3.11.2. Maintenance and Protection of Traffic Plan

The various lane configurations and roadway closures, detours and temporary access roads shown in the construction staging plans presented in the BTC shall be followed unless alternatives are accepted by the State through the Proposal process. Any modification that varies from the BTC construction staging plans must be accompanied by a traffic analysis model (VISSIM for freeways/interstates/ramps, SYNCHRO or VISSIM for all other roadways) in order to demonstrate that the proposed changes will result in acceptable traffic operations. RIDOT shall be the sole entity that determines whether the proposal constitutes acceptable traffic conditions.

a. Reduction to the number of traffic lanes along I-195 and all off-and on-ramps shown in the staging plans **will not be allowed**.

b. Reduction in the number of lanes on all other roadways will not be allowed without an approved modification and accompanied VISSIM or SYNCHRO traffic analysis.

c. Reduction of freeway weaving, tapering and merging distances will not be allowed without a prior approved modification and accompanied VISSIM traffic analysis.

d. If a Proposal changes these BTC Conceptual Sequence of Construction Phasing plans and Stages, the Contractor will be responsible for obtaining required approvals from RIDOT and any third parties as directed by RIDOT.

Pedestrian facilities including ADA compliance shall be maintained on all open roads wherever pedestrian travel is currently permitted. The DB Entity is not responsible for maintaining pedestrian travel on closed roadways with the exception that pedestrian access shall be maintained to businesses and residences at all times as outlined in Section 3.11.2.2 below. The DB Entity shall maintain access to the Blackstone River Bikeway and the East Bay Bike Path. The DB Entity will be responsible for maintenance and providing an acceptable operating condition of the travel lanes within the limits of the project area.

Current traffic movements through intersections in the surrounding project area shall be modified to accommodate traffic detours during construction. The DB Entity shall facilitate the detours and maintenance of intersections, including early notifications to the stakeholders of upcoming road closures and detours. Conceptual Detour Plans are included in the Appendix B for use by the DB Entity in developing their plans. The DB Entity shall be responsible for developing the final detour plans in accordance with RIDOT and MUTCD standards.

A detailed MPT Plan for all major construction elements is required. Plans shall be drawn to scale and include all proposed traffic control devices, signing and pavement markings. Traffic management of all bicycle, pedestrian, and vehicular traffic must be maintained within the limits of work throughout construction except as shown in the Conceptual Sequence of Construction Phasing Plans and BTC Draft TMP. The DB Entity shall provide traffic mitigation plans as needed for the intersections within the proposed detour routes. The proposed detour routes are shown in the BTC Conceptual Detour Plans. These plans shall consist at a minimum of a traffic monitoring program and a schedule for improved traffic signal timings.

The BTC Conceptual Sequence of Construction Phasing Plans and BTC Draft TMP depicts the intended staging and lane requirements during construction and any variations to the Traffic Management or construction Staging will require prior authorization and approval by RIDOT. The requirements of the MPT plan include:

a. Vehicular, bicycle and pedestrian access to local businesses is required at all times during construction.

b. A minimum of 11-foot wide vehicle travel lanes ~~and 2-foot wide shoulders~~ on Interstate I-195, including ramps, during construction.

c. Temporary ground-mounted and overhead signing that meets State and MUTCD work zone standards and specifications.

d. All roadways and ramps must remain open to traffic unless otherwise shown on the Conceptual Sequence of Construction Staging plans and shall provide adequate width to allow vehicles to travel around a disabled vehicle with the exception of the temporary contraflow lane on I-195. Any closures in addition to those shown on the plans must be approved by RIDOT.

e. Temporary ramps (if utilized) must contain adequate acceleration and deceleration lanes and be designed to a 25 MPH Design speed minimum unless otherwise noted.

f. Traffic signal monitoring must be provided, with the potential for traffic signal timing changes as applicable. Monitoring of signal timings, suggested changes, and implementation shall be coordinated and implemented by the Contractor. The Contractor shall coordinate all work with the State and the Cities of Providence and East Providence and obtain approval from the State and the Cities of Providence and East Providence prior to implementation.

g. Detours specified in the BTC shall be implemented as necessary, in such a manner that ensures the least possible disruption to traffic. If an alternate route is considered, a plan shall be prepared by the DB Entity and approved by the State and the Cities of Providence and East Providence prior to implementation.

h. Police detail or officers shall be used as required. Certified flaggers may also be used if the traffic volume and conditions meet the State and the Cities of Providence and East Providence criteria for flaggers. The DB Entity shall coordinate this effort with the State.

i. The DB Entity shall perform a review of all traffic signals impacted by the project and along the proposed detour routes and identify operational and equipment issues (included but not limited to signal controller, vehicle detection, pedestrian pushbuttons). The DB Entity shall inform RIDOT and the Cities of Providence and East Providence on all identified issues one month prior to any proposed detours to allow RIDOT and/or the Cities of Providence and East Providence to rectify any issues.