



RHODE ISLAND
DEPARTMENT OF ENVIRONMENTAL MANAGEMENT

DIVISION OF PLANNING & DEVELOPMENT

235 Promenade Street, Room 320
Providence, Rhode Island 02908

Ms. Karen Scott, Assistant Chief
Rhode Island Statewide Planning Program
One Capitol Hill
Providence, RI 02908

Dear Ms. Scott:

The Department of Environmental Management respectfully submits the attached project request for consideration in the State of Rhode Island's FY 2017 – 2025 Transportation Improvement Program.

Our proposal includes a request for continued full support of the RI Recreational Trails Improvement Program and bikeway projects which remain a high priority for the Department in its efforts to develop and improve these important resources across the State. It is vitally important that we complete the work on the Blackstone River Park bikeway project, home to a new National Park in RI. With five segments remaining and a critical linkage to the East Bay bikeway almost out to bid by RIDOT, this project must remain a high priority in the new TIP.

We also are proposing two new initiatives to improve safety and convenience for transportation to and from our major facilities including the Arcadia Management Area and Fort Adams State Park. These parks are extremely visible and highly utilized public places that attract recreational users and tourists from across the region and beyond.

We look forward to speaking with you further relative to this proposal and I am available as needed to answer any questions at any time. Thank you.

Sincerely,

A handwritten signature in blue ink, appearing to read "Lisa Primiano". The signature is fluid and cursive, written over the typed name.

Lisa Primiano, Chief
Division of Planning and Development

cc: Janet Coit, Director
Larry Mouradjian, Associate Director

ENCLOSURE – Three (3) hard copies of complete application

Project Prioritization Cover Sheet

Transportation Improvement Program



CONTACT	Contact Information		
	Agency/Organization	RI Department of Environmental Management	
	Contact Person	Lisa Primiano	Title Chief, Division of Planning & Development
	Mailling Address	235 Promenade Street	
	City	Providence	Zip Code 02908
	Phone	401-222-2776, ext. 4307	Email lisa.primiano@dem.ri.gov

PROJECT PRIORITIZATION	Project Prioritization <i>please use an additional sheet if necessary</i>			
	Priority	Listed in TIP 2013-2016		Project Name
		Yes	No	
	1	X		Recreational Trails Program (see Attachment #1)
	2	X		Blackstone Bicycle Path, in order of priority below
				Segment 1A, 8C, 8A, 8B, 3A
	3		X	Arcadia Bridges (see Attachment #2)
	4	X		Trestle Trail Bridges (90% design)
	5		X	ADA Intermodal Ferry Landing, Fort Adams State Park, Newport (See Attachment #3)
	6	X		Trestle Trail western section to CT border, Coventry
	7	X		South County bikeway extension (completion of bikeway to Narr. Beach)

CERTIFICATION	Applicant Certification	
	The information provided on this application is in accordance with local regulations and ordinances.	
	Lisa Primiano	Chief, RIDEM/Division of Planning & Development
	Applicant	Title
		1/7/16
	Signature	Date

Submittal Checklist

- 3 collated copies of complete TIP submittal package
 - Project Prioritization Cover Sheet
 - New Project Application Form for each new project
 - 2-page narrative on evaluation criteria
 - 8.5" x 11" PDF map of project location
- Email a copy of complete TIP submittal package to Kimberly.Crabill@doa.ri.gov or provide on a CD
- Submit complete TIP submittal package to:
 - Rhode Island Statewide Planning Program
 - ATTN: Kimberly Crabill
 - One Capitol Hill
 - Providence, RI 02908

ALL APPLICATIONS ARE DUE BY 3:00PM ON FRIDAY, JANUARY 8, 2016

ATTACHMENT #1

State of RI Recreational Trails Program

BACKGROUND

The **Recreational Trails Program** RTP is an assistance program of the Department of Transportation's Federal Highway Administration (FHWA). The program provides funds to States to develop and maintain recreational trails and trail-related facilities for both non motorized and motorized recreational trail uses. However, due to its size, RI has an exemption which does not require the use of funds for motorized trail development.

These funds come from the Federal Highway Trust Fund, representing a portion of the motor fuel excise tax collected from non highway recreational fuel use: fuel used for off-highway recreation by snowmobiles, all-terrain vehicles, off-highway motorcycles, and off-highway light trucks.

