Transportation Improvement Program

Project Prioritization Cover Sheet

State Planning Council
One Capitol Hill
Providence, RI 02908
www.planning.ri.gov

RHODE ISLAND STATEWIDE PLANNING PROGRAM

CONTACT

Contact Information

Entity/Organization: Town of Coventry

Contact Person: Thomas Hoover, Town Manager

Address: 1670 Flat River Road

City: Coventry Rhode Island Zip Code: 02816

Phone: 401-822-9185 Email: thoover@town.coventry.ri.us

PROJECT PRIORITIZATION

Project Prioritization

Priority	Listed in TIP 2009 - 2012		Regional Project		Project Name
	Yes	No	Yes	No	
1		✓		✓	Resurfacing of Route 117
2		✓		✓	Arnold Road
3		✓		✓	Safe Route to Middle School
4		✓		✓	Bike Route Signage Project
5		✓		✓	Arkwright Bridge
6		✓		✓	Weaver Hill Road
7	✓			✓	Hopkins Hollow Road (IR)

Please use an additional sheet if necessary.

CERTIFICATION

Applicant Certification

The information provided on this application is in accordance with local regulations and ordinances.

Thomas R. Hoover
Applicant

Town Manager
Title

Thomas R. Hoover
Signature

10-26-11
Date

Official Certification - For Statewide Planning Use Only

Submission Date _____ Accepted by _____

Transportation Improvement Program

Application - New Projects Only

State Planning Council
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RHODE ISLAND STATEWIDE PLANNING PROGRAM

CONTACT

Contact Information

Entity / Organization Town of Coventry

Contact Person Dennis K. Smith

Address 1670 Flat River Road

City Coventry Rhode Island Zip Code 02816

Phone (401) 822-9111 Email dsmith@town.coventry.ri.us

PROJECT INFORMATION

Project Information

Project Title Resurfacing of Route 117

Location by Street Name Flat River Road

Project Limits - From Ken Ray Street To Industrial Drive

Location Maps - ☑ 8 1/2" x 11" Attach Map of Site Indicating Project Limits

Priority Proposal Number 1 of a Total of 7 Proposals

Regional Submission - ○ Yes ☑ No Communities _____

Brief Description of Proposed Project

Resurfacing approximately 5470 feet of Route 117 from the current terminus of the existing sewer line at the intersection of Route 117 to Industrial Drive.

Describe Need for Proposed Project

On September 15, 2011 the federal Economic Development Administration awarded the Town $2,170,812 for installation of a sewer line from its current terminus at the intersection of Ken Ray Road & Route 117 to Industrial Drive and through the existing non-sewered industrial park. The Town has agreed to make a 20% matching contribution for a total project cost of $2,721,100. The award was consistent with EDA's purpose 'to make a strategic investment that encourages private sector collaboration and creation of higher-skill, higher wage jobs.' Installation of public sewers to the industrial park will result in the expansion of existing businesses within the industrial park and induce other high-tech companies with higher paying jobs to locate to the site. In order to install the sewer line the Town will need to secure a P.A.P. from RIDOT and excavate within the State roadway.

Enterprise Zone - ○ Yes ☑ No Details _____

Located Within State Land Use Plan 2025 Map's Designated Growth Center - ○ Yes ☑ No

Located Within State Land Use Plan 2025 Map's Urban Services Boundary - ☑ Yes ○ No

Consistent with Local Comprehensive Plan - ☑ Yes ○ No

Consistent with State Guide Plan Transportation 2030 - ☑ Yes ○ No

INFORMATION

Additional Information

Information addressing the following categories of review criteria as described in the Transportation Improvement Program, Guidance on Applying Criteria for Evaluation of Project Proposals should be provided separately. Submission must **not exceed** 2 pages, single spaced, 12-point font:

1. Mobility Benefits
2. Cost-Effectiveness
3. Economic Development Impact
4. Environmental Impact
5. Degree of Support to Local and State Goals and Plan
6. Safety, Security, and Technology

PROJECT ESTIMATES

Project Estimates

	ROW	Study	Design	Construction	Total
Estimated Project Costs	0	0	$50,000	$1,000,000	$1,050,000
				Total Cost	$1,050,000
				Amount Requested Through TIP Process	$1,050,000

