

State of Rhode Island Highway Functional Classification 2014

Statewide Planning Program
Technical Paper #165
July 2014

RHODE ISLAND
STATEWIDE
PLANNING
PROGRAM

Rhode Island Department of Administration
Division of Planning
Statewide Planning Program
One Capitol Hill, Providence, RI 02908
www.planning.ri.gov



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PREFACE

The Rhode Island Statewide Planning Program, working in cooperation with the Rhode Island Department of Transportation (RIDOT), conducted a comprehensive review and update to the State's highway functional classification system as required by the Federal Highway Administration (FHWA). A roadway's functional classification is based upon its level of travel mobility and access to property according to a hierarchy of travel service it provides. It defines the role a road plays in the nation's highway network, whether a road is eligible for federal funding, and it provides a way for transportation agencies to track roadway system performance and condition. Beginning in September 2013, Statewide Planning and RIDOT followed the process described in FHWA's *Highway Functional Classification Concepts, Criteria and Procedures, 2013 Edition* to review every public roadway in the state. As a result Statewide Planning and RIDOT proposed 429 roadway segments, totaling 196.4 miles, for reclassification.

In previous years, the statewide reclassification effort had limited impact on Rhode Island's municipalities. However under the July 2012 federal transportation authorization Moving Ahead for Progress in the 21st Century (MAP-21), states that use federal funds for transportation projects are now required to prioritize resources towards maintaining the condition and performance of roadways on the National Highway System (NHS). The NHS consists of those roads deemed most important to the economy, defense, and mobility of the nation, primarily Principal Arterials including roadways classified as Interstates, Other Freeway and Expressways, and Other Principal Arterials. Under MAP-21 a roadway's functional classification will now have increased importance when the state determines project priority under the next Transportation Improvement Program (TIP).

In addition to the implications for federal/state funding priority, roadways on the NHS are subject to FHWA's NHS construction design standard requirements, specified maintenance requirements, control of outdoor advertising and junkyards along highways, contract administration standards, safety specifications, and asset management accountability. As a result of the proposed functional classification upgrades and downgrades, three reclassification scenarios were particularly noteworthy: upgrades that moved roads onto the NHS, downgrades that removed roads from the NHS, and downgrades that removed roads' eligibility for federal funds.

Through Rhode Island's comprehensive review of its highway functional classification system, the state added a net total of 68.5 miles to the National Highway System, and it made 40.8 new miles of roadway eligible for federal funding. None of the changes has an impact on projects listed in Rhode Island's FY 2013-2016 Transportation Improvement Program.

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HIGHWAY FUNCTIONAL CLASSIFICATION

Highway Functional Classification is the process through which the states, as required by the United States Department of Transportation's (USDOT) Federal Highway Administration (FHWA) define the role every public road plays in the nation's highway network. Using a consistent system, they classify each roadway into a hierarchy of types with three levels: arterial, collector, and local, which are classified further as "urban" or "rural." The classification system determines what types of federal funding a roadway qualifies for, and it is also the primary way in which transportation agencies track roadway system performance, benchmarks, and targets. A road's functional classification does not dictate its design. Functional classification will increase in importance as states use a roadway's classification to set expectations and measure preservation, mobility, and safety outcomes in their move towards the performance-based management of transportation systems required under MAP-21.

Also important is the connection between functional classification and the National Highway System (NHS). The NHS is composed of roadways important to the nation's economy, defense, and mobility; it includes interstates, intermodal connectors such as train stations and airports, the Strategic Highway Network, and major strategic highway connectors. Roadways in the NHS must comply with federal requirements on design standards, contract administration, data collection, state-FHWA oversight, and outdoor advertisement and junkyard control. In 2012 MAP-21 expanded the NHS to include all principal arterials. It also requires states to prioritize resources toward the NHS. For Rhode Island this resulted in the addition of 306 miles of roadways to the NHS, which are now subject to higher standards and oversight.

DETERMINING FUNCTIONAL CLASSIFICATION

The most important factor in determining the role a road plays in the system and thus its place in the hierarchy of types (arterial, collector, or local) is its function. Generally roads serve two primary functions: access and mobility.

- *Roadway access function:* Provides many opportunities for entry and exit, which creates potentially higher friction from vehicle access/egress.
- *Roadway mobility function:* Provides few opportunities for entry and exit and therefore low travel friction from vehicle access/egress.

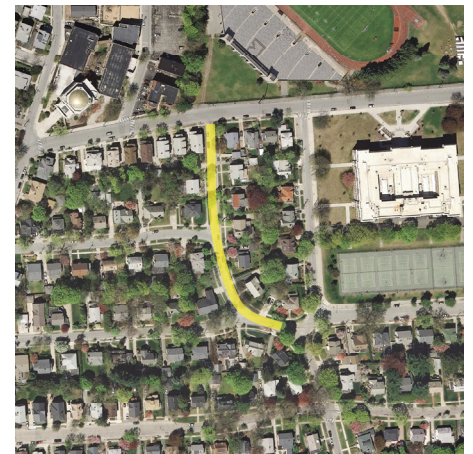
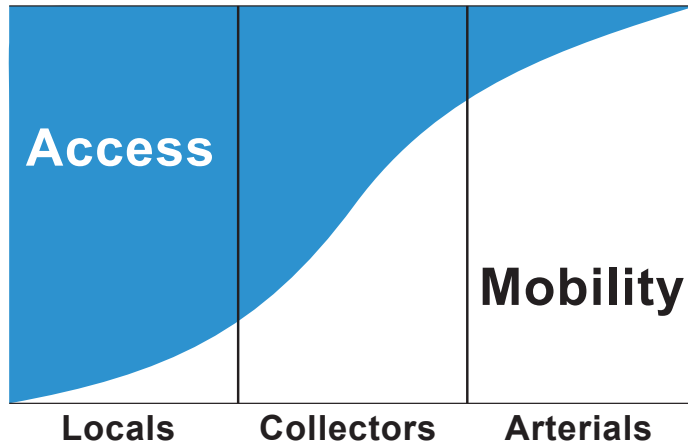
As defined by FHWA, access and mobility represent two ends of a spectrum with most roads falling somewhere in between them. For example, Interstate 95 as it runs through southern Rhode Island provides few exits for motorists to "access" the adjacent towns; instead it serves their "mobility" needs by moving them through the area to outside destinations. At the opposite end of the spectrum is Stadium Road on the East Side of Providence, which is used primarily by the residents of its few, short blocks. It provides "access" to the houses along the street but almost no mobility.



Roadway mobility: Interstate 95 in southern Rhode Island

The three broad highway functional classifications can be positioned along the mobility-access spectrum. Generally, arterials provide better mobility, and local roads provide better access. Collectors offer a combination of both. Figure 1 shows how the classifications serve each function.

FIGURE 1: Mobility - Access Continuum



Roadway access: Stadium Road in Providence

Mobility and access are not the only factors that determine the role and classification of a roadway. Also important are:

- Distance served: Whether a roadway serves primarily long- or short-distance trips.
- Access points: The amount of direct access a roadway provides to adjacent destinations such as homes and businesses.
- Speed limit: Whether a roadway allows for high-speed or lower-speed travel.
- Route spacing: Arterials, connectors, and local roads should be spaced regularly and logically.
- Usage: The amount travelers use a roadway as measured by annual average daily traffic (AADT) and daily vehicle miles of travel (DVMT).
- Significance: The importance of a roadway to regional and statewide travel.
- Number of travel lanes: Whether a road has a greater or fewer number of travel lanes.

No one factor determines the functional classification of a road; multiple factors should be considered. The goal is to define through functional classification a continuous system in which traffic moves back and forth from arterials to collectors to locals. Table 1 describes the relationship between the functional classification categories and the factors described above.

TABLE 1: Functional Classification Factors

| Functional Classification | Distance Served | Access Points | Speed Limit | Route Spacing | Usage | Significance | Number of Travel Lanes |
|---------------------------|-----------------|---------------|-------------|---------------|---------|--------------|------------------------|
| Arterial | Longest | Few | Highest | Longest | Highest | Statewide | More |
| Collector | Medium | Medium | Medium | Medium | Medium | Medium | Medium |
| Local | Shortest | Many | Lowest | Shortest | Lowest | Local | Fewer |

FUNCTIONAL CLASSES

Arterials, collectors, and locals are the three major categories used in the functional classification of roadways, but FHWA also requires states to stratify roads into a set of sub-categories based on their role and function. A further refinement is the separation of the classified roadways into “urban” and “rural,” based on the area they serve (See the Urban Boundary section on page 8 for more information). Previously FHWA specified different classifications in urban and rural areas, but now the same classifications exist in both. Although the distinctions between the various functional classifications can be ambiguous in some instances, each can be defined by a set of characteristics.

Arterials

Arterials are at the highest level of the highway functional classification system. They are roadways that provide a high level of mobility, have high speed limits, carry high traffic volumes, and allow for long-distance, uninterrupted travel. They connect states, regions, and urban centers, and they usually have multiple lanes and offer some access control such as the interchanges on an interstate. FHWA separates arterials into the following sub-categories.

Principal Arterials

- **Interstates:** All parts of the Interstate Highway System are classified as interstates. In Rhode Island, this includes Interstates 95, 195, and 295.
- **Other Freeways and Expressways:** These roadways are similar to interstates; they offer high mobility and limited access with high speed limits and physically-divided lanes. Rhode Island examples are Routes 10 and 146.
- **Other Principal Arterials:** These roadways also offer high levels of mobility, but they provide direct access to adjacent homes and businesses. Examples are North Main Street in Providence and Route 6 west of Interstate 295.

Minor Arterials

Minor arterials connect and support the system of principal arterials, serving trips of moderate length at lower speeds. In rural areas, they link cities and larger towns. Minor arterials in Rhode Island include Atwells Avenue in Providence and Route 101 in Scituate and Foster.

Collectors

Collectors’ primary role is to distribute traffic from local roads onto arterials and from arterials to local roads. They provide more access to adjacent homes and businesses than arterials but more mobility than local roads. Within urban areas they may link neighborhoods and districts, and in rural areas, they link towns and agricultural areas not served by arterials. Typically, collectors have two lanes and pavement markings.

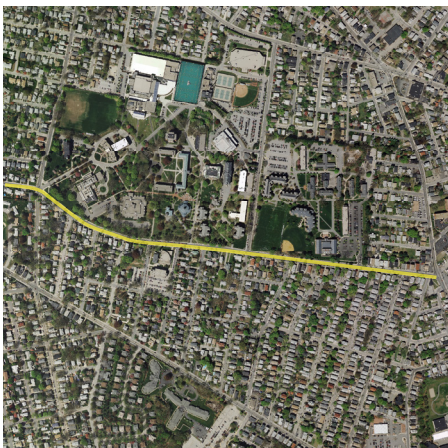
Major Collectors

Major collectors serve both traffic circulation and access needs. In urban areas they distribute trips between local roads and arterials over greater distances than minor collectors. In rural areas they link larger communities not served by an arterial. Examples of urban and rural major collectors are Eaton Street in Providence and Meetinghouse Lane in Little Compton, respectively.



Other Freeway and Expressway:
Route 6 and Route 10 Interchange

MAP-21 declared that all principal arterials are part of the National Highway System.



Major Collector: Eaton Street in Providence

Minor Collectors

The role of minor collectors is similar to major collectors, but they connect arterials and local roads over shorter distances and serve lower density areas. Generally they have lower speed limits than major collectors, and in rural areas they serve smaller communities than major collectors. Third Street in Newport is an example of an urban minor collector, and Plain Meetinghouse Lane in West Greenwich is a rural minor collector.

Locals

Local roads are at the bottom of the functional classification hierarchy, although they comprise the largest percentage of all roadways in the state. Their role is to provide access to homes and businesses; they have low speed limits and offer limited mobility for through traffic. Examples of local streets include Fairweather Avenue in Cranston and Leonard Terrace in Newport.



Local Road: Leonard Terrace in Newport

National Highway System and Federal Aid Eligibility

The NHS includes interstates, other freeways and expressways, and as of 2010, other principal arterials. All classifications are federal-aid eligible EXCEPT for rural minor collectors and urban and rural local roadways. Table 2 shows each functional classification system category and its relation to the NHS and federal aid eligibility.

TABLE 2: Functional Classifications

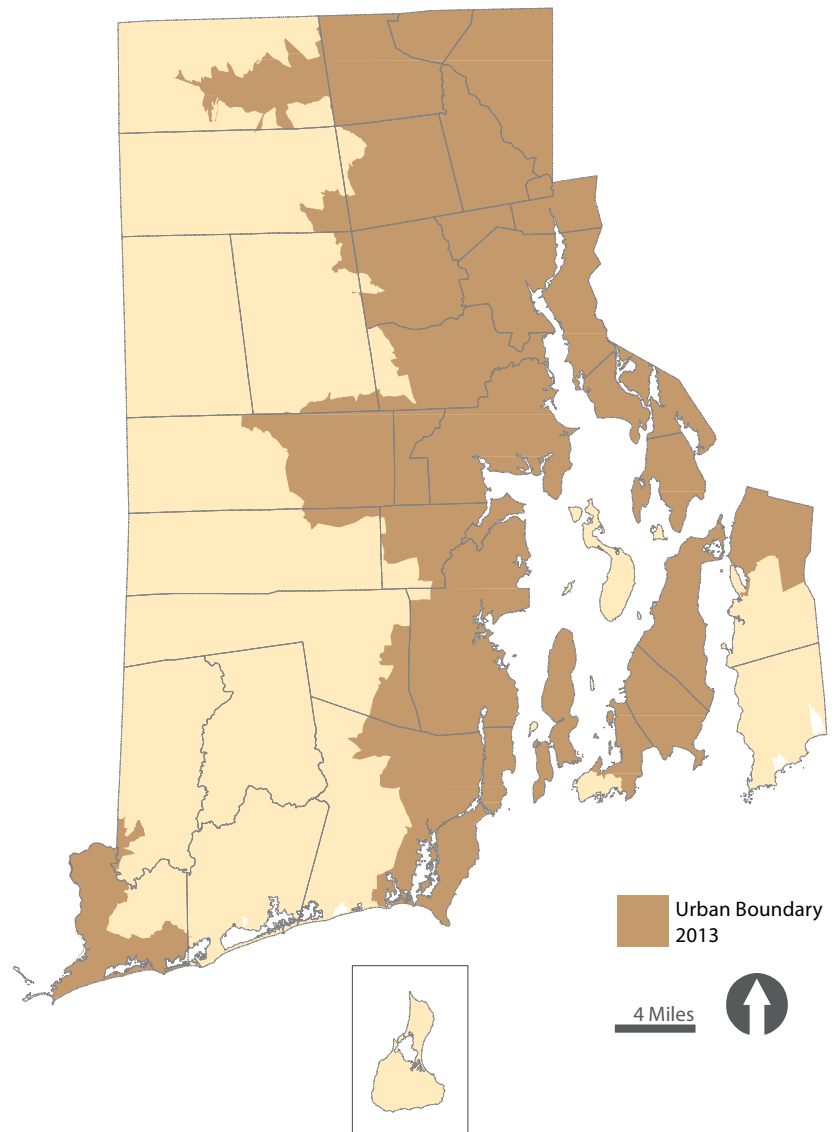
| | URBAN | RURAL | |
|-----------|----------------------------|----------------------------|-----|
| Arterial | Principal Arterials | Principal Arterials | NHS |
| | Interstates | Interstates | |
| | Other Freeways/Expressways | Other Freeways/Expressways | |
| | Other Principal Arterials | Other Principal Arterials | |
| | Minor Arterials | Minor Arterials | |
| Collector | Major Collectors | Major Collectors | |
| | Minor Collectors | Minor Collectors | |
| Local | Local Roads | Local Roads | |

Federal-aid eligible

URBAN BOUNDARY

As part of the Highway Functional Classification process, all roadways must be categorized as either “urban” or “rural.” The determination is made using the urban area boundary, a spatial designation that the U.S. Census Bureau develops through the decennial census for every part of the country with a population greater than 50,000. FHWA gives states the option of using the urban boundary area determined by the Census Bureau or adjusting the boundary to account for inconsistencies with the transportation system and to maximize geographic continuity. In 2013 Statewide Planning and RIDOT used the 2010 U.S. Census urban area boundary and adjusted it for transportation purposes only by reducing irregularities to allow the state to make better use of the federal funds allocated to rural roadways. Figure 2 shows Rhode Island’s adjusted transportation urban area boundary.

FIGURE 2: Rhode Island Adjusted Urban Boundary



RHODE ISLAND FUNCTIONAL CLASSIFICATION 2014

Statewide Planning and RIDOT began a review of the functional classification of Rhode Island's roadways in July 2013. Staff recognized that changes since the previous classification in 2005, the adjusted urban area boundary, and new guidance from FHWA would require a careful look at the state's roadway system. As a guide they used FHWA's *Highway Functional Classification Concepts, Criteria and Procedures 2013 Edition*, which defines and describes a method for classifying roadways as arterials, collectors, and locals. The two agencies organized a team of staff members and worked internally to develop a draft list of roadways proposed for functional re classification. After a period of review and comment by Rhode Island's municipalities and neighboring states, the agencies finalized the functional classification with the approval by the Transportation Advisory Committee, and they submitted it to FHWA in August 2014 for final approval.

FHWA's method for the functional classification of roadways relies on three basic steps.

- Identification and connection of **traffic generators** i.e. important destinations such as shopping centers and hospitals.
- Creation of a **coherent network** of roadways that facilitates direct, continuous movement among destinations within Rhode Island.
- Establishment of a **logical hierarchy** of roads based so that there are more local roads than collectors and more collectors than arterials.

FHWA recommends that states start at the top of the highway hierarchy and identify the principal arterials that link the most important destinations and then move down through connectors and locals and lesser destinations so as to create a continuous network, always considering the specific characteristics of each roadway class.

Based on FHWA's guidance, Planning and RIDOT followed the steps below in the development of the state's highway functional classification.

Organization and Preparation

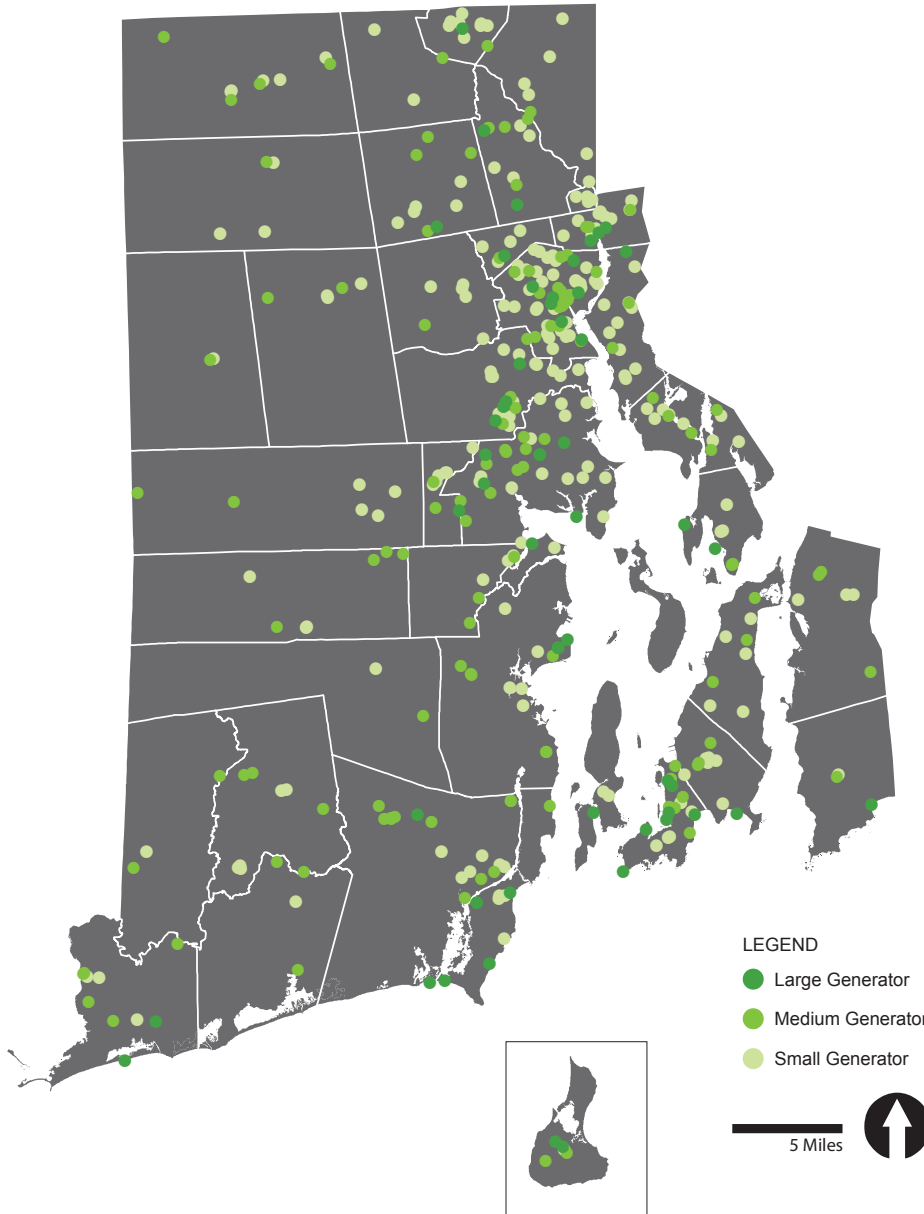
- *Identify and organize internal team:* Statewide Planning and RIDOT assembled an internal team to lead the reclassification; its membership was composed of staff in Statewide Planning's transportation section and staff from RIDOT. The group met regularly beginning in July 2013 to review progress and make decisions.
- *Establish project timeline and define responsibilities:* The functional classification team set an aggressive schedule for the completion of Rhode Island's reclassification. It began the process in September 2013 and completed it in July 2014. The group also agreed on a technical approach to the update and assigned tasks to specific staff members.
- *Confirm standards and existing data:* The first, important task in the update was to assemble the baseline data for the reclassification. Staff at

Statewide Planning and RIDOT worked together to check the consistency and accuracy of the state's GIS road layer. They identified and resolved inconsistencies between the state's GIS roadway layer and the published municipal highway functional classification maps; they made sure that every road segment had a classification, incorporated changes made since the most recent reclassification in 2005; and they revised the GIS file to account for changes made to the state's urban-rural boundary in 2013. They also incorporated estimates of annual average daily traffic in order to calculate daily VMTs where possible. The result was a single GIS layer that the team could use to begin the reclassification process.

