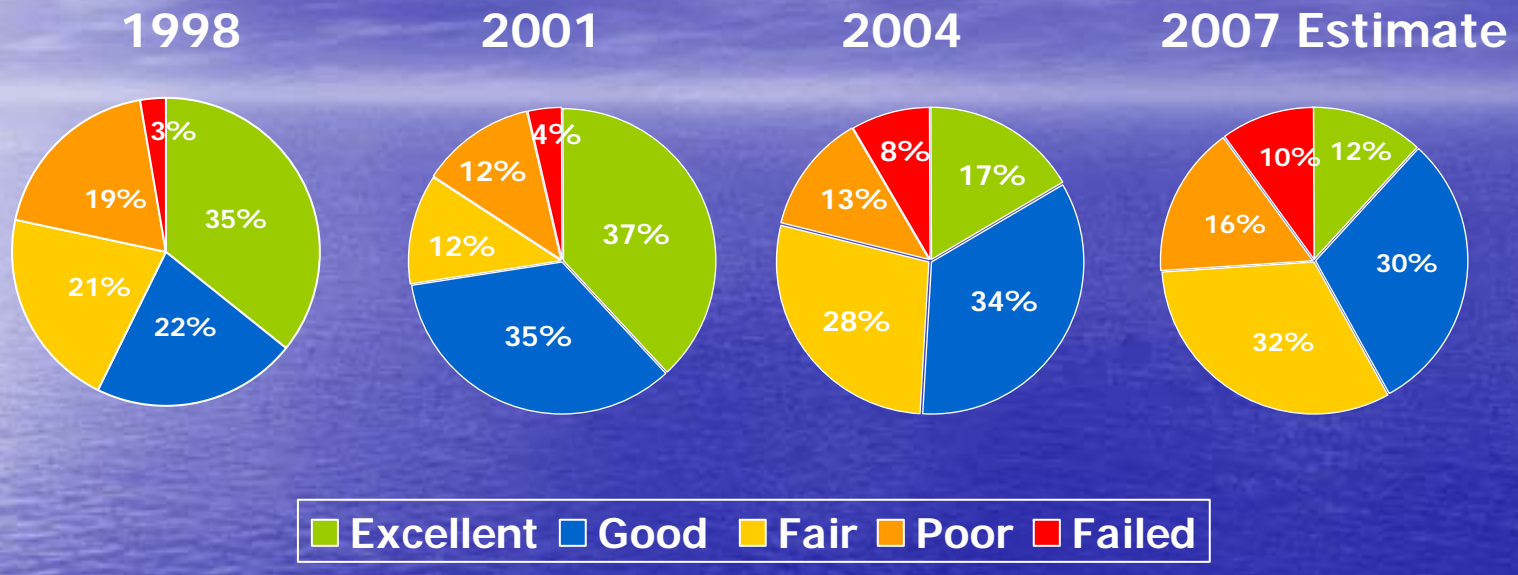


Annual Highway Program Expenditures Needed (2008 Dollars)

