Will the Toll Systems Result in Impacts to the Environment or the Public?
RIDOT is preparing an Environmental Assessment (EA), a study and evaluation of potential impacts from construction and operation of the toll systems. The EA will be reviewed by FHWA and posted for public comment.

RIDOT is developing the EA for toll locations 3, 4 & 6 through 13 and will evaluate the potential impacts to the natural and human environment from the No Action (no gantries built) and the Proposed Action (toll gantries). The gantries will be built within the existing highway right-of-way with minimal ground disturbance. Consequently, very few direct impacts from gantry construction are anticipated.

Who Will Operate the Toll Gantries?
RIDOT selected Kapsch TrafficCom to design, build, operate and maintain the system for 10 years. RIDOT will set the toll rates in accordance with the mandates of the legislation.

How Will Tolls Be Collected?
The tolling system is fully electronic. Each gantry will be equipped with devices to read a truck’s transponder and deduct the toll. Trucks without a transponder will be billed by mail using a camera that records license plates.

Tolls on applicable trucks will be collected at 12 locations. Two locations in southern Rhode Island along I-95 have been built. Ten additional locations are being designed and are under review. The Federal Highway Administration (FHWA) will make a determination about impacts from the tolling program. Pending approvals from FHWA, RIDOT anticipates collecting tolls in 2018.
The EA will also evaluate indirect impacts of the toll systems including impacts caused by trucks that choose to leave the highway and use an alternate route to avoid the toll. The EA will be made available for public review in 2018.

RhodeWorks Bridge Tolling Program: An Overview

The tolling program is part of the RhodeWorks legislation which became law in February of 2016 as a way to rebuild Rhode Island’s infrastructure. Toll rates have not been set, but tolls on trucks with Radio-frequency identification (RFID) are limited to once per toll facility, per day in each direction. Tolls for trucks are also limited to a $20 total for a border-to-border through trip on I-95 from Connecticut to Massachusetts and will not exceed $40 per day for RFID equipped vehicles.

The legislation authorizing the tolling specifically prohibits tolls on cars and smaller trucks. The project will allow RIDOT to collect tolls for bridge repairs and improvements. Rhode Island ranks last in the U.S. in overall bridge condition. Increased revenue from tolls, federal funds and other revenue sources will allow RIDOT to repair and rebuild over 150 structurally deficient bridges and make repairs to 500 more bridges over 10 years. Without the new revenue, about half of the state’s bridges will be structurally deficient by 2025. The state will realize significant savings by addressing the problem now instead of waiting.

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Esta hoja informativa está disponible en español en internet http://www.dot.ri.gov/rhodeworks.