

ADA Transition Plan Draft for Public Comment April, 2016



TABLE OF CONTENTS

Part One - Introduction

1.1 Introduction	Page	5
1.2 Responsibility	Page	6
1.3 ADA Policy Statement	Page	7
1.4 Complaint Process/Grievance Procedure	Page	8

Part Two - Physical Obstacles to Accessibility

2.1 Introduction	Page	10
2.2 Sidewalks	Page	16
2.2.1 Pedestrian Access Points	Page	16
2.2.2 Curb Ramp/Access Point Inventory	Page	17
2.3 Signalized Intersections	Page	23
2.4 Other RIDOT Facilities	Page	24
2.4.1 Transit Facilities	Page	24
2.4.2 Park and Ride Lots	Page	25
2.4.3 Maintenance Facilities	Page	26
2.4.4 Rest Areas/Visitors Centers	Page	26

Part Three - Barriers to RIDOT Facilities: Means and Methods to Address Obstacles

3.1 Introduction	Page	28
3.2 Project Management System	Page	28
3.3 Project Pipelines Containing ADA Improvements	Page	29
3.4 The ADA Pipeline	Page	30
3.5 Pavement & Traffic Intersection Pipelines	Page	31
3.6 Accessible Pedestrian Signals (APS)	Page	31
3.7 Other RIDOT Facilities	Page	31
3.8 Standards	Page	31
3.9 Technical Infeasibility	Page	32
3.10 ADA Pipeline Prioritization	Page	32

Part Four - Schedule of Accessibility Improvements

4.1 Introduction	Page	39
4.2 Sidewalk Schedules	Page	39
4.2.1 Pavement Pipeline Schedule – Including Ramps & Sidewalks	Page	39
4.2.2 TAP/ADA Schedules	Page	43
4.3 Traffic Intersection Improvements	Page	44
4.4 Other RIDOT Facilities Schedules	Page	46
4.4.1 Transit Facilities	Page	46
4.4.2 Park and Ride Lots	Page	47
4.4.3 Maintenance Facilities	Page	47
4.4.4 Rest Areas/Visitors Centers	Page	47

Part Five - Public Participation

5.1 Outreach	Page	49
5.2 RIDOT's Proposed 10 Year Plan	Page	49
5.3 State Transportation Improvement Process	Page	49
5.4 Consulting the Public: ADA Focus Group	Page	49
5.5 Public Meeting on this Plan	Page	50
5.6 Review and Acceptance	Page	50

List of Tables

Table 1 Interim Working Group – ADA Transition Plan	Page 7
Table 2 Long Term Working Group ADA Transition Plan	Page 7
Table 3 Sidewalk Status, RIDOT Facilities	Page 16
Table 4 Sidewalk Status, Non Grade Separated Roadway	Page 16
Table 5 Total Estimated Pedestrian Access Points – RIDOT Facilities	Page 16
Table 6 Estimated Percentages – RIDOT Facilities with and without Curb Ramps	Page 16
Table 7 Inventory of Deficient Curb Ramps and Barriers as of 3/1/16	Page 19
Table 8 Proposed TAP/ADA Projects 2017-2025 STIP	Page 23
Table 9 Status of RIDOT Park and Ride Lots	Page 25
Table 10 Pipelines Addressing ADA Facilities	Page 29
Table 11 Division of Duties & Responsibilities – ADA Pipeline	Page 30
Table 12 Pedestrian Generator Priorities	Page 32
Table 13 Prioritized List of Deficient Curb Ramps and Barriers	Page 34
Table 14 Total ADA Improvements with RhodeWorks	Page 39
Table 15 Miles of Sidewalk to be Made Accessible	Page 39
Table 16 Ramps and Sidewalks Pavement Pipeline - ADA Transition Plan	Page 40
Table 17 TAP/ADA Projects Fiscally Constrained Proposed STIP	Page 43
Table 18 ADA Allocation for Curb Ramps Fiscally Constrained	Page 43
Table 19 Intersection Pipeline, ADA Transition Plan	Page 44
Table 20 Park and Ride Lots to be scheduled for Accessibility Improvements	Page 47

List of Maps

Map 1 – RIDOT Train Stations	Page 11
Map 2 – RIDOT Park and Ride Lots	Page 12
Map 3 – RIPTA Bus Stops along RIDOT Facilities	Page 13
Map 4 – Statewide Map of RIDOT Sidewalk Facilities	Page 14
Map 5 – Signalized Intersections	Page 15
Map 6 – ADA Sidewalk and Intersection Projects in Rhode Island	Page 18
Map 7 - Map of Sidewalk Segments as of 3/1/16	Page 33

List of Appendices

Appendix A: ADA Policy Statement	Page 51
Appendix B: ADA Complaint Process	Page 54
Appendix C: APS Policy and Request Form	Page 60
Appendix D: Previous Public Outreach	Page 67

List of Figures

Figure 1: Organization Chart – RIDOT Office of Civil Rights	Page 6
Figure 2: Project Tracking System Sample	Page 28

PART ONE
INTRODUCTION

DRAFT

Part One – Introduction

1.1 Introduction

This plan details the steps and process by which RIDOT:

- Identifies barriers to accessibility on RIDOT facilities,
- Provides the means and methods to remove these barriers,
- Schedules this work; and,
- Provides commitments for a continuous process until RIDOT's facilities are accessible.

As a State Transportation Agency (STA) and recipient of funding from the Federal Highway Administration (FHWA), RIDOT is required to provide a transition plan in accordance with 28 CFR Part 150 (d). The specific requirements are as follows:

“(1) In the event that structural changes to facilities will be undertaken to achieve program accessibility, a public entity that employs 50 or more persons shall develop, within six months of January 26, 1992, a transition plan setting forth the steps necessary to complete such changes. A public entity shall provide an opportunity to interested persons, including individuals with disabilities or organizations representing individuals with disabilities, to participate in the development of the transition plan by submitting comments. A copy of the transition plan shall be made available for public inspection.”

“(2) If a public entity has responsibility or authority over streets, roads, or walkways, its transition plan shall include a schedule for providing curb ramps or other sloped areas where pedestrian walks cross curbs, giving priority to walkways serving entities covered by the Act, including State and local government offices and facilities, transportation, places of public accommodation, and employers, followed by walkways serving other areas. ”

“(3) The plan shall, at a minimum—

(i) identify physical obstacles in the public entity's facilities that limit the accessibility of its programs or activities to individuals with disabilities;

(ii) Describe in detail the methods that will be used to make the facilities accessible;

(iii) Specify the schedule for taking the steps necessary to achieve compliance with this section and, if the time period of the transition plan is longer than one year, identify steps that will be taken during each year of the transition period; and

(iv) Indicate the official responsible for implementation of the plan.

(4) If a public entity has already complied with the transition plan requirement of a Federal agency regulation implementing section 504 of the Rehabilitation Act of 1973, then the requirements of this paragraph (d) shall apply only to those policies and practices that were not included in the previous transition plan.”

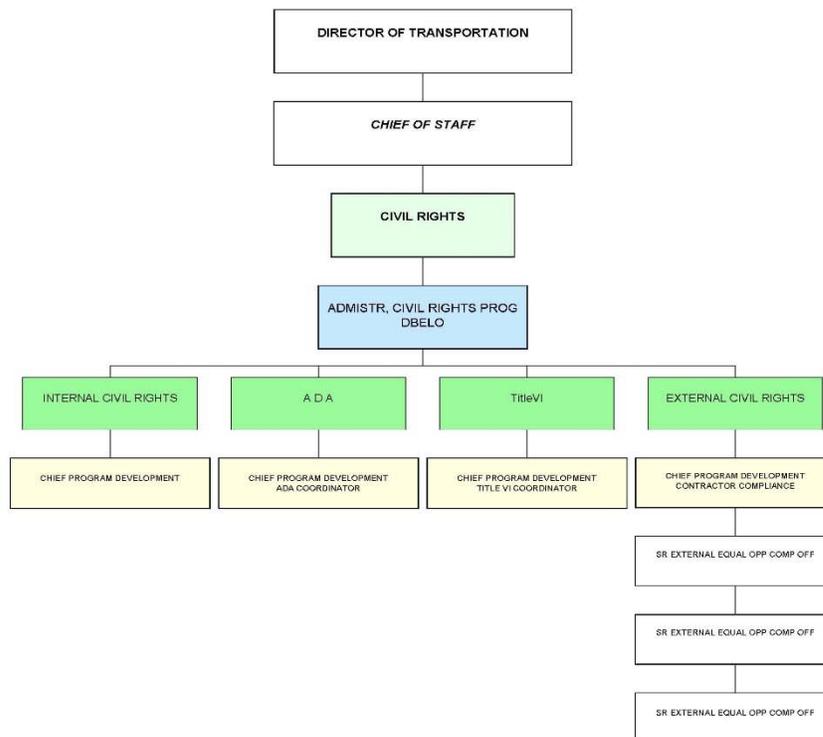
1.2 Responsibility

28 CFR Part 150 (d) (3) (iv) requires that the Transition Plan identify the official responsible for the implementation of the plan. The Director of Transportation is responsible for implementing this Transition Plan for RIDOT. Peter Alviti Jr., P.E. was nominated to be RIDOT Director by Governor Raimondo and confirmed by the Rhode Island Senate as RIDOT's Director on April 25, 2015. Director Alviti designated Paul Sylvania, Acting Civil Rights Administrator, as the official responsible for implementation of the Transition Plan on November 18, 2015. Mr. Sylvania's contact information is as follows:

Paul Sylvania, Acting Civil Rights Administrator
Rhode Island Department of Transportation
Capitol Hill, Room 153
Providence, Rhode Island 02903
Phone: 401.222.3260, extension 4513
Email: Paul.Sylvia@dot.ri.gov
Reference: 28 CFR 35.150(d)(3)(iv) Reference: 28 CFR 35.106

RIDOT's Organizational Chart for the Office of Civil Rights is provided in Figure 1, below:

Figure 1: Organizational Chart – RIDOT Office of Civil Rights



12/22/2015

In the interim period prior to the establishment of this organizational structure, RIDOT has designated a working group to work on this Transition Plan under the overall charge of the Deputy Director. This working group is responsible for developing this Plan and advancing Plan elements during this interim period. This working group will remain responsible for developing and executing this plan while RIDOT recruits, hires and sufficiently trains an ADA Coordinator to assist the Acting Civil Rights Administrator in advancing this Plan. The ADA Coordinator

position was posted and the application period closed on 2/13/16. RIDOT is proceeding with the recruitment process. The Civil Rights Administrator position was posted for recruitment on 3/1/16.

The working group by position responsible for these interim activities are:

Table 1: Interim Working Group – ADA Transition Plan

Position	Responsibility
Acting Civil Rights Administrator	Overall Charge of ADA Transition Plan; ADA Transition Plan Manager
Senior Legal Counsel	ADA Complaint Process, Transition Plan Review, Legal Issues & Civil Rights Review
Programmer Analyst Manager	Mapping, Data Management, Interface with Property Management on RIDOT Facilities and Engineering on Pedestrian Access Point Inventory, Transition Plan Review
Chief, Program Development	Development of Transition Plan
Principal Civil Engineer	Pedestrian Access Point inventory development, ADA Pipeline development
Program Services Officer	ADA Transition Plan development, Civil Rights issue review

The anticipated schedule for an ADA Coordinator to be hired and working at RIDOT is 7/1/16, with the working group continuing to operate daily until the ADA Coordinator is fully integrated and immersed in the day to day management on department wide ADA matters until 10/1/16.

After 10/1/16, RIDOT will maintain an active staffing interface between the Civil Rights office and other key areas in RIDOT to ensure progressive implementation of this Plan. The key positions are as follows:

Table 2: Long Term Working Group – ADA Transition Plan

Position	Responsibility
Civil Rights Administrator	Overall Charge of ADA Transition Plan; ADA Transition Plan Manager
Senior Legal Counsel	ADA Compliant Process, Legal Issues & Civil Rights Review
ADA Coordinator	Day to Day implementation of Plan, Pedestrian Access Point Inventory Development; ADA Pipeline prioritization/management
Project Manager	Project Management – Ensure ADA improvements implemented
Programmer Analyst Manager/Planning	Pedestrian Access Point Inventory Development; ADA Pipeline prioritization/management Mapping and Data Management ADA Pipeline

1.3 ADA Policy Statement

In accordance with the requirements of Title II of the Americans with Disabilities Act of 1990 (“ADA”), the Rhode Island Department of Transportation (“RIDOT”) maintains a policy that it will not discriminate against qualified individuals with disabilities on the basis of disability in its services, programs, or activities. The full policy is available in Appendix A of this document and is readily accessible on RIDOT’s website. RIDOT has posted this policy statement internally within its offices for reference and use by its employees and members of the general public.

RIDOT's Acting Civil Rights Administrator will make this Policy Statement available in an accessible spot on RIDOT's website on or before May 30, 2016, removing any previous dated material. Reference: 28 CFR 35.106

1.4 Complaint Process/ Grievance Procedure

Part of RIDOT's policy includes a process to address complaints related to ADA. Written grievances may be filed on forms available on RIDOT's website or through the mail and an investigation into the complaint and response will be provided within 60 days. A copy of this procedure is located at Appendix B. RIDOT's Acting Civil Rights Administrator will make this Policy Statement available in an accessible spot on RIDOT's website on or before May 30, 2016, removing any previous dated material. Reference: 28 CFR 35.107(b)

DRAFT

**PART TWO
PHYSICAL OBSTACLES
TO ACCESSIBILITY**

DRAFT

Part Two – Physical Obstacles to Accessibility

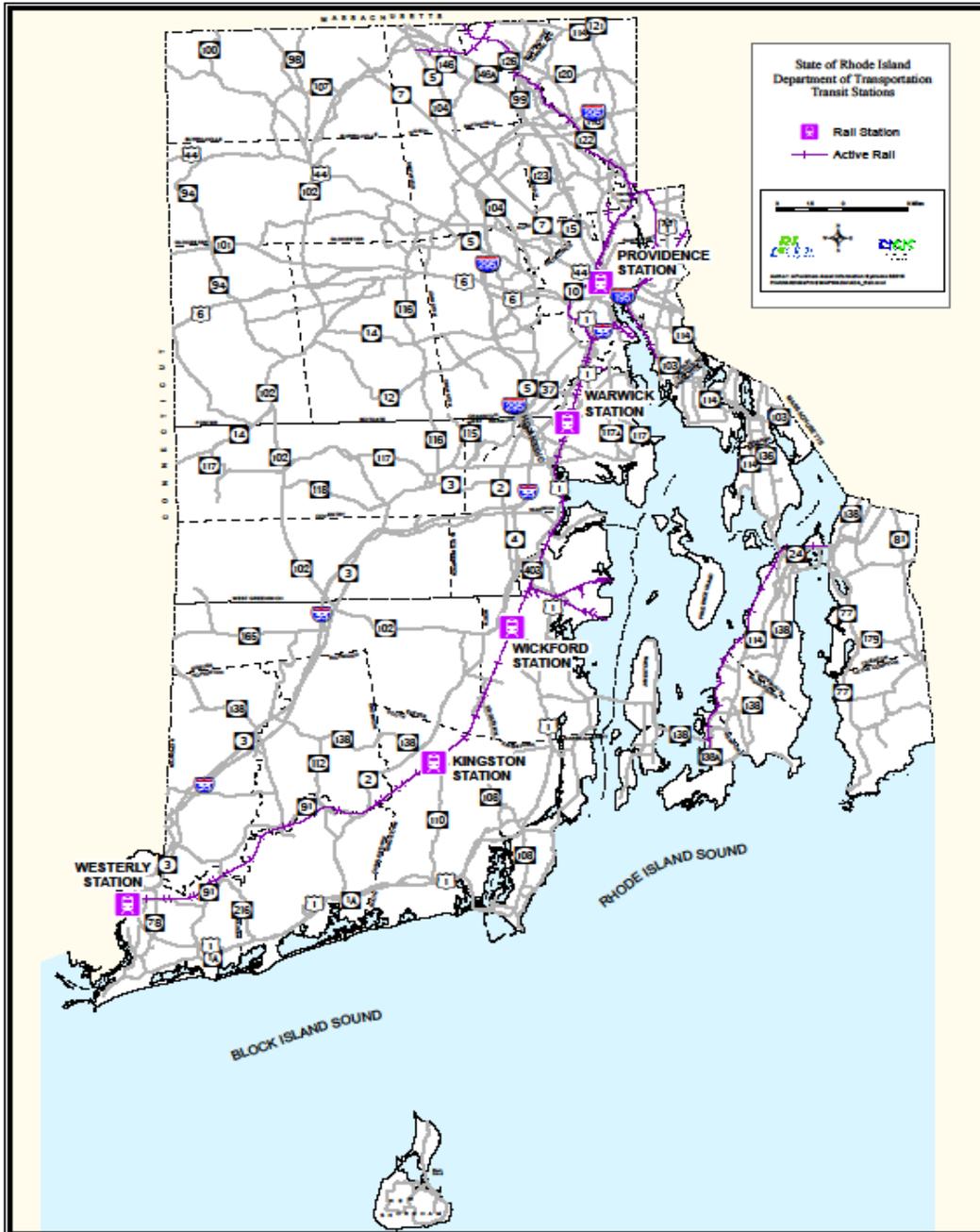
2.1 Introduction

This section details RIDOT's facilities that are accessed by the public and quantifies the extent of accessibility to these features. RIDOT facilities that are accessed by the general public include (roads, traffic signals, sidewalks and transit facilities). Facilities that could have obstacles to accessibility are indicated on the following maps and include:

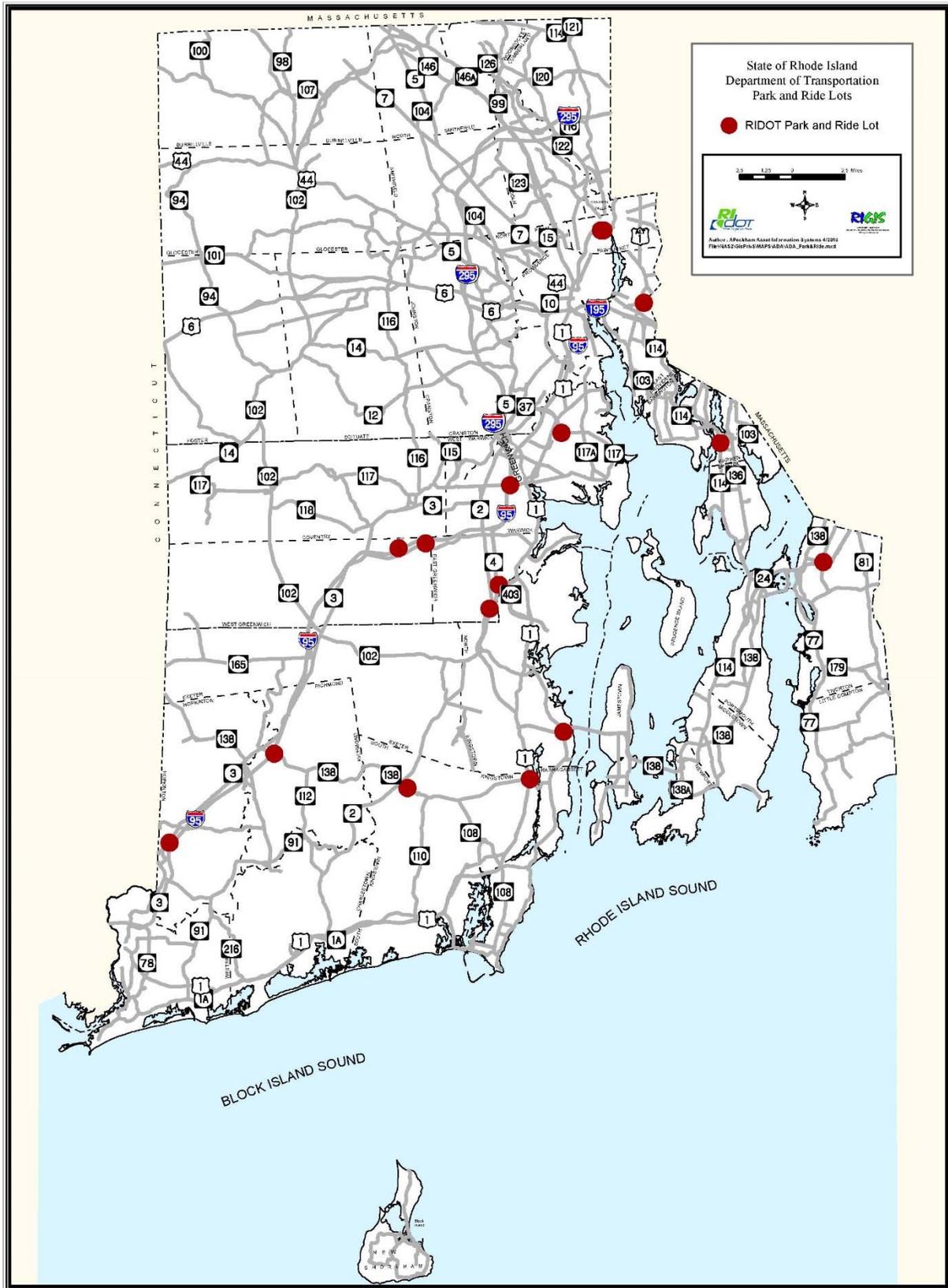
- Map 1: RIDOT Rail Transit Stations
- Map 2 RIDOT Park and Ride Lots
- Map 3 RIPTA Bus Stops Along RIDOT Facilities
- Map 4: Statewide Map of RIDOT Sidewalk Facilities
- Map 5: Statewide Map of RIDOT Signalized Intersections