Developing the Functional Classification System

- *Identify traffic generators:* Statewide Planning identified twenty-one types of generators, including shopping centers, airports, major private and government employers, hospitals, colleges and schools, state-identified growth centers, trains stations and bus hubs, military bases, and industrial areas.
- *Rank traffic generators:* The team ranked each of the traffic generator types as high, medium, or low based on their impact on traffic. It estimated traffic impact using a combination of factors, including traffic volumes on nearby roads and the size and capacity of the facility or site in question. For instance the team classified hospitals with more than 200 beds, such as Rhode Island Hospital, as “high” and hospitals with 60-200 beds as “medium.”
- *Map traffic generators:* Statewide Planning and RIDOT mapped the traffic generators, using existing layers from the Rhode Island Geographical Information System as well as some it created specifically for the effort. Figure 3 shows the location of the traffic generators used in the analysis.
- *Connect traffic generators:* Planning and RIDOT reviewed the resulting map and determined the appropriate functional classification to link the various traffic generators. They also layered the 2005 functional classification on top of the generators to identify mismatches and inconsistencies. For example, they changed the classification of Twin River Road, which provides access to Twin River Casino from major collector to a minor arterial to account for increased traffic to the casino and improvements to the road. As recommended by FHWA they began with the roads at the top of the functional classification hierarchy and moved down until only local roads remained. In determining a roadway's classification, they used the FHWA criteria described in the Determining Functional Classification section of this report.
- *Create coherent network:* The team reviewed the result of the functional classification to ensure that the roadways formed a coherent network that would allow for continuous, direct movement among the traffic generators. They revised the system to ensure that travelers could move in, out, and through the state's urban centers on arterials and that, where possible, arterials and collectors did not have “dead ends” or dangling sections.

FIGURE 3: Map of Traffic Generators



- *Establish logical hierarchy:* At the same time, the team reviewed the proposed road classifications to make sure that the system comprised a hierarchy with roads used primarily for mobility at the top and those providing access at the bottom. It reclassified roads as necessary to ensure the appropriate balance between classifications, so that the state and its municipalities and neighborhoods were served by a logical network which allowed movement among arterials, collectors, and local roads.
- *National Highway System:* Changes driven by MAP-21 have made whether or not a road is on the NHS more significant than it was previously. Statewide Planning and RIDOT paid special attention to roadways coming on or off the NHS, and they reviewed the entire proposed NHS system carefully to ensure that it formed a logical network that allowed travelers to move among Rhode Island's major traffic generators and its urban centers.

- *Draft functional classification:* Planning and RIDOT used an iterative process of map review and meetings to refine and eventually come to a consensus on the functional classification of the state's roadways. Statewide Planning staff created a table and linked a GIS shapefile that listed the classification and urban/rural designation of every roadway in the state and identified those segments for which the classification changed. It used the data in the table to produce summaries of the functional classification changes for the state as a whole and for each municipality.

Review and Comment

- *Municipal communication:* Once the Statewide Planning and RIDOT team completed its draft list of functional classification changes, it sent letters to the state's 39 municipalities informing them of the proposed changes, explaining the reclassification's significance, and requesting comments. The letter directed municipalities to Statewide Planning's web site <http://www.planning.ri.gov/statewideplanning/transportation/highway.php>, where they could view and download tables listing the proposed changes in each municipality as well as maps of the existing and proposed functional classification systems. It highlighted four reclassification scenarios as particularly important:
 - Upgrades to Other Principal Arterials and above and therefore part of the NHS
 - Downgrades from Other Principal Arterials and above to Minor Arterial and below, therefore removed from the NHS
 - Downgrades from Urban - Minor Collector and above to Urban Local and thus not federal-aid eligible
 - Downgrades from Rural - Major Collector and above to Rural - Minor Collector or Local and thus not federal-aid eligible

Statewide Planning sent the municipal letters on June 3, 2014 and requested comments from municipalities by June 26, 2014. Appendix 1 contains copies of the materials sent to municipalities.

- *Municipal meetings and regional workshops:* Statewide Planning and RIDOT also organized four regional workshops throughout the state in June 2014 to provide additional opportunities for municipalities to discuss and learn about the proposed functional classification changes: Kent County (June 17), Washington County (June 24), Newport County (June 25), and Providence Metro and Northern Rhode Island (June 25). At each workshop, Statewide Planning presented on the changes and provided time for municipal representatives to review the maps and tables and comment on the proposed changes. The Statewide Planning and RIDOT team also met individually with the four municipalities with the greatest number of proposed changes: Newport, Pawtucket, Providence, and Woonsocket.
- *Municipal comments:* Statewide Planning received written comments on the proposed changes from the City of Newport, the Quonset Development Corporation, the Town of Smithfield, and the City of Woonsocket. Statewide Planning and RIDOT reviewed all of the comments submitted

on the proposed classification changes and provided a response for each comment. A list of the comments received and the state's responses is included as Appendix 2.

- *Communication with Massachusetts and Connecticut:* FHWA requires roads that cross state lines have the same functional classification on both sides of the border. To ensure that Rhode Island's reclassification was coordinated with its neighbors, Statewide Planning contacted the Massachusetts and Connecticut Departments of Transportation requesting written comments on the proposed changes. ConnDOT responded that it had no comments; MassDOT did not respond.

Incorporate changes and refine maps: After the team's review of the comments, it revised the proposed functional classification system as appropriate to incorporate them. Once the team completed its changes, Statewide Planning produced a new set of maps and tables that describe the final functional classification. Table 3 shows the final mileage total and percentages for each functional classification category for the current (2014) and previous (2005) reclassifications, and Figure 4 shows the statewide functional classification system. A complete list of the changes is included in Appendix 4.

Finalization and Submission

- *Transportation Advisory Committee:* The Transportation Advisory Committee is the body charged with reviewing and approving the changes to Rhode Island's highway functional classification system before their submission to FHWA. Statewide Planning presented to the Transportation Advisory Committee twice on the functional classification changes: once at the committee's June 26, 2014 meeting and again at its July 24, 2014 meeting. At the first meeting, Statewide Planning described the reclassification process and purpose and accepted public comments on the proposed changes; at the second meeting, it presented the final, revised highway functional classification system, and the committee voted to approve the changes.
- *FHWA Submission:* Statewide Planning and RIDOT submitted the final, approved functional classification changes to the FHWA Rhode Island Division and the NHS changes to FHWA headquarters in Washington D.C. in a geospatial format and as hard copy maps.

CONCLUSION

Tables 3 and 4 summarize the final 2014 Rhode Island Highway Functional Classification System and compares it to the 2013 version. Overall, the changes are minor. The state added a net total of 68.5 miles to the National Highway System, and it made 40.8 new miles of roadway eligible for federal funding. None of the changes has an impact on projects listed in Rhode Island's FY 2013-2016 Transportation Improvement Program, although functional classification will play a larger role in the determination of project priority in the next TIP. As discussed earlier, MAP-21 requires states to report on the condition and performance of their NHS roads, providing incentives for states to prioritize those roads as they determine the allocation of limited transportation resources. Rhode Island's updated highway functional classification system will also be useful as the state sets expectations and measures preservation, mobility, and safety outcomes in its move towards performance-based management of its transportation system.

TABLE 3: Functional Classification Changes

| | Existing 2013 | | Proposed 2014 | | Change | |
|------------------------------|----------------|---------------|----------------|---------------|-------------|-------------|
| | Miles | % | Miles | % | Miles | % |
| Interstate | 90.0 | 1.4% | 90.0 | 1.4% | 0.0 | 0.0% |
| Other Freeways & Expressways | 111.0 | 1.7% | 125.1 | 1.9% | 14.1 | 12.7% |
| Other Principal Arterial | 411.0 | 6.3% | 435.9 | 6.7% | 24.9 | 6.0% |
| Minor Arterial | 427.0 | 6.5% | 421.9 | 6.5% | -5.1 | -1.2% |
| Major Collector | 757.0 | 11.6% | 726.6 | 11.1% | -30.4 | -4.0% |
| Minor Collector | 124.0 | 1.9% | 168.5 | 2.6% | 44.5 | 35.9% |
| Local | 4,608.0 | 70.6% | 4,560.0 | 69.9% | -48.0 | -1.0% |
| Total NHS* | 612.0 | 9.4% | 650.9 | 10.0% | 38.9 | 6.4% |
| Total Non-NHS | 5,916.0 | 90.6% | 5,877.0 | 90.0% | -39.0 | -0.7% |
| Total Federal Aid | 1,796.0 | 27.5% | 1,836.5 | 28.1% | 40.5 | 2.3% |
| Total Non-Federal Aid | 4,732.0 | 72.5% | 4,691.4 | 71.9% | -40.6 | -0.9% |
| Total | 6,528.0 | 100.0% | 6,528.0 | 100.0% | 0.0 | |

* Includes 1.67 miles of Intermodal connectors, STRAHNET, and ramps

TABLE 4: Functional Classification Changes: Urban - Rural Comparison

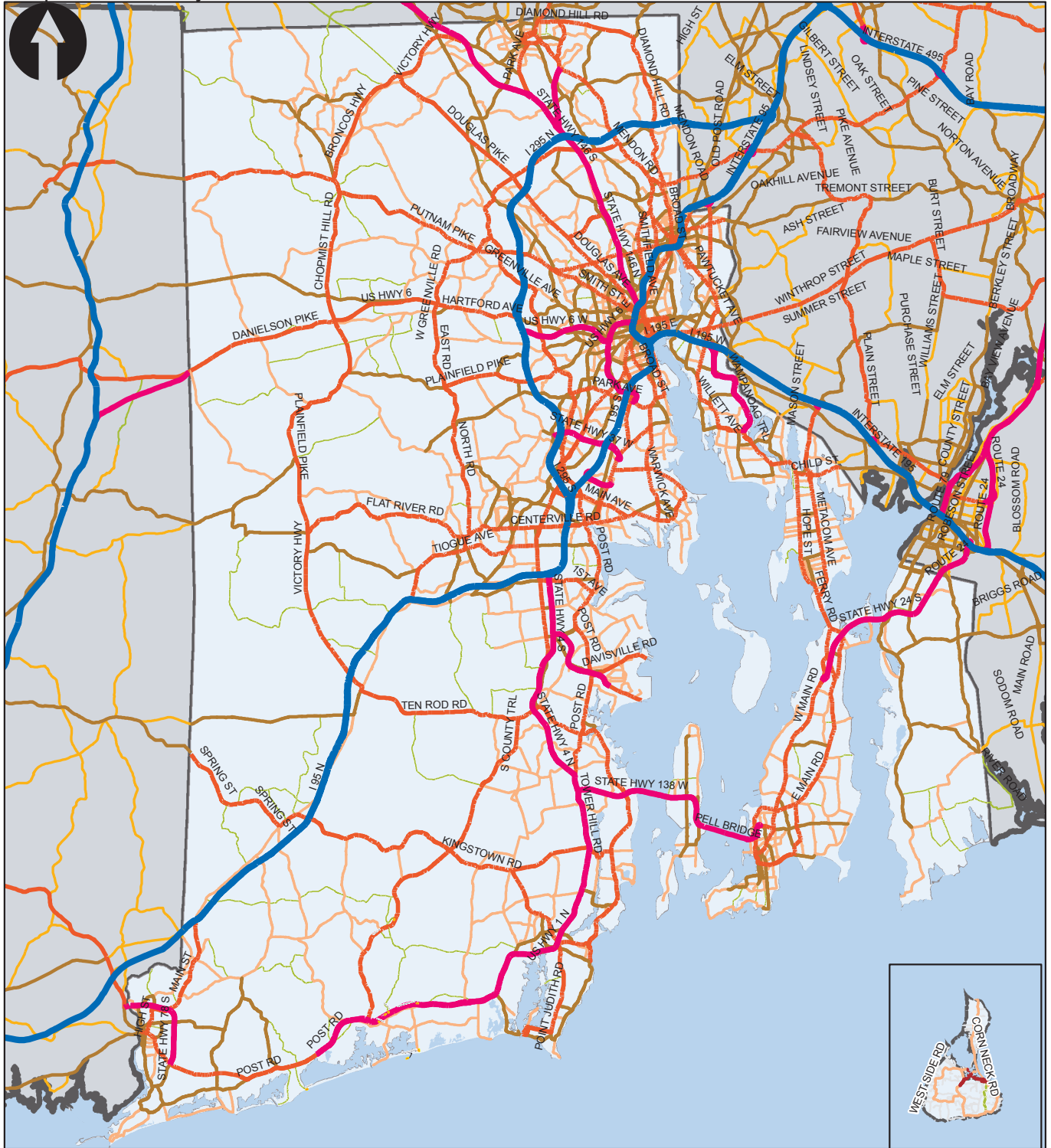
| | Existing 2013 | | Change | Proposed 2014 | |
|----------------------------------|----------------|--------------|--------------|----------------|--------------|
| | Miles | % | | Miles | % |
| Rural | | | | | |
| Interstate | 36.4 | 2.3% | 0.0 | 36.4 | 2.3% |
| Other Freeways & Expressways | 29.3 | 1.8% | 10.7 | 40.0 | 2.5% |
| Other Principal Arterial | 60.8 | 3.8% | 27.5 | 88.3 | 5.5% |
| Minor Arterial | 94.7 | 5.9% | -21.7 | 73.0 | 4.6% |
| Major Collector | 200.7 | 12.6% | -10.9 | 189.7 | 11.9% |
| Minor Collector | 121.2 | 7.6% | 10.3 | 131.5 | 8.2% |
| Local | 1,050.7 | 65.9% | -15.9 | 1,034.8 | 64.9% |
| Urban | | | | | |
| Interstate | 53.6 | 1.1% | 0.0 | 53.6 | 1.1% |
| Other Freeways & Expressways | 81.7 | 1.7% | 3.3 | 85.0 | 1.7% |
| Other Principal Arterial | 350.2 | 7.1% | -2.6 | 347.6 | 7.0% |
| Minor Arterial | 332.3 | 6.7% | 16.6 | 348.9 | 7.1% |
| Major Collector | 556.3 | 11.3% | -19.5 | 536.9 | 10.9% |
| Minor Collector | 2.8 | 0.2% | 34.2 | 37.0 | 0.8% |
| Local | 3,557.3 | 72.1% | -32.1 | 3,525.2 | 71.4% |
| Summary | | | | | |
| Total Rural | 1,593.8 | 24.4% | 0.0 | 1,593.8 | 24.4% |
| Total Urban | 4,934.2 | 75.6% | -0.1 | 4,934.1 | 75.6% |
| Total | 6,528.0 | | -0.1 | 6,527.9 | |
| Total Federal-Aid Eligible Rural | 421.9 | 6.5% | 5.6 | 427.5 | 6.5% |
| Total Federal-Aid Eligible Urban | 1,374.1 | 21.0% | 34.9 | 1,409.0 | 21.6% |
| Total Federal Aid | 1,796.0 | 27.5% | 40.5 | 1,836.5 | 28.1% |
| Total Non Federal Aid | 4,732.0 | 72.5% | -40.6 | 4,691.4 | 71.9% |

FIGURE 4: Rhode Island Functional Classification System

State of Rhode Island

Map Created on July 8, 2014

Proposed Roadway Functional Classification



- Legend**
- Interstate
 - Freeway
 - Principal Arterial
 - Minor Arterial
 - Major Collector
 - Minor Collector

0 2.75 5.5 11 Miles

RIGIS RHODE ISLAND STATEWIDE PLANNING PROGRAM

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APPENDIX I:

Municipal Letter and Information



STATE OF RHODE ISLAND AND PROVIDENCE PLANTATIONS

Department of Administration
DIVISION OF PLANNING
One Capitol Hill
Providence, RI 02908-5870

June 3, 2014

RE: Rhode Island Highway Functional Classification

Dear Municipal Official:

Every ten years the Rhode Island Statewide Planning Program, working in cooperation with the Rhode Island Department of Transportation (RIDOT), conducts a comprehensive review and update to the State's highway functional classification system as required by the Federal Highway Administration (FHWA). A roadway's functional classification is based upon its level of travel mobility and access to property according to a hierarchy of travel service it provides. Additional information on highway functional classification can be found in **Attachment 1 – Highway Functional Classification Definitions** or from FHWA's Highway Functional Classification Concepts, Criteria, and Procedures, 2013 Edition.

As a result of Statewide Planning and RIDOT's review, 419 roadway segments are proposed for reclassification. The complete listing of roadways subject to proposed reclassification can be viewed on Statewide Planning's website at www.planning.ri.gov/statewideplanning/transportation/highway.php. The website also provides informational maps (organized according to municipality) regarding existing functional classification, proposed functional classification, as well as a tabular listing of the proposed reclassified roadways.

In previous years, the statewide reclassification effort had limited impact on Rhode Island's municipalities. However under the July 2012 federal transportation authorization Moving Ahead for Progress in the 21st Century (MAP-21) states utilizing federal funds for all transportation projects are now required to prioritize resources towards maintaining the condition and performance of roadways on the National Highway System (NHS). The NHS consists primarily of Principal Arterials including the Interstate, Other Freeway and Expressways, and Other Principal Arterials roadways. **Attachment 1** illustrates a roadway's functional classification in relation to the NHS and federal-aid eligibility. Therefore under MAP-21 a roadway's functional classification will now have increased importance when the State determines project priority under the Transportation Improvement Program (TIP). Please note at this time, the reclassification does not affect any projects listed in the FY 2013-2016 TIP.

In addition to the implications for federal/state funding priority, roadways on the NHS are subject to FHWA's NHS construction design standard requirements (currently according to the American Association of State Highway and Transportation Officials' (AASHTO) Green Book, 2004), specified maintenance requirements, control of outdoor advertising and junkyards along highways, contract administration standards, safety

specifications, and asset management accountability. As a result of the proposed functional classification upgrades and downgrades, we ask that you give particular attention to the following proposed reclassification scenarios:

- Upgrades proposed to become Other Principal Arterials and above and therefore will be part of the NHS
- Downgrades to Other Principal Arterials and above and now proposed as Minor Arterial and below, and thus removal from the NHS
- Downgrades to Urban - Minor Collector and above and now proposed as Urban Local, and thus not federal-aid eligible
- Downgrades to Rural - Major Collector and above and now proposed as Rural - Minor Collector and Local and thus not federal-aid eligible

As part of this effort, Statewide Planning and RIDOT will be holding a series of regional informational forums for municipal officials (planners, engineers, public works directors) to review and gather input on the proposed functional highway classification system. We ask that your comments address appropriateness of the proposed functional classification and not simply concerns over a roadway's falling off the NHS or federal-aid system. We encourage you to attend the regional forum scheduled for your area in June. The full schedule of locations and dates is enclosed. Once we have obtained municipal feedback, the proposed functional classification changes will be reviewed by the Transportation Advisory Committee (TAC) at their June 26, 2014 meeting. The public will also have the opportunity to comment on the proposed changes at the June 26th TAC meeting. Please contact me in advance if you have any questions at linsey.callaghan@doa.ri.gov or 401-222-6479.

Sincerely,



Linsey J. Callaghan
Supervising Planning
Transportation Unit

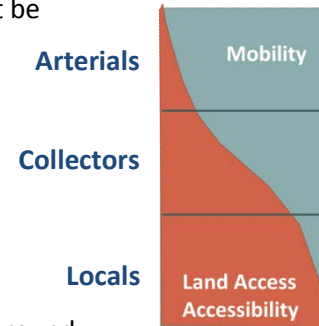
Attachments

Attachment 1 - Highway Functional Classification Definitions

Attachment 2 - Highway Functional Classification Regional Workshop Flyer

Attachment 1 - Highway Functional Classification Definitions

The Highway Functional Classification System defines the role a roadway plays in the overall road network. Each roadway is classified in two ways. First by whether it is 'urban' or 'rural' as defined by Rhode Island's Transportation Urban Rural Boundary area (and should not be confused with Land Use 2025's Future Land Use Map's Urban Services Boundary), and second by its function within the network. In general the two basic functions of a roadway are *access to property* and *travel mobility*. Mobility refers to the actual ability of the road to move traffic, while accessibility refers to the ease of entering or exiting a roadway to or from adjacent priorities. Arterials have high mobility but low land access and are typically used for longer trips. Whereas, local roads have low mobility (travel at slower speeds) but provide the highest level of land access. These are used for shorter trips around town. Collectors are in the middle and often act as the transitional roads from arterials to local roads. To avoid the problem of failure, a classification of roadways, based on function and, the preferred design of each class of road is established so that as opportunities arise, roads can be improved appropriately. Roadways are classified according to the following classifications:



I. Interstates

Interstates are the highest classification of Arterials and were designed and constructed with mobility and long-distance travel in mind. Since its inception in the 1950's, the Interstate System has provided a network of limited access, divided highways offering high levels of mobility while linking the major urban areas of the United States. Roadways in this functional classification category are officially designated as Interstates by U.S. Secretary of Transportation, and all routes that comprise the Dwight D. Eisenhower National System of Interstates and Defense Highways belong to the Interstate functional classification category and are considered Principal Arterials. Rhode Island examples include I-95, I-295, and I-195.

II. Other Freeways and Expressways

Roadways in this functional classification category look very similar to Interstates. While there can be regional differences in the use of the terms 'freeway' and 'expressway,' for the purpose of functional classification the roads in this classification have directional travel lanes usually separated by some type of physical barrier, and their access and egress points are limited to on- and off-ramp locations or a very limited number of at-grade intersections. Like Interstates, these roadways are designed and constructed to maximize their mobility function, and abutting land uses are not directly served by them.