The [Moving Ahead for Progress in the 21st Century Act](#) (MAP-21) reauthorized the Recreational Trails Program (RTP) as a set aside from the [Transportation Alternatives Program](#). The amount set aside is equal to the State's FY 2009 RTP apportionment. In RI, this set aside is approx. **\$700,000+ annually**. Previously, FY 1993 - 2012, funds were distributed to the States by legislative formula: ~~half of the funds were distributed equally among all States, and half were distributed in proportion to the estimated amount of non-highway recreational fuel use in each State.~~ States have an opportunity on an annual basis to opt-out of this program, the request to opt-out must be sent to Federal Highway by September 1st each year. To date, only three States have opted-out; Florida, Kansas and Connecticut. Kansas opted out by mistake with improper wording in its letter to Federal Highway and is now back in; Florida opted out because they had a substantial unobligated trails program balance but are now back in the program. Connecticut opted out for FY2016 and instead funded its State Trails Program through a \$7 Million state allocation and shifted trails money to the TAP Program for use on its Air Line Trail project in CT, which when completed, will connect Hartford to Providence. **Currently, CT is the only State opting out of this program.**

RI PROGRAM

RI's program is **administered jointly by DEM and DOT**. DEM provides the primary program staffing, administration of the program, including staffing and leadership of the **Recreational Trails Advisory Committee (RTAC)**. DOT provides the link to Federal Highway Administration program requirements and processes payments. The program operates under a set of Rules and Regulations, updated in October of 2013, and is guided by the (RTAC). The role of the RTAC is to provide policy guidance on trails to the DEM Director, review grant applications, and make recommendations for funding to the DEM Director.

The Committee is currently comprised of membership from diverse backgrounds including state government, non-profit organizations, and trail users groups. Regulations allow 5 to 25 members who are appointed by DEM Director. Current members include a representative from the RI Land Trust Council, Statewide Planning, DEM Forestry, Appalachian Mountain Club, RI Rifle and Revolver Association, the Greenways Alliance, mountain biking group, and equestrian organization. This is a

serious group of dedicated and avid trail supporters and users, many whom have personally volunteered many hours to develop and maintain hundreds of miles of trails throughout our State.

Eligible applicants for grants include state, local, and tribal government and nonprofit organizations. Projects are subject to an eligibility review for environmental and historic impacts by DEM and DOT as well as the Rhode Island Historical Preservation Commission prior to funding approval. All grants are an **80/20 match** with the 20% often coming from in-kind labor or donated services.

We currently accept applications for Small Grants (up to \$3000) and Education Grants (up to \$5000) on a rolling basis. Larger grants are rotated every other year between local grant projects and State projects. Local grants are capped at \$100,000 per grant.

To date, we have funded over **300 trail projects**, examples of local grant projects include improvements to **Cliff Walk** in Newport, a bike path connection in Burrillville, walking trails at **Black Point** in Narragansett and the development of trail maps throughout the State.

Some current State projects that are on-going are the major improvement program at **Rocky Point** (including parking, composting restrooms, looping of the waterfront trail) and anticipated funding for improvements at **Mohegan Bluffs** (parking, outlook, beach connection and signage).

The RTP is the primary funding source for hundreds of trail projects around the State that provide healthy outdoor recreational opportunities for our residents and visitors. It provides critical seed money for municipalities and non-profits to purchase materials as the foundation for trail projects.

If Rhode Island chooses to opt out of this program, trails projects would be competing against several other categories of projects, and possibly resulting in a serious loss of funds for the state trail program. RTP is a flexible, responsive, proven program that leverages countless volunteer hours and many thousands of dollars of additional support from other sources for trails, encourages productive cooperation among trail users, and facilitates healthy outdoor recreation and associated, critically needed economic activity in our communities.