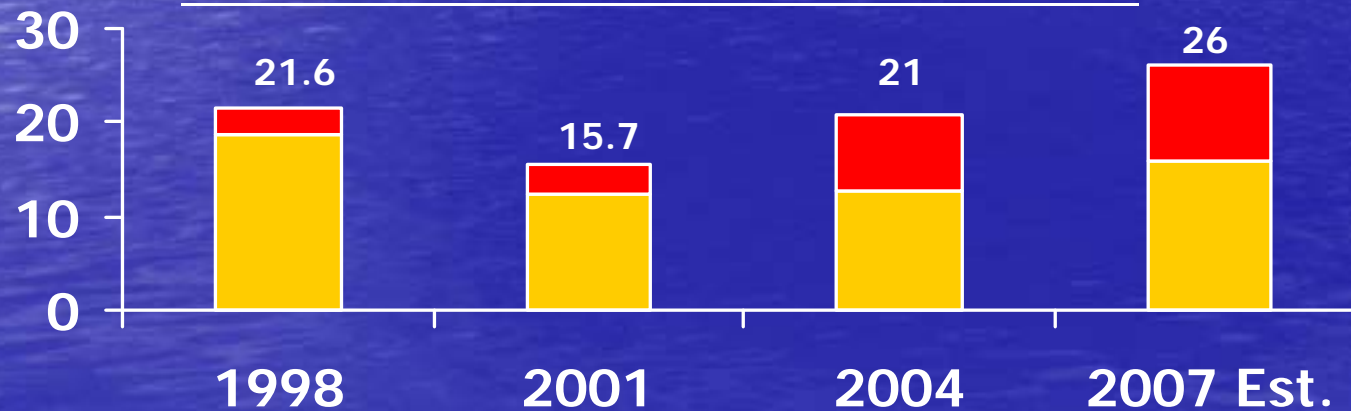
System Restoration	\$ 171,500,000
Pavement (\$93.5 M)	
Bridge (\$78.0 M)	
Preventive Maintenance/Operations	\$ 55,000,000
Major Projects	\$ 125,000,000
GARVEE Debt Service	\$ 57,500,000
FHWA Directed Programs	\$ 38,600,000
Design/Right of Way	\$ 45,000,000
Traffic Projects	\$ 17,500,000
Bicycle Pedestrian Program	\$ 10,000,000
Operations & Maintenance	\$ 58,300,000
GO Bond Debt Service	\$ 51,200,000
Local Roads Program	\$ 10,000,000

System Restoration - Pavement

Pavement Condition



Percent Pavement in Poor or Failed Condition



System Restoration - Pavement

Pavement Restoration Needs

Key Findings:

The State Needs \$93.5 Million annually for Pavement Restoration

Treatment	Length	Annual Cost
Resurfacing	120 lane miles	\$ 26,500,000
Sidewalk Replacement Along with Resurfacing	34 miles	\$ 17,000,000
Full Reconstruction	20 lane miles	\$ 50,000,000
		\$ 93,500,000

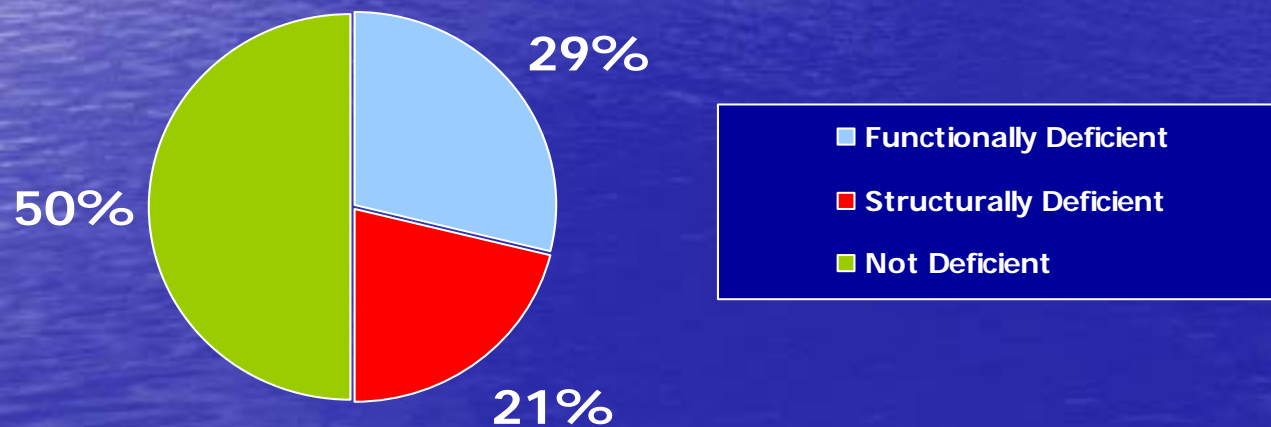


System Restoration - Bridge

Bridge Conditions

	<u>State</u>	<u>Local</u>	<u>Total</u>	<u>Percent</u>
Structurally deficient	130	34	164	21%
Functionally obsolete	185	37	222	29%
Posted	40	21	61	
Closed	6	5	11	

RIDOT estimates that approximately 10 bridges become structurally deficient each year.



