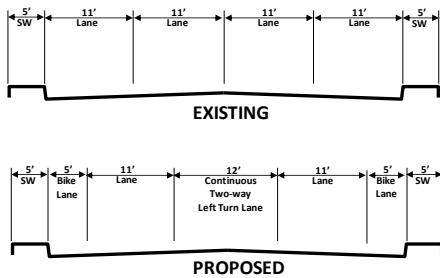


On-Call Traffic Design Consultant Rhode Island Department of Transportation

Duration: 2011-2012
Project Cost: \$500,000
Firm Fee: \$50,000
Role: Sub-consultant

TrafInfo Communications, Inc. (TrafInfo) was a sub-consultant on this on-call traffic design services contract for the Rhode Island Department of Transportation.

Road Diet Study – Warwick Ave, Cranston/Jefferson Blvd, Warwick



TrafInfo was tasked with conducting a Road Diet study on two existing four lane highways. The study involved a detailed field investigation; development of collision diagrams; and review of research articles in trade journals. TrafInfo developed conceptual plans for a three-lane roadway including a continuous two-way center left turn lane as well as 5-foot bike lanes on either side.

Pedestrian Safety Study – Douglas Ave, North Providence/Washington St, W. Warwick

TrafInfo investigated into existing crosswalks and determined necessary safety improvements. TrafInfo conducted MUTCD Traffic Signal Warrants analysis; and sight distance analysis. Improvements were developed including re-striping as per the latest guidelines in the MUTCD and guidelines from FHWA based upon safety studies. On Washington St, TrafInfo conducted a All-way STOP warrant analysis and proposed detailed signing to manage on-street parking.

Passing Zone Study – Hartford Pike, Scituate

TrafInfo conducted a detailed safety study of an existing passing zone to verify if it conformed to the design guidelines in the MUTCD as well as AASHTO. Detailed field investigation was conducted to assess existing passing sight distances. Existing plans were reviewed in terms of horizontal and vertical roadway geometry. Recommendations included elimination of a passing zone and installation of additional signs and pavement markings to improve safety.

Speed and Safety Study – Snake Hill Road, Gloucester

This task involved safety assessment of existing school bus stop and the appropriate signage in both directions. The analysis included spot speed data collection, investigation into crash records, as well as field investigation into existing sight distances. Additional signage, roadside delineators and pavement markings were recommended.

