

# FFY 18-27 STIP Application Cover Sheet



## North Smithfield

Please complete this form and the project prioritization sheets on the following pages.

CONTACT	<b>Contact Information</b>
	Applicant Name: <u>Town of North Smithfield</u>
	Contact Person (if different): <u>Tom Kravitz</u> Title: <u>Town Planner</u>
	Mailing Address: <u>PO box 248 (1 Main Street)</u>
	City: <u>Slatersville</u> Zip Code: <u>02876</u>
	Phone: <u>401-767-2200-312</u> Email: <u>tkravitz@nsmithfieldri.org</u>

CERTIFICATION	<b>Applicant Certification</b>
	 _____ Date: <u>7-17-17</u>
	Contact Person Signature _____ Date _____

CHECKLIST	<b>Submittal Checklist</b>
	<input type="checkbox"/> 3 collated copies of complete STIP submittal package, including:
	<input type="checkbox"/> Project Prioritization cover sheet
	<input type="checkbox"/> New Project Application Form for each new or updated project
	<input type="checkbox"/> 2-page narrative on evaluation criteria
	<input type="checkbox"/> 8.5" x 11" PDF map of project location
	<input type="checkbox"/> Email a copy of complete STIP submittal package to <a href="mailto:Michael.DAlessandro@doa.ri.gov">Michael.DAlessandro@doa.ri.gov</a> or provide on a CD
<input type="checkbox"/> Submit complete STIP submittal package to:	
	Rhode Island Statewide Planning Program ATTN: Michael D'Alessandro One Capitol Hill Providence, RI 02908

**ALL APPLICATIONS ARE DUE BY 3:00PM ON FRIDAY AUGUST 11, 2017**

# Project Prioritization

## North Smithfield



Priority	Earliest Funded Year RIDOT/RIPTA 18-27 Ten Year Plan	Project Name	STIP ID	Bridge Group
high	2022	Rt 146, Eddie Dowling Hwy (I-295 to Rt 146A)	1292	Non-Bridge
medium	2023	Rt 146 (Rt 146A to Massachusetts S/L)	1293	Non-Bridge
medium	2024	School St (Green St to Rt 146)	1369	Non-Bridge
low	2024	Rt 5, Greenville Rd (Rt 5 to Rt 146)	1370	Non-Bridge
low	2022	Sayles Hill Rd (Rt 146 to Rt 126)	1371	Non-Bridge
low	2023	Rt 146A (Park Ave to Rt 104)	1372	Non-Bridge
low	2024	Rt 7 - Douglas Pike (Whipples Pond to Joslin Rd)	1578	Non-Bridge
high	2023	Blackstone River Bikeway - Segment 8B-2	5319	Non-Bridge
low	2018	Forestdale Bridge, RI 146 N Smithfield Exp at Branch River	6269	Bridge Group 13
low	2018	Great Road Bridge, RI 146 A Great Rd at RI 146 N Smithfield Exp	6270	Bridge Group 13
high	2018	Great Road Culvert at Cherry Brook	6271	Bridge Group 13
low	2018	Old Great Road Bridge at RI 146 N Smithfield Exp	6272	Bridge Group 13
medium	2018	Pound Hill Rd Bridge at Cherry Brook	6361	Bridge Group 13
low	2018	Spring Brook Bridge, RI 146 NB at RI 146A N Smithfield Exp	6362	Bridge Group 13
medium	2018	Tow Path Road, Canal St at canal	6363	Bridge Group 13
medium	2018	Farnum Bridge, RI 104 and RI 5 Greenville at Crystal Lake Brook	6364	Bridge Group 17
high	2018	Branch River Bridge at RI 146A Great Rd	6365	Bridge Group 38
high	2018	Farnum Pike NB ramp at RI 146 NB	6366	Bridge Group 38T
high	2018	Farnum Pike SB Bridge at RI 146 SB	6367	Bridge Group 38T
medium	2018	Pound Hill Road Bridge at RI 146 N Smithfield Exp	6368	Bridge Group 38
medium	2018	Woonsocket Hill Road Bridge at RI 146 N Smithfield Exp	6369	Bridge Group 38
ongoing	2018	Slatersville Stone Arch Bridge, RI 5 Providence Pk at Branch River	6718	Bridge Group 70C
ongoing	2018	Central Street Bridge No. 449	6825	Bridge Group 70B
medium	2026	Rt 102/Bronco Highway (Main St to Rt 5/Providence Pike)	9531	Non-Bridge