UPDATED 12/22/2015

New Project Application

Transportation Improvement Program



CONTACT	Contact Information
	Agency/Organization <u>RI Department of Environmental Management</u>
	Contact Person <u>Lisa Primiano</u> Title <u>Chief</u>
	Mailling Address <u>235 Promenade Street</u>
	City <u>Providence</u> Zip Code <u>02908</u>
	Phone <u>401-222-2776, extension 4307</u> Email <u>lisa.primiano@dem.ri.gov</u>

PROJECT INFORMATION	Type of Project <i>select all that apply</i>			
	<input checked="" type="checkbox"/> Bridge	<input type="checkbox"/> Pavement	<input type="checkbox"/> Drainage	<input type="checkbox"/> Planning
	<input type="checkbox"/> Traffic	<input type="checkbox"/> Transit	<input type="checkbox"/> Bicycle	<input type="checkbox"/> Pedestrian
	<input type="checkbox"/> Transportation Enhancement	<input type="checkbox"/> Other _____		
	Project Description			
	Project Title <u>Arcadia Bridges</u>			
	Location by Street Name <u>5 bridges at various sites. listed below</u>			
	Project Limits - From <u>see below</u> To _____			
	<i>Please include an 8.5" x 11" map of the site, indicating project limits.</i>			
	Provide a brief description of the proposed project:			
<p>This project request is for the replacement of bridge abutments and decking to five bridges in deficient condition located in the Arcadia Management Area (Arcadia). The five bridges are as follows:</p> <ol style="list-style-type: none">1. Midway Bridge (078801), Falls River, Barber Trail, Exeter - 532' decking2. Frosty Hollow Bridge (078701), Breakheart Brook, Exeter - 341' decking3. Falls River Bridge (078401), Plains Road, Exeter - 805' decking4. White Pine Bridge (079001), Exeter5. Breakheart Bridge, Breakheart Trail, Exeter - 482' decking.				

Describe need for proposed project:

Arcadia is the largest and most heavily used of all DEM's wildlife management areas. The area serves thousands of fishing, hunting, kayaking, canoeing, hiking and outdoor recreational users every year. The poor condition of the bridges compromises public use and enjoyment of this state parcel of land. These bridges are weight restricted due to deficient condition, compromising use by fire trucks and school buses. Many first points of contact to outdoor recreation in the State of RI is experienced through Arcadia. There are multiple user groups that rely on the ability to access lands throughout the 14,000 acres comprising this management area and fire and safety access to this heavily used area is critical.

DEM is about to break ground on the construction of a 13,000 square foot Natural Resource Center in Arcadia on Browning Mill Road. The new Center will house DEM Fish and Wildlife Administrative Offices and also provide for public visitor center, the first of its kind for the State of RI. With the State's investment of \$5 million in this new visitor center, it is imperative that we have safe and open bridge crossings, allowing all opportunities for public use and access be available.

Describe anticipated municipal or state transportation network or economic development benefits:

Transportation Benefits:

The reconstruction of these five bridges will provide needed access to and through the Arcadia Management Area and the surrounding communities. Current weight limits or closures jeopardize user safety and travel in the area. Covering 14,000 acres, the management area crosses the boundaries of four RI communities - West Greenwich, Exeter, Richmond and Hopkinton. The bridges are in Exeter but provide direct linkages and access to the surrounding communities.

See Evaluation Criteria for Economic Benefits.

Is the project consistent with the local Comprehensive Plan? Yes No

Is the project on the Federal Aid System? Yes No

Is the project on the National Highway System? Yes No

Evaluation Criteria

CRITERIA

Please address the following topics as they relate to the project. Refer to "An Overview of TIP Guiding Principles" for more information. Submission **must not exceed** 2 pages, single-spaced, 12-point font.

- | | |
|-------------------------|-----------------------------------|
| 1. Mobility Benefits | 5. Supports Local and State Goals |
| 2. Cost Effectiveness | 6. Safety and Security |
| 3. Economic Development | 7. Equity |
| 4. Environmental Impact | |

Project Estimates

PROJECT ESTIMATES

	ROW	Study	Design	Construction	Total
Estimated Project Costs			500,000	2,500,000	3,000,000
				Total Cost	3,000,000
				Amount Requested through TIP Process	1,000,000

Is there funding from other sources committed to this project? Yes No



Source	Amount
Geo-synthetic Reinforced Soil-Integrated Bridge System (GRS-IBS)	2,000,000
Total	2,000,000

