



U.S. Department  
of Transportation

Federal Highway Administration  
Rhode Island Division  
380 Westminster Mall, Rm 547  
Providence, RI 02903  
401-528-4541  
401-528-2865 (fax)

Federal Transit Administration  
Region I  
55 Broadway Suite 920  
Cambridge, MA 02142-1093  
617-494-2055  
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1/19/16

Gina M. Raimondo, Governor  
State of Rhode Island  
State House, Room 224  
Providence, RI 02903

**Subject: Rhode Island FY13-16 STIP Amendment #6**

Dear Governor Raimondo:

The Federal Highway Administration (FHWA) and the Federal Transit Administration (FTA) have reviewed the Fiscal Years 2013-2016 Statewide Transportation Improvement Program (STIP) Amendment #6 submitted to our office on January 6, 2016. This is a minor amendment to add the recently received Transportation Investment Generating Economic Recovery (TIGER) discretionary grant to construct a Rhode Island Travel Plaza and Transit Hub.

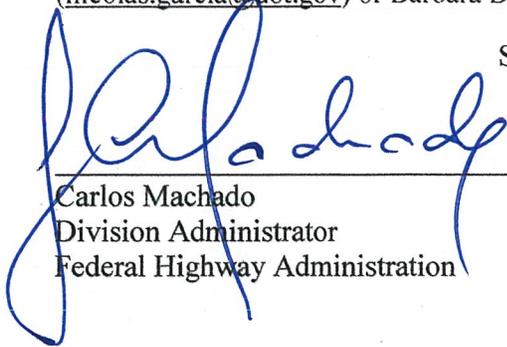
In accordance with the 1990 Clean Air Act Amendments and §450.324(b), a conformity determination is not needed since the projects in this amendment fall under the air quality conformity exemption for Safety Roadside Rest Areas (40 CFR §93.126, Table 2).

Furthermore, we make the following determinations:

- The projects in the STIP are based on a planning process that is consistent with the requirements of 23 USC 134 and 135, 49 USC 5303 and 5304, and Subparts A, B, and C of 23 CFR 450, and other applicable requirements.
- The component TIPs are based on a continuing and comprehensive transportation planning process carried on cooperatively by the State, the MPO, and the transit operator in accordance with the provisions of 23 USC 134, 49 USC 5303 and 5304, and subparts A and C of 23 CFR 450.
- The changes called for in this STIP amendment maintain financial constraint as required under 23 CFR 450.216 (m).

The FHWA and FTA have determined that the STIP, as revised, substantially meets all requirements and is hereby approved. If you have any questions please send them to Nicolas Garcia ([nicolas.garcia@dot.gov](mailto:nicolas.garcia@dot.gov)) or Barbara Breslin ([barbara.breslin@dot.gov](mailto:barbara.breslin@dot.gov)).

Sincerely yours,



Carlos Machado  
Division Administrator  
Federal Highway Administration



Mary Beth Mello  
Regional Administrator  
Federal Transit Administration

cc: Peter Alviti, Director, RIDOT  
Jared Rhodes, Chief – RISPP  
Ray Studley, General Manager – RIPTA  
Janet Coit, Director – RIDEM  
Curt Spalding, Administrator – EPA Region I



State of Rhode Island and Providence Plantations

State House  
Providence, Rhode Island 02903-1196  
401-222-2080

Gina M. Raimondo  
Governor

December 28, 2015

Mr. Carlos C. Machado  
Division Administrator  
Federal Highway Administration  
Suite 547  
380 Westminster Mall  
Providence, RI 02903

Ms. Mary Beth Mello  
Regional Administrator  
Federal Transit Administration  
55 Broadway  
Cambridge, MA 02142

Dear Mr. Machado and Ms. Mello:

The Rhode Island Department of Transportation (RIDOT) has requested an amendment to the FY 2013-2016 State Transportation Improvement Program (TIP). In October 2015, RIDOT received a seventh round Transportation Investment Generating Economic Recovery (TIGER) Discretionary Grant to construct a Rhode Island Travel Plaza and Transit Hub located adjacent to Interstate 95 in Hopkinton, Rhode Island. RIDOT is requesting an amendment to the Major Projects category of the TIP to show the \$9 million in discretionary grant funds and \$3 million in state required match.

This amendment is classified as a Minor Amendment, which required a 10 day public notice, review, and final decision by the Rhode Island State Planning Council's Transportation Advisory Committee (TAC). On December 14, 2015, the TAC approved RIDOT's request for TIP Amendment #6.

I hereby approve the amended TIP and provide my assurance that the TIP and this amendment satisfy all requirements of state and federal laws and regulations. I request that you provide the appropriate approvals so that the travel plaza contained in this TIP amendment may proceed.

Enclosed are copies of the amendment request, draft Transportation Advisory Committee meeting minutes of December 14, 2015, amended TIP tables, and information on the travel plaza and transit hub. If you have any questions regarding this action, please contact Linsey Callaghan of the Statewide Planning Program at (401) 222-6479 or [linsey.callaghan@doa.ri.gov](mailto:linsey.callaghan@doa.ri.gov).

Sincerely,

  
Gina M. Raimondo  
Governor

cc: Mr. Peter Alviti, Jr., Director, RI Department of Transportation  
Mr. Ray Studley, CEO, RI Public Transit Authority  
Mr. Michael DiBiase, Chairman, State Planning Council

Enclosures: 4



State of Rhode Island and Providence Plantations

Interoffice Memorandum

November 12, 2015

**To:** Jared Rhodes, Chief  
Rhode Island Statewide Planning Program

**Department:** Administration

**From:** Meredith E. Brady  
Planning & Program Development

**Department:** Transportation

**Subject:** Request for TIP Amendment

In late October 2015, RIDOT received a seventh round Transportation Investment Generating Economic Recovery (TIGER) Discretionary Grant for a Rhode Island Travel Plaza and Transit Hub in 2015.

RIDOT hereby requests a minor amendment to the Major Projects category of the FFY2013-2016 TIP to show the \$9 million in discretionary grant funds (and \$3 million in state match) in FFY2016. The \$9.0 million for the Travel Plaza and Transit Hub should be shown as federal discretionary grant funding, and the source of the state match (\$3.0 million) will be the Highway Maintenance Account, which will have available funds in FY2016 of approximately \$20 million in excess of available state revenues programmed in the current FFY2016 TIP. Neither allocation will reduce, nor otherwise impact, funds already committed as part of approved FFY2013-2016 TIP: fiscal constraint is maintained.

Line Item	TIP Category	Funding	Current TIP Amount (Millions)	New TIP Amount (Millions)
Rhode Island Travel Plaza and Transit Hub	Major Projects	Federal TIGER Discretionary Grant	\$0.0	\$9.0
		State Matching Funds	\$0.0	\$3.0

Please let us know if you require additional information regarding this request. Thank you for your assistance in this matter.

**State of Rhode Island**  
**Transportation Improvement Program 2013 - 2016**  
(Total Cost Shown in Million Dollars)

Amendment 6  
Approved December 14,  
2015

Project/Program	Town/City	Limits	ID	Phase	2013	2014	2015	2016	FUT	Funding*
<b><u>Administrative Program</u></b>										
EEO/Training/Motor Carrier Safety				O	\$ .50	\$ .50	\$ .50	\$ .50		Support Services - DBE
				O	\$ .50	\$ .50	\$ .50	\$ .50		STP
Motor Fuel Tax Evasion Prevention Program				O	\$ .10	\$ .10	\$ .10	\$ .10		STP
Project Modifications				C	\$ 2.00	\$ 2.00	\$ 2.00	\$ 2.00		Bridge
				C	\$ 3.00	\$ 3.00	\$ 3.00	\$ 3.00		NHS
				C	\$ 3.00	\$ 3.00	\$ 3.00	\$ 3.00		STP
<b>Administrative Program - Program Total</b>					<b>\$ 9.10</b>	<b>\$ 9.10</b>	<b>\$ 9.10</b>	<b>\$ 9.10</b>	<b>----</b>	

**Bike/Pedestrian Program**

Safe Routes to School Program	Statewide			DRC	\$ 1.00	\$ 1.00	\$ 1.00	\$ 1.00		SRTS
Recreational Trails Program	Statewide			C	\$ .60	\$ .60	\$ .60	\$ .60		RTP
Bike Path Signage/Bike Map Printing	Statewide			C	\$ .03	\$ .03	\$ .03	\$ .04		STP
Colt State Park Bike Path	Bristol			C	\$ 1.88					EM
	Bristol			C	\$ .50					STP
	Bristol			C				\$ .59		STP Enhancement
Blackstone River Bikeway	Woonsocket	Segment 8A		C	\$ 4.00	\$ 1.00				STP
	Providence	Segment 1A		C			\$ 1.50			STP
Trestle Trail, East Section	Coventry	Town Farm Road to Log Bridge Road	0026F	C	\$ 5.90					EM
Trestle Trail, West Section	Coventry	Log Bridge Road to the CT border	0026M	C		\$ 4.00				EM
Ten Mile River Greenway Segment 1-4 / East Junction track	E. Providence/Pawtucket			C		\$ 1.50	\$ 1.00			STP
East Bay Bike Path Extension	Warren			C		\$ 2.00				STP

P: Planning S: Study D: Design R: Right of Way C: Construction O: Operations

\* See Page 14 for Funding Category Descriptions

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<b><u>Bike/Pedestrian Program</u></b>										
Maskerchugg River Bridge Multi-Use Path	Warwick, E. Greenwich			C		\$ .50				STP
Other Bike Projects				C			\$2.50	\$5.00		STP
CMAQ and Enhancement Funding	To Avoid Double Counting			C				-\$ .59		STP Enhancement
	To Avoid Double Counting			C	-\$1.50	-\$1.50	-\$1.50	-\$1.50		STP
<b>Bike/Pedestrian Program - Program Total</b>						<b>\$12.41</b>	<b>\$9.13</b>	<b>\$5.13</b>	<b>\$5.14</b>	<b>----</b>

**Bridge Program**

Bridge Design	Statewide			D	\$6.00	\$6.00	\$6.00	\$6.00		Bridge
Bridge ROW	Statewide			R	\$ .50	\$ .50	\$ .50	\$ .50		Bridge
Bridge Inspection Program	Statewide			O	\$8.00	\$8.00	\$8.00	\$8.00		Bridge
Bridge Preventive Maintenance	Statewide			C	\$2.00	\$2.00	\$2.00	\$2.00		Bridge
Program to Eliminate Structurally Deficient Bridges	Statewide			C	\$4.00	\$4.00	\$4.00	\$4.00		Bridge
Shippee Bridge No. 307	Burrillville	Route 98 over Nipmuc River	0154B	C	\$2.00					Bridge
Middle Road Bridge No. 761	E. Greenwich	Middle Road over Route 4	0156E	C	\$1.00					Bridge
Horton Farm Bridge No. 472	E. Providence	East Shore Expressway North (Rte.114) over I-195	0143K	C	\$1.50					Bridge
McCormick Quarry Bridge No. 476	E. Providence	East Shore Expressway (NB) over US Rt. 6 (Warren Ave.)	0143D	C	\$3.50					Bridge
Jamestown - Verrazzano Bridge No. 800 Phase V	N. Kingstown, Jamestown	Route 138 over the West Passage of Narragansett Bay		C	\$2.00					Bridge
Slatersville Stone Arch Bridge No. 273	N. Smithfield	Providence Pike (Rte. 5) over Branch River	0118A	C	\$4.00					Bridge

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<b><u>Bridge Program</u></b>										
Great Island Bridge No. 499	Narragansett	Great Island Road over Point Judith Pond Tidal Flats Inlet	0144B	C	\$3.00					Bridge - Off
Kent Dam Spillway Bridge No. 84	Scituate	Tunk Hill Road (Rte.12) over the Kent Dam Spillway (Scituate Reservoir)	0143B	C	\$2.00					Bridge
Newman Ave. Bridge No. 224	E. Providence	Newman Avenue (Rte. 152) over the Ten Mile River	0171B	C		\$2.00				Bridge
Coles Bridge No. 134	E. Providence	Pawtucket Avenue (Routes 1A & 114) over the Ten Mile River	0153D	C		\$1.50				Bridge
Louisquisset Pike Bridge No. 276	Lincoln	Route 146 over Route 116	0184B	C		\$5.00				Bridge
Pleasant Valley Parkway Bridge No. 777	Providence	Dean Street over the Woonasquatucket River	0129A	C		\$3.50				Bridge
Third Carolina Bridge No. 56	Richmond	Carolina Road (Rte. 112) over the Pawcatuck River	0145B	C		\$1.00				Bridge
Second Carolina Bridge No. 55	Richmond	Carolina Road (Rte. 112) over the Mill Canal	0145B	C		\$1.00				Bridge
Capron Bridge No. 792	Smithfield	Capron Road over the Woonasquatucket River	0153E	C		\$2.00				Bridge - Off
Victory Highway Bridge No. 589	W. Greenwich	Victory Highway (Rte. 102) over I-95	0168C	C		\$5.00				Bridge
Division Street Bridge No. 760	E. Greenwich, Warwick	Division St. over Route 4	0156D	C			\$3.00			Bridge
Pawtucket Avenue Bridge No. 471	E. Providence	Pawtucket Avenue (Rte. 114) over I-195	0143K	C			\$3.00			Bridge
Union Village RR Bridge No. 107	N. Smithfield	Great Road (Rte. 146A) over the P&W RR tracks	0145C	C			\$1.50			Bridge
Harris Avenue RR Bridge No. 510	Providence	Route 6 over Harris Avenue, AMTRAK, and P&W railroad	0030G	C			\$6.00			Bridge
Kingston Road Bridge No. 403	Richmond	I-95 over Kingston Road (Rte. 138)	0143C	C			\$2.00			Bridge
Kingston Station RR Bridge No. 372	S. Kingstown	Kingstown Road (Rte. 138) over AMTRAK railroad	0139D	C			\$5.75			Bridge

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<b><u>Bridge Program</u></b>										
Howard Road Bridge No. 459	Cumberland	Howard Road over the Abbott Run River	0035D	C				\$1.00		Bridge - Off
Meshanticut Interchange, Bridge Contract 3	Cranston, Warwick	Includes the following bridges: 821, 820, 245, 246, 490, and 491. Route 2/5/295 interchange area.	0028B	C				\$5.00		Bridge
Newel Bridge No. 204	Cumberland	Diamond Hill Road (Rte. 114) over East Branch Sneece Brook		C				\$1.50		Bridge
Tefft Hill Trail Bridge No. 592	Exeter	I-95 over the Tefft Hill Trail	0168E	C				\$2.50		Bridge
Simonsville Bridge No. 326	Johnston	Simonsville Avenue over Simmons Brook	0182A	C				\$1.00		Bridge
Central Street Bridge No. 449	N. Smithfield	Central Street over the North Smithfield Expressway (Rte.146)	0183B	C				\$1.00		Bridge
Branch River Bridge No. 108	N. Smithfield	Great Road (Rte. 146A) over the Branch River	0145D	C				\$1.00		Bridge
Dean Street Bridge No. 776	Providence	Dean Street over Rte. 6, Harris Avenue and AMTRAK railroad	0163B	C				\$4.00		Bridge
Broadway Ramp Overpass (Tobey St.) Bridge No. 509	Providence	Route 6 Ramp over Route 6 & AMTRAK, and P&W railroad	0030H	C				\$5.00		Bridge
Harbor Junction Bridge No. 131	Providence	Elmwood Avenue (Rte. 1) over the P&W railroad	0144E	C				\$1.50		Bridge
Big River Bridge No. 34	W. Greenwich	Nooseneck Hill Road (Rte. 3) over Big River	0143A	C				\$1.00		Bridge
South County Freeway Bridge No. 686	Warwick	I-95 North Bound over Rte. 4/South County Freeway Ramp	0156C	C				\$1.00		Bridge
<b>Bridge Program - Program Total</b>					<b>\$39.50</b>	<b>\$41.50</b>	<b>\$41.75</b>	<b>\$46.00</b>	<b>----</b>	

**CMAQ Program**

South County Commuter Rail	RIDOT	Providence to Wickford Junction		0	\$5.00	\$5.00	\$5.00	\$5.00		CMAQ 100%
Passenger Initiatives	RIPTA	Statewide		0	\$ .50	\$ .50	\$ .50	\$ .50		CMAQ 100%

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<b><u>CMAQ Program</u></b>										
Transit Service Initiatives	RIPTA	Statewide		O	\$1.20	\$1.20	\$1.20	\$1.20		CMAQ
Transporation Support Projects	RIPTA	Statewide		O	\$0.50	\$0.50	\$0.50	\$0.50		CMAQ 100%
Vehicles, Revenue (Replacement)	RIPTA	Statewide		C	\$1.10	\$1.10	\$1.10	\$1.10		CMAQ
Commuter Resources	RIPTA	Statewide		O	\$0.50	\$0.50	\$0.50	\$0.50		CMAQ
Bike/Pedestrian Projects	RIDOT	Statewide		DC	\$1.50	\$1.50	\$1.50	\$1.50		CMAQ
Reserved for South County Commuter Rail if Eligible or for New Projects	RIDOT	To be determined		O						CMAQ 100%
<b>CMAQ Program - Program Total</b>					<b>\$10.30</b>	<b>\$10.30</b>	<b>\$10.30</b>	<b>\$10.30</b>	<b>----</b>	

<b><u>Enhancement Program</u></b>		<b>Programmed Projects Shown in Appendix B</b>								
Enhancement Budget				DRC	\$4.00	\$4.00	\$4.00	\$4.00		STP Enhancement
<b>Enhancement Program - Program Total</b>					<b>\$4.00</b>	<b>\$4.00</b>	<b>\$4.00</b>	<b>\$4.00</b>	<b>----</b>	

<b><u>Highway Program</u></b>										
Highway Design				D	\$1.00	\$1.00	\$1.00	\$1.00		STP
				D	\$1.00	\$1.00	\$1.00	\$1.00		NHS
Highway ROW				C	\$0.50	\$0.50	\$0.50	\$0.50		STP
ADA Projects		Candidate Projects Shown in Appendix C		C	\$2.00	\$2.00	\$2.00	\$2.00		STP
Apponaug By-Pass - Transportation Improvements	Warwick			C	\$7.70					EM
Apponaug Bypass - Transportation Improvements	Warwick		0185A	C	\$5.00	\$7.00	\$8.00			STP

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<b><u>Highway Program</u></b>										
Reconstruction of Two Mile Corner (Routes 138/114)	Middletown	East Main Road - Bailey Brook to West Main Road; For West Main Road -East Main Rd. to Coddington Highway	0007F	C	\$5.38					EM
	Middletown	East Main Road - Bailey Brook to West Main Road; For West Main Road -East Main Rd. to Coddington Highway	0007F	C	\$0.26					NHS
Pell Bridge Access	Newport	Bridge Approaches / Ramps(Admiral Kalbfus to Americas Cup)	0050B	DRC	\$4.06					EM
	Newport	Bridge Approaches / Ramps(Admiral Kalbfus to Americas Cup)	0050B	C		\$7.00				NHS
Route 138 (Kingstown Rd.)	S. Kingstown	Contract 1 - From Kingston Station RR Bridge to Route 108	0139C	DRC	\$12.50					EM
	S. Kingstown	Contract 2 - From Route 2 to the Kingston Station RR Bridge	0139A	DRC			\$3.25			EM
	S. Kingstown	Contract 2 - From Route 2 to the Kingston Station RR Bridge	0139A	DRC			\$1.75			NHS
Hartford Ave (Route 6A)	Johnston	Atwood Avenue to Killingly Street Contract-2	0138B	C		\$6.25				STP
	Johnston	Atwood Avenue to Killingly Street	0134B	C			\$0.30			STP
Town Center, East Main Rd. (Route 138)	Portsmouth	Turnpike Ave. to Hedley	0007E	C				\$7.00	\$8.00	NHS
Route 5 Reconstruction	Cranston / Warwick	Mayfield Ave. to Rt. 95, Contract-1	0079B	C			\$4.50			STP
Main Street Improvements Route 115	Scituate	Route 115 from North Road to Jackson Flat Road	0173C	C		\$2.00				STP
	Scituate	Route 115 from North Road to Jackson Flat Road	0173C	C		\$0.50				STP Enhancement
Enhancement Funding	To Avoid Double Counting			C		-\$0.50				STP Enhancement
<b>Highway Program - Program Total</b>					<b>\$39.39</b>	<b>\$26.75</b>	<b>\$22.30</b>	<b>\$11.50</b>	<b>\$8.00</b>	

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<b><u>Interstate Program</u></b>										
Interstate Design				D	\$2.00	\$2.00	\$2.00	\$2.00		Interstate
I-295 Ramp Resurfacing				C	\$5.00					Interstate
I-95 Resurfacing Contract - 4	Warwick	Route 2 to Route 113		C	\$3.00	\$7.00				Interstate
I-95 Resurfacing Contract - 5	Cranston, Providence, Warwick	Route 113 to North of Thurbers Avenue Curve		C			\$10.00	\$6.00		Interstate
	Cranston, Providence, Warwick	Route 113 to North of Thurbers Avenue Curve		C				\$4.00		NHS
I-95 Resurfacing Contract - 6	Pawtucket, Providence	Westminster Street Overpass to MA State line		C				\$1.00	\$17.00	Interstate
I-195 Resurfacing and Safety	East Providence	East Shore Expressway to MA State line		C				\$1.50		Interstate
Traffic Management Center	RIDOT	Operations		O	\$3.50	\$3.50	\$3.50	\$3.50		Interstate
<b>Interstate Program - Program Total</b>					<b>\$13.50</b>	<b>\$12.50</b>	<b>\$15.50</b>	<b>\$18.00</b>	<b>\$17.00</b>	

**Major Projects with Multi Year Funding**

GARVEE Debt Service		Debt Service		O	\$30.38	\$30.39	\$30.36	\$32.59		NHS-GARVEE
		Debt Service		O	\$18.00	\$18.00	\$18.00	\$20.00		Bridge-GARVEE
I-195 Relocation - Remaining Work	Providence	Includes Contract 16 and Landscape Contracts		C	\$24.00					GARVEE-Land Sales
I-195 Relocation - Providence River Pedestrian Bridge	Providence	To be constructed in IWAY Contract 16		C			\$2.00			Bridge
	Providence	To be constructed in IWAY Contract 16		C			\$4.00			GARVEE-Land Sales
Sakonnet River Bridge No. 250	Portsmouth, Tiverton	Main Bridge Non-GARVEE Funding	0031K	C	\$16.00					Bridge
Pawtucket Bridge No. 550	Pawtucket	I-95 over Pleasant St., Taft St., & Seekonk River	0143G	C	\$10.00					Bridge
	Pawtucket	I-95 over Pleasant St., Taft St., & Seekonk River	0143G	C	\$10.00					NHS

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<b><u>Major Projects with Multi Year Funding</u></b>										
Providence Viaduct Bridge No. 578, Rehabilitation	Providence	146 interchange to Atwells Ave	0156F	C	\$1.00	\$20.00	\$20.00	\$20.00		Bridge
	Providence	146 interchange to Atwells Ave	0156F	C	\$10.00					TIGER
Rhode Island Travel Plaza and Transit Hub	Hopkinton	20-acre site at I-95 Exit 1		C				\$12.00		TIGER 75
<b>Major Projects with Multi Year Funding - Program Total</b>					<b>\$119.38</b>	<b>\$68.39</b>	<b>\$74.36</b>	<b>\$84.59</b>	<b>----</b>	

**Pavement Management Program**

Pavement Management Design and Right of Way				DR	\$3.00	\$3.00	\$3.00	\$3.00		STP
Crack Sealing		Statewide		C	\$1.00	\$1.00	\$1.00	\$1.00		STP
Paver Placed Elastomeric Surface Treatment		Statewide	0085D	C	\$1.50	\$1.50	\$1.50	\$1.50		STP
Surface Sealing		Statewide		C	\$2.00	\$2.00	\$2.00	\$2.00		STP
Local Roads Program	Statewide	Federal Program		C	\$4.30					STP
Victory Highway	Burrillville	Main Street (Cooper Hill Road) to Rt. 107 (East Ave.) Contract-1	0177G	C	\$1.00					NHS
	Burrillville	Route 7 to 0.5 miles south. Contract-2 Phase III		C	\$0.50					NHS
US Route 44 Putnam Pike	Glocester/Smithfield	RIDOT Maintenance Facility to West Greenville Rd. Contract - 3B	0061A	C	\$3.75					STP
Central Avenue and Sunset Avenue	Johnston, Providence	Atwood Avenue (Route 5) to Killingly Street	0172D	C	\$1.00					STP
Railroad Street /Manville Bridge No. 396	Lincoln	Main Street to Woonsocket City Line (Old River Road)	0165J	C	\$0.63					Bridge
	Lincoln	Main Street to Old River Road	0165J	C	\$2.50					STP
Broadway No.	Newport	Washington Square to Bliss Road	0172U	C	\$3.00					STP
Ocean Avenue	New Shoreham	Beach Avenue to Bridge Gate Square (Corn Neck Road)		C	\$0.40					STP Rural

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2015

Project/Program	Town/City	Limits	ID	Phase	2013	2014	2015	2016	FUT	Funding*
<b><u>Pavement Management Program</u></b>										
Mineral Spring Avenue No.	Pawtucket	Dorman Avenue to Main Street	0172F	C	\$2.20					STP
Nayatt Road	Barrington	Rumstick Rd to Washington Rd.		C		\$1.00				STP
US Route 1 - Post Road	Charlestown	Oyster Drive to South Kingstown Town Line		C		\$5.00				NHS
Route 102	Coventry, Foster	Harkney Hill Road to Old Plainfield Pike	0172S	C		\$2.00				NHS
Route 2 New London/Reservoir Avenue	Cranston	Park Ave. to Sockanosset Cross Road		C		\$4.00				STP
Route 37	Cranston, Warwick	Entire Length, Natick Avenue to US Route 1 (Post Road)		C		\$3.00				NHS
Route 4	E. Greenwich, N. Kingstown	US Rt. 1 (Tower Hill Rd.) and Route 403 to Oak Hill Road and I-95		C		\$3.00				NHS
Woodville Road	Hopkinton, Richmond	Route 3 (Main St.) to Switch Road		C		\$3.00				STP Rural
High Street	S. Kingstown	Route 108 (Kingstown Road) to Route 1A (Main Street)		C		\$2.50				STP
Bay Street	Westerly	From the intersection of Bay Street, Sunset Avenue and Wawinnet Avenue to Larkin Road at its intersection with Lighthouse Road.		C		\$56				STP
Route 114, Hope Street/Main Street	Bristol, Warren	Dyer Ave. (Warren) to Washington St. (Bristol)	0076W	C			\$3.00			STP
Route 107, Main Street	Burrillville	Route 100 to 400' West of Union Ave. remaining part of Pascoag one-way circulator	0076N	C			\$2.00			STP
Dexter Street	Central Falls /Pawtucket	Route 122 (Lonsdale Ave.) to Goff Ave.		C			\$1.30			STP
US Route 44 Taunton Avenue	E. Providence	From US Route 1A/Route 114 (Pawtucket Avenue) to the Massachusetts State Line	0076R	C			\$1.50			NHS
Winsor Avenue	Johnston	Steer Road to Greenville Avenue		C			\$1.00			STP

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\* See Page 14 for Funding Category Descriptions