PROJECT PRIORITIZATION

# FFY 18-27 STIP Application/Project Priority Form



## North Smithfield

### Newly Proposed Projects *(Please use an additional sheet if necessary)*

PROJECT PRIORITIZATION	Priority	Project Name	STIP ID
	high	road surfacing of route 107 from route 7 to route 5 (was not listed in pre-populated town priority sheet)	1316
	high	intersection improvements of 146 and Sayles Hill Rd (was not listed in pre-populated town priority sheet)	1459
	high	Pound Hill Road, north bound ramp reconfiguration to route 146 (direct access for Branch River Industrial Park).	new
	high	Deceleration lane Route 146 North, Eddie Dowling Highway beginning of 146A to Old Smithfield Rd	new

# FFY 18-27 Project Application Form



## State Transportation Improvement Program

<b>CONTACT</b>	<b>Contact Information</b>	
	Applicant Name <u>Town of North Smithfield</u>	
	Contact Person (if different) _____	Title _____
	Mailing Address <u>PO Box 248 (1 Main Street)</u>	
	City <u>Slatersville</u>	Zip Code <u>02876</u>
Phone <u>401-767-2200-312</u>	Email <u>tkravitz@nsmithfieldri.org</u>	

<b>PROJECT INFORMATION</b>	<b>Type of Project</b> <i>select all that apply</i>	
	<input type="checkbox"/> Bridge	<input type="checkbox"/> Pavement
	<input type="checkbox"/> Traffic	<input type="checkbox"/> Transit
	<input type="checkbox"/> Transportation Enhancement	<input type="checkbox"/> Drainage
		<input type="checkbox"/> Bicycle
		<input type="checkbox"/> Planning
		<input type="checkbox"/> Pedestrian
		<input type="checkbox"/> Other <u>Enter Other Project Type</u>
	<b>Project Description</b>	
	Was this project previously submitted during the FFY17-25 STIP development process? <input type="radio"/> Yes / <input checked="" type="radio"/> No	
<i>If you selected no, please continue to the "Current Project Title" Section</i>		
<i>If you selected yes, please answer the following:</i>		
What was the Project Title? _____		
What was the TIP ID# assigned to the project at that time (4-digit number)? _____		
Current Project Title <u>Branch River 146 Access (Economic Development)</u>		
Location by Street Name <u>Northbound ramp Pound Hill Rd and 146</u>		
Project Limits - From <u>146 interchange</u> To <u>branch river park to 146A</u>		
<i>Please include an 8.5" x 11" map of the site, indicating project limits.</i>		
Provide a brief description of the proposed project:		
<p>This project intends to replace, in terms of priority, a previously submitted project for Branch River which was submitted in January of 2016. That project included pedestrian improvements along 146A from School Street to Mendon Road. While this project is still important, the thinking related to the project being an impetus to develop industrial land in Branch River has changed.</p> <p>It is the belief of the current administration that the catalyst to constructing a new industrial park at Branch River relates more to the lack of accessibility to route 146. It is our understanding, upon confirming with DOT staff, that a left turn will be added to the signalization at intersection of 146A north (Great Road) and School Street. While this modification should work to reduce traffic backups along Great Road, it is not the silver bullet to providing adequate marketability to the proposed industrial park like direct access to 146. That said, all previous economic benefits are still the same. However, it is preferred to implement this project first before the 146A improvements which can be addressed upon the successful development of Branch River Park and Revitalization area.</p> <p>The project involves relocating the north bound ramp to 146 from Pound Hill road such that it can accomodate a new road that will be constructed to serve the industrial land directly. See Map</p>		

Describe need for proposed project:

By providing access to industrial property, there is an increased likelihood of securing more jobs for Rhode Islanders. This would be in addition to local revenues gained from the tax revenue.