Status of Rhode Island Bridges

System Restoration - Bridge

Bridge Restoration Needs

Key Findings:

- The State should eliminate all structurally deficient bridges within a ten year period, and once that is accomplished, to begin addressing the functionally obsolete bridges.
- **\$78 Million** is necessary for each of the next ten years to bring the 164 structurally deficient bridges to good condition. This would include addressing local as well as state owned bridges. This calculation is shown below:

164 bridges / 10 years = 16 bridges currently deficient must be addressed each year

10 additional bridges becoming deficient each year must also be addressed

26 bridges/year x \$ 3 million per bridge project = **\$78 million**

Preventive Maintenance Pavement & Bridge Asset Management



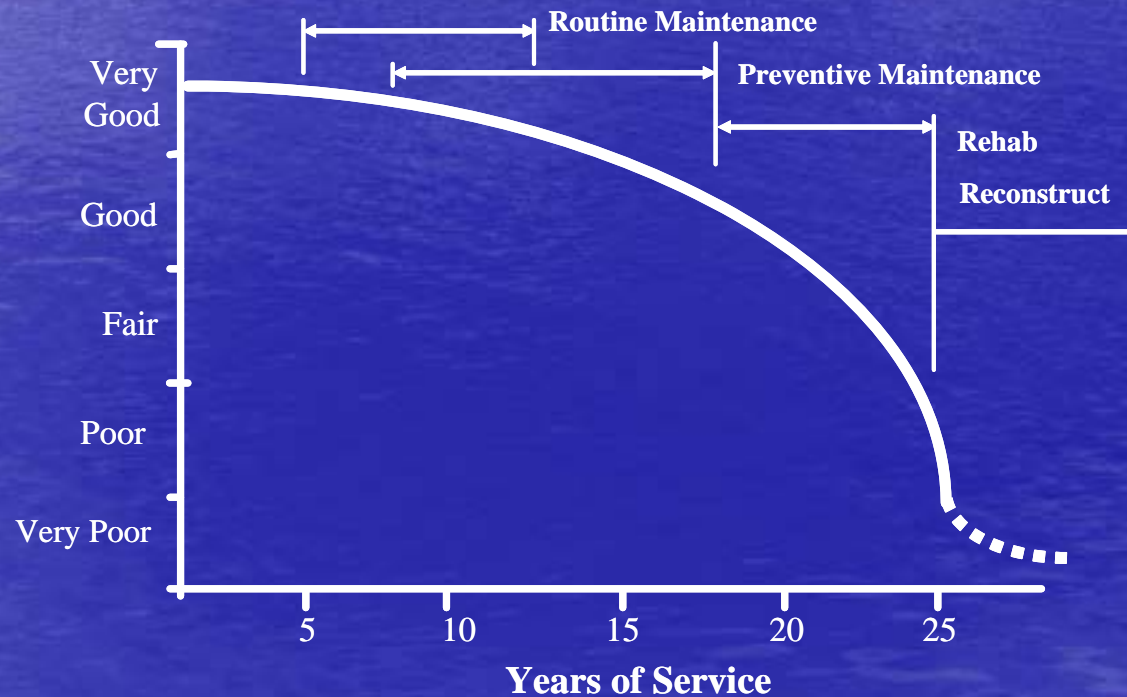
Crack Sealing



Deck Joint Repair



*Rubberized Asphalt
Chip Seal*



Preventive Maintenance

Pavement & Bridge Asset Management

Key Findings:

- Sufficient funding of preventative maintenance activities is essential to cost effective asset management of the State's roads and bridges. The annual amount needed for these activities is \$18,500,00 .