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<b><u>Pavement Management Program</u></b>										
US Route 6 Hartford Pike/Harford Ave.	Johnston, Scituate	I-295 to Danielson Pike		C			\$6.00			NHS
Snell Road	Little Compton	East Main Road to Long Highway		C			\$ .70			STP Rural
Route 12 - Scituate Ave. Gainer Dam	Scituate	Start of Gainer Dam (Route 12) at Scituate Reservoir to end of Gainer Dam	0130D	C			\$2.00			STP
Flagg Road	S. Kingstown	Plains Road to Old North Road		C			\$1.00			STP
US Route 1 - Tower Hill Road	S. Kingstown	Route 108 to Government Center		C			\$1.50			NHS
Route 2 - Bald Hill Rd./ New London Ave.	Warwick, Cranston	West Natick to Route 37		C			\$2.50			STP
Route 116	Coventry	Route 33/117 (Washington St.) to Gervais Rd.		C				\$.80		STP
Laurel Street and Maxon Street	Hopkinton	Laurel - Potter Hill Road to Route 216 (High St.) & Maxon St. Maxon - Laurel to Route 3 (Main Street)		C				\$.70		STP Rural
Narragansett Avenue	Jamestown	End to Southwest Avenue		C				\$.50		STP
South Pier Road	Narragansett	Route 108 (Point Judith Road) to Boone Street		C				\$1.30		STP
Post Road	N. Kingstown	Rt. 1A (West Main St.) to Maxwell Drive		C				\$3.00		STP
Woonasquaket Avenue	N. Providence, Providence	Smith Street (Route 44) to Fruit Hill Road	0172B	C				\$2.50		STP
US Route 44 Smith Street	Providence	Lyndhurst Avenue to US Route 1 (North Main St.)	0172C	C				\$2.00		STP
Route 146	Providence, N. Providence, Lincoln	I-95 to Sherman Ave.		C				\$5.50		STP Rural
US Route 6 - Scituate Bypass/Hartford Pike	Scituate	Rt. 102 (Chopmist Hill Road) to Danielson Pike		C				\$2.00		STP
Fish Road	Tiverton	Route 24 to MA Line Contract - 1		C				\$1.20		STP
Fish Road	Tiverton	Route 177 Bulgarmarsh Rd. to Goff Ave. Contract - 2		C				\$1.00		STP

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<b><u>Pavement Management Program</u></b>										
Canal Street	Westerly	White Rock Road to High Street		C				\$1.44		STP
	Westerly	White Rock Road to High Street		C				\$.25		STP Enhancement
Enhancement Funding	To Avoid Double Counting			C				-\$ .25		STP Enhancement
<b>Pavement Management Program - Program Total</b>					<b>\$26.78</b>	<b>\$31.56</b>	<b>\$30.00</b>	<b>\$29.44</b>	<b>----</b>	

<b><u>Planning Program</u></b>										
MPO Planning				SD	\$1.30	\$1.30	\$1.30	\$1.30		Metro Planning
RIDOT Research				SD	\$.50	\$.50	\$.50	\$.50		SPR Research
RIDOT Planning				SD	\$.50	\$.50	\$.50	\$.50		STP
				SD	\$3.50	\$3.50	\$3.50	\$3.50		SPR
<b>Planning Program - Program Total</b>					<b>\$5.80</b>	<b>\$5.80</b>	<b>\$5.80</b>	<b>\$5.80</b>	<b>----</b>	

<b><u>Study &amp; Development Program</u></b>										
Projects to be Studied Listed in Appendix D										
Study & Development Budget				SD	\$1.50	\$1.50	\$1.50	\$1.50		STP
<b>Study &amp; Development Program - Program Total</b>					<b>\$1.50</b>	<b>\$1.50</b>	<b>\$1.50</b>	<b>\$1.50</b>	<b>----</b>	

<b><u>Traffic Safety Program</u></b>										
Programmed Projects Shown in Appendix E										
Traffic/Safety Design/Planning/Right of Way				C	\$4.00	\$4.00	\$4.00	\$4.00		STP
Arterials Traffic Signal Synchronized System		Statewide		C	\$1.25	\$1.25	\$1.25	\$1.25		STP
Drainage Improvements		Statewide		C	\$1.00	\$1.00	\$1.00	\$1.00		STP

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<b><u>Traffic Safety Program</u></b>										
<b>Programmed Projects Shown in Appendix E</b>										
Highway Safety Improvement Program (HSIP)		Statewide		C	\$7.50	\$7.50	\$10.50	\$7.50		HSIP
Lighting Repair/Improvements		Statewide		C	\$1.25	\$1.25	\$1.25	\$1.25		STP
Municipal Traffic Projects		Statewide		C	\$0.50	\$0.50	\$0.50	\$0.50		STP
Pavement Striping		Statewide		C	\$2.50	\$2.50	\$2.50	\$2.50		NHS
		Statewide		C	\$4.50	\$4.50	\$4.50	\$4.50		STP
Railroad Grade Crossings		Statewide		C	\$0.50	\$0.50	\$0.50	\$0.50		RR Safety
Repair Damaged Safety Devices		Statewide		C	\$1.00	\$1.00	\$1.00	\$1.00		STP
RI*STARS Program		Statewide		C	\$1.00	\$1.00	\$1.00	\$1.00		STP
Guide Signing Inventory/Improvements		Statewide		C	\$2.50	\$2.50	\$2.50	\$2.50		NHS
State Traffic Commission Projects		Statewide		C	\$1.50	\$1.50	\$1.50	\$1.50		STP
Traffic Monitoring		Statewide		C	\$1.00	\$1.00	\$1.00	\$1.00		STP
Traffic Signal Optimization		Statewide		C	\$0.50	\$0.50	\$0.50	\$0.50		HSIP
<b>Traffic Safety Program - Program Total</b>					<b>\$30.50</b>	<b>\$30.50</b>	<b>\$33.50</b>	<b>\$30.50</b>	<b>----</b>	

**Transit Program**

Bus	Activity	FTA Program	ID	Phase	2013	2014	2015	2016	FUT	Funding*
Facilities, Administrative & Maintenance	Rehab/Renovation			C	\$0.75	\$1.10	\$1.00	\$1.00		FTA 5307
Facilities, Passenger	Rehab/Renovation/ Upgrades			C	\$1.00	\$0.89	\$0.68	\$0.70		FTA 5307
	Property Improvements: Quonset			C			\$0.35			FTA 5307:FBD
Planning & Program Management	Plan, Outreach & Training			P	\$0.98	\$1.00	\$2.02	\$1.04		FTA 5307
	Mobility Management			P	\$1.20	\$1.20	\$1.20	\$1.20		FTA 5307

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<b><u>Transit Program</u></b>								
<b>Bus</b>		<b>Activity</b>						<b>FTA Program</b>
Support Eq/Supplies/Vehicle		ITS/Computers	C	\$2.73	\$2.18	\$2.20	\$2.54	FTA 5307
		Replacement	C	\$2.02	\$1.92	\$1.19	\$2.47	FTA 5307
		Preventive Maintenance	O	\$12.00	\$12.00	\$14.75	\$14.75	FTA 5307
Transit Operations		Complementary ADA	O	\$3.38	\$3.41	\$3.45	\$3.48	FTA 5307
		Job Access/ Reverse Commute	O	\$1.14	\$1.16	\$1.17	\$1.18	FTA 5316
		New Freedom	O					FTA 5317
		Rural Intercity Bus Connections	O			\$0.63	\$0.24	FTA 5311
		Rural Operations/ RTAP	O			\$3.79	\$1.41	FTA 5311
		Small Urban	O					FTA 5307
Revenue Vehicles		Replacement	C	\$8.90	\$8.90	\$18.90	\$8.90	FTA 5307
		Number of Vehicles		18	18	30	16	
		Replacement	C			\$9.69	\$3.25	FTA 5339
		Number of Vehicles				19	6	
Revenue Vehicles Paratransit		Replacement	C	\$0.20	\$0.40	\$0.83	\$1.50	FTA 5307
		Number of Vehicles		2	4	8	15	
		Elderly Disabled	C	\$0.79	\$0.80	\$2.48	\$1.40	FTA 5310
		Number of Vehicles		8	8	23	13	
CMAQ Initiatives		Pilot Car Sharing	O		\$0.14			FTA 5307 FY 2011 CMAQ
		Transit Service Initiatives	O		\$1.20			FTA 5307 FY 2012 CMAQ
		Passenger Initiatives	O		\$0.50			FTA 5307 FY 2012 CMAQ
		Traffic Signalization	O		\$0.40			FTA 5307 FY 2012 CMAQ
		Transportation Support Projects	O		\$0.50			FTA 5307 FY 2012 CMAQ

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<b><u>Transit Program</u></b>								
<b>Rail</b>		<b>Activity</b>						<b>FTA Program</b>
Fixed Guideway		SCCR Commuter Rail Service	0	\$5.00	\$5.00	\$5.00	\$5.00	FTA 5307 (CMAQ Transfer)
		SCCR Commuter Rail To Avoid Double Counting Service	0	-\$5.00	-\$5.00	-\$5.00	-\$5.00	FTA 5307 (CMAQ Transfer)
		SCCR Commuter Rail Service	0					Other State
		Commuter Rail Facilities & Equipment	C	\$7.60	\$7.60	\$3.10	\$3.10	FTA 5309 RIDOT
		Pawtucket/Central Falls Commuter Rail Station				\$4.50		FTA 5309 New Starts Local
		Commuter Rail Feasibility Study					\$1.00	FTA 5309 New Starts Local
Major Projects		Providence Core Connector			\$0.50	\$1.00		FTA 5307
<b>Transit Program</b>				<b>\$42.69</b>	<b>\$45.80</b>	<b>\$72.93</b>	<b>\$49.16</b>	<b>---</b>

**Federal Funding Category Descriptions**

Bridge: Bridge On/Off System	SPR: Statewide Planning
Bridge - Off: Bridge - Off system	SPR Research: Statewide Planning Study
CMAQ: Congestion Mitigation Air Quality	SRTS: Safe Routes to School
EM: SAFETEA-LU Earmark	STP: Surface Transportation Program Urban/Flex
HSIP: Highway Safety Improvement Program - Includes Penalty Funds	STP Enhancement: Surface Transportation Program Enhancement
Interstate: Interstate Maintenance	STP Rural: Surface Transportation Program Enhancement < 5,000 Population
Metro Planning: Metro Planning	Support Services - DBE:
NHS: National Highway System	STP Supportive Services/DBE Training
RR Safety: Rail Highway Crossings	TIGER: TIGER Grant
RTP: Recreational Trails	

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Project/Program	(Funding Shown In Millions)					Description
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**Administrative Program**

	Year	Total Cost	Federal	State	Other	Funding <sup>1</sup>		
<b>EEO/Training/Motor Carrier Safety</b>	2013	.500	.400	.100	0.000	STP	<b>Phase: Operations</b>  This program funds RIDOT's activities related to training RIDOT's construction staff, and activities to ensure compliance with federal equal employment opportunities in the transportation construction industry. This program also provides the funding directed by FHWA to improve motor carrier safety.	
	2013	.500	.500	0.000	0.000	Support Services - DBE		
	2014	.500	.400	.100	0.000	STP		
	2014	.500	.500	0.000	0.000	Support Services - DBE		
	2015	.500	.400	.100	0.000	STP		
	2015	.500	.500	0.000	0.000	Support Services - DBE		
	2016	.500	.400	.100	0.000	STP		
	2016	.500	.500	0.000	0.000	Support Services - DBE		
<b>Totals</b>		<b>4.000</b>	<b>3.600</b>	<b>.400</b>	<b>0.000</b>			
<b>Motor Fuel Tax Evasion Prevention Program</b>	2013	.100	.080	.020	0.000	STP	<b>Phase: Operations</b>  This line item provides FHWA directed funding towards uncovering and preventing motor fuel tax evasion actions by wholesalers and retailers.	
	2014	.100	.080	.020	0.000	STP		
	2015	.100	.080	.020	0.000	STP		
	2016	.100	.080	.020	0.000	STP		
	<b>Totals</b>		<b>.400</b>	<b>.320</b>	<b>.080</b>	<b>0.000</b>		
<b>Project Modifications</b>	2013	2.000	1.600	.400	0.000	Bridge	<b>Phase: Construction</b>  This line item provides a contingency for construction related change orders.	
	2013	3.000	2.400	.600	0.000	NHS		
	2013	3.000	2.400	.600	0.000	STP		
	2014	2.000	1.600	.400	0.000	Bridge		
	2014	3.000	2.400	.600	0.000	NHS		
	2014	3.000	2.400	.600	0.000	STP		
	2015	2.000	1.600	.400	0.000	Bridge		
	2015	3.000	2.400	.600	0.000	NHS		
	2015	3.000	2.400	.600	0.000	STP		
	2016	2.000	1.600	.400	0.000	Bridge		
	2016	3.000	2.400	.600	0.000	NHS		
	2016	3.000	2.400	.600	0.000	STP		
	<b>Totals</b>		<b>32.000</b>	<b>25.600</b>	<b>6.400</b>	<b>0.000</b>		
	<b>Administrative Program Totals</b>		<b>36.400</b>	<b>29.520</b>	<b>6.880</b>	<b>0.000</b>		

**Bike/Pedestrian Program**

	Year	Total Cost	Federal	State	Other	Funding <sup>1</sup>	
<b>Safe Routes to School Program Statewide</b>	2013	1.000	1.000	0.000	0.000	SRTS	<b>Phase: Design, Right of Way &amp; Construction</b>  This program plans, designs and implements the Safe Routes to School Program in Rhode Island. The Departments of Administration and Transportation jointly manage this program.
	2014	1.000	1.000	0.000	0.000	SRTS	
	2015	1.000	1.000	0.000	0.000	SRTS	
	2016	1.000	1.000	0.000	0.000	SRTS	
	<b>Totals</b>		<b>4.000</b>	<b>4.000</b>	<b>0.000</b>	<b>0.000</b>	

<sup>1</sup> See Page A-31 for Funding Category Descriptions

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<b><u>Bike/Pedestrian Program</u></b>							
	<u>Year</u>	<u>Total Cost</u>	<u>Federal</u>	<u>State</u>	<u>Other</u>	<u>Funding</u> <sup>1</sup>	
<b>Recreational Trails Program</b>	2013	.600	.600	0.000	0.000	RTP	<b>Phase: Construction</b>  This program plans, designs and implements the Recreational Trails Program in Rhode Island. The program is primarily managed by the Department of Environmental Management with oversight provided by the Department of Transportation.
Statewide	2014	.600	.600	0.000	0.000	RTP	
	2015	.600	.600	0.000	0.000	RTP	
	2016	.600	.600	0.000	0.000	RTP	
	<b>Totals</b>	<b>2.400</b>	<b>2.400</b>	<b>0.000</b>	<b>0.000</b>		
<b>Bike Path Signage/Bike Map Printing</b>	2013	.030	.024	.006	0.000	STP	<b>Phase: Construction</b>  This project involves the installation of bike route signage on appropriate roadways within the State and funds the printing of the State's Bike Map.
Statewide	2014	.030	.024	.006	0.000	STP	
	2015	.030	.024	.006	0.000	STP	
	2016	.040	.032	.008	0.000	STP	
	<b>Totals</b>	<b>.130</b>	<b>.104</b>	<b>.026</b>	<b>0.000</b>		
<b>Colt State Park Bike Path</b>	2013	1.875	1.500	.375	0.000	EM	<b>Phase: Construction</b>  New bicycle/pedestrian path connection between the existing East Bay Bike Path and the Hope Street entrance to the Park; includes resurfacing of existing paths within the Park and re-surfacing of a parking lot on Asylum Road and installation of new period lighting on Asylum Road.
Bristol	2013	.500	.400	.100	0.000	STP	
	2016	.590	.472	.118	0.000	STP Enhancement	
	<b>Totals</b>	<b>2.965</b>	<b>2.372</b>	<b>.593</b>	<b>0.000</b>		
<b>Trestle Trail, West Section</b>	2014	4.000	3.200	.800	0.000	EM	<b>Phase: Construction</b>
0026M Coventry Log Bridge Road to the CT border							This item provides funding for five mile bicycle/pedestrian path from Log Bridge Road to the Connecticut border; also includes an equestrian trail alongside.
<b>Trestle Trail, East Section</b>	2013	5.900	4.720	1.180	0.000	EM	<b>Phase: Construction</b>
0026F Coventry Town Farm Road to Log Bridge Road							This item provides funding for a five mile bicycle/pedestrian path along a former railroad right-of-way owned by RIDEM that will connect to the Washington Secondary Bike Path. This segment includes 4 bridges; an equestrian trail will be constructed alongside.

<sup>1</sup> See Page A-31 for Funding Category Descriptions

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<b><u>Bike/Pedestrian Program</u></b>							
<b>Ten Mile River Greenway Segment 1-4 / East Junction track</b> E. Providence/ Pawtucket	<u>Year</u>	<u>Total Cost</u>	<u>Federal</u>	<u>State</u>	<u>Other</u>	<u>Funding</u> <sup>1</sup>	<b>Phase: Construction</b>  This item provides funding for bicycle/pedestrian path to follow city-owned right-of-way in East Providence along the Turner Reservoir, completing the remaining segments of the Ten Mile River Bikeway. Terminus will be at the Hunts Mills historic site off Pleasant Street. Also includes construction of a bicycle/pedestrian path along the East Junction Railroad right-of-way.
	2014	1.500	1.200	.300	0.000	STP	
	2015	1.000	.800	.200	0.000	STP	
	<b>Totals</b>	<b>2.500</b>	<b>2.000</b>	<b>.500</b>	<b>0.000</b>		
<b>Blackstone River Bikeway</b> Providence Segment 1A	2015	1.500	1.200	.300	0.000	STP	<b>Phase: Construction</b>  This item provides funding for an off-road bicycle/pedestrian path segment from the East Side Marketplace to Gano Street; construction to follow Narragansett Bay Commission (NBC) interceptor installation. The two facilities will occupy the same location for much of this section. Path will be constructed on a previously disturbed alignment and the NBC will have a paved surface for future maintenance reviews.
<b>East Bay Bike Path Extension</b> Warren	2014	2.000	1.600	.400	0.000	STP	<b>Phase: Construction</b>  This item provides funding for approximately ½ mile section of bicycle/pedestrian path within the former Warren/Fall River Railroad right-of-way connecting to the Warren Bike Path.
<b>Maskerchugg River Bridge Multi-Use Path</b> Warwick, E. Greenwich	2014	.500	.400	.100	0.000	STP	<b>Phase: Construction</b>  This item provides funding for bicycle/pedestrian path bridge to connect the on-road signed bike route on Forge Road in East Greenwich with the path segment constructed on the former town landfill property.
<b>Blackstone River Bikeway</b> Woonsocket Segment 8A	2013	4.000	3.200	.800	0.000	STP	<b>Phase: Construction</b>  This item provides funding for off-road bicycle/pedestrian path from Division Street. to Truman Drive in Woonsocket.
	2014	1.000	.800	.200	0.000	STP	
	<b>Totals</b>	<b>5.000</b>	<b>4.000</b>	<b>1.000</b>	<b>0.000</b>		

<sup>1</sup> See Page A-31 for Funding Category Descriptions

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**Bike/Pedestrian Program**

	Year	Total Cost	Federal	State	Other	Funding <sup>1</sup>	
<b>Other Bike Projects</b>	2015	2.500	2.000	.500	0.000	STP	<b>Phase: Construction</b>  Funding Reserved for Projects Coming From Study and Development
	2016	5.000	4.000	1.000	0.000	STP	
	<b>Totals</b>	<b>7.500</b>	<b>6.000</b>	<b>1.500</b>	<b>0.000</b>		
	<hr/>						
<b>CMAQ and Enhancement Funding</b> To Avoid Double Counting	2013	-1.500	-1.200	-.300	0.000	STP	<b>Phase: Construction</b>
	2014	-1.500	-1.200	-.300	0.000	STP	
	2015	-1.500	-1.200	-.300	0.000	STP	
	2016	-1.500	-1.200	-.300	0.000	STP	
	2016	-.590	-.472	-.118	0.000	STP Enhancement	
	<b>Totals</b>	<b>-6.590</b>	<b>-5.272</b>	<b>-1.318</b>	<b>0.000</b>		
<hr/>							
<b>Bike/Pedestrian Program Totals</b>		<b>31.805</b>	<b>26.724</b>	<b>5.081</b>	<b>0.000</b>		

**Bridge Program**

	Year	Total Cost	Federal	State	Other	Funding <sup>1</sup>	
<b>Bridge Design</b> Statewide	2013	6.000	4.800	1.200	0.000	Bridge	<b>Phase: Design</b>  This line item provides the funding for the design of bridge preventative maintenance, rehabilitation and replacement projects.
	2014	6.000	4.800	1.200	0.000	Bridge	
	2015	6.000	4.800	1.200	0.000	Bridge	
	2016	6.000	4.800	1.200	0.000	Bridge	
	<b>Totals</b>	<b>24.000</b>	<b>19.200</b>	<b>4.800</b>	<b>0.000</b>		
<b>Bridge ROW</b> Statewide	2013	.500	.400	.100	0.000	Bridge	<b>Phase: Right of Way</b>  This line item provides the funding of the right of way activities necessary to implement projects sheduled in the TIP, including those designated as future year projects.
	2014	.500	.400	.100	0.000	Bridge	
	2015	.500	.400	.100	0.000	Bridge	
	2016	.500	.400	.100	0.000	Bridge	
	<b>Totals</b>	<b>2.000</b>	<b>1.600</b>	<b>.400</b>	<b>0.000</b>		
<b>Bridge Inspection Program</b> Statewide	2013	8.000	6.400	1.600	0.000	Bridge	<b>Phase: Operations</b>  This line item provides funding for Bridge inspection activities.
	2014	8.000	6.400	1.600	0.000	Bridge	
	2015	8.000	6.400	1.600	0.000	Bridge	
	2016	8.000	6.400	1.600	0.000	Bridge	
	<b>Totals</b>	<b>32.000</b>	<b>25.600</b>	<b>6.400</b>	<b>0.000</b>		
<b>Bridge Preventive Maintenance</b> Statewide	2013	2.000	1.600	.400	0.000	Bridge	<b>Phase: Construction</b>  This line item funds bridge washing and other preventative maintenance activities.
	2014	2.000	1.600	.400	0.000	Bridge	
	2015	2.000	1.600	.400	0.000	Bridge	
	2016	2.000	1.600	.400	0.000	Bridge	
	<b>Totals</b>	<b>8.000</b>	<b>6.400</b>	<b>1.600</b>	<b>0.000</b>		

<sup>1</sup> See Page A-31 for Funding Category Descriptions

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<b><u>Bridge Program</u></b>							
	<u>Year</u>	<u>Total Cost</u>	<u>Federal</u>	<u>State</u>	<u>Other</u>	<u>Funding</u> <sup>1</sup>	
<b>Program to Eliminate Structurally Deficient Bridges</b>	2013	4.000	3.200	.800	0.000	Bridge	<b>Phase: Construction</b>
Statewide	2014	4.000	3.200	.800	0.000	Bridge	
	2015	4.000	3.200	.800	0.000	Bridge	
	2016	4.000	3.200	.800	0.000	Bridge	
	<b>Totals</b>	<b>16.000</b>	<b>12.800</b>	<b>3.200</b>	<b>0.000</b>		
<b>Shippee Bridge No. 307</b>	2013	2.000	1.600	.400	0.000	Bridge	<b>Phase: Construction</b>
0154B Burrillville Route 98 over Nipmuc River							Bridge Replacement
<b>Meshanticut Interchange, Bridge Contract 3</b>	2016	5.000	4.000	1.000	0.000	Bridge	<b>Phase: Construction</b>
0028B Cranston, Warwick Includes the following bridges: 821, 820, 245, 246, 490, and 491. Route 2/5/295 interchange area.							Bridge Rehabilitation
<b>Howard Road Bridge No. 459</b>	2016	1.000	.800	.200	0.000	Bridge - Off	<b>Phase: Construction</b>
0035D Cumberland Howard Road over the Abbott Run River							Bridge Replacement
<b>Newel Bridge No. 204</b>	2016	1.500	1.200	.300	0.000	Bridge	<b>Phase: Construction</b>
Cumberland Diamond Hill Road (Rte. 114) over East Branch Sneece Brook							Historic Bridge Rehabilitation
<b>Middle Road Bridge No. 761</b>	2013	1.000	.800	.200	0.000	Bridge	<b>Phase: Construction</b>
0156E E. Greenwich Middle Road over Route 4							Bridge Rehabilitation
<b>Division Street Bridge No. 760</b>	2015	3.000	2.400	.600	0.000	Bridge	<b>Phase: Construction</b>
0156D E. Greenwich, Warwick Division St. over Route 4							Bridge Replacement
<b>Newman Ave. Bridge No. 224</b>	2014	2.000	1.600	.400	0.000	Bridge	<b>Phase: Construction</b>
0171B E. Providence Newman Avenue (Rte. 152) over the Ten Mile River							Bridge Replacement

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<b><u>Bridge Program</u></b>							
	<u>Year</u>	<u>Total Cost</u>	<u>Federal</u>	<u>State</u>	<u>Other</u>	<u>Funding</u> <sup>1</sup>	
<b>Coles Bridge No. 134</b>	2014	1.500	1.200	.300	0.000	Bridge	<b>Phase: Construction</b>
0153D E. Providence Pawtucket Avenue (Routes 1A & 114) over the Ten Mile River							Bridge Rehabilitation
<b>McCormick Quarry Bridge No. 476</b>	2013	3.500	2.800	.700	0.000	Bridge	<b>Phase: Construction</b>
0143D E. Providence East Shore Expressway (NB) over US Rt. 6 (Warren Ave.)							Bridge Replacement
<b>Pawtucket Avenue Bridge No. 471</b>	2015	3.000	2.400	.600	0.000	Bridge	<b>Phase: Construction</b>
0143K E. Providence Pawtucket Avenue (Rte. 114) over I-195							Bridge Replacement
<b>Horton Farm Bridge No. 472</b>	2013	1.500	1.200	.300	0.000	Bridge	<b>Phase: Construction</b>
0143K E. Providence East Shore Expressway North (Rte.114) over I-195							Bridge Rehabilitation
<b>Tefft Hill Trail Bridge No. 592</b>	2016	2.500	2.000	.500	0.000	Bridge	<b>Phase: Construction</b>
0168E Exeter I-95 over the Tefft Hill Trail							Bridge Replacement
<b>Simonsville Bridge No. 326</b>	2016	1.000	.800	.200	0.000	Bridge	<b>Phase: Construction</b>
0182A Johnston Simonsville Avenue over Simmons Brook							Bridge Replacement
<b>Louisquisset Pike Bridge No. 276</b>	2014	5.000	4.000	1.000	0.000	Bridge	<b>Phase: Construction</b>
0184B Lincoln Route 146 over Route 116							Bridge Replacement
<b>Jamestown - Verrazzano Bridge No. 800 Phase V</b>	2013	2.000	1.600	.400	0.000	Bridge	<b>Phase: Construction</b>
N. Kingstown, Jamestown Route 138 over the West Passage of Narragansett Bay							Bridge Rehabilitation