Rhode Island Statewide Planning and CommerceRI have both partnered to develop an inventory of all industrial and commercially-zoned property that is undeveloped in Rhode Island. It's widely known that there exists a shortage of industrial space in Rhode Island with CommerceRI having nearly completed the buildout of Quonset Point Business Park.

Describe anticipated municipal or state transportation network or economic development benefits:

The project would make better use of the 146 corridor which has become much more marketable after the construction of the Mass Pike interchange. Route 146 comes with very little traffic congestion making it suitable for wholesale companies establishing locations there, with BJ's being the most striking example. There are very few sites like the Branch River site that offer prominent company visibility from Route 146, similar to the AMICA campus in Lincoln site, for example. A striking difference between the AMICA campus and Branch River is access. AMICA has direct access via Route 116, a principal arterial along with a dedicated left turn signal. Branch River is buried deep within a minor arterial (Great Road) which require motorists to maneuver through two signals (School St., and St. Paul St.).

The Branch Village site offers rail service too. The Branch Village Redevelopment study concluded that upon build-out, the site could yield more than 2,600 jobs, including 1543 in professional services, 384 in manufacturing, and 500 in advanced manufacturing (notably biotech).

Municipal and State transportation network: Route 146 runs south-to-north through North Smithfield, intersection with I-295 in Lincoln and I-90 in Millbury, MA. The project site provides 33-minute access to Worcester, 22-minute access to Providence, and 30-minute access to TF Green Airport in Warwick.

Is the project consistent with the local Comprehensive Plan?  Yes  No

Has the project been the subject of a properly conducted municipal public hearing?  Yes  No

Is the project on the Federal Aid System?  Yes  No

Is the project on the National Highway System?  Yes  No

CRITERIA

**Evaluation Criteria**

Please address the following topics as they relate to the project. Refer to "An Overview of TIP Guiding Principles" for more information. Submission **must not exceed** 2 pages, single-spaced, 12-point font.

- |                         |                                   |
|-------------------------|-----------------------------------|
| 1. Mobility Benefits    | 5. Supports Local and State Goals |
| 2. Cost Effectiveness   | 6. Safety and Security            |
| 3. Economic Development | 7. Equity                         |
| 4. Environmental Impact |                                   |

PROJECT ESTIMATES

**Project Estimates**

	ROW	Study	Design	Construction	Total
Estimated Project Costs		\$ 18,000.00	\$ 50,000.00	\$ 150,000.00	\$ 218,000.00

Amount Requested through TIP Process **\$ 200,000.00**

Is there funding from other sources committed to this project?  Yes  No

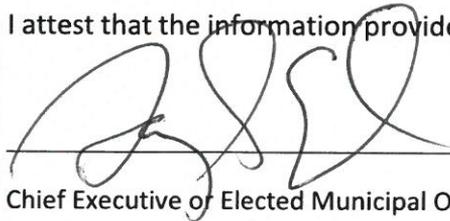
Source	Amount
North Smithfield study ongoing (10% design)	\$ 18,000.00
Total	<b>\$ 18,000.00</b>

Estimated date of construction 03/01/2019

CERTIFICATION

**Municipal Applications**

I attest that the information provided on this application is true and accurate.



Chief Executive or Elected Municipal Official Signature

Date

7-28-17

**Non-Municipal Applications**

I attest that the municipality in which the project is located has been notified of the proposed project.

Chief Executive or Elected Municipal Official Signature

Date

**ALL APPLICATIONS ARE DUE BY 3:00PM ON FRIDAY, AUGUST 11, 2017**

## EVALUATION CRITERIA

**Mobility Benefits** – Reconfiguration of the north bound ramp to 146 north at Pound Hill Road to allow for installation of an access road to the Branch River Revitalization Area (Branch River) is critical to relieving existing traffic congestion on Great Road during peak travel times. This traffic congestion exists with virtually nothing having been implemented for Branch River as of yet. At full build-out Branch River is expected to introduce 181 residential units along with 2,131 total jobs. Doubling the residential cars per unit could increase ADT by 2,493. Please see the following link to Redevelopment study: [https://www.nsmithfieldri.org/sites/northsmithfieldri/files/uploads/pare\\_final\\_report.pdf](https://www.nsmithfieldri.org/sites/northsmithfieldri/files/uploads/pare_final_report.pdf)