III. Other Principal Arterials

These roadways serve major centers of metropolitan areas, provide a high degree of mobility and can also provide mobility through rural areas. Unlike their access-controlled counterparts, abutting land uses can be served directly. Forms of access for Other Principal Arterial roadways include driveways to specific parcels and at-grade intersections with other roadways. For the most part, roadways that fall into the top three functional classification categories (Interstate, Other Freeways & Expressways and Other Principal Arterials) provide similar service in both urban and rural areas. The primary difference is that there are usually multiple Arterial routes serving a particular urban area, radiating out from the

urban center to serve the surrounding region. In contrast, an expanse of a rural area of equal size would be served by a single Arterial.

IV. Minor Arterials

Minor Arterials provide service for trips of moderate length, serve geographic areas that are smaller than their higher Arterial counterparts and offer connectivity to the higher Arterial system. In an urban context, they interconnect and augment the higher Arterial system, provide intra-community continuity and may carry local bus routes.

In rural settings, Minor Arterials should be identified and spaced at intervals consistent with population density, so that all developed areas are within a reasonable distance of a higher level Arterial. Additionally, Minor Arterials in rural areas are typically designed to provide relatively high overall travel speeds, with minimum interference to through movement. The spacing of Minor Arterial streets may typically vary from 1/8- to 1/2-mile in the central business district (CBD) and 2 to 3 miles in the suburban fringes. Normally, the spacing should not exceed 1 mile in fully developed areas.

V. Major and Minor Collectors

Collectors serve a critical role in the roadway network by gathering traffic from Local Roads and funneling them to the Arterial network. Within the context of functional classification, Collectors are broken down into two categories: Major Collectors and Minor Collectors. Until recently, this division was considered only in the rural environment. Currently, all Collectors, regardless of whether they are within a rural area or an urban area, may be sub-stratified into *major* and *minor* categories. The determination of whether a given Collector is a Major or a Minor Collector is frequently one of the biggest challenges in functionally classifying a roadway network.

In the rural environment, Collectors generally serve primarily intra-county travel (rather than statewide) and constitute those routes on which (independent of traffic volume) predominant travel distances are shorter than on Arterial routes. Consequently, more moderate speeds may be posted.

The distinctions between Major Collectors and Minor Collectors are often subtle. Generally, Major Collector routes are longer in length; have lower connecting driveway densities; have higher speed limits; are spaced at greater intervals; have higher annual average traffic volumes; and may have more travel lanes than their Minor Collector counterparts. Careful consideration should be given to these factors when assigning a Major or Minor Collector designation. In rural areas, AADT and spacing may be the most significant designation factors. Since Major Collectors offer more mobility and Minor Collectors offer more access, it is beneficial to reexamine these two fundamental concepts of functional classification. Overall, the total mileage of Major Collectors is typically lower than the total mileage of Minor Collectors, while the total Collector mileage is typically one-third of the Local roadway network.

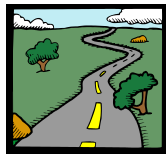
VI. Local Roads

Locally classified roads account for the largest percentage of all roadways in terms of mileage. They are not intended for use in long distance travel, except at the origin or destination end of the trip, due to their provision of direct access to abutting land. Bus routes generally do not run on Local Roads. They are often designed to discourage through traffic. As public roads, they should be accessible for public

use throughout the year. Local Roads are often classified by default. In other words, once all Arterial and Collector roadways have been identified, all remaining roadways are classified as Local Roads.

The functional classification is also used to determine federal funding priority and eligibility for Federal-Aid according to the table below.

Highway Functional Classification System & Federal-Aid Eligibility



Rural



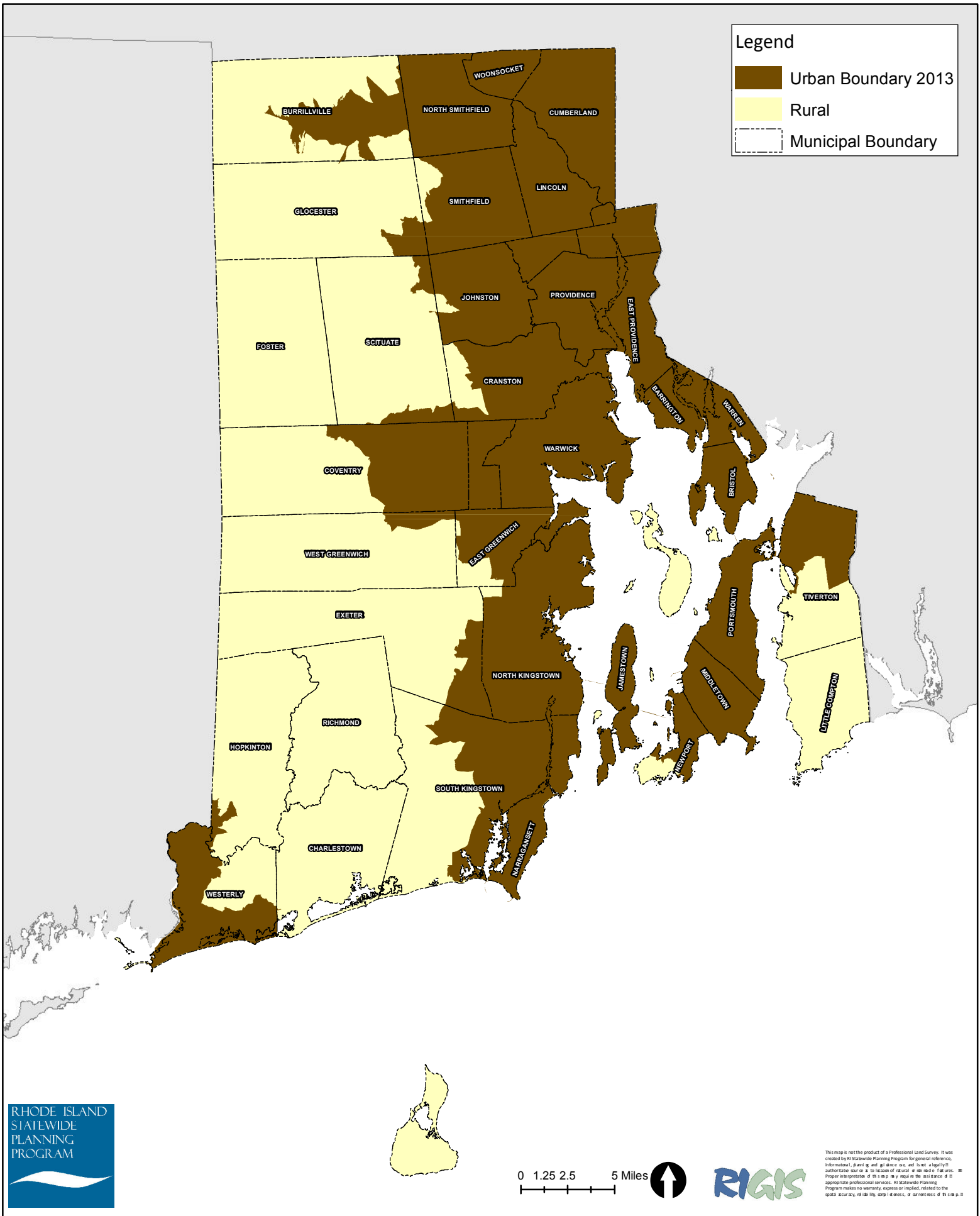
Urban

| | |
|---------------------------------------|---------------------------------------|
| Principal Arterial | |
| Interstate | Interstate |
| Other Freeway & Expressway | Other Freeway & Expressway |
| Other Principal Arterial | Other Principal Arterial |
| Minor Arterial | |
| Minor Arterial | Minor Arterial |
| Collector | |
| Major Collector | Major Collector |
| Minor Collector | Minor Collector |
| Local | Local |

N
H
S

= Federal-Aid Eligible

Additional information on highway functional classification is available in the [Federal Highway Administration’s Highway Functional Classification Concepts, Criteria, and Procedures, 2013 Edition](#).



Legend

- Urban Boundary 2013
- Rural
- Municipal Boundary



0 1.25 2.5 5 Miles



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Highway Functional Classification REGIONAL WORKSHOPS

For municipal planners, public works directors, and municipal engineers

Join the Rhode Island Statewide Planning Program as it provides an overview, answers questions, and gathers municipal comments about the Rhode Island Highway Functional Classification. Learn more about how the process affects the future of the state's roadways and funding for transportation.

For more information visit:

www.planning.ri.gov/statewideplanning/transportation/highway.php

KENT COUNTY

Tuesday, June 17, 9:00 a.m.

East Greenwich Police Station
176 1st Avenue
East Greenwich, RI 02818

FOR: Coventry, East Greenwich, Warwick
West Greenwich and West Warwick

NEWPORT COUNTY

Wednesday, June 25, 9:30 a.m.

Middletown Police Station
123 Valley Road
Middletown, RI 02908

FOR: Bristol, Jamestown, Little Compton,
Middletown, Newport, Portsmouth
and Tiverton

WASHINGTON COUNTY

Tuesday, June 24, 9:00 a.m.

URI Coastal Institute, Hazard Room
218 South Ferry Road
Narragansett, RI 02874

FOR: Charlestown, Exeter, Hopkinton,
Narragansett, New Shoreham,
N. Kingstown, Richmond, S. Kingstown
and Westerly

PROVIDENCE METRO & NORTHERN RI

Wednesday, June 25, 2:00 p.m.

RI Dept. of Administration
1 Capitol Hill, Conference Room A
Providence, RI 02908

FOR: Barrington, Burrillville, Central Falls,
Cranston, Cumberland, East Providence,
Foster, Glocester, Johnston, Lincoln,
Pawtucket, Providence, N. Providence,
N. Smithfield, Scituate, Smithfield, Warren
and Woonsocket



APPENDIX 2:

Municipal Comments and Responses

APPENDIX 2: Municipal Comments and Responses

| Submitted by | Request As Proposed | Staff Recommendation | Map ID | Public Comment | AADT | Staff Notes |
|-----------------|---------------------------------|----------------------|--------|---|------|---|
| City of Newport | Thames Street (local) | Minor Arterial | | Upgrade Thames Street from Farewell Street to Washington Square from a local to a minor arterial as it connects a principal arterial to a minor arterial. | N/A | Upgrade road to minor arterial based on connectivity, continuity, and need to parallel Farewell Street, also a minor arterial. |
| City of Newport | Third Street (local) | Minor Collector | | Upgrade Third Street from Bridge Street to Van Zandt Avenue from a local to a minor arterial as observed high traffic volumes support its connection between two major collectors. | N/A | Upgrade to minor collector for continuity and because of high traffic volumes reported by the City of Newport. |
| City of Newport | Bridge Street (local) | Minor Collector | | Upgrade Bridge Street from Gladys Carr Bolhouse Boulevard to Third Street from a local to a minor arterial as observed high traffic volumes support its connection between two major collectors. | N/A | Upgrade to minor collector to connect Third Street to Gladys Carr Bolhouse Boulevard, both major collectors. |
| City of Newport | Bedlow Avenue (local) | Minor Collector | | Upgrade Bedlow Avenue from Broadway to Malbone from a local to a minor arterial as observed high traffic volumes support its connection between a principal arterial and a proposed minor arterial. | N/A | Upgrade to minor collector to support its connection between Broadway, a principal arterial, and Malbone Avenue, a proposed minor arterial. |
| City of Newport | Morton Avenue (local road) | Minor Arterial | | Upgrade Morton Avenue from Thames Street to Spring Street from a local to a minor arterial as observed high traffic volumes support its connection between two minor arterials. This would also keep consistency to maintain the on way couplet as minor arterials. | N/A | Upgrade to minor arterial because of traffic volumes and to connect Thames Street and Spring Street, both minor arterials. |
| City of Newport | Spring Street (major collector) | Minor Arterial | | Upgrade Spring Street from Morton Avenue to Narragansett Avenue from a major collector to a minor arterial as observed high traffic volumes support its connection between two minor arterials. This would also keep consistency to maintain the on way couplet as minor arterials. | N/A | Upgrade to minor arterial because the of need to parallel Thames Street, a minor arterial. |

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| Submitted by | Request As Proposed | Staff Recommendation | Map ID | Public Comment | AADT | Staff Notes |
|--|--|--|--------|---|-------|--|
| City of Newport | Thames Street (minor collector) (currently a minor arterial) | Major Collector | | Upgrade Thames Street from Cotton Court to Mill Street from a minor collector to a major collector as it connects a major collector to a minor collector. | N/A | Downgrade to major collector (not to minor collector as proposed originally) to maintain connectivity through downtown Newport. |
| Quonset Development Corporation (in North Kingstown) | Cross Park Avenue (major collector) | Local | | Should be downgraded to local | N/A | Downgrade to local. Road is part of a cul-de-sac. |
| Quonset Development Corporation (in North Kingstown) | Bailey Road (major collector) | N/A | | Road no longer exists and can be deleted. | N/A | Deleted road from database. |
| Town of Smithfield | Tunmore Road (major collector) | Major Collector | 243 | Upgrade entire length from Cedar Swamp Road to Pleasant View Avenue from local to major collector | N/A | Upgrade road to major collector. It connects two principal arterials, Cedar Swamp Road and Pleasant View Avenue. |
| Town of Smithfield | Greenville Avenue (major collector) | Minor Arterial | | Upgrade Greenville Avenue from Putnam Pike (US 44) to Sanderson Road from major collector to minor arterial | ~2500 | Upgrade road to minor arterial to improve connectivity between Putnam Pike and Sanderson Road, both principal arterials. |
| Town of Smithfield | Whipple Avenue (local) | Minor Collector (Cross St - St. Michaels) / Local (Farnum Pike - St. Michaels) | 397 | Downgrade from major collector to minor collector | N/A | Downgrade Whipple Avenue from Fenwood Ave to St. Michaels to minor collector. Downgrade remaining section, between St. Michaels Avenue and Farnum Pike, to local. Upgrade St. Michaels Avenue to minor collector as it is part of a RIPTA bus route. |
| Town of Smithfield | Wolf Hill Road (major collector) | Local | | Downgrade Wolf Hill Road from Farnum Pike to Old County Road from major collector to local | N/A | Downgrade road segment to local. It appears to serve local traffic. |
| City of Woonsocket | Morton Avenue (minor arterial) | N/A | 155 | Morton runs from Hamlet Avenue to Park Place. Does not run on the south side of Hamlet Ave. That roadway is Manville Rd. - state-owned. | N/A | Correct roadway name in the GIS database. |

APPENDIX 2: Municipal Comments and Responses

| Submitted by | Request As Proposed | Staff Recommendation | Map ID | Public Comment | AADT | Staff Notes |
|--------------------|---------------------------------------|----------------------|--------|--|-------|---|
| City of Woonsocket | Front Street (major collector) | Major Collector | 87 | This should encompass the southerly approach from Court St onto Front St. | N/A | Comment noted. Front Street, including the approach from Court Street, is a major collector. |
| City of Woonsocket | Blackstone Street (minor collector) | Minor Collector | 19 | Would like both segments of Blackstone St to have the same classification. | N/A | Segment of Blackstone St should remain a minor collector. It is narrower and carries lower volumes than other section. |
| City of Woonsocket | Blackstone Street (major collector) | Major Collector | 276 | Would like both segments of Blackstone St to have the same classification. | 8,000 | Comment noted. Segment of Blackstone St. should remain a major collector because of its width and the connectivity it provides. |
| City of Woonsocket | E School Street (major collector) | Minor Arterial | 293 | This road should remain as a minor arterial as there are only two local roads that connect to it. The roadway is heavily used to access two different neighborhoods. | 6,000 | Keep as minor arterial based on the connectivity it provides between N. Main Street, a minor arterial, and Social Street, a principal arterial. |
| City of Woonsocket | John A Cummings Way (major collector) | Major Collector | 326 | This roadway should remain as a minor arterial. It is location in the city's downtown area and runs between two principal arterial roadways (Social St and Clinton St). | N/A | Comment noted. Road should remain a major collector as it doesn't serve major traffic generators. |
| City of Woonsocket | Pond Street (major collector) | Major Collector | 362 | Pond St runs from Social St to Winter St. The segment between Social St and Clinton St is Veterans' Parkway. It's located in the city's downtown area and runs between two principal arterial roadways (Social St and Clinton St). | N/A | Road should remain a major collector as it doesn't serve major traffic generators. |
| City of Woonsocket | Elm Street (minor collector) | Minor Collector | 71 | Segment of Elm St from Gaulin Ave westerly is a one way. | 2,000 | Comment noted. Upgrade Locust St. to minor collector to improve connectivity to Cumberland Street, a principal arterial. |
| City of Woonsocket | Arnold Street (major collector) | Major Collector | 271 | Arnold St from High St to Main St is a one way. | | Comment noted. Classification as a major collector necessary for circulation through downtown Woonsocket. |
| City of Woonsocket | Greene Street (minor arterial) | Minor Arterial | 102 | One way street | N/A | Comment noted. |
| City of Woonsocket | 2nd Avenue (major collector) | Major Collector | 1 | 2nd Avenue runs from River Street to Mason Street | N/A | Comment noted. |

APPENDIX 2: Municipal Comments and Responses

| Submitted by | Request As Proposed | Staff Recommendation | Map ID | Public Comment | AADT | Staff Notes |
|--------------------|---|----------------------|--------|---|------|--|
| City of Woonsocket | Mason Street (major collector) | Major Collector | 146 | This should encompass the southerly approach to South Main St and the northerly direction from South Main St onto Mason St. Both small segments are one ways. | N/A | Comment noted. Both the north and south approaches are classified as major collectors. |
| City of Woonsocket | Highland Corporate Drive | N/A | n/a | Not listed on state spreadsheet but included on proposed reclassification map for upgrade. | N/A | Added road to Woonsocket spreadsheet. |
| City of Woonsocket | River Street (major collector) | Major Collector | 366 | The segment shown is actually from Sayles St to South Main St. What is the remaining portion of River St classified as? This roadway should remain as a major collector as it is highly used by trucks to many different businesses in Woonsocket and a solid waste transfer station in North Smithfield. | N/A | Comment noted. The other portion of River St. is classified as a major collector. The segment between Sayles St. and South Main St. is proposed as a major collector to maintain continuity. |
| City of Woonsocket | Sayles Street (local) | N/A | 369 | This is actually from Arnold St to River St and is a one way. | N/A | Comment noted and map corrected. |
| City of Woonsocket | Knight Street (local) | N/A | 330 | This segment of Knight St does not exist in the field. The are was transformed into a park in order to calm the traffic flow. | N/A | GIS database corrected to reflect change. |
| City of Woonsocket | Olo St (Local) | Local | | Upgrade to, at a minimum, minor collector. | N/A | Provides local access only. Not appropriate for upgrade. |
| City of Woonsocket | Shove St/Avenue A (Local) | Minor Collector | | Upgrade to, at a minimum, minor collector. | N/A | Upgrade to minor collector to provide access to Globe Park Elementary School. |
| City of Woonsocket | Piedmont St/ Mowry St (Local) | Local | | Upgrade to, at a minimum, minor collector. | N/A | Provides low connectivity through a residential neighborhood. Not appropriate for upgrade. |
| City of Woonsocket | Mt St Charles Ave (Local) | Local | | Upgrade to, at a minimum, minor collector. | N/A | Provides low connectivity through a residential neighborhood. Not appropriate for upgrade. |
| City of Woonsocket | Olive St/ Larch St/ Talcott St (Local) | Local | | Upgrade to, at a minimum, minor collector. | N/A | Provides low connectivity through a residential neighborhood. Not appropriate for upgrade. |
| City of Woonsocket | Nursery Ave/ Campeau St/ Lefrancoise Blvd (Local) | Minor Collector | | Upgrade to, at a minimum, minor collector. | N/A | Upgrade Campeau Street to minor collector to improve connectivity with Elder Ballou Meeting House Road, a major collector. |

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| Submitted by | Request As Proposed | Staff Recommendation | Map ID | Public Comment | AADT | Staff Notes |
|--------------------|------------------------|----------------------|--------|--|------|---|
| City of Woonsocket | Mill St (Local) | Local | | Upgrade to, at a minimum, minor collector. | N/A | Parallels Diamond Hill Road, a minor arterial. Not appropriate for upgrade. |
| City of Woonsocket | Locust St (Local) | Minor Collector | | Upgrade to, at a minimum, minor collector. | N/A | Upgrade to minor collector to improve connectivity to Cumberland Street, a principal arterial. |
| City of Woonsocket | West School St (Local) | Minor Collector | | Upgrade to, at a minimum, minor collector. | N/A | Upgrade to minor collector to connect N. Main Street, a minor arterial, and Blackstone Street, a major collector. |
| City of Woonsocket | Arnold St (Local) | Local | | Upgrade to, at a minimum, minor collector. | N/A | Appears to serve local traffic between Railroad Street and High School Street. Not appropriate for upgrade. |
| City of Woonsocket | Fairmount St (Local) | Local | | Upgrade to, at a minimum, minor collector. | N/A | The road is a dead end, not appropriate for upgrade. |
| City of Woonsocket | Mason St (Local) | Local | | Upgrade to, at a minimum, minor collector. | N/A | Access road for apartment complex, not appropriate for upgrade to a collector |
| City of Woonsocket | Bourdon Blvd (Local) | Local | | Upgrade to, at a minimum, minor collector. | N/A | Access road for apartment complex, not appropriate for upgrade to a collector |
| City of Woonsocket | Asylum St (Local) | Local | | Upgrade to, at a minimum, minor collector. | N/A | Access road for apartment complex and is a dead end, not appropriate for upgrade to a collector. |
| City of Woonsocket | Olo St (Local) | Local | | Upgrade to, at a minimum, minor collector. | N/A | The road is a dead end, not appropriate for upgrade. |
| City of Woonsocket | Broad St (Local) | Local | | Upgrade to, at a minimum, minor collector. | N/A | Road parallels Ballou Street. Not appropriate for upgrade. |
| City of Woonsocket | Lydia Ave (Local) | Local | | Upgrade to, at a minimum, minor collector. | N/A | The road is a dead end, not appropriate for upgrade. |
| City of Woonsocket | Grove St (Local) | Local | | Upgrade to, at a minimum, minor collector. | N/A | Road parallels Park Avenue, a principal arterial. Not appropriate for upgrade. |
| City of Woonsocket | Carrington Ave (Local) | Local | 284 | Upgrade to, at a minimum, minor collector. | N/A | Downgrade to local due to parallel route with Hamlet Avenue, a principal arterial. |
| City of Woonsocket | Willow St (Local) | Local | 399 | Upgrade to, at a minimum, minor collector. | N/A | Downgrade to local due to parallel route with Hamlet Avenue, a principal arterial. |