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<b><u>Bridge Program</u></b>								
		<u>Year</u>	<u>Total Cost</u>	<u>Federal</u>	<u>State</u>	<u>Other</u>	<u>Funding</u> <sup>1</sup>	
<b>Central Street Bridge No. 449</b>		2016	1.000	.800	.200	0.000	Bridge	<b>Phase: Construction</b>
0183B	N. Smithfield Central Street over the North Smithfield Expressway (Rte.146)							Bridge Rehabilitation
<b>Union Village RR Bridge No. 107</b>		2015	1.500	1.200	.300	0.000	Bridge	<b>Phase: Construction</b>
0145C	N. Smithfield Great Road (Rte. 146A) over the P&W RR tracks							Bridge Replacement
<b>Branch River Bridge No. 108</b>		2016	1.000	.800	.200	0.000	Bridge	<b>Phase: Construction</b>
0145D	N. Smithfield Great Road (Rte. 146A) over the Branch River							Bridge Replacement
<b>Slatersville Stone Arch Bridge No. 273</b>		2013	4.000	3.200	.800	0.000	Bridge	<b>Phase: Construction</b>
0118A	N. Smithfield Providence Pike (Rte. 5) over Branch River							Historic Bridge Rehabilitation
<b>Great Island Bridge No. 499</b>		2013	3.000	2.400	.600	0.000	Bridge - Off	<b>Phase: Construction</b>
0144B	Narragansett Great Island Road over Point Judith Pond Tidal Flats Inlet							Bridge Replacement
<b>Pleasant Valley Parkway Bridge No. 777</b>		2014	3.500	2.800	.700	0.000	Bridge	<b>Phase: Construction</b>
0129A	Providence Dean Street over the Woonasquatucket River							Bridge Replacement
<b>Harbor Junction Bridge No. 131</b>		2016	1.500	1.200	.300	0.000	Bridge	<b>Phase: Construction</b>
0144E	Providence Elmwood Avenue (Rte. 1) over the P&W railroad							Bridge Replacement
<b>Dean Street Bridge No. 776</b>		2016	4.000	3.200	.800	0.000	Bridge	<b>Phase: Construction</b>
0163B	Providence Dean Street over Rte. 6, Harris Avenue and AMTRAK railroad							Bridge Rehabilitation

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<b>Bridge Program</b>								
		<u>Year</u>	<u>Total Cost</u>	<u>Federal</u>	<u>State</u>	<u>Other</u>	<u>Funding</u> <sup>1</sup>	
<b>Broadway Ramp Overpass (Tobey St.) Bridge No. 509</b>		2016	5.000	4.000	1.000	0.000	Bridge	<b>Phase: Construction</b>
0030H	Providence Route 6 Ramp over Route 6 & AMTRAK, and P&W railroad							Bridge Replacement
<b>Harris Avenue RR Bridge No. 510</b>		2015	6.000	4.800	1.200	0.000	Bridge	<b>Phase: Construction</b>
0030G	Providence Route 6 over Harris Avenue, AMTRAK, and P&W railroad							Bridge Replacement
<b>Kingston Road Bridge No. 403</b>		2015	2.000	1.600	.400	0.000	Bridge	<b>Phase: Construction</b>
0143C	Richmond I-95 over Kingston Road (Rte. 138)							Bridge Replacement
<b>Second Carolina Bridge No. 55</b>		2014	1.000	.800	.200	0.000	Bridge	<b>Phase: Construction</b>
0145B	Richmond Carolina Road (Rte. 112) over the Mill Canal							Bridge Rehabilitation
<b>Third Carolina Bridge No. 56</b>		2014	1.000	.800	.200	0.000	Bridge	<b>Phase: Construction</b>
0145B	Richmond Carolina Road (Rte. 112) over the Pawcatuck River							Bridge Rehabilitation
<b>Kingston Station RR Bridge No. 372</b>		2015	5.750	4.600	1.150	0.000	Bridge	<b>Phase: Construction</b>
0139D	S. Kingstown Kingstown Road (Rte. 138) over AMTRAK railroad							Bridge Replacement
<b>Kent Dam Spillway Bridge No. 84</b>		2013	2.000	1.600	.400	0.000	Bridge	<b>Phase: Construction</b>
0143B	Scituate Tunk Hill Road (Rte.12) over the Kent Dam Spillway (Scituate Reservoir)							Historic Bridge Rehabilitation
<b>Capron Bridge No. 792</b>		2014	2.000	1.600	.400	0.000	Bridge - Off	<b>Phase: Construction</b>
0153E	Smithfield Capron Road over the Woonasquatucket River							Bridge Replacement

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**Bridge Program**

	<u>Year</u>	<u>Total Cost</u>	<u>Federal</u>	<u>State</u>	<u>Other</u>	<u>Funding</u> <sup>1</sup>	
<b>Big River Bridge No. 34</b>	2016	1.000	.800	.200	0.000	Bridge	<b>Phase: Construction</b>
0143A W. Greenwich Nooseneck Hill Road (Rte. 3) over Big River							Bridge Replacement
<b>Victory Highway Bridge No. 589</b>	2014	5.000	4.000	1.000	0.000	Bridge	<b>Phase: Construction</b>
0168C W. Greenwich Victory Highway (Rte. 102) over I-95							Bridge Rehabilitation
<b>South County Freeway Bridge No. 686</b>	2016	1.000	.800	.200	0.000	Bridge	<b>Phase: Construction</b>
0156C Warwick I-95 North Bound over Rte. 4/South County Freeway Ramp							Bridge Rehabilitation

<b>Bridge Program Totals</b>		<b>168.750</b>	<b>135.000</b>	<b>33.750</b>	<b>0.000</b>	
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**CMAQ Program**

	<u>Year</u>	<u>Total Cost</u>	<u>Federal</u>	<u>State</u>	<u>Other</u>	<u>Funding</u> <sup>1</sup>	
<b>Passenger Initiatives</b>	2013	.500	.500	0.000	0.000	CMAQ 100%	<b>Phase: Operations</b>  This program provides funding to encourage people to use transit; these programs include offering fare free transit on Air Quality Alert days, which also provides a higher level of news stories about the days that experience high levels of "bad air" quality. Passenger Initiatives also fund publication and distribution of timetables at intermodal facilities and other public places within the state's transportation network.
RIPTA	2014	.500	.500	0.000	0.000	CMAQ 100%	
Statewide	2015	.500	.500	0.000	0.000	CMAQ 100%	
	2016	.500	.500	0.000	0.000	CMAQ 100%	
	<b>Totals</b>	<b>2.000</b>	<b>2.000</b>	<b>0.000</b>	<b>0.000</b>		
<b>Transit Service Initiatives</b>	2013	1.200	.960	.240	0.000	CMAQ	<b>Phase: Operations</b>  This program funds new transit service for up to three years. New services include introduction of transit service in areas that have not been served or at times of day or night when service was not operated. This activity can fund the addition of individual trips on an existing transit route.
RIPTA	2014	1.200	.960	.240	0.000	CMAQ	
Statewide	2015	1.200	.960	.240	0.000	CMAQ	
	2016	1.200	.960	.240	0.000	CMAQ	
	<b>Totals</b>	<b>4.800</b>	<b>3.840</b>	<b>.960</b>	<b>0.000</b>		

<sup>1</sup> See Page A-31 for Funding Category Descriptions

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	<u>Year</u>	<u>Total Cost</u>	<u>Federal</u>	<u>State</u>	<u>Other</u>	<u>Funding<sup>1</sup></u>	
<b>Transportation Support Projects</b>	2013	.500	.500	0.000	0.000	CMAQ 100%	<b>Phase: Operations</b>  This program allocates funding for expansion of passenger facilities and amenities, such as bus stop signs, bus shelters, park and ride lots, and transit hubs, and for equipment, including installation of traffic signalization and other investments that support transit services.
RIPTA	2014	.500	.500	0.000	0.000	CMAQ 100%	
Statewide	2015	.500	.500	0.000	0.000	CMAQ 100%	
	2016	.500	.500	0.000	0.000	CMAQ 100%	
	<b>Totals</b>	<b>2.000</b>	<b>2.000</b>	<b>0.000</b>	<b>0.000</b>		
<b>Vehicles, Revenue (Replacement)</b>	2013	1.100	.880	.220	0.000	CMAQ	<b>Phase: Construction</b>  This program funds the replacement of 8 revenue vehicles, which includes the buses, trolleys and vans used in fixed route service, allows RIPTA to continue contributing to congestion mitigation. Newer buses also have improved particulate filters and better use cleaner fuel.
RIPTA	2014	1.100	.880	.220	0.000	CMAQ	
Statewide	2015	1.100	.880	.220	0.000	CMAQ	
	2016	1.100	.880	.220	0.000	CMAQ	
	<b>Totals</b>	<b>4.400</b>	<b>3.520</b>	<b>.880</b>	<b>0.000</b>		
<b>Commuter Resources</b>	2013	.500	.400	.100	0.000	CMAQ	<b>Phase: Operations</b>  This program funds RIPTA staff to work with employers to encourage alternatives to single occupancy vehicles, including EcoPass and U-Pass programs; carpooling, supported by software to provide carpool matching and by low-cost carpool parking; guaranteed ride home vouchers; and bike and pedestrian programs, and may include short term rental cars like ZipCar and vanpools.
RIPTA	2014	.500	.400	.100	0.000	CMAQ	
Statewide	2015	.500	.400	.100	0.000	CMAQ	
	2016	.500	.400	.100	0.000	CMAQ	
	<b>Totals</b>	<b>2.000</b>	<b>1.600</b>	<b>.400</b>	<b>0.000</b>		
<b>Bike/Pedestrian Projects</b>	2013	1.500	1.200	.300	0.000	CMAQ	<b>Phase: Design &amp; Construction</b>  This line item provides funding to support the State's Bike/Pedestrian Program
RIDOT	2014	1.500	1.200	.300	0.000	CMAQ	
Statewide	2015	1.500	1.200	.300	0.000	CMAQ	
	2016	1.500	1.200	.300	0.000	CMAQ	
	<b>Totals</b>	<b>6.000</b>	<b>4.800</b>	<b>1.200</b>	<b>0.000</b>		
<b>South County Commuter Rail</b>	2013	5.000	5.000	0.000	0.000	CMAQ 100%	<b>Phase: Operations</b>
RIDOT	2014	5.000	5.000	0.000	0.000	CMAQ 100%	
Providence to Wickford Junction	2015	5.000	5.000	0.000	0.000	CMAQ 100%	
	2016	5.000	5.000	0.000	0.000	CMAQ 100%	
	<b>Totals</b>	<b>20.000</b>	<b>20.000</b>	<b>0.000</b>	<b>0.000</b>		

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**CMAQ Program**

	Year	Total Cost	Federal	State	Other	Funding <sup>1</sup>	
<b>Reserved for South County Commuter Rail if Eligible or for New Projects</b>							<b>Phase: Operations</b>
RIDOT							
To be determined							

<b>CMAQ Program Totals</b>		<b>41.200</b>	<b>37.760</b>	<b>3.440</b>	<b>0.000</b>	
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**Enhancement Program**

	Year	Total Cost	Federal	State	Other	Funding <sup>1</sup>	
<b>Enhancement Budget</b>	2013	4.000	3.200	.800	0.000	STP Enhancement	<b>Phase: Design, Right of Way &amp; Construction</b>  This line item provides the funding for implementation of the Transportation Enhancement Program listed in appendix A.
	2014	4.000	3.200	.800	0.000	STP Enhancement	
	2015	4.000	3.200	.800	0.000	STP Enhancement	
	2016	4.000	3.200	.800	0.000	STP Enhancement	
	<b>Totals</b>	<b>16.000</b>	<b>12.800</b>	<b>3.200</b>	<b>0.000</b>		

<b>Enhancement Program Totals</b>		<b>16.000</b>	<b>12.800</b>	<b>3.200</b>	<b>0.000</b>	
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**Highway Program**

	Year	Total Cost	Federal	State	Other	Funding <sup>1</sup>	
<b>Highway Design</b>	2013	1.000	.800	.200	0.000	STP	<b>Phase: Design</b>  This line item provides the funding for the design of Highway projects included in the TIP, including projects designated for construction in future years.
	2013	1.000	.800	.200	0.000	NHS	
	2014	1.000	.800	.200	0.000	STP	
	2014	1.000	.800	.200	0.000	NHS	
	2015	1.000	.800	.200	0.000	STP	
	2015	1.000	.800	.200	0.000	NHS	
	2016	1.000	.800	.200	0.000	STP	
	2016	1.000	.800	.200	0.000	NHS	
	<b>Totals</b>	<b>8.000</b>	<b>6.400</b>	<b>1.600</b>	<b>0.000</b>		

<b>Highway ROW</b>	2013	.500	.400	.100	0.000	STP	<b>Phase: Construction</b>  This line item provides the funding for the right of way activities necessary for implementation of Highway projects included in the TIP, including projects designated for construction in future years.
	2014	.500	.400	.100	0.000	STP	
	2015	.500	.400	.100	0.000	STP	
	2016	.500	.400	.100	0.000	STP	
	<b>Totals</b>	<b>2.000</b>	<b>1.600</b>	<b>.400</b>	<b>0.000</b>		

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**Highway Program**

	<u>Year</u>	<u>Total Cost</u>	<u>Federal</u>	<u>State</u>	<u>Other</u>	<u>Funding</u> <sup>1</sup>	
<b>ADA Projects</b>	2013	2.000	1.600	.400	0.000	STP	<b>Phase: Construction</b>  This item funds pedestrian accessibility improvements to roadways as required by the Americans with Disabilities Act of 190 (ADA) such as installation of continuous, unobstructed sidewalks and curb cuts with detectable warnings at street crossings. Appendix C lists candidate ADA highway projects which will be evaluated and prioritized by the Governor's Commission on Disabilities.
	2014	2.000	1.600	.400	0.000	STP	
Candidate Projects Shown in Appendix C	2015	2.000	1.600	.400	0.000	STP	
	2016	2.000	1.600	.400	0.000	STP	
	<b>Totals</b>	<b>8.000</b>	<b>6.400</b>	<b>1.600</b>	<b>0.000</b>		
<b>Route 5 Reconstruction</b>	2015	4.500	3.600	.900	0.000	STP	<b>Phase: Construction</b>
0079B Cranston / Warwick Mayfield Ave. to Rt. 95, Contract-1							This project will fund the complete reconstruction of Route 5 from Mayfield Avenue to West Natick Road, and from the Pontiac Bridge to the I-95 Bridge. It will install a roundabout at the Mall entrance and Knight Street, revise access at Warwick Mall, coordinate traffic signals, and replace curb and sidewalk.
<b>Hartford Ave (Route 6A)</b>	2015	.300	.240	.060	0.000	STP	<b>Phase: Construction</b>
0134B Johnston Atwood Avenue to Killingly Street							Landscaping Contract -1
	2014	6.250	5.000	1.250	0.000	STP	<b>Phase: Construction</b>
0138B Johnston Atwood Avenue to Killingly Street Contract-2							This project will fund the reconstruction of Hartford Ave. between Atwood Ave. and Borden Ave. including new curbing and sidewalks, a three lane section between the Senior Center and Borden Ave., utility relocations, a new water line, a new drainage system that will tie into the detention basin on Hartford Avenue, and traffic signal upgrades. It also includes pavement and sidewalk improvements between Borden Ave. and Killingly St.; and reconstruction of the intersection at Hartford Ave. and Killingly St.

<sup>1</sup> See Page A-31 for Funding Category Descriptions

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	<u>Year</u>	<u>Total Cost</u>	<u>Federal</u>	<u>State</u>	<u>Other</u>	<u>Funding</u> <sup>1</sup>	
<b>Reconstruction of Two Mile Corner (Routes 138/114)</b>	2013	.256	.205	.051	0.000	NHS	<b>Phase: Construction</b>
	2013	5.375	4.300	1.075	0.000	EM	
	<b>Totals</b>	<b>5.631</b>	<b>4.505</b>	<b>1.126</b>	<b>0.000</b>		
0007F Middletown East Main Road - Bailey Brook to West Main Road; For West Main Road -East Main Rd. to Coddington Highway							This project will fund the complete reconstruction of Two Mile Corner (East Main Road/West Main Road Intersection) including new pavement, curbing, sidewalks, drainage, traffic signals and incidentals.
<b>Pell Bridge Access</b>	2013	4.060	3.248	.812	0.000	EM	<b>Phase: Design, Right of Way &amp; Construction</b>
	2014	7.000	5.600	1.400	0.000	NHS	
	<b>Totals</b>	<b>11.060</b>	<b>8.848</b>	<b>2.212</b>	<b>0.000</b>		
0050B Newport Bridge Approaches / Ramps(Admiral Kalbfus to Americas Cup)							
<b>Town Center, East Main Rd. (Route 138)</b>	2016	7.000	5.600	1.400	0.000	NHS	<b>Phase: Construction</b>
0007E Portsmouth Turnpike Ave. to Hedley							This project will fund the complete reconstruction of a section of the four lane Route 138 arterial on Aquidneck Island including new pavement structure, drainage improvements, and landscaping.
<b>Main Street Improvements Route 115</b>	2014	.500	.400	.100	0.000	STP Enhancement	<b>Phase: Construction</b>
	2014	2.000	1.600	.400	0.000	STP	
	<b>Totals</b>	<b>2.500</b>	<b>2.000</b>	<b>.500</b>	<b>0.000</b>		
0173C Scituate Route 115 from North Road to Jackson Flat Road							This project will fund the complete reconstruction of a portion of Route 115 from North Road to Jackson Flat Road including new pavement structure, curbing, sidewalks, drainage improvements, and signs. Includes Ornamental Lighting funded with Enhancement funding.
<b>Route 138 (Kingstown Rd.)</b>	2013	12.500	10.000	2.500	0.000	EM	<b>Phase: Design, Right of Way &amp; Construction</b>
0139C S. Kingstown Contract 1 - From Kingston Station RR Bridge to Route 108							This project will fund the full depth reconstruction of Route 138 (Kingstown Road) from the Kingston Station RR Bridge to Route 108 in Kingston Village. It will install roundabouts to replace existing traffic signals at Plains Road and at Keaney Road. Other improvements include landscaping, traffic signal upgrades, drainage system replacement and installation of new curb and sidewalks.

<sup>1</sup> See Page A-31 for Funding Category Descriptions

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**Highway Program**

	Year	Total Cost	Federal	State	Other	Funding <sup>1</sup>	
<b>Route 138 (Kingstown Rd.)</b>	2015	3.250	2.600	.650	0.000	EM	<b>Phase: Design, Right of Way &amp; Construction</b>  This project will fund the full depth reconstruction of Route 138 (Kingstown Road) from Route 2 to the Kingston Station RR Bridge. It will install roundabouts to replace existing traffic signals at Route 2. Other improvements include landscaping, traffic signal upgrades, drainage system replacement and installation of new curb and sidewalks.
0139A S. Kingstown	2015	1.750	1.400	.350	0.000	NHS	
Contract 2 - From Route 2 to the Kingston Station RR Bridge	<b>Totals</b>	<b>5.000</b>	<b>4.000</b>	<b>1.000</b>	<b>0.000</b>		

<b>Apponaug Bypass - Transportation Improvements</b>	2013	7.700	6.160	1.540	0.000	EM	<b>Phase: Construction</b>  This project will fund improvements to the Apponaug Circulator roadway system consisting of Post Road, Veterans Memorial Drive with a new extension, Greenwich Avenue and Centerville Road with roundabout intersection at five locations and a bridge to carry Memorial Drive Extension over Apponaug River.
0185A Warwick	2013	5.000	4.000	1.000	0.000	STP	
	2014	7.000	5.600	1.400	0.000	STP	
	2015	8.000	6.400	1.600	0.000	STP	
	<b>Totals</b>	<b>27.700</b>	<b>22.160</b>	<b>5.540</b>	<b>0.000</b>		

<b>Enhancement Funding</b> To Avoid Double Counting	2014	-.500	-.400	-.100	0.000	STP Enhancement	<b>Phase: Construction</b>
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<b>Highway Program</b>	<b>Totals</b>	<b>99.941</b>	<b>79.953</b>	<b>19.988</b>	<b>0.000</b>	
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**Interstate Program**

	Year	Total Cost	Federal	State	Other	Funding <sup>1</sup>	
<b>Interstate Design</b>	2013	2.000	1.800	.200	0.000	Interstate	<b>Phase: Design</b>  This line item provides the funding for the design of Interstate projects included in the TIP, including projects designated for construction in future years.
	2014	2.000	1.800	.200	0.000	Interstate	
	2015	2.000	1.800	.200	0.000	Interstate	
	2016	2.000	1.800	.200	0.000	Interstate	
	<b>Totals</b>	<b>8.000</b>	<b>7.200</b>	<b>.800</b>	<b>0.000</b>		

<b>I-295 Ramp Resurfacing</b>	2013	5.000	4.500	.500	0.000	Interstate	<b>Phase: Construction</b>
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<b>I-95 Resurfacing Contract - 4</b> Warwick Route 2 to Route 113	2013	3.000	2.700	.300	0.000	Interstate	<b>Phase: Construction</b>
	2014	7.000	6.300	.700	0.000	Interstate	
	<b>Totals</b>	<b>10.000</b>	<b>9.000</b>	<b>1.000</b>	<b>0.000</b>		

<sup>1</sup> See Page A-31 for Funding Category Descriptions

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	<u>Year</u>	<u>Total Cost</u>	<u>Federal</u>	<u>State</u>	<u>Other</u>	<u>Funding</u> <sup>1</sup>	
<b>I-95 Resurfacing Contract - 5</b>	2015	10.000	9.000	1.000	0.000	Interstate	<b>Phase: Construction</b>
Cranston, Providence, Warwick	2016	6.000	5.400	.600	0.000	Interstate	
Route 113 to North of Thurbers Avenue Curve	2016	4.000	3.200	.800	0.000	NHS	
	<b>Totals</b>	<b>20.000</b>	<b>17.600</b>	<b>2.400</b>	<b>0.000</b>		
<b>I-95 Resurfacing Contract - 6</b>	2016	1.000	.900	.100	0.000	Interstate	
Pawtucket, Providence Westminster Street Overpass to MA State line							<b>Phase: Construction</b>
<b>I-195 Resurfacing and Safety</b>	2016	1.500	1.350	.150	0.000	Interstate	<b>Phase: Construction</b>
East Providence East Shore Expressway to MA State line							
<b>Traffic Management Center</b>	2013	3.500	3.150	.350	0.000	Interstate	<b>Phase: Operations</b>
RIDOT	2014	3.500	3.150	.350	0.000	Interstate	
Operations	2015	3.500	3.150	.350	0.000	Interstate	
	2016	3.500	3.150	.350	0.000	Interstate	
	<b>Totals</b>	<b>14.000</b>	<b>12.600</b>	<b>1.400</b>	<b>0.000</b>		
<b>Interstate Program Totals</b>		<b>59.500</b>	<b>53.150</b>	<b>6.350</b>	<b>0.000</b>		

**Major Projects with Multi Year Funding**

	<u>Year</u>	<u>Total Cost</u>	<u>Federal</u>	<u>State</u>	<u>Other</u>	<u>Funding</u> <sup>1</sup>	
<b>GARVEE Debt Service</b>	2013	18.000	18.000	0.000	0.000	Bridge	<b>Phase: Operations</b>  This line item funds the GARVEE debt service on the GARVEE bonds issued by the State for the funding of the IWAY, the Sakonnet River Bridge, the Washington Bridge, the Quonset Access Road and the Freight Rail Improvement Program.
Debt Service	2013	30.380	30.380	0.000	0.000	NHS	
	2014	18.000	18.000	0.000	0.000	Bridge	
	2014	30.390	30.390	0.000	0.000	NHS	
	2015	18.000	18.000	0.000	0.000	Bridge	
	2015	30.360	30.360	0.000	0.000	NHS	
	2016	20.000	20.000	0.000	0.000	Bridge	
	2016	32.590	32.590	0.000	0.000	NHS	
	<b>Totals</b>	<b>197.720</b>	<b>197.720</b>	<b>0.000</b>	<b>0.000</b>		
<b>I-195 Relocation - Remaining Work</b>	2013	24.000	0.000	24.000	0.000	GARVEE-Land Sales	<b>Phase: Construction</b>
Providence Includes Contract 16 and Landscape Contracts							This line item provides the funding for the remaining funding of the IWAY.

<sup>1</sup> See Page A-31 for Funding Category Descriptions

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	<u>Year</u>	<u>Total Cost</u>	<u>Federal</u>	<u>State</u>	<u>Other</u>	<u>Funding</u> <sup>1</sup>	
<b>I-195 Relocation - Providence River Pedestrian Bridge</b> Providence To be constructed in IWAY Contract 16	2015	4.000	0.000	4.000	0.000	GARVEE-Land Sales	<b>Phase: Construction</b>  The Providence River Pedestrian Bridge will span the Providence River along the alignment of the former I-195. It will be supported on the original I-195 bridge pier bases. The bridge is designed to provide a route for pedestrians and bicycles across the river connecting shared use paths along South Water Street to paths on the west leading to the Knowledge District and Downtown Providence. The bridge will include gathering spaces for public events. The paths on the east and west approaches will go through proposed waterfront parks with public amenities.
	2015	2.000	1.600	.400	0.000	Bridge	
	<b>Totals</b>	<b>6.000</b>	<b>1.600</b>	<b>4.400</b>	<b>0.000</b>		
<b>Sakonnet River Bridge No. 250</b> 0031K Portsmouth, Tiverton Main Bridge Non-GARVEE Funding	2013	16.000	12.800	3.200	0.000	Bridge	<b>Phase: Construction</b>  This line item provides the funding for the remaining funding of the Sakonnet River Bridge.
<b>Pawtucket Bridge No. 550</b> 0143G Pawtucket I-95 over Pleasant St., Taft St., & Seekonk River	2013	10.000	8.000	2.000	0.000	Bridge	<b>Phase: Construction</b>  This line item provides the funding for the remaining funding of the I-95, Pawtucket Bridge.
	2013	10.000	8.000	2.000	0.000	NHS	
	<b>Totals</b>	<b>20.000</b>	<b>16.000</b>	<b>4.000</b>	<b>0.000</b>		
<b>Providence Viaduct Bridge No. 578, Rehabilitation</b> 0156F Providence 146 interchange to Atwells Ave	2013	10.000	10.000	0.000	0.000	TIGER	<b>Phase: Construction</b>  This line item provides the funding for the design, row costs and construction of the I-95 Providence Viaduct Bridge.
	2013	1.000	.800	.200	0.000	Bridge	
	2014	20.000	16.000	4.000	0.000	Bridge	
	2015	20.000	16.000	4.000	0.000	Bridge	
	2016	20.000	16.000	4.000	0.000	Bridge	
	<b>Totals</b>	<b>71.000</b>	<b>58.800</b>	<b>12.200</b>	<b>0.000</b>		
<b>Rhode Island Travel Plaza and Transit Hub</b> Hopkinton 20-acre site at I-95 Exit 1	2016	12.000	9.000	3.000	0.000	TIGER 75	<b>Phase: Construction</b>  This line item provides the funding for the design, row costs and construction of a Travel Plaza and Transit Hub off of I-95 in Hopkinton.
<b>Major Projects with Multi Year Funding</b>	<b>Totals</b>	<b>346.720</b>	<b>295.920</b>	<b>50.800</b>	<b>0.000</b>		

<sup>1</sup> See Page A-31 for Funding Category Descriptions

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<b><u>Pavement Management Program</u></b>							
	<u>Year</u>	<u>Total Cost</u>	<u>Federal</u>	<u>State</u>	<u>Other</u>	<u>Funding<sup>1</sup></u>	
<b>Pavement Management Design and Right of Way</b>	2013	3.000	2.400	.600	0.000	STP	<b>Phase: Design &amp; Right of Way</b>  This line item provides the funding for the design and Right of Way costs of Pavement Management projects included in the TIP, including projects designated for construction in future years.
	2014	3.000	2.400	.600	0.000	STP	
	2015	3.000	2.400	.600	0.000	STP	
	2016	3.000	2.400	.600	0.000	STP	
	<b>Totals</b>	<b>12.000</b>	<b>9.600</b>	<b>2.400</b>	<b>0.000</b>		
<b>Crack Sealing</b>  Statewide	2013	1.000	.800	.200	0.000	STP	<b>Phase: Construction</b>  This line item funds projects to improve pavement life by sealing cracks with an application of rubberized asphalt liquid to prevent water penetration.
	2014	1.000	.800	.200	0.000	STP	
	2015	1.000	.800	.200	0.000	STP	
	2016	1.000	.800	.200	0.000	STP	
	<b>Totals</b>	<b>4.000</b>	<b>3.200</b>	<b>.800</b>	<b>0.000</b>		
<b>Paver Placed Elastomeric Surface Treatment</b>  0085D Statewide	2013	1.500	1.200	.300	0.000	STP	<b>Phase: Construction</b>  This item funds a procedure which add a one inch thick pavement overlay which contains a rubber modified asphalt liquid cement. Utility covers and catch basin grates are adjusted to final grade during this process.
	2014	1.500	1.200	.300	0.000	STP	
	2015	1.500	1.200	.300	0.000	STP	
	2016	1.500	1.200	.300	0.000	STP	
	<b>Totals</b>	<b>6.000</b>	<b>4.800</b>	<b>1.200</b>	<b>0.000</b>		
<b>Surface Sealing</b>  Statewide	2013	2.000	1.600	.400	0.000	STP	<b>Phase: Construction</b>  This item funds a surface sealing procedure which uses a asphalt liquid blended with 20% crumb rubber from tires, which is sprayed on the road surface, followed by a high quality uniformly graded, plant asphalt coated aggregate. (Chip Sealing)
	2014	2.000	1.600	.400	0.000	STP	
	2015	2.000	1.600	.400	0.000	STP	
	2016	2.000	1.600	.400	0.000	STP	
	<b>Totals</b>	<b>8.000</b>	<b>6.400</b>	<b>1.600</b>	<b>0.000</b>		
<b>Nayatt Road</b> Barrington Rumstick Rd to Washington Rd.	2014	1.000	.800	.200	0.000	STP	<b>Phase: Construction</b>  Grind and overlay pavement, replace curbing, clean storm water collection system.
<b>Route 114, Hope Street/Main Street</b> 0076W Bristol, Warren Dyer Ave. (Warren) to Washington St. (Bristol)	2015	3.000	2.400	.600	0.000	STP	<b>Phase: Construction</b>  Replace curbing and sidewalks (ADA).