Preventative Maintenance Funding Needs		
Activity	Number Per Year	Annual Cost
Bridge Painting 15-year cycle	20 Bridges	\$ 8,000,000
Bridge Deck Joint Repair 7 year cycle	100	\$ 2,500,000
Bridge Washing		\$ 1,000,000
Crack Sealing	200 lane miles	\$ 1,500,000
Thin Overlays - Surface Sealing		\$ 5,500,000
	Total	\$ 18,500,000

Operations & Maintenance Funding Needs

Key Findings:

- Operations & Maintenance activities which have been transferred to the Highway Improvement Program should be adequately funded in RIDOT's operating budget at \$32.5 Million per year:



Bridge Inspection

System Operations and Maintenance Funding Needs Currently In Capital Program	
Activity	Annual Cost
Bridge Inspection	\$ 3,000,000
Drainage Improvements	\$ 5,000,000
Traffic Monitoring/Traffic Lighting Repair	\$ 3,000,000
Landscaping Improvements - Maintenance	\$ 6,000,000
Pavement Striping	\$ 7,500,000
Repair Damaged Hardware	\$ 2,000,000
Signing Improvements/Repair	\$ 3,000,000
Access Management	\$ 3,000,000
	\$32,500,000



Drainage Problem

Major Projects - Bridges



Sakonnet River Bridge

Bridge Project	Location	Low Estimate (Millions)	High Estimate (Millions)
Sakonnet River Bridge (Partially GARVEE Funded)	Portsmouth, Tiverton	\$180	\$220
Pawtucket River Bridge	Pawtucket	\$80	\$120
Providence Viaduct	Providence	\$40	\$70
Goat Island Bridge	Newport	\$10	\$20
Central Bridge	Barrington	\$10	\$20
Henderson Bridge	E. Providence, Providence	\$40	\$70
Route 6/10 Bridges	Cranston	\$300	\$400
Cove Bridge # 492	Portsmouth	\$10	\$20
	Total	\$670	\$940



Pawtucket River Bridge

Major Projects - Highway



I-195 Taunton Ave Interchange



Pell Bridge Ramps

Project	Location	Low Estimate (Millions)	High Estimate (Millions)
I-95/Rt. 4 Interchange Improvements	E. Greenwich, W. Warwick	\$75	\$100
Route 146 Interchange	N. Smithfield	\$15	\$25
Waterfront Drive	E. Providence	\$40	\$60
I-195 Taunton Avenue Interchange	E. Providence	\$40	\$60
Warwick Train Station (RIDOTs Remaining Share)	Warwick	\$130	\$150
Rt. 4/US 1 - Includes New Interchanges	N. Kingstown	\$30	\$50
Route 116/146 Interchange Reconstruction	Lincoln	\$20	\$30
Thurbers Avenue & I-95 Interchange Improvements	Providence	\$15	\$25
Portsmouth Town Center	Portsmouth	\$10	\$20
Route 44 Improvements	Smithfield	\$10	\$20
Post Road Reconstruction	N. Kingstown	\$20	\$30
Pell Bridge Ramps	Newport	\$15	\$20
	Total	\$420	\$590

Major Projects Funding Needs

Key Findings:

- In order to implement the projects identified as necessary by RIDOT and through the transportation planning process, a budget of \$125 million per year is required.