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| Submitted by | Request As Proposed | Staff Recommendation | Map ID | Public Comment | AADT | Staff Notes |
|--------------------|-----------------------------------|----------------------|--------|--|------|--|
| City of Woonsocket | CVS Drive (Local) | Local | | Upgrade to, at a minimum, minor collector. | N/A | The road is a dead end, not appropriate for upgrade. |
| City of Woonsocket | Century Drive (Local) | Local | | Upgrade to, at a minimum, minor collector. | N/A | The road is a dead end, not appropriate for upgrade. |
| City of Woonsocket | Goldstein Ave (Local) | Local | | Upgrade to, at a minimum, minor collector. | N/A | The road is a dead end, not appropriate for upgrade. |
| City of Woonsocket | Bound Rd (Local) | Local | | Upgrade to, at a minimum, minor collector. | N/A | The road is a dead end, not appropriate for upgrade. |
| City of Woonsocket | Grandview Ave (Local) | Local | | Upgrade to, at a minimum, minor collector. | N/A | Road serves local traffic through a residential neighborhood. Not appropriate for upgrade. |
| City of Woonsocket | Halsey Rd (Local) | Local | | Upgrade to, at a minimum, minor collector. | N/A | Road serves local traffic through a residential neighborhood. Not appropriate for upgrade. |
| City of Woonsocket | Walnut Hill Rd/ Surrey Ln (Local) | Local | | Upgrade to, at a minimum, minor collector. | N/A | Road serves local traffic through a residential neighborhood. Not appropriate for upgrade. |
| City of Woonsocket | Knollwood Drive (Local) | Local | | Upgrade to, at a minimum, minor collector. | N/A | Road serves local traffic through a residential neighborhood. Not appropriate for upgrade. |
| City of Woonsocket | Diamond Hill Rd (Local) | Local | | Upgrade to, at a minimum, minor collector. | 600 | This section of the road has a low AADT and provides low connectivity. Not appropriate for upgrade. |
| City of Woonsocket | Linden Ave (Local) | Local | | Upgrade to, at a minimum, minor collector. | N/A | Not appropriate for upgrade. Provides limited connectivity through a residential neighborhood. |
| City of Woonsocket | Morin Heights Blvd (Local) | Local | | Upgrade to, at a minimum, minor collector. | N/A | Not appropriate for upgrade. Provides limited connectivity through a residential neighborhood. |
| City of Woonsocket | Robinson St (Local) | Local | | Upgrade to, at a minimum, minor collector. | N/A | Parallels Elm Street, a minor collector. Not appropriate for upgrade. |
| City of Woonsocket | Federal St (Local) | Local | | Upgrade to, at a minimum, minor collector. | N/A | Road serves local traffic and parallels Clinton Street, a principal arterial. Not appropriate for upgrade. |
| City of Woonsocket | Rhodes Ave (Major Collector) | Major Collector | | Upgrade to, at a minimum, minor collector. | N/A | Road is already a major collector. |
| City of Woonsocket | 2nd Ave (Major Collector, Local) | Major Collector | | Upgrade to, at a minimum, minor collector. | N/A | Road already upgraded to major collector. Serves as a north-south connector. |

APPENDIX 2: Municipal Comments and Responses

| Submitted by | Request As Proposed | Staff Recommendation | Map ID | Public Comment | AADT | Staff Notes |
|--------------------|---|----------------------|--------|--|--------|--|
| City of Woonsocket | Fairmount St (Major Collector) | Major Collector | | Upgrade to, at a minimum, minor collector. | N/A | Road remains a major collector. |
| City of Woonsocket | Mason St (Major Collector) | Major Collector | | Upgrade to, at a minimum, minor collector. | N/A | Road remains a major collector. |
| City of Woonsocket | S Main St (Minor Arterial) | Minor Arterial | | Upgrade to, at a minimum, minor collector. | N/A | Road remains a minor arterial. |
| City of Woonsocket | Ballou St (Major Collector) | Major Collector | | Upgrade to, at a minimum, minor collector. | N/A | Road remains a major collector. |
| City of Woonsocket | Providence St (Minor Arterial) | Minor Arterial | | Upgrade to, at a minimum, minor collector. | N/A | Road remains a minor arterial. |
| City of Woonsocket | Transit St (Major Collector) | Major Collector | | Upgrade to, at a minimum, minor collector. | N/A | Road remains a major collector. |
| City of Woonsocket | Carnation St (Major Collector) | Major Collector | | Upgrade to, at a minimum, minor collector. | N/A | Road remains a major collector. |
| City of Woonsocket | Knight St/Cottage St (Major Collector) | Major Collector | | Upgrade to, at a minimum, minor collector. | N/A | Road remains a major collector. |
| City of Woonsocket | Logee St/Bertenshaw Rd (Major Collector) | Major Collector | | Upgrade to, at a minimum, minor collector. | 4,200 | Road remains a major collector. |
| City of Woonsocket | Park Ave (Principal Arterial) | Principal Arterial | | Upgrade to, at a minimum, minor collector. | 14,000 | Road remains a principal arterial. |
| City of Woonsocket | Front St (Major Collector) | Major Collector | | Upgrade to, at a minimum, minor collector. | 6,000 | Road remains a major collector. |
| City of Woonsocket | Bernon St (Minor Arterial) | Minor Arterial | | Upgrade to, at a minimum, minor collector. | 8,000 | Road remains a minor arterial. |
| City of Woonsocket | Greene St (Minor Arterial) | Minor Arterial | | Upgrade to, at a minimum, minor collector. | N/A | Road remains a minor arterial. |
| City of Woonsocket | Manville Rd (Minor Arterial) | Minor Arterial | | Upgrade to, at a minimum, minor collector. | 7,700 | Road remains a minor arterial. |
| City of Woonsocket | Hamlet Ave (Principal Arterial) | Principal Arterial | | Upgrade to, at a minimum, minor collector. | 16,200 | Road remains a principal arterial. |
| City of Woonsocket | Route 99 (Other Freeway) | Other Freeway | | Upgrade to, at a minimum, minor collector. | N/A | Road remains an other freeway or expressway. |
| City of Woonsocket | Cumberland St/ Cumberland Hill Rd/ Mendon Rd (Principal Arterial) | Principal Arterial | | Upgrade to, at a minimum, minor collector. | 16,650 | Road remains a principal arterial. |
| City of Woonsocket | Bound Rd (Major Collector) | Major Collector | | Upgrade to, at a minimum, minor collector. | N/A | Road remains a major collector. |
| City of Woonsocket | Cass Ave (Minor Arterial) | Minor Arterial | | Upgrade to, at a minimum, minor collector. | 76,300 | Road remains a minor arterial. |

APPENDIX 2: Municipal Comments and Responses

| Submitted by | Request As Proposed | Staff Recommendation | Map ID | Public Comment | AADT | Staff Notes |
|--------------------|---|-----------------------------------|-------------|--|--------|---|
| City of Woonsocket | Elm St (Minor Collector) | Minor Collector | 71 | Upgrade to, at a minimum, minor collector. | 2,000 | Proposed for downgrade to minor collector. It parallels Cass Avenue (minor arterial) and Cumberland Street (principal arterial). |
| City of Woonsocket | Mendon Rd (Some Portions Minor Arterial, Principal Arterial) | Minor Arterial/Principal Arterial | | Upgrade to, at a minimum, minor collector. | N/A | Road remains principal arterial and minor arterial. |
| City of Woonsocket | Diamond Hill Rd (Some portions Minor Arterial, Principal Arterial) | Minor Arterial/Principal Arterial | | Upgrade to, at a minimum, minor collector. | 14,600 | Road remains principal arterial and minor arterial. |
| City of Woonsocket | Wood Ave (Major Collector) | Major Collector | 402 | Upgrade to, at a minimum, minor collector. | N/A | Proposed for downgrade to major collector. It connects Diamond Hill Road, a principal arterial, and Cass Avenue, a minor arterial. |
| City of Woonsocket | Winthrop St/ St Leon Ave (Minor Collector) | Minor Collector | 367/ 401 | Upgrade to, at a minimum, minor collector. | N/A | Proposed for downgrade to minor collector. Provides a connection through a neighborhood to Diamond Hill Road, a principal arterial. |
| City of Woonsocket | Clinton St (Principal Arterial) | Principal Arterial | | Upgrade to, at a minimum, minor collector. | N/A | Road remains a principal arterial. |
| City of Woonsocket | Social St (Principal Arterial) | Principal Arterial | | Upgrade to, at a minimum, minor collector. | 14,100 | Road remains a principal arterial. |
| City of Woonsocket | Truman Dr (Minor Arterial) | Minor Arterial | | Upgrade to, at a minimum, minor collector. | N/A | Road remains a minor arterial. |
| City of Woonsocket | Court St/Sq (Principal Arterial) | Principal Arterial | | Upgrade to, at a minimum, minor collector. | 18,000 | Road remains a principal arterial. |
| City of Woonsocket | Main St (Some portions Principal Arterial, Minor Arterial) | Minor Arterial/Principal Arterial | | Upgrade to, at a minimum, minor collector. | N/A | Portions of road remain principal arterial and minor arterial. |
| City of Woonsocket | John A Cummings Way (Major Collector) | Major Collector | 326 | Upgrade to, at a minimum, minor collector. | N/A | Proposed for downgrade to major collector. It doesn't serve major traffic generators. |
| City of Woonsocket | Rathburn St (Minor Arterial) | Minor Arterial | | Upgrade to, at a minimum, minor collector. | N/A | Road remains a minor arterial. |
| City of Woonsocket | Privilege St (Minor Arterial) | Minor Arterial | | Upgrade to, at a minimum, minor collector. | 5,600 | Road remains a minor arterial. |
| City of Woonsocket | Pond St (Major Collector) | Major Collector | 362 | Upgrade to, at a minimum, minor collector. | N/A | Proposed for downgrade to major collector. It doesn't serve major traffic generators. |
| City of Woonsocket | Winter St (Minor Arterial) | Minor Arterial | | Upgrade to, at a minimum, minor collector. | 5,600 | Road remains a minor arterial. |

APPENDIX 2: Municipal Comments and Responses

| Submitted by | Request As Proposed | Staff Recommendation | Map ID | Public Comment | AADT | Staff Notes |
|--------------------|---|----------------------|--------|--|--------|--|
| City of Woonsocket | N Main St (Minor Arterial) | Minor Arterial | | Upgrade to, at a minimum, minor collector. | 14,900 | Road remains a minor arterial. |
| City of Woonsocket | River St (Minor Arterial/Major Collector) | Major Collector | 366 | Upgrade to, at a minimum, minor collector. | 6,000 | Proposed for downgrade to a major collector. It parallels Harris Avenue, a minor arterial. |
| City of Woonsocket | Blackstone St (Minor Collector) | Minor Collector | 19 | Upgrade to, at a minimum, minor collector. | N/A | Proposed for upgrade to minor collector. It serves as an east-west connector. |
| City of Woonsocket | Blackstone St (Major Collector) | Major Collector | 276 | Upgrade to, at a minimum, minor collector. | 8,000 | Proposed for downgrade to major collector. It parallels Winter Street, a minor arterial. |
| City of Woonsocket | Harris Ave (Minor Arterial) | Minor Arterial | | Upgrade to, at a minimum, minor collector. | 9,000 | Road remains a minor arterial. |
| City of Woonsocket | Railroad St (Minor Arterial) | Minor Arterial | | Upgrade to, at a minimum, minor collector. | 4,000 | Road remains a minor arterial. |
| City of Woonsocket | High St (Major Collector) | Major Collector | | Upgrade to, at a minimum, minor collector. | 8,000 | Road remains a major collector. |
| City of Woonsocket | Arnold St (Major Collector) | Major Collector | 271 | Upgrade to, at a minimum, minor collector. | N/A | Proposed for downgrade to major collector. Road width and function do not justify a higher classification. |

APPENDIX 3:

Transportation Advisory Committee Comments and Responses

APPENDIX 3

Transportation Advisory Committee Comments and Responses

Summary of comments made by members of the Transportation Advisory Committee at its June 26, 2014 meeting and responses from the Statewide Planning Program and the Rhode Island Department of Transportation.

Comment 1

Does the Green Book govern roadway design on all projects eligible for federal funding?

Comment 2

Do municipalities have to follow the Green Book for the design of projects that are not federally funded?

Response

The term “Green Book” refers to the document, *A Policy on Geometric Design of Highways and Streets*, published by the American Association of State Highway and Transportation Officials (AASHTO); the latest version was released in 2011. The Green Book contains a set of recommendations for safe and efficient roadway design, which are based on extensive research and study; they provide a range of acceptable design criteria based on the type of roadway and the expected amount of traffic the roadway will carry.

FHWA has adopted the 2001 Green Book as the minimum standard for all roadway projects on the National Highway System regardless of funding source (ref: 23 CFR 625.3). The National Highway System (NHS) is the system of roads deemed most important to the economy, defense, and mobility of the nation; it includes all roadways classified as interstates, other freeways and expressways, or other principal arterials. Exceptions to the Green Book standards for NHS roadways may be made when approved by the FHWA Division Administrator and when conditions warrant that exceptions be made, for example when the work is “very minor,” after consideration of cost-benefits, and for compatibility with adjacent sections of roadway.

Projects on roadways that use federal funds but are not on the National Highway System must also follow Green Book design standards, because the State of Rhode Island has adopted them as its minimum roadway design standards. Again exceptions may be made where conditions warrant.

Roadway projects that do not use federal funds and are not on the National Highway System must follow the design standards adopted by the local municipality, which may be contained in a city or town’s zoning, planning, or engineering regulations. In many cases Rhode Island municipalities have also adopted the Green Book standards for safe and efficient practices for the design of roadways.

Comment 3

What is the impact of a change in a roadway’s functional classification on its design?

Response

The FHWA’s Highway Functional Classification Concepts, Criteria and Procedures, 2013 Edition states that, “functional classification does not dictate design.” Instead functional classification defines and describes the role a roadway plays in the nation’s highway network based on its current use and function. Highway functional classification is not a plan for the future or a prescription for future roadway design changes. A roadway’s functional classification may be considered when considering improvements, but it is just one of many elements considered in the planning and design process, including travel speed, safety, environmental concerns, livability, costs and benefits, traffic volumes, and others. The primary uses of the functional classification system are for determining federal funding eligibility and tracking roadway system performance and condition.

APPENDIX 4:

Highway Functional Classification Changes

APPENDIX 4: Highway Functional Classification Changes
UPGRADES

| Roadway Name | Municipality | Current Functional Classification | Proposed Functional Classification | Limits | Miles | Map ID | 2012 AADT | Urban / Rural | Current Federal Aid Eligible | Proposed Federal Aid Eligible | Currently on NHS | Proposed NHS |
|---|---|-----------------------------------|------------------------------------|---|--------------|----------|-----------------|---------------|------------------------------|-------------------------------|------------------|--------------|
| Upgrade - Other Principal Arterial to Other Freeway & Expressway | | | | | 14.62 | | | | | | | |
| Rt. 1 (Post Rd and Commodore Perry Hwy) | CHARLESTOWN, SOUTH KINGSTOWN | Other Principal Arterial | Other Freeway & Expressway | Wildflower Rd to Post Rd in South Kingstown | 10.73 | 416, 417 | 17,600 | Rural | Yes | Yes | Yes | Yes |
| STATE HWY 37 E | CRANSTON | Other Principal Arterial | Other Freeway & Expressway | Natick Ave to I-295 S | 0.31 | 233 | 17,700 | Urban | Yes | Yes | Yes | Yes |
| State Hwy 138 (Newport Pell Bridge Deck and Approaches) | JAMESTOWN, NEWPORT | Other Principal Arterial | Other Freeway & Expressway | Service Rd (just Northwest of Pell Bridge Toll Plaza in Jamestown) to Pell Bridge Deck Area to Rt. 138 off-ramp at Newport Grand at Admiral Kalbfus Rd | 3.58 | 232 | 26,800 | Urban | Yes | Yes | Yes | Yes |
| Upgrade - Minor Arterial to Other Principal Arterial | | | | | 52.78 | | | | | | | |
| Rt. 2 (S COUNTY TRL) | CHARLESTOWN, SOUTH KINGSTOWN, RICHMOND | Minor Arterial | Other Principal Arterial | Kingstown Rd (Rt. 138) to Post Rd (Rt. 1) | 9.65 | 217 | 7,100 | Rural | Yes | Yes | No | Yes |
| Rt. 44 (PUTNAM PIKE) | GLOCESTER | Minor Arterial | Other Principal Arterial | Rt. 102 to CT Line | 6.82 | 194 | 1,900 | Rural | Yes | Yes | No | Yes |
| Rt. 116 (EAST RD & W GREENVILLE) | SCITUATE | Minor Arterial | Other Principal Arterial | Scituate Ave to Danielson Pike | 5.36 | 210 | 4,300 | Rural | Yes | Yes | No | Yes |
| Rt. 102 (VICTORY HWY & TEN ROD RD) | WEST GREENWICH, EXETER, NORTH KINGSTOWN | Minor Arterial | Other Principal Arterial | I-95N to Nooseneck Hill Rd (Rt. 3), and Nooseneck Hill Rd to Rt. 2. (South County Trail) - note roadway is briefly segmented by Nooseneck Hill Rd (Rt. 3) | 8.41 | 209 | 8,600 | Rural | Yes | Yes | No | Yes |
| Rt. 33 (SANDY BOTTOM RD & WOOD ST) | COVENTRY | Minor Arterial | Other Principal Arterial | Main St to Wood St | 0.53 | 212 | N/A | Urban | Yes | Yes | No | Yes |
| Rt. 401 (DIVISION ST & 1ST AVE) | EAST GREENWICH | Minor Arterial | Other Principal Arterial | Quaker Lane/S County Trail to Main St | 2.86 | 213 | 13,900 | Urban | Yes | Yes | No | Yes |
| Rt. 138A (AQUIDNECK AVE) | MIDDLETOWN | Minor Arterial | Other Principal Arterial | East Main Rd (Rt. 138) to Valley Rd (Rt. 214) | 2.01 | 5 | 7,100 to 15,300 | Urban | Yes | Yes | No | Yes |
| GALILEE CONNECTOR RD | NARRAGANSETT | Minor Arterial | Other Principal Arterial | Great Island Rd to Sand Hill Cove Rd | 0.37 | 89 | 1,400 | Urban | Yes | Yes | No | Yes |
| GALILEE ESCAPE RD | NARRAGANSETT | Minor Arterial | Other Principal Arterial | Great Island Rd to Point Judith Rd (Rt. 108) | 1.12 | 91 | 2,400 | Urban | Yes | Yes | No | Yes |
| GREAT ISLAND RD | NARRAGANSETT | Minor Arterial | Other Principal Arterial | Galilee Escape Rd to Sand Hill Cove Rd | 0.30 | 100 | 1800* | Urban | Yes | Yes | No | Yes |
| SAND HILL COVE RD | NARRAGANSETT | Minor Arterial | Other Principal Arterial | Great Island Rd to Galilee Connector Rd | 0.16 | 219 | 1900* | Urban | Yes | Yes | No | Yes |
| MARLBOROUGH ST | NEWPORT | Minor Arterial | Other Principal Arterial | Farewell St to Broadway | 0.09 | 143 | N/A | Urban | Yes | Yes | No | Yes |
| DAVISVILLE RD | NORTH KINGSTOWN | Minor Arterial | Other Principal Arterial | Rt. 403 to road terminus at pier | 2.59 | 56 | 2,700 | Urban | Yes | Yes | No | Yes |
| ROGER WILLIAMS WAY | NORTH KINGSTOWN | Minor Arterial | Other Principal Arterial | Commerce Park Rd to road terminus at pier | 1.20 | 204 | 10,600 | Urban | Yes | Yes | No | Yes |
| Rt. 114 (EXCHANGE ST) | PAWTUCKET | Minor Arterial | Other Principal Arterial | Broad St to Broadway | 0.39 | 74 | 14300* | Urban | Yes | Yes | No | Yes |
| Rt. 15/Rt. 1 (GOFF AVE) | PAWTUCKET | Minor Arterial | Other Principal Arterial | Dexter St to Broad St | 0.09 | 97 | N/A | Urban | Yes | Yes | No | Yes |
| ROOSEVELT AVE | PAWTUCKET | Minor Arterial | Other Principal Arterial | Exchange St to Main St | 0.22 | 206 | N/A | Urban | Yes | Yes | No | Yes |
| Rt. 138 (E MAIN RD) | PORTSMOUTH | Minor Arterial | Other Principal Arterial | Boyds Ln to Turnpike Ave | 1.87 | 63 | 10,100 | Urban | Yes | Yes | No | Yes |
| Rt. 1A (EDDY ST) | PROVIDENCE | Minor Arterial | Other Principal Arterial | Allens Ave to Thurbers Ave | 1.04 | 69 | 17,100 | Urban | Yes | Yes | No | Yes |
| GANO ST | PROVIDENCE | Minor Arterial | Other Principal Arterial | Angell St to I-195W On-ramp | 0.76 | 92 | 19,400 | Urban | Yes | Yes | No | Yes |