DRAFT

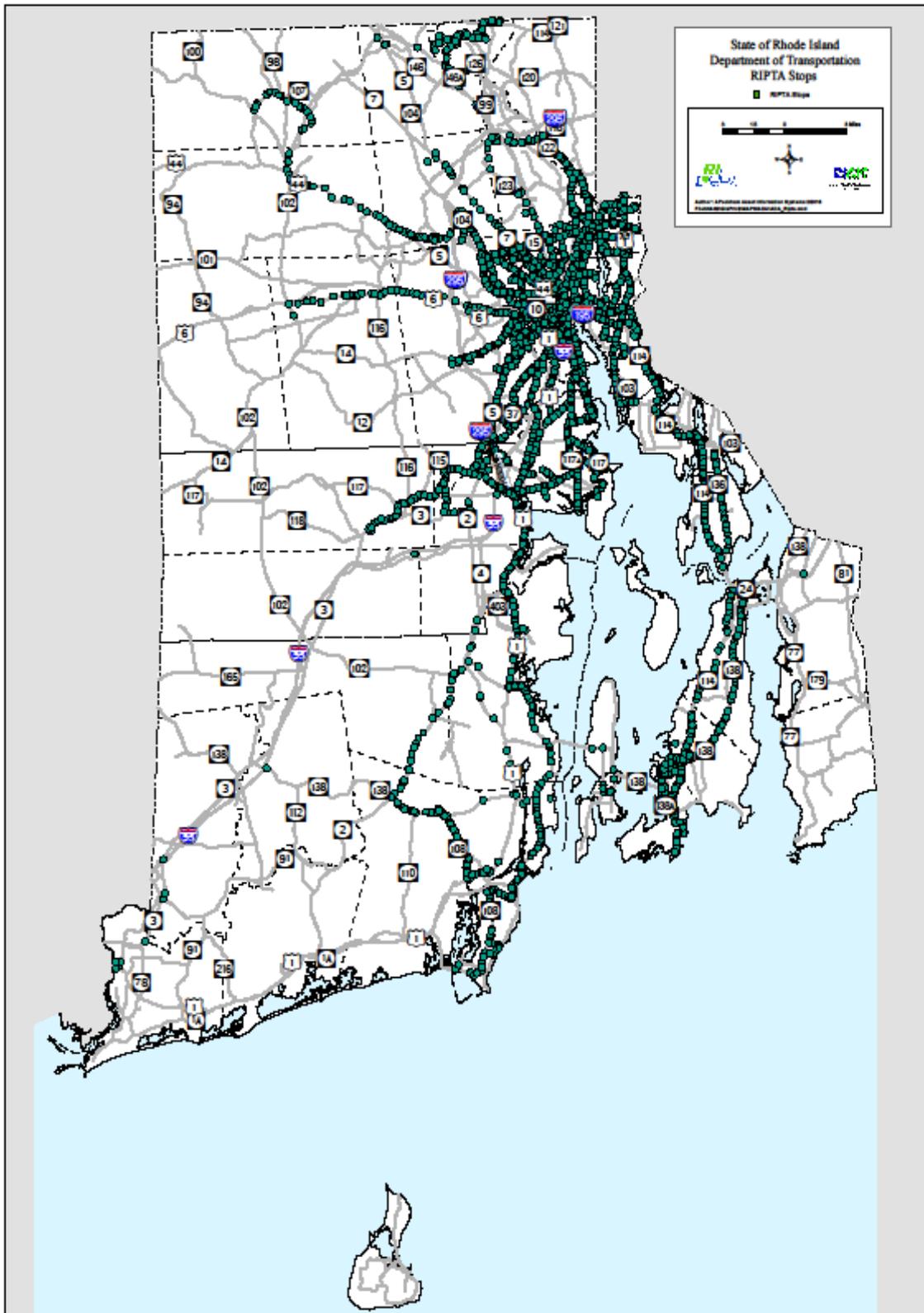
Map 1 – RIDOT Rail Transit Stations



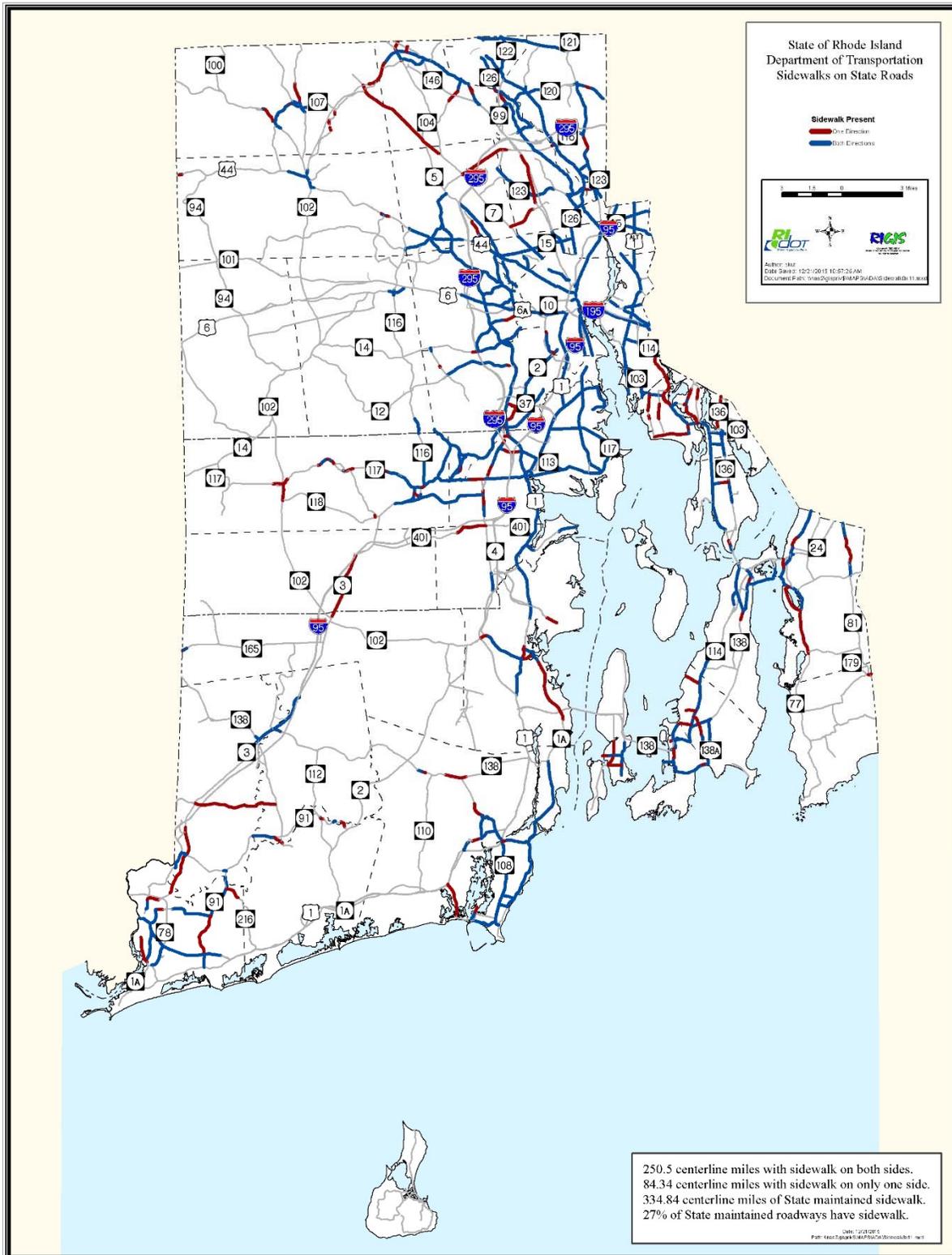
Map 2 RIDOT Park and Ride Lots



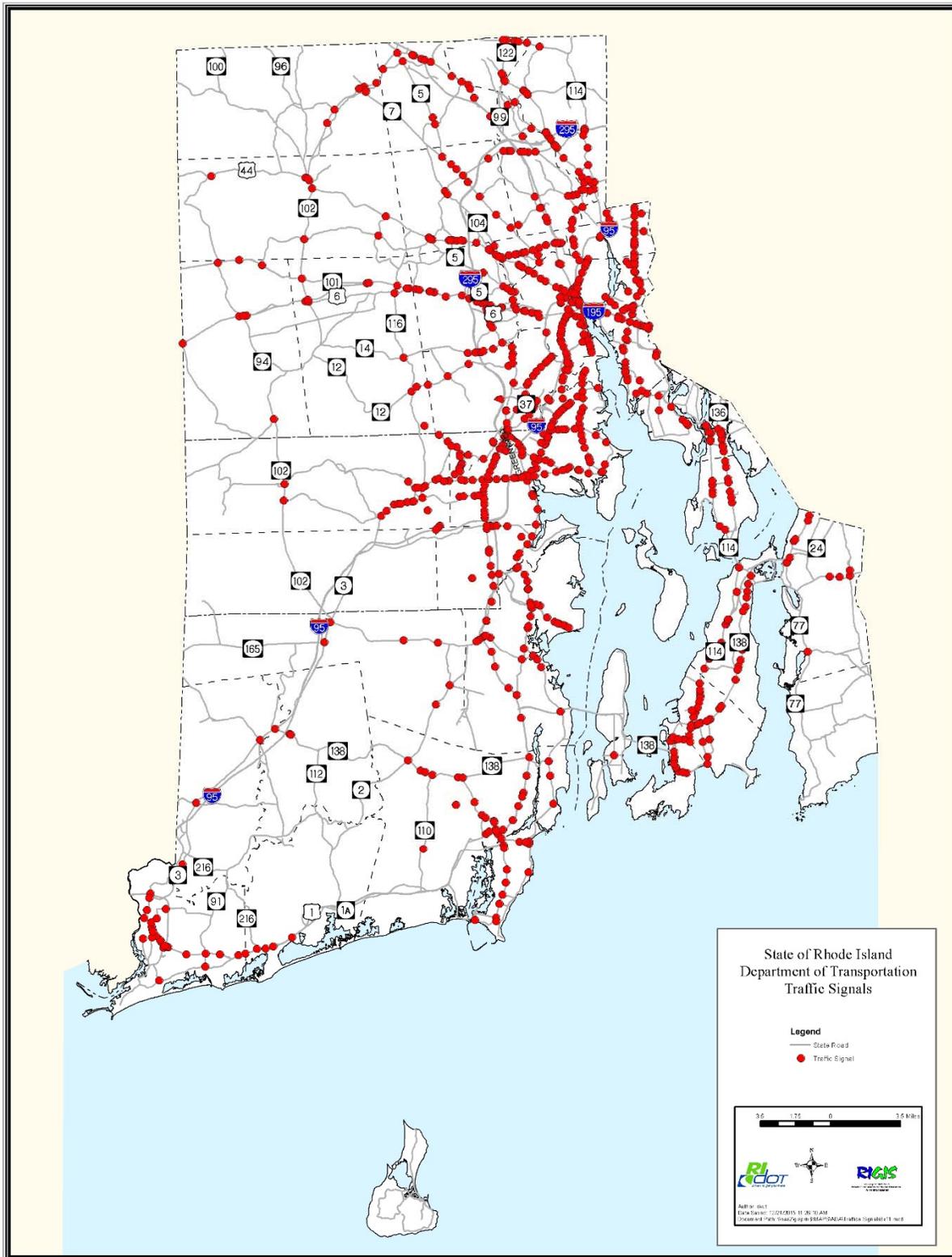
Map 3 – RIPTA Bus Stops Along RIDOT Facilities



Map 4 Statewide Map of RIDOT Sidewalk Facilities



Map 5 – RIDOT Signalized Intersections



2.2 Sidewalks

Table 3, below has been developed based upon the information in Map 4, above and shows the total mileage of RIDOT roadway and whether sidewalks are present along RIDOT roadway. Table 4 takes into account that sidewalks are prohibited along certain RIDOT facilities, such as Interstate Highways and provides a current status of the sidewalk mileage on RIDOT's facilities. This table indicates that 36.5% of RIDOT's road facilities that could have sidewalks, actually have sidewalks.

Table 3 – Sidewalk Status, RIDOT Facilities

Sidewalk	Distance (in Miles)	Percentage of Total Roadway – RIDOT Facilities
On Both Sides of Roadway	250.5	20.1
On One Side of Roadway	84.3	6.8
No Sidewalk	905.9	73.1
Total	1,240.7	100.00

Table 4 – Sidewalk Status, Non-Grade Separated Roadway

Sidewalk	Distance (in Miles)	Percentage of Non Grade Separated Roadway – RIDOT Facilities
On Both Sides of Roadway	250.5	27.3
On One Side of Roadway	84.3	9.2
No Sidewalk	582.4	63.5
Total	917.2	100.0

2.2.1 Pedestrian Sidewalk Access Points:

The sidewalks along RIDOT's facilities all contain a series of curb ramps or areas where curb ramps must be installed to be fully accessible. RIDOT estimates there are over 29,500 pedestrian sidewalk access points on its facilities. RIDOT arrived at this estimate based on the number of intersections. RIDOT has estimated 18,166 intersections within its roadway. Of that amount, 5,296 have sidewalk present. 4,630 have sidewalk present on both sides and 666 have sidewalk present on one side. RIDOT's analysis assumes with sidewalk present on both sides of the road, there would be 6 curb ramps. For those instances where sidewalk only exists on one side of a roadway, RIDOT estimates there would be 3 curb ramps.

Table 5, below, provides the total estimated pedestrian access points on RIDOT's facilities.

Table 5 - Total Estimated Pedestrian Access Points – RIDOT Facilities

Description	Intersections with Sidewalk	Assumed Number of Curb Ramps	Total Estimated Number of Sidewalk Access Points
Sidewalk on Both Sides	4,630	6	27,780
Sidewalk on One Side	666	3	1,998
Estimated Grand Total	-	-	29,778

Table 6, below provides the estimated amount of sidewalk access points with and without curb ramps

Table 6 – Estimated Percentages - RIDOT Facilities with and without Curb Ramps

Description	Amount	Percentage
Estimated Sidewalk Access Points with Curb Ramps	16,446	55.2
Estimated Sidewalk Access Points without Curb Ramps	13,332	44.8
Total	29,778	100

2.2.2 Pedestrian Curb Ramps & Access Point Inventory

RIDOT is completing a statewide inventory of sidewalks on its facilities, including measurements to determine if ramps are accessible and the access points where ramps will need to be constructed to meet ADA requirements. RIDOT estimates this inventory accounts for approximately 90% of its ramps and access points. This self-assessment is partially complete and listed in Table 7. This initial inventory was developed by RIDOT to complement the pavement projects that include sidewalk improvements discussed in the Part 4.2.1 of this Plan.

RIDOT must also factor in recently completed accessibility projects within its overall inventory. RIDOT's Civil Rights Administrator, ADA Coordinator and Planning's Programmer Analyst Manager will review recent RIDOT construction contracts and determine the amount of sidewalk recently made accessible and provide a summary by 12/31/16.

The State of Rhode Island is also in the process of updating its Statewide Transportation Improvement Program (STIP). The STIP provides a list of transportation projects across Rhode Island to be implemented between 2017 and 2025 using United States Department of Transportation (USDOT) funds. For more information on the STIP please visit: <http://www.planning.ri.gov/statewideplanning/transportation/tip.php>

The STIP update includes new ADA projects that were proposed as part of the public outreach and STIP application process. These projects are listed in the Transportation Alternatives section of the STIP and displayed in this Plan in Table 8, below. The STIP also includes pavement projects accompanied with sidewalk improvements (located in the Pavement Capital Program of the STIP) and traffic intersection improvements that involve sidewalk and curb ramp modifications (located in the Traffic Safety Capital Program of the STIP) to meet ADA requirements. Map 6, on the following page, depicts all of these improvements by category.

Map 6: ADA Sidewalk and Intersection Projects in Rhode Island

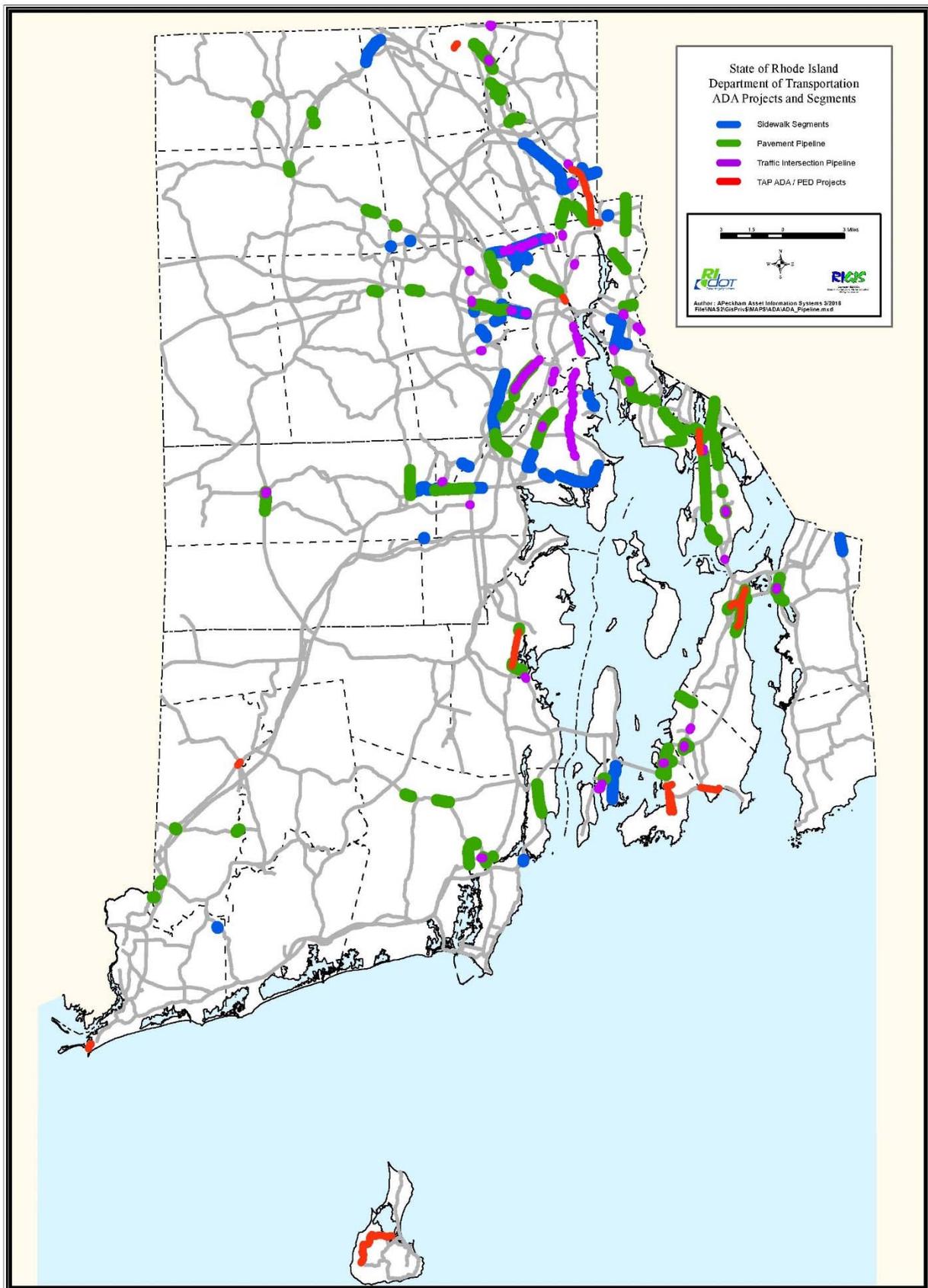


Table 7, below provides RIDOT's curb ramp inventory self-assessment to date in tabular form.