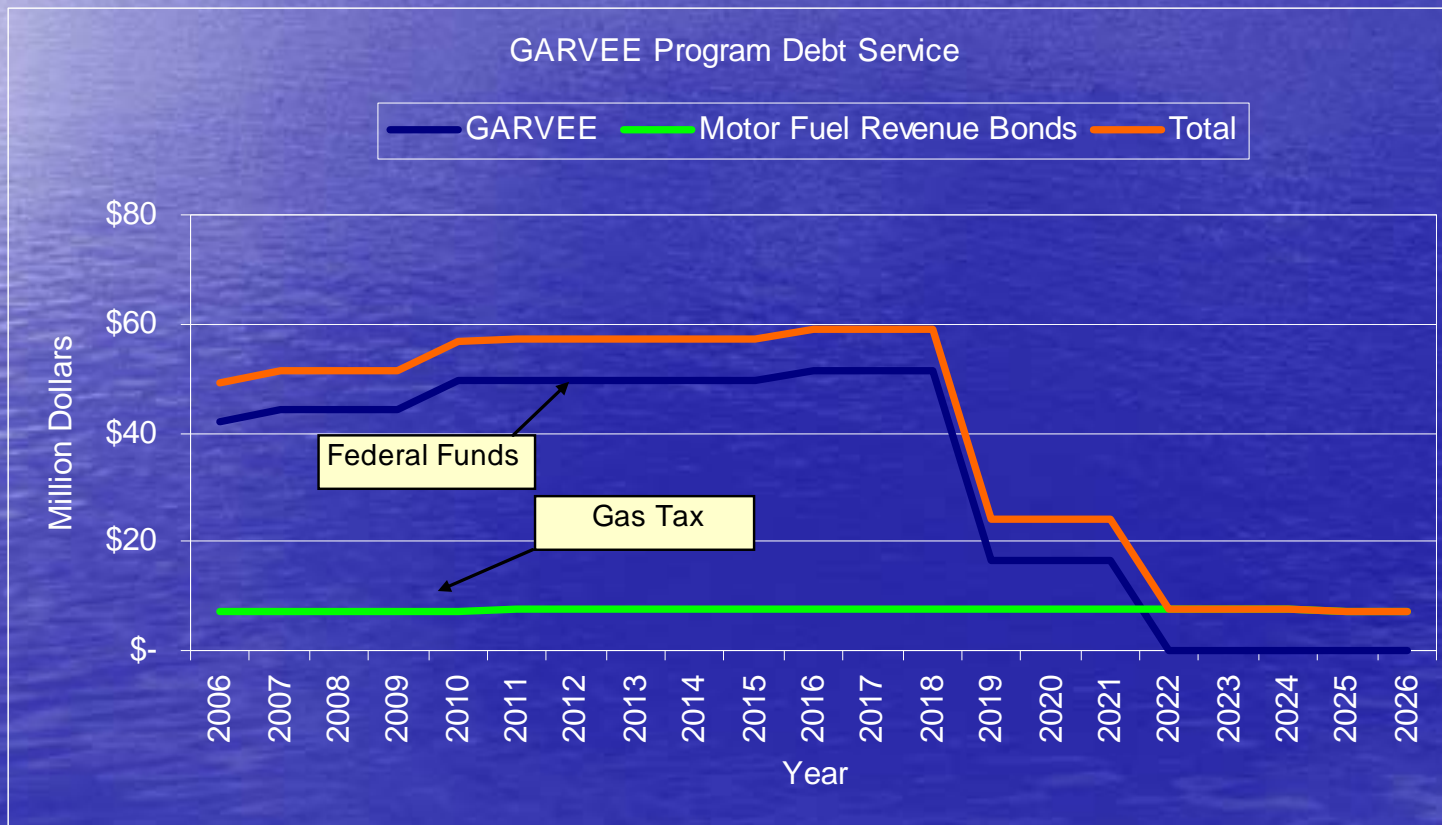


Route 6/10

GARVEE Debt Service

Key Findings:

- The GARVEE debt services varies from year to year, but will average about \$50 million in federal funds each year. The debt service for the motor fuel revenue bonds must be paid with \$7.5 million in gas tax proceeds each year.