Funding from other sources committed to this project - ◯ Yes ☑ No

Source	Amount
Total	

NOTIFICATION / CERTIFICATION

Notification / Certification

Date of Local Public Hearing October 24, 2011
Municipal & Regional Planning Agency Projects Only

Preferred TAC Public Hearing

◯ November 7 at 6:00 pm - South Kingstown Town Hall
☑ November 8 at 9:00 am - Department of Administration
◯ November 9 at 6:00 pm - Blackstone Valley Corridor
◯ November 10 at 6:00 pm - Middletown Town Hall

Attest: The information provided on this application is true and accurate

Applicant's Signature Thomas R. Hoorn Date 10-26-11

Chief Executive Official's Signature Thomas R. Hoorn Date 10-26-11

ADMINISTRATIVE

Application Checklist - Submitted by October 28, 2011 at 3:00 p.m.

☑ 8 Collated Copies of Completed Application
- Forms - Project Prioritization & Application
- Attached 2-page narrative
- Location Maps as PDF files

☑ Email a copy of competed application to linsey.cameron@doa.ri.gov or provide on a CD

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ATTN: Linsey Cameron, Supervising Planner
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Accepted by _____

Resurfacing of Route 117

1. Mobility benefits:

The proposed resurfacing project is located on a principal arterial road. The project area serves between 9300 and 10,800 vehicles per day (source: State Highway Map of Rhode Island, Department of Transportation, Traffic Flow Map 2009). The project area is 4.1 driving miles from I-95 and 6.5 miles from State Route 102. The *Five Year Update, Rhode Island Comprehensive Economic Strategy, March 2010* identifies Exit 5, 6, & 6A as an "Economic engine" in its strategy. State Route 102 at its intersection with State Route 117 is identified as a "*Future Use Growth Center" in State Land Use 2025 Map."* With the extension of sewers to the industrial park it is expected that it will attract pharmaceutical, biochemical and industrial businesses and create 200+ jobs. These industries will result in additional vehicular and truck freight traffic. The installation of sewers will increase higher paying job opportunities for Coventry residents as well as others in the region. Industrial Drive is located within close proximity to RIPTA FlexService bus route. In addition it is in close proximity to the future Senior Center located at 1675 Flat River Road. By extending the current bus route a short distance from the intersection of Flat River Road & South Main Street to Industrial Drive mobility will be provided to transit users and persons not using personal vehicles. Resurfacing of the road and extension of the bus route are consistent with Transit Goal T and Strategy T.1 (a) of *Transportation 2030, State Guide Plan Element 611* which is to 'provide a safe, robust and convenient network of transit...in support of increased employment opportunities, improved environmental quality and reduced congestion as well as increasing transit ridership.'

2. Cost-effectiveness

Extension of the sewer line to the industrial park will necessitate excavation of Route 117 in the project area. Resurfacing the road will provide economic benefit rather than piece-meal cuts in the roadway which is resurfaced and later result in an additional reinstallation of the entire road network within the project area. Resurfacing of Route 117 in the project area will avoid duplication of efforts with an overall cost reduction. The EDA grant includes some monies for resurfacing of Route 117 in the project area. These funds can be leveraged with funds from the U.S. Department of Transportation which are administered through RIDOT.

3. Economic development

Resurfacing of Route 117 in the project area will support the creation and retention of jobs as well as improving access to the industrial park employment center. Rebuilders Automotive Supply Co., Inc. which is located in the industrial park has increased its number of employees from 30 to 90 in 12 years. In addition, RAS sales growth rate is nearly 90% for calendar year 2011 and it intends to increase its staff even further in the next 2 years. (source: letter from RAS to Town dtd 9/7/11). Boston Scientific (a *Fortune 500*) medical instruments company has increased its staff from 22 employees to 40 full time employees during the 2 year period since it relocated to the industrial park. It is currently upgrading its air pollution control system and plans on increasing the number of personnel employed at the plant. (source: letter from Boston Scientific to Town dtd

