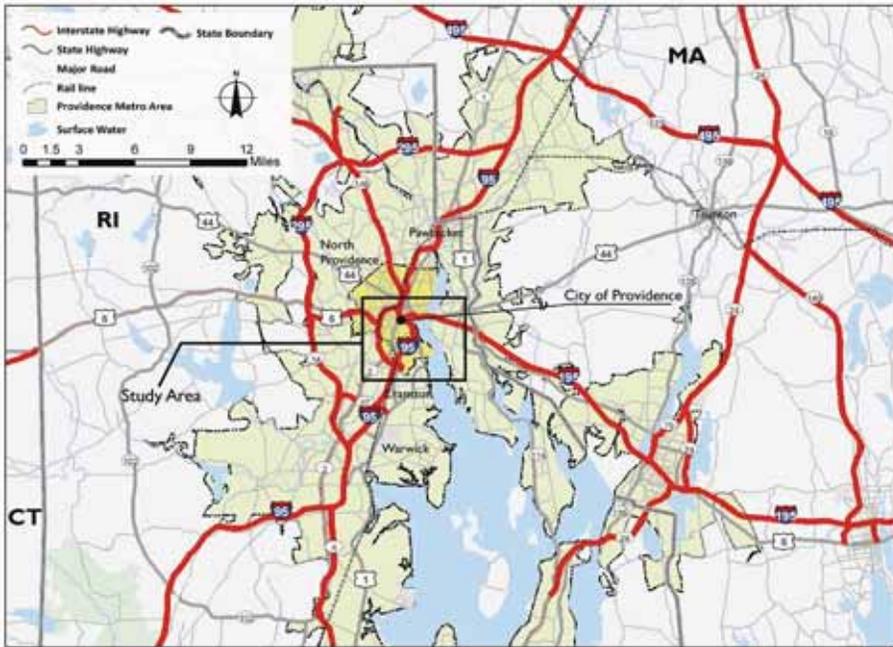


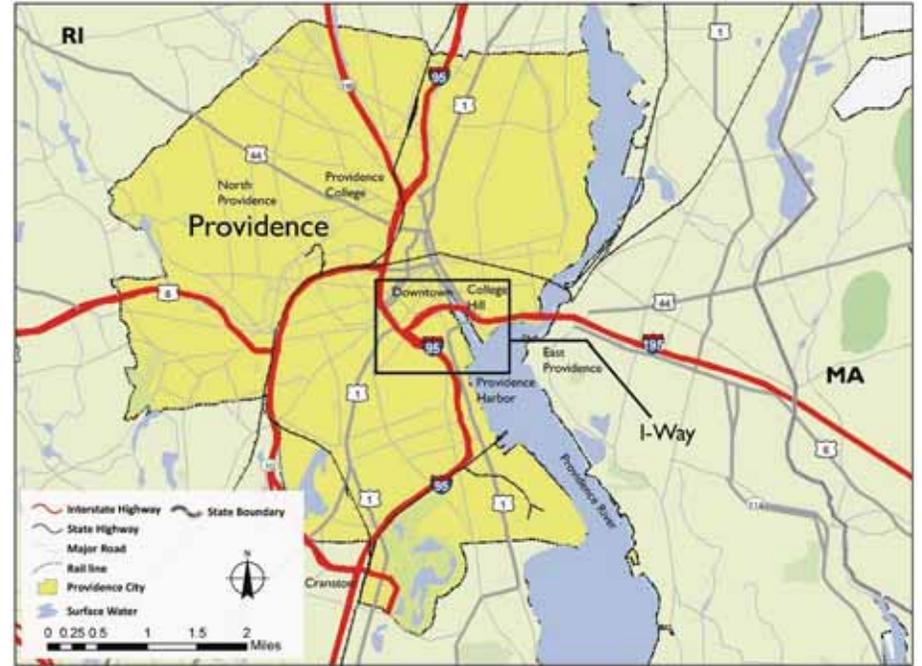
**I-195/ The “I-Way”**

	<b>I-195</b>	<b>I-81</b>
<b>Project Type</b>	relocation of an elevated highway	existing elevated highway - TBD
<b>Interstate Highway?</b>	yes	yes
<b>Through Traffic?</b>	yes	yes
<b>Vehicles /day</b>	153,000	100,000
<b>Project Length</b>	0.5 mile highway, plus reconstructed interchange	1.4 mi.
<b>Context</b>	downtown waterfront	downtown
<b>City</b>	Providence, RI	Syracuse, NY
<b>Population</b>	177,000	140,658
<b>Timeline</b>	planning, design, and construction 2006-2010	unknown
<b>Cost/Cost per mile</b>	\$610 million/\$1,220 million per mile (includes major interchange)	unknown

**Regional Context: Providence**



**Project Location**



When planning for the I-Way began, the I-195 corridor through downtown Providence was outdated, with narrow lanes, constrained merging areas, left exits, and other problematic features. The traffic volumes far exceeded the design capacity, and its deteriorated condition necessitated a change.

An EIS process focused on several alternatives, including relocation of the elevated portion to a new alignment that addressed the highway’s geometric issues. The plans also included extensive improvements to the local street network to alleviate existing congestion problems and to address any issues that might arise from the relocated highway. The final design relocated the existing road to a new alignment, which allowed for construction of the new road to occur while the existing one remained in operation. The final plan creates space for urban redevelopment, waterfront access, and improved traffic circulation and street connectivity.

Project plan showing former highway corridor to be redeveloped in orange, with new street connections and greenspace (Rhode Island DOT)



The design incorporates numerous pedestrian amenities, including walkways along the Providence River, and allows much greater access to the waterfront. The design also includes a new signature – or landmark – bridge.

### What was the decision-making process?

An EIS was conducted that looked at three alternatives: reconstruction on the existing alignment, a new alignment just north of the existing highway, and the new alignment to the south, along the Fox Point Hurricane Barrier. The third option, which mitigated operational problems and allowed for urban redevelopment of the existing corridor adjacent to downtown Providence and the Providence River, was selected. The new alignment passes through an industrial area, promising fewer socio-economic impacts than other options.

New “Signature” Bridge Crossing and Interchange



Source: Rhode Island DOT

### What were the outcomes?

The project is under construction. Therefore, it is too early to measure success or failure. The project development process has been very successful in terms of stakeholder collaboration, garnering public support, and controlling project cost and schedule.

### Are there parallels to *The I-81 Challenge*?

I-195 has comparable volumes to I-81, and serves substantial long distance travel between Cape Cod and the eastern seaboard. The size of the metropolitan area, and the complexity of working in an older northeastern urban area are also

comparable. However, there are no regional alternative routes or bypasses to this portion of I-195.

### What can we learn from this project?

*Traffic Circulation and Urban Mobility:* Because the final design relocated the existing road to a new alignment, allowing construction of the new road to occur while the existing one remained in operation, there were few traffic disruptions during the construction phase. Regional mobility has been maintained while local street connectivity in the downtown area has been improved.

*Economic Development/Urban Design:* Among the reasons that this project enjoyed solid support was the strong focus on urban design. The highway corridor itself was improved from an aesthetic standpoint, and new connections between downtown and the riverfront were established providing opportunities for redevelopment.

*Political/Public Process:* The public involvement process was characterized by broad involvement of many stakeholders and strong communication. This included outreach through media, websites, project podcasts, and many stakeholder meetings. The project's focus was always on improving both the urban environment and the transportation network.

### For More Information:

<http://www.dot.ri.gov/engineering/construction/195intro.asp>

*Visual Simulation of Pedestrian Crossing of I-195 to Narragansett Waterfront*



*Source: RIDOT*