<sup>1</sup> See Page A-31 for Funding Category Descriptions

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		<u>Year</u>	<u>Total Cost</u>	<u>Federal</u>	<u>State</u>	<u>Other</u>	<u>Funding</u> <sup>1</sup>	
<b>Route 107, Main Street</b>		2015	2.000	1.600	.400	0.000	STP	<b>Phase: Construction</b>
0076N	Burrillville Route 100 to 400' West of Union Ave. remaining part of Pascoag one-way circulator							Grind pavement and/or full depth gravel and pavement removal/replacement, replace curbing and sidewalks (ADA), clean stormwater collection system.
<b>Victory Highway</b>		2013	1.000	.800	.200	0.000	NHS	<b>Phase: Construction</b>
0177G	Burrillville Main Street (Cooper Hill Road) to Rt. 107 (East Ave.) Contract-1							Recycle pavement into a new base and overlay with new asphalt, replace curbing and sidewalks (ADA), clean stormwater collection system.
		2013	.500	.400	.100	0.000	NHS	<b>Phase: Construction</b>
	Burrillville Route 7 to 0.5 miles south. Contract-2 Phase III							Recycle pavement into a new base and overlay with new asphalt, clean stormwater collection system.
<b>Dexter Street</b>		2015	1.300	1.040	.260	0.000	STP	<b>Phase: Construction</b>
	Central Falls /Pawtucket Route 122 (Lonsdale Ave.) to Goff Ave.							Grind and overlay pavement, replace curbing and sidewalks (ADA), clean stormwater collection system.
<b>US Route 1 - Post Road</b>		2014	5.000	4.000	1.000	0.000	NHS	<b>Phase: Construction</b>
	Charlestown Oyster Drive to South Kingstown Town Line							Grind and overlay pavement, replace curbing, clean stormwater collection system.
<b>Route 116</b>		2016	.800	.640	.160	0.000	STP	<b>Phase: Construction</b>
	Coventry Route 33/117 (Washington St.) to Gervais Rd.							Grind and overlay pavement, replace curbing and sidewalks (ADA), clean stormwater collection system.
<b>Route 102</b>		2014	2.000	1.600	.400	0.000	NHS	<b>Phase: Construction</b>
0172S	Coventry, Foster Harkney Hill Road to Old Plainfield Pike							Grind and overlay pavement, clean stormwater collection system.
<b>Route 2 New London/Reservoir Avenue</b>		2014	4.000	3.200	.800	0.000	STP	<b>Phase: Construction</b>
	Cranston Park Ave. to Sockanosset Cross Road							Grind and overlay pavement, replace curbing and sidewalks (ADA), clean stormwater collection system.

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<b>Route 37</b> Cranston, Warwick Entire Length, Natick Avenue to US Route 1 (Post Road)	2014	3.000	2.400	.600	0.000	NHS	<b>Phase: Construction</b> Grind and overlay pavement, clean stormwater collection system.
<b>Route 4</b> E. Greenwich, N. Kingstown US Rt. 1 (Tower Hill Rd.) and Route 403 to Oak Hill Road and I-95	2014	3.000	2.400	.600	0.000	NHS	<b>Phase: Construction</b> Grind and overlay pavement, clean stormwater collection system.
<b>US Route 44 Taunton Avenue</b> 0076R E. Providence From US Route 1A/Route 114 (Pawtucket Avenue) to the Massachusetts State Line	2015	1.500	1.200	.300	0.000	NHS	<b>Phase: Construction</b> Grind pavement and/or full depth gravel and pavement removal/replacement, replace curbing and sidewalks (ADA), clean stormwater collection system.
<b>US Route 44 Putnam Pike</b> 0061A Gloucester/Smithfield RIDOT Maintenance Facility to West Greenville Rd. Contract - 3B	2013	3.750	3.000	.750	0.000	STP	<b>Phase: Construction</b> Grind and overlay pavement, clean stormwater collection system.
<b>Laurel Street and Maxon Street</b> Hopkinton Laurel - Potter Hill Road to Route 216 (High St.) & Maxon St. Maxon - Laurel to Route 3 (Main Street)	2016	.700	.560	.140	0.000	STP Rural	<b>Phase: Construction</b> Grind and overlay pavement on Maxson St.; recycle pavement into a new base and overlay with new asphalt on Laurel St.; clean stormwater collection system.
<b>Woodville Road</b> Hopkinton, Richmond Route 3 (Main St.) to Switch Road	2014	3.000	2.400	.600	0.000	STP Rural	<b>Phase: Construction</b> Recycle pavement into a new base and overlay with new asphalt, replace limited curbing and sidewalks (ADA), clean stormwater collection system.
<b>Narragansett Avenue</b> Jamestown End to Southwest Avenue	2016	.500	.400	.100	0.000	STP	<b>Phase: Construction</b> Recycle pavement into a new base and overlay with new asphalt, replace curbing and sidewalks (ADA), clean stormwater collection system

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	<u>Year</u>	<u>Total Cost</u>	<u>Federal</u>	<u>State</u>	<u>Other</u>	<u>Funding</u> <sup>1</sup>	
<b>Winsor Avenue</b> Johnston Steer Road to Greenville Avenue	2015	1.000	.800	.200	0.000	STP	<b>Phase: Construction</b> Grind and overlay pavement, clean stormwater collection system.
<b>Central Avenue and Sunset Avenue</b> 0172D Johnston, Providence Atwood Avenue (Route 5) to Killingly Street	2013	1.000	.800	.200	0.000	STP	<b>Phase: Construction</b> Grind and overlay pavement, replace curbing and sidewalks (ADA), clean stormwater collection system
<b>US Route 6 Hartford Pike/Harford Ave.</b> Johnston, Scituate I-295 to Danielson Pike	2015	6.000	4.800	1.200	0.000	NHS	<b>Phase: Construction</b> Grind and overlay pavement, clean stormwater collection system.
<b>Railroad Street /Manville Bridge No. 396</b> 0165J Lincoln Main Street to Old River Road	2013	2.500	2.000	.500	0.000	STP	<b>Phase: Construction</b> Grind and overlay pavement, replace curbing and sidewalks (ADA), clean stormwater collection system. Bridge 396 repairs.
	2013	.625	.500	.125	0.000	Bridge	
	<b>Totals</b>	<b>3.125</b>	<b>2.500</b>	<b>.625</b>	<b>0.000</b>		
<b>Snell Road</b> Little Compton East Main Road to Long Highway	2015	.700	.560	.140	0.000	STP Rural	<b>Phase: Construction</b> Recycle pavement into a new base and overlay with new asphalt, clean stormwater collection system.
<b>Woonasquatucket Avenue</b> 0172B N. Providence, Providence Smith Street (Route 44) to Fruit Hill Road	2016	2.500	2.000	.500	0.000	STP	<b>Phase: Construction</b> Grind and overlay pavement, replace curbing and sidewalks (ADA), clean stormwater collection system
<b>South Pier Road</b> Narragansett Route 108 (Point Judith Road) to Boone Street	2016	1.300	1.040	.260	0.000	STP	<b>Phase: Construction</b> Grind and overlay pavement, replace curbing and sidewalks (ADA), clean stormwater collection system.
<b>Ocean Avenue</b> New Shoreham Beach Avenue to Bridge Gate Square (Corn Neck Road)	2013	.400	.320	.080	0.000	STP Rural	<b>Phase: Construction</b> Grind and overlay pavement, clean stormwater collection system.

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<b>Broadway No.</b>	2013	3.000	2.400	.600	0.000	STP	<b>Phase: Construction</b>
0172U Newport Washington Square to Bliss Road							
<b>Post Road</b>	2016	3.000	2.400	.600	0.000	STP	<b>Phase: Construction</b>
N. Kingstown Rt. 1A (West Main St.) to Maxwell Drive							
<b>Mineral Spring Avenue No.</b>	2013	2.200	1.760	.440	0.000	STP	<b>Phase: Construction</b>
0172F Pawtucket Dorman Avenue to Main Street							
<b>US Route 44 Smith Street</b>	2016	2.000	1.600	.400	0.000	STP	<b>Phase: Construction</b>
0172C Providence Lyndhurst Avenue to US Route 1 (North Main St.)							Grind and overlay pavement, replace curbing and sidewalks (ADA), clean stormwater collection system.
<b>Route 146</b>	2016	5.500	4.400	1.100	0.000	STP Rural	<b>Phase: Construction</b>
Providence, N. Providence, Lincoln I-95 to Sherman Ave.							Recycle pavement into a new base and overlay with new asphalt, clean stormwater collection system.
<b>Route 12 - Scituate Ave. Gainer Dam</b>	2015	2.000	1.600	.400	0.000	STP	<b>Phase: Construction</b>
0130D Scituate Start of Gainer Dam (Route 12) at Scituate Reservoir to end of Gainer Dam							Remove and replace pavement, clean stormwater collection system.
<b>US Route 6 - Scituate Bypass/Hartford Pike</b>	2016	2.000	1.600	.400	0.000	STP	<b>Phase: Construction</b>
Scituate Rt. 102 (Chopmist Hill Road) to Danielson Pike							Grind and overlay pavement, clean stormwater collection system.
<b>High Street</b>	2014	2.500	2.000	.500	0.000	STP	<b>Phase: Construction</b>
S. Kingstown Route 108 (Kingstown Road) to Route 1A (Main Street)							Recycle pavement into a new base and overlay with new asphalt, replace curbing and sidewalks (ADA), clean stormwater collection system.

<sup>1</sup> See Page A-31 for Funding Category Descriptions

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Project/Program	(Funding Shown In Millions)						Description
<b><u>Pavement Management Program</u></b>							
	<u>Year</u>	<u>Total Cost</u>	<u>Federal</u>	<u>State</u>	<u>Other</u>	<u>Funding</u> <sup>1</sup>	
<b>Bay Street</b> Westerly From the intersection of Bay Street, Sunset Avenue and Wawinnet Avenue to Larkin Road at its intersection with Lighthouse Road.	2014	.563	.450	.113	0.000	STP	<b>Phase: Construction</b>  Construction of new sidewalks, curbing, crosswalks, street lighting, street furnishing and signage.
<b>Flagg Road</b> S. Kingstown Plains Road to Old North Road	2015	1.000	.800	.200	0.000	STP	<b>Phase: Construction</b>  Grind and overlay pavement, clean stormwater collection system.
<b>US Route 1 - Tower Hill Road</b> S. Kingstown Route 108 to Government Center	2015	1.500	1.200	.300	0.000	NHS	<b>Phase: Construction</b>  Grind and overlay pavement, clean stormwater collection system.
<b>Local Roads Program</b> Statewide Federal Program	2013	4.300	3.440	.860	0.000	STP	<b>Phase: Construction</b>
<b>Fish Road</b> Tiverton Route 177 Bulgarmarsh Rd. to Goff Ave. Contract - 2	2016	1.000	.800	.200	0.000	STP	<b>Phase: Construction</b>  Overlay hot mix asphalt on existing pavement, clean stormwater collection system
Tiverton Route 24 to MA Line Contract - 1	2016	1.200	.960	.240	0.000	STP	<b>Phase: Construction</b>  Overlay hot mix asphalt on existing pavement, clean stormwater collection system
<b>Route 2 - Bald Hill Rd./ New London Ave.</b> Warwick, Cranston West Natick to Route 37	2015	2.500	2.000	.500	0.000	STP	<b>Phase: Construction</b>  Grind and overlay pavement, replace curbing and sidewalks (ADA), clean stormwater collection system.
<b>Canal Street</b> Westerly White Rock Road to High Street	2016	1.437	1.150	.287	0.000	STP	<b>Phase: Construction</b>  Enhancements such as landscaping.
	2016	.250	.200	.050	0.000	STP Enhancement	
	<b>Totals</b>	<b>1.687</b>	<b>1.350</b>	<b>.337</b>	<b>0.000</b>		

<sup>1</sup> See Page A-31 for Funding Category Descriptions

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<b><u>Pavement Management Program</u></b>							
	<u>Year</u>	<u>Total Cost</u>	<u>Federal</u>	<u>State</u>	<u>Other</u>	<u>Funding</u> <sup>1</sup>	
<b>Enhancement Funding</b> To Avoid Double Counting	2016	-.250	-.200	-.050	0.000	STP Enhancement	<b>Phase: Construction</b>
<b>Pavement Management Program Totals</b>		<b>117.775</b>	<b>94.220</b>	<b>23.555</b>	<b>0.000</b>		
<b><u>Planning Program</u></b>							
	<u>Year</u>	<u>Total Cost</u>	<u>Federal</u>	<u>State</u>	<u>Other</u>	<u>Funding</u> <sup>1</sup>	
<b>MPO Planning</b>	2013	1.300	1.040	.260	0.000	Metro Planning	<b>Phase: Study &amp; Design</b>  This line item funds the Statewide Planning multi modal planning activities including in the State's Unified Planning Work Program.
	2014	1.300	1.040	.260	0.000	Metro Planning	
	2015	1.300	1.040	.260	0.000	Metro Planning	
	2016	1.300	1.040	.260	0.000	Metro Planning	
	<b>Totals</b>	<b>5.200</b>	<b>4.160</b>	<b>1.040</b>	<b>0.000</b>		
<b>RIDOT Research</b>	2013	.500	.400	.100	0.000	SPR Research	<b>Phase: Study &amp; Design</b>  This line item funds RIDOT's research activities including in the State Planning & Research work program.
	2014	.500	.400	.100	0.000	SPR Research	
	2015	.500	.400	.100	0.000	SPR Research	
	2016	.500	.400	.100	0.000	SPR Research	
	<b>Totals</b>	<b>2.000</b>	<b>1.600</b>	<b>.400</b>	<b>0.000</b>		
<b>RIDOT Planning</b>	2013	.500	.400	.100	0.000	STP	<b>Phase: Study &amp; Design</b>  This line item funds RIDOT's multi modal planning activities including in the State Planning & Research work program.
	2013	3.500	2.800	.700	0.000	SPR	
	2014	.500	.400	.100	0.000	STP	
	2014	3.500	2.800	.700	0.000	SPR	
	2015	.500	.400	.100	0.000	STP	
	2015	3.500	2.800	.700	0.000	SPR	
	2016	.500	.400	.100	0.000	STP	
	2016	3.500	2.800	.700	0.000	SPR	
	<b>Totals</b>	<b>16.000</b>	<b>12.800</b>	<b>3.200</b>	<b>0.000</b>		
<b>Planning Program Totals</b>		<b>23.200</b>	<b>18.560</b>	<b>4.640</b>	<b>0.000</b>		

<sup>1</sup> See Page A-31 for Funding Category Descriptions

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**Study & Development Program**

	Year	Total Cost	Federal	State	Other	Funding <sup>1</sup>	
<b>Study &amp; Development Budget</b>	2013	1.500	1.200	.300	0.000	STP	<b>Phase: Study &amp; Design</b>  This program involves the initial assessment of proposed highway and bike/pedestrian projects to determine project feasibility and the appropriate TIP Program for implementation. The goal of the program is to take projects through the environmental process and to develop project design to a stage where a reasonably accurate cost estimate can be established so that the Transportation Advisory Committee can consider the projects for inclusion in the TIP for implementation.
	2014	1.500	1.200	.300	0.000	STP	
	2015	1.500	1.200	.300	0.000	STP	
	2016	1.500	1.200	.300	0.000	STP	
	<b>Totals</b>	<b>6.000</b>	<b>4.800</b>	<b>1.200</b>	<b>0.000</b>		

<b>Study &amp; Development Program</b>	<b>Totals</b>	<b>6.000</b>	<b>4.800</b>	<b>1.200</b>	<b>0.000</b>	
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**Traffic Safety Program**

	Year	Total Cost	Federal	State	Other	Funding <sup>1</sup>	
<b>Traffic/Safety Design/Planning/Right of Way</b>	2013	4.000	3.200	.800	0.000	STP	<b>Phase: Construction</b>  This line item provides the funding for the planning, design and right of way activities for projects to be included in the Traffic/Safety program.
	2014	4.000	3.200	.800	0.000	STP	
	2015	4.000	3.200	.800	0.000	STP	
	2016	4.000	3.200	.800	0.000	STP	
	<b>Totals</b>	<b>16.000</b>	<b>12.800</b>	<b>3.200</b>	<b>0.000</b>		

<b>ArterialsTraffic Signal Synchronized System</b>	2013	1.250	1.000	.250	0.000	STP	<b>Phase: Construction</b>  This program funds projects which consist of installing a fiber optic communication backbone and the accompanying traffic signal control equipment needed to provide the capability of synchronizing the operation of a particular signalized corridor or network to improve traffic flow throughout the network (reduce vehicle delay and the number of stops required), as well as, to reduce fuel consumption and vehicle emissions, and therefore, improve air quality
	2014	1.250	1.000	.250	0.000	STP	
	2015	1.250	1.000	.250	0.000	STP	
	2016	1.250	1.000	.250	0.000	STP	
	<b>Totals</b>	<b>5.000</b>	<b>4.000</b>	<b>1.000</b>	<b>0.000</b>		

Statewide

<b>Drainage Improvements</b>	2013	1.000	.800	.200	0.000	STP	<b>Phase: Construction</b>  This program funds projects which repair damaged or malfunctioning roadside drainage systems that do not effectively or efficiently remove water from the roadway and thus have a potential to affect traffic safety.
	2014	1.000	.800	.200	0.000	STP	
	2015	1.000	.800	.200	0.000	STP	
	2016	1.000	.800	.200	0.000	STP	
	<b>Totals</b>	<b>4.000</b>	<b>3.200</b>	<b>.800</b>	<b>0.000</b>		

Statewide

<sup>1</sup> See Page A-31 for Funding Category Descriptions

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<b><u>Traffic Safety Program</u></b>							
	<u>Year</u>	<u>Total Cost</u>	<u>Federal</u>	<u>State</u>	<u>Other</u>	<u>Funding</u> <sup>1</sup>	
<b>Highway Safety Improvement Program (HSIP)</b>	2013	7.500	7.500	0.000	0.000	HSIP	<b>Phase: Construction</b>  This program funds safety improvement projects, such as, installing roundabouts, installing or modifying traffic signals, installing median guardrail, modifying intersection geometry, installing traffic signs and pavement markings at intersections, interchanges, and roadway segments identified as being most in need of safety improvements.
	2014	7.500	7.500	0.000	0.000	HSIP	
	2015	10.500	10.500	0.000	0.000	HSIP	
	2016	7.500	7.500	0.000	0.000	HSIP	
	<b>Totals</b>	<b>33.000</b>	<b>33.000</b>	<b>0.000</b>	<b>0.000</b>		
Statewide							
<b>Lighting Repair/Improvements</b>	2013	1.250	1.000	.250	0.000	STP	<b>Phase: Construction</b>  This item funds projects which replace or repair older non-functioning High Pressure Sodium (HPS) fixture highway lighting systems. The new highway lighting systems are the more efficient LED fixtures which deliver energy savings, reduce maintenance costs, as well as provide improved illumination on highways.
	2014	1.250	1.000	.250	0.000	STP	
	2015	1.250	1.000	.250	0.000	STP	
	2016	1.250	1.000	.250	0.000	STP	
	<b>Totals</b>	<b>5.000</b>	<b>4.000</b>	<b>1.000</b>	<b>0.000</b>		
Statewide							
<b>Municipal Traffic Projects</b>	2013	.500	.400	.100	0.000	STP	<b>Phase: Construction</b>  This program will fund projects which involve the installation of traffic signals, pavement markings, and signals at intersections on non-state roads.
	2014	.500	.400	.100	0.000	STP	
	2015	.500	.400	.100	0.000	STP	
	2016	.500	.400	.100	0.000	STP	
	<b>Totals</b>	<b>2.000</b>	<b>1.600</b>	<b>.400</b>	<b>0.000</b>		
Statewide							
<b>Pavement Striping</b>	2013	4.500	3.600	.900	0.000	STP	<b>Phase: Construction</b>  This program funds the maintenance work undertaken to refresh and improve the visibility of lane lines.
	2013	2.500	2.000	.500	0.000	NHS	
	2014	4.500	3.600	.900	0.000	STP	
	2014	2.500	2.000	.500	0.000	NHS	
	2015	4.500	3.600	.900	0.000	STP	
	2015	2.500	2.000	.500	0.000	NHS	
	2016	4.500	3.600	.900	0.000	STP	
	2016	2.500	2.000	.500	0.000	NHS	
	<b>Totals</b>	<b>28.000</b>	<b>22.400</b>	<b>5.600</b>	<b>0.000</b>		
Statewide							
<b>Railroad Grade Crossings</b>	2013	.500	.400	.100	0.000	RR Safety	<b>Phase: Construction</b>  This program involves improvements to the freight railroad highway crossings using federal funding designated for that purpose.
	2014	.500	.400	.100	0.000	RR Safety	
	2015	.500	.400	.100	0.000	RR Safety	
	2016	.500	.400	.100	0.000	RR Safety	
	<b>Totals</b>	<b>2.000</b>	<b>1.600</b>	<b>.400</b>	<b>0.000</b>		
Statewide							

<sup>1</sup> See Page A-31 for Funding Category Descriptions

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<b><u>Traffic Safety Program</u></b>							
	<u>Year</u>	<u>Total Cost</u>	<u>Federal</u>	<u>State</u>	<u>Other</u>	<u>Funding</u> <sup>1</sup>	
<b>Repair Damaged Safety Devices</b>	2013	1.000	.800	.200	0.000	STP	<b>Phase: Construction</b>  This program funds projects which repair or replace guardrails and crash cushions along the state highways.
Statewide	2014	1.000	.800	.200	0.000	STP	
	2015	1.000	.800	.200	0.000	STP	
	2016	1.000	.800	.200	0.000	STP	
	<b>Totals</b>	<b>4.000</b>	<b>3.200</b>	<b>.800</b>	<b>0.000</b>		
<b>RI*STARS Program</b>	2013	1.000	.800	.200	0.000	STP	<b>Phase: Construction</b>  The RI-STARS (Strategically Targeted Affordable Roadway Solutions) program is a new initiative. The focus is on rapidly delivering low-cost and high benefit safety and mobility improvements. These improvements typically consist of installing roadway traffic signs, installing pavement markings, upgrading traffic signals, and other traffic control improvements to improve the operations of intersections and roadway segments.
Statewide	2014	1.000	.800	.200	0.000	STP	
	2015	1.000	.800	.200	0.000	STP	
	2016	1.000	.800	.200	0.000	STP	
	<b>Totals</b>	<b>4.000</b>	<b>3.200</b>	<b>.800</b>	<b>0.000</b>		
<b>Guide Signing Inventory/Improvements</b>	2013	2.500	2.000	.500	0.000	NHS	<b>Phase: Construction</b>  Guide Signing projects consist of replace older/faded ground mounted and overhead mounted guide signs with brighter and larger and thus more visible signs. Also, sign support structures that are at the end of their service life or that do not comply with new structural code requirements are replaced as part of these projects.
Statewide	2014	2.500	2.000	.500	0.000	NHS	
	2015	2.500	2.000	.500	0.000	NHS	
	2016	2.500	2.000	.500	0.000	NHS	
	<b>Totals</b>	<b>10.000</b>	<b>8.000</b>	<b>2.000</b>	<b>0.000</b>		
<b>State Traffic Commission Projects</b>	2013	1.500	1.200	.300	0.000	STP	<b>Phase: Construction</b>  This program funds projects which implement State Traffic Commission approved roadway traffic safety and efficiency improvements, on roadways under the jurisdiction of the STC, that have been requested by the RIDOT, the Cities and Towns, or the United States and Rhode Island State general assembly members.
Statewide	2014	1.500	1.200	.300	0.000	STP	
	2015	1.500	1.200	.300	0.000	STP	
	2016	1.500	1.200	.300	0.000	STP	
	<b>Totals</b>	<b>6.000</b>	<b>4.800</b>	<b>1.200</b>	<b>0.000</b>		
<b>Traffic Monitoring</b>	2013	1.000	.800	.200	0.000	STP	<b>Phase: Construction</b>  This program funds projects which consist of the installation of embedded inductive or overhead radar traffic counting equipment as well as traffic cameras for the purpose of monitoring traffic.
Statewide	2014	1.000	.800	.200	0.000	STP	
	2015	1.000	.800	.200	0.000	STP	
	2016	1.000	.800	.200	0.000	STP	
	<b>Totals</b>	<b>4.000</b>	<b>3.200</b>	<b>.800</b>	<b>0.000</b>		

<sup>1</sup> See Page A-31 for Funding Category Descriptions

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**Traffic Safety Program**

	Year	Total Cost	Federal	State	Other	Funding <sup>1</sup>	
<b>Traffic Signal Optimization</b>  Statewide	2013	.500	.500	0.000	0.000	HSIP	<b>Phase: Construction</b>  This program funds projects designed to ensure traffic signals are optimally timed to reduce delays and emissions and improve safety. Also includes upgrading or modification of signal equipment to ensure they operate at maximum efficiency
	2014	.500	.500	0.000	0.000	HSIP	
	2015	.500	.500	0.000	0.000	HSIP	
	2016	.500	.500	0.000	0.000	HSIP	
	<b>Totals</b>	<b>2.000</b>	<b>2.000</b>	<b>0.000</b>	<b>0.000</b>		