Great Road, the northerly boundary road providing access to the site, already operates at LOS F, partly based on the lack of a left turn signal at the intersection of Great Road and School Street, a signal that is scheduled to be introduced in 2018. Of course, even with the signal, the network will need more help to accommodate full buildout. Introducing a roadway from the south that connects to 146 more directly, is critical to making the commercial component of Branch River more marketable while alleviating the existing traffic woes along Great Road.

**Cost Effectiveness** – The capital cost of adjusting an existing ramp to 146 is minor (CDR Maguire estimates construction cost \$200,000) when compared to the potential benefits associated with traffic congestion reduction along Great Road, thousands of jobs created, and potentially excess of \$1 million in local and state tax revenue. This project improves infrastructure and could be considered complimentary to a bridge project, STIP ID 6368. Bridge ID 044301 which spans Pound Hill Road on the 146-north side is precisely the area where we are asking to have the north bound ramp relocated westerly, slightly closer to 146 while not changing the actual entry point to 146N. Construction-wise, it appears appropriate to tie both projects together.

**Economic Development** – The project improves access to a planned employment center, potentially employing 2,131 people. It leverages both local and private investment. The Town of North Smithfield has already put forth \$18,000 to CDR Maguire to produce a 10% design study of the ramp re-location and new local access road to the industrial area of Branch River. By being proactive in this manner; shifting an onramp, designing and permitting a roadway to access highly visible commercial/industrial land overlooking 146, obtaining a PAP from DOT, all work to position the property for enhanced marketability. The chances of developing a site with an anchor tenant are better with design and permitting have already been completed than otherwise. The site also has access to freight rail which runs directly through the property. Providence Worcester Railroad is now owned by Genesee & Wyoming family of railroads. Discussion has been initiated with G & W.

**Environmental Impact** – The project will promote air quality and energy conservation by limiting the stop and go effects of congestion. To not explore interconnectivity between Branch River and 146, will only increase traffic issues along Great Road which will detract from visitors wishing to explore the scenic resources offered by the historic district of Union Village, also located on Great Road only a short distance to the east of Branch River.

**Supports Local and State Goals** – As a planned regional employment center, Branch River is consistent with North Smithfield's local comprehensive plan and is of high priority. The analysis by PARE Corporation estimates just over 1 million square feet in gross floor area. This is an impressive development with access and views presiding over route 146. The regional employment opportunities for residents in adjacent