APPENDIX 4: Highway Functional Classification Changes
UPGRADES

| Roadway Name | Municipality | Current Functional Classification | Proposed Functional Classification | Limits | Miles | Map ID | 2012 AADT | Urban / Rural | Current Federal Aid Eligible | Proposed Federal Aid Eligible | Currently on NHS | Proposed NHS |
|---|-------------------------------|-----------------------------------|------------------------------------|---|--------------|--------|----------------|---------------|------------------------------|-------------------------------|------------------|--------------|
| POINT ST | PROVIDENCE | Minor Arterial | Other Principal Arterial | Service Road 7 to Eddy St. | 0.40 | 186 | 25,000 | Urban | Yes | Yes | No | Yes |
| THURBERS AVE | PROVIDENCE | Minor Arterial | Other Principal Arterial | | 0.28 | 240 | N/A | Urban | Yes | Yes | No | Yes |
| Rt. 116 (PLEASANT VIEW AVE) | SMITHFIELD | Minor Arterial | Other Principal Arterial | Putnam Pike (Rt. 44) to Cedar Swamp Rd (Rt. 5) | 0.94 | 185 | 6,200 | Urban | Yes | Yes | No | Yes |
| TWIN RIVER RD | SMITHFIELD, LINCOLN | Minor Arterial | Other Principal Arterial | Douglas Pike to RI-146 on-ramp on the east side of RI-146 | 2.14 | 246 | 9,800 | Urban | Yes | Yes | No | Yes |
| BRIDGETOWN RD | SOUTH KINGSTOWN, NARRAGANSETT | Minor Arterial | Other Principal Arterial | Tower Hill Rd to Boston Neck Rd | 1.99 | 26 | 10,119 | Urban | Yes | Yes | No | Yes |
| Rt. 103 (CHILD ST & WILBUR AVE) | WARREN | Minor Arterial | Other Principal Arterial | Metacom Ave to Long Ln | 1.19 | 43 | 14,900 | Urban | Yes | Yes | No | Yes |
| NASHUA ST/SMITHFIELD AVE | PROVIDENCE | Minor Arterial | Other Principal Arterial | Rebuilt segment from Concord St to N Main St | 0.01 | 161 | N/A | Urban | Yes | Yes | No | Yes |
| Upgrade - Major Collector to Other Principal Arterial | | | | | 0.44 | | | | | | | |
| Rt. 7 (DOUGLAS TURNPIKE) | BURRILLVILLE | Major Collector | Other Principal Arterial | Victory Highway to Rt. 102 | 0.29 | 61 | N/A | Urban | Yes | Yes | No | Yes |
| WILLETT AVE | EAST PROVIDENCE | Major Collector | Other Principal Arterial | Turner Ave to Dorr Ave | 0.02 | 262 | 25,200 | Urban | Yes | Yes | No | Yes |
| SMITH ST | NORTH PROVIDENCE | Major Collector | Other Principal Arterial | Allen Ave to Dewey Ave | 0.01 | 226 | 12700 | Urban | Yes | Yes | No | Yes |
| NOOSENECK HILL RD | WEST GREENWICH | Major Collector | Other Principal Arterial | I-95 N to Division Rd | 0.12 | 166 | 5700 | Urban | Yes | Yes | No | Yes |
| Upgrade - Minor Collector to Other Principal Arterial | | | | | 8.00 | | | | | | | |
| Rt. 138 (Nooseneck Hill Rd, Spring St, Main St, Kingstown Rd) | RICHMOND, HOPKINTON, EXETER | Minor Collector | Other Principal Arterial | CT Border to I-95 at Exit 3B | 8.00 | 211 | 1,900 to 8,200 | Rural | No | Yes | No | Yes |
| Upgrade - Local to Other Principal Arterial | | | | | 0.38 | | | | | | | |
| W GREENVILLE RD | GLOCESTER/ SMITHFIELD | Local | Other Principal Arterial | Ramp from W Greenville Rd to Smith Ave | 0.07 | 413 | N/A | Urban | No | Yes | No | Yes |
| MARLBOROUGH ST | NEWPORT | Local | Other Principal Arterial | Thames St to Farewell St | 0.09 | 144 | N/A | Urban | No | Yes | No | Yes |
| W MARLBOROUGH ST | NEWPORT | Local | Other Principal Arterial | America's Cup Ave to Thames St | 0.10 | 253 | N/A | Urban | No | Yes | No | Yes |
| S MAIN ST | PROVIDENCE | Local | Other Principal Arterial | I-195 W off-ramp to I-195-E on-ramp | 0.12 | 218 | N/A | Urban | No | Yes | No | Yes |
| Upgrade - Major Collector to Minor Arterial | | | | | 42.42 | | | | | | | |
| HARRISON AVE | NEWPORT | Major Collector | Minor Arterial | Fort Adams Dr to Halidon Ave | 0.40 | 106 | 5,000 | Both | Yes | Yes | No | No |
| FLAT RIVER RD | COVENTRY | Major Collector | Minor Arterial | Plainfield Pike to Victory Hwy | 4.51 | 78 | 2,700 | Rural | Yes | Yes | No | No |
| ALTON BRADFORD RD | HOPKINTON | Major Collector | Minor Arterial | Ashaway Rd to Westerly border | 0.31 | 2 | N/A | Rural | Yes | Yes | No | No |
| CRANDALL RD | LITTLE COMPTON | Major Collector | Minor Arterial | Tiverton border to Main St | 0.62 | 53 | N/A | Rural | Yes | Yes | No | No |
| MAIN ST | LITTLE COMPTON | Major Collector | Minor Arterial | Stone Church Rd to Crandall Rd | 0.10 | 139 | N/A | Rural | Yes | Yes | No | No |
| STONE CHURCH RD | LITTLE COMPTON | Major Collector | Minor Arterial | Tiverton border to Main St | 0.63 | 235 | 900 | Rural | Yes | Yes | No | No |
| W MAIN RD | LITTLE COMPTON | Major Collector | Minor Arterial | Tiverton border just short of Anthony Way to Meetinghouse Ln | 3.12 | 252 | 4,600 | Rural | Yes | Yes | No | No |
| BEACH AVE | NEW SHOREHAM | Major Collector | Minor Arterial | Center Rd to Ocean Rd | 0.37 | 11 | 1,100 | Rural | Yes | Yes | No | No |
| CENTER RD | NEW SHOREHAM | Major Collector | Minor Arterial | Beach Ave to Airport entrance 0.2mi past Beacon Hill Rd | 0.32 | 39 | 1,500 | Rural | Yes | Yes | No | No |
| FEDERAL RD | BARRINGTON | Major Collector | Minor Arterial | Middle Hwy to Massasoit Ave Bridge midpoint near the white church | 0.73 | 77 | N/A | Urban | Yes | Yes | No | No |
| NEW MEADOW RD | BARRINGTON | Major Collector | Minor Arterial | Massasoit Ave to County Rd | 1.26 | 165 | 4,200 | Urban | Yes | Yes | No | No |
| BAYVIEW AVE | BRISTOL | Major Collector | Minor Arterial | High St to Metacom Ave | 0.84 | 10 | 5,300 | Urban | Yes | Yes | No | No |
| TUPELO ST | BRISTOL | Major Collector | Minor Arterial | Hope St to Metacom Ave | 0.74 | 244 | 4,100 | Urban | Yes | Yes | No | No |

APPENDIX 4: Highway Functional Classification Changes
UPGRADES

| Roadway Name | Municipality | Current Functional Classification | Proposed Functional Classification | Limits | Miles | Map ID | 2012 AADT | Urban / Rural | Current Federal Aid Eligible | Proposed Federal Aid Eligible | Currently on NHS | Proposed NHS |
|--------------------|--|-----------------------------------|------------------------------------|---|-------|--------|-----------|---------------|------------------------------|-------------------------------|------------------|--------------|
| MAIN ST | COVENTRY/ CRANSTON/ WEST WARWICK | Major Collector | Minor Arterial | Jackson Flat Rd to Fairview Ave | 1.08 | 137 | N/A | Urban | Yes | Yes | No | No |
| NATICK AVE | CRANSTON | Major Collector | Minor Arterial | Phenix Ave to Conley Ave | 0.53 | 162 | N/A | Urban | Yes | Yes | No | No |
| PHENIX AVE | CRANSTON | Major Collector | Minor Arterial | Scituate Ave to Olney Arnold Rd | 2.16 | 181 | 7,900 | Urban | Yes | Yes | No | No |
| WILBUR AVE | CRANSTON | Major Collector | Minor Arterial | Natick Ave to Oaklawn Ave | 0.55 | 260 | 11,500 | Urban | Yes | Yes | No | No |
| JACKSON FLAT RD | CRANSTON/ SCITUATE | Major Collector | Minor Arterial | Hope View Ave to Main St | 0.53 | 122 | N/A | Urban | Yes | Yes | No | No |
| ANN AND HOPE WAY | CUMBERLAND | Major Collector | Minor Arterial | Mendon Rd to Broad St | 0.28 | 3 | N/A | Urban | Yes | Yes | No | No |
| MIDDLE RD | EAST GREENWICH | Major Collector | Minor Arterial | S County Trail to Avenger Dr | 0.41 | 149 | 5,100 | Urban | Yes | Yes | No | No |
| CENTRE ST | EAST PROVIDENCE | Major Collector | Minor Arterial | N Broadway to Pawtucket Ave | 0.54 | 41 | N/A | Urban | Yes | Yes | No | No |
| FORBES ST | EAST PROVIDENCE | Major Collector | Minor Arterial | Willett Ave to Wampanoag Trl | 1.51 | 80 | 3,600 | Urban | Yes | Yes | No | No |
| WAMPANOAG TRL | EAST PROVIDENCE | Major Collector | Minor Arterial | Pawtucket Ave to E Shore Expwy N | 1.05 | 254 | 8,830 | Urban | Yes | Yes | No | No |
| GREEN END AVE | MIDDLETOWN | Major Collector | Minor Arterial | Valley Rd to Indian Ave | 2.60 | 101 | N/A | Urban | Yes | Yes | No | No |
| PARADISE AVE | MIDDLETOWN | Major Collector | Minor Arterial | Purgatory Rd to Hanging Rock Rd | 0.11 | 174 | N/A | Urban | Yes | Yes | No | No |
| PURGATORY RD | MIDDLETOWN | Major Collector | Minor Arterial | Aquidneck Ave to Paradise Ave | 0.83 | 193 | 3,700 | Urban | Yes | Yes | No | No |
| OLD BOSTON NECK RD | NARRAGANSETT | Major Collector | Minor Arterial | Middlebridge Rd to Boston Neck Rd | 0.39 | 169 | N/A | Urban | Yes | Yes | No | No |
| MIDDLEBRIDGE RD | NARRAGANSETT/ SOUTH KINGSTOWN | Major Collector | Minor Arterial | Tory Rd to Old Boston Neck Rd | 0.43 | 152 | 7,800 | Urban | Yes | Yes | No | No |
| BELLEVUE AVE | NEWPORT | Major Collector | Minor Arterial | Narragansett Ave to Coggeshall Ave | 1.59 | 14 | N/A | Urban | Yes | Yes | No | No |
| CARROLL AVE | NEWPORT | Major Collector | Minor Arterial | Morton Ave to Harrison Ave | 0.14 | 32 | N/A | Urban | Yes | Yes | No | No |
| COGGESHALL AVE | NEWPORT | Major Collector | Minor Arterial | Ocean Ave to Bellevue Ave | 0.04 | 46 | N/A | Urban | Yes | Yes | No | No |
| HALIDON AVE | NEWPORT | Major Collector | Minor Arterial | Wickham Rd to Wellington Ave | 0.35 | 104 | N/A | Urban | Yes | Yes | No | No |
| MALBONE RD | NEWPORT | Major Collector | Minor Arterial | Admiral Kalbfus Rd to Broadway | 0.71 | 142 | 3,400 | Urban | Yes | Yes | No | No |
| RUGGLES AVE | NEWPORT | Major Collector | Minor Arterial | Harrison Ave to Halidon Ave | 0.30 | 214 | 5,126 | Urban | Yes | Yes | No | No |
| SPRING ST | NEWPORT | Major Collector | Minor Arterial | Narragansett Ave to Morton Ave | 0.15 | 295 | N/A | Urban | Yes | Yes | No | No |
| THAMES ST | NEWPORT | Major Collector | Minor Arterial | Narragansett Ave to Morton Ave | 0.15 | 239 | N/A | Urban | Yes | Yes | No | No |
| WELLINGTON AVE | NEWPORT | Major Collector | Minor Arterial | Haldon Ave to Thames St | 0.70 | 258 | N/A | Urban | Yes | Yes | No | No |
| MAIN ST | NORTH SMITHFIELD | Major Collector | Minor Arterial | N Main St to Railroad St | 0.07 | 140 | 3,000 | Urban | Yes | Yes | No | No |
| BEVERAGE HILL RD | PAWTUCKET | Major Collector | Minor Arterial | Pawtucket Ave to Newport Ave | 0.71 | 15 | N/A | Urban | Yes | Yes | No | No |
| COMSTOCK ST | PAWTUCKET | Major Collector | Minor Arterial | Lonsdale Ave to Main St | 0.18 | 50 | N/A | Urban | Yes | Yes | No | No |
| PEARL ST | PAWTUCKET | Major Collector | Minor Arterial | Main St to Marin St | 0.20 | 177 | N/A | Urban | Yes | Yes | No | No |
| SUMMIT ST | PAWTUCKET | Major Collector | Minor Arterial | Walcott St to Division St | 0.23 | 237 | N/A | Urban | Yes | Yes | No | No |
| WEEDEN ST | PAWTUCKET | Major Collector | Minor Arterial | Power Rd to Smithfield Ave | 0.12 | 257 | N/A | Urban | Yes | Yes | No | No |
| BARTON ST | PROVIDENCE | Major Collector | Minor Arterial | Broadway to Westminster | 0.15 | 9 | N/A | Urban | Yes | Yes | No | No |
| BLACKSTONE BLVD | PROVIDENCE | Major Collector | Minor Arterial | Hope St to Butler Ave | 1.68 | 17 | 12,000 | Urban | Yes | Yes | No | No |
| BUTLER AVE | PROVIDENCE | Major Collector | Minor Arterial | Blackstone Blvd to Waterman St | 0.40 | 29 | N/A | Urban | Yes | Yes | No | No |
| DUXBURY ST | PROVIDENCE | Major Collector | Minor Arterial | Killingly St to Plainfield St | 0.12 | 62 | N/A | Urban | Yes | Yes | No | No |
| EAGLE ST | PROVIDENCE | Major Collector | Minor Arterial | Valley St to Killingly Ave | 0.09 | 65 | N/A | Urban | Yes | Yes | No | No |
| FRANCIS ST | PROVIDENCE | Major Collector | Minor Arterial | Smith St to Exchange Terr | 0.57 | 82 | 8,700 | Urban | Yes | Yes | No | No |
| FRIENDSHIP ST | PROVIDENCE | Major Collector | Minor Arterial | Plain St to Point St | 0.16 | 84 | N/A | Urban | Yes | Yes | No | No |
| GASPEE ST | PROVIDENCE | Major Collector | Minor Arterial | Smith St to Francis St | 0.25 | 94 | 7,700 | Urban | Yes | Yes | No | No |
| KINSLEY AVE | PROVIDENCE | Major Collector | Minor Arterial | Dean St to Park St | 0.48 | 126 | 8,800 | Urban | Yes | Yes | No | No |
| PARK ST | PROVIDENCE | Major Collector | Minor Arterial | Hays St to Kinsley Ave | 0.12 | 176 | 13,300 | Urban | Yes | Yes | No | No |
| PINE ST | PROVIDENCE | Major Collector | Minor Arterial | Plain St to Lockwood St | 0.20 | 183 | N/A | Urban | Yes | Yes | No | No |
| PROMENADE ST | PROVIDENCE | Major Collector | Minor Arterial | Dean St to Park St | 0.49 | 191 | N/A | Urban | Yes | Yes | No | No |
| MAIN ST | SCITUATE | Major Collector | Minor Arterial | Jackson Flat Rd to North Rd | 0.28 | 138 | N/A | Urban | Yes | Yes | No | No |
| GREENVILLE AVE | SMITHFIELD/ JOHNSTON | Major Collector | Minor Arterial | Putnam Pike to Sanderson Rd | 1.41 | 422 | N/A | Urban | Yes | Yes | No | No |
| TORRY RD | SOUTH KINGSTOWN | Major Collector | Minor Arterial | Tower Hill Rd to Middlebridge Rd | 0.55 | 242 | N/A | Urban | Yes | Yes | No | No |
| EAST AVE | WARWICK/ WEST WARWICK | Major Collector | Minor Arterial | River St to Bald Hill Rd | 0.32 | 66 | 10,500 | Urban | Yes | Yes | No | No |
| DIVISION RD | WEST GREENWICH | Major Collector | Minor Arterial | New London Tpk to East Greenwich border, 0.2mi past Carr's Pond Rd | 0.43 | 59 | N/A | Urban | Yes | Yes | No | No |
| HOPKINS HILL RD | WEST GREENWICH | Major Collector | Minor Arterial | I-95 S to Division Rd | 0.26 | 116 | N/A | Urban | Yes | Yes | No | No |
| NEW LONDON TPKE | WEST GREENWICH | Major Collector | Minor Arterial | I-95 S to Division Rd | 0.53 | 163 | N/A | Urban | Yes | Yes | No | No |
| RIVER ST | WEST WARWICK | Major Collector | Minor Arterial | Providence St to East Ave | 0.27 | 201 | N/A | Urban | Yes | Yes | No | No |

APPENDIX 4: Highway Functional Classification Changes
UPGRADES

| Roadway Name | Municipality | Current Functional Classification | Proposed Functional Classification | Limits | Miles | Map ID | 2012 AADT | Urban / Rural | Current Federal Aid Eligible | Proposed Federal Aid Eligible | Currently on NHS | Proposed NHS |
|--|------------------|-----------------------------------|------------------------------------|--|-------------|--------|-----------|---------------|------------------------------|-------------------------------|------------------|--------------|
| OAK ST | WESTERLY | Major Collector | Minor Arterial | High St to Tower St | 0.50 | 167 | 7,110 | Urban | Yes | Yes | No | No |
| RAILROAD AVE | WESTERLY | Major Collector | Minor Arterial | Canal St to Grove Ave | 0.33 | 195 | N/A | Urban | Yes | Yes | No | No |
| GREENE ST | WOONSOCKET | Major Collector | Minor Arterial | Hamlet Ave to Park Ave | 0.30 | 102 | N/A | Urban | Yes | Yes | No | No |
| Upgrade - Local to Minor Arterial | | | | | 4.46 | | | | | | | |
| ROUTE 117 | COVENTRY | Local | Minor Arterial | Ramp from Plainfield Pike to Flat River Rd | 0.08 | 208 | N/A | Rural | No | Yes | No | No |
| HIGH ST | BURRILLVILLE | Local | Minor Arterial | A few yards short of S Main St to Sayelsville Ave | 0.02 | 112 | 7,500 | Urban | No | Yes | No | No |
| WILBUR AVE | CRANSTON | Local | Minor Arterial | Ramps between Wilbur Ave and Oaklawn Ave | 0.10 | 261 | N/A | Urban | No | Yes | No | No |
| CHURCH ST | CUMBERLAND | Local | Minor Arterial | Broad St to High St | 0.12 | 44 | N/A | Urban | No | Yes | No | No |
| CENTRE ST | EAST PROVIDENCE | Local | Minor Arterial | Ramps from N Broadway and Pawtucket Ave onto Centre St | 0.08 | 42 | N/A | Urban | No | Yes | No | No |
| DEXTER RD | EAST PROVIDENCE | Local | Minor Arterial | Waterfront Dr to Massasoit Ave | 0.07 | 57 | N/A | Urban | No | Yes | No | No |
| MASSASOIT AVE | EAST PROVIDENCE | Local | Minor Arterial | Northbound portion of Massasoit Ave from Henderson Expy Ramp to end of divided road. | 0.17 | 408 | N/A | Urban | No | Yes | No | No |
| S BROADWAY | EAST PROVIDENCE | Local | Minor Arterial | Veterans Memorial Pkwy to S Broadway | 0.03 | 215 | N/A | Urban | No | Yes | No | No |
| WARREN AVE | EAST PROVIDENCE | Local | Minor Arterial | Waterfront Dr to 1st St | 0.04 | 255 | N/A | Urban | No | Yes | No | No |
| E SHORE RD | JAMESTOWN | Local | Minor Arterial | Through road from On Ramp 138 W to Conanicus Ave | 0.38 | 64 | 6,000 | Urban | No | Yes | No | No |
| GALILEE CONNECTOR RD | NARRAGANSETT | Local | Minor Arterial | Galilee Connector Rd to Sand Hill Cove Rd | 0.03 | 90 | N/A | Urban | No | Yes | No | No |
| MUMFORD RD | NARRAGANSETT | Local | Minor Arterial | South Kingstown border to Kingstown Rd | 0.39 | 156 | N/A | Urban | No | Yes | No | No |
| MORTON AVE | NEWPORT | Local | Minor Arterial | Thames St to Spring St | 0.18 | 409 | N/A | Urban | No | Yes | No | No |
| THAMES ST | NEWPORT | Local | Minor Arterial | Farewell St to Washington Sq | 0.26 | 381 | N/A | Urban | No | Yes | No | No |
| EVANS PARK | NORTH PROVIDENCE | Local | Minor Arterial | Connector between Smith St to Fruit Hill Ave | 0.05 | 72 | N/A | Urban | No | Yes | No | No |
| BARTON ST | PAWTUCKET | Local | Minor Arterial | Broad St to High St | 0.14 | 8 | N/A | Urban | No | Yes | No | No |
| MARRIN ST | PAWTUCKET | Local | Minor Arterial | Pine St to George St | 0.11 | 145 | N/A | Urban | No | Yes | No | No |
| PARK PL | PAWTUCKET | Local | Minor Arterial | Main St to Park Pl E at NE corner of park | 0.06 | 175 | N/A | Urban | No | Yes | No | No |
| PEARL ST | PAWTUCKET | Local | Minor Arterial | Exit 27 Off Ramp to Pine St | 0.08 | 178 | N/A | Urban | No | Yes | No | No |
| BLACKSTONE ST | PROVIDENCE | Local | Minor Arterial | Broad St to Friendship St | 0.01 | 18 | N/A | Urban | No | Yes | No | No |
| EDNA ST | PROVIDENCE | Local | Minor Arterial | Hartford Ave to Plainfield St | 0.07 | 70 | N/A | Urban | No | Yes | No | No |
| FRIENDSHIP ST | PROVIDENCE | Local | Minor Arterial | Plain St to E Franklin St | 0.09 | 85 | N/A | Urban | No | Yes | No | No |
| HARRIS AVE | PROVIDENCE | Local | Minor Arterial | One way north section under US Hwy 6 On Ramp | 0.25 | 105 | N/A | Urban | No | Yes | No | No |
| HAYES ST | PROVIDENCE | Local | Minor Arterial | Park St to Francis St | 0.10 | 108 | N/A | Urban | No | Yes | No | No |
| HUNTINGTON AVE | PROVIDENCE | Local | Minor Arterial | On Ramp to RI-1-10 S to Cranston St | 0.37 | 118 | N/A | Urban | No | Yes | No | No |
| ON RAMP RI-10 S | PROVIDENCE | Local | Minor Arterial | Union Ave to Huntington Ave | 0.02 | 171 | N/A | Urban | No | Yes | No | No |
| PONTIAC AVE | PROVIDENCE | Local | Minor Arterial | Ramp between Reservoir Ave and Pontiac Ave | 0.08 | 187 | N/A | Urban | No | Yes | No | No |
| PROMENADE ST | PROVIDENCE | Local | Minor Arterial | Dean St to Park St | 0.03 | 192 | N/A | Urban | No | Yes | No | No |
| WASHINGTON ST | PROVIDENCE | Local | Minor Arterial | Dean St to I-95 N | 0.09 | 256 | N/A | Urban | No | Yes | No | No |
| STATE HWY 123 | SMITHFIELD | Local | Minor Arterial | Curved section Albion Rd to Jenkes Hill Rd | 0.08 | 231 | 6,000 | Urban | No | Yes | No | No |
| NARRAGANSETT AVE EAST | SOUTH KINGSTOWN | Local | Minor Arterial | Off Ramp at Peckham Ave to Mumford Rd at Narragansett Boundary | 0.28 | 159 | N/A | Urban | No | Yes | No | No |
| OLD TOWER HILL RD | SOUTH KINGSTOWN | Local | Minor Arterial | Tower Hill Rd to Peckham Ave | 0.02 | 170 | N/A | Urban | No | Yes | No | No |
| PECKHAM AVE | SOUTH KINGSTOWN | Local | Minor Arterial | Old Tower Hill Rd to Off Ramp Peckham Ave | 0.13 | 179 | N/A | Urban | No | Yes | No | No |
| JEFFERSON BLVD | WARWICK | Local | Minor Arterial | Exit 15 to I 95 S | 0.07 | 124 | N/A | Urban | No | Yes | No | No |