<b>Traffic Safety Program</b>	<b>Totals</b>	<b>125.000</b>	<b>107.000</b>	<b>18.000</b>	<b>0.000</b>	
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**Transit Program**

	Year	Total Cost	Federal	State	Other	Funding <sup>1</sup>	
<b>Facilities, Administrative &amp; Maintenance</b> Rehab/Renovation	2013	.750	.600	.150	0.000	FTA 5307	<b>Phase: Construction</b>  This program funds repairs to RIPTA's Elmwood and Newport bus garages and administrative offices, including roof replacements and repairs to building systems needed to keep facilities in a state of good repair.
	2014	1.100	.880	.220	0.000	FTA 5307	
	2015	1.000	.800	.200	0.000	FTA 5307	
	2016	1.000	.800	.200	0.000	FTA 5307	
	<b>Totals</b>	<b>3.850</b>	<b>3.080</b>	<b>.770</b>	<b>0.000</b>		

<b>Facilities, Passenger</b> Rehab/Renovation/ Upgrades	2013	1.000	.800	.200	0.000	FTA 5307	<b>Phase: Construction</b>  This program includes improvements to passenger hubs, bus shelters and the expansion of rapid bus corridors, as identified in RIPTA's 5-year strategic plan.
	2014	.890	.712	.178	0.000	FTA 5307	
	2015	.680	.544	.136	0.000	FTA 5307	
	2016	.700	.560	.140	0.000	FTA 5307	
	<b>Totals</b>	<b>3.270</b>	<b>2.616</b>	<b>.654</b>	<b>0.000</b>		

Property Improvements: Quonset	2015	.350	.280	.070	.070	FTA 5307:FBD	<b>Phase: Construction</b>  Rhode Island was awarded a Ferry Boat Discretionary grant for \$350,000 for improvements to the parking lot at the Quonset Ferry terminal. This is a public-private partnership with the long-term operator at the site, Rhode Island Fast Ferry, providing 20% match.
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<b>Planning &amp; Program Management</b> Plan, Outreach & Training	2013	.980	.784	.196	0.000	FTA 5307	<b>Phase: Planning</b>  This program collects and evaluates data for RIPTA's transit operations, providing a basis for evaluation of the transit service. This program is included in the MPO's Unified Planning Work Program.
	2014	1.000	.800	.200	0.000	FTA 5307	
	2015	2.020	1.616	.404	0.000	FTA 5307	
	2016	1.040	.832	.208	0.000	FTA 5307	
	<b>Totals</b>	<b>5.040</b>	<b>4.032</b>	<b>1.008</b>	<b>0.000</b>		

<sup>1</sup> See Page A-31 for Funding Category Descriptions

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<b>Planning &amp; Program Management</b>	2013	1.200	.960	.240	0.000	FTA 5307	<b>Phase: Planning</b>  This program funds activities which support RIdc coordination and brokerage activities.
Mobility Management	2014	1.200	.960	.240	0.000	FTA 5307	
	2015	1.200	.960	.240	0.000	FTA 5307	
	2016	1.200	.960	.240	0.000	FTA 5307	
	<b>Totals</b>	<b>4.800</b>	<b>3.840</b>	<b>.960</b>	<b>0.000</b>		
<b>Support Eq/Supplies/Vehicle</b>	2013	2.730	2.184	.546	0.000	FTA 5307	<b>Phase: Construction</b>  This item funds the purchase of a variety of Intelligent Transportation System equipment including desktop computers, bus mounted Automatic Passenger Counters/Automatic Vehicle Locaters, and trip scheduling computer programs for RIdc demand response services.
ITS/Computers	2014	2.180	1.744	.436	0.000	FTA 5307	
	2015	2.200	1.760	.440	0.000	FTA 5307	
	2016	2.540	2.032	.508	0.000	FTA 5307	
	<b>Totals</b>	<b>9.650</b>	<b>7.720</b>	<b>1.930</b>	<b>0.000</b>		
Replacement	2013	2.020	1.616	.404	0.000	FTA 5307	<b>Phase: Construction</b>  This item funds routine replacement of support equipment, capital supplies and non-revenue vehicles. Examples of items to be replaced include: bus engines and parts, support vehicles such as road trucks and administrative vehicles, and office equipment.
	2014	1.920	1.536	.384	0.000	FTA 5307	
	2015	1.185	.948	.237	0.000	FTA 5307	
	2016	2.470	1.976	.494	0.000	FTA 5307	
	<b>Totals</b>	<b>7.595</b>	<b>6.076</b>	<b>1.519</b>	<b>0.000</b>		
Preventive Maintenance	2013	12.000	9.600	2.400	0.000	FTA 5307	<b>Phase: Operations</b>  This items funds regular preventative maintenance which protects the State's investment in rolling stock (buses and vans).
	2014	12.000	9.600	2.400	0.000	FTA 5307	
	2015	14.750	11.800	2.950	0.000	FTA 5307	
	2016	14.750	11.800	2.950	0.000	FTA 5307	
	<b>Totals</b>	<b>53.500</b>	<b>42.800</b>	<b>10.700</b>	<b>0.000</b>		
<b>Transit Operations</b>	2013	3.380	2.704	.676	0.000	FTA 5307	<b>Phase: Operations</b>  This items funds services required under the Americans with Disabilities Act of 1990 for people with disabilities that prevent use of the fixed route bus system, and is provided by the RIdc Program.
Complementary ADA	2014	3.410	2.728	.682	0.000	FTA 5307	
	2015	3.450	2.760	.690	0.000	FTA 5307	
	2016	3.480	2.784	.696	0.000	FTA 5307	
	<b>Totals</b>	<b>13.720</b>	<b>10.976</b>	<b>2.744</b>	<b>0.000</b>		
Job Access/ Reverse Commute	2013	1.140	.570	.570	0.000	FTA 5316	<b>Phase: Operations</b>  This funding supports employment transportation targeting low income individuals.
	2014	1.160	.580	.580	0.000	FTA 5316	
	2015	1.170	.585	.585	0.000	FTA 5316	
	2016	1.180	.590	.590	0.000	FTA 5316	
	<b>Totals</b>	<b>4.650</b>	<b>2.325</b>	<b>2.325</b>	<b>0.000</b>		

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<b><u>Transit Program</u></b>							
	<u>Year</u>	<u>Total Cost</u>	<u>Federal</u>	<u>State</u>	<u>Other</u>	<u>Funding</u> <sup>1</sup>	
<b>Transit Operations</b>							<b>Phase: Operations</b>
New Freedom							This program funds activities used to enhance transportation for persons with disabilities.
Rural Intercity Bus Connections	2015	.630	.315	.315	0.000	FTA 5311	<b>Phase: Operations</b> This item funds rural transportation services and training, technical assistance and support services that benefit the rural areas of the state.
	2016	.240	.120	.120	0.000	FTA 5311	
	<b>Totals</b>	<b>.870</b>	<b>.435</b>	<b>.435</b>	<b>0.000</b>		
Rural Operations/ RTAP	2015	3.794	2.007	1.787	0.000	FTA 5311	<b>Phase: Operations</b> This item funds rural transportation services and training, technical assistance and support services that benefit the rural areas of the state.
	2016	1.410	.741	.669	0.000	FTA 5311	
	<b>Totals</b>	<b>5.204</b>	<b>2.748</b>	<b>2.456</b>	<b>0.000</b>		
Small Urban							<b>Phase: Operations</b> This item funds the transit service in the Newport and Aquidneck Island area.
<b>Revenue Vehicles</b>							<b>Phase: Construction</b>
Replacement	2013	8.900	7.120	1.780	0.000	FTA 5307	RIPTA's highest capital priority is regular replacement of revenue vehicles, which includes the buses, trolleys and vans used in fixed route service. RIPTA's fleet includes 238 buses, trolleys and vans used for fixed route and Flex service. RIPTA anticipates replacing 72 Fixed Route buses with this funding.
	2014	8.900	7.120	1.780	0.000	FTA 5307	
	2015	18.900	15.120	3.780	0.000	FTA 5307	
	2016	8.900	7.120	1.780	0.000	FTA 5307	
	<b>Totals</b>	<b>45.600</b>	<b>36.480</b>	<b>9.120</b>	<b>0.000</b>		
Replacement	2015	9.690	7.752	1.938	0.000	FTA 5339	<b>Phase: Construction</b> RIPTA's highest capital priority is regular replacement of revenue vehicles, which includes the buses, trolleys and vans used in fixed route service. RIPTA's fleet includes 238 buses, trolleys and vans used for fixed route and Flex service. RIPTA anticipates replacing 72 Fixed Route buses with this funding.
	2016	3.250	2.600	.650	0.000	FTA 5339	
	<b>Totals</b>	<b>12.940</b>	<b>10.352</b>	<b>2.588</b>	<b>0.000</b>		

<sup>1</sup> See Page A-31 for Funding Category Descriptions

**State of Rhode Island  
Transportation Improvement Program 2013 - 2016  
Project and Funding Detail**

Amendment 6  
Approved December 14, 2015

Project/Program	(Funding Shown In Millions)					Description	
<b><u>Transit Program</u></b>							
	<u>Year</u>	<u>Total Cost</u>	<u>Federal</u>	<u>State</u>	<u>Other</u>	<u>Funding</u> <sup>1</sup>	
<b>Revenue Vehicles Paratransit Replacement</b>	2013	.200	.160	.040	0.000	FTA 5307	<b>Phase: Construction</b>  These funds are budgeted for replacement of vans used in The RIdle Program that have exceeded the FTA-defined useful life of the vehicles, which is five years for vans. These vans are used for ADA complementary paratransit service and human service transportation. RIPTA anticipates replacing 29 paratransit vans using 5307 Urban Area program funds.
	2014	.400	.320	.080	0.000	FTA 5307	
	2015	.830	.664	.166	0.000	FTA 5307	
	2016	1.500	1.200	.300	0.000	FTA 5307	
	<b>Totals</b>	<b>2.930</b>	<b>2.344</b>	<b>.586</b>	<b>0.000</b>		
Elderly Disabled	2013	.790	.632	.158	0.000	FTA 5310	<b>Phase: Construction</b>  Funds are budgeted for replacement of vans used in The RIdle Program that have exceeded the FTA-defined useful life of the vehicles, which is five years for vans. These vans are used for ADA complementary paratransit service and human service transportation. RIPTA anticipates replacing 31 paratransit vans using the 5310 Elderly Individuals and Individuals with Disabilities program funds.
	2014	.800	.640	.160	0.000	FTA 5310	
	2015	2.483	1.986	.497	0.000	FTA 5310	
	2016	1.400	1.120	.280	0.000	FTA 5310	
	<b>Totals</b>	<b>5.473</b>	<b>4.378</b>	<b>1.095</b>	<b>0.000</b>		
<b>CMAQ Initiatives</b> Pilot Car Sharing	2014	.140	.112	.028	.028	FTA 5307 FY 2011 CMAQ	<b>Phase: Operations</b>  Funds will be used to fund a pilot car/ vanpool program with major employers located in downtown Providence and out of state.
Transit Service Initiatives	2014	1.200	.960	0.000	0.000	FTA 5307 FY 2012 CMAQ	<b>Phase: Operations</b>  Funds are being used to pay for new transit service.
Passenger Initiatives	2014	.500	.400	0.000	0.000	FTA 5307 FY 2012 CMAQ	<b>Phase: Operations</b>  Funds will be used to pay for Travel Demand Management Education and Outreach activities.
Traffic Signalization	2014	.400	.320	0.000	0.000	FTA 5307 FY 2012 CMAQ	<b>Phase: Operations</b>  Funds will be used to continue development and implementation of a signal priority program.

<sup>1</sup> See Page A-31 for Funding Category Descriptions

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<b><u>Transit Program</u></b>							
	<u>Year</u>	<u>Total Cost</u>	<u>Federal</u>	<u>State</u>	<u>Other</u>	<u>Funding</u> <sup>1</sup>	
<b>CMAQ Initiatives</b>	2014	.500	.400	0.000	0.000	FTA 5307 FY 2012 CMAQ	<b>Phase: Operations</b>
Transportation Support Projects							Funds will be used to acquire, develop and implement projects that support improved efficiency in transit operations.
<b>Fixed Guideway</b>							<b>Phase: Operations</b>
SCCR Commuter Rail Service	2013	5.000	5.000	0.000	0.000	FTA 5307 (CMAQ Transfer)	This project funds the operating costs for the commuter rail service south of Providence.
	2014	5.000	5.000	0.000	0.000	FTA 5307 (CMAQ Transfer)	
	2015	5.000	5.000	0.000	0.000	FTA 5307 (CMAQ Transfer)	
	2016	5.000	5.000	0.000	0.000	FTA 5307 (CMAQ Transfer)	
	<b>Totals</b>	<b>20.000</b>	<b>20.000</b>	<b>0.000</b>	<b>0.000</b>		
SCCR Commuter Rail Service To Avoid Double Counting	2013	-5.000	-5.000	0.000	0.000	FTA 5307 (CMAQ Transfer)	<b>Phase: Operations</b>
	2014	-5.000	-5.000	0.000	0.000	FTA 5307 (CMAQ Transfer)	
	2015	-5.000	-5.000	0.000	0.000	FTA 5307 (CMAQ Transfer)	
	2016	-5.000	-5.000	0.000	0.000	FTA 5307 (CMAQ Transfer)	
	<b>Totals</b>	<b>-20.000</b>	<b>-20.000</b>	<b>0.000</b>	<b>0.000</b>		
Commuter Rail Facilities & Equipment	2013	7.600	6.080	1.520	0.000	FTA 5309 RIDOT	<b>Phase: Construction</b> This project funds equipment, facility improvements and capital maintenance for commuter rail service in Rhode Island.
	2014	7.600	6.080	1.520	0.000	FTA 5309 RIDOT	
	2015	3.100	2.480	.620	0.000	FTA 5309 RIDOT	
	2016	3.100	2.480	.620	0.000	FTA 5309 RIDOT	
	<b>Totals</b>	<b>21.400</b>	<b>17.120</b>	<b>4.280</b>	<b>0.000</b>		
Pawtucket/Central Falls Commuter Rail Station Pawtucket	2015	4.500	3.600	0.000	.900	FTA 5309 New Starts Local	<b>Phase: Study &amp; Design</b> As part of this project, site assessment, preliminary engineering and environmental review will be undertaken for a potential commuter rail station in the Dexter Street & Barton Street in close coordination with the City of Pawtucket. Also, extensive railroad operational analysis will be conducted with all the operating railroads to determine if a new station stop is feasible in this location along Amtrak's Northeast Corridor.

<sup>1</sup> See Page A-31 for Funding Category Descriptions

**State of Rhode Island  
Transportation Improvement Program 2013 - 2016  
Project and Funding Detail**

Amendment 6  
Approved December 14, 2015

Project/Program	(Funding Shown In Millions)	Description
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**Transit Program**

	Year	Total Cost	Federal	State	Other	Funding <sup>1</sup>	
<b>Fixed Guideway</b>	2016	1.000	.800	0.000	.200	FTA 5309 New Starts Local	<b>Phase: Study &amp; Design</b>
Commuter Rail Feasibility Study Woonsocket							This item will fund a Feasibility and Alternatives Analysis along with an Environmental Analysis of the re-establishment of passenger rail services to Boston, Providence and Worcester. The focus of the study would be an extension of the Woonsocket-Providence service to TF Green Airport. An intrastate service linking Woonsocket, Cumberland, Lincoln, Central Falls, Pawtucket, Providence, Cranston and Warwick with fast, frequent service would engender statewide benefits including increased mobility and economic development.

<b>Major Projects</b>	2014	.500	.400	.100	0.000	FTA 5307	<b>Phase: Design</b>  This program is for the Providence Streetcar program's next phase of program development and includes a portion of the funds needed for preliminary engineering and final design. (5307) Additional funds for this program will be programmed using other available and competitive grant funds
Providence Core Connector Providence	2015	1.000	.800	.200	0.000	FTA 5307	
	<b>Totals</b>	<b>1.500</b>	<b>1.200</b>	<b>.300</b>	<b>0.000</b>		

<b>Transit Program</b>	<b>Totals</b>	<b>210.582</b>	<b>165.394</b>	<b>43.568</b>	<b>1.198</b>	
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**Federal Funding Category Descriptions**

Bridge: Bridge On/Off System	SPR: Statewide Planning
Bridge - Off: Bridge - Off system	SPR Research: Statewide Planning Study
CMAQ: Congestion Mitigation Air Quality	SRTS: Safe Routes to School
EM: SAFETEA-LU Earmark	STP: Surface Transportation Program Urban/Flex
HSIP: Highway Safety Improvement Program - Includes Penalty Funds	STP Enhancement: Surface Transportation Program Enhancement
Interstate: Interstate Maintenance	STP Rural: Surface Transportation Program Enhancement < 5,000 Population
Metro Planning: Metro Planning	Support Services - DBE:
NHS: National Highway System	STP Supportive Services/DBE Training
RR Safety: Rail Highway Crossings	TIGER: TIGER Grant
RTP: Recreational Trails	

<sup>1</sup> See Page A-31 for Funding Category Descriptions



# Rhode Island Travel Plaza and Transit Hub

## *Creating A Multimodal Gateway into Rhode Island*

- ✓ Promotes transit use and reduces single occupant vehicle travel throughout the State
- ✓ Promotes carpooling and transit use for commuters and tourists
- ✓ Relieves congested areas of I-95
- ✓ Provides much needed travel amenities
- ✓ Promotes tourism
- ✓ Results in a positive benefit-to-cost ratio of 4.02

## RIDOT TIGER Discretionary Grant Application

### *Rhode Island Travel Plaza and Transit Hub*

#### Contact Information

**Peter Alviti, Jr., PE, Director**

Rhode Island Department of Transportation

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## Dear TIGER Evaluation Team:

One of the most vital components of a healthy economy and quality of place is an efficient and sustainable transportation system. Throughout the country, transportation infrastructure is a key catalyst for economic growth, innovation, and environmental sustainability. In Rhode Island, transportation infrastructure is one of the state's most important assets.

### Project Benefits/Summary

- Reduces single occupant vehicle travel throughout the State
- Promotes carpooling and transit use for commuters and tourists
- Relieves congested areas of I-95
- Provides much needed travel amenities
- Creates jobs and promotes tourism

### Application Overview

The application document that follows responds to notices published in the Federal Register. We have carefully read and complied with the application requirements and are prepared to meet the expectation for future accounting, reporting and certification.

Rhode Island is the second most densely populated state in the nation, yet the state's transit usage is below the national median transit use. Interstate 95, as it passes through the state, is heavily traveled – carrying over 220,000 (RIDOT, 2012) vehicles each day. Built in the 1960s to accommodate a fraction of today's demands, this stretch of I-95 is plagued by chronic congestion and vehicle crashes. This is exacerbated by limited commuter options which has resulted in single occupant vehicle travel further straining the limited roadway capacity.

Recognizing that widening I-95 is not an option, the Rhode Island Department of Transportation (RIDOT) leadership is focused on transit and travel demand management to help intercept single occupant vehicles before they enter the congested areas of I-95 – addressing the chronic delays and crashes using a sustainable approach without adding new highway lanes.

RIDOT is requesting a \$9 million TIGER Discretionary Grant which will advance planning, design and construction of a multimodal travel plaza in Hopkinton, Rhode Island that will:

- Serve RIPTA bus riders;
- Provide a much needed rest area with full amenities on I-95, effectively addressing a 100-mile gap in service plazas along I-95;
- Provide a welcoming facility for commuters to connect and carpool;
- Support beach/tourist destinations in Newport and Westerly; and
- Function as an intercity bus hub.

We respectfully seek your support in this pursuit. Letters of support for this project have been included in the appendix.

Sincerely,



Peter Alviti, Jr., PE, Director

**Rhode Island Department  
of Transportation**

# Evaluation Criteria and Readiness Summary

## Primary Selection Criteria

### Safety

- Crashes due to “drowsy driving” are mitigated; the project fills a 100-mile gap in travel plazas along I-95; there were 29 drowsy driving crashes on I-95 in the vicinity of Hopkinton and Richmond in the past 7 years
- The potential roundabout at I-95 Exit 1 will replace an unsignalized intersection and create a landscaped gateway to the travel center; roundabouts have proven to have a B/C ratio of over 4.0 compared to rural unsignalized intersections; RIDOT is systemically installing roundabouts throughout the state as part of their Highway Safety Improvement Program (HSIP)
- The mode shift from single occupant vehicles to high occupant vehicles or transit results in fewer vehicles traveling through the congested crash prone sections of I-95 into Providence as well as the crash prone intersections leading to the Westerly beaches

### State of Good Repair

- The deteriorating, overutilized, and undersized park-n-ride facilities within the immediate area are replaced or supplemented; the existing park-n-ride facilities have no spare capacity – the lots are full leaving carpoolers and transit riders with no alternative; currently the facilities can accommodate 140 vehicles while the current demand exceeds the capacity, leaving vehicles to park illegally; it is anticipated that the use will increase given the enhanced amenities.
- The project is aligned with RIDOT’s short-term goals and long-term vision for enhanced transit:
  - in the short-term, the project supports RIDOT’s vision by offering commuters an option to get to the city via public transportation;
  - over the long-term, the project is consistent with RIDOT’s plans for extended Commuter Rail service to Westerly
- The project compliments existing RIPTA bus service; the interchange is already served by RIPTA Route 95X at the existing park-n-ride lot; thus RIPTA would not incur addition costs or operating expense; current ridership is limited which could be attributed to the lack of amenities and lack of capacity at certain lots; ridership is expected to grow with increased capacity and enhanced amenities.
- RIDOT’s vision for I-95 entering the state from Connecticut is to focus passenger vehicle amenities at Exit 1, which would allow RIDOT to re-open the inactive truck stop (under a separate project) between Exit 2 and 3 to solely serve trucks; full amenities for truck drivers would occur at the inactive truck stop between Exit 2 and 3 which could be reprogrammed to accommodate more trucks
- The project has a positive B/C ratio of 4.02; the benefits far outweigh the project costs

## Primary Selection Criteria

<b>Economic Competitiveness</b>	<ul style="list-style-type: none"> <li>• The Westerly Comprehensive Plan cites a lack of traveler options, Commuter Rail access, and parking as major economic inhibitors; the project would serve Westerly, which is one of the few urban areas in Rhode Island without a transit hub</li> <li>• Parking in Westerly, downtown and at the beaches, is extremely constrained and there are no gateway information centers for tourists coming to the area</li> <li>• Traffic is intercepted before reaching the congested areas of I-95; doing so reduces single occupant vehicle travel and yields travel time savings and savings in annual crash costs</li> <li>• Rhode Island currently does not have a full service travel plaza on I-95 or any similar facility that provides tourist information; there is a 100-mile gap in service areas on I-95 which is addressed by the project</li> <li>• Additional wages, benefits, and tax revenue result from increased tourism spending, which is a proven benefit of traveler information centers</li> </ul>
<b>Quality of Life</b>	<ul style="list-style-type: none"> <li>• Transportation choices are substantially increased; Westerly is one of the few urban areas in the state that does not have a transit hub               <ul style="list-style-type: none"> <li>• achieves a reduction in single-occupant vehicle travel</li> <li>• helps to address the summertime traffic and parking surges to Westerly beaches (traffic increases by 60% during the summer tourist season)</li> <li>• intercepts traffic before it reaches major Westerly bottlenecks (Route 3 at Broad Street is a major bottleneck)</li> <li>• intercepts traffic before it reaches major commuter bottlenecks on I-95 entering Providence</li> </ul> </li> <li>• Connectivity to a designated suitable bicycle road (Route 3) and secure bicycle parking is provided</li> <li>• Electric vehicle charging stations are provided</li> </ul>
<b>Environmental Sustainability</b>	<ul style="list-style-type: none"> <li>• Transportation choices are substantially increased reducing single occupant vehicle travel</li> <li>• Electric vehicle charging stations and secure bicycle parking are provided</li> <li>• Solar panels are incorporated into the welcome center building;</li> </ul>

## Secondary Selection Criteria

### Innovation

- Electric vehicle charging stations and secure bicycle parking are provided
- Solar panels are incorporated into the welcome center building

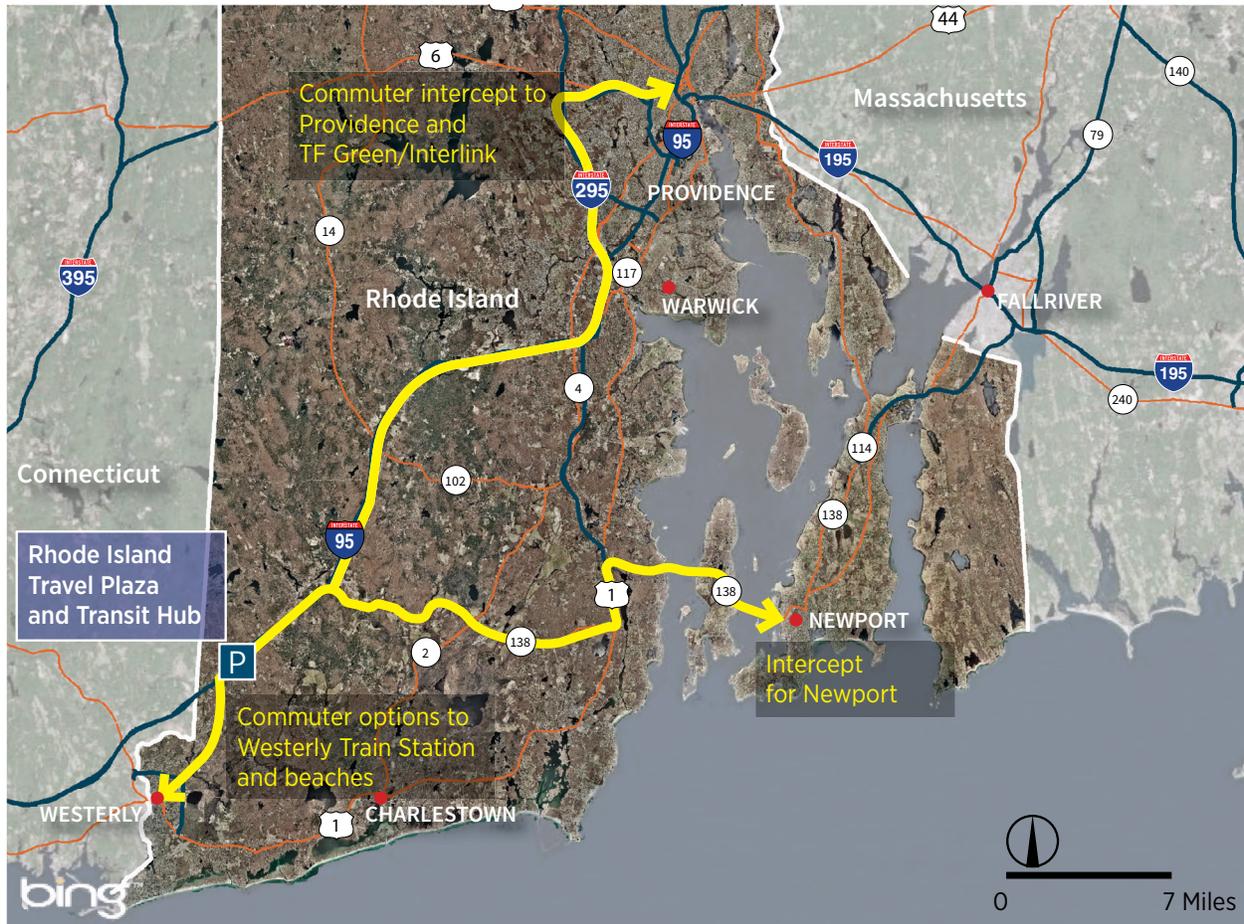
### Partnership

- **RIPTA** – the project is consistent with RIPTA’s long-term park and ride program and addresses needs at the existing park and ride lot which is over capacity; since RIPTA is already providing service to this interchange, there are no additional operating costs
- **Westerly** – the project addresses many of the needs for the area identified in the Westerly Comprehensive Plan (more parking, transit options, traffic congestion mitigation)
- **RIDOT** – the project is included in RIDOT’s 10-year plan and compliments RIDOT’s long-term Commuter Rail plan and BRT concepts
- **Hopkinton** – the project is consistent with the town’s short-term and long-term goals for transit connectivity