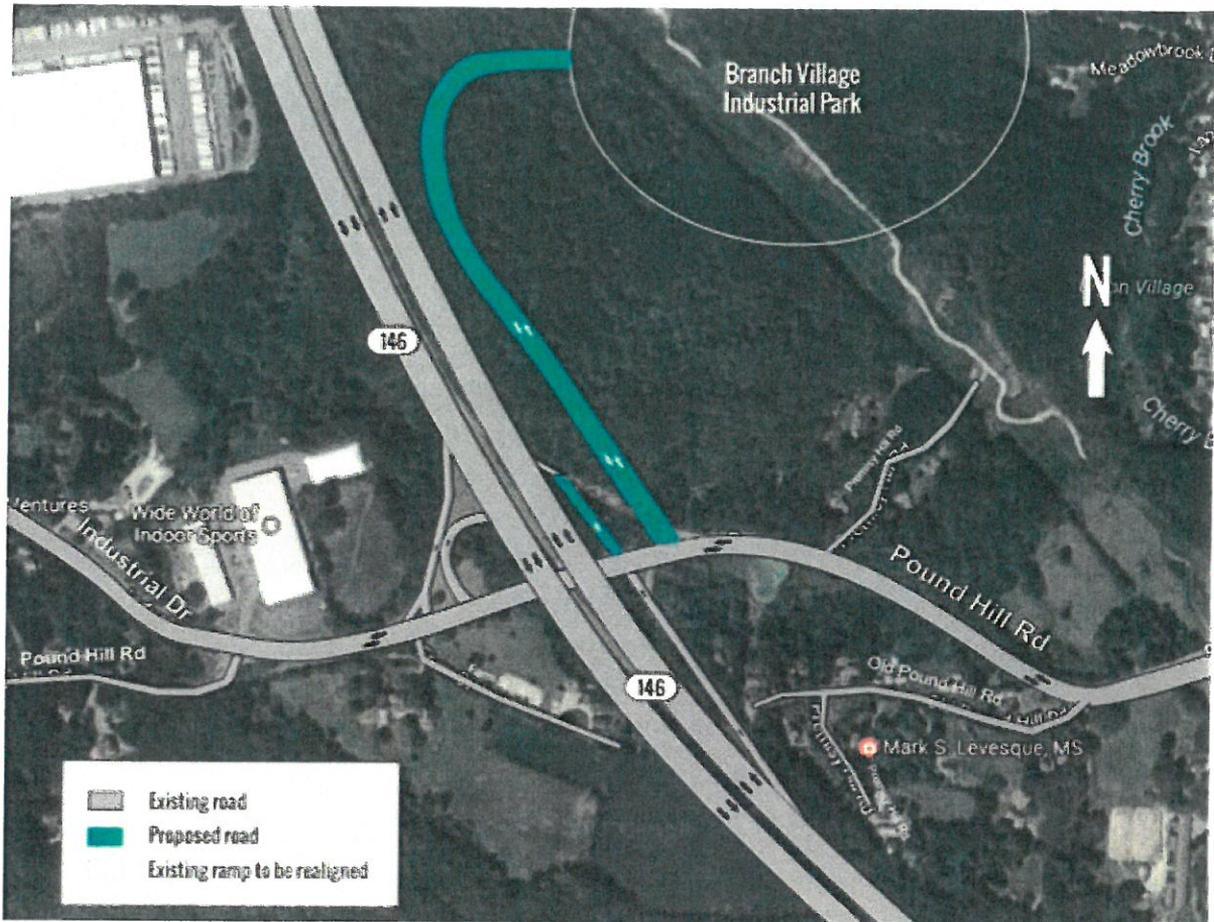
cities and towns would be consistent with others' goals and policies related to economic development. The project is consistent with the State's Guide Plan on Economic Development, Goal 4 which is to create great places by coordinating economic, housing, and transportation investments. Also, Goal 6: Make Rhode Island a state where companies, our workers, and the state can develop a competitive advantage.

Local public support for the project coalesced around a professionally-facilitated charrette on June 28<sup>th</sup> of 2007 which was followed up with a public feedback session hosted by Mullin Associates. Forty-three individuals attended the charrette. Public hearings were also required as is typical for the local comprehensive plan update process.

**Safety and Security** - This project would introduce a direct connection between Pound Hill Road and Great Road. During an emergency, or should a portion of route 146 require shutdown from Pound Hill Rd to the northbound School Street exit ramp, it could be used as both an evacuation route or diversionary route.

**Equity** – Improving the transportation network will benefit the following local population types: According to the 2010 Census (factfinder) Census tract 128.02 which is the area inclusive of Branch River, depicts a median age of 45.3 years with those being age 65 and over totaling 17.8 percent of the census tract. Other numbers that stand out for CT 128.02 are the renter units. Of total housing tenure, occupied housing units, 26.6 percent are renter-occupied. Also, with respect to household by type, nearly 12% are designated as female householder with no husband present. The enhanced transportation network benefits the local groups in the immediate neighborhood as well as the regional traffic.

# PROJECT AREA MAP



CDR Maguire has reviewed the concept presented and believes that it is viable and will provide opportunity for economic growth and development of the property. However, a modification to the State's highway system will require State and possibly Federal approval. Also, the final study for access to this site may need to conform to the National Environmental Policy Act (NEPA). We feel the best way to proceed with this proposed access is to gain the support of State and local agencies involved with economic growth and development. The process must first start with presenting a pre-10% design prior to advancing to more formal design studies, NEPA regulations, and final design.