Table 7: Deficient Curb Ramps/Barriers – Inventory of ADA Pipeline as of 3/1/16

Sidewalk Segment Information						Deficiencies		
City/Town	Name Intersection	Route	Road	Limits	Approx MILES	Ped. Access points w/no ramps	Existing Non-compliant Ramps	Total
Barrington			WASHINGTON RD.	6(a)COUNTY RD TO Second Street	1.00	21	25	46
Barrington			MIDDLE HWY.	Upland Way to Nayatt Road	0.83	0	1	1
Barrington			WASHINGTON RD.	6(b) Second Street TO NYATT RD	1.17	0	0	0
Burrillville		RI 100	CHURCH ST/S. MAIN ST.	BROAD ST TO GRIFFIN ST (2 widths 30, 11)	0.91	2	14	16
Coventry		RI 117/ RI 33	Rte 117/33 (Washington St.)	Contentment Dr to Andrews Ave		42	13	55
Coventry	RI 33, RI 117 (WASHINGTON STREET)/FAIRVIEW AVE.	RI 33 / RI 117				4	0	4
Coventry	CENTRE OF NEW ENGLAND BOULEVARD/NEW LONDON TPKE		Coventry /E. Greenwich T/L			3	1	4
Coventry	New London Ave./ Salvas Ave., non-signalized Intersection		New London Ave.			2	0	2
Cranston		RI 5	Rte 5 (Oaklawn Ave.)	1(a)Chateau Properties to Merit Drive	1.00		37	37
Cranston		RI 5	Rte 5 (Oaklawn Ave.)	1(b) Merit Drive to Brayton Ave.	1.00		25	25
Cranston		RI 5	Rte 5 (Oaklawn Ave.)	1(c) Brayton Ave to Woodrow Ave.	1.00		24	24
Cranston		US 1	ELMWOOD AVE.	PARK AVE TO WARWICK C/L	1.30	0	44	44
Cranston	FLETCHER AVENUE/ATWOOD AVE.	RI 5				10		10
Cranston	WILBUR AVENUE/OAKLAWN AVE.					4	3	7
Cumberland		RI 122	MENDON RD.	I 295 TO BEAMIS AVE	1.36	0	44	44
Cumberland		RI 114	Rte 114 (High St/Diamond Hill Rd.)	Bowen St to Blackstone St	0.31	18	0	18
Cumberland		RI 123	Rte 123 (Dexter St.)	Old Whipple St to Mass S/L	0.68	22	0	22
East Greenwich		US 1	MAIN ST.	FIRST AVE TO DIVISION ST	0.66	1	61	62
East Greenwich		RI 401	FIRST AVE.	KENYON AVE TO US-1	0.44	3	22	25

Table 7: Deficient Curb Ramps/Barriers – Inventory of ADA Pipeline as of 3/1/16, continued

Sidewalk Segment Information					Deficiencies			
City/Town	Name Intersection	Route	Road	Limits	Approx MILES	Ped. Access points w/no ramps	Existing Non-compliant Ramps	Total
East Providence		RI 114	Rte 114 (Pawtucket Ave)	Baldwin St to Armington Ave	1.21	53	21	74
East Providence		RI 103	WILLET AVE.	5(b)Prescott Avenue to PAWTUCKET AVE	1.00		108	108
East Providence			BULLOCKS POINT AV.	RI 103 (PAWTUCKET AVE.) TO BEACON AVE.	1.14	7	55	62
East Providence		RI 103	Rte 103 (Warren Ave.)	S Hull St to S Blossom St	0.45	33	5	38
East Providence		RI 114	Rte 114 (Wampanoag Tr.)	Pawtucket Ave (Rte 114/103) to Tripps Ln	0.58	0	24	24
East Providence	SOUTH BROADWAY/FREEBORN AVE.					8	0	8
East Providence		RI 103	WILLET AVE.	5(a)Prescott Avenue to BARRINGTON T/L	0.88	0	0	0
East Providence			METROPOLITAN PARK DR.	RI 103 (WILLET AVE) TO BARRINGTON T/L	0.28	0	108	108
Jamestown			Conanicus Ave & Walcott Ave.	Ocean St to Mt Hope Ave	1.62	34	22	56
Johnston		RI 128	KILLINGLY ST.	GREENVILLE AVE TO Providence C/L	0.65	6	32	38
Johnston		RI 14	PLAINFIELD St.	RT 5 (ATWOOD AVE) TO SILVER LAKE AVE	1.25	2	40	42
Johnston		RI 128	GREENVILLE AV.	GEORGE WATERMAN AVE TO RT 128 (KILLINGLY ST)	0.61	0	44	44
Johnston		RI 5	Rte 5 (Atwood Ave.)	Rotary Dr to Park St	0.45	12	6	18
Johnston		RI 5	Rte 5 (Atwood Ave.)	Carding Lane		2	0	2
Lincoln		RI 123	FRONT ST	RI 126 (RIVER RD) TO RI 122 (LONSDALE AVE.)	0.62	15	23	38
Lincoln	FRONT STREET/RIVER ROAD					8	0	8
Lincoln		RI 126	Rte 126 (Old River/River Rd)	2(a)Rte 123 (Front St) to Maria Street	1.04	22	23	45
Lincoln		RI 123	FRONT ST.	RI 126 (RIVER RD) TO GREAT RD	0.21	0	4	4
Lincoln		RI 126	OLD RIVER RD.	CURTIS LN TO MARTINS WAY	1.07	8	2	10
Lincoln	BREAKNECK HILL ROAD/OLD LOUISQUISSET PIKE					2	0	2
Lincoln		RI 126	Rte 126 (Old River/River Rd)	2(b)Maria Street to Ducarl Drive	1.12	0	0	0
Lincoln		RI 126	Rte 126 (Old River/River Rd)	2(c) Ducarl Drive to Rt 116	0.96	0	0	0
Lincoln		RI 126	OLD RIVER RD.	RT 116 TO MARTINS WAY	0.70	16	8	24

Table 7: Deficient Curb Ramps/Barriers – Inventory of ADA Pipeline as of 3/1/16, continued

Sidewalk Segment Information					Deficiencies			
City/Town	Name Intersection	Route	Road	Limits	Approx MILES	Ped. Access points w/no ramps	Existing Non-compliant Ramps	Total
Narragansett	Rte. 1A / Dunes Club entrance, and Narragansette Town Beach non-signalized intersections	RI 1A	Rte 1A (Boston Neck Rd)	Dunes Club to Narragansett Beach	0.07	20	25	45
North Providence		RI 15	Rte 15 (Mineral Spring Ave.)	Sweet St to McGuire Rd	0.57	22	16	38
North Providence		RI 15	Rte 15 (Mineral Spring Ave.)	Plaza entrance just east of Rte 7 to Ivan St. incl. Martin Ave	1.04	53	38	91
North Providence			Smithfield Rd.	Seamans Ave to Lubec St	1.07	40	12	52
North Providence			High Service Ave.	Ormonde St to Smithfield Rd	0.66	44	0	44
North Providence		RI 15	Rte 15 (Mineral Spring Ave.)	Barrett Ave to Puritan St	0.27	11	5	16
North Smithfield		RI 102	Rte 102 (Victory Hwy.)	Eaton St to Ferrier St	1.32	16	6	22
North Smithfield	MOUNT PLEASANT ROAD/VICTORY HIGHWAY					4	0	4
North Smithfield	SMITHFIELD ROAD (146 A)/SOUTH MAIN STREET		Mt Pleasant Rd turns into Main street			2	0	2
Pawtucket	CENTRAL AVE./ SABIN STREET		Central Ave.			4	0	4
Pawtucket		RI 126	SMITHFIELD AV.	LINCOLN T/L TO MINERAL SPRING AVE.	0.58	1	48	49
Pawtucket	POWER ROAD/SMITHFIELD AVE. (Route 126)					6	0	6
Pawtucket/ East Providence		US 1A	NEWPORT AVE.	BEVERAGE HILL AVE TO FEDERAL ST	0.87	0	30	30
Portsmouth			TURNPIKE AVE.	RI 114 (BRISTOL FERRY RD) TO RI 138 (EAST MAIN RD)	1.03	4	38	42
Providence		RI 6A	Rte 6A (Hartford Ave.)	Alverson Ave to Rte 6	0.62	13	30	43
Providence		RI 6A	Rte 6A (Hartford Ave.)	Celia St to Kinfield St	0.16	17	3	20
Smithfield		RI 116	SMITH AVE.	ORCHARD AVE. TO US 44 (incl Terrace Dr intersection)	0.61	3	11	14
Smithfield/ Gloucester		RI 116	SMITH AVE.	ORCHARD AVE. TO W. GREENVILLE RD. (incl unsig Snake Hill Rd/W. Greenville Rd int.)	0.76	3	17	20
Tiverton		RI 81	Rte 81 (Stafford Rd.)	Washington Ave to Mass S/L	0.65	20	1	21
Tiverton		RI 81	STAFFORD RD.	RI 177 TO GLENDALE RD	0.51	4	0	4

Table 7: Deficient Curb Ramps/Barriers – Inventory of ADA Pipeline as of 3/1/16, continued

Sidewalk Segment Information					Deficiencies			
City/Town	Name Intersection	Route	Road	Limits	Approx MILES	Ped. Access points w/no ramps	Existing Non-compliant Ramps	Total
Warwick	RI 113 (MAIN AVENUE)/ BUTTONWOODS AVE.	RI 113				2	57	59
Warwick		RI 117	CENTERVILLE RD.	4(a) YMCA TO QUAKER LANE	0.67	22	58	80
Warwick		RI 1	Rte 1 (Post Rd.)	Racing Ave to Rte 113 Main Ave		13	3	16
Warwick	RI 113 (MAIN AVENUE)/ POST ROAD (Signal 692)	RI 113/ RI 1				6	0	6
Warwick		RI 117	CENTERVILLE RD.	4(b) YMCA to Diamond Hill Rd	1.09	0	0	0
Warwick		RI 113	MAIN AVE.	RT 5 TO JEFFERSON BLVD	0.84	10	44	54
Warwick		RI 113	Rte 113 (Main Ave.)	Post Rd to Gorham Ave		12	0	12
Warwick		RI 113	Rte 113 (Main Ave.)	Buttonwoods Ave to Modena Dr		9	0	9
Warwick		US 1	ELMWOOD AVE.	POST RD TO CRANSTON C/L	0.93	0	28	28
Warwick		RI 117	Rte 117 (West Shore Rd.)	3(a) Freeborne St to Oakland Beach Avenue	0.96	95	56	151
Warwick		RI 117	Rte 117 (West Shore Rd.)	3(b) Oakland Beach to Graham Avenue	1.50	0	0	0
Warwick			NARRAGANSETT PKWY.	MARINE AVE TO SPRING GREEN RD	1.09	5	10	15
Warwick	Narragansett Pkwy/ Bayside Ave., non-signalized intersection		Narragansett Pkwy.			5	3	8
West Warwick		RI 115	Rte 115 (Providence St.)	Tanglewood Dr to New London Ave	0.36	4	1	5
Westerly		RI 216	Rte 216 (Church St.)	Quarry Rd to N Woody Hill Rd		9	2	11
Woonsocket			MENDON RD.	CUMBERLAND HILL RD TO DIAMOND HILL RD	1.86	2	57	59
Woonsocket		RI 126	MANVILLE RD.	HAMLET AVE TO RR ST	1.83	1	38	39
Total					49.4	842	1,476	2,318

Table 8 presents the ADA projects proposed as part of the STIP within the TAP Program.

Table 8: Proposed ADA Projects 2016 and 2017-2025 STIP

City/ Town	Name	Type
Cumberland, Central Falls, Pawtucket	Rt 114 St (Mendon Rd, Cumberland to Exchange St, Pawtucket)	Ped/ADA
Hopkinton	Main St Handicap Access Sidewalk	Ped/ADA
Middletown	Purgatory Road Sidewalk Installation	Ped/ADA
New Shoreham	West Side Road - Sidewalks	Ped/ADA
Newport	Thames and Spring Street Streetscape Improvements	Ped/ADA
Newport	Marlboro Street/West Marlboro Streetscape Improvements	Ped/ADA
Newport	ADA Intermodal Hub, Fort Adams State Park	Ped/ADA
North Kingstown	Post Road - Curbing & Sidewalks	Ped/ADA
Pawtucket	Exchange Street Enhancement	OTA
Portsmouth	Sprague Street Sidewalks	Ped/ADA
Portsmouth	East Main Road Sidewalks	Ped/ADA
Providence	Providence Waterplace & Riverwalk Repairs & Walkway Improvements	Ped/ADA
Providence	Citywalk Providence Pedestrian and	Ped/ADA
Providence	Exchange Street Sidewalk Widening Project	Ped/ADA
Providence	Cathedral Square Enhancement Project	Ped/ADA
Providence	Downtown Providence Pedestrian Wayfinding Project	Ped/ADA
Warren	Water Street Sidewalks & Streetscape	Ped/ADA
Westerly	Bay Street Streetscape Improvements	OTA
Woonsocket	Middle Main Street Improvements	Ped/ADA

RIDOT is currently working to bring the balance of the curb ramp/sidewalk inventory partially listed in Table 7, above, on line. RIDOT will geographically pinpoint the location of all ramps and access points and assign each a unique identifier. The ADA Coordinator and Planning's Programmer Analyst/Manager will work collaboratively on this effort according to the following schedule:

- Organizing balance of curb ramp/access point inventory 9/2016
- Establishing geographic coordinates & unique identifiers 9/2016
- Update balance of curb ramp inventory 3/2017
- Centrally stored in geographically based relational database 9/2017

2.3 Signalized Intersections

RIDOT has a total of 769 signalized intersections within its jurisdiction. At each intersection a network of curb ramps should be in place to transition pedestrians off of the sidewalk to cross the street. As can be seen from Map 6, above, many intersections have accessibility improvements planned in the proposed STIP. RIDOT will work

according to the means and methods established in Part 3.4 of this Plan to provide geographic coordinates and unique identifiers for these deficiencies and store this information in a centrally located database by 3/31/17.

Many of these intersections are equipped with pedestrian signals. At this time, a total of 29 intersections are equipped with Accessible Pedestrian Signals (APS). APS is a device that communicates pedestrian signal timing information in a non-visual format (audible tones, verbal messages, or vibrating surfaces). APS provides traffic signal information at street crossings to allow pedestrians with vision or hearing impairments to know when the "WALK" interval begins and ends so a street may be safely crossed. All future intersection upgrades will include the installation of APS as part of the scope of the project. RIDOT's ADA Coordinator will identify each APS and provide a unique identifier for each APS currently in operation. Information on APS controllers, posts per intersection, signal head information, pushbutton and tone details will also be gathered. For further information on the means and methods related to the future APS inventory, see Part 3.6 of this Plan.

2.4 Other RIDOT Facilities

RIDOT also has a number of other facilities that were inventoried; and, if not already made accessible, must be made accessible as part of this Plan. This part discusses RIDOT's transit facilities, its maintenance facilities that are open to the public and rest areas and visitor's centers.

2.4.1 Transit Facilities:

RIDOT owns and maintains Wickford Junction Train Station in the Town of North Kingstown. RIDOT constructed the Interlink Station in Warwick, which is maintained by the Rhode Island Airport Corporation (RIAC). Both facilities are fully ADA accessible. Wickford Junction and Interlink Stations have elevators, accessible parking spaces, tactile edging, electronic signage and public address systems. RIDOT recently reconstructed the plaza and sidewalk facilities at Providence Station, which is maintained by the City of Providence. The plaza and sidewalks are accessible. Providence Station is owned by Amtrak. RIDOT has operating rights for MBTA Commuter Rail. The detailed information on accessibility of the features associated with these projects as finalized during construction are on file at RIDOT. The Civil Rights Administrator will gather this inventory of information and follow up as necessary to confirm accessibility.

RIDOT also owns Westerly and Kingston Railroad Stations, where Amtrak provides inter-city passenger rail service which is provided by Amtrak. RIDOT has responsibility for accessibility of rail passengers as they make their way into the station and out onto the platform. Amtrak is responsible for accessibility of its passengers as they make their way to the proper track and station platform and then onto the Amtrak train. RIDOT has reviewed those items of ADA for which it is responsible for at each of these older intercity passenger stations and has determined that both Kingston and Westerly are currently accessible, with accessible ticketing and bathroom areas available at both stations.

RIDOT's facilities also serve as access points to passengers taking the Rhode Island Public Transit Authority's (RIPTA's) bus service. RIPTA is responsible for all bus shelters along RIDOT's facilities and their accessibility. RIPTA also maintains a bus fleet that includes boarding/alighting technology and wheelchair loading machinery that is ADA compliant. RIPTA provides periodic updates to RIDOT on bus stop locations.

RIDOT is responsible for ADA compliant curb ramps to ensure accessibility onto the sidewalks at each RIPTA stop along a state highway. The curb ramp and pedestrian access points adjacent to the latest update of RIPTA's stops has been gathered as part of RIDOT's overall curb ramp inventory and will need to be analyzed and self-assessed as this information relates to RIPTA stops. RIDOT's ADA Coordinator will work closely with RIDOT's Programmer Analyst Manager and Planning Division to match the curb ramp and access point deficiencies to the appropriate RIPTA stops, provide for geographic coordinates and unique identifiers across the relevant pipelines so this information is linked. RIDOT will complete these activities and link the deficiencies to the appropriate RIPTA stops by 3/31/17.

2.4.2 Park and Ride Lots:

RIDOT also counts among its inventory of bus transit related assets various park and ride facilities. Table 9, below, provides the current status of RIDOT's Park and Ride facilities. In 2014, RIDOT undertook an accessibility project for 12 RIDOT Park and Ride lots at a cost of approximately \$900,000. The scope of each of these projects included providing ADA parking spaces, including spaces for vans to meet ADAAG Standards. For more information on standards, please see Part 3.8 of this Plan. The scope also included providing: accessible routes adjacent to ramps; accessible ramps between the parking surface and bus boarding/sidewalk surface, improved sidewalk surfaces where needed; and, accessible bus shelters and seating. This project was substantially completed in late 2015 and these RIDOT Park and Ride lots are now fully accessible. RIDOT also recently made the Park and Ride lots at Police Cove in Barrington, Frenchtown Road in East Greenwich and Boyd's Lane in Portsmouth fully accessible. The balance of the lots have deficiencies that will need to be addressed. These lots and a summary of the accessibility work required is discussed in Part 4.4.2 of this plan.