Estimated date of construction ASAP

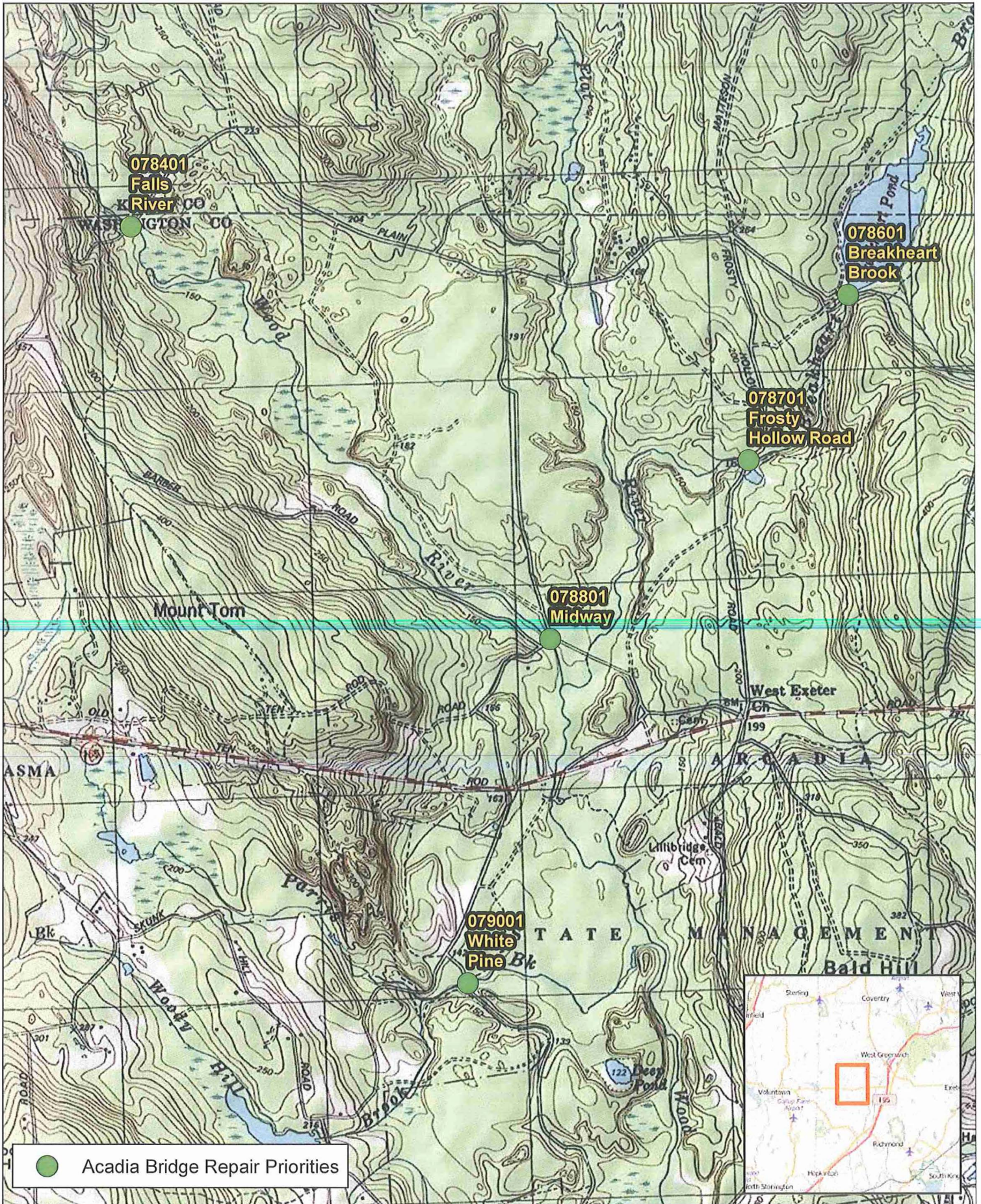
Applicant Certification

CERTIFICATION

I attest that the information provided on this application is in true and accurate.