## Project Approach

CDR Maguire looks forward to partnering with the Town of North Smithfield in gaining the support and funding necessary to advance the Town's opportunity to foster economic growth. CDR Maguire has been a RI firm for over 78 years, focusing on the design and construction of many of the State's highway and bridges we use every day. This Project will be led by two of CDR Maguire's most experienced professionals.

# FFY 18-27 Project Application Form



## State Transportation Improvement Program

<b>CONTACT</b>	<b>Contact Information</b>	
	Applicant Name <u>Town of North Smithfield</u>	
	Contact Person (if different) _____	Title <u>Town Planner</u>
	Mailing Address <u>PO Box 248 (1 Main Street)</u>	
	City <u>Slatersville</u>	Zip Code <u>02876</u>
Phone <u>401-767-2200-312</u>	Email <u>tkravitz@nsmithfieldri.org</u>	

<b>PROJECT INFORMATION</b>	<b>Type of Project</b> <i>select all that apply</i> <input type="checkbox"/> Bridge <input checked="" type="checkbox"/> Pavement <input type="checkbox"/> Drainage <input type="checkbox"/> Planning <input type="checkbox"/> Traffic <input type="checkbox"/> Transit <input type="checkbox"/> Bicycle <input type="checkbox"/> Pedestrian <input type="checkbox"/> Transportation Enhancement <input type="checkbox"/> Other <u>Enter Other Project Type</u>
	<b>Project Description</b> Was this project previously submitted during the FFY17-25 STIP development process? <input type="radio"/> Yes / <input checked="" type="radio"/> No If you selected no, please continue to the "Current Project Title" Section If you selected yes, please answer the following:
	What was the Project Title? _____ What was the TIP ID# assigned to the project at that time (4-digit number)? _____
	Current Project Title <u>146A North deceleration lane</u>
	Location by Street Name <u>na</u>
	Project Limits - From <u>146A</u> To <u>Old Smithfield Rd</u>
	Please include an 8.5" x 11" map of the site, indicating project limits.
	Provide a brief description of the proposed project:
	Daily traffic congestion associated with the signal at Route 146 and Sayles Hill Rd is forcing motorists to seek alternate routes. Traffic heading west on Sayles Hill Rd uses Old Smithfield Road as a cut-thru to proceed onto 146A north. Allowing for a deceleration lane would provide for the option to change Old Smithfield Rd to a one way street, south easterly towards Sayles Hill Rd.
	_____

Describe need for proposed project:

The need for the project relates to traffic safety. There is currently no deceleration lane onto Old Smithfield Rd. Traffic issues like this, on local roads and collectors in the area, continue to proliferate around the larger central problem associated with the traffic signal at 146 and Sayles Hill Rd which is negatively impacting the region.

The larger solution is to fund and implement a solution that eliminates the traffic signal. One particular option was put forth by Commonwealth Engineers which we believe is referenced on page 49 of the RI TIP FFY 2017-2025. See attached plan and page 49.

Describe anticipated municipal or state transportation network or economic development benefits:

The anticipated benefits of striping a deceleration lane from 146A to Old Smithfield Rd will provide the Town with options to address high levels of speeding traffic that use Old Smithfield Road currently. This is a secondary benefit. The primary benefit is a safety improvement to 146A northbound; allowing motorists with a safe means of decelerating prior to turning right onto Old Smithfield Rd.

Is the project consistent with the local Comprehensive Plan?  Yes  No

Has the project been the subject of a properly conducted municipal public hearing?  Yes  No

Is the project on the Federal Aid System?  Yes  No

Is the project on the National Highway System?  Yes  No

CRITERIA

**Evaluation Criteria**

Please address the following topics as they relate to the project. Refer to "An Overview of TIP Guiding Principles" for more information. Submission **must not exceed** 2 pages, single-spaced, 12-point font.