8/15/11). Seaside Casual which is also located in the industrial park has 40 employees and annual sales increases of 5% and expects future growth in the company. (source: ltr from Seaside Casual Furniture to Town in 8/11). Increased employment opportunities is consistent with Economic Goal ED, Policy ED 2.f of *Transportation 2030, State Guide Element 611* which is to "use transportation to support economic development that takes place in existing built-up areas or prime sites suitable for intensive development" and Goal 4, Objective 4D, Strategy 1 of *Land Use 2025, State Guide Plan Element 121* which encourages 'extension of public water and sewer service in order to support major economic development and concentrations of related uses with the most potential.' Extension of the sewer line to the industrial park coupled with resurfacing of the roadway will satisfy both the goals of *Transportation 2030* and *Land Use 2025.*

4. Environmental impact

Improvement of air quality in biotech companies such as Boston Scientific and similar companies that locate to the industrial park will enhance the environment. In addition, installation of sewers to the industrial park will reduce groundwater contamination emanating from cesspools and septic systems as well as improving water quality in the underlying aquifer. The Greenway bisects Industrial Drive. Resurfacing of the roadway will allow easier access to the bike path. The proposed project will have no negative impact on the environment.

5. Degree of support to local and state goals and plans

Extension of sewers to the industrial park is the highest priority of all local projects. Commencing in 2004 the Town and Amgen partnered to bring public sewers to Coventry. Since that time the Town has worked with R.I. Clean Water Finance Agency to extend sewers along Route 3, Route 117 and neighborhoods in the vicinity of those state roads. The Town's Wastewater Facilities Plan Update was approved by RIDEM on March 29, 2010. In addition through a grant from RIDOT several years ago the Town was able to upgrade a portion of Route 3. The Tiogue Avenue Revitalization Plan is currently being implemented. Extension of sewer service and resurfacing of roadways is consistent with the Town's Comprehensive Community Plan. More specifically, the Economic Development Element of the Plan states that there is a need to 'install sewers in eastern and central Coventry to rectify environmental problems and to provide economic development opportunities.' In addition the Circulation Element Implementation Action Program of the Plan states that the Town 'should provide regular input to RIDOT in the Update of the State TIP' and 'transfer jurisdictional & maintenance to the State for heavily utilized roadways and assume responsibility from the State for less utilized roadways.' Both of these actions have been implemented. As previously noted, in sections 1 and 3 above the proposed project is consistent with the goals of *Transportation 2030 and Land Use 2025.*

Safety/Security/Technology

The proposed project is consistent with Safety Policy S.2.c of *Transportation 2030* inasmuch as it will improve the operating characteristics of the transportation system in the right of way through pavement resurfacing, signage and access management.

KINGFISHER DRIVE
OSPREY DRIVE
EAGLE DRIVE
ISLAND DR
WOOD
JOHNSON ROAD
COVE DRIVE
MARION DRIVE
AMERICAN
COLUMBUS AVENUE
JUNIPER HILL DRIVE
REGALWOOD DRIVE
AZALEA WAY
GIBLIN LANE
ARBUTUS TRAIL
TAMARACK TR
TALLWOOD DR
SILVER MAPLE DRIVE
ACACIA COURT
EASTGATE DR
CATALPA WAY
WHITE OAK COURT
KILEY WAY
RESERVOIR ROAD
CLUB HOUSE ROAD
PAMELA COURT
SUGAR MAPLE DRIVE
BUTTERNUT DRIVE
SUGAR MAPLE DR
WEST VIEW
WINTERBERRY DRIVE
LYNN DRIVE
BLUE SPRUCE DR
RESERVOIR ROAD
AIRPORT ROAD
VALIANT DR.
WRIGHT WAY
MILTON LANE
LIENA ROSE WAY
LEAR DRIVE
KITTY HAWK LA. TORCH LANE
WHITEHEAD ROAD
AYOHO ROAD
WALKER LANE
ROUTE 117
INDUSTRIAL DR
LEUBA ROAD
MAIN
LEADER STREET
SECOND STREET
OLD MAIN ST
FIRST COURT
DIANE DRIVE
DRIVE
COLVINTOWN
HOPKINS COURT
AVERO ROAD
LLOYD DRIVE
CYNTHIA DR
GAIL COURT
FRANCIS COURT
GLACIER WAY
STREET
ABBOTTS CROSSING RD
LOWELL STREET
SOUTH MAIN ST
ROBBINS DRIVE
JEFFERSON
BARBER STREET
TIOGUE
HOPKINS
SOUTH MAIN STREET
MANOR DRIVE
STONE ST
SUNAPEE CRT
RUTH BLVD
BANK STREET
CADY ST
KEN RAY DR
RATHBUN ST
WOODLAND AVE
PROSPECT AVE
AVENUE
LIONEL AVE
COVENTRY DR
WOOD ST
SANDY BOTTOM ROAD
PARKER ST.
HARDING STREET
STATION STREET
HOLDEN ST
PEAR ST
FRANCIS STREET
MAPLE STREET
TERO DR
BATTEY AVE
HIGHWOOD DRIVE
FOSTER DRIVE
KNOTTY OAK ROAD
RTE. 116
ARNOLD ROAD
OVERVIEW DRIVE
PINE AVENUE
ARIZONA ROAD
PINEHURST ROAD
HURON