	January 05, 2016
Applicant's Signature	Date
	January 05, 2016
Chief Executive Officer's Signature	Date

ALL APPLICATIONS ARE DUE BY 3:00PM ON FRIDAY, JANUARY 8, 2016



Title:		0	2,000 Feet	
Scale:	1:24,000			
Date:	12/22/2015	<p><small>This map was created for informational, planning and guidance use only. It is a general reference, not a legally authoritative source for the location of natural or manmade features. Proper interpretation of this map may require the assistance of appropriate professional services. The cartographic representations depicted have not been verified by a RI Registered Professional Land Surveyor and are not intended to be used in place of a survey. The producer makes no warranty, express or implied, related to the accuracy, reliability, completeness, or currentness of this map.</small></p>		
Drawn by:	paj			

ATTACHMENT #2

ARCADIA BRIDGES PROJECT DESCRIPTION

1. Mobility Benefits – These bridges provide access to and through Arcadia Management Area, the State’s most heavily used wildlife management area. Thousands of visitors utilize Arcadia Mgt. Area on an annual basis. At 14,000 acres, the area provides the public’s main entry point for outdoor recreational use in Rhode Island. Persons travel through this area via car, to access State parking areas, then depending upon their desired activity, they transition to walking, hiking, mountain biking, canoeing or kayaking. These bridges provide access to and through Arcadia, which spans the Towns of West Greenwich, Hopkinton, Exeter, and Richmond.

2. Cost Effectiveness – The cost of repair of these five bridges can be reduced due to ability to place the work out as one contract, cost savings should occur due to one-time mobilization and bulk purchase of materials. If DOT is able to utilize the GRS-IBS funding for three of the bridges, the total additional funds from the TIP would be \$1 Million, resulting in deficiency cure for five bridges.

3. Economic Development – The 2011 National Survey of Fishing, Hunting, and Wildlife-Associated Recreation performed by the U.S. Fish and Wildlife Service and U.S. Census Bureau demonstrates expenditures for fishing and hunting related activities in the State. Although Arcadia Management Area is not singled out for data collection, since it is the largest and most heavily used management area, it can be presumed that a solid share of these expenditures are related to the public use of Arcadia. The data show that in 2011, state residents and nonresidents spent \$360 million on wildlife recreation in Rhode Island. Of that total, trip-related expenditures were \$167 million and equipment expenditures totaled \$157 million. The remaining \$36 million was spent on licenses, contributions, land ownership and leasing, and other items. Furthermore, in 2011, 179 thousand state resident and nonresident sportspersons 16 years old and older fished or hunted in Rhode Island. This group was comprised of 175 thousand anglers (98 percent of all sportspersons) and 20 thousand hunters (11 percent of all sportspersons). Among the 179 thousand sportspersons who fished or hunted in the state, 159 thousand (89 percent) fished but did not hunt in Rhode Island. Another 16 thousand (9 percent) fished and hunted in Rhode Island in 2011.

4. Environmental Impact – New bridge abutments and decking may reduce on-site erosion and related impact on aquatic species.

5. Supports Local and State Goals – DEM and the State of RI strives to provide safe, secure, and world class public access facilities. The Department is poised to advertise for the construction of a new 13,000 square foot visitor center in Arcadia at Browning Mill Pond. This Visitor Center will provide for the first ever main point of entry for outdoor recreational users in the State of RI. We anticipate that this facility will be a draw for new outdoor recreation related tourism.

6. Safety and Security – Fire and emergency personnel need access to and through the management area, many of the surrounding roads do not provide easy and direct access and further bridge deterioration may lead to road closures, effecting safety and security of this area.

7. Equity – These bridges serve to connect populations in rural RI communities of West Greenwich, Richmond, Hopkinton, and Exeter. The area has populations that have an average income at 5% below poverty level. Work in this area also balances the predominant work anticipated to occur in bridge improvements in urban areas throughout RI.

Revised: January 5, 2016

New Project Application

Transportation Improvement Program



CONTACT	Contact Information
	Agency/Organization <u>RI Department of Environmental Management</u>
	Contact Person <u>Lisa Primiano</u> Title <u>Chief</u>
	Mailling Address <u>235 Promenade Street</u>
	City <u>Providence</u> Zip Code <u>02908</u>
	Phone <u>401-222-2776, extension 4307</u> Email <u>lisa.primiano@dem.ri.gov</u>