Table 9 – Status of RIDOT Park and Ride Lots

Municipality	Location	Status	Deficiencies
Barrington	County Road @ Barrington Congregational Church	Fully Accessible	None
Hopkinton	Route 3 @ I-95 Exit 1	Fully Accessible	None
North Kingstown	Routes 138 and 1A	Fully Accessible	None
Pawtucket	Pine Street/Grace Street	Fully Accessible	None
Pawtucket	George Street @ Grace & Marin Streets	Fully Accessible	None
Richmond	Routes 138 & I-95	Fully Accessible	None
Tiverton	Fish Road North of Route 24	Fully Accessible	None
Warren	Franklin Street, East of Main Street	Fully Accessible	None
Warwick	Route 117 @ I-95	Fully Accessible	None
West Greenwich	I-95 Exit 7	Fully Accessible	None
West Greenwich	Hopkins Hill Road	Fully Accessible	None
Barrington	Police Cove Park @ Rt. 103/County Road	Fully accessible	None
East Greenwich	Frenchtown Road	Fully Accessible	None
East Providence	Rt. 44/Taunton Avenue	Deficient	Faded signage; deteriorated curb ramps; failed pavement; obsolete bus interface
Portsmouth	Boyd's Lane	Fully Accessible	None
Warwick	Airport Road	Considered Accessible	Replace a detectable warning system
East Greenwich	Rt. 2 & Rt. 4	Deficient	Lacks van accessible spot; deteriorating curbing; deficient curb ramps; missing detectable warning systems.
South Kingstown	Rt. 138/"The Tower"	Deficient	Signage; deteriorated curb ramps; deteriorated detectable warning systems; protruding object; inadequate ramp and sidewalk slopes.

2.4.3 Maintenance Facilities

RIDOT also operates in a number of maintenance facilities, such as its Main Headquarters, on Lincoln Avenue in the City of Warwick, which is open to the public. RIDOT also operates a number of satellite maintenance facilities that are not open to the public. RIDOT's Maintenance Headquarters is accessible, with ADA compliant parking, including parking for vans, and ADA compliant striping and signage. Curb ramps and concrete condition is acceptable as is the walkway to the entrance of the facility. The building foyer and elevator are accessible. The restrooms are also accessible.

2.4.4 Rest Areas/Visitor's Center:

RIDOT does not own or operate the rest area facility on Route 295 northbound in the Town of Lincoln. The former Visitor's Center at Exit 3 on Route 95 is no longer open to the public. RIDOT was recently awarded TIGER funding and is planning the development of an information center at Exit 1 along Route 95 in Hopkinton. The 20 acre site will include a 6,000 square foot Welcome Center, a Park and Ride facility, RIPTA hub with shelter, intercity bus hub service, alternative fueling stations for vehicles and related amenities. The entire facility will be accessible when the project is completed.

DRAFT

**PART THREE:
BARRIERS TO RIDOT FACILITIES -
MEANS AND METHODS TO ADDRESSING
OBSTACLES**

Part Three: Barriers to RIDOT Facilities - Means and Methods to Addressing Obstacles

3.1 Introduction

RIDOT will address the obstacles to accessibility at its facilities through the implementation of a series of construction projects. This Part describes the means by which RIDOT will act upon the inventoried deficiencies provided in Part Two of this Plan and the methods through which these deficiencies will be removed.

3.2 Project Management System

RIDOT has instituted a Project Tracking System (PTS) to develop and implement its transportation improvements. Each RIDOT Project is assigned to a Project Manager. A Project Manager is responsible for any given RIDOT project from inception through close out. The development of a project occurs within RIDOT's PTS, which is a detailed and milestone driven system. With respect to addressing ADA deficiencies, RIDOT's system provides for design review at four milestones as shown in Figure 2, below. ADA compliant design is an important component within these milestones. RIDOT monitors overall development of all RIDOT projects according to these milestones in monthly project status meetings at the highest levels.

Figure 2 – Project Tracking System Sample

Critical Project Review - Data From: December 2015 - DRAFT

 PTS ID / RICC Project Manager Actual (Act) Budgeted (CS) Project Name Prior Budget			Concept	Design														Pre-Implementation	Implementation	Closeout												
			1	2	3	4	5	6	7	8	9a	9b	10	11	12a	12b	13	14	15	16	17	18	19	20	21	22	23	24	25	26	27	28
			Project Approved for Design	Design Handling Assigned	Package to Procurement (Design)	Advise Design Contract	Design Consultant Selected	NTP Design (Contract or In-House)	Public Participation Plan Update Approved	10% Preliminary Design Approved	Operations Approval Requested	NTP Review	50% Design Approved	R/W Submission Sent to Real Estate	MEPA Approved	Title #1 Complete	Permit Submission Received	Value Engineering Complete	50% Design Approved (P.S. 4 E)	Permits Approved	Utility Agreements Executed	100% Design Approved (P.S. 4 E)	Property Available	Implementation Funding Obligated	Utility Purchase Order Issued	Package to Procurement (Primary)	Advise Primary Contract	NTP Primary (Contract or In-House)	Project Finished w/o Schedule Contingency	Project Finished w/ Schedule Contingency	Hand Off to Operations	Closeout Complete
			Project Type: TAPI/Other																													
																											Jan 2015	Nov 2015	Jan 2016	May 2016	Jul 2016	
0002P - 2014 LE 001	Act	\$1,180,791																														
Herreshoff Museum: Bumside Bldg. Rehab.	B/B	\$525,000																														
	W/O																															
Total Act: \$1,180,791.37																											Construction Complete - On schedule for 7/1/16 closeout					

Printed: 04/13/2016 - 8:33 pm

■ Data requires Chief Approval
 ■ Construction Active
 ■ Completed
 ■ On Time
 ■ Ahead
 ■ Delayed

Page 1 of 1

The procedure during project design to address ADA deficiencies is as follows:

- Each project requiring action on ADA is scheduled in the PTS.
- Design of the ADA improvements proceed
- At appropriate design milestones, a RIDOT Project Manager will submit the project design to the ADA Coordinator for review and approval with respect to meeting ADA.
- If the design meets ADA standards and addresses all deficiencies not covered by the policy discussed in Part 3.9, below, the design is approved and the project proceeds.

- If the design requires accessibility refinements, the ADA Coordinator and the Project Manager work collaboratively to make the appropriate changes.
- No RIDOT Project can proceed to construction without ADA approval.

3.3 Project Pipelines Containing ADA Improvements

RIDOT has recently developed a 10 Year Plan under which transportation improvements will be implemented, including ADA improvements. RIDOT's 10 Year Plan is an important component of the STIP, which is currently being updated as discussed in Part 2.2, of this Plan. The methodology for including ADA related projects in the STIP is summarized below:

- Pavement Projects (Including Work on Sidewalks) – Pavement condition with sidewalks considered based on ADA need/mobility improvement.
- Traffic Intersection Projects – Signal/intersection condition, safety, congestion, low cost/high benefit, ADA/Mobility improvement
- ADA projects within the Transportation Alternatives Program (TAP) – The STIP “Guiding Principles”, including, mobility, cost effectiveness and safety, as well input from the Transportation Advisory Committee (TAC) in a public meeting forum.

In implementing the STIP, RIDOT groups projects by common type in separate “project pipelines.” Each ADA project will fall within a specific project pipeline according to Table 10, below.

Each pipeline prioritizes projects generally based upon either the condition of the asset being brought into a state of good repair; and/or according to the potential level of use of a RIDOT facility by ADA populations. For more information on how RIDOT measures level of use, please see Part 3.10 of this Plan. The Pipelines in Table 10, below are organized according to the method by which ADA improvements are undertaken at RIDOT.

Table 10: Pipelines Addressing ADA Deficiencies

Part	Description	Pipeline	Primary Prioritization Method
3.4	Curb Ramp Inventory & TAP/ADA Projects	TAP/ADA	ADA Need
3.5	Access Points, Curb Ramps or Sidewalk Segments within pavement projects	Pavement	Pavement Condition
3.6	Ramps at Signalized Intersections	Traffic Intersection	Safety, Signal Condition or need for Signal if intersection is not signalized
3.7	Train Stations	ADA	ADA Need
3.7	Park and Ride Lots	ADA	ADA Need
3.7	RIPTA Bus Stops at RIDOT Facility	ADA	ADA Need
3.7	Other RIDOT Owned Buildings	Maintenance	Asset Condition
3.7	Rest Areas/Information Centers	Maintenance	Asset Condition

3.4 The ADA Pipeline

The ADA Pipeline will serve as RIDOT's central clearinghouse for ADA related improvements. Future deficiencies identified on RIDOT's facilities will initially be grouped in this pipeline; however, certain deficiencies may be transferred from the ADA Pipeline and resolved as part of a project in another pipeline. The ADA Pipeline will provide RIDOT with a central point where ADA deficiencies may be accumulated, inventoried, assigned unique identifiers, incorporated into a database, organized, grouped and tracked by RIDOT's ADA Coordinator. This will include sidewalk/curb ramp, intersection curb ramp deficiencies and Accessible Pedestrian Signals (APS) proposed for installation. For more details on APS, please see Part 3.6 of this Plan.

It will be the responsibility of the ADA Coordinator and the Planning Division's Program Analyst Manager to work collaboratively to assess the inventory within the ADA Pipeline on an ongoing basis. This coordination will include grouping ADA deficiencies into logical packages or clusters of work as part of the ADA project pipeline; or, other pipelines as appropriate to provide accessibility on those projects with a higher ADA need, sooner. The ADA Coordinator will be responsible for prioritizing projects in this pipeline based on ADA need, as discussed in Part 3.10, below. The ADA Coordinator and Planning's Program Analyst Manger will also be responsible for maintaining the database and tracking the disposition of ADA deficiencies as part of a team. The general means to carry out these activities is provided in Table 11, below:

Table 11: Division of Duties and Responsibilities – ADA Pipeline

Duty	Task	Responsibility
Planning/Scoping	Description of ADA Deficiency	Planning & ADA Coordinator
	Assign Unique Identifier	Planning
	Update Database	ADA Coordinator
	Confirm deficiencies and group as logically appropriate	Planning/Program Analyst Manager & ADA Coordinator
	Develop initial cost estimate	Planning
	Identify Special Conditions (if any)	Planning
	Prioritize Based on ADA Need and Update Database	ADA Coordinator Planning/Program Analyst Manager
	Determine appropriate pipeline	Planning/Program Analyst Manager, ADA Coordinator/Pipeline Managers
	Update database	ADA Coordinator
Design Review Approval	Review design to ensure ADA is being met.	ADA Coordinator/Project Manager
Construction	Coordination during construction to ensure ADA compliance is achieved	ADA Coordinator/Project Manager
Finalization	Confirm ADA compliance was met. Update Database	Finals Section/ADA Coordinator/ Project Manager

3.5 Pavement Pipeline/Traffic Intersection Pipelines

RIDOT's Pavement and Traffic Intersection Pipelines will contain projects where sidewalk accessibility will also be addressed along with bringing RIDOT's roadways into a good state of repair. The means by which the ADA elements within these projects are implemented are summarized in Table 11, above. It will be the responsibility of the ADA Coordinator to track these deficiencies and ensure their resolution.

3.6 Accessible Pedestrian Signals (APS)

APS is a device that communicates pedestrian signal timing information in a non-visual format (audible tones, verbal messages, or vibrating surfaces) to provide traffic signal information at street crossings to allow pedestrians with vision or hearing impairments to know when the "WALK" interval begins and ends so a street may be safely crossed. RIDOT's APS policy follows the United States Access Board's "Public Rights of Way Accessibility Guidelines (PROWAG) as a best practice. RIDOT has also adopted a policy (see Appendix C) where all future intersection upgrades will include the installation of APS as part of the scope of the project unless determined to be technically infeasible as defined in Part 3.9 of this Plan. This policy is located on RIDOT's website along with an APS signal request form that allows RIDOT to consider public input on APS and add APS to RIDOT projects based on an assessment. The ADA Coordinator shall review the Traffic Intersection Pipeline and establish geographic coordinates and unique identifiers for new APS coming on line according to the Means and Methods described in Part 3.4 of this Plan so these assets may be tracked and maintained through their life cycle.

RIDOT's APS Policy also establishes procedures for signal maintenance activities that include review of signals that are inoperable or do not meet the Manual Uniform Traffic Control Devices (MUTCD) regulations. RIDOT's Highway and Bridge Maintenance Division (Maintenance) receives calls statewide regarding its facilities. This information includes calls on traffic signals. These matters are reviewed by Traffic Engineering and any necessary work on APS is scheduled and performed by Maintenance. The ADA Coordinator will receive information from Traffic Engineering on APS and compile a summary of the work performed on the APS units. This information will be on file at RIDOT and utilized in managing these assets during their life cycle.

The current system for maintaining APS relies on the tracking of Maintenance response calls and work orders. Further steps are needed as the APS inventory expands to allow for routine periodic inspection and calibration of APS. This process can be undertaken and prioritized according to the means established in Part 3.10 of this Plan, so ADA need is considered when maintaining APS. RIDOT will develop an annual inspection procedure for APS. This procedure will be developed by a team consisting of Traffic Engineering, Maintenance and Civil Rights. The resulting procedure will be provided as an update to this Plan.

3.7 Other RIDOT Facilities

RIDOT's other facilities include transit facilities (train stations, accessible ramps and sidewalks to RIPTA bus service, park and ride lots), maintenance facilities and will include a tourist/rest area. The Intermodal Office at RIDOT and the Property Management Unit work regularly on issues concerning train stations. RIDOT works collaboratively with RIPTA on bus service matters. Property Management and Intermodal work collaboratively on Park and Ride Lots. Maintenance works on any issues regarding ADA compliance that may arise at Maintenance Headquarters. The ADA Coordinator will coordinate with these working groups to review any ADA needs that may require project level action and introduce these projects into the ADA Pipeline as provided for in Part 3.4, above.

3.8 Standards

RIDOT continues to utilize the Americans with Disabilities Act Accessibility Guidelines (ADAAG) standards and utilizes as a best practice the Public Rights-of-Way Accessibility Guidelines (PROWAG) in its design manual and design policies. Upon adoption of PROWAG as the national standard, RIDOT will begin a process to convert to PROWAG as standard practice. RIDOT anticipates a period of 12 to 18 months to convert to PROWAG standards.

3.9 Technical Infeasibility

RIDOT has a Technical Infeasibility Determination policy through which site specific and limited waivers may be granted for ADA compliance provided there is substantial documentation. This policy clearly establishes that waivers are only granted where meeting ADA in limited site specific areas is infeasible. These waivers do not apply to entire projects/corridors. RIDOT will include the ADA Coordinator in this process with the appropriate technical engineering experts responsible for such matters in design and construction. The ADA Coordinator will assist in the maintenance of a database of instances submitted as technically infeasible and track the disposition of these matters.

3.10 ADA Prioritization

The State of Rhode Island's geographical information systems allow RIDOT to identify the amount and types of pedestrian generators on roadways. This allows RIDOT to measure the number of generators of pedestrian activity within sidewalk segments as an indicator of overall ADA need. Working according to the prioritization established in Table 12, below, RIDOT has developed a pedestrian generator index that provides overall scores for the sidewalk segments in RIDOT's inventory, as of 3/1/16. This prioritization for sidewalk segments may be seen in Table 13, below. This list provides a look at sidewalk needs; fully funding these needs will be subject to future updates of the STIP, as discussed in Part 5.5 of this Plan. Map 7 shows the areas with the higher concentrations of generators in red and fades to blue to depict lower concentration. The sidewalk segments appear in dark blue. It is worth noting that although not subject to a current RIDOT project, there are urban areas where the pedestrian generator index returns values in excess of 300, as can be seen in the legend in Map 7.

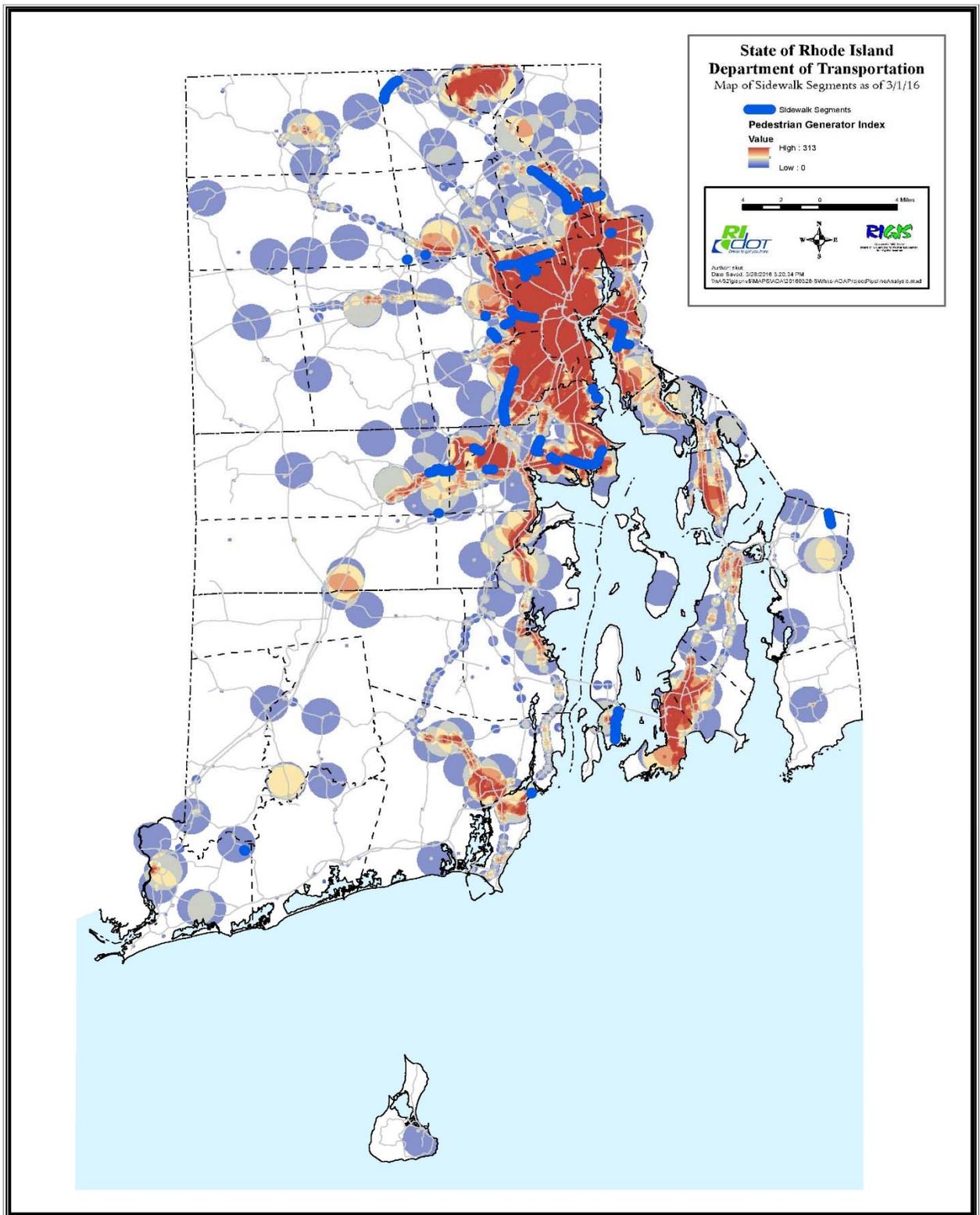
Table 12: Pedestrian Generator Priorities

Priority	Generator	Points	Buffer
1	Public Schools	10	1 Mile
	Other Public Buildings (City/Town Halls, Post Offices, Libraries, Police & Fire Stations, etc.)	10	.1 Mile
2	Transit Facilities (Bus Stops, Train Stations)	5	.25 miles
3	Places of Public Accommodation (Hospitals, Senior Centers)	3	.1 mile

RIDOT also includes additional consideration for projects emphasized as critical through the ADA Focus Group (see Appendix D); RIDOT will run this prioritization tool on other elements of this Plan. This effort will be subject to the applicable means and methods of this Part of the overall Plan and the work will be carried out by RIDOT Planning's Program Analyst Manager & ADA Coordinator. The prioritization schedule is:

- Additional TAP/ADA Projects – Proposed STIP: 9/30/16
- Pavement Pipeline Projects - 9/30/16
- Intersection Pipeline Projects: 9/30/16
- Park and Ride Lots 9/30/16
- Bus route corridors 3/31/17
- Update of Curb Ramp/Access Point Inventory 3/31/17

Map 7: Map of Sidewalk Segments as of 3/1/16



As previously discussed, Table 13 provides the final ranking from high to low based on the pedestrian generator index and overall need. Additional consideration was given to those projects that were emphasized as critical by the ADA Focus Group, as discussed in Appendix D. (For a list of projects from this overall inventory proposed for funding in the STIP, please see Table 18 in Part 4.2.2 if this Plan.)