- |                         |                                   |
|-------------------------|-----------------------------------|
| 1. Mobility Benefits    | 5. Supports Local and State Goals |
| 2. Cost Effectiveness   | 6. Safety and Security            |
| 3. Economic Development | 7. Equity                         |
| 4. Environmental Impact |                                   |

PROJECT ESTIMATES

**Project Estimates**

	ROW	Study	Design	Construction	Total
Estimated Project Costs					\$ 0.00

Amount Requested through TIP Process \$ 0.00

Is there funding from other sources committed to this project?  Yes  No

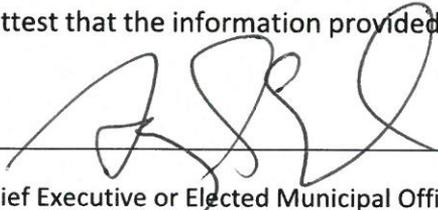
Source	Amount
This project may be funded through existing ID 1292	
Total	<span style="border: 1px solid black; padding: 2px;">\$ 0.00</span>

Estimated date of construction \_\_\_\_\_

CERTIFICATION

**Municipal Applications**

I attest that the information provided on this application is true and accurate.


1-28-17

\_\_\_\_\_  
 Chief Executive or Elected Municipal Official Signature      Date

**Non-Municipal Applications**

I attest that the municipality in which the project is located has been notified of the proposed project.

\_\_\_\_\_  
 Chief Executive or Elected Municipal Official Signature      Date

ALL APPLICATIONS ARE DUE BY 3:00PM ON FRIDAY, AUGUST 11, 2017

or underutilized parcels, it is anticipated that station construction would spur robust economic growth, i.e. Transit Oriented Development.

### Unfunded Regionally Significant Projects

The following projects have been classified as regionally significant projects according to the USDOT definition. There is not funding available for these projects at this time but discretionary funding may be pursued should the opportunity arise.

#### Route 4 and Route 95 Interchange

This project would provide the missing movements at the I-95 and Route 4 Intersection: I-95 north to Route 4 south and Route 4 north to I-95 south. Currently, traffic traveling I-95 north must exit and take local roads in order to access Route 4 south. Similarly, Route 4 north traffic must take local roads to access I-95 south. This project involves construction of a series of flyovers to provide a direct bidirectional connection. This movement is especially helpful for commercial truck traffic traveling in and out of Quonset Business Park for I-95 south. This project is estimated to cost \$60 million.

#### Route 195 Interchange: Taunton and Warren Avenue

The purpose of this project is to provide improved highway access to I-195 in East Providence, while also providing improvements in traffic circulation and safety in the surrounding area. In conjunction with this project, other projects (such as Waterfront Drive) in East Providence are components that would encourage cohesive economic development. The project is estimated at approximately \$15 million.



Image 9: RIPTA Bus in Kennedy Plaza

credit: RIPTA

#### Route 146 at Sayles Hill Road Interchange

This project would eliminate the traffic light at the intersection of Route 146 and Sayles Hill Road. Almost the entirety of Route 146 is grade separated except for the traffic light at Sayles Hill Road. This project involves construction of a bridge to eliminate this traffic light and provide a grade separated movement along Route 146. This benefits both commercial truck traffic and automobile traffic and provides a safety benefit. The Sayles Hill Road intersection produces a high number of crashes. This project is estimated to cost \$30 million.

#### Route 403 Deferred Ramps

This project would involve completion of three ramps from the newly-constructed Route 403 extension into the Quonset Business Park and West Davisville industrial area. As the Park develops, increased traffic is now being re-routed onto the local Devil's Foot Road and Post Road. The ramps were deferred due to lack of funding, but as development increases, traffic is projected to increase by 70%. Completion of the ramps would improve local safety and traffic flow, improve access to the businesses on Post Road, and allow faster, more direct access to the businesses in the Park. The cost of the project is estimated to be approximately \$3.5 million, with Quonset Development Corporation willing to fund design (approximately \$600,000 of the cost).