PROJECT INFORMATION	Type of Project <i>select all that apply</i>
	<input type="checkbox"/> Bridge <input type="checkbox"/> Pavement <input type="checkbox"/> Drainage <input type="checkbox"/> Planning
	<input type="checkbox"/> Traffic <input type="checkbox"/> Transit <input type="checkbox"/> Bicycle <input type="checkbox"/> Pedestrian
	<input checked="" type="checkbox"/> Transportation Enhancement <input checked="" type="checkbox"/> Other <u>Intermodal</u>
	Project Description
	Project Title <u>ADA Intermodal Hub, Fort Adams State Park</u>
Location by Street Name <u>Fort Adams Drive</u>	
Project Limits - From <u>adjacent to Fort Adams Visitor Center</u> To _____	
<i>Please include an 8.5" x 11" map of the site, indicating project limits.</i>	
Provide a brief description of the proposed project:	
<p>This proposal is for the development of a new Inter-modal Hub at Fort Adams State Park in Newport, adjacent to the Park Visitor's Center including an ADA compliant ferry dock, shade structure/waiting area, and lighting. The facility would be similar to the design and function of the Perrotti Park ferry landing in downtown Newport. The dock would serve as a touch and go for ferries to drop off park visitors. The shade structure would allow a waiting area for visitors for ferry service and would also provide shelter from the elements as needed.</p>	

Describe need for proposed project:

The need for the new ADA Hub facility was evident during the most recent Volvo Ocean Race at the Park when over 130,000 visitors descending into the area using multi-modal means of transportation.

The use of automobiles as a means of park access is increasingly problematic during summer months and large events, causing traffic congestion along Harrison Avenue into the busy City of Newport for both the visitors and the neighborhood. The access road in to the park via Harrison Avenue is a winding two lane roadway, with sight line issues. Our goal is to get as many cars off the road as possible and diverted into other transportation modes.

Park visitors to Fort Adams total over 1.3 million per year. The Park hosts major public programs and events throughout the year, including sailing programs, sailing regattas, public bathing beach, Fort Adams historical tours, bus tours, rugby tournaments, soccer tournaments, weddings, retreats, the Jazz and Folk Festivals, and many other special events. The intermodal Hub facility will provide park visitors with another mode of transportation and the opportunity to have an experience on the waters of Narragansett Bay.

Describe anticipated municipal or state transportation network or economic development benefits:

Transportation Network Benefits:

Obvious benefits include reduction of use of automobiles, with it's associated congestion and air pollution and visitor frustration. The surrounding neighborhood will realize improvements from noise, traffic and air quality issues. The Hub itself will improve visitor experience and provide ADA compliant facilities, currently lacking at the site. The new Hub will also improve user experience by providing a prominent entry point for ferry transportation and allow for a shade structure for a waiting/seating area.

Economic Benefits:

This proposed project will provide both short and long term economic benefits to RI. In the short term, jobs will be created related to facility design and construction, including contractors and engineering consultants. In the long term, economic benefit will be derived from improved visitor experience, resulting in increases to tourism dollars, expenditures at the Fort, visitors to the area, including Newport and surrounding communities. Most importantly, the new Hub will be another user amenity that Rhode Island can tout to potential parties to increase our ability to attract world class sailing and other events to Rhode Island.

Is the project consistent with the local Comprehensive Plan? Yes No

Is the project on the Federal Aid System? Yes No

Is the project on the National Highway System? Yes No

CRITERIA

Evaluation Criteria

Please address the following topics as they relate to the project. Refer to "An Overview of TIP Guiding Principles" for more information. Submission **must not exceed** 2 pages, single-spaced, 12-point font.

- | | |
|-------------------------|-----------------------------------|
| 1. Mobility Benefits | 5. Supports Local and State Goals |
| 2. Cost Effectiveness | 6. Safety and Security |
| 3. Economic Development | 7. Equity |
| 4. Environmental Impact | |

PROJECT ESTIMATES

Project Estimates

	ROW	Study	Design	Construction	Total
Estimated Project Costs			80,000	350,000	430,000
				Total Cost	430,000
				Amount Requested through TIP Process	350,000

Is there funding from other sources committed to this project? Yes No

Source	Amount
Sail Newport, design funds	50,000
DEM Intermodal funds	30,000
Total	80,000

Estimated date of construction 09/01/2016

CERTIFICATION

Applicant Certification

I attest that the information provided on this application is in true and accurate.