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Contact Person: Mr. Thomas Hoover, Town Manager

Address: 1670 Flat River Rd.

City: Coventry Rhode Island Zip Code: 02816

Phone: 401-822-9185 Email: thoover@town.coventry.ri.us

PROJECT INFORMATION

Project Information

Project Title: Arnold Road

Location by Street Name: Arnold Road

Project Limits - From: New London Turnpike To: Route 3 Tiogue Avenue

Location Maps - ☑ 8 1/2" x 11" Attach Map of Site Indicating Project Limits

Priority Proposal Number: 2 of a Total of: 7 Proposals

Regional Submission - ○ Yes ☑ No Communities: _____

Brief Description of Proposed Project

Arnold Road is a two (2) mile Federal Aid System Road that is the main inter modal, freight connector road from exit 7 on Route 95 to the main business district on Tiogue Avenue (Route 3) in Coventry. It was last rebuilt in the late 70's. There are no handicap sidewalk ramps and all drainage structures drain directly into Lake Tiogue without any water quality structures.

Describe Need for Proposed Project

Arnold Road needs to be rebuilt to address the pavement failure, the need to have the sidewalks extended to center of New England while meeting ADA requirements, water quality measures need to be addressed since all the drainage is direct discharge into Lake Tiogue and new signs and lighting need to be upgraded to meet traffic calming criteria.

Enterprise Zone - ○ Yes ☑ No Details: _____

Located Within State Land Use Plan 2025 Map's Designated Growth Center - ○ Yes ☑ No

Located Within State Land Use Plan 2025 Map's Urban Services Boundary - ☑ Yes ○ No

Consistent with Local Comprehensive Plan - ☑ Yes ○ No

Consistent with State Guide Plan Transportation 2030 - ○ Yes ☑ No

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1. Mobility Benefits
2. Cost-Effectiveness
3. Economic Development Impact
4. Environmental Impact
5. Degree of Support to Local and State Goals and Plan
6. Safety, Security, and Technology

PROJECT ESTIMATES

Project Estimates

	ROW	Study	Design	Construction	Total
Estimated Project Costs		$50,000	$500,000	3 M	3,55 M
				Total Cost	3.55M
				Amount Requested Through TIP Process	3.55M

Funding from other sources committed to this project - ◯ Yes ☑ No

Source	Amount
Total	

NOTIFICATION / CERTIFICATION

Notification / Certification

Date of Local Public Hearing October 24, 2011
Municipal & Regional Planning Agency Projects Only

Preferred TAC Public Hearing

◯ November 7 at 6:00 pm - South Kingstown Town Hall
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◯ November 9 at 6:00 pm - Blackstone Valley Corridor
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Attest: The information provided on this application is true and accurate

Applicant's Signature Thomas R. Hoover Date 10-26-11

Chief Executive Official's Signature Thomas R. Hoover Date 10-26-11

ADMINISTRATIVE

Application Checklist - Submitted by October 28, 2011 at 3:00 p.m.