APPENDIX 4: Highway Functional Classification Changes
UPGRADES

| Roadway Name | Municipality | Current Functional Classification | Proposed Functional Classification | Limits | Miles | Map ID | 2012 AADT | Urban / Rural | Current Federal Aid Eligible | Proposed Federal Aid Eligible | Currently on NHS | Proposed NHS |
|---|-------------------------|-----------------------------------|------------------------------------|---|--------------|--------|-----------|---------------|------------------------------|-------------------------------|------------------|--------------|
| POST RD | WARWICK | Local | Minor Arterial | One way eastbound section between Post Rd and Narragansett Pkwy | 0.12 | 189 | N/A | Urban | No | Yes | No | No |
| NEW LONDON TPKE | WEST WARWICK | Local | Minor Arterial | Tiogou Ave to Esmond St | 0.02 | 164 | N/A | Urban | No | Yes | No | No |
| HIGH ST | WESTERLY | Local | Minor Arterial | Canal St to Broad St | 0.18 | 111 | N/A | Urban | No | Yes | No | No |
| MAIN ST | WOONSOCKET | Local | Minor Arterial | Blackstone St to Social St | 0.04 | 136 | 14,900 | Urban | No | Yes | No | No |
| MANVILLE RD | WOONSOCKET | Local | Minor Arterial | East branch of intersection with Hamlet Ave | 0.02 | 155 | N/A | Urban | No | Yes | No | No |
| Upgrade - Minor Collector to Major Collector | | | | | 0.60 | | | | | | | |
| S COMMONS RD | LITTLE COMPTON | Minor Collector | Major Collector | Simmons Rd to Meetinghouse Ln | 0.03 | 216 | N/A | Rural | No | Yes | No | No |
| CENTRAL AVE | SCITUATE | Minor Collector | Major Collector | East Rd to Brandy Brock Rd | 0.57 | 40 | N/A | Rural | No | Yes | No | No |
| Upgrade - Local to Major Collector | | | | | 14.42 | | | | | | | |
| FALCONE LN | CHARLESTOWN | Local | Major Collector | Post Rd to Old Post Rd | 0.20 | 76 | N/A | Rural | No | Yes | No | No |
| NEW LONDON AVE | CRANSTON | Local | Major Collector | Ramp from Ridgeway Rd to New London Ave | 0.09 | 419 | N/A | Rural | No | Yes | No | No |
| CRANDALL RD | LITTLE COMPTON | Local | Major Collector | Northbound ramp onto Crandall Rd from Main St | 0.05 | 54 | N/A | Rural | No | Yes | No | No |
| RICHMOND TOWNHOUSE RD | RICHMOND | Local | Major Collector | Southern portion of triangle; Kingstown Rd to Richmond Townhouse Rd | 0.17 | 198 | N/A | Rural | No | Yes | No | No |
| W GREENVILLE RD | SMITHFIELD | Local | Major Collector | Ramp from W Greenville Rd to Putnam Pike | 0.01 | 412 | N/A | Rural | No | Yes | No | No |
| MINISTERIAL RD | SOUTH KINGSTOWN | Local | Major Collector | Post Rd to Commodore Perry Hwy | 0.39 | 153 | 1,500 | Rural | No | Yes | No | No |
| COUNTY RD | BARRINGTON | Local | Major Collector | Washington Rd to County Rd | 0.09 | 52 | N/A | Urban | No | Yes | No | No |
| MIDDLE HWY | BARRINGTON | Local | Major Collector | Hazelnut Rd to Primrose Hill Rd | 0.36 | 148 | N/A | Urban | No | Yes | No | No |
| ORMAND DR | BARRINGTON/E PROVIDENCE | Local | Major Collector | Grassy Plain Rd to Hazelton Rd | 0.03 | 172 | N/A | Urban | No | Yes | No | No |
| VICTORY HWY | BURRILLVILLE | Local | Major Collector | Main St to Sand Hill Rd | 0.14 | 405 | N/A | Urban | No | Yes | No | No |
| GLENDALE BY-PASS | BURRILLVILLE | Local | Major Collector | Broncos Hwy to Victory Hwy | 0.06 | 96 | N/A | Urban | No | Yes | No | No |
| EASTWOOD ST | CENTRAL FALLS | Local | Major Collector | Fales St to Sacred Heart Ave | 0.05 | 67 | N/A | Urban | No | Yes | No | No |
| CROMPTON RD | COVENTRY/EAST GREENWICH | Local | Major Collector | New London Tpk to Shippee Town Rd | 0.16 | 55 | N/A | Urban | No | Yes | No | No |
| CAROLINA ST | CRANSTON | Local | Major Collector | Cranston St to Carlsbad St | 0.08 | 30 | N/A | Urban | No | Yes | No | No |
| COMSTOCK PKWY | CRANSTON | Local | Major Collector | Scituate Ave to Wildflower Dr | 0.65 | 49 | N/A | Urban | No | Yes | No | No |
| GARFIELD AVE | CRANSTON | Local | Major Collector | Carlsbad St to classified section | 0.46 | 93 | N/A | Urban | No | Yes | No | No |
| HIGH ST | CUMBERLAND | Local | Major Collector | Abbot St to Mill St | 0.27 | 110 | N/A | Urban | No | Yes | No | No |
| HIGHLAND CORPORATE DR | CUMBERLAND/ WOONSOCKET | Local | Major Collector | Northern, southbound ramp Mendon Rd to Highland Corporate Dr | 0.17 | 113 | N/A | Urban | No | Yes | No | No |
| MYRTLE ST | CUMBERLAND | Local | Major Collector | Prospect St to Mill St | 0.17 | 157 | N/A | Urban | No | Yes | No | No |
| CEDAR AVE | EAST GREENWICH | Local | Major Collector | Middle Rd to Post Rd | 0.49 | 36 | N/A | Urban | No | Yes | No | No |
| SHIPPEETOWN RD | EAST GREENWICH | Local | Major Collector | Crompton Rd to Division Rd | 0.33 | 225 | N/A | Urban | No | Yes | No | No |
| ARGYLE AVE | EAST PROVIDENCE | Local | Major Collector | Estrelle Dr to Wampanoag Trl | 0.25 | 6 | N/A | Urban | No | Yes | No | No |
| BOURNE AVE | EAST PROVIDENCE | Local | Major Collector | Wilson Ave to Elm Ave | 0.02 | 22 | N/A | Urban | No | Yes | No | No |
| LINCOLN AVE | EAST PROVIDENCE | Local | Major Collector | Bullocks Point Ave to Pawtucket Ave | 0.02 | 130 | N/A | Urban | No | Yes | No | No |
| MASSASOIT AVE | EAST PROVIDENCE | Local | Major Collector | Wilmarth Ave to Hendersen Expy Ramps | 0.17 | 407 | N/A | Urban | No | Yes | No | No |
| BEACON AVE | JAMESTOWN | Local | Major Collector | Frigate St to Beacon Ave Off Ramp | 0.64 | 13 | N/A | Urban | No | Yes | No | No |
| OFF RAMP BEACON AVE | JAMESTOWN | Local | Major Collector | Beacon Ave to State Hwy 138 W | 0.22 | 168 | N/A | Urban | No | Yes | No | No |
| ATWOOD AVE | JOHNSTON | Local | Major Collector | Northeast Ramp between Atwood Ave to Greenville Ave | 0.03 | 7 | N/A | Urban | No | Yes | No | No |
| GREENVILLE AVE | JOHNSTON | Local | Major Collector | George Waterman Rd to Greenville Rd | 0.03 | 103 | N/A | Urban | No | Yes | No | No |
| INDIAN AVE | MIDDLETOWN | Local | Major Collector | Green End Ave to 3rd Beach Ave | 1.09 | 120 | N/A | Urban | No | Yes | No | No |
| BONNET POINT RD | NARRAGANSETT | Local | Major Collector | Bonnet Shores Rd to Ottawa Trl | 0.31 | 20 | N/A | Urban | No | Yes | No | No |
| HARRISON AVE | NEWPORT | Local | Major Collector | Ruggles Ave to Old Fort Rd | 0.91 | 107 | N/A | Urban | No | Yes | No | No |
| EVANS PARK (Fruit Hill Connector) | NORTH PROVIDENCE | Local | Major Collector | Ramp between western segment of Fruit Hill Ave and Evans Park | 0.01 | 73 | N/A | Urban | No | Yes | No | No |

APPENDIX 4: Highway Functional Classification Changes
UPGRADES

| Roadway Name | Municipality | Current Functional Classification | Proposed Functional Classification | Limits | Miles | Map ID | 2012 AADT | Urban / Rural | Current Federal Aid Eligible | Proposed Federal Aid Eligible | Currently on NHS | Proposed NHS |
|---|----------------------------|-----------------------------------|------------------------------------|--|--------------|--------|-----------|---------------|------------------------------|-------------------------------|------------------|--------------|
| FRUIT HILL AVE | NORTH PROVIDENCE | Local | Major Collector | Eastbound ramp Fruit Hill Ave to Smithfield Rd | 0.02 | 88 | N/A | Urban | No | Yes | No | No |
| SAWIN AVE | NORTH PROVIDENCE | Local | Major Collector | Waterman Ave to Oakhurst Ave | 0.08 | 221 | N/A | Urban | No | Yes | No | No |
| WOODHAVEN BLVD | NORTH PROVIDENCE | Local | Major Collector | Swain Ave to Elmore Ave | 0.08 | 263 | N/A | Urban | No | Yes | No | No |
| VICTORY HWY | NORTH SMITHFIELD | Local | Major Collector | Ramp from Victory Hwy to School St | 0.03 | 411 | N/A | Urban | No | Yes | No | No |
| BLACKSTONE AVE | PAWTUCKET | Local | Major Collector | Middle St to Broadway | 0.09 | 16 | N/A | Urban | No | Yes | No | No |
| CEDAR ST | PAWTUCKET | Local | Major Collector | Main St to Garden St | 0.16 | 37 | N/A | Urban | No | Yes | No | No |
| GRACE ST | PAWTUCKET | Local | Major Collector | George St S to George St N | 0.01 | 99 | N/A | Urban | No | Yes | No | No |
| MIDDLE ST | PAWTUCKET | Local | Major Collector | Japonica St to Blackstone Ave | 0.49 | 151 | N/A | Urban | No | Yes | No | No |
| PLEASANT ST | PAWTUCKET | Local | Major Collector | East Ave to Exit 27 on-ramp for I-95 S | 0.18 | 184 | N/A | Urban | No | Yes | No | No |
| ROOSEVELT AVE | PAWTUCKET | Local | Major Collector | East St to Middle St | 0.12 | 207 | N/A | Urban | No | Yes | No | No |
| SUMMIT ST | PAWTUCKET | Local | Major Collector | Division St to Pond St | 0.16 | 238 | N/A | Urban | No | Yes | No | No |
| ANTHONY RD | PORTSMOUTH | Local | Major Collector | Massasoit Ave to Anthony Rd at railroad tracks | 0.02 | 4 | 5,100 | Urban | No | Yes | No | No |
| COLLEGE ST | PROVIDENCE | Local | Major Collector | Memorial Blvd to Main St | 0.06 | 48 | N/A | Urban | No | Yes | No | No |
| DEXTER ST | PROVIDENCE | Local | Major Collector | Sherry St to Huntington Ave | 0.10 | 58 | N/A | Urban | No | Yes | No | No |
| INDIA ST | PROVIDENCE | Local | Major Collector | S Main St to Gano St | 0.62 | 119 | N/A | Urban | No | Yes | No | No |
| IVES ST | PROVIDENCE | Local | Major Collector | Angel St to Wickenden St | 0.62 | 121 | N/A | Urban | No | Yes | No | No |
| MONTGOMERY AVE | PROVIDENCE | Local | Major Collector | Broad St to Narragansett Blvd | 0.34 | 154 | N/A | Urban | No | Yes | No | No |
| OXFORD ST | PROVIDENCE | Local | Major Collector | Eddy St to I-95 N near Poe St | 0.15 | 173 | N/A | Urban | No | Yes | No | No |
| POWER ST | PROVIDENCE | Local | Major Collector | S Main St to Gano St | 0.79 | 190 | N/A | Urban | No | Yes | No | No |
| PLAINFIELD ST | PROVIDENCE | Local | Major Collector | Ramp from Plainfield St to Pocasset Ave | 0.03 | 414 | N/A | Urban | No | Yes | No | No |
| W EXCHANGE ST | PROVIDENCE | Local | Major Collector | Southern ramp from W Exchange St to Sabin St | 0.37 | 250 | 3,400 | Urban | No | Yes | No | No |
| W EXCHANGE ST | PROVIDENCE | Local | Major Collector | Dean St to I-95 N near Franklin St | 0.37 | 251 | 3,400 | Urban | No | Yes | No | No |
| TUNMORE RD | SMITHFIELD | Local | Major Collector | Pleasant View Ave to Cedar Swamp Rd | 0.23 | 243 | N/A | Urban | No | Yes | No | No |
| BRIDGEPORT RD | TIVERTON | Local | Major Collector | Main Rd to Old Main Rd | 0.14 | 25 | N/A | Urban | No | Yes | No | No |
| HIGHLAND RD | TIVERTON | Local | Major Collector | Western branch of triangle; Highland Rd to Bridgeport Rd | 0.03 | 114 | N/A | Urban | No | Yes | No | No |
| BURR AVE | WARWICK | Local | Major Collector | Uncas St to Stender Blvd | 0.04 | 28 | N/A | Urban | No | Yes | No | No |
| STENDER AVE | WARWICK | Local | Major Collector | Oakland Beach Ave to Burr Ave | 0.02 | 234 | N/A | Urban | No | Yes | No | No |
| SUBURBAN PKWY | WARWICK | Local | Major Collector | Oakland Beach Ave to Uncas St | 0.05 | 236 | N/A | Urban | No | Yes | No | No |
| UNCAS ST | WARWICK | Local | Major Collector | Suburban Pkwy to Burr Ave | 0.07 | 247 | N/A | Urban | No | Yes | No | No |
| FACTORY ST | WEST WARWICK | Local | Major Collector | Providence St to end of Factory St classified section | 0.03 | 75 | N/A | Urban | No | Yes | No | No |
| 2ND AVE | WOONSOCKET | Local | Major Collector | Rhodes Ave to Mason St | 0.58 | 1 | N/A | Urban | No | Yes | No | No |
| COTTAGE ST | WOONSOCKET | Local | Major Collector | Logee St to Knight St | 0.03 | 51 | N/A | Urban | No | Yes | No | No |
| FRONT ST | WOONSOCKET | Local | Major Collector | Northbound straight section Hamlet Ave to Front St | 0.03 | 87 | N/A | Urban | No | Yes | No | No |
| LOGEE ST | WOONSOCKET | Local | Major Collector | Front St to Park Ave | 0.13 | 131 | N/A | Urban | No | Yes | No | No |
| MASON ST | WOONSOCKET | Local | Major Collector | Pleasant St to S Main St | 0.04 | 146 | N/A | Urban | No | Yes | No | No |
| Upgrade - Local to Minor Collector | | | | | 43.49 | | | | | | | |
| BUCK HILL RD | BURRILLVILLE | Local | Minor Collector | Connecticut Border to Wallum Lake Rd | 2.75 | 27 | 900 | Rural | No | No | No | No |
| JACKSON SCHOOLHOUSE RD | BURRILLVILLE/ GLOCESTER | Local | Minor Collector | Wallum Lake Rd to Putnam Pike | 3.92 | 123 | N/A | Rural | No | No | No | No |
| NARROW LN | CHARLESTOWN | Local | Minor Collector | Old Coach Rd to Post Rd | 0.54 | 160 | 750 | Rural | No | No | No | No |
| FRENCHTOWN RD | EAST GREENWICH | Local | Minor Collector | Carr's Pond Rd to Shippee Rd | 0.53 | 83 | N/A | Rural | No | No | No | No |
| SOUTH RD | EAST GREENWICH | Local | Minor Collector | Tillighast Rd to S County Trl | 0.95 | 228 | N/A | Rural | No | No | No | No |
| SUNDERLAND RD | EXETER | Local | Minor Collector | Ramps between Sunderland Rd to Ten Rod Rd | 0.16 | 415 | N/A | Rural | No | No | No | No |
| PINE ORCHARD RD | GLOCESTER | Local | Minor Collector | Loop connecting Putnam Pike with Pine Orchard Rd | 0.19 | 259 | N/A | Rural | No | No | No | No |
| DOUGLAS HOOK RD | GLOCESTER | Local | Minor Collector | Money Hill Rd to Cooper Hill Rd | 2.71 | 60 | 270 | Rural | No | No | No | No |
| SOUTH SHORE RD | LITTLE COMPTON | Local | Minor Collector | Brownell Rd to beach parking area past Ocean Dr | 0.50 | 229 | N/A | Rural | No | No | No | No |

