

= Rhode Island Route 99 =

Route 99 , also known as the Woonsocket Industrial Highway , is a numbered state highway running 2 @. @ 9 miles ( 4 @. @ 7 km ) in Providence County , Rhode Island , United States . The route is a nominally north ? south limited @-@ access freeway for its entire length . Route 99 serves Manville and the Highland Industrial Park , providing freeway access to the city of Woonsocket from Rhode Island Route 146 , which bypasses the city . The southern terminus of Route 99 is at a partial interchange with Route 146 in Lincoln . The freeway has one unnumbered interchange in Manville , a village in Lincoln , before terminating at an at @-@ grade intersection with Rhode Island Route 122 in Woonsocket .

Originally conceived as a freeway linking Route 146 and Interstate 295 with Interstate 495 in Bellingham , Massachusetts , Route 99 was constructed primarily to provide freeway access to Woonsocket and the developing Highland Industrial Park . Although originally proposed to serve Downtown Woonsocket , an alternate routing that terminated at Route 122 and ran closer to the Woonsocket ? Cumberland border was later constructed by the Rhode Island Department of Transportation ( RIDOT ) . The four @-@ lane freeway began construction in 1987 and was completed in 1993 . RIDOT has long @-@ range plans to extend Route 99 north to Route 114 in Downtown Woonsocket , but plans for a northerly extension to I @-@ 495 have been abandoned .

= = Route description = =

Route 99 begins at a partial interchange with Route 146 in Lincoln ; the route is only accessible from Route 146 north , and the mainline of Route 99 south defaults onto Route 146 south with no direct access to Route 146 north . The exit for Route 99 off Route 146 north is accessed via a collector road that also serves Interstate 295 from Route 146 ; I @-@ 295 has an alignment slightly south of Route 99 but has no direct interchange with it .

Route 99 north diverges from Route 146 north and heads in an almost due north direction . The freeway has its only interchange with Sayles Hill Road , an unnumbered road that is used to access the village of Manville and Route 126 ( Old River Road ) . Sayles Hill Road is also used to access Route 146 north , which has no direct freeway connection with Route 99 south .

After the Sayles Hill Road interchange , Route 99 begins to head in a northeastern direction , passing to the west of the densely populated village of Manville and the St. James Cemetery . Route 99 passes over Route 126 ( Old River Road ) , Railroad Street , and the Providence and Worcester Railroad on a single @-@ span bridge before crossing over the Blackstone River into the town of Cumberland . The freeway passes over 2nd Avenue before entering the city of Woonsocket shortly before its northern terminus at a traffic signal with Route 122 ( Mendon Road ) . The road continues northward as Highland Corporate Drive , an unnumbered route that enters the Highland Industrial Park .

= = History = =

The origins of Route 99 date back to 1959 , when the Rhode Island Department of Public Works ( RIDPW ) began planning studies for a freeway linking I @-@ 95 in Pawtucket with the city of Woonsocket . The freeway was planned in addition to Route 146 , the Louisquisset Expressway , to serve the cities and towns of northern Providence County . In 1964 , \$ 535 @, @ 000 ( 1964 USD ) was allocated for further planning studies , but the proposed freeway was ultimately dropped by RIDPW . In 1968 , plans for a freeway were revived when the Massachusetts Department of Public Works proposed the construction of a " Woonsocket Connector " linking Woonsocket with Bellingham , Massachusetts and I @-@ 495 on a route similar to that of Massachusetts Route 126 .

In 1971 , RIDOT again began studies on a new freeway to Woonsocket , this time to connect the city 's developing industrial parks to Route 146 , I @-@ 295 , and the rest of the Providence metropolitan area . Four different alignments were proposed for the new route , each beginning near the intersection of Route 146 and I @-@ 295 and ending near Downtown Woonsocket . The first

proposal began the freeway at the intersection of Route 146 and Route 104 in North Smithfield , north of I @-@ 295 . The freeway would have taken a northeast route to the downtown area . The second proposal began the freeway near the intersection of Route 146 and Route 146A in North Smithfield ; this route would have also taken a northeastern route to the border between Woonsocket and the town of Cumberland . The third proposal called for a similar route to the Cumberland border , but had the freeway beginning at the intersection of Route 146 and Sayles Hill Road in the North Smithfield business district . Finally , the fourth alignment called for the freeway to begin just north of the Route 146 and I @-@ 295 interchange in Lincoln , with a northern route heading to either Downtown Woonsocket or the Cumberland ? Woonsocket border . RIDOT eventually constructed the fourth alignment , with the freeway beginning north of the I @-@ 295 interchange and proceeding north to the border between Woonsocket and Cumberland . The route was assigned the number " Route 325 " by RIDOT .

RIDOT conducted further planning and environmental studies in the 1970s , proposing to construct the four @-@ lane freeway with a dual carriageway and a 65 @-@ foot ( 20 m ) landscaped median . The freeway would be constructed over a 400 @-@ foot ( 122 m ) right @-@ of @-@ way , running through mostly undeveloped land in the Blackstone River Valley . RIDOT planned to construct the highway first as a two @-@ lane freeway to be upgraded at a later date .

Further environmental studies in the late 1980s altered the plans for the construction of the Woonsocket Industrial Highway ; after studies indicated that the freeway , as originally planned , would interfere with the water supply for the city of Woonsocket , RIDOT revised the proposal , removing the large median and reducing the right @-@ of @-@ way . The freeway was instead planned with a 150 @-@ foot ( 46 m ) right @-@ of @-@ way and concrete barriers to separate the opposing traffic lanes . The plan to open the highway as a two @-@ lane freeway was also abandoned ; instead , all four lanes would be constructed at one time . In the 1980s , the planned Route 325 was also renumbered to Route 99 . Construction on Route 99 began in 1987 . The project , which included the construction of a four @-@ lane bridge over the Providence and Worcester Railroad and the Blackstone River and new collector / distributor roads on Route 146 between I @-@ 295 and Route 99 , was completed in 1993 .

= = Future = =

The proposal to extend the Woonsocket freeway north to I @-@ 495 in Bellingham was placed on RIDOT long @-@ range planning studies in 1971 , resurrecting the proposal made by the Massachusetts Department of Public Works in the 1960s . Throughout the 1980s , RIDOT planned the alignment of Route 99 to allow for a northern extension of the freeway beyond Route 122 . In 1977 , however , RIDOT officially abandoned plans for an extension north to Bellingham , Massachusetts and I @-@ 495 , instead opting for a shorter route that would extend the freeway north to Route 114 ( Diamond Hill Road ) in northern Woonsocket . The freeway extension remains on RIDOT 's long @-@ term plans .

In 2009 , RIDOT announced that it would begin resurfacing and repaving the collector / distributor roads serving I @-@ 295 and Route 99 from Route 146 . Resurfacing the most deteriorated portions of the roads began in March 2009 , with a complete repaving scheduled for June 2009 . Repaving was later rescheduled for August 2009 , but has since been postponed until September .

= = Exit list = =

The entire route is in Providence County .

The route will be getting exit numbers for the first time in the summer of 2015 . Signs with exit tabs were placed prior to this announcement .