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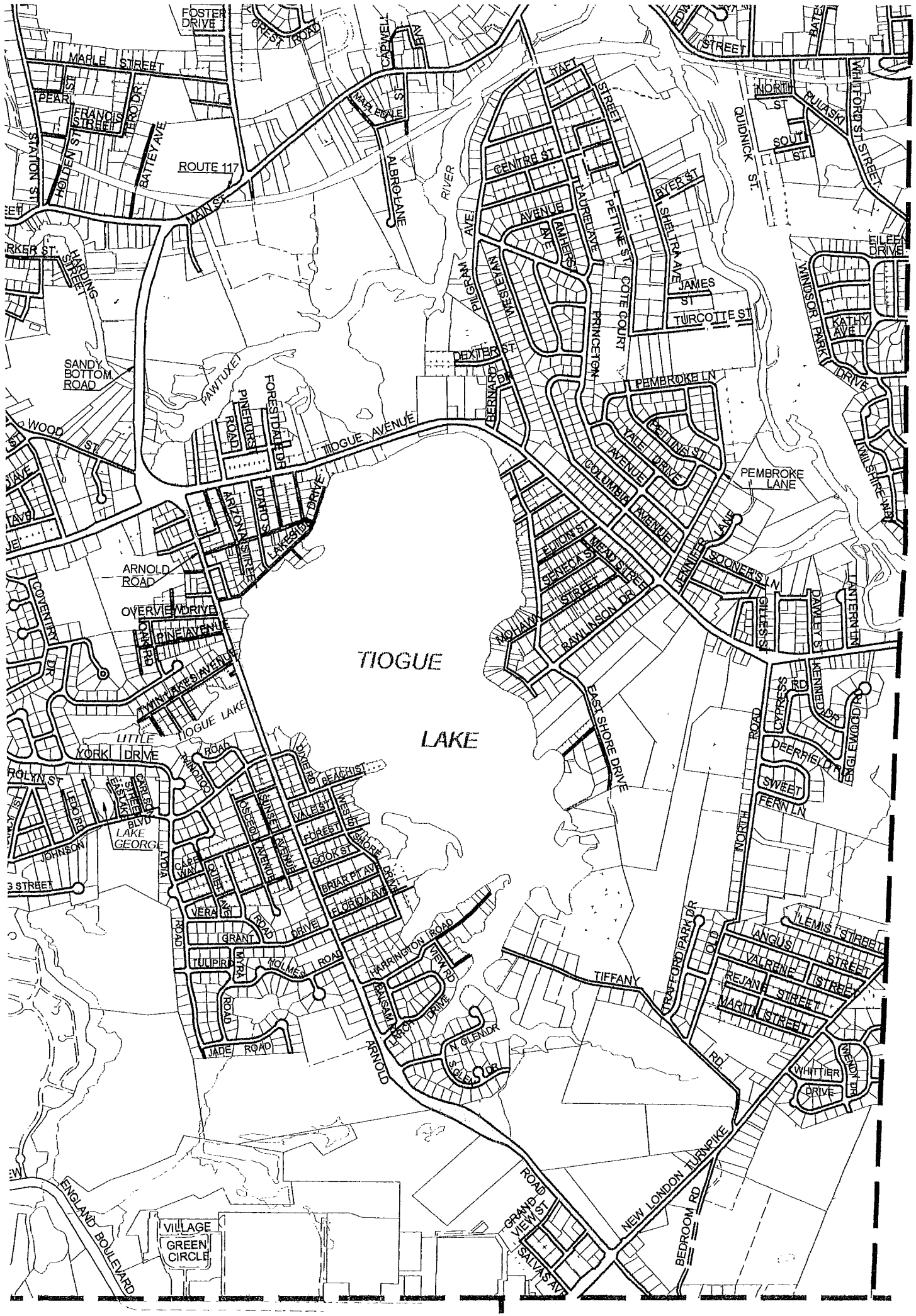
Submission Date _____

