, a similar set of holiday work restrictions will be established by the Engineer.

# TEMPORARY TRAFFIC CONTROL PLANS

*These RIDOT- and/or Designer-Developed TTC Plans will be used during the work on this project*

| RIDOT-DEVELOPED TYPICAL TTC PLANS | Included in: TMP | Included in: Plan Set |
|---|---|---|
| ☐ Mobile Operation | | |
| ☐ Work Beyond the Shoulder | | |
| √ Shoulder Closure - Two Lane Road | | X |
| √ Shoulder Closure - Limited Access | | X |
| ☐ 1-Side Lane Shift - Two Lane Road | | |
| ☐ 2-Side Lane Shift - Two Lane Road | | |
| ☐ Lane Shift - Limited Access | | |
| √ Lane Closure - Two Lane Road | | X |
| ☐ Lane Closure - Four Lane Road | | |
| √ Lane Closure - Limited Access | | X |
| ☐ Double Lane Closure - Limited Access | | |
| ☐ Others (list) - | | |

| DESIGNER-DEVELOPED TTC PLANS | Included in: TMP | Included in: Plan Set |
|---|---|---|
| TTC Plan No. 1: Phase 1A Construction | | X |
| TTC Plan No. 2: Phase 1B Construction | | X |
| TTC Plan No. 3: Phase 1C Construction | | X |
| TTC Plan No. 4: Phase 2A & 3A Construction | | X |
| TTC Plan No. 5: Phase 2B & 3B Construction | | X |
| TTC Plan No. 6: Phase 4A Construction | | X |
| TTC Plan No. 7: Phase 4B Construction | | X |
| TTC Plan No. 8: Phase 5A Construction | | X |
| TTC Plan No. 9: Phase 5B Construction | | X |
| TTC Plan No. 10: Detour Plan A | | X |
| TTC Plan No. 11: Detour Plan B | | X |
| TTC Plan No. 12: Typical Temporary Traffic Control Plans | | X |
| TTC Plan No. 13: Roundabout Phased Construction | | X |
| TTC Plan No. 14: I-95 / Route 146 Resurfacing Operations | | X |
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# PUBLIC INFORMATION PLAN

*These strategies will be used to provide information concerning the project to road users and the community*

## Public Awareness Strategies

| SELECTED STRATEGIES | RESPONSIBILITIES / REQUIREMENTS / SPECIAL CONSIDERATIONS |
|---|---|
| RIDOT travel advisories news releases | RIDOT TMP Imp. Mngr. to send RIDOT notification form to Communications min. 48 hrs. in advance of restrictions. Communications to include appropriate information in weekly news releases. |
| RIDOT travel advisories web site | RIDOT TMP Imp. Mngr. to send RIDOT notification form to Communications min. 48 hrs. in advance of restrictions. Communications to post appropriate information on RIDOT travel advisories web page. |
| Dedicated telephone hotline | RIDOT Customer Service to establish dedicated 1-800 number for the project that provides callers with updates on project schedule and traveler information. |
| Dedicated project web site | RIDOT Communications to establish dedicated web site describing project backgound, needs, plans, schedule, expected impacts, and traveler information. |

## Road User Information Strategies

| SELECTED STRATEGIES | RESPONSIBILITIES / REQUIREMENTS / SPECIAL CONSIDERATIONS |
|---|---|
| RIDOT 511 traveler information system | RIDOT TMP Imp. Mngr. to send RIDOT notification form to RIDOT TMC min. 48 hrs. in advance of restrictions. RIDOT TMC to include appropriate restriction information in 511 phone and web services. |
| Changeable message signs (CMS) | Permanent RIDOT CMSs to be used by RIDOT TMC Operators as applicable based on submitted RIDOT notification forms. Temporary (portable) CMSs to be furnished by Contractor and programmed and installed at the locations shown on the TTC plans. |
| Highway advisory radio (HAR) | Permanent (existing) RIDOT HAR systems to be updated by RIDOT TMC as applicable based on submitted RIDOT notification forms. |