Table 13 – Prioritized List of Sidewalk Segments as of 3/1/16

ID	Municipality	Road	Route	LIMITS	Notes/Other Barriers	Signalized Intersection	Side Street Crossings	Total
68	East Providence	Rte 103 (Warren Ave)	RI 103	S Hull St to S Blossom St	Several street x-ings w/ no curb ramps; bit SW		several	220
64	East Providence	Rte 114 (Pawtucket Ave)	RI 114	Baldwin St to Armington Ave	Several street x-ings w/ no curb ramps; bit SW; signalized intersection w/in limits at Brightridge Ave w/ no curb ramps; RIDOT Traffic studying midblock x-ings w/in limits (coordinate with them thru design)		several	215
28	Providence	Rte 6A (Hartford Ave)	RI 6A	Alverson Ave to Rte 6	Several street x-ings w/ no curb ramps; signalized intersections w/in limits w/ curb ramps		several	210
56	East Providence					SOUTH BROADWAY/FREE BORN AVENUE		210
39	Johnston	PLAINFIELD PK	RI 14	RT 5 (ATWOOD AVE) TO SILVER LAKE AVE				130
81	North Providence	Smithfield Rd		Seamans Ave to Lubec St	Several street x-ings w/ no curb ramps; bit SW		several	130
37	North Providence	Rte 15 (Mineral Spring Ave)	RI 15	Sweet St to McGuire Rd	Several street x-ings w/ no curb ramps; bit SW; signalized intersection w/in limits w/ curb ramps		several	125
83	North Providence	Rte 15 (Mineral Spring Ave)	RI 15	Barrett Ave to Puritan St	Several street x-ings w/ no curb ramps; bit SW; signalized intersection w/in limits w/ curb ramps		several	120
77	North Providence	High Service Ave		Ormonde St to Smithfield Rd	Several street x-ings w/ no curb ramps; cem conc SW		several	118
82	North Providence	Rte 15 (Mineral Spring Ave)	RI 15	Plaza entrance just east of Rte 7 to Ivan St	Several street x-ings w/ no curb ramps; bit SW; couple signalized intersections w/in limits w/ curb ramps		several	115
23	Pawtucket	SMITHFIELD AV	RI 126	LINCOLN T/L TO MINERAL SPRING AVE.				105
26	Warwick	ELMWOOD AV	US 1	POST RD TO CRANSTON C/L				105
74	Providence	Rte 6A (Hartford Ave)	RI 6A	Celia St to Kinfield St	Several street x-ings w/ no curb ramps; cem conc SW		several	103
18	East Providence	BULLOCKS POINT AV		RI 103 (PAWTUCKET AVE.) TO BEACON AVE.				100
75	Pawtucket	Central Ave			Cem conc SW		Sabin St	100
42	Warwick	Rte 117 (West Shore Rd)	RI 117	Graham Ave to Freeborne St	Several street x-ings w/ no curb ramps; bit SW; several intersections w/in limits w/ curb ramps		several	100
27	West Warwick	Rte 33 (Providence St)	RI 33	Tanglewood Dr to New London Ave	Several street x-ings w/ no curb ramps; bit & cem conc SW; RIDOT Traffic project installing curb ramps at midblock x-ing near 319 Providence St (to advertise in March 2015)		several	100

Table 13 – Prioritized List of Sidewalk Segments as of 3/1/16

ID	Municipality	Road	Route	LIMITS	Notes/Other Barriers	Signalized Intersection	Side Street Crossings	Total
17	East Greenwich	MAIN ST	US 1	FIRST AVE TO DIVISION ST				98
5	Cranston	ELMWOOD AV	US 1	PARK AVE TO WARWICK C/L				95
49	Pawtucket/ E Providence	NEWPORT AVE	US 1A	BEVERAGE HILL AVE TO FEDERAL ST				95
63	East Providence	Rte 114 (Wampanoag Tr)	RI 114	Pawtucket Ave (Rte 114/103) to Tripps Ln	Several street x-ings w/ no curb ramps; bit SW; signalized intersection w/in limits at Wampanaug Tr w/ curb ramps		several	90
7	Johnston	KILLINGLY ST	RI 128	GREENVILLE AVE TO Route 6				90
9	Warwick	MAIN AVE	RI 113	RT 5 TO JEFFERSON BLVD				90
22	Warwick	Rte 113 (Main Ave)	RI 113	Buttonwoods Ave to Modena Dr	Several street x-ings w/ no curb ramps; bit SW		several	90
38	East Greenwich	FIRST AV	RI 401	KENYON AVE TO US-1				85
29	Johnston	GREENVILLE AV	RI 128	GEORGE WATERMAN AVE TO RT 128 (KILLINGLY ST)				85
1	Warwick	Rte 113 (Main Ave)	RI 113	Post Rd to Gorham Ave	Several street x-ings w/ no curb ramps; bit SW		several	85
44	Warwick	Rte 1 (Post Rd)	RI 1	Racing Ave to Rte 113 Main Ave	Several street x-ings and intersections w/ no curb ramps; bit SW		several	85
58	Warwick		RI 113/ RI 1			RI 113 (MAIN AVENUE)/POST ROAD (Signal 692)		85
14	Lincoln	FRONT ST	RI 123	RI 126 (RIVER RD) TO RI 122 (LONSDALE AVE.)				80
35	Smithfield	SMITH AV	RI 116	ORCHARD AVE. TO US 44				80
32	Woonsocket	MANVILLE RD	RI 126	HAMLET AVE TO RR ST				80
41	Woonsocket	MENDON RD		CUMBERLAND HILL RD TO DIAMOND HILL RD				80
48	Coventry	Rte 117/33 (Washington St)	RI 117/ RI 33	Contentment Dr to Andrews Ave	Several street x-ings and intersections w/ no curb ramps; mix of bit and cem concrete SW		several	70
40	Cranston	OAKLAWN AVE	RI 5	MAYFIELD AVE TO RI 2				70
45	Lincoln	Rte 123 (Front St)	RI 123	Rte 126 (River Rd) to Carrington St	Several street x-ings w/ no curb ramps; signalized intersections w/ no ramps w/in limits; bit SW; RIDOT Traffic project for exist. signalized midblock x-ing east of Franklin St currently in design		several	70
53	Pawtucket					POWER ROAD/SMITHFIELD AVENUE		70
20	Warwick	NARRAGANSETT PKWY		MARINE AVE TO SPRING GREEN RD				70
30	Warwick	CENTERVILLE RD	RI 117	DIAMOND HILL RD TO YMCA				70

Table 13 – Prioritized List of Sidewalk Segments as of 3/1/16

ID	Municipality	Road	Route	LIMITS	Notes/Other Barriers	Signalized Intersection	Side Street Crossings	Total
67	Coventry		RI 33 /RI 117			RI 33, RI 117 (WASHINGTON STREET)/FAIRVIEW AVENUE		65
69	Cumberland	Rte 123 (Dexter St)	RI 123	Old Whipple St to Mass S/L	Several street x-ings w/ no curb ramps; bit SW; RIDOT Traffic project for Dexter St (Rte 123)/High St (Rte 114) intersection currently in design		several	65
31	East Providence	METROPOLITAN PARK DR		RI 103 (WILLET AVE) TO BARRINGTON T/L				65
46	East Providence	WILLET AVE	RI 103	BARRINGTON T/L TO PAWTUCKET AVE				65
79	Cranston					WILBUR AVENUE/OAKLAWN AVENUE		60
70	Cumberland	Rte 114 (High St/Diamond Hill Rd)	RI 114	Bowen St to Blackstone St	Several street x-ings w/ no curb ramps; bit SW; RIDOT Traffic project for Dexter St (Rte 123)/High St (Rte 114) intersection currently in design		several	60
34	Jamestown	Conanicus Ave & Walcott Ave		Ocean St to Mt Hope Ave	Several street x-ings w/ no curb ramps; bit SW		several	55
10	Lincoln	OLD RIVER RD	RI 126	RT 116 TO MARTINS WAY				50
50	Warwick	CENTERVILLE RD	RI 117	YMCA TO QUAKER LANE				50
43	Barrington	MIDDLE HWY		NAYATT RD TO SEVEN OAKS DR				45
66	Lincoln					BREAKNECK HILL ROAD/OLD LOUISQUISSET PIKE		45
6	Portsmouth	TURNPIKE AV		RI 114 (BRISTOL FERRY RD) TO RI 138 (EAST MAIN RD)				45
15	Warwick	Narragansett Pkwy			Drain structure in way; other 3 ramps are just a bit path with curb openings and grass buffer from road (no DWS)		Bayside Ave	45
51	Cranston					FLETCHER AVENUE/ATWOOD AVENUE		40

Table 13 – Prioritized List of Sidewalk Segments as of 3/1/16

ID	Municipality	Road	Route	LIMITS	Notes/Other Barriers	Signalized Intersection	Side Street Crossings	Total
33	Barrington	WASHINGTON RD		COUNTY RD TO NYATT RD				35
62	Johnston	Rte 5 (Atwood Ave)	RI 5	Carding Lane	Bit SW		Carding Ln	35
73	North Smithfield					SMITHFIELD ROAD (146 A)/SOUTH MAIN STREET		30
4	Tiverton	STAFFORD RD	RI 81	RI 177 TO GLENDALE RD				30
72	Warwick		RI 113			RI 113 (MAIN AVENUE)/BUTTON WOODS AVENUE		30
2	Burrillville	CHURCH ST/S. MAIN ST	RI 100	BROAD ST TO GRIFFIN ST (2 widths 30, 11)				25
3	Narragansett	Rte 1A (Boston Neck Rd)	RI 1A		Bit, cem conc and stone SW		Dunes Club	25
8	Cumberland	MENDON RD	RI 122	1295 TO BEAMS AVE				20
61	Johnston	Rte 5 (Atwood Ave)	RI 5	Rotary Dr to Park St	Several street x-ings w/ no curb ramps; bit SW		several	20
16	Lincoln	Rte 126 (Old River/River Rd)	RI 126	Rte 123 (Front St) to Rte 116	Several street x-ings w/ no curb ramps; bit SW; RIDOT Traffic project for Rte 116/126 intersection currently in design		several	20
21	Lincoln	FRONT ST	RI 123	RI 126 (RIVER RD) TO GREAT RD				20
80	Lincoln					FRONT STREET/RIVER ROAD		20
76	North Smithfield	Rte 102 (Victory Hwy)	RI 102	Eaton St to Ferrier St	Several street x-ings w/ no curb ramps; signalized intersection w/ no ramps w/in limits; bit SW; this section may have been reconstructed recently		several	15
12	Lincoln	OLD RIVER RD	RI 126	CURTIS LN TO MARTINS WAY				10
19	Smithfield	SMITH AV	RI 116	ORCHARD AVE. TO W. GREENVILLE RD.				10
47	Westerly	Rte 216 (Church St)	RI 216	Quarry Rd to N Woody Hill Rd	Several street x-ings w/ no curb ramps; bit SW (1 side only); narrow and poor condition SW		several	10
13	Coventry	New London Ave			Brick SW		Salvas Ave	0
78	East Greenwich/Coventry					CENTRE OF NEW ENGLAND BOULEVARD/NEW LONDON TPKE		0
24	Narragansett	Great Island Rd			Bit SW		State St	0
60	North Smithfield					MOUNT PLEASANT ROAD/VICTORY HIGHWAY		0
25	Tiverton	STAFFORD RD	RI 81	OLD EAGLE VILLE RD NORTH TO SPLIT				0
52	Tiverton	Rte 81 (Stafford Rd)	RI 81	Washington Ave to Mass S/L	Several street x-ings and intersections w/ no curb ramps; bit SW w/ some sections in rough shape; RIDOT Traffic project at northern limits (roundabout at split w/ Canning Blvd) currently in design		several	0

**PART FOUR – SCHEDULE OF ACCESSIBILITY
IMPROVEMENTS**

DRAFT

Part Four – Schedule of Accessibility Improvements

4.1 Introduction

This Part provides the proposed projects over 10 years to improve the accessibility across RIDOT's facilities. It is noteworthy that through the additional funding provided through Governor Raimondo's recently adopted RhodeWorks Program (an alternative funding program involving GARVEE bonding and tolling of heavy trucks on Rhode Island's roadways), the proposed STIP provides over \$115 million across 10 years for accessibility projects.

Table 14: Total ADA Improvements with Rhode Works

Item	Amount
Pavement Pipeline	60.7
TAP/ADA (including Sidewalk/Curb Allocation)	39.0
Intersection Pipeline	15.6
Total Funding	115.3

The miles of sidewalk made accessible as a result of the projects in this Plan are summarized in Table 15, below

Table 15: Miles of Sidewalk to be made Accessible

Item	Miles
TAP/ADA (including Sidewalk/Curb Allocation)	9
Pavement Pipeline	78
Intersection Pipeline	13
Total Miles	100

Each schedule is arranged by federal fiscal year. The Pavement Pipeline/Schedule that includes ADA improvements is provided in Part 4.2.1 The Curb Ramp and Sidewalk Pipeline/Schedule is provided in Part 4.2.2. The Traffic Intersection Pipeline/Schedule that includes ADA improvements is provided in Part 4.3 and other RIDOT facilities are considered in Part 4.4. The source of this information is RIDOT's 10 Year Plan and the proposed State Transportation Improvement Program (STIP). For more information on the STIP, please see Part 2.2 of this Plan. Reference: 28 CFR 35.150(d) (2); 28CFR 35.150(d) (3)

4.2 Sidewalk Schedules

The Transportation Alternatives Program (TAP) in the STIP provides a line item for ADA improvements. ADA shares the TAP line item with other activities not specifically designed to address bridge, pavement, traffic safety and transit assets. TAP activities include projects providing sidewalks and bicycle facilities, safe routes to school and recreational trails projects.

4.2.1 Pavement Pipeline Schedule including Ramps and Sidewalks

Table 16 provides the projects that include ramp and sidewalk work to remove barriers to accessibility within the Pavement Pipeline with the estimated cost. This pipeline is fiscally constrained. The plan identifies projects for which construction began in 2015, which is outside of the Ten Year Plan and the projects planned between 2016 and 2025. In all, there is a total of nearly \$60.7 million in ADA work on 98 projects in 33 cities and towns. RIDOT's ADA Coordinator will review these projects and identify the specific deficiencies (deficient curb ramps, pedestrian access points, curb ramp clusters and sidewalk segments) according to the methods provided in Part Three of this Plan. The deficiencies will be assigned unique identifiers and will be tracked geographically and housed in a database.

Table 16 – Ramps and Sidewalks Pavement Pipeline - ADA Transition Plan

Limits	Municipalities	PTS ID	FY 2015	FY 2016	FY 2017	FY 2018	FY 2019	FY 2020	FY 2021	FY 2022	FY 2023	FY 2024	FY 2025
Construction Began in FY 2015													
Broadway (Washington Sq to Bliss Rd) Sidewalks & Curb Ramps	Newport	0173F	1.21	1.21									
North/South Main St (Janes St to Smith St) Sidewalks & Curb Ramps	Providence	0078G		1.05	1.03								
Dexter St (School St to Goff Ave) Sidewalks & Curb Ramps	Pawtucket/Central Falls	0004B	0.21	1.20									
Tower Hill Rd (Rt 108 to Govt Center) Sidewalks & Curb Ramps	South Kingstown	0173N	0.01	0.03									
Rt 37 (Natick Ave to US Rt 1) Sidewalks & Curb Ramps	Cranston/Warwick	0173R		0.02	0.00								
I-95 (Service Ave to US Rt 1) Sidewalks & Curb Ramps	Warwick/Cranston/Providence	0201U		0.02	0.02								
New River Rd (Northern Lincoln Elem. School to Marville Hill Rd) Sidewalks & Curb Ramps	Lincoln	0166L	0.01	0.05									
Victory Hwy (Harkney Hill Rd to Old Plainfield Pk) Sidewalks & Curb Ramps	Coventry/Foster	0172Y		0.31									
Old River Rd (School St to Sayles Hill Rd) Sidewalks & Curb Ramps	Lincoln	0166K	0.09	0.53									
Knoty Oak Rd (Rt 33/117 to Gervais Rd) Sidewalks & Curb Ramps	Coventry	0173J		0.11									
Construction Beginning in FY 2016 (Advertising after June 2015)													
Plainfield Pk (Rt 116 to Celia Ln) Sidewalks & Curb Ramps	Cranston/Johnston/Scituate	0055J		0.01									
Pawtucket Ave (Rt 1A to Beverage Hill Rd) Sidewalks & Curb Ramps	East Providence/Pawtucket	0055J		0.13									
Woonasquatucket Ave (Fruit Hill Rd to US Rt 44) Sidewalks & Curb Ramps	Providence/North Providence	0172B	0.04	1.14									
Main St (Rt 100 to Union Ave) Sidewalks & Curb Ramps	Burrillville	0076N	0.00	0.29	0.10								
Improvements to Downtown Providence C-3 Sidewalks & Sidewalks & Curb Ramps	Providence	0078U	0.00	0.27									
High St (Rt 1A to Rt 108)/Kingstown Rd (High St to North Rd) Sidewalks & Curb Ramps	South Kingstown	0165X		0.60	0.63								
Two Mile Corner (Coddington Hwy to Bailey Brook) Sidewalks & Curb Ramps	Middletown	0007F	0.00	0.43	0.44	0.36							
Construction Beginning in FY 2017 (Advertising after May 2016)													
Hartford Pike and Hartford Ave (Danielson Pk to I-295) Sidewalks & Curb Ramps	Scituate/Johnston	0173X		0.01	0.13	0.03							
I-95 (US-1 to Eddy St) Sidewalks & Curb Ramps	Providence	0079G		0.00	0.02								
US 44 and Rt 100 Intersection Sidewalks & Curb Ramps	Glocester	0061K		0.04	0.18								
East Main Rd (Turnpike Ave to Boyds Ln) Sidewalks & Curb Ramps	Portsmouth	0007C		0.04	0.91	0.91							