		1/7/16
Applicant's Signature		Date
		1/7/16
Chief Executive Officer's Signature		Date

ALL APPLICATIONS ARE DUE BY 3:00PM ON FRIDAY, JANUARY 8, 2016

ATTACHMENT 3

ADA INTERMODAL HUB, FORT ADAMS STATE PARK

1. **Mobility Benefits** – This proposed facility will provide for an ADA accessible ferry landing to provide access to Fort Adams State Park. It will serve as an intermodal hub, providing access to and between ferries, boats, pedestrians, bicycles, automobiles and buses. Fort Adams State Park had 1.3 million visitors in 2015, this does not include visitors who arrive via ferry or boat. In 2015, for the Volvo Ocean Race alone, there were over 130,000 visitors to the Park over a 13 day period. Of these visitors to the park, many traveled via ferry to get to the Park. The use of ferry takes a pressure off of the road system and allows for a better park user experience. Ferry use also relieves the congestion in the neighborhood, reduces air pollution, noise and alleviates the need for massive parking areas which would reduce park space.
2. **Cost Effectiveness** – The cost of this system is a win-win+ in terms of cost effectiveness. The intermodal hub would generate more interest from visitors and residents in park visitation, increase tourism income in RI, and reduce noise, traffic and air pollution. A relatively small investment would pay off in a short time frame multiple times over.
3. **Economic Development** – Nearly 130,000 fans participated in Race festivities during the 13-day event last spring, with more than half traveling to Rhode Island from other U.S. states and abroad. The economic impact of the 2015 stopover on Rhode Island is estimated over \$47 million. This impact includes direct and indirect spending. The Volvo Ocean Race will stopover again at Fort Adams in 2018. Having an accessible intermodal hub, will be a key component of smooth and efficient operations, helping to ensure quality visitor experience and return tourists to the area. Future income for the state of RI has also been boosted, as the majority of visitors (59% of non-RI US visitors and 65% of international visitors) plan to come back and visit again specifically because of their Volvo Ocean Race visit. Nearly all attendees will also spread the word about Rhode Island, with 93% of US residents (those not living in Rhode Island) and 84% of international visitors indicating they would recommend Newport as a tourist destination to others.
4. **Environmental Impact** – A new Hub facility at Fort Adams would reduce noise and air pollution, and reduce carbon emissions. Passenger vehicles are a major pollution contributor, producing significant amounts of nitrogen oxides, carbon monoxide, and other pollution. In 2013, transportation contributed more than half of the carbon monoxide and nitrogen oxides, and almost a quarter of the hydrocarbons emitted into our air. This facility would be a welcome replacement for passenger vehicles and buses which currently provide the primary transportation mode to the Park.
5. **Supports Local and State Goals** – DEM and the State of RI strives to protect air quality, to reduce carbon emissions and provide for world class public facilities. This facility would be paramount to achieving these goals. On December 8, 2015, the Governor enacted Executive

Order entitled “15-17 – State Agencies to Lead by Example in Energy Efficiency and Clean Energy”. This EO is an effort by the Governor to transition the State to a cleaner low carbon energy economy by reducing emissions. An Intermodal Hub that allows for a transition from cars to ferries, is one of many ways to reduce carbon emissions.

6. Safety and Security – A new Intermodal Hub will allow safer egress onto the Park property, provide ADA accessible features, and improve the ability of DEM staff and security to properly queue and navigate visitors during large events. The Hub would include a gazebo type structure for waiting public to congregate, out of elements, and into a more organized facility.

7. Equity – This facility would be intended to provide ADA accessibility to Fort Adams via ferry and other vessels. Currently, the embarkation at Fort Adams does not guarantee ADA compliant facilities. Given the increasing demand and interest in multimodal transportation, DEM expects increased use of water side transportation as facilities become easier to use, safer, and more accessible.



Approx. Area - Intermodal Ferry Service



Title:	
Scale:	1:2,400
Date:	12/22/2015
Drawn by:	paj

0 250 Feet

This map was created for informational, planning and guidance use only. It is a general reference, not a legally authoritative source for the location of natural or manmade features. Proper interpretation of this map may require the assistance of appropriate professional services. The cartographic representations depicted have not been verified by a RI Registered Professional Land Surveyor and are not intended to be used in place of a survey. The producer makes no warranty, express or implied, related to the accuracy, reliability, completeness, or currentness of this map.

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