APPENDIX 4: Highway Functional Classification Changes
UPGRADES

| Roadway Name | Municipality | Current Functional Classification | Proposed Functional Classification | Limits | Miles | Map ID | 2012 AADT | Urban / Rural | Current Federal Aid Eligible | Proposed Federal Aid Eligible | Currently on NHS | Proposed NHS |
|-------------------|------------------|-----------------------------------|------------------------------------|--|-------|--------|-----------|---------------|------------------------------|-------------------------------|------------------|--------------|
| PILOT HILL RD | NEW SHOREHAM | Local | Minor Collector | Payne Rd to Spring St | 0.81 | 182 | N/A | Rural | No | No | No | No |
| BRENTON RD | NEWPORT | Local | Minor Collector | Northbound ramp onto Brenton Rd from Ocean Ave | 0.02 | 23 | N/A | Rural | No | No | No | No |
| GLEANER CHAPEL RD | SCITUATE | Local | Minor Collector | Hartford Pike to Danielson Pike | 0.99 | 95 | N/A | Rural | No | No | No | No |
| ROBIN HOLLOW RD | WEST GREENWICH | Local | Minor Collector | Victory Hwy to Nooseneck Hill Rd | 2.47 | 202 | N/A | Rural | No | No | No | No |
| POPPASQUASH RD | BRISTOL | Local | Minor Collector | Colt Dr to Hope St | 1.22 | 188 | 2,600 | Urban | No | Yes | No | No |
| BRIDGE WAY | BURRILLVILLE | Local | Minor Collector | Sayles Ave to Main St | 0.10 | 24 | N/A | Urban | No | Yes | No | No |
| RIVER ST | BURRILLVILLE | Local | Minor Collector | Callahan School St to Chapel St | 0.14 | 200 | N/A | Urban | No | Yes | No | No |
| VICTORY HWY | BURRILLVILLE | Local | Minor Collector | Broncos Hwy to Old Nasonville Rd | 0.06 | 249 | N/A | Urban | No | Yes | No | No |
| HUNTERS XING | COVENTRY | Local | Minor Collector | Old Main St to Knotty Oak Rd | 0.85 | 418 | N/A | Urban | No | Yes | No | No |
| CARRS POND RD | EAST GREENWICH | Local | Minor Collector | Middle Rd to Bates Trl | 1.31 | 34 | N/A | Urban | No | Yes | No | No |
| MIDDLE RD | EAST GREENWICH | Local | Minor Collector | Carr's Pond Rd to Nooseneck Hill Rd | 0.27 | 150 | N/A | Urban | No | No | No | No |
| TILLINGHAST RD | EAST GREENWICH | Local | Minor Collector | Frenchtown Rd to South Rd | 1.15 | 241 | N/A | Urban | No | No | No | No |
| LYON AVE | EAST PROVIDENCE | Local | Minor Collector | Warren Ave to Veterans Memorial Pkwy | 0.79 | 135 | N/A | Urban | No | Yes | No | No |
| VALLEY ST | EAST PROVIDENCE | Local | Minor Collector | Warren Ave to N Brow St | 0.42 | 248 | 7,600 | Urban | No | Yes | No | No |
| CARR LN | JAMESTOWN | Local | Minor Collector | N Main Rd to E Shore Rd | 0.47 | 31 | N/A | Urban | No | Yes | No | No |
| FRIGATE ST | JAMESTOWN | Local | Minor Collector | Seaside Dr to N Main Rd | 0.58 | 86 | N/A | Urban | No | Yes | No | No |
| HELM ST | JAMESTOWN | Local | Minor Collector | Tashassug RD to Hull St | 0.03 | 109 | N/A | Urban | No | Yes | No | No |
| HULL ST | JAMESTOWN | Local | Minor Collector | Seaside Dr to Helm St | 0.28 | 117 | N/A | Urban | No | Yes | No | No |
| SEASIDE DR | JAMESTOWN | Local | Minor Collector | Frigate St to Hull St | 0.89 | 223 | N/A | Urban | No | Yes | No | No |
| RESERVOIR AVE | JOHNSTON | Local | Minor Collector | Hartford Ave to Central Ave | 1.20 | 196 | N/A | Urban | No | Yes | No | No |
| LOWER RIVER RD | LINCOLN | Local | Minor Collector | Cullen Hill Rd to River Rd | 0.34 | 133 | N/A | Urban | No | Yes | No | No |
| RIVER RD | LINCOLN | Local | Minor Collector | Front St to Great Rd | 0.22 | 199 | N/A | Urban | No | Yes | No | No |
| TWIN RIVER RD | LINCOLN | Local | Minor Collector | 146 N On Ramp to Les Pawson Loop | 0.29 | 245 | N/A | Urban | No | Yes | No | No |
| JEPSON LN | MIDDLETOWN | Local | Minor Collector | Union St to Oliphant St | 1.54 | 125 | N/A | Urban | No | Yes | No | No |
| WYATT RD | MIDDLETOWN | Local | Minor Collector | Berkeley Ave to Mitchell Ln | 0.65 | 264 | N/A | Urban | No | Yes | No | No |
| BEACH ST | NARRAGANSETT | Local | Minor Collector | Ocean Rd to Mathewson St | 0.03 | 12 | N/A | Urban | No | Yes | No | No |
| CASWELL ST | NARRAGANSETT | Local | Minor Collector | Narragansett Ave to Kingstown Rd | 0.13 | 35 | N/A | Urban | No | Yes | No | No |
| FODDERING FARM RD | NARRAGANSETT | Local | Minor Collector | Harbor Island Rd to Point Judith Rd | 0.90 | 79 | N/A | Urban | No | Yes | No | No |
| MATHEWSON ST | NARRAGANSETT | Local | Minor Collector | Ocean Rd to Exchange Pl | 0.08 | 147 | N/A | Urban | No | Yes | No | No |
| BEDLOW AVE | NEWPORT | Local | Minor Collector | Malbone Rd to Broadway | 0.34 | 410 | N/A | Urban | No | Yes | No | No |
| CARROLL AVE | NEWPORT | Local | Minor Collector | Harrison Ave to Ocean Ave | 0.35 | 33 | N/A | Urban | No | Yes | No | No |
| COGGESHALL AVE | NEWPORT | Local | Minor Collector | Ruggles Ave to Ocean Ave | 0.80 | 47 | N/A | Urban | No | Yes | No | No |
| 3RD ST/BRIDGE ST | NEWPORT | Local | Minor Collector | Van Zandt Ave to Goat Island Connector | 0.48 | 427 | N/A | Urban | No | Yes | No | No |
| PELHAM ST | NEWPORT | Local | Minor Collector | Thames St to Bellevue Ave | 0.33 | 180 | N/A | Urban | No | Yes | No | No |
| LAWNACRE DR | NORTH PROVIDENCE | Local | Minor Collector | Locust Ave to Smithfield Rd | 0.40 | 128 | N/A | Urban | No | Yes | No | No |
| RESERVOIR AVE | NORTH PROVIDENCE | Local | Minor Collector | Fruit Hill Ave to Superior View Blvd | 0.01 | 197 | N/A | Urban | No | Yes | No | No |
| LYMAN ST | PAWTUCKET | Local | Minor Collector | East Ave to Pleasant St | 0.18 | 134 | N/A | Urban | No | Yes | No | No |
| SANDY POINT RD | PORTSMOUTH | Local | Minor Collector | Wapping Rd to beach entrance | 0.61 | 220 | N/A | Urban | No | Yes | No | No |
| SCHOOLHOUSE LN | PORTSMOUTH | Local | Minor Collector | Middle Rd to E Main Rd | 0.40 | 222 | N/A | Urban | No | Yes | No | No |
| CLIFFORD ST | PROVIDENCE | Local | Minor Collector | Chestnut St to Ship St | 0.01 | 45 | N/A | Urban | No | Yes | No | No |
| EDDY ST | PROVIDENCE | Local | Minor Collector | Washington St to Weybosset St | 0.14 | 68 | N/A | Urban | No | Yes | No | No |
| GOVERNOR ST | PROVIDENCE | Local | Minor Collector | Angel St to Waterman St | 0.10 | 98 | N/A | Urban | No | Yes | No | No |
| LEDGE ST | PROVIDENCE | Local | Minor Collector | Charles St to Silver Spring Ave | 0.42 | 129 | N/A | Urban | No | Yes | No | No |
| SHIP ST | PROVIDENCE | Local | Minor Collector | Clifford St to Eddy St | 0.17 | 224 | N/A | Urban | No | Yes | No | No |
| SNOW ST | PROVIDENCE | Local | Minor Collector | Washington St to Weybosset St | 0.17 | 227 | N/A | Urban | No | Yes | No | No |
| ROGLER FARM RD | SMITHFIELD | Local | Minor Collector | Farnum Pike to Douglas Pike | 0.68 | 205 | N/A | Urban | No | Yes | No | No |
| ST MICHEALS WY | SMITHFIELD | Local | Minor Collector | Farnum Pike to Whipple Ave | 0.15 | 423 | N/A | Urban | No | Yes | No | No |
| SOUZA RD | TIVERTON | Local | Minor Collector | Main Rd to Fish Rd | 0.80 | 230 | N/A | Urban | No | Yes | No | No |
| LONG LN | WARREN | Local | Minor Collector | Schoolhouse Rd to Wilbur Ave | 0.22 | 132 | N/A | Urban | No | Yes | No | No |
| CEDAR ST | WARWICK | Local | Minor Collector | Love Ln to Post Rd | 0.51 | 38 | N/A | Urban | No | Yes | No | No |
| LARCHWOOD DR | WARWICK | Local | Minor Collector | Cowesett Rd to Major Potter Rd | 0.96 | 127 | N/A | Urban | No | Yes | No | No |
| MAJOR POTTER RD | WARWICK | Local | Minor Collector | Larchwood Dr to Love Ln | 0.64 | 141 | N/A | Urban | No | Yes | No | No |
| BOOMBRIDGE RD | WESTERLY | Local | Minor Collector | Potter Hill Rd to Ct border | 1.32 | 21 | 590 | Urban | No | Yes | No | No |

APPENDIX 4: Highway Functional Classification Changes

UPGRADES

| Roadway Name | Municipality | Current Functional Classification | Proposed Functional Classification | Limits | Miles | Map ID | 2012 AADT | Urban / Rural | Current Federal Aid Eligible | Proposed Federal Aid Eligible | Currently on NHS | Proposed NHS |
|------------------------------|--------------|-----------------------------------|------------------------------------|--------------------------------|-------|--------|-----------|---------------|------------------------------|-------------------------------|------------------|--------------|
| FORRESTAL DR | WESTERLY | Local | Minor Collector | Potter Hill Rd to Main St | 0.50 | 81 | N/A | Urban | No | Yes | No | No |
| HISCOX RD | WESTERLY | Local | Minor Collector | Potter Hill Rd to Forestall Dr | 0.06 | 115 | N/A | Urban | No | Yes | No | No |
| NARRAGANSETT AVE | WESTERLY | Local | Minor Collector | High St to Tower St | 0.57 | 158 | N/A | Urban | No | Yes | No | No |
| AVENUE A | WOONSOCKET | Local | Minor Collector | Coe St to Providence St | 0.36 | 425 | N/A | Urban | No | Yes | No | No |
| BLACKSTONE ST | WOONSOCKET | Local | Minor Collector | River St to Harris Ave | 0.19 | 19 | N/A | Urban | No | Yes | No | No |
| CHAMPEAU ST/LEFRANCOISE BLVD | WOONSOCKET | Local | Minor Collector | Beacon Ave to Mendon Rd | 0.43 | 203 | N/A | Urban | No | Yes | No | No |
| ELM ST | WOONSOCKET | Local | Minor Collector | Social St to Wood Ave | 0.32 | 71 | 2,000 | Urban | No | Yes | No | No |
| LOCUST ST | WOONSOCKET | Local | Minor Collector | Cumberland St to Elm St | 0.10 | 293 | N/A | Urban | No | Yes | No | No |
| SHOVE ST | WOONSOCKET | Local | Minor Collector | S Main St to Coe St | 0.06 | 426 | N/A | Urban | No | Yes | No | No |
| W SCHOOL ST | WOONSOCKET | Local | Minor Collector | N Main St to Blackstone St | 0.24 | 428 | N/A | Urban | No | Yes | No | No |

APPENDIX 4: Highway Functional Classification Changes
DOWNGRADES

| Roadway Name | Municipality | Current Functional Classification | Proposed Functional Classification | Limits | Miles | Map ID | 2012 AADT | Urban / Rural | Current Federal Aid Eligible | Proposed Federal Aid Eligible | Currently on NHS | Proposed NHS |
|---|--------------------------------|-----------------------------------|------------------------------------|---|-------|--------|-----------|---------------|------------------------------|-------------------------------|------------------|--------------|
| Downgrade - Other Freeway & Expressway to Other Principal Arterial | | | | | 0.54 | | | | | | | |
| COUNTY RD N | BARRINGTON | Other Freeway & Expressway | Other Pricipal Arterial | Wampanoag Trl to before Massasoit Ave | 0.54 | 289 | N/A | Urban | Yes | Yes | Yes | Yes |
| Downgrade - Other Principal Arterial to Minor Arterial | | | | | 22.43 | | | | | | | |
| VETERANS MEMORIAL PKWY | EAST PROVIDENCE | Other Principal Arterial | Minor Arterial | I-195 on-ramp to Pawtucket Ave | 2.74 | 388 | 12,700 | Urban | Yes | Yes | Yes | No |
| Rt. 14 (PLAINFIELD ST/PIKE) | JOHNSTON, CRANSTON, PROVIDENCE | Other Principal Arterial | Minor Arterial | Atwood Ave (Rt. 5) to Rt. 6E on-ramp near Pocasset Ave. | 2.41 | 360 | 18,500 | Urban | Yes | Yes | Yes | No |
| Rt. 214 (VALLEY RD) | MIDDLETOWN | Other Principal Arterial | Minor Arterial | W Main Rd to Aquidneck Ave. | 2.24 | 386 | 10,350 | Urban | Yes | Yes | Yes | No |
| Rt. 108 (POINT JUDITH RD) | NARRAGANSETT | Other Principal Arterial | Minor Arterial | Galilee Escape Rd to Ocean Rd | 0.42 | 361 | 6,100 | Urban | Yes | Yes | Yes | No |
| BROADWAY | NEWPORT | Other Principal Arterial | Minor Arterial | Farewell St to Marlboro St | 0.10 | 280 | N/A | Urban | Yes | Yes | Yes | No |
| THAMES ST | NEWPORT | Other Principal Arterial | Minor Arterial | Washington Sq. to America's Cup Ave. | 0.17 | 429 | 2,700 | Urban | Yes | Yes | Yes | No |
| WASHINGTON SQ | NEWPORT | Other Principal Arterial | Minor Arterial | Thames St to Farewell St | 0.12 | 391 | N/A | Urban | Yes | Yes | Yes | No |
| ARMISTICE BLVD | PAWTUCKET | Other Principal Arterial | Minor Arterial | Grove St to Daggett Ave | 2.79 | 269 | 7,400 | Urban | Yes | Yes | Yes | No |
| BROAD ST | PAWTUCKET | Other Principal Arterial | Minor Arterial | Goff Ave To Main St | 0.10 | 279 | N/A | Urban | Yes | Yes | Yes | No |
| BROADWAY | PAWTUCKET | Other Principal Arterial | Minor Arterial | School St. to Exchange St | 0.30 | 281 | 14,000 | Urban | Yes | Yes | Yes | No |
| Rt. 15 (CHURCH ST) | PAWTUCKET | Other Principal Arterial | Minor Arterial | Mineral Spring Ave to Pine St | 0.07 | 285 | N/A | Urban | Yes | Yes | Yes | No |
| Rt. 114 (COTTAGE ST) | PAWTUCKET | Other Principal Arterial | Minor Arterial | Exchange St. to Underwood St | 0.10 | 288 | N/A | Urban | Yes | Yes | Yes | No |
| Rt. 15 (DENVER ST) | PAWTUCKET | Other Principal Arterial | Minor Arterial | Spring St to Armistice Blvd | 0.05 | 291 | N/A | Urban | Yes | Yes | Yes | No |
| Rt. 114 (EXCHANGE ST) | PAWTUCKET | Other Principal Arterial | Minor Arterial | Broadway to Cottage St | 0.06 | 301 | 14,300 | Urban | Yes | Yes | Yes | No |
| Rt. 15 (GROVE ST) | PAWTUCKET | Other Principal Arterial | Minor Arterial | Cottage St to Armistice Blvd | 0.07 | 318 | 2,900 | Urban | Yes | Yes | Yes | No |
| KIDS WAY | PAWTUCKET | Other Principal Arterial | Minor Arterial | Broadway to Underwood St | 0.02 | 329 | N/A | Urban | Yes | Yes | Yes | No |
| Rt. 122 (LONSDALE AVE) | PAWTUCKET | Other Principal Arterial | Minor Arterial | I-95 on-ramp to Thurston St | 0.23 | 332 | 15,800 | Urban | Yes | Yes | Yes | No |
| MAIN ST | PAWTUCKET | Other Principal Arterial | Minor Arterial | Thurston St./Lonsdale Ave. to Pawtucket Ave | 0.71 | 336 | 16,200 | Urban | Yes | Yes | Yes | No |
| MAIN ST | PAWTUCKET | Other Principal Arterial | Minor Arterial | School St to Walcott St. | 0.10 | 337 | 6,374 | Urban | Yes | Yes | Yes | No |
| MAIN ST | PAWTUCKET | Other Principal Arterial | Minor Arterial | Mineral Spring Ave to Park Place West/Dexter St | 0.24 | 338 | N/A | Urban | Yes | Yes | Yes | No |
| MAIN ST | PAWTUCKET | Other Principal Arterial | Minor Arterial | Park Place West/Dexter St. to East Ave/High St. | 0.17 | 339 | N/A | Urban | Yes | Yes | Yes | No |
| Rt. 15 (MINERAL SPRING AVE) | PAWTUCKET | Other Principal Arterial | Minor Arterial | Lonsdale Ave to Pine St | 0.41 | 343 | N/A | Urban | Yes | Yes | Yes | No |
| Rt. 122 (N MAIN ST) | PAWTUCKET | Other Principal Arterial | Minor Arterial | Grenville St/Main St to Pawtucket Ave | 0.11 | 347 | 6,374 | Urban | Yes | Yes | Yes | No |
| Rt. 15 (PINE ST) | PAWTUCKET | Other Principal Arterial | Minor Arterial | Main St to Church St | 0.03 | 358 | N/A | Urban | Yes | Yes | Yes | No |
| Rt. 15 & Rt. 114 (SPRING ST) | PAWTUCKET | Other Principal Arterial | Minor Arterial | Cottage St to Denver St | 0.17 | 375 | 10,000 | Urban | Yes | Yes | Yes | No |
| Rt. 114 (UNDERWOOD ST) | PAWTUCKET | Other Principal Arterial | Minor Arterial | Broadway to Walcott | 0.19 | 384 | N/A | Urban | Yes | Yes | Yes | No |
| WALCOTT ST | PAWTUCKET | Other Principal Arterial | Minor Arterial | Broadway to Underwood St | 0.18 | 390 | 8,500 | Urban | Yes | Yes | Yes | No |
| S/ ANGELL ST | PROVIDENCE | Other Principal Arterial | Minor Arterial | Gano St. to Henderson Bridge | 0.53 | 368 | 8,000 | Urban | Yes | Yes | Yes | No |
| WATERMAN ST | PROVIDENCE | Other Principal Arterial | Minor Arterial | Gano St to Henderson Bridge | 0.41 | 394 | 18,200 | Urban | Yes | Yes | Yes | No |
| HENDERSON BRIDGE | PROVIDENCE, EAST PROVIDENCE | Other Principal Arterial | Minor Arterial | Waterman St to N Broadway | 1.80 | 320 | 19800* | Urban | Yes | Yes | Yes | No |
| Rt. 12 (SCITUATE AVE/PHENIX AVE) | CRANSTON, SCITUATE | Other Principal Arterial | Minor Arterial | Rt. 116 (North Rd) to Rt. 5 (Atwood Ave) | 5.40 | 367 | 10,870 | Urban /Rural | Yes | Yes | Yes | No |
| Downgrade - Other Principal Arterial to Major Collector | | | | | 0.23 | | | | | | | |
| HIGH ST | PAWTUCKET | Other Principal Arterial | Major Collector | Summer St to Main St | 0.07 | 321 | 1,785 | Urban | Yes | Yes | Yes | No |
| SUMMER ST | PAWTUCKET | Other Principal Arterial | Major Collector | Broad St to High St | 0.16 | 377 | N/A | Urban | Yes | Yes | Yes | No |
| Downgrade - Minor Arterial to Major Collector | | | | | 17.61 | | | | | | | |
| RESERVOIR RD | BURRILLVILLE | Minor Arterial | Major Collector | S. Main St to Gloucester Border | 1.64 | 365 | 1100 | Rural | Yes | Yes | No | No |

APPENDIX 4: Highway Functional Classification Changes
DOWNGRADES

| Roadway Name | Municipality | Current Functional Classification | Proposed Functional Classification | Limits | Miles | Map ID | 2012 AADT | Urban / Rural | Current Federal Aid Eligible | Proposed Federal Aid Eligible | Currently on NHS | Proposed NHS |
|---|---------------------------------|-----------------------------------|------------------------------------|---------------------------------------|-------------|--------|-----------|---------------|------------------------------|-------------------------------|------------------|--------------|
| SOWAMS RD | BARRINGTON | Minor Arterial | Major Collector | New Meadow Rd to Main St | 2.17 | 374 | 2700 | Urban | Yes | Yes | No | No |
| SNAKE HILL RD | GLOCESTER | Minor Arterial | Major Collector | Sawmill Rd to W Greenville Rd | 1.71 | 372 | N/A | Urban | Yes | Yes | No | No |
| W GREENVILLE RD | GLOCESTER/ SMITHFIELD | Minor Arterial | Major Collector | Putnam Pike to Smith Ave | 1.11 | 389 | N/A | Urban | Yes | Yes | No | No |
| BEAVERTAIL RD | JAMESTOWN | Minor Arterial | Major Collector | Fort Getty Rd to Southwest Ave | 0.38 | 274 | 2400 | Urban | Yes | Yes | No | No |
| E SHORE RD | JAMESTOWN | Minor Arterial | Major Collector | Middle St to Eldritch Ave | 2.67 | 294 | N/A | Urban | Yes | Yes | No | No |
| OFF RAMP CONANICUS AVE | JAMESTOWN | Minor Arterial | Major Collector | State Highway 138 E to Service Rd | 0.55 | 353 | 1600 | Urban | Yes | Yes | No | No |
| GREENVILLE AVE | JOHNSTON | Minor Arterial | Major Collector | Atwood Ave to George Waterman Ave | 1.13 | 317 | N/A | Urban | Yes | Yes | No | No |
| THAMES ST | NEWPORT | Minor Arterial | Major Collector | Cotton Ct to Mill St | 0.08 | 282 | N/A | Urban | Yes | Yes | No | No |
| WOONASQUATUCKET AVE | NORTH PROVIDENCE | Minor Arterial | Major Collector | Smith St to Fruit Hill Ave | 1.71 | 404 | 5700 | Urban | Yes | Yes | No | No |
| SCHOOL ST | NORTH SMITHFIELD | Minor Arterial | Major Collector | Victory Hwy to State Hwy 146 S | 0.10 | 370 | N/A | Urban | Yes | Yes | No | No |
| ACADEMY AVE | PROVIDENCE | Minor Arterial | Major Collector | Smith St to Atwells Ave | 1.23 | 266 | N/A | Urban | Yes | Yes | No | No |
| KENNEDY PLZ | PROVIDENCE | Minor Arterial | Major Collector | Dorrance St to Memorial Blvd | 0.19 | 328 | N/A | Urban | Yes | Yes | No | No |
| MATHEWSON ST | PROVIDENCE | Minor Arterial | Major Collector | Fountain St to Waybossett St | 0.23 | 340 | N/A | Urban | Yes | Yes | No | No |
| WESTMINSTER ST | PROVIDENCE | Minor Arterial | Major Collector | Empire St to Memorial Blvd | 0.45 | 396 | N/A | Urban | Yes | Yes | No | No |
| ARNOLD ST | WOONSOCKET | Minor Arterial | Major Collector | Railroad St to Main St | 0.30 | 271 | N/A | Urban | Yes | Yes | No | No |
| BLACKSTONE ST | WOONSOCKET | Minor Arterial | Major Collector | Harris Ave to Main St | 0.42 | 276 | 8000 | Urban | Yes | Yes | No | No |
| JOHN A CUMMINGS WAY | WOONSOCKET | Minor Arterial | Major Collector | Social St to Clinton St | 0.09 | 326 | N/A | Urban | Yes | Yes | No | No |
| POND ST | WOONSOCKET | Minor Arterial | Major Collector | Winter St to Clinton St | 0.62 | 362 | N/A | Urban | Yes | Yes | No | No |
| RIVER ST | WOONSOCKET | Minor Arterial | Major Collector | Sayles St to South Main St | 0.10 | 366 | N/A | Urban | Yes | Yes | No | No |
| WOOD AVE | WOONSOCKET | Minor Arterial | Major Collector | Diamond Hill Rd to Cass Ave | 0.73 | 402 | N/A | Urban | Yes | Yes | No | No |
| Downgrade - Minor Arterial to Minor Collector | | | | | 2.86 | | | | | | | |
| THAMES ST | NEWPORT | Minor Arterial | Minor Collector | Parking lot; Mill St to Memorial Blvd | 0.18 | 380 | N/A | Urban | Yes | Yes | No | No |
| FRUIT HILL AVE | NORTH PROVIDENCE | Minor Arterial | Minor Collector | Smithfield Rd to Evans Park | 0.73 | 308 | 5600 | Urban | Yes | Yes | No | No |
| FRICKER ST | PROVIDENCE | Minor Arterial | Minor Collector | Cranston St to Broad St | 0.15 | 306 | N/A | Urban | Yes | Yes | No | No |
| BRIDGE ST | WARREN | Minor Arterial | Minor Collector | Water St to Main St | 0.16 | 278 | N/A | Urban | Yes | Yes | No | No |
| VERNON ST | WARREN | Minor Arterial | Minor Collector | Main St to Metacom Ave | 0.62 | 387 | 2300 | Urban | Yes | Yes | No | No |
| WATER ST | WARREN | Minor Arterial | Minor Collector | Main St to Bridge St | 1.01 | 393 | N/A | Urban | Yes | Yes | No | No |
| Downgrade - Major Collector to Minor Collector | | | | | 7.24 | | | | | | | |
| WEAVER HILL RD | COVENTRY/WEST GREENWICH | Major Collector | Minor Collector | Harkney Hill Rd to Fish Hill Rd | 1.77 | 395 | 500 | Rural | Yes | No | No | No |
| BRENTON RD | NEWPORT | Major Collector | Minor Collector | Ruggles Ave to Ocean Ave | 1.08 | 277 | 300 | Rural | Yes | No | No | No |
| SAND HILL RD | BURRILLVILLE | Major Collector | Minor Collector | Victory Hwy to Main St | 0.10 | 406 | N/A | Urban | Yes | Yes | No | No |
| KAY ST | CUMBERLAND | Major Collector | Minor Collector | Mount Pleasant View Dr to Mendon Ave | 0.48 | 327 | N/A | Urban | Yes | Yes | No | No |
| MOUNT PLEASANT VIEW AVE | CUMBERLAND | Major Collector | Minor Collector | Manville Hill Rd to Kay St | 0.40 | 345 | N/A | Urban | Yes | Yes | No | No |
| N BROW ST | EAST PROVIDENCE | Major Collector | Minor Collector | Waterman Ave to Valley St | 0.20 | 346 | N/A | Urban | Yes | Yes | No | No |
| BENNETT ST | NORTH PROVIDENCE | Major Collector | Minor Collector | Miner St to Lydia Ave | 0.19 | 275 | 500 | Urban | Yes | Yes | No | No |
| LYDIA AVE | NORTH PROVIDENCE | Major Collector | Minor Collector | Woodward Rd to Benefit St | 0.20 | 334 | 500 | Urban | Yes | Yes | No | No |
| MINER ST | NORTH PROVIDENCE | Major Collector | Minor Collector | Benet St to Charles St | 0.06 | 342 | N/A | Urban | Yes | Yes | No | No |
| SUPERIOR VIEW BLVD | NORTH PROVIDENCE | Major Collector | Minor Collector | Reservoir Ave to High Service Ave | 0.37 | 378 | N/A | Urban | Yes | Yes | No | No |
| COLLEGE RD | NORTH PROVIDENCE/ PROVIDENCE | Major Collector | Minor Collector | Fruit Hill Ave to Mount Pleasant Ave | 0.86 | 287 | N/A | Urban | Yes | Yes | No | No |
| EDDY ST | PROVIDENCE | Major Collector | Minor Collector | Fountain St to Washington St | 0.07 | 296 | N/A | Urban | Yes | Yes | No | No |
| UNION ST | PROVIDENCE | Major Collector | Minor Collector | Fountain St to Washington St | 0.07 | 385 | N/A | Urban | Yes | Yes | No | No |
| WHIPPLE AVE | SMITHFIELD | Major Collector | Minor Collector | Cross St to ST Michaels Wy | 0.23 | 397 | N/A | Urban | Yes | No | No | No |
| ELM ST | WOONSOCKET | Major Collector | Minor Collector | Wood Ave to Cass Ave | 0.62 | 297 | N/A | Urban | Yes | Yes | No | No |