Accepted by _____


WARWICK
TIOGUE
LAKE
LAKE GEORGE
MAPLE STREET
PEARL ST
FRANCIS STREET
FOSTER DRIVE
STATION ST
HOLDEN ST
BATTEY AVE
ROUTE 117
MAIN ST
HARDING STREET
SANDY BOTTOM ROAD
WOOD ST
PAWTUXET
PINEHURST ROAD
FORESTDALE DR
TIOGUE AVENUE
ARIZONA STREET
IDAHO ST
LAKESIDE DRIVE
ARNOLD ROAD
OVERVIEW DRIVE
PINE AVENUE
COVENTRY DR
TWIN LAKES AVENUE
TIOGUE LAKE ROAD
LITTLE YORK DRIVE
ROLYN ST
LEDO RD
CYPRESS STREET
EASTERN BLVD
JOHNSON
3 STREET
LYDIA
CAPE WAY
QUIET AVE
VERA AVE
GRANT ROAD
TULIP DR
LAURA
HOLMES ROAD
JADE ROAD
OLNEY RD
BEACH ST
CLOVER RD
OSSEOLA
SUNSET AVENUE
VALE ST
WEST ST
FOREST ST
COOK ST
SHORE DRIVE
BRIAR PLACE
FLORIDA AVE
MAPLE LANE
ALBRO LANE
RIVER
CARWELL AVE
CENTRE ST
AVENUE
LAUREL AVE
AMHERST AVE
PETTINE ST
PRINCETON
COTE COURT
RYER ST
SHELTRA AVE
JAMES ST
TURCOTTE ST
TAFT STREET
QUIDNICK ST.
NORTH ST
SOUTH ST
PULASKI STREET
WILLIFORD ST
EILEEN DRIVE
WINDSOR PARK DRIVE
KATHY AVE
LOWLSHIRE LANE
PEMBROKE LN
PEMBROKE LANE
DEXTER ST
BERNARD DR
PILGRAM AVE
WESLEYAN
COLUMBIA AVENUE
YALE DRIVE
PENNINGTON ST
EATON ST
SENECA ST
MEAD STREET
RAWLINSON DR
MOHAWK
JENNIFER LANE
SOONER'S LN
GILLESS ST
DAWLEY ST
LANTERN LN
KENNEDY DR
CYPRESS RD
DEERFIELD DRIVE
SWEET FERN LN
NORTH ROAD
EAST SHORE DRIVE
HARRINGTON ROAD
VIEW RD
BALSAM DRIVE
N GLENDR
S GLEN DR
ARNOLD
TIFFANY
TRAFFORD PARK DR
OLD
ANGUS STREET
VALRENE STREET
REJANE STREET
MARTIN STREET
WILLIS STREET
WENDY DR
WHITTIER DRIVE
RD
ROAD
GRAND VIEW ST
SALVIA AVE
NEW LONDON TURNPIKE
BEDROOM RD
ENGLAND BOULEVARD
VILLAGE GREEN CIRCLE

1. Mobility Benefits

Arnold Road is a two lane, two mile inter-modal federal aid system connector road that is Coventry's main link from Route 95 to Coventry's business and industrial centers. Service levels and congestion problems will be reduced through intersection improvements, pedestrian traffic will be improved with the addition of ADA ramps at intersections and establish brake down lanes and signage that will link to the Coventry Greenway.

2. Cost Effectiveness

It would be greatly cost effective to plan for the reconstruction of Arnold Road to avoid the spiraling high inflation of construction costs and reap the benefit of sooner over later. New drainage structures that reduce contaminates flowing directly into Tiogue Lake will greatly enhance water quality and recreational benefits the lake provides to the community now. Other benefits could be derived by utilizing all possible new green design standards.

3. Economic, Development Impact

The Green reconstruction of Arnold Road will enhance Coventry's appearance to attract new and up and coming businesses and industry. Arnold Road is Coventry's "front door" and the benefits of showing the residents of Rhode Island as well as Coventry could greatly be expounded by displaying to the public what their tax dollar can achieve.

4. Environmental Impact

The Green Reconstruction of Arnold Road could have astounding water quality improvement to Tiogue Lake if the best management practices for water quality design are designed and implemented by the engineering firm awarded the project. Tiogue Lake has a very popular recreational Fishing area on Arnold Road known by "Coventryites" as the "Causeway". This site is visited and used by individuals and families from Coventry as well as people from surrounding communities mainly because of its easy accessibility and aesthetically pleasing vista. This could be an ideal location for a handicap accessible fishing pier.

5. Degree of Support to Local and State Goals and Plans

The Town of Coventry has obtained a hazard mitigation grant from RIEM for the replacement of the equalizer pipes at the causeway on Arnold Road as part of a flood mitigation grant called Johnson Blvd. for $259,332. This project along with several others is now being advertised for design. That said, the Town of Coventry is committed to forge ahead with improvements in our community that will mitigate flooding and improve water quality by lessening silt, sediment and debris that enters our water bodies. We are currently constructing water quality BMPs on East Shore Drive where storm water directly discharges into the Lake too.

6. Safety, Security and Technology

Arnold Road represents a direct lifeline to Route 95 for residents and is a major artery diversionary route for evacuation and emergency response. The improvement will greatly enhance pedestrian and bicycling for elderly and children. There is a fire station located on Arnold Road.