### Benefit-Cost Assessment

- Highly favorable 4.02 benefit-cost ratio

# I. Project Description



RIDOT is requesting TIGER funds to construct a Travel Plaza/Transit Hub on a 20-acre site at I-95 Exit 1 in Hopkinton, Rhode Island. The site is conveniently situated near the Connecticut border with Rhode Island. The project includes:

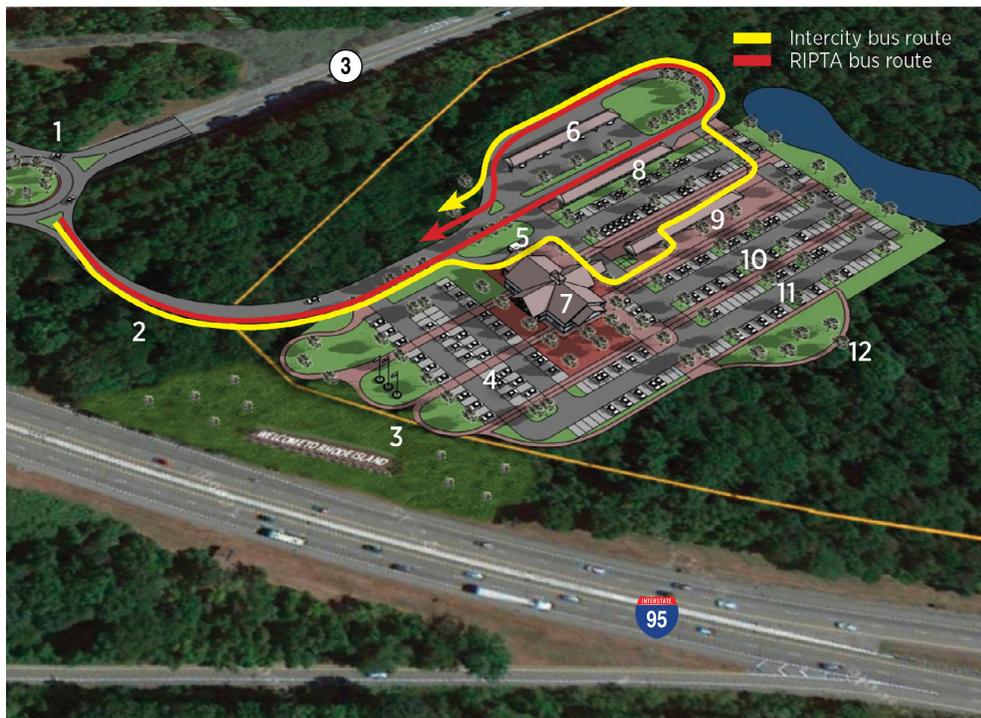
- › A 6,000 square foot Welcome Center, providing rest rooms, food, convenience shops, bike amenities, and tourism information for Rhode Island destinations and beyond
- › A park and ride facility for up to 200 vehicles, serving RIPTA and intercity bus operators as well as tourists and carpoolers

- › A RIPTA bus hub with shelter
- › An intercity bus hub serving regional destinations
- › Up to 10 fueling stations, including alternative fuels and electric vehicle stations
- › Parking for 50 bicycles

The project results in the following direct benefits:

- › Reduced congestion through the biggest bottlenecks along I-95 in the state and increased transit ridership:

## Rhode Island Travel Plaza and Transit Hub Concept Plan



1. Roundabout and modified highway ramp configuration
2. Access Road
3. Gateway Flags/ Signage
4. Visitor Parking/ Walking Area
5. Intercity Bus Drop off
6. Car Fueling Station
7. Visitor Center
8. RIPTA Bus Stop
9. Intercity Bus Depot (boardings, sawtoothbays, pull in/drive through)
10. EV Charging Stations
11. Commuter Parking
12. Walking Picnic Area

- reduced single occupant vehicle traffic on the congested I-95 corridor into Providence, commuters would have more travel options (RIPTA or carpool) that are faster and more convenient
- the service plaza and bus hub could serve TF Green Airport, Newport, and Westerly
- › Improved safety:
  - commuter traffic coming into Rhode Island from Connecticut is intercepted before it enters the congested and accident prone segments of I-95 into Providence
- › Provides much needed amenities for commuters and tourists:
  - closes a large 100 mile gap in between service areas on I-95 between Connecticut and Massachusetts
  - serves regional recreational and tourist needs by providing carpooling and regional bus transit options for travelers from Connecticut and New York bound for Newport and Massachusetts (Cape Cod)
  - serve as a park and ride and carpooling option for the Westerly beaches (Misquamicut) to relieve the constrained access roads and limited parking
  - Provides much needed amenities for tourists and commuters (food, fuel, parking, destination maps, Wi-Fi, etc.)
  - allows the previous welcome center by I-95 Exit 3 to become a full service truck stop (under a separate project).

### Existing driver's view along I-95 Northbound



### Proposed driver's view along I-95 Northbound



## II. Project Parties

The primary project parties are the State of Rhode Island and the Rhode Island Department of Transportation (RIDOT). Both entities are familiar with and have experience with federal grant processes.

RIDOT has been commended by FHWA for quality reporting on previous TIGER grants. In August 2013, FHWA's Rhode Island Division Office conducted an on-site assessment of the Southbound Viaduct Project to review the 2012 TIGER grant administration and oversight. During the review, RIDOT's financial staff explained their innovative Construction Management System (CMS) which allows RIDOT to uniquely assign funding sources and expenditures to individual contract line items. RIDOT's engineering staff facilitated construction field reviews of current activity, contractor oversight, quality controls, and

monthly performance and financial reporting. Special emphasis was placed on work zone safety, construction area signing, environmental mitigation measures, workmanship, and staffing. After the interviews, FHWA's assessment report praised RIDOT for their record keeping and construction oversight.

*"Your team did a wonderful job explaining the process of payments, the systems of internal controls, and how documentation is obtained and how payments were dispersed."*

*"... RIDOT is and has been providing excellent oversight on the Providence Viaduct I-95 Southbound Project."*

- Linda L. Burke

Financial Manager for FHWA Rhode Island Division

### Rhode Island Department of Transportation

RIDOT will be responsible for administering the grant funds and managing the Project.

[www.dot.ri.gov](http://www.dot.ri.gov)

## III. Grant Funds and Sources/Uses of Funds

For each year of the project, the accompanying chart describes the amount of TIGER funding requested along with the non-federal funds that have been identified for the project.

PROJECT SCHEDULE	2016	2017	2018	2019	PROJECT TOTAL
Program Development					
Permitting & Environmental					
Preliminary Engineering					
Land Acquisition and Final Design					
Contract Advertisement					
Construction					
Construction Completion					
PROJECT FUNDING (\$ MILLION)					
FY 2015 TIGER Grant Funds Construction	0.0	3.0	3.0	3.0	9.0
Committed non-Federal Funds (RIDOT) Design and Land Acquisition	2.0	1.0	0.0	0.0	3.0
<b>TOTAL</b>	<b>2.0</b>	<b>4.0</b>	<b>3.0</b>	<b>3.0</b>	<b>12.0</b>

## IV. Selection Criteria

### a. Primary Selection Criteria

#### a.i. Safety

Public rest areas along limited access freeways throughout the United States allow quick access and free 24-hour availability to basic amenities, such as parking, restrooms, vending machines, wifi, picnic tables, and travel information. Public rest areas serve the needs of a broad range of travelers, including vacation/recreational travelers, commercial vehicle operators, commuters, motorcyclists, bus tours, and others.

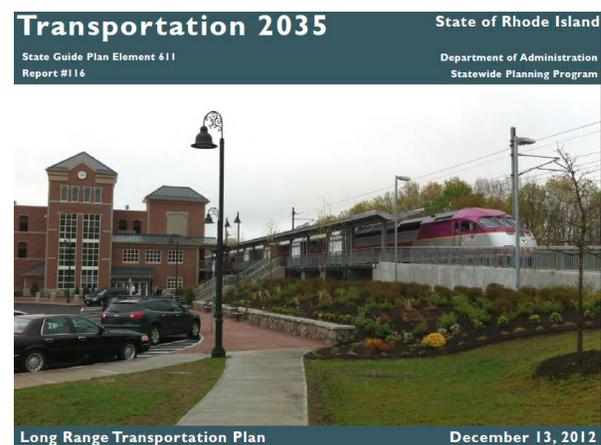
A critical function is to provide an opportunity for fatigued motorists to stop and rest rather than continue driving. Several studies have found a positive relationship between rest area spacing and certain crash types. Single vehicle crashes in Michigan and Minnesota were found to increase at distances greater than 30 miles beyond a rest area, as were fatigue-related crashes in California. There is currently a 100-mile gap in service areas on I-95 between Connecticut and Massachusetts. The proposed project would improve safety by:

- › Reducing the occurrence of shoulder stops
- › Reducing driver and passenger discomfort
- › Mitigating crashes due to “drowsy driving” (there were 29 drowsy driving crashes on I-95 in the vicinity of Hopkinton and Richmond in the past 7 years)
- › Implementing complete street concepts, such as the potential roundabout at I-95 Exit 1 which will replace an unsignalized intersection and create a landscaped gateway to the travel center

- › Reducing single occupant vehicles on I-95 which results in fewer vehicles traveling through the congested crash prone sections of I-95 into Providence as well as the crash prone intersections leading to the Westerly beaches

#### a.ii. State of Good Repair

The project improves the condition and resilience of existing transportation facilities and systems and is consistent with plans to maintain transportation facilities or systems in a state of good repair. The project improves the overall reliability of Rhode Island’s transportation system by reducing single occupant vehicle travel.





Existing over-utilized park-n-ride facility

- › The existing park and ride facility at the interchange is replaced by the project. The deteriorating overutilized, and undersized park-n-ride facilities within the immediate area are replaced or supplemented. The existing park-n-ride facilities have no spare capacity, the lots are routinely full leaving carpoolers and transit riders with no alternative.
- › By providing a convenient rest area, transit hub, and carpool opportunity along a limited access freeway, excess travel is





reduced which results in lower vehicle operating costs and travel time that would otherwise be necessary in order to obtain similar services from facilities located off of the limited access freeway system.

- › The project is aligned with RIDOT's short-term goals and long-term vision for enhanced transit. In the short-term, the project supports RIDOT's vision by offering commuters an option to get to the city via transit bus. Over the long-term, the project is consistent with RIDOT's plans for extended Commuter Rail service to Westerly, which is the only urban area in the state that lacks transit service.
- › The project is consistent with the State's Long Range Transportation Plan, Transportation 2035 and 10-year plan.
- › RIDOT's vision for I-95 entering the state from Connecticut is to focus passenger vehicle amenities at Exit 1, which would

allow RIDOT (under a separate project) to re-open the inactive truck stop between Exit 2 and 3 to solely serve trucks; full amenities for truck drivers would occur at the inactive truck stop between Exit 2 and 3 which could be reprogrammed to accommodate approximately 35 trucks.

### a.iii. Economic Competitiveness

The proposed travel plaza/bus hub would increase economic competitiveness:

- › **Decreased transportation costs** - By providing a convenient rest area, transit hub, and carpool opportunity along a limited access freeway, excess travel along I-95 is reduced which results in decreased transportation costs including fuel consumption, maintenance, repairs, wear and tear, and depreciation.
- › **Travel time savings** - Traffic is intercepted before reaching the congested areas of I-95;

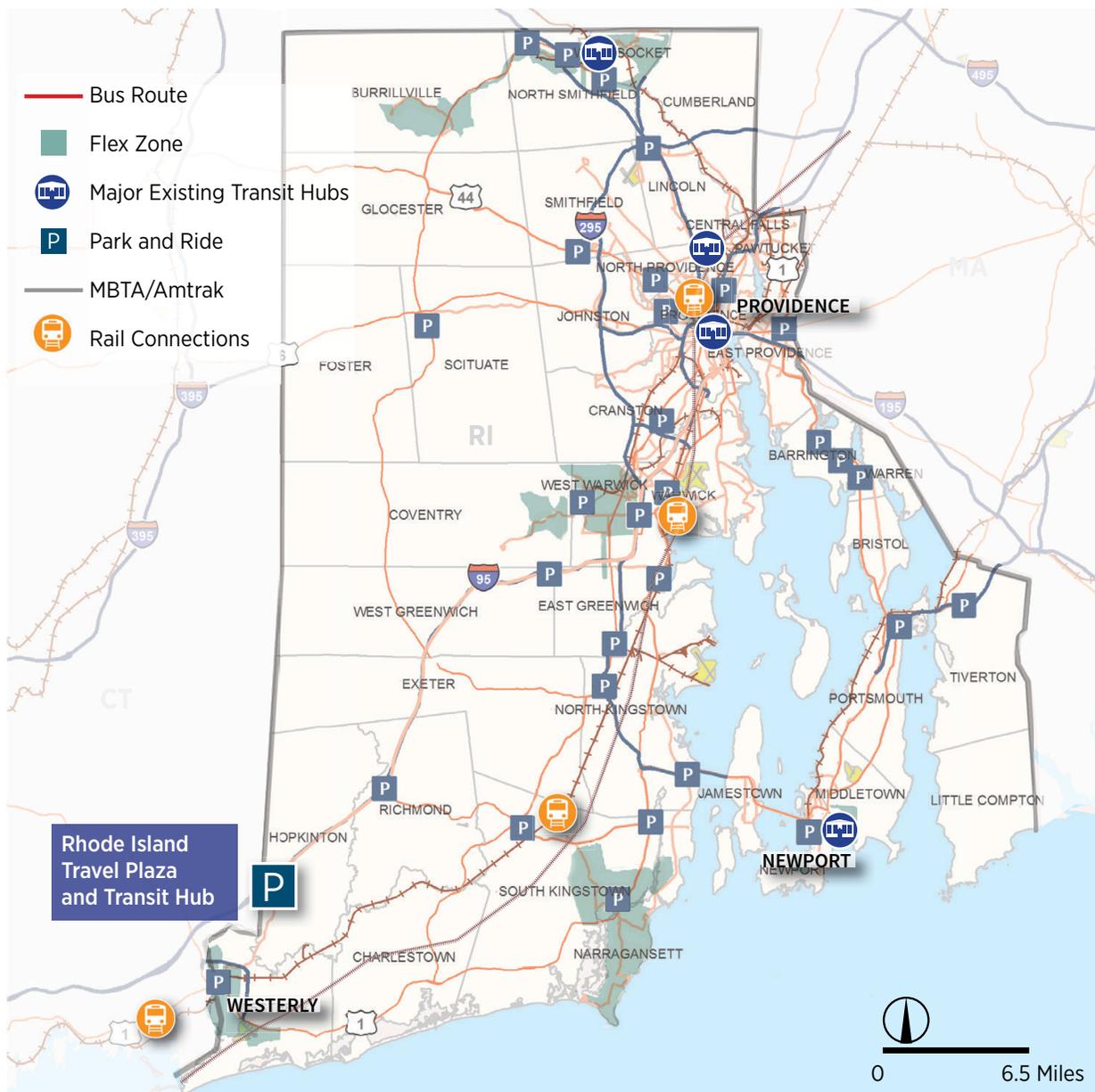
doing so reduces single occupant vehicle travel and yields travel time savings and savings in annual crash costs and lost productivity. The location of the travel plaza and transit hub is within 10 miles of Westerly, 35 miles to Newport, and under 40 miles to Providence.

- › **Crash reductions** - There is currently a 100-mile gap in service areas on I-95 between Connecticut and Massachusetts. There were 29 drowsy driving crashes on I-95 in the vicinity of Hopkinton and Richmond in the past 7 years. A critical

*The project compliments the current and planned transit system in Rhode Island and provides a transit hub in the southwest quadrant of the state.*

function of service plazas is to provide an opportunity for fatigued motorists to stop and rest rather than continue driving. The proposed project would improve safety by:

- Reducing driver and passenger discomfort and the resulting occurrence of shoulder stops along I-95



- Mitigating crashes due to “drowsy driving” caused by the 100-mile gap in service plazas
- Reducing single occupant vehicles on I-95 which results in fewer vehicles traveling through the congested crash prone sections of I-95 into Providence as well as the crash prone intersections leading to the Westerly beaches

› **Promotes tourism** – The Westerly Comprehensive Plan cites a lack of traveler options, Commuter Rail access, and parking as major economic inhibitors for this key underserved urban area of Rhode Island. The project would serve Westerly (within 10 miles and 17 minutes), which is one of the key urban areas in Rhode Island without a transit hub. Parking in Westerly, downtown and at the beaches, is extremely constrained and there are no options for tourists coming to the area. In addition,

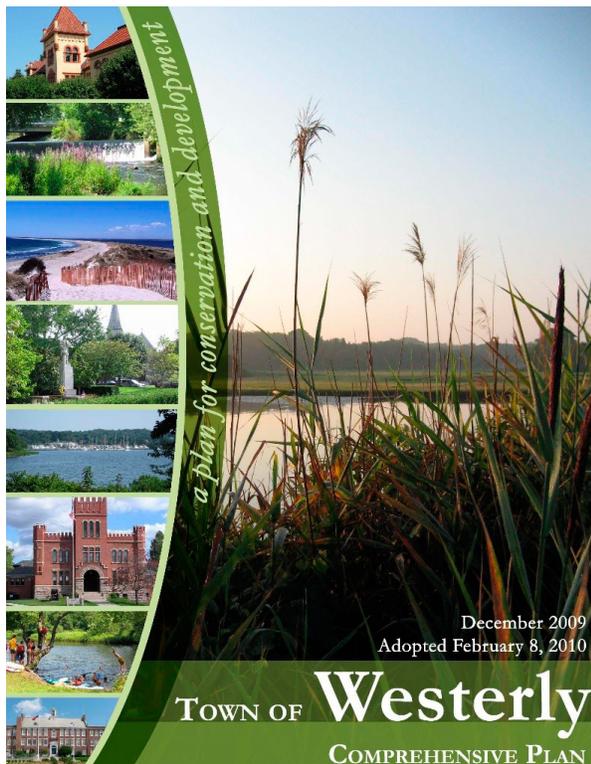
Rhode Island currently does not have a full service travel plaza on I-95 or any similar facility that provides tourist information. Additional wages, benefits, and tax revenue result from increased tourism spending, which is a proven benefit of traveler information centers.

**a.iv. Quality of Life**

- › Transportation choices are substantially increased; Westerly is one of the few urban areas in the state that does not have a transit hub
  - achieves a reduction in single-occupant vehicle travel
  - helps to address the summertime traffic and parking surges to Westerly beaches (traffic increases by 60% during the summer tourist season)
  - intercepts traffic before it reaches major Westerly bottlenecks (Route 3 at Broad Street is a major bottleneck)
  - intercepts traffic before it reaches major commuter bottlenecks on I-95 entering Providence
- › Connectivity to a designated suitable bicycle road (Route 3) and secure bicycle parking is provided
- › Electric vehicle charging stations are provided

**a.v. Environmental Sustainability**

- › Transportation choices are substantially increased reducing single occupant vehicle travel
- › Electric vehicle charging stations and secure bicycle parking are provided
- › Solar panels are incorporated into the welcome center building



## b. Secondary Criteria

### b.i. Innovation

- › Electric vehicle charging stations and secure bicycle parking are provided
- › Solar panels are incorporated into the welcome center building

### b.ii. Partnership

Prior to, and throughout the completion of this application, RIDOT has met and discussed the project with numerous stakeholders. RIDOT has benefited from strong advance collaboration which has helped galvanize support for the project.

The project compliments the existing MBTA and RIPTA public transportation networks, both in the short-term and over the long-term. The project is supported by Westerly and Hopkinton municipalities.

## c. Results of Benefit-Cost Analysis

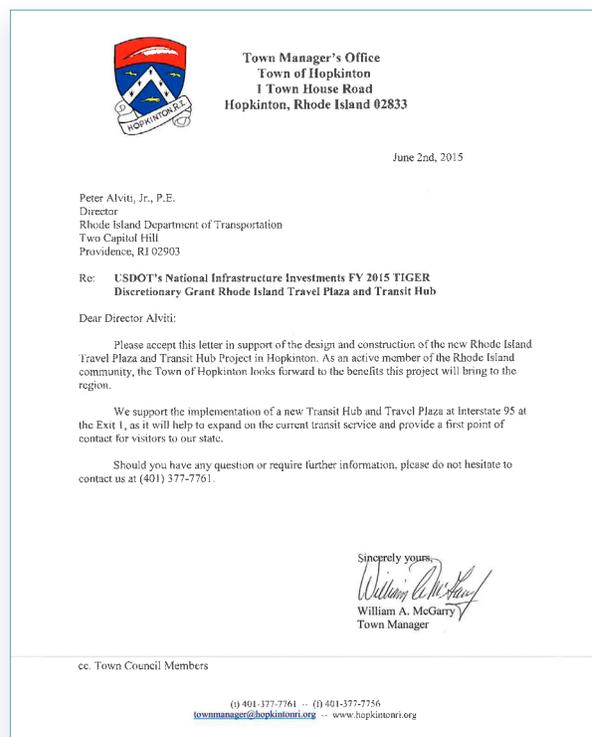
Based on a \$12M construction cost plus \$400K annual operating costs (based on similar facilities), the project has a B/C ratio of 4.02, which is consistent with the other B/C ratios for Welcome Centers nationally. The appendix includes the spreadsheet and research used to calculate the B/C ratio.

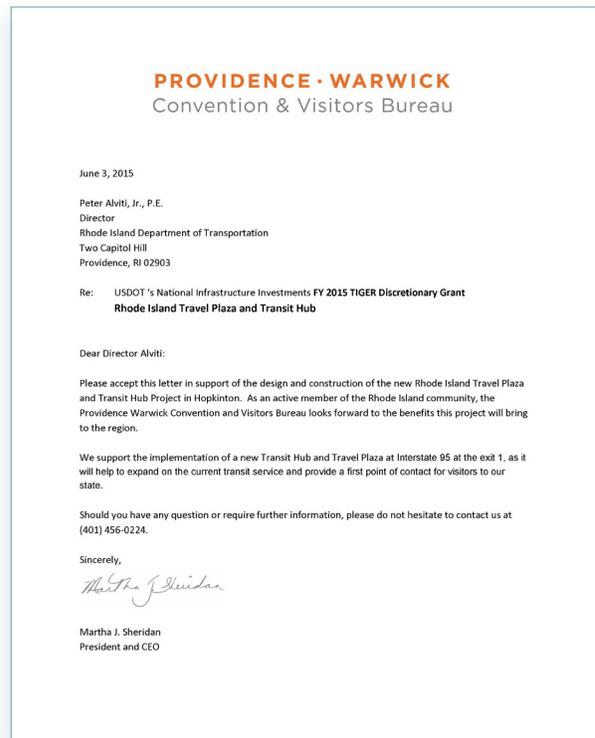
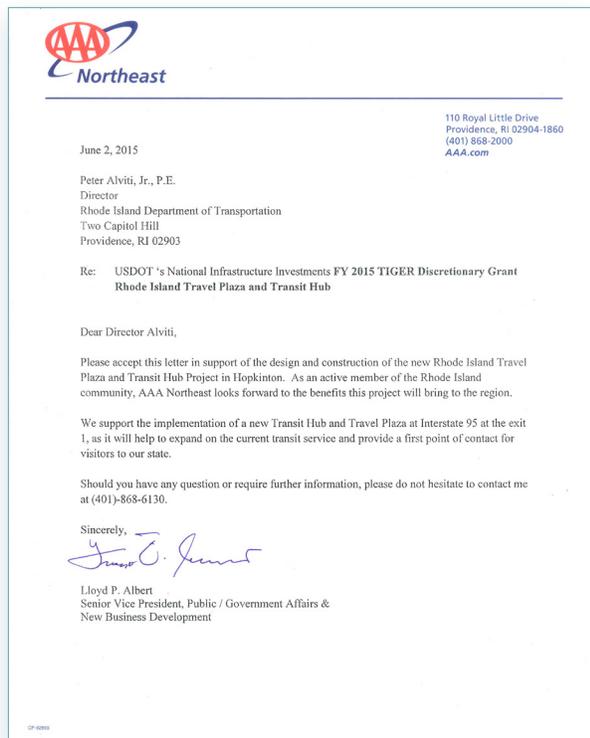
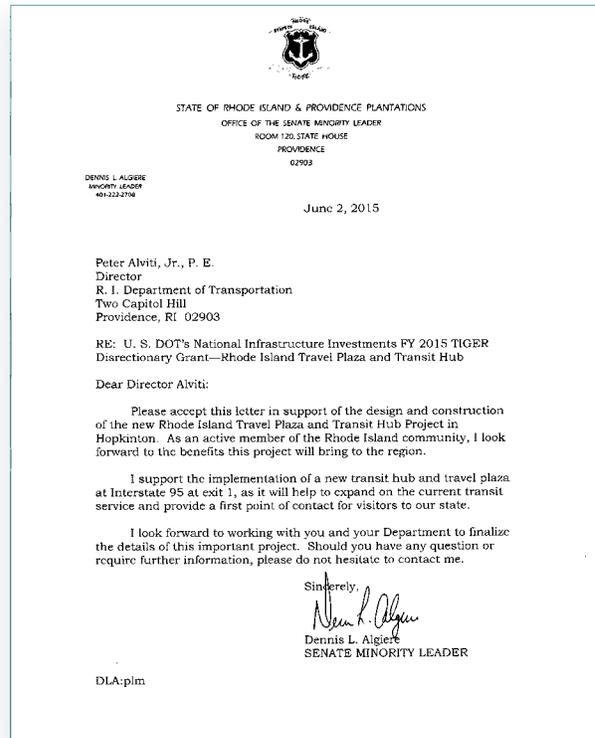
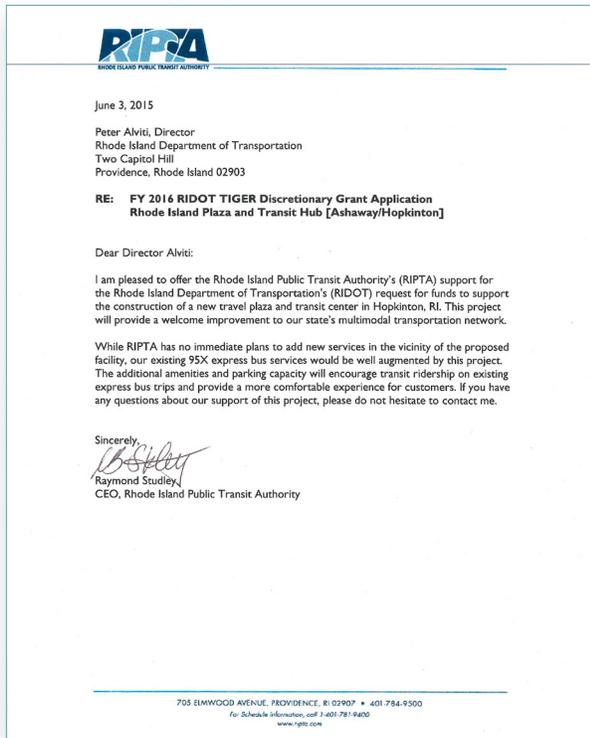
Two related studies were referenced for the B/C analysis methodology used in this application:

- › Mn/DOT Interstate Safety Rest Area Spacing Study <http://www.dot.state.mn.us/restareas/research.html>

- › Economic Assessment of Public Rest Areas and Traveler Information Centers On Limited Access Freeways  
<http://trrjournalonline.trb.org/doi/abs/10.3141/2346-08>

The project has garnered support from many stakeholders and has received letters of support from the Town of Hopkinton, RIPTA, Senator Algieri, AAA, and the Providence/Warwick Convention & Visitors Bureau.