FHWA Directed Programs Enhancements

- 84 Projects in TIP estimated to cost \$40 million

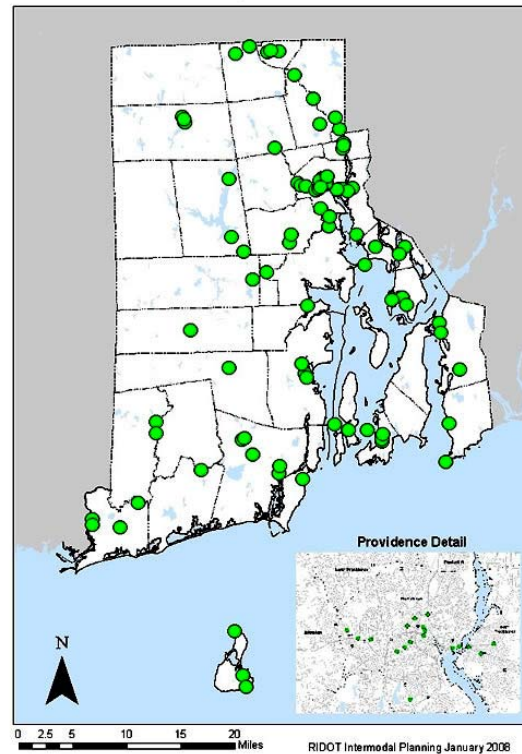


*Conimicut Shoals Lighthouse
Restoration – Warwick*



*Moffett Mill Walkway and
Pedestrian Bridge – Lincoln*

Rhode Island Transportation Enhancements



*Reuben Mason House
Restoration – Glocester*



*Hope Street Sidewalks/Downtown
Streetlights – Bristol*

FHWA Directed Programs

Congestion Mitigation Air Quality

Transportation Improvement Program - Draft 2008 - 2012

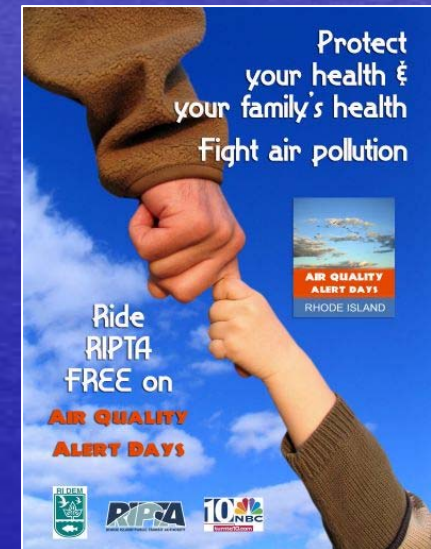
Project/Program	Town/City	Limits	ID Phase	2008	2009	2010	2011	2012	FUT	Special Funding
CMAQ Program										
Heavy Duty Diesel Retrofits	DEM	Statewide	I-95 @ Kinsley	C	\$1.00	\$1.00	\$1.00			
Traffic Management Center	DOT	Statewide		O	\$3.50	\$3.90	\$3.50	\$3.60		
South County Commuter Rail	DOT	Providence to Wickford Junction		C	\$1.50	\$1.10	\$2.70	\$2.70		
Intermodal Transportation Initiatives	RIDOT	Statewide		O	\$1.10	\$1.10				
Island Shuttle Train	Newport Dinner Train	Newport, Middletown, Portsmouth		C				\$0.50		
Traffic Signal Coordination	Providence	Broadway, Broad Street		C		\$0.30				
Pilot Car Sharing Program	Providence Foundation	Downtown Providence		O	\$0.14					
Transit Service Initiatives	RIPTA	Statewide		O	\$1.10	\$1.10	\$1.20	\$1.20		
Commuter Resources	RIPTA	Statewide		O	\$0.50	\$0.50	\$0.50	\$0.50		
Passenger Initiatives	RIPTA	Statewide		O	\$0.60	\$0.50	\$0.50	\$0.50		
Traffic Signalization	RIPTA	Statewide		C	\$0.30	\$0.40	\$0.40	\$0.40		
Transportation Support Projects	RIPTA	Statewide		O	\$0.60	\$0.50	\$0.50	\$0.50		
CMAQ Program - Formula Program Totals					2008	2009	2010	2011	2012	FUT
					---	\$9.34	\$9.30	\$10.40	\$9.90	---



Traffic Management Center



Traffic Camera



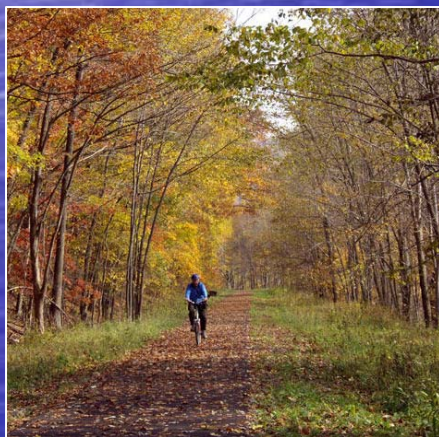
Air Quality Alert Days

FHWA Directed Programs – Funding Needs

Key Findings:

- The table below summarizes the funding needs in the FHWA Directed Programs category:

<i>Program</i>	<i>Funded Needed to Avoid Lapse (millions)</i>	<i>Funding Presented in the Tread Water Scenario (millions)</i>
<i>Enhancement</i>	\$4.0	\$12.8
<i>CMAQ</i>	\$11.0	\$16.0
<i>Recreational Trails/Safe Routes to School</i>	\$1.8	\$1.8
<i>Planning</i>	\$5.00	\$8.00
	\$21.8	\$38.6



Recreational Trails Program



Safe Routes to School

Traffic Safety Projects Funding Needs

Key Findings:

- The funding needed projects to eliminate hazardous road conditions primarily at intersections, as well as projects to improve traffic flow by coordinating the signals along arterials is \$17.5 million.