#### Route 4 Traffic Light Elimination

This project involves constructing full grade separated interchanges along Route 4 at two locations. West Allenton Road and Tower Hill Road represent the last of the south-bound intersections on Route 4 with traffic lights, prior to reaching seaside destinations. This project would eliminate both traffic lights which are points of congestion along the route especially in the summer

## TRANSIT CAPITAL PROGRAM

### RIDOT Transit Capital Program

RIDOT's Transit Capital Program includes start-up and/or continuation of the transit project development phase (planning-preliminary engineering) for transit initiatives including but not limited to in-state rail shuttle, new transit stations and hubs, Northeast Corridor capacity improvements, passenger rail expansion, ferry terminals, and bus rapid transit.

### Program Funding and Structure

RIDOT's Transit Capital Program is funded primarily with FTA High Intensity Fixed Guideway program funds,

## **EVALUATION CRITERIA**

**Mobility Benefits** – Introducing a deceleration lane to the northbound lane of 146A prior to Old Smithfield Road is a critical safety improvement for drivers seeking to turn right onto Old Smithfield Road.

**Cost Effectiveness** – In discussions with state transportation staff, it was suggested that we reference ID 1292, an existing paving project to 146 with respect to cost. Initially, our thinking locally was to amend that paving project to include a deceleration lane. We were encouraged to submit it as a new project and attach the finance table for 1292 (attached).

**Economic Development** – The economic benefits are limited as this is truly a safety enhancement.

**Environmental Impact** – This impact is expected to be negligible as there is no additional impervious paving expected.

**Supports Local and State Goals** – Having a safe and efficient circulation system is consistent with both local and state guide plans.

**Safety and Security** – This project enhances safety for motorists seeking to decelerate off Route 146A. It allows the Town flexibility with respect addressing existing traffic issues related to increased volume and speed of traffic along Old Smithfield Rd. Old Smithfield Rd and the residents there are victims of a failed traffic signal at the intersection of 146 and Sayles Hill Rd. A short-term improvement to this intersection is an existing project (ID 2022 we believe) which is supported as high priority, relates to adding a left turn lane resulting in two left turn lanes on the southbound side of 146 at the approach to the intersection.

The ultimate long-term solution is to eliminate the traffic signal by creating through lanes beneath an elevated ramp and bridge system (see commonwealth plan).

**Equity** – The project is safety related and offers benefits that are ubiquitous to all populations.

# DECELERATION LANE PROJECT AREA MAP



**ID 1291 RT 146 (I-95 TO 0.6 MILES SOUTH OF SHERMAN AVE)**

DESCRIPTION  
This line item involves resurfacing to the roadway.

MUNICIPALITIES Providence, N. Providence, Lincoln	ADA PLAN	n/a
LOCATION I-95 to 0.6 miles south of Sherman Ave	PHASE	CONSTRUCTION

YEAR	GAS TAX	RIHMA	RICAP (HIP)	RICAP (Facilities)	PROJECT	PRIOR YEAR FUNDS	INDIRECT GARVEE	TOLL REVENUE	RAILWAY PROGRAM	HSIP	STBG	STBG-SA	NHPP	CMAQ	PLANNING	NATIONAL FREIGHT	NHTSA	FTA 5337	FTA 5303/5304	FTA 5307	FY21-25	TOTAL	
2017													\$5.00										\$5.00
2018													\$4.50										\$4.50
TOTAL													\$9.50										\$9.50

**ID 1292 RT 146, EDDIE DOWLING HWY (I-295 TO RT 146A)**

DESCRIPTION  
This line item involves resurfacing to the roadway.

MUNICIPALITIES Lincoln, N. Smithfield	ADA PLAN	n/a
LOCATION I-295 to Rt 146A	PHASE	CONSTRUCTION

YEAR	GAS TAX	RIHMA	RICAP (HIP)	RICAP (Facilities)	PROJECT	PRIOR YEAR FUNDS	INDIRECT GARVEE	TOLL REVENUE	RAILWAY PROGRAM	HSIP	STBG	STBG-SA	NHPP	CMAQ	PLANNING	NATIONAL FREIGHT	NHTSA	FTA 5337	FTA 5303/5304	FTA 5307	FY21-25	TOTAL	
2022																							\$4.50
2023																							\$0.40
TOTAL																							\$4.90