## V. Demonstrated Project Readiness

### a. Technical Feasibility

The project is incorporated into RIDOT’s 10-year plan and long-range transportation plan.

The land on which the travel plaza is located is currently available for sale. If the TIGER grant is approved, RIDOT would purchase the land with state funds. Land acquisition is not necessary.

#### a.i. Financial Feasibility

RIDOT has been successfully managing FHWA grants for decades. RIDOT has implemented an automated grant management system to effectively manage the federal grant program to ensure accuracy in financial transactions. Evidence of this effectiveness is the receipt of an unqualified opinion on the recent 2012 financial audit. The state utilizes a special fund known as the Intermodal Surface Transportation Fund (ISTF) for all State Highway projects, along with maintenance and operations. State gas tax funds, Rhode Island Capital Plan (RICAP) funds, and an increase in license and registration fees provide reliable sources of funds for the ISTF.

RIDOT is requesting \$9 million from the TIGER Discretionary Grant funding program and is

committing \$3 million from its TIP to complete the project. If granted, the \$9 million in TIGER funds will be expended starting in FY 2016. The \$9 million TIGER grant will enable RIDOT to begin the project sooner that it would without the additional funding.

RIDOT has already earmarked the non-federal cost share (\$3 million) state’s 10-year plan and Long Range Transportation Plan.

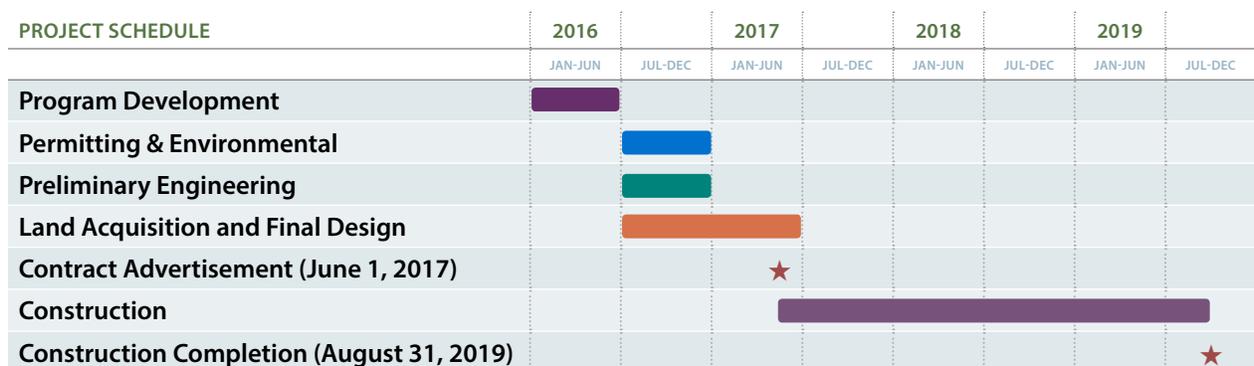
#### a.ii. Project Schedule

The project is already listed on the local matching funds have been allocated to accompany the TIGER funds.

With TIGER funding available in FY 2016, the project would be completed in summer 2019.

#### a.iii. Required Approvals

The land on which the travel plaza is located is currently available for sale. If the TIGER grant is approved, RIDOT would purchase the land with state funds. By June 30, 2017, RIDOT will complete the NEPA process and obtain any other necessary permits and approvals, as well as complete all additional, necessary pre-construction steps. Land acquisition is not necessary.



## VI. Project Costs & Benefits

The following table summarizes the benefit-cost assessment. Costs included construction costs and estimated annual operating/maintenance costs. Benefits were quantified in terms of:

- › comfort and convenience
- › vehicle operating savings
- › travel time benefits
- › tourism benefits
- › crash reductions

Two related studies were referenced for the B/C analysis methodology used in this application:

- › Mn/DOT Interstate Safety Rest Area Spacing Study <http://www.dot.state.mn.us/restareas/research.html>
- › Economic Assessment of Public Rest Areas and Traveler Information Centers On Limited Access Freeways <http://trrjournalonline.trb.org/doi/abs/10.3141/2346-08>

The appendix to this application includes the detailed B/C calculations.

### Project Annual Benefits = \$3.2 million



Crash reductions = \$2.2 million  
 Tourism = \$605k  
 Comfort and convenience = \$380k  
 Vehicle operating benefits = \$38k  
 Travel time benefits = \$23k



Favorable  
 benefit-to-cost ratio  
 4.02



New present value  
 of benefits  
 \$63 million

### RIDOT Travel Plaza and Transit Hub TIGER Grant Benefit-to-Cost Analysis

#### COMFORT AND CONVENIENCE

Median Value of Services Utilized	\$2.21		\$ 380,000
AADT	47,000		
Average Use	1%		

#### VEHICLE OPERATING BENEFITS

AADT	47,000	Passenger Car	\$ 31,000
Average Use	1%	Commercial	\$ 7,000
Passenger Car %	89%		
Commercial Vehicle %	11%		
Diversions Rate - Passenger Car	0.659		
Diversions Rate - Commercial	0.383		
Excess Travel Mileage	1		
Operating Costs - Passenger Car	\$0.30		
Operating Costs - Commercial	\$1.02		

## TRAVEL TIME BENEFITS

<b>AADT</b>	47,000	Passenger Car	\$ 20,000
<b>Average Use</b>	1%	Commercial	\$ 3,000
<b>Passenger Car %</b>	89%		
<b>Commercial Vehicle %</b>	11%		
<b>Diversion Rate - Passenger Car</b>	0.659		
<b>Diversion Rate - Commercial</b>	0.383		
<b>Excess Travel Mileage</b>	1		
<b>Operating Costs - Passenger Car</b>	\$13.00		
<b>Operating Costs - Commercial</b>	\$25.80		
<b>Operating Speed</b>	65 miles per hour		

## TOURISM BENEFITS

<b>AADT</b>	47,000		\$ 605,000
<b>Average Use</b>	1%		
<b>Proportion of Parties Spending</b>	12.5%		
<b>Spending/Party</b>	\$100.00		
<b>Percent of entering vehicles with occupants that enter Welcome Center</b>	60%		
<b>Percent of total tourism expenditures that are locally retained</b>	47%		

## CRASH REDUCTIONS

<b>Without rest area</b>	\$3,685,739		\$ 2,170,000
<b>With rest area</b>	\$1,514,690		
<b>Total Annual Benefit</b>			<b>\$3,216,000</b>

<b>Total Construction Cost</b>	\$12,000,000	based on preliminary site assessment
<b>Annual Construction Cost</b>	\$400,000	assumed 30 year service life
<b>Operations &amp; Maintenance</b>	\$400,000	estimated, based on similar facilities
	\$800,000	
<b>Service Life</b>	30	estimated, based on similar facilities
<b>Discount</b>	3%	assumed discount rate
<b>PV Benefit</b>	\$63,030,000	
<b>PV Cost</b>	\$15,680,000	
<b>B/C Ratio</b>	4.02	

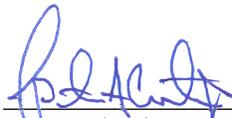
## VII. Federal Wage Rate Certification

RIDOT certifies that it will comply with the requirements of subchapter IV of chapter 31 of title 40, United States Code (Federal wage rate requirements), as required by the Recovery Act.

**FY 2015 TIGER Discretionary Grant Application  
Rhode Island Travel Plaza and Transit Hub**

**FEDERAL WAGE RATE CERTIFICATION**

The undersigned agrees to comply with the requirements of Subchapter IV of Chapter 31 of title 40, United States Code regarding Federal wage rate requirements, as required by the FY 2015 Consolidated Appropriations Act, 2015.



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Peter Alviti, Jr. P.E.

Director, Rhode Island Department of Transportation

June 1, 2015

# Appendix

## Letters of Support



**Town Manager's Office  
Town of Hopkinton  
1 Town House Road  
Hopkinton, Rhode Island 02833**

June 2nd, 2015

Peter Alviti, Jr., P.E.  
Director  
Rhode Island Department of Transportation  
Two Capitol Hill  
Providence, RI 02903

**Re: USDOT's National Infrastructure Investments FY 2015 TIGER  
Discretionary Grant Rhode Island Travel Plaza and Transit Hub**

Dear Director Alviti:

Please accept this letter in support of the design and construction of the new Rhode Island Travel Plaza and Transit Hub Project in Hopkinton. As an active member of the Rhode Island community, the Town of Hopkinton looks forward to the benefits this project will bring to the region.

We support the implementation of a new Transit Hub and Travel Plaza at Interstate 95 at the Exit 1, as it will help to expand on the current transit service and provide a first point of contact for visitors to our state.

Should you have any question or require further information, please do not hesitate to contact us at (401) 377-7761.

Sincerely yours,

William A. McGarry  
Town Manager

cc. Town Council Members

(t) 401-377-7761 -- (f) 401-377-7756  
[townmanager@hopkintonri.org](mailto:townmanager@hopkintonri.org) -- [www.hopkintonri.org](http://www.hopkintonri.org)

## Letters of Support



June 3, 2015

Peter Alviti, Director  
Rhode Island Department of Transportation  
Two Capitol Hill  
Providence, Rhode Island 02903

**RE: FY 2016 RIDOT TIGER Discretionary Grant Application  
Rhode Island Plaza and Transit Hub [Ashaway/Hopkinton]**

Dear Director Alviti:

I am pleased to offer the Rhode Island Public Transit Authority's (RIPTA) support for the Rhode Island Department of Transportation's (RIDOT) request for funds to support the construction of a new travel plaza and transit center in Hopkinton, RI. This project will provide a welcome improvement to our state's multimodal transportation network.

While RIPTA has no immediate plans to add new services in the vicinity of the proposed facility, our existing 95X express bus services would be well augmented by this project. The additional amenities and parking capacity will encourage transit ridership on existing express bus trips and provide a more comfortable experience for customers. If you have any questions about our support of this project, please do not hesitate to contact me.

Sincerely,

A handwritten signature in black ink, appearing to read "R. Studley", is written over the typed name "Raymond Studley".

Raymond Studley  
CEO, Rhode Island Public Transit Authority

## Letters of Support



STATE OF RHODE ISLAND & PROVIDENCE PLANTATIONS  
OFFICE OF THE SENATE MINORITY LEADER  
ROOM 120, STATE HOUSE  
PROVIDENCE  
02903

DENNIS L. ALGIERE  
MINORITY LEADER  
401-222-2708

June 2, 2015

Peter Alviti, Jr., P. E.  
Director  
R. I. Department of Transportation  
Two Capitol Hill  
Providence, RI 02903

RE: U. S. DOT's National Infrastructure Investments FY 2015 TIGER  
Discretionary Grant—Rhode Island Travel Plaza and Transit Hub

Dear Director Alviti:

Please accept this letter in support of the design and construction of the new Rhode Island Travel Plaza and Transit Hub Project in Hopkinton. As an active member of the Rhode Island community, I look forward to the benefits this project will bring to the region.

I support the implementation of a new transit hub and travel plaza at Interstate 95 at exit 1, as it will help to expand on the current transit service and provide a first point of contact for visitors to our state.

I look forward to working with you and your Department to finalize the details of this important project. Should you have any question or require further information, please do not hesitate to contact me.

Sincerely,

A handwritten signature in black ink, appearing to read "Dennis L. Algieri", is written over the typed name.

Dennis L. Algieri  
SENATE MINORITY LEADER

DLA:plm

## Letters of Support



110 Royal Little Drive  
Providence, RI 02904-1860  
(401) 868-2000  
[AAA.com](http://AAA.com)

June 2, 2015

Peter Alviti, Jr., P.E.  
Director  
Rhode Island Department of Transportation  
Two Capitol Hill  
Providence, RI 02903

Re: **USDOT 's National Infrastructure Investments FY 2015 TIGER Discretionary Grant  
Rhode Island Travel Plaza and Transit Hub**

Dear Director Alviti,

Please accept this letter in support of the design and construction of the new Rhode Island Travel Plaza and Transit Hub Project in Hopkinton. As an active member of the Rhode Island community, AAA Northeast looks forward to the benefits this project will bring to the region.

We support the implementation of a new Transit Hub and Travel Plaza at Interstate 95 at the exit 1, as it will help to expand on the current transit service and provide a first point of contact for visitors to our state.

Should you have any question or require further information, please do not hesitate to contact me at (401)-868-6130.

Sincerely,

A handwritten signature in blue ink, appearing to read 'Lloyd P. Albert'.

Lloyd P. Albert  
Senior Vice President, Public / Government Affairs &  
New Business Development

## Letters of Support

### **PROVIDENCE · WARWICK** Convention & Visitors Bureau

June 3, 2015

Peter Alviti, Jr., P.E.  
Director  
Rhode Island Department of Transportation  
Two Capitol Hill  
Providence, RI 02903

Re: **USDOT 's National Infrastructure Investments FY 2015 TIGER Discretionary Grant  
Rhode Island Travel Plaza and Transit Hub**

Dear Director Alviti:

Please accept this letter in support of the design and construction of the new Rhode Island Travel Plaza and Transit Hub Project in Hopkinton. As an active member of the Rhode Island community, the Providence Warwick Convention and Visitors Bureau looks forward to the benefits this project will bring to the region.

We support the implementation of a new Transit Hub and Travel Plaza at Interstate 95 at the exit 1, as it will help to expand on the current transit service and provide a first point of contact for visitors to our state.

Should you have any question or require further information, please do not hesitate to contact us at (401) 456-0224.

Sincerely,



Martha J. Sheridan  
President and CEO

## B/C Calculations

### RIDOT Travel Plaza and Transit Hub TIGER Grant

#### Benefit-to-Cost Analysis

##### COMFORT AND CONVENIENCE

<b>Median Value of Services Utilized</b>	\$2.21		\$379,126
<b>AADT</b>	47,000		
<b>Average Use</b>	1%		

##### VEHICLE OPERATING BENEFITS

<b>AADT</b>	47,000	Passenger Car	\$30,587
<b>Average Use</b>	1%	Commercial	\$7,336
<b>Passenger Car %</b>	89%		
<b>Commercial Vehicle %</b>	11%		
<b>Diversion Rate - Passenger Car</b>	0.659		
<b>Diversion Rate - Commercial</b>	0.383		
<b>Excess Travel Mileage</b>	1		
<b>Operating Costs - Passenger Car</b>	\$0.30		
<b>Operating Costs - Commercial</b>	\$1.02		

##### TRAVEL TIME BENEFITS

<b>AADT</b>	47,000	Passenger Car	\$20,123
<b>Average Use</b>	1%	Commercial	\$2,869
<b>Passenger Car %</b>	89%		
<b>Commercial Vehicle %</b>	11%		
<b>Diversion Rate - Passenger Car</b>	0.659		
<b>Diversion Rate - Commercial</b>	0.383		
<b>Excess Travel Mileage</b>	1		
<b>Operating Costs - Passenger Car</b>	\$13.00		
<b>Operating Costs - Commercial</b>	\$25.80		
<b>Operating Speed</b>	65 miles per hour		

##### TOURISM BENEFITS

<b>AADT</b>	47,000		\$604,714
<b>Average Use</b>	1%		
<b>Proportion of Parties Spending</b>	12.5%		
<b>Spending/Party</b>	\$100.00		
<b>Percent of entering vehicles with occupants that enter Welcome Center</b>	60%		
<b>Percent of total tourism expenditures that are locally retained</b>	47%		

##### CRASH REDUCTIONS

<b>Without rest area</b>	\$3,685,739		\$2,171,049
<b>With rest area</b>	\$1,514,690		
<b>Total Annual Benefit</b>			<b>\$3,215,803</b>

## RIDOT Travel Plaza and Transit Hub TIGER Grant

Benefit-to-Cost Analysis (continued)

<b>Total Construction Cost</b>	\$12,000,000	based on preliminary site assessment
<b>Annual Construction Cost</b>	\$400,000	assumed 30 year service life
<b>Operations &amp; Maintenance</b>	\$400,000	estimated, based on similar facilities
	\$800,000	
<b>Service Life</b>	30	estimated, based on similar facilities
<b>Discount</b>	3%	assumed discount rate
<b>PV Benefit</b>	\$63,030,000	
<b>PV Cost</b>	\$15,680,000	
<b>B/C Ratio</b>	4.02	

After - E(Y) with Rest Area	12.3
Before - E(Y) without Rest Area	30.0
Roadway Departure Crash Cost	\$123,000.00
Crash Reduction Benefit	\$2,171,049.12

**E(Y)<sub>i</sub>** - Predict Annual Target Crashes for the *i*th one-mile segment along the limited access freeway

**AADT** - AADT mainline directional traffic on the *i*th one-mile segment - Assume 47,000

**DIST** - Distance (miles) of the *i*th one-mile segment from the nearest rest area

**Safety Performance Function** -  $E(Y)_i = AADT^{0.654} * \exp(-7.715 + 0.018 * DIST)$

**Crash Cost** - \$123,000 per each single vehicle roadway departure crash (most common fatigue-related crash type)

**After** - E(Y) with Rest Area - Predicted annual frequency of target crashes summed for 40 one-mile segments from 20 miles upstream to 20 miles downstream of the rest area

**Before** - E(Y) with No Rest Area - Predicted annual frequency of target crashes summed for the entire 40 mile distance assuming the rest area did not exist

**Crash Reduction Benefit** -  $[E(Y) \text{ with Rest Area} - E(Y) \text{ without Rest Area}] * \text{Crash Cost for Roadway Departure Crash}$

## Backup Calculations

### Crash Prediction

ADDT 47,000	CRASH COST \$123,000	TOTAL ANNUAL CRASH FREQUENCY 29.965355	TOTAL ANNUAL CRASH FREQUENCY 12.314549
		Miles Away	Miles Away
		40	20
		1.0415068	0.7266346
		39	19
		1.0229274	0.7136722
		38	18
		1.0046794	0.700941
		37	17
		0.986757	0.688437
		36	16
		0.9691542	0.676156
		35	15
		0.9518655	0.664094
		34	14
		0.9348852	0.6522473
		33	13
		0.9182078	0.6406119
		32	12
		0.901828	0.629184
		31	11
		0.8857403	0.61796
		30	10
		0.8699396	0.6069363
		29	9
		0.8544208	0.5961091
		28	8
		0.8391788	0.5854752
		27	7
		0.8242087	0.5750309
		26	6
		0.8095057	0.5647729
		25	5
		0.7950649	0.554698
		24	4
		0.7808818	0.5448027
		23	3
		0.7669517	0.535084
		22	2
		0.75327	0.5255387
		21	1
		0.7398325	0.5161636
		20	
		0.7266346	
		19	
		0.7136722	
		18	
		0.700941	
		17	
		0.688437	
		16	
		0.676156	
		15	
		0.664094	
		14	
		0.6522473	
		13	
		0.6406119	
		12	
		0.629184	
		11	
		0.61796	
		10	
		0.6069363	
		9	
		0.5961091	
		8	
		0.5854752	
		7	
		0.5750309	
		6	
		0.5647729	
		5	
		0.554698	
		4	
		0.5448027	
		3	
		0.535084	
		2	
		0.5255387	
		1	
		0.5161636	

## Backup Calculations

### Cost for Roadway Departure Type Crash

CRASH TYPE	COMPREHENSIVE CRASH COSTS (2001)	HUMAN CAPITAL CRASH COSTS (2001)	DIFFERENCE IN 2001 NON-MONETARY COSTS	HUMAN CAPITAL CRASH COSTS CPI ADJUSTED	ECI ADJUSTED COST	2013 COMPREHENSIVE CRASH COSTS	2013 COMPREHENSIVE CRASH COSTS* ROUNDED
<b>Single Vehicle - Fixed Object</b>	<b>\$94,669</b>	<b>\$39,569</b>	<b>\$55,100</b>	<b>\$51,298</b>	<b>\$71,733</b>	<b>\$123,030</b>	<b>\$123,000</b>

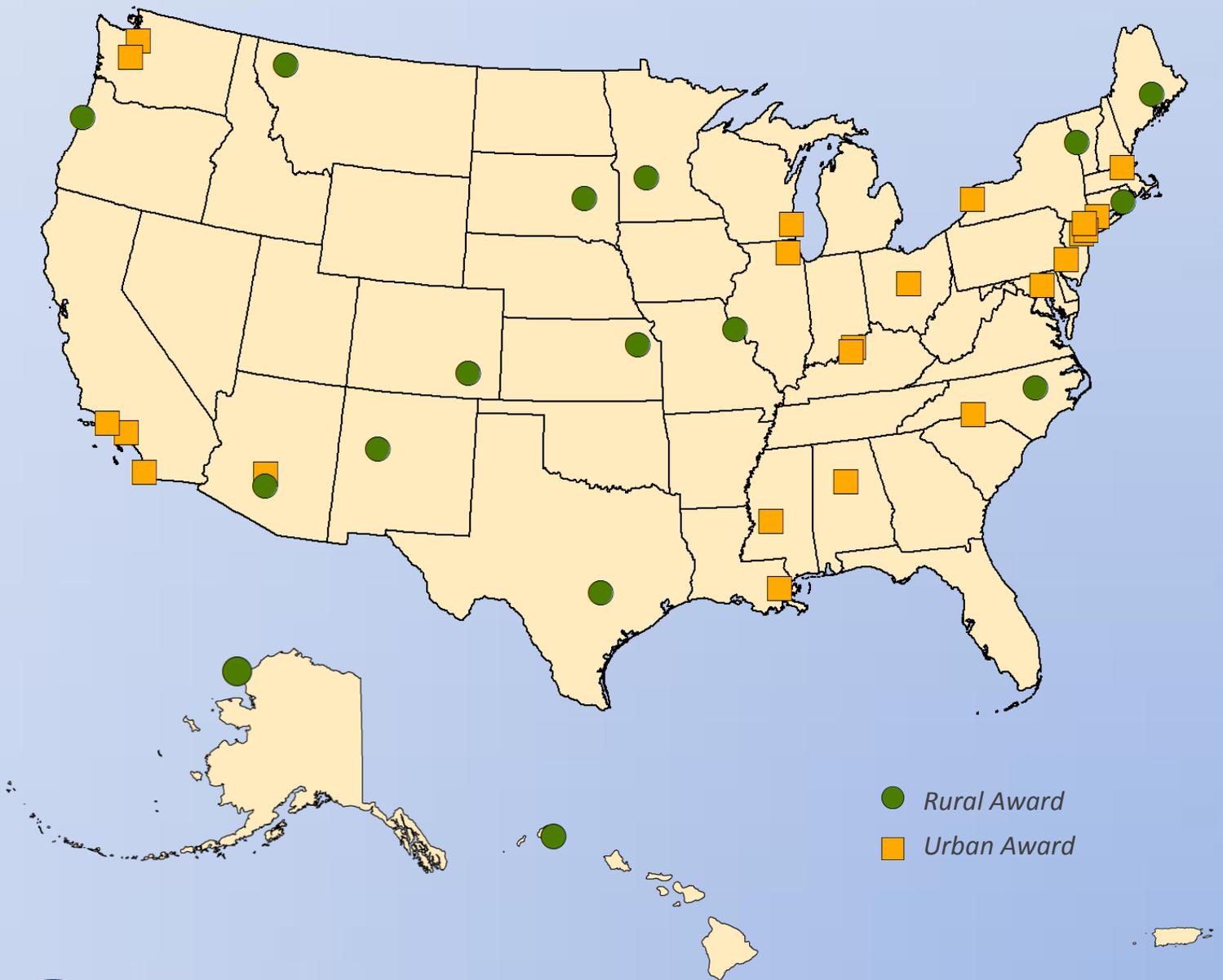
\* Comprehensive crash costs derived from the FHWA report "Crash Cost Estimates by Maximum Police-Reported Injury Severity within Selected Crash Geometries" 2005 report FHWA-HRT-05-051 Table 11 - Level 4 without speed limits.

2001-2013 adjustment cost methodology derived from HSM Volume 1 - Chapter 4 - Appendix 4A.