# TRANSPORTATION OPERATIONS PLAN

*These strategies will be used to provide improved transportation operations/safety within project work zones*

## Corridor/Network Management Strategies

| SELECTED STRATEGIES | RESPONSIBILITIES / REQUIREMENTS / SPECIAL CONSIDERATIONS |
|---|---|
| Signal timing/coordination improvements | Described in Job Specific Specification T20.9906 |
| Street/intersection improvements | New turn lanes for businesses on Route 116 in Lincoln to be installed prior to Phase 4, all as shown on Plans. |

## Work Zone Safety Management Strategies

| SELECTED STRATEGIES | RESPONSIBILITIES / REQUIREMENTS / SPECIAL CONSIDERATIONS |
|---|---|
| Road safety audits (design) | An RSA was completed during Preliminary Design; RSA recommendations incorporated into Plans. |
| Crash attenuators | To be installed at locations shown on TTC plans. |
| Temporary traffic barrier | To be installed at locations shown on TTC plans. |

## Traffic/Incident Management & Enforcement Strategies

| SELECTED STRATEGIES | RESPONSIBILITIES / REQUIREMENTS / SPECIAL CONSIDERATIONS |
|---|---|
| RIDOT Transportation Management Center | RIDOT TMC operators, using existing CCTV cameras, will coordinate and manage traffic and incidents in and around the project work zones. |
| Establish available local detour routes | Locally-approved alternate detour routes (using local roadways) are shown on the TTC plans. Only to be used if prior approval is obtained from the RIDOT Chief Engineer and proper notifications are given to municipalities. |
| Dedicated (paid) police enforcement | State Police to provide targeted speed monitoring on Route 146 during Phases 1, 3, and 4 of the project, all in accordance with the State Agreement dated April 18, 2008 (attached). |

## Demand Management Strategies

| SELECTED STRATEGIES | RESPONSIBILITIES / REQUIREMENTS / SPECIAL CONSIDERATIONS |
|---|---|
| Transit service improvements | RIDOT/RIPTA is constructing a new bus terminal on Route 116 under RIC 2008-CE-001 in an effort to increase transit ridership along this principal arterial. |

# PERFORMANCE MONITORING PLAN

## General Monitoring Requirements

The **Contractor's TMP Implementation Manager** is responsible for keeping the portion of the project being used by public traffic in a condition that (1) safely and adequately accommodates such traffic and (2) is in accordance with the Traffic-Related Work Restrictions, the Temporary Traffic Control Plans, and where appropriate, the other transportation management strategies identified above.

The **RIDOT TMP Implementation Manager** or his/her responsible designee should (1) inspect the project work zones at initial setup, at the start of each subsequent work day, and just prior to extended breaks in the work (e.g., weekends) for conformance with the Temporary Traffic Control Plans, the *ATSSA Quality Guidelines for Temporary Traffic Control Devices and Features*, and where applicable, the other transportation management strategies identified above and (2) document all work zone-related feedback and complaints that are received from the public.