Table 16, continued - Pavement Pipeline ADA Transition Plan

Limits	Municipalities	PTS ID	FY 2015	FY 2016	FY 2017	FY 2018	FY 2019	FY 2020	FY 2021	FY 2022	FY 2023	FY 2024	FY 2025
Construction Beginning in FY 2018 (Advertising after May 2017)													
Rt 24 (Rt 114 to Hummocks Ave) Sidewalks & Curb Ramps	Portsmouth	0081R		0.00	0.00	0.02	0.01						
Commodore Perry Hwy (550 ft east of Charlestown T/L to Succotash Rd)	South Kingstown	0081D		0.00	0.00	0.00							
Newport Ave (Federal St/Gates St to Massachusetts St) Sidewalks & Curb Ramps	Pawucket	0081K		0.02	0.05	0.51							
Putnam Pike (RIDOT Maintenance to West Greenville Rd) Sidewalks & Curb Ramps	Glocester	0061A			0.02	0.45	0.14						
Nyatt Rd (Rumstick Rd to Washington Rd) Sidewalks & Curb Ramps	Barrington	0172J			0.03	0.32							
Woodville Rd (Rt 3 to Switch Rd) Sidewalks & Curb Ramps	Hopkinton/Richmond	0165V			0.00	0.05	0.05						
Construction Beginning in FY 2019 (Advertising after May 2018)													
Ram ps	Lincoln	0165J				0.02	0.72						
Victory Hwy (Sand Hill Rd to Rt 107) Sidewalks & Curb Ramps	Burrillville	0165L				0.02	0.53						
Taunton Ave (Rt 1A/114 to Mass.) Sidewalks & Curb Ramps	East Providence	0076R				0.02	0.10						
Old Tower Hill Rd (Rt 108 to US-1) Sidewalks & Curb Ramps	South Kingstown	0055L				0.02	0.12						
Mendon Rd and Cumberland Hill Rd (Eaton St to Hamlet Ave) Sidewalks & Curb Ramps	Woonsocket/Cumberland	0081M				0.08	0.90						
Dexter St (Lonsdale Ave to School St) Sidewalks & Curb Ramps	Central Falls	0004C				0.01	0.11						
Smith St (Lyndhurst Ave to I-95) Sidewalks & Curb Ramps	Providence	0172C				0.04	1.57						
Greene Ln (Navy Base to Rt 114) Sidewalks & Curb Ramps	Middletown	0078V				0.02	0.39						
Reservoir Ave (Socksanosset Cross Rd to Rt 12) Sidewalks & Curb Ramps	Cranston	0130E				0.06	0.70	0.30					
Construction Beginning in FY 2020 (Advertising after May 2019)													
Gano St (India St to Trenton) - part of I-195 Contract-18 Sidewalks & Curb Ramps	Providence	0012T					0.03	0.20					
Newman Ave (Pawucket Ave to Mass.)	East Providence	0171B					0.00	0.00					
Winsor Ave (Rt 116 to Greenville Ave)	Scituate/Johnston	0173U					0.00	0.00					
Wampanoag Trail (East Shore Expressway to Federal Rd) Sidewalks & Curb Ramps	Barrington/East Providence	0080S					0.01	0.08	0.02				
West Main Rd (Rt 24 to Turnpike Ave) Sidewalks & Curb Ramps	Portsmouth	0131K					0.01	0.06	0.06				
Scituate Bypass and Hartford Pike (Rt 102 to Danielson Pk)	Scituate	0081E					0.00	0.00					
Bridgetown Rd (US-1 to Rt 1A)	South Kingstown/Narragansett	0081B					0.00	0.00					
Lambert Lind Hwy (Mayfield Ave to I-95) Sidewalks & Curb Ramps	Warwick,Cranston	0079B					0.06	1.09					
Potter Hill Rd (High St to Hopkinton T/L)	Westerly	0081G					0.00	0.00					
Hope St and Main St (Washington St to Dyer Ave) Sidewalks & Curb Ramps	Bristol	0076L					0.51	1.79					
Main St (Rt 116 to Jackson Flat Rd) Sidewalks & Curb Ramps	Scituate	0173C					0.01	0.16					
West Main St (US-1 to Brown St) Sidewalks & Curb Ramps	North Kingstown	0081S					0.08	0.43					
Hartford Ave (Rt 5 to Killingly St) Sidewalks & Curb Ramps	Johnston	0138B				0.02	0.04	0.80	0.98				
Flagg Rd (Plains Rd to Old North Rd) Sidewalks & Curb Ramps	South Kingstown	0173P					0.01	0.05					
South Pier Rd (Rt 108 to Boone St) Sidewalks & Curb Ramps	Narragansett	0081F					0.05	0.58					
Pell Bridge Approach Roads & Ramps Improvements Sidewalk	Newport	0050B				0.02	0.05	0.26	0.26	0.30	0.20		
Construction Beginning in FY 2021 (Advertising after May 2020)													
Centerville and Legris Ave (Rt 33 to Quaker Ln) Sidewalks & Curb Ramps	Warwick/West Warwick	0081T						0.07	0.38				
Laurel St (Potter Hill Rd to Rt 216) Sidewalks & Curb Ramps	Hopkinton	0081U						0.01	0.05				
JT Connell and Coddington Hwy (Admiral Kalbfus to Rt 114) Sidewalks & Curb Ramps	Newport/Middletown	0050A					0.02	0.03	0.49	0.49			
East Main Rd (Turnpike Ave to Hedley Ave) Sidewalks & Curb Ramps	Portsmouth	0007E					0.01	0.02	0.31	0.65	0.05		
Post Rd (Coronado to Rt 1A) Sidewalks & Curb Ramps	Warwick	0081L						0.06	0.49				
South Kingstown Contract-1 (Rt 108 Ave to Rt 107) Sidewalks & Curb Ramps	South Kingstown	0139C				0.01	0.00	0.01	0.11	0.11			
Construction Beginning in FY 2022 (Advertising after May 2021)													
Kingstown Rd Contract-2 (Route 2 to Fairgrounds) Sidewalks & Curb Ramps	South Kingstown	0139A						0.02	0.02	0.41			
School St (Rt 126 to Main St) Sidewalks & Curb Ramps	Lincoln	0076M							0.10	0.59			
Smithfield Ave (Pawucket C/L to Woodland St) Sidewalks & Curb Ramps	Lincoln	0081V							0.08	0.49			
Hope St (Wood St to Constitution St) Sidewalks & Curb Ramps	Bristol	0076W							0.07	0.34			
Bald Hill Rd and New London Ave (West Natick Ave to Rt 37) Sidewalks & Curb Ramps	Warwick	0028C							0.04	0.31			
Post Rd (Rt 1A to Maxwell Dr) Sidewalks & Curb Ramps	North Kingstown	0055H							0.16	1.80			

Table 16 continued - Pavement Pipeline ADA Transition Plan

Limits	Municipalities	PTS ID	FY 2015	FY 2016	FY 2017	FY 2018	FY 2019	FY 2020	FY 2021	FY 2022	FY 2023	FY 2024	FY 2025
Construction Beginning in FY 2023 (Advertising after May 2022)													
Broad St (Cumberland T/L to Exchange St) Sidewalks & Curb Ramps	Central Falls/Pawtucket	0082Q								0.04	0.37		
West Main Rd (John Kesson to Mill Ln) Sidewalks & Curb Ramps	Middletown/Portsmouth	0131H								0.04	1.08		
Newport Ave (Federal St to Pawtucket Ave) Sidewalks & Curb Ramps	Pawtucket/East Providence	0082E								0.05	0.47		
Narragansett Ave (End to Southwest Ave) Sidewalks & Curb Ramps	Jamestown	0081C								0.01	0.07		
Pawtucket Ave (Taunton Ave to Warren Ave) Sidewalks & Curb Ramps	East Providence	0080Y								0.04	0.37		
Sprague St (East Main Rd to Bristol Ferry Rd/Turnpike Ave) Sidewalks & Curb Ramps	Portsmouth	0080U								0.00	0.02		
Great Rd and Front St (Great Rd to Old River Rd) Sidewalks & Curb Ramps	Lincoln	0082L								0.02	0.21		
Sayles Hill Rd (Rt 146 to Rt 126) Sidewalks & Curb Ramps	North Smithfield/Lincoln	0080W								0.03	0.26		
Atwood Ave (Central Ave to Rt 14) Sidewalks & Curb Ramps	Johnston	0082T								0.03	0.29		
Lonsdale Ave (Dexter St to US-1) Sidewalks & Curb Ramps	Central Falls/Pawtucket	0082J								0.06	0.60		
New River Rd (School St to Mussey Brook Rd) Sidewalks & Curb Ramps	Lincoln	0082F								0.00	0.03		
Main St (Rt 216 to I-95) Sidewalks & Curb Ramps	Hopkinton	0082H								0.02	0.21		
Mendon Rd (I-295 to Ann & Hope Way) Sidewalks & Curb Ramps	Cumberland	0082G								0.09	0.94		
Pawtucket Ave and North Main St (Garden St to Rochambeau Ave) Sidewalks & Curb Ramps	Providence/Pawtucket	0080Z								0.04	0.42		
Boston Neck Rd (Bridgetown Rd to Sprague Bridge) Sidewalks & Curb Ramps	Narragansett	0079L								0.06	0.45	0.15	
Construction Beginning in FY 2024 (Advertising after May 2023)													
Broad St (Mendon Rd to Central Falls C/L) Sidewalks & Curb Ramps	Cumberland	0082R									0.04	0.42	
Boston Neck Rd (Brown St to Rt 138) Sidewalks & Curb Ramps	North Kingstown	0082S									0.04	0.45	
West Shore Rd (Long St to Oakland Beach Ave) Sidewalks & Curb Ramps	Warwick	0080R									0.07	0.73	
Diamond Hill Rd (I-295 to Rt 120) Sidewalks & Curb Ramps	Cumberland	0079Q									0.01	0.10	
Rt 146A (Park Ave to Rt 104) Sidewalks & Curb Ramps	North Smithfield/Woonsocket	0080L									0.05	0.52	
Danielson Pk (Rt 102 to West Greenville Rd) Sidewalks & Curb Ramps	Scituate	0079P									0.01	0.08	
Market St/Kickemott St/Metacom Ave (Bristol T/L to Massachusetts) Sidewalks & Curb Ramps	Warren	0079U									0.23	1.27	1.03
Plainfield Pk (Green Hill Rd to I-295) Sidewalks & Curb Ramps	Johnston	0079W									0.03	0.35	
County Rd (Federal Rd to Barrington Bridge) Sidewalks & Curb Ramps	Barrington	0079N									0.04	0.39	
Bullocks Ave and Pawtucket Ave (Crescent View Ave to Vets. Memorial) Sidewalks & Curb Ramps	East Providence	0079M									0.12	0.69	0.56
Willet Ave (Bullocks Point Ave to Wamponoag Ave) Sidewalks & Curb Ramps	Barrington/East Providence	0080Q									0.07	0.71	
Providence St (Tollgate Rd to Wakefield St/River St) Sidewalks & Curb Ramps	West Warwick	0079Z									0.03	0.29	
Metacom Ave (Warren T/L to Ferry Road) Sidewalks & Curb Ramps	Bristol	0079V									0.11	0.64	0.52
Main Rd (Central Ave to Fairfield Ave) Sidewalks & Curb Ramps	Tiverton	0079S									0.11	1.10	
Main St (Warren Bridge to Child St) Sidewalks & Curb Ramps	Warren	0079T									0.02	0.16	
Construction Beginning in FY 2025 (Advertising after May 2024)													
Farnum Pk and Waterman Ave (Rt 116 to Rt 15) Sidewalks & Curb Ramps	Smithfield/North Providence	0082W										0.06	0.65
Scituate Ave (Pippen Orchard Rd to Rt 51) Sidewalks & Curb Ramps	Cranston	0082X										0.03	0.31
Valley Rd (Green End Ave to Rt 138) Sidewalks & Curb Ramps	Middletown	0082Y										0.04	0.45
School St (Green St to Rt 146) Sidewalks & Curb Ramps	North Smithfield	0082Z										0.02	0.16
Coweset Ave and Tiogue Ave (Pilgrim Ave to Rt 2) Sidewalks & Curb Ramps	Coventry/West Warwick	0083C										0.05	0.47
Granite St and Franklin St (Tower St to Rt 78) Sidewalks & Curb Ramps	Westerly	0083D										0.03	0.34
Philips St (Rt 1A to US-1) Sidewalks & Curb Ramps	North Kingstown	0083E										0.03	0.31
Vernon St (Rt 114 to Rt 136) Sidewalks & Curb Ramps	Warren	0083G										0.06	0.63
Main Ave (Rt 5 to Rt 117) Sidewalks & Curb Ramps	Warwick	0083M										0.23	1.83
East Ave (Rt 2 to Rt 5) Sidewalks & Curb Ramps	Warwick	0083W										0.03	0.31
Total			1.58	7.50	3.57	2.97	6.22	6.02	3.60	6.01	7.02	8.64	7.58
Total All													60.71

4.2.2 TAP/ADA Schedules

Table 17, below provides the STIP's fiscally constrained list of ADA projects within TAP, including a curb ramp allocation. The Transportation Advisory Committee (TAC), which is a sub-committee of the Metropolitan Planning Organization prioritized the TAP/ADA projects. The deficiencies to be corrected as part of these projects must be determined. RIDOT utilized the ADA Curb Ramp Allocation, shaded in tan in Table 17 below to program the curb ramp projects, also shaded in tan in Table 18. This represents a start point in addressing those projects of the highest ADA priority as defined under Part 3.10 of this Plan. RIDOT's Civil Rights Administrator will annually review the overall performance of the means and methods in Part Three of this Plan and the ability of larger pipelines to accommodate higher curb ramp priorities, recommending adjustments in the proposed ADA funding allocation for curb ramp priorities.

Table 17 – TAP/ADA Projects Fiscally Constrained Proposed STIP

City/Town	Name	Type	FY2016	FY2017	FY2018	FY2019	FY2020	FY2021	FY2022	FY2023	FY2024	FY2025	Total
Cumberland, Central Falls, Pawtucket	Rt 114 St (Mendon Rd, Cumberland to Exchange St, Pawtucket)	Ped/ADA		\$ 1.50	\$ 2.30	\$ 2.30	\$ 1.50						\$ 7.60
Hopkinton	Main St Handicap Access Sidewalk	Ped/ADA		\$ 0.12									\$ 0.12
Middletown	Purgatory Road Sidewalk Installation	Ped/ADA		\$ -				\$ 0.28					\$ 0.28
New Shoreham	West Side Road - Sidewalks	Ped/ADA	\$ 0.74	\$ 0.48									\$ 1.22
Newport	ADA Intermodal Hub, Fort Adams State Park	Ped/ADA	\$ 0.35										\$ 0.35
Newport	Marlboro Street/West Marlboro Streetscape Improvements	Ped/ADA					\$ 1.90						\$ 1.90
Newport	Thames and Spring Street Streetscape Improvements	Ped/ADA					\$ 1.70	\$ 1.70	\$ 1.70	\$ 1.70	\$ 1.70	\$ 1.70	\$ 8.50
North Kingstown	Post Road - Curbing & Sidewalks	Ped/ADA				\$ 2.00							\$ 2.00
Pawtucket	Exchange Street Enhancement	OTA	\$ 0.50										\$ 0.50
Portsmouth	East Main Road Sidewalks	Ped/ADA					\$ 2.00						\$ 2.00
Portsmouth	Sprague Street Sidewalks	Ped/ADA	\$ 0.50										\$ 0.50
Providence	Providence Waterplace & Riverwalk Repairs & Walkway Improvements	Ped/ADA							\$ 1.00	\$ 1.00	\$ 1.00	\$ 1.05	\$ 4.05
Providence	Cathedral Square Enhancement Project	Ped/ADA					\$ 0.48						\$ 0.48
Providence	Citywalk Providence Pedestrian and Bicycle Enhancement Project	Ped/ADA	\$ -	\$ 0.94	\$ 0.94								\$ 1.88
Providence	Downtown Providence Pedestrian Wayfinding Project	Ped/ADA										\$ 0.05	\$ 0.05
Providence	Exchange Street Sidewalk Widening Project	Ped/ADA					\$ 1.00	\$ 1.00	\$ 1.13				\$ 3.13
Warren	Water Street Sidewalks & Streetscape	Ped/ADA	\$ 0.81										\$ 0.81
Westerly	Bay Street Streetscape Improvements	OTA		\$ 1.40									\$ 1.40
Woonsocket	Middle Main Street Improvements	Ped/ADA				\$ 0.37							\$ 0.37
	Sub- Total		\$ 2.90	\$ 4.44	\$ 3.24	\$ 4.67	\$ 1.50	\$ 7.36	\$ 3.70	\$ 3.83	\$ 2.70	\$ 2.80	\$ 37.14
	ADA Allocation for Curb Ramps		\$ 0.26	\$ -	\$ -	\$ 0.55	\$ 0.56	\$ 0.64	\$ -	\$ -	\$ -	\$ -	\$ 2.01

Table 18: ADA Allocation for Curb Ramps Fiscally Constrained

City/Town	Name	Type	FY2016	FY2017	FY2018	FY2019	FY2020	FY2021	FY2022	FY2023	FY2024	FY2025	Total
East Providence	Rt 103 Warren Ave. From S. Hull to Blossom St.	Curb Ramps				0.49							\$ 0.49
East Providence	Rt 114 Baldwin St. to Armington St.	Curb Ramps					0.56	0.40					\$ 0.96
East Providence	SOUTH BROADWAY/FREEBORN AVE.	Curb Ramps						0.13					\$ 0.13
Providence	Rte 6A (Hartford Ave.) Celia to Kinsfield	Curb Ramps	0.26										\$ 0.26
	Total		\$ 0.26	\$ -	\$ -	\$ 0.49	\$ 0.56	\$ 0.53	\$ -	\$ -	\$ -	\$ -	\$ 1.84

4.3 Traffic Intersections: ADA Improvement Projects

Table 19 provides the projects that include ramp and sidewalk work to remove barriers to accessibility within the Intersection Pipeline: ADA Transition Plan, with the estimated costs. This pipeline is fiscally constrained. The plan identifies projects for which construction began in 2015, which is outside of the Ten Year Plan and the projects planned between 2016 and 2025. RIDOT will spend a total in excess of \$15.6 million to bring intersections into compliance statewide. RIDOT's ADA Coordinator will review these projects and the deficiencies, including deficient curb ramps, pedestrian access points, curb ramp clusters and sidewalk segments. New APS units, as previously discussed in Parts 2.3 and 3.6 of this Plan will also be inventoried. Between 2015 and 2025, RIDOT will spend a total in excess of \$15.6 million to bring intersections into compliance statewide.

Table 19 – Intersection Pipeline ADA Transition Plan

Project Name	Municipality	PTSID	FY 2016	FY 2017	FY 2018	FY 2019	FY 2020	FY 2021	FY 2022	FY 2023	FY 2024	FY 2025
2015 Projects Currently Under Construction Accessibility Projects		T1430	0.02	0.01								
Construction Beginning in FY 2016 Advertising After 6/2015												
State Traffic Commission C6 - East Bay/South Accessibility Projects	E. Providence, Barrington, N. Kingstown	0102J	0.23									
Local Safety Improvements - Cranston Accessibility Projects	Cranston	0025F	0.11									
Local Safety Improvements - Coventry Accessibility Project	Coventry	0025E	0.12									
State Traffic Commission - Ped and Intersection Safety Improvements Accessibility Project	Barrington, Bristol, Johnston, Narragansett	0080D	0.23									
Intersection Safety Improvements to Route 37 Ramp to Route 1 Northbound Warwick - Acceleration lane Accessibility Project	Warwick	0071T	0.02									
Intersection Safety Improvements to Hartford Avenue at Reservoir Avenue Johnston - Jughandle Accessibility Project	Johnston	0072S	0.04									
Traffic Signal Optimization 2015 Accessibility Project	Statewide	0072K	0.08									
Intersection Safety Improvements to Route 2 at Route 102 - Roundabout Accessibility Project	N. Kingstown, S. Kingstown	0071U		0.04	0.07							
Intersection Safety Improvements to Route 102 at Route 117 Coventry - Roundabout Accessibility Project	Coventry, Scituate, W. Greenwich	0153N	0.15									
Intersection Safety Imp. Memorial Boulevard at Francis Street Providence - Signal Replacement and Pedestrian Accessibility Project	Providence	0153R	0.17									
Pedestrian Enhancements to Coronado Road (Grant/HSIP Funds) Accessibility Project	Warwick	0091K	0.26									
Traffic Signal Optimization 2016 Accessibility Project	Statewide	0072J	0.08									
Intersection Safety Improvements to Aquidneck Avenue at Green End Avenue Middletown - Left Turn Lanes Accessibility Project	Middletown	0071Q	0.09									
Intersection Safety Improvements to Airport Road at Winslow Park Warwick - Adaptive Signal Control Accessibility Project	Warwick	T1449	0.01									
Construction Beginning in FY 2017 Advertising After 6/2016												
Intersection Safety Improvements to Route 104 at Route 5 North Smithfield - Roundabout Accessibility Project	N. Smithfield	0102L		0.17								
Intersection Safety Improvements to I-295 NB at Route 6 Johnston and Jefferson Boulevard at Main Avenue Warwick Accessibility Project	Johnston, Warwick	011D		0.12								
Intersection Safety Improvements Statewide - Systemic Signalized/Unsignalized Locations Signing and Striping Accessibility Project	Statewide	T1452		0.42								
Intersections Safety Improvements to Diamond Hill Road at Mendon Road - Additional Turning Lanes Accessibility Project	Woonsocket	0153T		0.09								
Intersection Safety Improvements to Mineral Spring Avenue North Providence - Signal and Pedestrian Upgrades Accessibility Project	N. Providence	0071V		0.33								
Intersection Safety Improvements to Metacom Avenue (RI 136) - Signal Upgrades and Left Turn Lanes Accessibility Project	Bristol, Warren	0071P		0.46								
Intersection Safety Improvements to Route 146 corridor North Smithfield - Signal Improvements Accessibility Project	Johnston, N. Smithfield	0073V		0.08								
Pedestrian and Bicycle Safety Improvements - Exchange Street Accessibility Project	Providence	9005M			0.21							
Safety Corridor Improvements - Statewide Road Diet Installation 2017 Accessibility Project	To Be Determined	T1461		0.08								
Construction Beginning in FY 2018 After 6/2017												
State Traffic Commission - Pedestrian and Intersection Safety Improvements 2018 Accessibility Project	Statewide	0080C			0.20							
State Traffic Commission - 2018 Accessibility Project	Statewide	0080E			0.18							
Intersection Safety Improvements - Systemic Signalized/Unsignalized Locations Accessibility Project	Statewide	0153V			0.17							
Intersection Safety Improvements to Main Street (RI 114) at Market Street/Miller Street Accessibility Project	Bristol, Warren	0073H			0.04							
Intersection Safety Improvements to West Main Road (RI 114) at Forest Avenue Accessibility Project	Middletown	0011E			0.03							
Traffic Signal Optimization 2018 Accessibility Project	Statewide	0072P			0.08							
Local Safety Improvements 2018 C2 Accessibility Project	To Be Determined	T1472			0.06	0.06						
Local Safety Improvements 2018 C3 Accessibility Project	To Be Determined	T1473			0.06	0.06						
Local Safety Improvements 2018 C1 Accessibility Project	To Be Determined	T1474			0.06	0.06						
Wrong Way Driving Mitigation - Geometric Improvements to Ramp Facilities 2018 Accessibility Project	To Be Determined	T1475			0.43	0.43						
Intersection Safety Improvements to Route 44/Smithfield Commons Smithfield - Dual Left Turn Lanes Accessibility Project	Smithfield	T1476			0.02	0.02						
Safety Corridor Improvements - Statewide Road Diet Installation 2018 Accessibility Project	To Be Determined	T1477			0.04	0.04						