CPI 2013 (2012)	229.6
CPI 2001	177.1
CPI Ratio (2001-2013)	1.30
ECI 2013	111.7
ECI 2001	85.8
ECI Ratio (2001-2013)	1.30

# TIGER

## 2015 AWARDS



U.S. Department  
of Transportation

## 2015 TIGER Awards

Project Name (click to link)	State	TIGER Grant Award	Urban/ Rural
<a href="#">Connecting our Neighborhoods to Opportunities</a>	Alabama	\$20,000,000	Urban
<a href="#">Native Village of Point Hope Transportation Infrastructure and Transit Improvement Project</a>	Alaska	\$2,899,992	Rural
<a href="#">Grand Canal Bike and Pedestrian Improvements</a>	Arizona	\$10,330,000	Urban
<a href="#">SR 347 Grade Separation Project</a>	Arizona	\$15,000,000	Rural
<a href="#">Port of Hueneme Intermodal Improvement Project</a>	California	\$12,300,000	Urban
<a href="#">Rail to Rail Active Transportation Corridor Connector Project</a>	California	\$15,000,000	Urban
<a href="#">Tenth Avenue Marine Terminal Modernization Project</a>	California	\$10,000,000	Urban
<a href="#">Southwest Chief Route Advancement and Improvement Project</a>	Colorado	\$15,210,143	Rural
<a href="#">Barnum Station Project</a>	Connecticut	\$10,000,000	Urban
<a href="#">Līhu'e Town Core Mobility and Revitalization</a>	Hawaii	\$13,815,100	Rural
<a href="#">Milwaukee District – West Line Fox River Bridge Improvement Project</a>	Illinois	\$14,000,000	Urban
<a href="#">Port of Indiana - Jeffersonville Truck-to-Rail and Rail-to-Water Improvements</a>	Indiana	\$10,000,000	Urban
<a href="#">Regional Truck Parking Information and Management System</a>	Kansas	\$25,000,000	Rural
<a href="#">Transforming Dixie Highway Project</a>	Kentucky	\$16,910,000	Urban
<a href="#">New Orleans Canal Street Ferry Terminal</a>	Louisiana	\$10,038,678	Urban

## 2015 TIGER Awards (Continued)

Project Name (click to link)	State	TIGER Grant	Urban/ Rural
<a href="#">Maine Regional Railways Project</a>	Maine	\$20,000,000	Rural
<a href="#">Southeast Baltimore Port Industry Freight Corridor Plan</a>	Maryland	\$10,000,000	Urban
<a href="#">Lowell Canal Bridges</a>	Massachusetts	\$13,389,750	Urban
<a href="#">Willmar Rail Connector and Industrial Access</a>	Minnesota	\$10,000,000	Rural
<a href="#">Greening the Gateways</a>	Mississippi	\$16,500,000	Urban
<a href="#">U.S. Route 54 Mississippi River Bridge</a>	Missouri	\$10,000,000	Rural
<a href="#">Glacier Rail Park/Kalispell Core Area Development and Trail Project</a>	Montana	\$10,000,000	Rural
<a href="#">NEC Portal Bridge Replacement Acceleration Project</a>	New Jersey	\$16,000,000	Urban
<a href="#">Pueblo of Laguna Bike and Pedestrian Priority Route Construction</a>	New Mexico	\$1,000,000	Rural
<a href="#">Bronx River Greenway: Bridge the Critical South Bronx Gap</a>	New York	\$10,000,000	Urban
<a href="#">Hudson Links I-287 BRT/ITS Project</a>	New York	\$10,000,000	Urban
<a href="#">Main Street Multi-Modal Access and Revitalization</a>	New York	\$18,000,000	Urban
<a href="#">Charlotte Gateway Station Track and Safety Improvements</a>	North Carolina	\$25,000,000	Urban
<a href="#">U.S. 301: Road to Opportunity</a>	North Carolina	\$10,000,000	Rural
<a href="#">Transit Tech Ohio</a>	Ohio	\$6,839,860	Rural
<a href="#">Port of Newport International Terminal Shipping Facility</a>	Oregon	\$2,000,000	Rural
<a href="#">Closing the Gaps</a>	Pennsylvania	\$10,265,000	Urban

## 2015 TIGER Awards (Continued)

Project Name (click to link)	State	TIGER Grant	Urban/ Rural
<a href="#">Hopkinton Travel Plaza and Transit Hub</a>	Rhode Island	\$9,000,000	Rural
<a href="#">South Dakota Freight Capacity Expansion Project</a>	South Dakota	\$6,000,000	Rural
<a href="#">Texas Rural Transit Asset Replacement Project</a>	Texas	\$20,802,400	Rural
<a href="#">Western Vermont Freight-Passenger Rail Project</a>	Vermont	\$10,000,000	Rural
<a href="#">Mukilteo Multimodal Ferry Terminal</a>	Washington	\$10,000,000	Urban
<a href="#">Tacoma LINK Expansion</a>	Washington	\$15,000,000	Urban
<a href="#">Milwaukee Streetcar - Lakefront Line</a>	Wisconsin	\$14,200,000	Urban

# Hopkinton Travel Plaza and Transit Hub

**APPLICANT/SPONSOR:** Rhode Island Department of Transportation

**TIGER GRANT AWARD:** \$9,000,000

**TOTAL PROJECT COST:** \$12,000,000

Rural

## PROJECT DESCRIPTION:

The funds from this TIGER grant will help construct a multimodal travel plaza on I-95 in Hopkinton, Rhode Island, near the Connecticut border. The project will serve Rhode Island Public Transit Authority bus riders and provide a much needed rest area with full amenities on I-95. The project includes a welcome center with restrooms, food, convenience shops, bike amenities, and tourism information for Rhode Island destinations and beyond; a park and ride facility; an intercity bus hub; fueling stations including alternative fuels and electric vehicle stations; and bicycle parking.



**RHODE ISLAND**

## PROJECT HIGHLIGHTS AND BENEFITS:

The project fills a gap in rest areas along I-95, where there were 29 drowsy driving crashes in the vicinity within the past seven years. A roundabout at Exit 1 will increase safety compared with the current unsignalized intersection. The project will improve economic competitiveness, as Rhode Island currently lacks a full-service travel plaza on I-95 to provide tourist information. Furthermore, parking in the nearby beach town of Westerly is extremely constrained, and a plaza at this location will provide options for carpooling to this destination, increasing opportunities for tourism. In addition, the project includes installation of electric vehicle charging stations and solar panels on the welcome center building, as well as bicycle parking, which will enhance environmental sustainability.



U.S. Department  
of Transportation

[www.transportation.gov/tiger](http://www.transportation.gov/tiger)

**TIGER**

**RHODE ISLAND STATEWIDE PLANNING PROGRAM  
TRANSPORTATION ADVISORY COMMITTEE**

Monday, December 14, 2015  
RIDOA, Conference Room A  
One Capitol Hill, Providence, RI

**DRAFT MINUTES**

**I. Attendance**

1. Members Present

Mr. Everett Stuart, Vice Chair	RI Association of Railroad Passengers
Mr. Dan Boudouin	Providence Foundation
Ms. Meredith Brady	RI Department of Transportation
Mr. Michael Cassidy	Public Member
Mr. John Flaherty	Grow Smart RI
Ms. Bari Freeman	Bike Newport
Mr. Ronald Gagnon	RI Department of Environmental Management
Ms. Martina Haggerty	City of Providence
Mr. Chris Maxwell	RI Truckers Association
Mr. George Monaghan	RI Consulting Engineers (RICE)
Ms. Lillian Piccione	RI Public Transit Authority
Mr. Daniel Porter	RI Airport Corporation
Mr. Timothy Scanlon	Construction Industries of Rhode Island
Ms. Pam Sherrill	RI Chapter, American Planning Association
Mr. Michael Walker	RI Commerce Corporation

2. Members Absent

Mr. Lloyd Albert	AAA Southern New England
Mr. Alan Brodd	City of Woonsocket
Mr. Richard Crenca	City of Warwick
Dr. Judith Drew	Governor's Commission on Disabilities
Mr. Jonathan Harris	Sierra Club
Ms. Eliza Lawson	RI Department of Health
Ms. Fran Shocket, Chair	Public Member
Ms. Dinalyn Spears	Narragansett Indian Tribe
Mr. Michael Wood	Town of Burrillville/RI League of Cities and Towns

3. Staff Present

Ms. Linsey Callaghan	RI Statewide Planning Program
Ms. Kimberly Crabill	RI Statewide Planning Program
Mr. Jared Rhodes, Chief	RI Statewide Planning Program
Ms. Karen Scott, Assistant Chief	RI Statewide Planning Program

4. Guests Present

Mr. Grant Dulgarian	Ecology Action of Rhode Island
Mr. Sean Henry	Town of Hopkinton
Mr. Francisco Lovera	RI Department of Transportation
Mr. Randall Rose	RIPTA Riders Alliance
Mr. Bob Shawver	RI Department of Transportation

## II. Agenda Items

1. Call to Order

At 6:31 p.m. Vice-Chairman Stuart called the meeting to order.

2. Approval of November 19, 2015 Meeting Minutes – for action

Vice-Chairman Stuart asked for a motion to approve the meeting minutes of November 19, 2015. Ms. Freeman noted that she would like to add, for the record that under the TIP that RIDOT look at local produce to be added as a service at the transit hub proposed for Hopkinton. Mr. Walker made a motion to amend the minutes and the motion was seconded by Ms. Sherrill. There was no further discussion. The following members voted aye Stuart, Baudouin, Brady, Cassidy, Flaherty, Freeman, Gagnon, Haggerty, Maxwell, Monaghan, Piccione, Porter, Scanlon, Sherrill and Walker. There were no nay votes, abstentions or recusals.

3. Public Comment on Agenda Items – for informational purposes

There was none.

4. FY 13-16 TIP Amendment #6, Rhode Island Travel Plaza and Transit Hub, TIGER Grant – for action

Ms. Callaghan overviewed the TIP Amendment #6 Rhode Island Travel Plaza and Transit Hub, TIGER Grant and summarized the three written public comments received. (See Appendix A for full comments) Ms. Callaghan introduced Ms. Meredith Brady and Mr. Francisco Lovera from RIDOT to discuss the Amendment and answer questions.

Vice-Chairman Stuart opened the floor up to public comment at this time.

Mr. Randall Rose from the RIPTA Riders Alliance voiced the concern of the Alliance that not much of this proposal constitutes a transit hub. It is located near where the I-95 former park and ride bus stops near exit 1, so there is already an existing RIPTA stop. This proposal is however not really for a transit hub, it will be a visitor's plaza. Stating that this will be a transit hub is inappropriate. Another claim is that this transit hub will provide rural service, however, this is false advertising as RI will not be getting a transit hub. The concern is that using federal funds for projects that are not what they are proposed to be will then leave the state in a worse condition for opportunities to apply for federal funding in the future. Finally the Alliance feels that there should be more public involvement in the process of applying for TIGER Grants.

Vice-Chairman Stuart asked if there were any further public comments to be made on this item. There were none.

Vice-Chairman Stuart opened the floor to the TAC for consideration of the proposed TIP Amendment. Discussion was as follows:

Mr. Gagnon asked that RIDOT collaborate with RIDEM regarding the concerns for the aquifer, water levels, septic system and water source for the property.

Mr. Cassidy voiced concern that RIDOT's assurances that funds coming from a specific place for this project will actually come from that funding source by the time the project is ready to take place. Mr. Cassidy made a motion to change the language for the approval of the amendment to specifically state that funds from the transportation bonds or the transit hub bonds cannot be used to fund the state's share of this project. Mr. Baudouin seconded the motion.

Ms. Scott clarified that it is not in the TAC's purview to prohibit RIDOT from spending funds in a specific way. She further explained that what could be done is to make a motion to approve the project as presented and then recommend that it come back to the TAC for further consideration should the funding source of the match change.

Mr. Cassidy modified his motion to approve the project as presented and recommend that it comes back to the TAC for further consideration should the funding source of the match change. The motion was seconded by Mr. Baudouin.

Discussion was as follows:

Mr. Flaherty asked if the State Planning Council would have the authority to make the judgment call that the TAC does not. Ms. Scott responded that this is a minor amendment so the TAC is the deciding authority and that it will not go to the State Planning Council. However, if the TAC decided to make a minor amendment into a major amendment then it would go to the State Planning Council.

Ms. Haggerty asked if TAC could refer this to the State Planning Council as a major amendment. Ms. Scott responded yes.

Ms. Sherrill asked what the difference is in a major amendment versus a minor amendment. Ms. Scott responded that the key difference is that a major amendment would trigger an air quality conformity re-assessment. In the recent past, the State has entered into air quality conformity, which means air conformity re-assessments are not required; therefore most, but not all amendments would be classified as minor amendments.

Ms. Sherrill clarified that it has nothing to do with funding sources, the amount of construction, or the potential environmental impact of the development itself. Ms. Scott responded that when adding a new project a certain dollar threshold would qualify as a major amendment but this project does not cross that threshold.

Ms. Sherrill commented on a project in Hopkinton that she was involved in several years ago that looked at the aquifer issues and water quality issues in the area of this proposed project. She stated that it would be useful to go back and look at this information because there was a lot of public involvement. Ms. Sherrill also asked if there would be any public outreach on the project. Ms. Scott responded that the town was noticed and there were two comments from town residents. (See Appendix A)

Ms. Sherrill asked if the project grant funds are limited to just this parcel of land or could it be used to upgrade the existing, but closed, rest area that is on I-95 North. Ms. Brady responded that the funds are specifically targeted to the parcel in question. RIDOT cannot update or do any

commercialization at the existing rest area. One of reasons for changing the location is so that it is out of the federal right of way and not subject to federal guidelines limiting commercial establishments along the interstate.

Ms. Sherrill asked if it would be accessible from I-95 north and I-95 south. Mr. Lovera responded yes and that it would actually be accessed from Route 3.

Ms. Freeman asked what environmental impact study was done prior to the choice of this site and how the TAC was going to be assured that the groundwater concerns will be addressed to the satisfaction of this group. Mr. Lovera stated that there have been no environmental studies done on this project because it is very preliminary however RIDOT will be partnering with RIDEM to obtain the necessary permits. Mr. Walker responded that it is not the TAC's authority to decide whether or not the parcel meets the environmental muster, it is to determine how transportation funds are allocated. RIDEM and other environmental groups would determine the impact.

Ms. Freeman asked if it was known before the location was selected that the site had a designated groundwater protection area. Mr. Lovera responded no, it was commercial property that was for sale and seen as good location.

Ms. Freeman asked hypothetically what could happen if it is discovered that this is an area that is not a candidate because of ground water protection requirements. Mr. Lovera responded that until that is determined he does not have an answer to that question.

Mr. Cassidy clarified that he is on board with this project because the rest area facilities are needed. He also wanted to clarify that if RIDOT changes the funding source it should come back to the TAC because that kind of change would affect other project's funding sources.

Ms. Freeman discussed the Safe Routes to School Funds and how they were used by municipalities for Complete Streets Project and those funds are depleted. Her concern is that using transit as a primary objective of this project could deplete later resources for transit. Ms. Brady responded that the TIGER grant itself is not targeted primarily at transit. This has some transit component but there is a need for travelers passing through the state.

Mr. Scanlon asked if a purchase and sales agreement has been signed on the property. Mr. Lovera responded that it has not.

Mr. Maxwell asked if there was anything in the funding or environmental conditions that would preclude RIDOT from including trucks in this planned transit hub. Mr. Lovera responded that truck facilities were not included in the application and the application would need to be modified if that were to change.

Mr. Maxwell asked RIDOT to consider adding trucks to this project so that it is a universal travel center and saves the state from duplicating services at two different facilities.

Ms. Sherrill wanted to point out that the town of Hopkinton historically has been very against a truck stop at this exit and stated that she would be very leery of supporting such a proposal. Ms. Brady responded that there are no plans to change it and include trucks. If it were, the TIGER award would need to be amended by the federal government.

Ms. Freeman asked if there are any other reasons that this would need to come back before the TAC. Ms. Brady responded that any major change in scope of the project would be cause for it to come back before the TAC.

Mr. Flaherty commented that the selection of TIGER grant applications/projects do not seem to have much TAC involvement in the process but feels that they should. Mr. Walker commented that TIGER grants are open to state applicants, municipal applicants and others. Typically there is not a lot of time to submit the application and obtain public comment so that is why the TAC typically sees it after the fact.

Vice-Chairman Stuart asked for a vote on motion to approve the minor amendment to the FY 2013 – 2016 Transportation Improvement Program with the recommendation that the project comes back to the TAC for further consideration should the funding source of the match change. The following members voted aye Stuart, Baudouin, Brady, Cassidy, Flaherty, Freeman, Gagnon, Haggerty, Maxwell, Monaghan, Piccione, Porter, Scanlon, Sherrill and Walker. There were no nay votes, abstentions or recusals.

5. FY 2017 - 2025 Transportation Improvement Program, TAC Subcommittee Appointments - for action

Vice-Chairman Stuart introduced Ms. Scott who distributed the TAC TIP Subcommittee appointments which included the meeting dates where members will discuss, review, and rank the proposed projects.

Vice-Chairman Stuart asked for a motion to approve the appointments as distributed. The motion was made by Ms. Brady and seconded by Ms. Sherrill. The following members voted aye Stuart, Baudouin, Brady, Cassidy, Flaherty, Freeman, Gagnon, Haggerty, Maxwell, Monaghan, Piccione, Porter, Scanlon, Sherrill and Walker. There were no nay votes, abstentions or recusals.

6. Staff Report – for information

Ms. Callaghan gave the following staff report:

Freight Plan

Project Update

The Freight Plan Committee met last week.

At the meeting the Committee received an update on more detailed findings of the American Transportation Research Institute (ATRI) data which summarized truck origins and destinations in Rhode Island for a 2 week period in March 2015.

The added level of truck data revealed that Providence, including the Port of Providence, as well as Quonset, and areas along I-95 and Rt. 146 had the highest truck traffic in the state. Next ATRI will provide data and maps of truck traffic for the remaining quarters of 2015.

The Committee reviewed Statewide Planning and RIDOT's prioritized list of highway and bridge projects for the Freight Plan. The Committee reviewed the list and criteria to determine if the rankings made sense and if any projects were missing. The Committee had some recommendations on additional projects to include and rescoring of some of the projects around the airport and Jefferson Blvd area.

## Next Steps

The Consultant will draft a list of port, rail, and air freight infrastructure project recommendations for the Plan.

They will also draft a list of freight policy recommendations.

## 7. Additional Public Comment

Mr. Randall Rose from the RIPTA Riders Alliance clarified his earlier comments that there is a concern that when grants are applied for on the basis of transit benefits provided, they should actually benefit transit users. The concern is that when there are many federal grant applications submitted to advance transit, there is an effect of crowding out other potential projects that could benefit transit users.

## 8. Announcements

Vice-Chairman Stuart ask for any announcements.

Mr. Stuart shared that Mr. Bob Shawver who was a member of this committee for many years is retiring from RIDOT. Mr. Shawver has been a dedicated public servant, who was at Department of Environmental Management and now the Department of Transportation.

Ms. Brady shared that there will be a coffee hour in Mr. Shawver's honor on Monday December 21<sup>st</sup> in the RIDOT lobby at 9 a.m. There will also be a dinner on Monday, January 25<sup>th</sup>.

Ms. Brady stated that she has worked with Mr. Shawver and will miss him very much. Ms. Brady further stated that it has been a real joy to work with him and thanked him for his guidance, leadership and mentorship as well.

Mr. Shawver thanked everyone for making his career enjoyable, in particular the TAC.

Mr. Baudouin made a motion to pass a resolution to commend Mr. Bob Shawver for his dedication to the TAC. The motion was seconded by Ms. Brady and Mr. Flaherty. The following members voted aye Stuart, Baudouin, Brady, Cassidy, Flaherty, Freeman, Gagnon, Haggerty, Maxwell, Monaghan, Piccione, Porter, Scanlon, Sherrill and Walker. There were no nay votes, abstentions or recusals.

Mr. Baudouin asked if anyone had received a copy of the new Federal Transportation Act. Ms. Brady responded that the American Association of State and Highway Transportation Officials is putting something together and will share it once she receives it.

## 9. Adjourn

Vice-Chairman Stuart asked for a motion to adjourn. Mr. Cassidy made the first motion. The motion was seconded by Mr. Baudouin. The following members voted aye Stuart, Baudouin, Brady, Cassidy, Flaherty, Freeman, Gagnon, Haggerty, Maxwell, Monaghan, Piccione, Porter, Scanlon, Sherrill and Walker. There were no nay votes, abstentions or recusals.

## Appendix A

11 December 2015

Dear Director Alviti,

I am writing to voice my opposition to RIDOT Travel Hub with the proposed location in Hopkinton, RI. I have lived in Hopkinton for 15 years and am familiar with the traffic patterns on I-95 and Rt. 3. Living close to Westerly, my family has visited the beaches extensively and I have used the both Amtrak and Commuter Rail in Rhode Island and Connecticut.

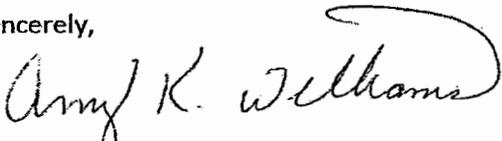
Not only do I disagree with several of the underlying assumptions and justifications used as support of this project but this project proposes placement of gasoline tanks in a Wellhead Protection Area within a Primary Groundwater Protection Zone. Gasoline service stations are not an allowed use within this zone. If this project was not a state project, it would have required vetting by the Hopkinton Planning and Zoning Boards where the concern of possible ground water contamination would have been raised. Hopkinton is a rural community that relies predominately on well water for drinking. Our state approved regulations are intended to protect Hopkinton's natural resources while balancing the need for development.

The Transit Travel Hub will not reduce the traffic going to Westerly beaches from Connecticut. The closest and busiest route to the Westerly Beaches is off Exit 92 in CT. Route 2 connects directly to 78 and is the most direct route. It is true that at high peak times the parking in Westerly can be scarce but perhaps Westerly needs to address its parking demand in Westerly, not in Hopkinton above a pristine aquifer.

The Transit application spends several paragraphs discussing the need for a travel rest stop. I disagree with the concept that there is no rest stop within one hundred miles from Connecticut to Massachusetts. There is a rest stop right before exit 92 in Ct that is six miles away from this proposed site. Additionally, if there needs to be a rest stop for north bound traffic going into Providence, it would seem more economical and environmentally prudent to reopen the rest stop in between exits two and three in RI. The infrastructure is in place and the facility could be used again for the travel brochures and gateway into Rhode Island. Additionally, the placement of the rest stop at this location would be more logical for Newport information as it is at exit three that people would exit to 138 east to Newport.

I am opposed to the placement of gasoline stations onto a Primary Groundwater Protection Zone with the inherent risk of contaminating a pristine water source. And as a long-time local resident, I don't believe the proposed transit travel hub will address the identified problems or provide the described benefits.

Sincerely,



Amy K. Williams

Hopkinton Resident

## Callaghan, Linsey (DOA)

---

**From:** William Clark <WClark@portsmouthri.com>  
**Sent:** Tuesday, December 01, 2015 11:29 AM  
**To:** Callaghan, Linsey (DOA)  
**Subject:** NEW PLAZA

What a waste of time, money and land.

Why not reactivate the dormant travel plaza a few miles away?

### ***Bill Clark***

**Director of Business Development**

Town of Portsmouth

2200 East Main Road

Portsmouth, RI 02871

[wclark@portsmouthri.com](mailto:wclark@portsmouthri.com)

401-643-0382

401-683-6804 fax



13 December 2015

Director Peter Alviti, Jr., PE  
Rhode Island Department of Transportation  
Two Capitol Hill  
Providence, RI 02903

RE: Rhode Island Travel Plaza and Transit Hub  
*Letter of Opposition*

Director Peter Alviti, Jr., PE:

In reference to this proposed project, please find this correspondence respectfully submitted to register my opposition to the proposal.

As a longtime resident of Hopkinton, specifically in proximity to the site of this proposal, I would submit the following observations:

1. Reviewing the evaluation criteria that identify safety in support of the proposal, we have an existing travel facility within only a few miles of this site that has been closed for years. Reopening that existing facility would address issues of 'drowsy driving'. As far as opening that facility just for trucks, note that there is an existing 'truck stop' virtually 'across the street' from this site on the southbound travel section of I-95;
2. Reviewing the evaluation criteria that identifies safety in support of the proposal, I would submit that if there needs to be a 'mode shift' to high occupancy vehicles traveling through the congested crash prone sections of I-95 into Providence that they be located closer to that municipality;
3. Reviewing the evaluation criteria that identifies the state of good repair in support of the proposal, I can personally assert that the existing park-n-ride facilities near this proposed site are NOT full on a regular basis as I travel by them several times each day;
4. Reviewing the evaluation criteria that identify economic competitiveness in support of the proposal, I am uncertain as to why the Westerly Comprehensive Plan, together with issues in that community, is being cited in this section. If the town of Westerly wishes to have such a facility in their community, I suggest you consider relocating the project into that community;

*"Providing Quality Services Since 1980"*

National Society of Professional Land Surveyors  
Canadian Institute of Geomatics  
Rhode Island Society of Professional Land Surveyors  
Soil and Water Conservation Society International Erosion Control Association

13 December 2015

Director Peter Alviti, Jr., PE

RE: Rhode Island Travel Plaza and Transit Hub  
*Letter of Opposition*

Page 2 of 2

5. Throughout the document, many other communities are cited as being beneficiaries of such a facility (Providence, Newport, Westerly, and Warwick). I might respectfully suggest that you consider relocating the facility closer to/within those communities;
6. Reviewing the section entitled "Quality of Life"; I see nothing here that indicates that the residents of Hopkinton are going to enjoy a higher quality of life. Instead, I only see references to how the residents of other communities are going to benefit from this facility being located in my community;
7. Reviewing the section entitled "Environmental Sustainability", I see nothing contained therein that notes that this facility is over/within overlay of one of the State's most pristine and abundant aquifers. I fail to see how the marginal benefits of this proposal could possibly supersede the potential for contamination of that most significant natural resource;
8. Lastly, reviewing the section entitled "Required Approvals", I see nothing contained therein that suggests that this project will be reviewed by the local planning and zoning boards. I would consider this an affront to the community in that these boards, and their regulations, should be satisfied by any proposed project, regardless of origin. Neither the State of Rhode Island, nor the federal government, should be above submitting to our local regulations.

In closing, I see nothing beneficial coming from this proposal. Instead, I see my community being burdened with a significant potential threat to our natural resources just that surrounding communities can enjoy less traffic congestion.

I appreciate the opportunity to submit comments in this regard. Thank you in advance for your time and consideration.

Sincerely,  
Alfred W. DiOrio, PLS, Inc.

Alfred W. DiOrio, PLS, CPESC  
President and Principal Surveyor

Cc: Hopkinton Planning Board [Email]  
Hopkinton Town Council/Town Manager [Email]  
Senator Elaine J. Morgan [Email]

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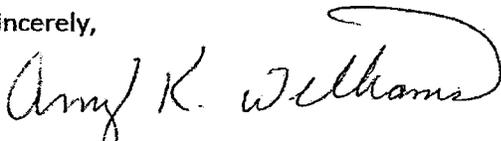
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In reference to this proposed project, please find this correspondence respectfully submitted to register my opposition to the proposal.

As a longtime resident of Hopkinton, specifically in proximity to the site of this proposal, I would submit the following observations:

1. Reviewing the evaluation criteria that identify safety in support of the proposal, we have an existing travel facility within only a few miles of this site that has been closed for years. Reopening that existing facility would address issues of 'drowsy driving'. As far as opening that facility just for trucks, note that there is an existing 'truck stop' virtually 'across the street' from this site on the southbound travel section of I-95;
2. Reviewing the evaluation criteria that identifies safety in support of the proposal, I would submit that if there needs to be a 'mode shift' to high occupancy vehicles traveling through the congested crash prone sections of I-95 into Providence that they be located closer to that municipality;
3. Reviewing the evaluation criteria that identifies the state of good repair in support of the proposal, I can personally assert that the existing park-n-ride facilities near this proposed site are NOT full on a regular basis as I travel by them several times each day;
4. Reviewing the evaluation criteria that identify economic competitiveness in support of the proposal, I am uncertain as to why the Westerly Comprehensive Plan, together with issues in that community, is being cited in this section. If the town of Westerly wishes to have such a facility in their community, I suggest you consider relocating the project into that community;

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National Society of Professional Land Surveyors  
Canadian Institute of Geomatics  
Rhode Island Society of Professional Land Surveyors  
Soil and Water Conservation Society International Erosion Control Association

13 December 2015

Director Peter Alviti, Jr., PE

RE: Rhode Island Travel Plaza and Transit Hub  
*Letter of Opposition*

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5. Throughout the document, many other communities are cited as being beneficiaries of such a facility (Providence, Newport, Westerly, and Warwick). I might respectfully suggest that you consider relocating the facility closer to/within those communities;
6. Reviewing the section entitled "Quality of Life"; I see nothing here that indicates that the residents of Hopkinton are going to enjoy a higher quality of life. Instead, I only see references to how the residents of other communities are going to benefit from this facility being located in my community;
7. Reviewing the section entitled "Environmental Sustainability", I see nothing contained therein that notes that this facility is over/within overlay of one of the State's most pristine and abundant aquifers. I fail to see how the marginal benefits of this proposal could possibly supersede the potential for contamination of that most significant natural resource;
8. Lastly, reviewing the section entitled "Required Approvals", I see nothing contained therein that suggests that this project will be reviewed by the local planning and zoning boards. I would consider this an affront to the community in that these boards, and their regulations, should be satisfied by any proposed project, regardless of origin. Neither the State of Rhode Island, nor the federal government, should be above submitting to our local regulations.

In closing, I see nothing beneficial coming from this proposal. Instead, I see my community being burdened with a significant potential threat to our natural resources just that surrounding communities can enjoy less traffic congestion.

I appreciate the opportunity to submit comments in this regard. Thank you in advance for your time and consideration.

Sincerely,  
Alfred W. DiOrio, PLS, Inc.

Alfred W. DiOrio, PLS, CPESC  
President and Principal Surveyor

Cc: Hopkinton Planning Board [Email]  
Hopkinton Town Council/Town Manager [Email]  
Senator Elaine J. Morgan [Email]

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