APPENDIX 4: Highway Functional Classification Changes
DOWNGRADES

| Roadway Name | Municipality | Current Functional Classification | Proposed Functional Classification | Limits | Miles | Map ID | 2012 AADT | Urban / Rural | Current Federal Aid Eligible | Proposed Federal Aid Eligible | Currently on NHS | Proposed NHS |
|---|---------------------------------|-----------------------------------|------------------------------------|--|-------|--------|-----------|---------------|------------------------------|-------------------------------|------------------|--------------|
| ST LEON ST | WOONSOCKET | Major Collector | Minor Collector | Diamond Hill Rd to All Saints St | 0.22 | 376 | N/A | Urban | Yes | Yes | No | No |
| WINTHROP ST | WOONSOCKET | Major Collector | Minor Collector | All Saints St to Elm St | 0.32 | 401 | N/A | Urban | Yes | Yes | No | No |
| Downgrade - Minor Arterial to Local | | | | | 1.03 | | | | | | | |
| OCEAN AVE | NEW SHOREHAM | Minor Arterial | Local | End of pier South to West Side Rd | 0.13 | 351 | N/A | Rural | Yes | No | No | No |
| WATER ST | NEW SHOREHAM | Minor Arterial | Minor Collector | Spring St to Ballard's Inn | 0.12 | 392 | N/A | Rural | Yes | No | No | No |
| GREAT ISLAND RD/SAND HILL COVE RD | NARRAGANSETT | Minor Arterial | Local | Two way section; Great Island Rd to Sand Hill Cove Rd | 0.13 | 312 | N/A | Urban | Yes | No | No | No |
| EXCHANGE ST | PROVIDENCE | Minor Arterial | Local | Stillman St to Memorial Blvd | 0.07 | 300 | N/A | Urban | Yes | No | No | No |
| FOUNTAIN ST | PROVIDENCE | Minor Arterial | Local | Franklin St to Empire St | 0.16 | 304 | N/A | Urban | Yes | No | No | No |
| GANO ST | PROVIDENCE | Minor Arterial | Local | India St at the parking lot to India St near the I-195 underpass | 0.10 | 309 | N/A | Urban | Yes | No | No | No |
| ALBION RD | SMITHFIELD | Minor Arterial | Local | End of public road by maintenance buildings to State Hwy 123 | 0.16 | 267 | N/A | Urban | Yes | No | No | No |
| JENCKES HILL RD | SMITHFIELD | Minor Arterial | Local | Albion Rd to State Hwy 123 curve | 0.05 | 325 | N/A | Urban | Yes | No | No | No |
| MAIN ST | WEST WARWICK | Minor Arterial | Local | Ellison St to Archibald Ave | 0.05 | 335 | N/A | Urban | Yes | No | No | No |
| SAYLES ST | WOONSOCKET | Minor Arterial | Local | River St to Arnold St | 0.06 | 369 | N/A | Urban | Yes | No | No | No |
| Downgrade - Major Collector to Local | | | | | 13.13 | | | | | | | |
| OLD SUMMIT RD | COVENTRY | Major Collector | Local | Susan Bowen Rd to Flat River Rd | 0.29 | 354 | 400 | Rural | Yes | No | No | No |
| SUSAN BOWEN RD | COVENTRY | Major Collector | Local | Flat River Rd to Old Summit Rd | 0.14 | 379 | N/A | Rural | Yes | No | No | No |
| GREEN HILL BEACH RD | SOUTH KINGSTOWN | Major Collector | Local | Browning St to Green Hill Ocean Dr | 0.07 | 313 | 500 | Rural | Yes | No | No | No |
| GREEN HILL OCEAN DR | SOUTH KINGSTOWN | Major Collector | Local | Green Hill Beach Rd to western terminus | 0.36 | 314 | N/A | Rural | Yes | No | No | No |
| FALES ST | CENTRAL FALLS | Major Collector | Local | Eastwood St to Railroad St | 0.02 | 302 | N/A | Urban | Yes | No | No | No |
| RAILROAD ST | CENTRAL FALLS | Major Collector | Local | Fales St to Sacred Heart Ave | 0.05 | 363 | N/A | Urban | Yes | No | No | No |
| NORTHUP ST | CRANSTON | Major Collector | Local | Broad St to Narragansett Blvd | 0.34 | 350 | N/A | Urban | Yes | No | No | No |
| WILDFLOWER DR | CRANSTON | Major Collector | Local | Scituate Ave to S Comstock Pkwy | 0.64 | 398 | N/A | Urban | Yes | No | No | No |
| FORESTDALE DR | CUMBERLAND | Major Collector | Local | Wayne Dr to Albion Rd | 0.38 | 303 | N/A | Urban | Yes | No | No | No |
| PROSPECT ST | CUMBERLAND | Major Collector | Local | Myrtle St to Mill St | 0.17 | 409 | N/A | urban | Yes | No | No | No |
| SOUTHWOOD DR | CUMBERLAND | Major Collector | Local | Wayne Dr to Mendon Rd | 0.25 | 373 | N/A | Urban | Yes | No | No | No |
| ESTRELL DR | EAST PROVIDENCE | Major Collector | Local | Reardon Ave to Argyle Ave | 0.13 | 299 | N/A | Urban | Yes | No | No | No |
| REARDON AVE | EAST PROVIDENCE | Major Collector | Local | Estrelle Dr to Wampanoag Trl | 0.18 | 364 | N/A | Urban | Yes | No | No | No |
| NARRAGANSETT AVE | JAMESTOWN | Major Collector | Local | End of Dutch Harbor Boatyard Pier to Avenue B | 0.09 | 348 | N/A | Urban | Yes | No | No | No |
| FRANKS NECK RD | NARRAGANSETT | Major Collector | Local | From Marine Dr. to eastern terminus | 0.25 | 305 | 110 | Urban | Yes | No | No | No |
| OTTAWA TRL | NARRAGANSETT | Major Collector | Local | Bonnet Shores Rd to Bonnet Point Rd | 0.21 | 355 | N/A | Urban | Yes | No | No | No |
| ELMORE AVE | NORTH PROVIDENCE | Major Collector | Local | Woodhaven Blvd to Woodcliffe Ave | 0.08 | 298 | N/A | Urban | Yes | No | No | No |
| LOOKOUT AVE | NORTH PROVIDENCE | Major Collector | Local | Superior View Blvd to Smith St | 0.22 | 333 | N/A | Urban | Yes | No | No | No |
| WINDMILL ST | NORTH PROVIDENCE | Major Collector | Local | Toledo Ave to Windmill St | 0.01 | 400 | N/A | Urban | Yes | No | No | No |
| WOODCLIFFE AVE | NORTH PROVIDENCE | Major Collector | Local | Waterman Ave to Elmore Ave | 0.13 | 403 | N/A | Urban | Yes | No | No | No |
| TOLEDO AVE | NORTH PROVIDENCE/ PAWTUCKET | Major Collector | Local | Windmill St to Power Rd | 0.32 | 383 | N/A | Urban | Yes | No | No | No |
| LEO AVE | NORTH PROVIDENCE/ PROVIDENCE | Major Collector | Local | Charles St to Windmill St | 0.13 | 331 | N/A | Urban | Yes | No | No | No |
| MORSE AVE | NORTH SMITHFIELD/ WOONSOCKET | Major Collector | Local | Great Rd to Alice Ave | 0.24 | 344 | N/A | Urban | Yes | No | No | No |
| BAILEY RD | NORTH KINGSTOWN | Major Collector | Local | Davisville Rd to Jones Rd | 0.29 | 421 | N/A | Urban | Yes | No | No | No |
| CROSS PARK AVE | NORTH KINGSTOWN | Major Collector | Local | Babcock Rd to Davisville Rd | 0.24 | 420 | N/A | Urban | Yes | No | No | No |
| GRACE ST | PAWTUCKET | Major Collector | Local | West Ave to Garden St | 0.05 | 311 | 960 | Urban | Yes | No | No | No |
| HARRISON ST | PAWTUCKET | Major Collector | Local | Garden St to Park Pl W | 0.16 | 319 | N/A | Urban | Yes | No | No | No |
| ANTHONY RD | PORTSMOUTH | Major Collector | Local | End of road to Common Fence Point Blvd | 0.78 | 268 | 500 | Urban | Yes | No | No | No |

APPENDIX 4: Highway Functional Classification Changes

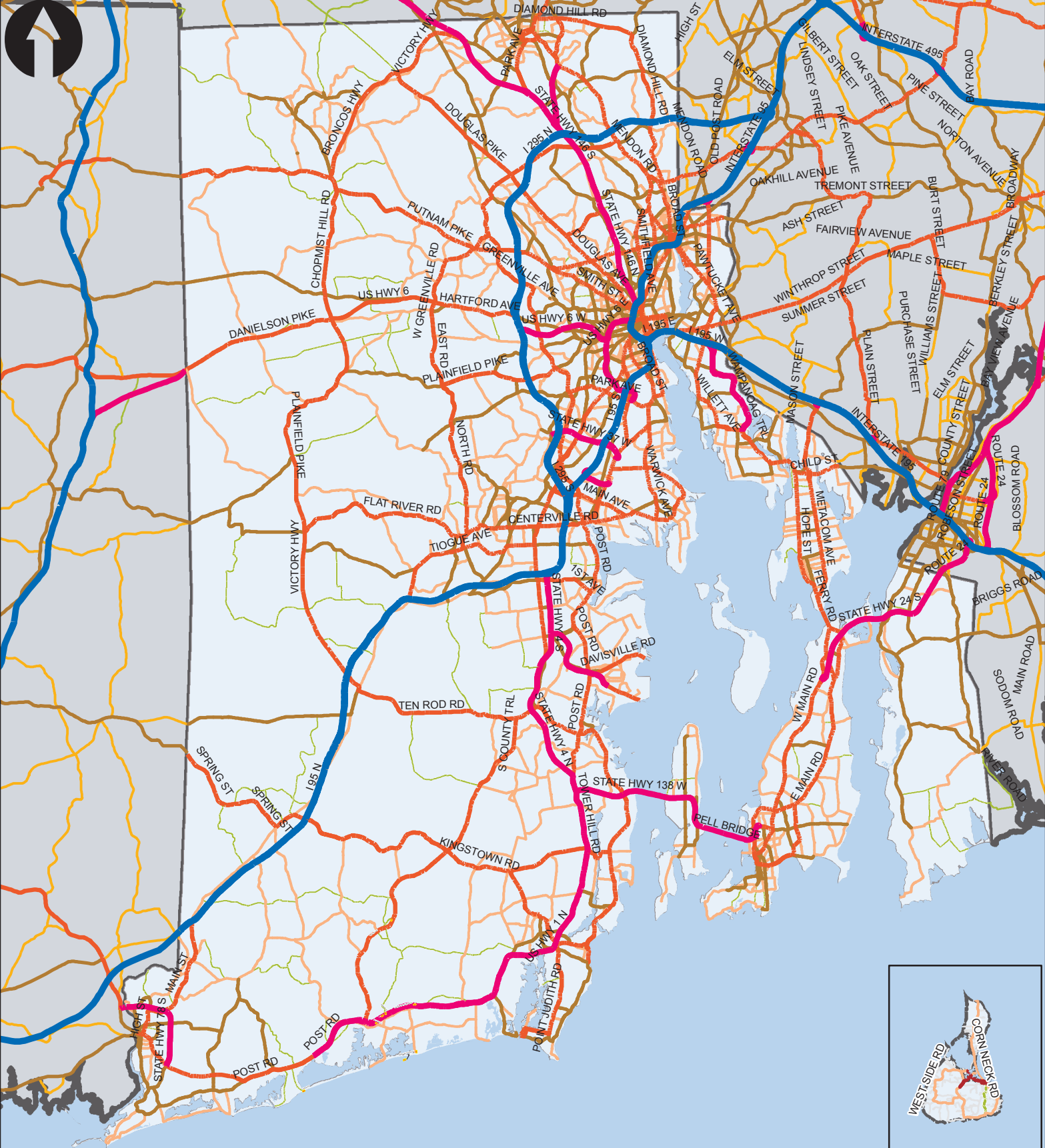
DOWNGRADES

| Roadway Name | Municipality | Current Functional Classification | Proposed Functional Classification | Limits | Miles | Map ID | 2012 AADT | Urban / Rural | Current Federal Aid Eligible | Proposed Federal Aid Eligible | Currently on NHS | Proposed NHS |
|---|-----------------|-----------------------------------|------------------------------------|--|-------|--------|-----------|---------------|------------------------------|-------------------------------|------------------|--------------|
| MCCORRIE LN | PORTSMOUTH | Major Collector | Local | William St to eastern beach access terminus | 0.02 | 341 | N/A | Urban | Yes | No | No | No |
| ARNOLD ST | PROVIDENCE | Major Collector | Local | Benefit St to Brook St | 0.19 | 270 | N/A | Urban | Yes | No | No | No |
| BAKER ST | PROVIDENCE | Major Collector | Local | Broad St to Eddy St | 0.21 | 272 | N/A | Urban | Yes | No | No | No |
| CLAVERICK ST | PROVIDENCE | Major Collector | Local | Broad St to Pine St | 0.08 | 286 | N/A | Urban | Yes | No | No | No |
| FRIENDSHIP ST | PROVIDENCE | Major Collector | Local | Plain St to E Franklin St | 0.08 | 307 | N/A | Urban | Yes | No | No | No |
| GOVERNOR ST | PROVIDENCE | Major Collector | Local | Pitman St to Wickenden St | 0.43 | 310 | N/A | Urban | Yes | No | No | No |
| GREENE ST | PROVIDENCE | Major Collector | Local | Fountain St to Broad St | 0.22 | 315 | N/A | Urban | Yes | No | No | No |
| GREENMAN LN | PROVIDENCE | Major Collector | Local | Broadway to Fountain St | 0.06 | 316 | N/A | Urban | Yes | No | No | No |
| HUXLEY AVE | PROVIDENCE | Major Collector | Local | Admiral St to Eaton St | 0.37 | 322 | N/A | Urban | Yes | No | No | No |
| NASHUA ST | PROVIDENCE | Major Collector | Local | Smithfield Ave to Front St | 0.14 | 349 | N/A | Urban | Yes | No | No | No |
| PITMAN ST | PROVIDENCE | Major Collector | Local | Governor St to Ives St | 0.06 | 359 | N/A | Urban | Yes | No | No | No |
| SHERRY ST | PROVIDENCE | Major Collector | Local | Dexter St to Potters Ave | 0.09 | 371 | N/A | Urban | Yes | No | No | No |
| THAYER ST | PROVIDENCE | Major Collector | Local | Power St to Arnold St | 0.13 | 382 | N/A | Urban | Yes | No | No | No |
| OCEAN AVE | SOUTH KINGSTOWN | Major Collector | Local | Peninsula Rd to eastern shoreline terminus | 0.32 | 352 | N/A | Urban | Yes | No | No | No |
| PENINSULA RD | SOUTH KINGSTOWN | Major Collector | Local | Ocean Ave to Matunuck Beach Rd | 0.07 | 356 | N/A | Urban | Yes | No | No | No |
| WOLF HILL RD | SMITHFIELD | Major Collector | Local | Farnum Pike to Old County Rd | 0.19 | 424 | N/A | Urban | Yes | No | No | No |
| WHIPPLE AVE | SMITHFIELD | Major Collector | Local | Farnum Pike to St. Michael's Way | 0.09 | 430 | N/A | Urban | Yes | No | No | No |
| BAYVIEW AVE | WARWICK | Major Collector | Local | Love Ln to Post Rd | 0.51 | 273 | N/A | Urban | Yes | No | No | No |
| BUTTONWOODS AVE | WARWICK | Major Collector | Local | Andrew Comstock St to eastern terminus past 15th Ave | 0.91 | 283 | N/A | Urban | Yes | No | No | No |
| IVES RD | WARWICK | Major Collector | Local | Bradford Ave to eastern beach access terminus | 0.07 | 323 | N/A | Urban | Yes | No | No | No |
| PETTACONSETT AVE | WARWICK | Major Collector | Local | Broad St to Post Rd | 0.51 | 357 | 2000 | Urban | Yes | No | No | No |
| JAMES P MURPHY IND RD | WEST WARWICK | Major Collector | Local | end of road to Energy Way | 0.41 | 324 | 5600 | Urban | Yes | No | No | No |
| 3RD AVE | WOONSOCKET | Major Collector | Local | Rhodes Ave to Mason St | 0.59 | 265 | N/A | Urban | Yes | No | No | No |
| CARRINGTON AVE | WOONSOCKET | Major Collector | Local | Park Ave to Manville Rd | 0.42 | 284 | N/A | Urban | Yes | No | No | No |
| DAVISON AVE | WOONSOCKET | Major Collector | Local | Hamlet Ave to Manville Rd | 0.22 | 290 | 5400 | Urban | Yes | No | No | No |
| KNIGHT ST | WOONSOCKET | Major Collector | Local | Logee St to Cottage St | 0.03 | 330 | N/A | Urban | Yes | No | No | No |
| WILLOW ST | WOONSOCKET | Major Collector | Local | Park Ave to Manville Rd | 0.51 | 399 | N/A | Urban | Yes | No | No | No |
| Downgrade - Minor Collector to Local | | | | | 0.50 | | | | | | | |
| E BEACH RD | CHARLESTOWN | Minor Collector | Local | From Blue Shutters beach to the end of the road well past East Beach parking lot | 0.50 | 292 | N/A | Rural | No | No | No | No |

APPENDIX 5:

Highway Functional Classification Map

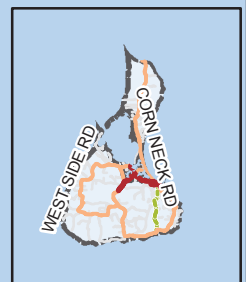
Proposed Roadway Functional Classification



Legend

- Interstate
- Freeway
- Principal Arterial
- Minor Arterial
- Major Collector
- Minor Collector

0 2.75 5.5 11 Miles



RHODE ISLAND
STATEWIDE
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PROGRAM

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