Table 19, continued – Intersection Pipeline ADA Transition Plan

Project Name	Municipality	PTSID	FY 2016	FY 2017	FY 2018	FY 2019	FY 2020	FY 2021	FY 2022	FY 2023	FY 2024	FY 2025
Construction Beginning in FY 2019 After 6/2018												
Intersection Safety Improvements to Canning Boulevard at Stafford Road Tiverton - Roundabout Accessibility Project	Tiverton	0103S				0.15	0.15					
State Traffic Commission - 2019 C1 Accessibility Project	Statewide	0080F				0.10	0.10					
State Traffic Commission - 2019 C2 Accessibility Project	Statewide	0080H				0.10	0.10					
Traffic Signal Optimization 2019 Accessibility Project	Statewide	0072Q				0.04	0.04					
Local Safety Improvements 2019 C2 Accessibility Project	To Be Determined	T1492				0.04	0.04					
Local Safety Improvements 2019 C3 Accessibility Project	To Be Determined	T1493				0.04	0.04					
Local Safety Improvements 2019 C1 Accessibility Project	To Be Determined	T1494				0.04	0.04					
RISTARS-East Bay - Near-Term Signing, Striping, & Signal Safety Improvements Accessibility Project	To Be Determined	T1495				0.08	0.08					
Safety Corridor Improvements - Road Diet 2019 Accessibility Project	To Be Determined	T1496				0.04	0.04					
Intersection Safety Improvements 2019 C1 Accessibility Project	To Be Determined	T1497				0.08	0.08					
Intersection Safety Improvements 2019 C2 Accessibility Project	To Be Determined	T1503				0.17						
Construction Beginning in FY 2020 After 6/2019												
Intersection Safety Improvements 2020 Accessibility Project	To Be Determined	0153K					0.17					
Intersection Safety Improvements - Park Avenue Intersections Cranston - Pedestrian Improvements and Left Turn Lanes Accessibility Project	Cranston	0153L					0.10					
State Traffic Commission - 2020 C2 Accessibility Project	Statewide	0080J					0.20					
State Traffic Commission - 2020 C1 Accessibility Project	Statewide	0080G					0.20					
Intersection Safety Improvements to Route 6 at Route 101 and Route 102 Scituate- Roundabouts Accessibility Project	Scituate	0072L					0.06					
Arterial Traffic Signal Improvements - Allens Avenue Accessibility Project	Providence	0070I					0.13	0.13				
Construction Beginning in FY 2021 After 6/2020												
Traffic Signal Optimization 2021 Accessibility Project	Statewide	0072R						0.08				
State Traffic Commission - Pedestrian and Intersection Safety Improvements 2021 Accessibility Project	Statewide	T1513						0.06				
Intersection Safety Improvements to Route 114 between Bear Hill and I-295 Cumberland - Signal Upgrades Accessibility Project	Cumberland	T1514						0.41				
Local Safety Improvements 2021 C3 Accessibility Project	To Be Determined	T1515						0.08				
Local Safety Improvements 2021 C2 Accessibility Project	To Be Determined	T1516						0.08				
Local Safety Improvements 2021 C1 Accessibility Project	To Be Determined	T1517						0.08				
RISTARS-East Bay - Longer-Term Intersection, Geometric, and Traffic Signal Safety Improvements Accessibility Project	To Be Determined	T1518						0.42				
Safety Corridor Improvements - Road Diet 2021 Accessibility Project	To Be Determined	T1519						0.08				
Intersection Geometric and Traffic Signal Safety Improvements Accessibility Project	To Be Determined	T1521						0.17				
Intersection Safety Improvements to Waterman and Pawtucket Avenue - Left Turn Lanes Accessibility Project	E. Providence, Pawtucket	0071D						0.11	0.04			
Construction Beginning in FY 2022 After 6/2021												
Intersection Improvements to Douglas Pike at Branch Pike Smithfield - Roundabout Accessibility Project	Smithfield	0102K							0.18			
Safety Corridor Improvements to Route 102 Phase 2 Burrillville - Guardrail and Pedestrian Upgrades Accessibility Project	Burrillville	0011G							0.17			
Traffic Signal Optimization 2022 Accessibility Project	Statewide	0072V							0.08			
Interchange Safety Improvements to Route 146/Route 116 Lincoln - Acceleration/Deceleration Lanes Accessibility Project	Lincoln	T1528							0.12			
Intersection Safety Improvements 2022 Accessibility Project	To Be Determined	T1529							0.17			
State Traffic Commission 2023 C1 Accessibility Project	Statewide	T1533							0.10	0.10		
State Traffic Commission 2023 C2 Accessibility Project	Statewide	T1534							0.10	0.10		

Table 19, continued – Intersection Pipeline ADA Transition Plan

Project Name	Municipality	PTSID	FY 2016	FY 2017	FY 2018	FY 2019	FY 2020	FY 2021	FY 2022	FY 2023	FY 2024	FY 2025
Arterial Traffic Signal Improvements to Route 1 and Route 3 Accessibility Project	E. Greenwich, W. Warwick	0070B								0.32	0.32	
Arterial Traffic Signal Improvements - Warwick Ave Accessibility Project	Cranston, Warwick	0070G								0.15	0.15	
Traffic Signal Optimization 2023 Accessibility Project	Statewide	0072W								0.04	0.04	
Intersection Safety Improvements to Warren Avenue, Pawlucket Avenue, and Ferry Road Accessibility Project	E. Providence, Bristol	0071W								0.03	0.12	
Intersection Safety Improvements to Route 146/Route 123, Hartford Avenue Accessibility Project	Cumberland, Johnston	0071R								0.19	0.19	
Intersection Safety Improvements 2023 Accessibility Project	To Be Determined	T1543								0.08	0.08	
Local Safety Improvements 2023 C1 Accessibility Project	To Be Determined	T1545								0.04	0.04	
Local Safety Improvements 2023 C3 Accessibility Project	To Be Determined	T1546								0.04	0.04	
Local Safety Improvements 2023 C2 Accessibility Project	To Be Determined	T1547								0.04	0.04	
State Traffic Commission 2023 C3 Accessibility Project	Statewide	T1548								0.10	0.10	
State Traffic Commission 2023 C4 Accessibility Project	Statewide	T1549								0.10	0.10	
Construction Beginning in FY 2024 After 6/2023												
Traffic Signal Optimization 2024 Accessibility Project	Statewide	T1550										0.08
Local Safety Improvements 2024 C3 Accessibility Project	To Be Determined	T1551										0.08
Local Safety Improvements 2024 C2 Accessibility Project	To Be Determined	T1552										0.08
Local Safety Improvements 2024 C1 Accessibility Project	To Be Determined	T1553										0.08
RISTARS Low Cost High Benefit Improvements C2 Accessibility Project	To Be Determined	T1554										0.17
RISTARS Low Cost High Benefit Improvements C1 Accessibility Project	To Be Determined	T1555										0.17
State Traffic Commission 2024 C2 Accessibility Project	Statewide	T1556										0.20
State Traffic Commission 2024 C1 Accessibility Project	Statewide	T1557										0.20
Safety Corridor Improvements - Road Diet 2024 Accessibility Project	To Be Determined	T1558										0.08
Intersection Safety Improvements 2024 Accessibility Project	To Be Determined	T1560										0.17
Construction Beginning in FY 2025 After 6/2024												
Traffic Signal Optimization 2025 Accessibility Project	Statewide	T1564										0.08
Safety Corridor Improvements - Road Diet 2025 Accessibility Project	To Be Determined	T1565										0.08
Intersection Safety Improvements 2025 C2 Accessibility Project	To Be Determined	T1566										0.17
Intersection Safety Improvements 2025 C1 Accessibility Project	To Be Determined	T1567										0.17
Local Safety Improvements 2025 C1 Accessibility Project	To Be Determined	T1571										0.08
Local Safety Improvements 2025 C3 Accessibility Project	To Be Determined	T1572										0.08
Local Safety Improvements 2025 C2 Accessibility Project	To Be Determined	T1573										0.08
State Traffic Commission 2025 C1 Accessibility Project	Statewide	T1574										0.11
State Traffic Commission 2025 C2 Accessibility Project	Statewide	T1575										0.11
Yearly Totals			\$1.59	\$1.80	\$1.63	\$1.54	\$1.57	\$1.70	\$0.95	\$1.34	\$2.53	\$0.95
Total												15.60

4.4 Other RIDOT Facilities

RIDOT has other facilities that must be made accessible. This part discusses RIDOT’s transit facilities, maintenance facilities open to the public and rest areas/ visitor’s centers, providing a schedule for those facilities requiring accessibility improvements.

4.4.1 Transit Facilities

Based on RIDOT’s self-evaluation as reported in Part Two of this Plan, RIDOT’s train stations are fully accessible and no work is scheduled at this time. With respect to the sidewalks adjacent to RIPTA bus stops, RIDOT will perform a self-evaluation. It is anticipated that a number of the sidewalk segments scheduled for work in Tables 16, 17 and 18, above, include work on ramps and access points making a number of RIPTA bus stops accessible. RIDOT’s ADA Coordinator will determine the extent of RIDOT’s progress on the sidewalks adjacent to RIPTA’s bus stops and provide this information by 3/31/17.

4.4.2 Park and Ride Lots

RIDOT will assess the park and ride lots in Table 20, below, according to the means and methods in Part 3.4 of this plan and these projects will be added to the ADA Pipeline and prioritized. RIDOT's ADA Coordinator will review RIDOT projects adjacent to these park and ride lots and coordinate as appropriate in having this work added to a larger adjacent project; or implemented as a separate standalone contract. These projects will appear as part of the overall ADA priority or within a fiscally constrained pipeline by 3/31/17

Table 20: Park and Ride Lots to be scheduled for Accessibility Improvements

Municipality	Location	Status	Deficiencies	Conceptual Estimate
East Greenwich	Rt. 2 & Rt. 4	Deficient	Lacks van accessible spot; deteriorating curbing; deficient curb ramps; missing detectable warning systems.	\$90,000
East Providence	Rt. 44/Taunton Avenue	Deficient	Faded signage; deteriorated curb ramps; failed pavement; obsolete bus interface.	\$700,000
South Kingstown	Rt. 138/"The Tower"	Deficient	Signage; deteriorated curb ramps; deteriorated detectable warning systems; protruding object; inadequate ramp and sidewalk slopes.	60,000

4.4.3 Maintenance Facilities

Based on RIDOT's self-evaluation as reported in Part Two of this Plan, the only Maintenance facility open to the public is its Headquarters on Lincoln Avenue in the City of Warwick. This facility is fully accessible and no work is scheduled at this time. RIDOT's ADA Coordinator will reassess the status of these facilities on an annual basis and proceed according to the means and methods in Part 3 of this Plan on any accessibility work required.

4.4.4 Rest Areas/Visitor's Centers

RIDOT does not currently have any Rest Areas or Visitors Centers. Upon completion of the information center at Exit 1 along Route 95 in Hopkinton, RIDOT's ADA Coordinator will reassess the status of these facilities on an annual basis and proceed according to the means and methods in Part 3 of this Plan on any accessibility work required.

**PART FIVE
PUBLIC PARTICIPATION**

DRAFT

Part Five - Public Participation

5.1 Introduction:

The purpose of this part is to provide RIDOT's proposed public participation program for this Plan. This Plan was initially developed as an offshoot of RIDOT's 10 Year Capital Plan, which is discussed in Part 5.2. The projects in the 10 Year Plan were proposed by RIDOT to become part of the State Transportation Improvement Program (STIP), which is discussed in Part 5.3. RIDOT's public participation plan includes outreach to the ADA Focus Group discussed in Part 5.4. RIDOT is also working with the Department of Administration's Office of Statewide Planning on a public participation program that synchronizes this Plan to the STIP and updates accessibility projects parallel to the STIP process annually, beginning in Federal Fiscal Year 2017. The public outreach process undertaken for this Plan will coincide with that of the STIP. This is discussed in Part 5.5.

5.2 RIDOT's 10 Year Plan

RIDOT developed a 10 Year Capital Plan 2016 – 2025 (The 10 Year Plan) that concentrates on keeping its transportation facilities in a state of good repair. The 10 Year Plan uses an asset management approach that emphasizes an increased quality of information and well defined objectives to drive decision making and resource allocation in all facets of transportation, including ADA compliance. The 10 Year Plan is an important component of the overall STIP.

5.3 State Transportation Improvement Program Process

Rhode Island's State Planning Council (SPC), the single Metropolitan Planning Organization (MPO) for the State, is developing the State Transportation Improvement Program (STIP) for the Fiscal Years 2017 – 2025. As a recipient of federal funds, RIDOT projects must be approved by the MPO, including all the ADA Projects in this transition plan. In addition, federal regulations require the plan to be constrained to resources for at least four (4) years. Through this process, the ADA community, municipalities, regional organizations, non-profits, and members of the general public were able to submit projects for consideration as part of the 2017 – 2025 STIP. The ADA projects proposed for inclusion in the STIP as part of this outreach are discussed in Parts 2.2, 2.4, 3.4, 4.2 and 4.3 of this Plan. The new STIP will require additional public input and review prior to adoption in September, 2016. For more information on the STIP and a schedule, please visit Statewide Planning's website at: <http://www.planning.ri.gov/statewideplanning/transportation/tip.php>

5.4 ADA Focus Group

As part of the process of receiving public input for this Plan, RIDOT will work with the ADA Focus Group (the Focus Group) discussed in further detail in Appendix D of this Plan. Additional groups and citizens within the ADA community will be sought to broaden this group and public outreach. Once this outreach is complete, RIDOT will schedule a meeting and present the Plan to the Focus Group, in an effort to gather comments and suggestions. Notice will be provided to this focus group both in written and electronic format, and the Plan will be made available to the Focus Group in advance of the meeting. The Focus Group meeting will be held in an accessible building with equipment to accommodate those with hearing impairments (along with any other reasonable accommodations) so a wide range of input can be received on the Plan. Comments will be accepted, both at the meeting and for a 30 day period after the meeting, to offer those who wish to consider the plan in more detail an opportunity to do so and to provide Focus Group members who did not have a chance to attend the meeting an opportunity to comment. The major areas of emphasis for which RIDOT will be seeking input are:

- The Self Evaluation of all RIDOT facilities, covered in Part Two of this Plan;
- The Transition Plan provided through the schedule of Accessibility Improvements of all RIDOT Facilities, covered in Part Four of this Plan;

- RIDOT's commitments to provide additional scheduling of accessibility improvements in Parts Two and/or Part Four of this Plan;

RIDOT will also provide a copy of this Plan on its website and in an easily identifiable location and offer phone contact through the Civil Rights Administrator (whether acting or permanent), who also serves as the ADA Transition Plan Manager, so that comments may be taken over the phone. The Civil Rights Manager/ADA Transition Plan Manager will also work with the Interim Working Group to develop and provide a response to comments taken as part of this outreach to the Focus Group. The records of all proceedings of this meeting will include the number of groups represented at the meeting and those responding to the Plan during the comment period. All records will be maintained by the Civil Rights Office. RIDOT will continue to meet with this expanded group twice a year in this manner to provide a report on progress on accessibility projects, receive input and present updates of this Plan. Reference: 28 CFR 35 150 d 1

5.5 Public Input

RIDOT provided a presentation to the Transportation Advisory Committee (TAC) on this Plan on April 21, 2016 and is seeking public on this Plan. This initial step will began cooperative work by RIDOT and the Department of Administration's Office of Statewide Planning to synchronize the public participation process of this Plan and the STIP.

The objectives of this process are to:

- Consider this Plan parallel to the STIP,
- Update this Plan based on input received during this synchronized public input process,
- Coordinate ADA project selection with annual STIP updates; and,
- Consider the applicable means and methods in Part Three of this Plan when prioritizing ADA Projects during future STIP updates, and

Statewide Planning will develop a schedule synchronizing the two public processes.

Generally, the public meetings to be conducted utilize the same level of accessibility, notification, website availability, and opportunities to comment as described in earlier ADA Focus Group outreach as discussed in Appendix D of this Plan. The Statewide Planning Program will assist in providing notice for this meeting and outreach to the transportation community, and to assist in documenting the comments received and disposition of those comments. The Department of Health's Disability Community Planning Group and Governor's Commission on Disabilities will be asked to assist in outreach to the Focus Group and any other members of the Disability Community or interested citizens that may be identified.

The Civil Rights Manager(whether acting or permanent)/ADA Transition Plan Manager will work with Statewide Planning, the Governor's Commission on Disabilities and the Department of Health's Disability Community Planning Group to develop and provide a response to comments taken on the Plan as part of this outreach. The records of all proceedings of this meeting will include the number of groups represented at the meeting and those responding to the Plan during the comment period. All records will be maintained by the Civil Rights Office.

5.6 Review and Acceptance

RIDOT will provide this revised draft Plan to the Federal Highway Administration (FHWA) after input from the ADA Focus Group and the public meeting set forth in Part 5.5 of this Plan for review and acceptance 35.150(d) (1); 28 CFR 35.105(b)

DRAFT

Appendix A: ADA Policy Statement

DRAFT



RHODE ISLAND DEPARTMENT OF TRANSPORTATION
NOTICE UNDER
THE AMERICANS WITH DISABILITIES ACT

In accordance with the requirements of Title II of the Americans with Disabilities Act of 1990 (“ADA”), the Rhode Island Department of Transportation (“RIDOT”) will not discriminate against qualified individuals with disabilities on the basis of disability in its services, programs, or activities.

Employment: RIDOT does not discriminate on the basis of disability in its hiring or employment practices and complies with all regulations promulgated by the U.S. Equal Employment Opportunity Commission under Title I of the ADA.

Effective Communication: RIDOT will generally, upon request, provide appropriate aids and services leading to effective communication for qualified persons with disabilities so they can participate equally in RIDOT’s programs, services, and activities, including qualified sign language interpreters, documents in Braille, and other ways of making information and communications accessible to people who have speech, hearing, or vision impairments.

Modifications to Policies and Procedures: RIDOT will make all reasonable modifications to policies and programs to ensure that people with disabilities have an equal opportunity to enjoy all of its programs, services, and activities. For example, individuals with service animals are welcomed in RIDOT offices, even where pets are generally prohibited.