Traffic Signal Project



*Arterial Project
Route 1 & Route 3*

Bicycle/Pedestrian Program Funding Needs

Key Findings:

- Rhode Island's Bicycle/Pedestrian Program which includes the planning, design and construction of independent bicycle paths, on road bicycle lanes, new sidewalks independent of road projects, and bicycling/pedestrian promotional programs and materials production requires an investment of \$10 million per year.



Blackstone Bikeway



Easy Bay Bikeway

RIDOT Administration & Maintenance Funding Needs

Key Findings:

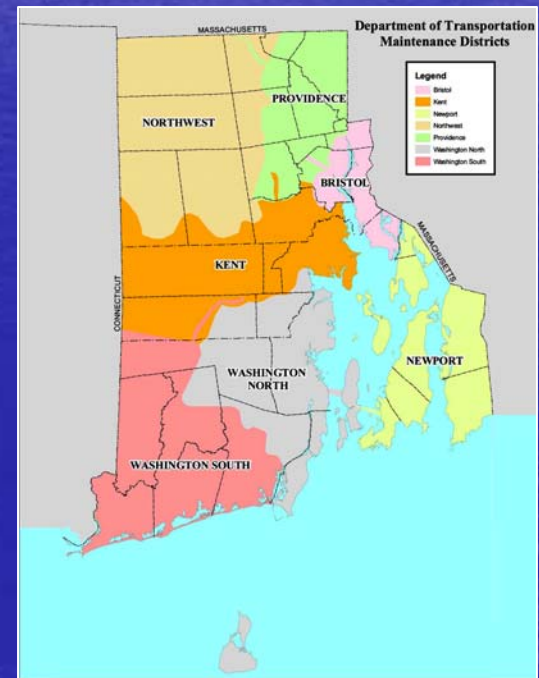
- The annual funding needed to pay for the Administration of the Department of Transportation and for Highway Maintenance is \$58.3 million.