## Project-Specific Performance Monitoring Strategies

| SELECTED STRATEGIES | RESPONSIBILITIES / REQUIREMENTS / SPECIAL CONSIDERATIONS |
|---|---|
| Team meetings | The RIDOT TMP Implementation Manager will meet with the Construction Management Chief, the State Traffic Engineer, and the Traffic Management Chief on a regular basis to discuss and assess the safety and mobility impacts of the project work zones to date. At these meetings, attendees will discuss how well the TMP is managing the project impacts and will verify that all appropriate stakeholders and project officials have been receiving timely notifications where required. |
| Surveillance: Traffic counts | The RIDOT Traffic Management Section will conduct turning movement (AM & PM Peak Periods) and tube counts at the major ramps at the Route 116 Interchange before each major Subphase of Phase 4 (A thru E). This data will be summarized and shared with the RIDOT TMP Implementation Manager, the State Traffic Engineer, and the Consultant TMP Development Manager. |
| Surveillance: Traffic queues/delays | The Consultant TMP Development Manager will arrange to monitor and record vehicle queue lengths at the Route 146 @ Sayles Hill Road intersection during Phase 4 and Phase 5, at the times and durations listed in the approved proposal for the project Design Contract (attached). |
| Surveillance: Travel times | The Consultant TMP Development Manager will arrange to conduct weekday PM peak period probe vehicle travel time runs during Phase 2 of this project, at the frequency and within the limits all as listed in the approved proposal for the project Design Contract (attached). The travel time data will be forwarded to the RIDOT TMP Implementation Manager the morning following each day it is collected. |
| Assessment: Mobility | The Consultant TMP Development Manager will analyze traffic delays at the signalized ramp intersections during Phase 4 of this project using the traffic count data collected by the RIDOT Traffic Management Section, all at the frequency and within the limits listed in the approved proposal for the project Design Contract (attached). The results of the analyses will be documented in a brief report and forwarded to the State Traffic Engineer and the RIDOT TMP Implementation Manager. |

## CHANGES TO TMP & CONTINGENCY PLANS

If at any time (1) a significant deviation from any of the strategies included in the TMP (e.g., the use of an alternate construction sequence) is desired by one or more members of the project implementation team, (2) field observations and/or data suggest that impacts to road users are or will be unacceptable, or (3) one or more performance requirements established in the TMP are not being met in the field, the RIDOT TMP Implementation Manager shall report the situation to his/her supervisor or Division/Section/Unit manager. The supervisor / manager will coordinate with the State Traffic Engineer, the Traffic Management Chief, the TMP Development and/or Implementation Manager(s), the Chief Engineer, and/or other interested parties as appropriate and/or necessary to consider and determine whether revised and/or alternate strategies should be implemented in an effort to lessen the adverse safety and/or mobility impacts of the project. If the supervisor / manager deems that strategy changes should be implemented, the changes shall be documented in a revised version of the TMP and the Traffic Management Chief, the State Traffic Engineer, and the Chief Engineer must approve of the revised TMP prior to their implementation.

If a significant deviation from any of the strategies included in the TMP is requested by the Contractor, unless directed otherwise by the RIDOT the Contractor is responsible for preparing and submitting to the RIDOT TMP Implementation Manager appropriate documentation (e.g., design calculations, analysis reports, Temporary Traffic Control Plans, etc.) showing that the requested change(s) are (1) feasible and (2) expected to result in safety and mobility impacts that are no more adverse than the impacts resulting from the strategies already included in the latest approved TMP. The RIDOT will review and consider the submittal(s) as described in the preceding paragraph and will determine whether the changes should be implemented. If the requested changes are approved by the RIDOT, unless otherwise directed by the RIDOT the Contractor shall prepare and submit to the RIDOT TMP Implementation Manager a revised version of the latest approved TMP in both printed and electronic (Microsoft® Excel) format that documents all of the approved changes. Work to implement the changes shall not begin until the Traffic Management Chief, the State Traffic Engineer, and the Chief Engineer have approved of the revised TMP.

When unexpected events (e.g., crashes, inclement weather, unforeseen traffic demands, etc.) occur in a project work zone where one or more lanes are closed, the RIDOT TMP Implementation Manager or his/her responsible designee should (1) determine whether or not the lane closure(s) can/should be removed in order to improve traffic operations and/or minimize delays and (2) if deemed appropriate, take action to remove the lane closure(s).

### Project Specific Contingencies

## TMP APPROVALS

*All approvals must be obtained prior to start of work*

**TRAFFIC MANAGEMENT CHIEF**

Signature:

Date:

| Revision # | Initials | Date |
|---|---|---|
| | | |
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**STATE TRAFFIC ENGINEER**

Signature

Date

| Revision # | Initials | Date |
|---|---|---|
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**CHIEF ENGINEER**

Signature:

Date:

| Revision # | Initials | Date |
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## LIST OF ATTACHMENTS