Anyone who requires an auxiliary aid or service for effective communication, or a modification of policies or procedures to participate in a program, service, or activity of RIDOT, should contact the office of Paul Sylvia, Acting Civil Rights Administrator, at 2 Capitol Hill, Room 153, Providence, RI 02903, 222-3260 extension 4513, or Paul.Sylvia@dot.ri.gov, as soon as possible but no later than 48 hours before the scheduled event.

The ADA does not require RIDOT to take any action that would fundamentally alter the nature of its programs or services, or impose an undue financial or administrative burden.

Complaints that a program, service, or activity of RIDOT is not accessible to persons with disabilities should be directed to Paul Sylvia, Acting Civil Rights Administrator, at 2 Capitol Hill, Room 153 Providence, RI 02903, 222-3260 extension 4513 or Paul.Sylvia@dot.ri.gov.

RIDOT will not place a surcharge on a particular individual with a disability or any group of individuals with disabilities to cover the cost of providing auxiliary aids/services or reasonable modifications of policy, such as retrieving items from locations that are open to the public but are not accessible to persons who use wheelchairs.



RIDOT POLICY

DATE: March 31, 2015

REFERENCE: Title VI/Nondiscrimination

It is the policy of the Rhode Island Department of Transportation (the Department) to comply fully with both Title VI of the Civil Rights Act of 1964 and the Department's Title VI/Nondiscrimination Program Assurances. To that end the Department certifies that no person in the United States shall, on the grounds of race, color, sex, national origin, age, or disability, be excluded from participation in, be denied the benefits of, or be otherwise subjected to discrimination under any of the Department's programs or activities, whether or not such programs and activities are federally-assisted.

Specifically, the Department will not, on the basis of race, color, sex, national origin, age, or disability:

- deny any service, financial aid, or other benefit to a beneficiary of the Department's programs;
- provide any service, financial aid, or benefit that is different—in quality, quantity, or manner—from that provided to other beneficiaries under Departmental programs;
- subject a person to segregation or separate treatment in any matter related to receipt of any service, financial aid, or other benefit under its programs;
- treat a person differently from others in determining whether the person is eligible for a service, financial aid, or other benefit under a departmental program;
- restrict a person in the enjoyment of any advantage or privilege enjoyed by others receiving services, financial aid, or other benefits of its programs;
- deny a person the opportunity to participate in advisory or planning councils that are an integral part of its programs;
- discriminate in any activities related to highway, facility, or infrastructure built or repaired with federal funds;
- discriminate in any employment resulting in a program which has a primary purpose of providing employment; or
- discriminate in the selection and retention of contractors and consultants.

Furthermore, the Department will not administer its programs in a manner that, directly or by contract, defeats or substantially impairs its goal of effective nondiscrimination. Rather, the Department will identify and address the effects of its programs, policies and activities on minority and low-income populations, as well as provide meaningful access to benefits, information, and services to beneficiaries who are of limited English-speaking ability.

Any person with questions or seeking additional information about the Department's non-discrimination obligations should contact the Title VI Coordinator, at 2 Capitol Hill, Room 109, Providence, Rhode Island 02903; (401) 222-2481. Similarly, any person who believes that the Department or any of its sub-recipients has violated Title VI of the Civil Rights Act of 1964 or this Nondiscrimination Policy should contact the Department's Title VI Coordinator to file a written complaint.

Peter Alviti, Jr, P.E. Director
Rhode Island Department of Transportation

Appendix B: ADA Complaint Process
Title II of the Americans with Disabilities Act

DRAFT

Complaint Procedure

Access for All

Title II of the Americans with Disabilities Act (ADA) of 1990 and Section 504 of the Rehabilitation Act of 1973 protects qualified individuals with a disability from discrimination on the basis of that disability in the services, programs, or activities of the Rhode Island Department of Transportation (RIDOT).

Equal Access

The Rhode Island Department of Transportation will make reasonable accommodations to its policies and programs to ensure that individuals with disabilities have equal access to Department programs, services or activities. Individuals requiring auxiliary aids or services for effective communication or modification of policies or procedures of a Department program or service should contact the office of the **ADA Coordinator**, (401) 222-3260 ext. 4513, or Rhode Island Relay at 211, no later than 72 hours before the scheduled event. Assistive listening devices are available (without prior notification) for use at all Department of Transportation public meetings.

ADA Complaint Procedure

In the event an individual believes the Department has failed to comply with Title II of the ADA by not providing equal access to, participation in, or denied the benefits of a Department service, program, or activity, that individual or group of individuals may file a complaint with the Department.

Who May File

Any person who believes the RIDOT, a RIDOT sub-recipient, a RIDOT consultant or a RIDOT contractor has engaged in discrimination against that person or a specific class of persons, may file a complaint.

The process for filing an ADA Title II Complaint is as follows:

1. Fill out the complaint form and submit it to the ADA Coordinator at the address below.

A written complaint may be filed using the Department's Title II Complaint form. The complaint form is located on the RIDOT website at <http://www.dot.state.ri.us> under the heading of "Doing Business with Us", and the subheading of "Civil Rights."

A copy of the form may be obtained by writing to the Department at:

Rhode Island Department of Transportation
2 Capitol Hill
Providence, RI 02903
Attn: Paul Sylvia, Acting ADA Coordinator

An oral complaint may be filed by contacting the Department's ADA Coordinator directly at (401) 222-3260 ext. 4513. If a reasonable accommodation is needed to communicate your complaint, such as an

interpreter or alternative format, please indicate on the complaint form and assistance will be provided. Speech or hearing impairment assistance is available by dialing Rhode Island Relay at 211.

The written or oral complaint must be filed within **180 days** after the discriminatory action about which you are complaining. Send the complaint to:

Mr. Paul Sylvia, Acting ADA Coordinator
Rhode Island Department of Transportation
2 Capitol Hill
Providence, RI 02903

For oral complaints call: 401-222-3260, extension 4513

2. Meet with the ADA Coordinator to Discuss Your Complaint

The ADA Coordinator will meet with the Complainant within **10 business days** of the complaint being filed or arrange a telephone meeting to discuss the complaint.

3. The ADA coordinator will synthesize the information from the meeting and the ADA complaint form into a report and will forward the completed document to the complainant for review and concurrence of the facts of the complaint. If the complainant agrees the document accurately portrays the complaint, they will sign and date the document. The form will also be signed and dated by the ADA Coordinator.

4. The Complaint is Investigated

Within **60 days** of the receipt of the signed Complaint Form, the meeting with the complainant, and the signed summation of the facts of the complaint, the ADA Coordinator will investigate the complaint. Following the investigation, the ADA Coordinator will contact the complainant to discuss the findings, explain how the complaint will be resolved and the timeframe for resolution of the complaint. The ADA Coordinator will provide a written decision to the complainant, signed and dated, which includes a finding of "Cause" or "No Cause" to believe any discrimination has occurred, as well as any actions RIDOT will take to resolve the complaint.

5. If the Complaint is Not Resolved

If the complainant disagrees with the Department's decision regarding the original complaint, an appeal may be filed with the Department of Transportation's Legal Services Office at:

Rhode Island Department of Transportation
2 Capitol Hill
Providence, RI 0290

Attn: Vera Querceto, Senior Legal Council

The Department's Senior Legal Council will review the original complaint, the ADA Coordinator's written decision and findings, attempts to address the complaint, and reasons for the complainant's dissatisfaction with the original ruling.

A final determination will be made within **30 days** of the receipt of the appeal. The complainant will be notified of the decision in writing. The Senior Legal Council's decision will be final.

6. Other Filing Options

The use of the Rhode Island Department of Transportation's ADA Complaint process in no way precludes an individual or group from filing a formal complaint with the Rhode Island Governor's Commission on Disabilities, Civil Rights Division of the Federal Highway Administration, the U.S. Department of Transportation, or the United States Department of Justice. The complainant is *not* required to complete the RIDOT Complaint Process before filing with any other agency.

7. Record Maintenance

The Department's ADA Coordinator will maintain ADA complaint and related documents for **3 years** from the date of final response in a locked or secure file.

Complaint Procedure Timetable

Complaint must be filed within	180 days
ADA Coordinator meets with the Complainant within	10 business days
Complaint investigated within	60 days
Final determination made within	30 days
Record of complaint maintained for	3 years

4 Please state, as specifically as possible, what you think should be done to resolve this complaint

Signature

Date

Mail Completed Complaint Form to:

Rhode Island Department of Transportation
2 Capitol Hill
Providence, Rhode Island 02903
Attn: Agency ADA Coordinator

For Agency Use Only:

Date Complaint was received

Date Complaint investigated

Results of Investigation (attach supporting documentation or photographs)

Date Complainant Contacted

- Letter
- Personal Visit

Method of Contact: Phone

- Complaint Resolved? Yes
 No (forward to Civil Rights Division for review)

RI Governor's Commission on Disabilities contacted?

- Yes
- No

RIDOT ADA COMPLAINT FORM

Appendix C: APS Policy and Request Form

DRAFT



RHODE ISLAND DEPARTMENT OF TRANSPORTATION
ACCESSIBLE PEDESTRIAN SIGNAL
IMPLEMENTATION POLICY

I. Introduction

The Rhode Island Department of Transportation (RIDOT) shall follow this policy guidance with respect to the implementation of Accessible Pedestrian Signals (APS). When further regulations and guidelines regarding APS (such as the United States Access Board's [USAB] *Public Rights-Of-Way Accessibility Guidelines* [PROWAG]) are updated and/or adopted by the USAB, the United States Department of Transportation, and/or the United States Department of Justice, this policy may be amended to be consistent with any required modifications.

II. Background

Title II of the Americans with Disabilities Act (ADA), 42 U.S.C. § 12132, or § 504 of the Rehabilitation Act, 29 U.S.C. § 794 requires access to the public right-of-way for people with disabilities. Access to traffic signal information is an important feature of accessible sidewalks and street crossings for pedestrians who have vision impairments. The Federal Highway Administration has strongly encouraged states to implement the draft PROWAG policy for APS installation pending approval of the final PROWAG guidelines. The national trend is to incorporate APS devices where feasible.

Section 4A.02 of the *Manual on Uniform Traffic Control Devices* (MUTCD) defines APS as a device that communicates information about pedestrian timing in a non-visual format such as audible tones, verbal messages, and/or vibrating surfaces. The draft PROWAG definition is similar, however, under PROWAG, APS devices must include *both* audible and vibrotactile functions. APS devices let pedestrians who are blind or visually impaired know when the WALK interval begins and terminates. APS devices can also provide directional guidance, which is particularly useful at non-perpendicular intersections and at wide multi-lane crossings. APS can also help blind pedestrians find the pedestrian pushbutton and be informed that the pedestrian actuation has been registered.

III. Implementation of APS for Construction Projects

Construction Projects are defined as work which will be advertised for completion by private contractor(s). If the scope and/or ultimate contract documents of a Construction Project includes one or more of the following at a given location(s), then the design of such project shall call for installation of APS at each such location (for all marked crosswalks in the signalized intersection) unless installation is deemed to be technically infeasible as determined by the RIDOT ADA Technical Infeasibility Determination Policy Design Waiver process.

- New and/or upgraded pedestrian signal head(s)
- New and/or upgraded pedestrian signal detector(s) and/or pushbutton(s)

IV. Implementation of APS for Maintenance Activities

Maintenance Activities are defined as work which will be completed by RIDOT employees (“in-house” staff) and not advertised for completion by private contractors. Traffic Signal-related Maintenance Activities include the following, whether they are completed on an emergency basis or not:

- Adjustment, repair, or replacement of traffic signal infrastructure
- Changes to traffic signal phasing or timing
- Inspection or evaluation of traffic signal infrastructure and/or operations

Installation of APS is not required for Maintenance Activities. However, for any of the following Maintenance Activities, the Highway and Bridge Maintenance Division shall notify the Managing Engineer of the Traffic Management and Highway Safety Section of the work, who will then place the intersection on a schedule for implementation of APS at a future date as described in Section V:

- Replacement of pedestrian signal head(s)
- Replacement of pedestrian signal detector(s) and/or pushbutton(s)

V. Requests for APS

If there is any question as to the applicability of either Section III or IV regarding APS implementation for Construction Projects and Maintenance Activities, the location(s) shall be evaluated as described in this Section.

RIDOT will consider requests to install APS at RIDOT-maintained signalized intersections based upon receipt of a completed APS request form (See Attachment 1). If the request is not a RIDOT maintained signalized intersection, then RIDOT Customer Service will inform the requestor to forward the request to the appropriate local authority.

RIDOT Customer Service will provide an acknowledgement of receipt of each APS request to the requestor within 30 days and inform the requestor whether an evaluation will be performed or whether the location is already included in a Construction Project.

When a request for APS is for a signalized intersection that does not currently include pedestrian signals, the RIDOT will make a request to the State Traffic Commission (STC) on behalf of the requestor for installation of pedestrian signals. The STC will consider the request, and if pedestrian signals are approved for installation, then APS will be installed as required by Section III.

If an evaluation is determined to be necessary, it will be completed and added to the priority list as shown in Section VI.

VI. Prioritization of Implementation

If it is determined that an evaluation is to be performed, staff from the Traffic Engineering Unit will then conduct an engineering evaluation of the signalized intersection to determine if installation of APS is justified. This evaluation should be completed based on guidance in MUTCD Section 4E.09 and by utilizing the National Cooperative Highway Research Program (NCHRP) Prioritization Tool included in NCHRP Project 3-62. In performing the evaluation, staff may consult with the Governor's Commission on Disabilities and with the local jurisdiction to solicit community involvement and comments on the proposed request. The evaluation should also include environmental review including coordination with historic and cultural resources sections.

The MUTCD (Section 4E.09) states that if a signalized location presents difficulties for pedestrians who have visual disabilities to cross the roadway, an engineering evaluation should be conducted to determine whether installation of APS is necessary. The evaluation should consider potential demand or request for APS; traffic volumes including periods of low volumes or high right turn on red volumes; complexity of signal phasing or intersection geometry. These elements are included in the NCHRP Prioritization Tool discussed below.

The NCHRP Prioritization Tool provides traffic engineers and other technical practitioners with the means to take measurable characteristics of a pedestrian crosswalk and produce a rating that reflects the relative crossing difficulty for pedestrians who are blind or otherwise sensory impaired. The system of scoring is based on the premise that it is the individual crosswalk that is critical, as opposed to the APS intersection as a whole. However, if it is determined that APS is justified for one or more crosswalks, then APS shall be implemented for all crosswalks in the intersection.

The engineering evaluation will be used to determine a priority for the installation of APS devices. The score obtained from the NCHRP method shall be used to determine an overall rating. Where multiple requests are pending, the scores should be arranged in order from the highest to the lowest. Locations with the highest scores should be considered highest priority. The goal is for all requests for APS installation to receive a fair and equal assessment and to ensure that available funds are expended in the most effective manner. The resulting APS Priority List will be accomplished within a reasonable timeframe based on readiness of design and available funding.

The APS Priority List will be routinely updated based on additional requests and locations removed from the list (due to scheduled and completed work at signalized intersections via construction and/or maintenance work).

RIDOT will post the APS Priority List on its website for public review and comment. RIDOT may also schedule meetings with the Governor's Commission on Disabilities to review the APS Priority List and other intersections which may be included in the Construction Program.

The APS Priority List will be used by RIDOT to schedule funding for design and construction of APS.

VII. Changes to This Policy

RIDOT reserves the right to amend this policy pending revisions to federal and/or state regulations and/or guidelines. The policy amendments will be made available on the RIDOT website for public comment prior to official incorporation.

DRAFT



**RHODE ISLAND DEPARTMENT OF TRANSPORTATION
ACCESSIBLE PEDESTRIAN SIGNAL
REQUEST FORM**

DIRECTIONS: To ensure that the Department can respond appropriately to all requests, please complete all information requested unless otherwise noted. Please attach a MAP and/or PHOTO(S) of requested location if available. A separate Form should be completed and submitted for separate intersections. Please mail request to: Customer Service, Rhode Island Department of Transportation, Two Capitol Hill, Providence, RI 02903.

PERSON or ENTITY MAKING REQUEST (Requestor)

Name:	
Street Address:	
City/Town:	
State:	Zip Code:
Telephone No. (Home or Cell): () -	
E-Mail Address (if any):	
Affiliation (if any):	

LOCATION WHERE APS IS REQUESTED

Intersection:
Specify Crossing(s):
City/Town:
List Unique Characteristics of Intersection (if any):
Reason for Request (PLEASE) attach additional page(s) if needed):

Requestor MUST Sign and Date below

SIGNATURE: _____ **DATE:** _____



**RHODE ISLAND DEPARTMENT OF TRANSPORTATION
ACCESSIBLE PEDESTRIAN SIGNAL
REQUEST FORM**

Optional: Requests may be accompanied by a signature and comment from an appointed or elected official of the local City or Town or from the Governor's Commission on Disabilities to assist in the evaluation of the request.

LOCAL OFFICIAL or DISABILITY COMMISSION MEMBER

Name:	
Street Address:	
City/Town:	
State:	Zip Code:
Telephone No. (Home or Cell): () -	
E-Mail Address (if any):	
Affiliation (if any):	

Comments (if any / attach additional page(s) if needed):

Official May Sign and Date below:

SIGNATURE: _____ **DATE:** _____

NOTE: THE DEPARTMENT RESERVES THE RIGHT TO ALLOW FOR A 30 DAY RESPPONSE TIME FOR EACH REQUEST. ADDITIONAL TIME MAY BE REQUIRED DUE TO COMPLEXITY OF A REQUEST.

Appendix D – Previous Public Outreach

DRAFT

With respect to previous outreach, in 2008 RIDOT formed an internal ADA Committee which includes representatives of the Department's operating units along with a representative from the Governor's Commission on Disabilities to provide guidance and feedback on RIDOT's progress on its Plan. The Civil Rights Administrator will reconstitute this Committee and establish periodic meetings to provide progress updates on this Plan as it progresses.

RIDOT also held a Focus Group Meeting on November 5, 2015 with representatives of disabled community organizations and the interested public. The purpose of the meeting was to hear from the group project priorities based on stakeholder need. The meeting was held at the MS Dream Center, which is an accessible building. In addition to the building being accessible, equipment was brought by RIDOT staff to accommodate those with hearing impairment.

This Focus Group outreach was initiated by RIDOT. The Rhode Island Department of Health's Disability Community Planning Group and the Governor's Commission on Disabilities assisted RIDOT on outreach. The meeting notice for this Focus Group was by email with phone calls and hard copy notices also posted and distributed as part of the overall outreach effort. A complete list of the partners subject to this outreach is on file at RIDOT. The November 5th meeting was attended by:

- 11 Disability Groups, including RI Rehabilitation, MS Dream Center, Perspectives Corporation, Rhode Island Parent Information Network; and the Veterans Administration Blind Veterans Support Group.
- 30 persons from the Disability Community – either representing the groups above; or private citizens from the ADA community; and
- 9 State agency staff people (RIDOT, RIDOH, Statewide Planning, Governor's Commission on Disabilities)

The presentation to the Focus Group consisted of:

- An overview of the Transition Plan to date;
- Sidewalk Mapping – RIDOT Facilities;
- Preliminary Plans to improve accessibility; and
- An Overview of APS.

Participants filled out a survey developed by RIDOT, also on file at RIDOT. The results of the survey were very positive, with nearly all respondents indicating they were given a chance to participate. The respondents also indicated on the survey that they believed their ideas would be considered. Follow up email activity from the Focus Group to RIDOT was also overwhelmingly positive.

The Focus Group identified four projects, three in the City of East Providence and one in the City of Cranston that were a high priority for implementation. RIDOT has carried those project forward for implementation as part of the curb ramp allocation within the TAP/ADA projects listed in Part Four/Table 16 of this Plan. These projects are shaded in tan in Table 16.

As a direct result of the presentation, one Focus Group member filed a request for an APS at the intersection of Newport Avenue and Armistice Boulevard in the City of Pawtucket. The timeline on this request is:

- 11/15 - RIDOT Traffic receives request;
- 12/15 – Signal added for assessment as part of signal design contract
- 2/16 – Signal incorporated into RIDOT Project in 10 Year Plan/STIP
 - Planned construction advertising for whole contract early 2017
 - Completion scheduled for early 2018
- 3/16 – RIDOT follows up with Focus Group member on outcome of request.