Central Administration



Winter Maintenance

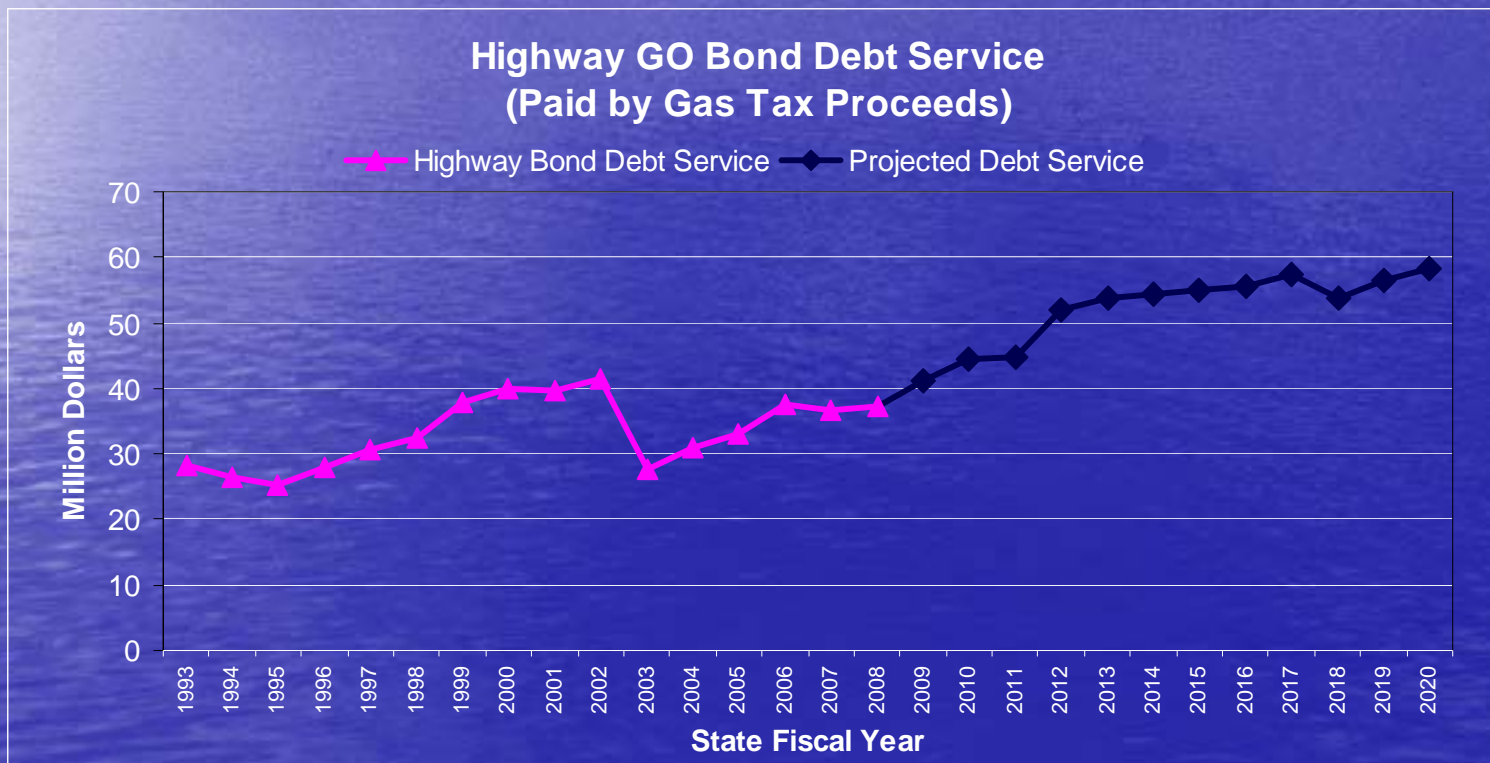


Maintenance

General Obligation Bond Funding Needs

Key Findings:

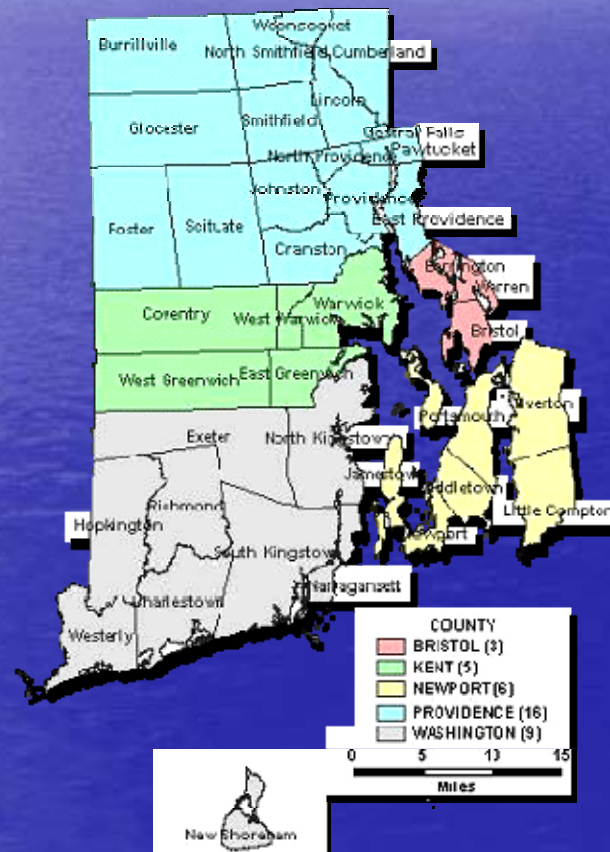
- General Obligation bond debt service will average \$51.2 million annually for the next ten years unless another source of funds is provided to match federal transportation funds.



Local Road Program Funding Needs

Key Findings:

- A local road program set at a minimum funding level of \$10 million per year is required.



Annual Need Compared with Anticipated Resources (Million Dollars)