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RHODE ISLAND STATEWIDE PLANNING PROGRAM

CONTACT

Contact Information

Entity / Organization: Town of Coventry, Parks & Recreation Dept.

Contact Person: Guy L. Lefebvre, Director of Parks & Recreation

Address: 1670 Flat River Road

City: Coventry Rhode Island Zip Code: 02816

Phone: 822-9107 Email: guyll@town.coventry.ri.us

PROJECT INFORMATION

Project Information

Project Title: Safe Route to Middle School (via Greenway)

Location by Street Name: Battey Avenue intersection with Coventry Greenway

Project Limits - From: Route 117 (Main Street) To: Foster Drive (School Rotary)

Location Maps - (X) 8 1/2" x 11" Attach Map of Site Indicating Project Limits

Priority Proposal Number: 3 of a Total of: 7 Proposals

Regional Submission - (X) Yes ( ) No Communities: Coventry, West Warwick

Brief Description of Proposed Project: This proposal seeks to develop a safe route for 6th-8th grade students to travel to and from the Coventry Feinstein Middle School by constructing a connecting bike path from the school grounds to the Coventry Bike Path in Washington Village. This1/4 mile connecting path would utilize a short dead end street and a R.O.W. to be established through a cemetery to the school site. Students attending the middle school would be much safer as they walk or bike to school by utilizing this paved connecting path. High traffic volumes on Station Street, Knotty Oak Road and Route 117 make those high risk travel routes.

Describe Need for Proposed Project: With a school population of approximately 1300 students coming from all areas of the town, this important link to the middle school would provide safe passage for morning and afternoon commutes. The Coventry Greenway/Bike Path literally bisects the community east to west, and is easily accessed from most neighborhoods. This project is in its preliminary stages. This project request complements our "Bike Route Signage Project."

Enterprise Zone - ( ) Yes (X) No Details:

Located Within State Land Use Plan 2025 Map's Designated Growth Center - ( ) Yes (X) No

Located Within State Land Use Plan 2025 Map's Urban Services Boundary - (X) Yes ( ) No

Consistent with Local Comprehensive Plan - (X) Yes ( ) No

Consistent with State Guide Plan Transportation 2030 - ( ) Yes ( ) No

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PROJECT ESTIMATES

Project Estimates

	ROW	Study	Design	Construction	Total
Estimated Project Costs	$5,000.00	$10,000.00	$30,000.00	$100,000.00	$145,000.00
				Total Cost	$145,000.00
				Amount Requested Through TIP Process	$145,000.00

Funding from other sources committed to this project - ◯ Yes ⊗ No

Source	Amount
Total	

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Date of Local Public Hearing October 24, 2011
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Chief Executive Official's Signature Thomas R. Hoxie Date 10-26-11

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SAFE ROUTE TO MIDDLE SCHOOL

1.) MOBILITY BENEFITS

The project was developed as a means of improving the mobility of Coventry citizens for a variety of purposes. Whether travelling within the community to access schools, recreation facilities, government center, library or commercial areas, this project would provide citizens of all ages with safer, improved access to the designated route 117 Bike Route or the Coventry Greenway, a class I bike route.

Having received designation from the National East Coast Greenway Alliance, the Coventry Greenway has become a popular recreation and transportation corridor. People walk and cycle daily to improve health and fitness, to enjoy the outdoors, for social interaction or in their daily commute to schools or work.

Improving bike route access from neighborhoods will further enhance the opportunities for more citizens in a growing community such as Coventry. This effort is supported in the transportation section of the Town Comprehensive Community Plan. Improvement will also benefit the neighboring community of West Warwick as community streets are connected with those identified herein.

2.) COST-EFFECTIVENESS

In conjunction with this proposal, the town submitted a project entitled "Bike Route Signage Project." Together they impact a significant number of households and a growing middle school population. There exists upwards of 200 homes in the vicinity of each of the ten (10) neighborhood streets identified in this project. Collectively, the school population and the neighborhood population account for approximately 15%-20% of the total town population. The mere number of people potentially to be serviced by the project makes it extremely cost effective to say nothing of the potential savings to be realized by diminished passenger car trips to and from school, and the possible savings in school bus services to the community.

3.) ECONOMIC DEVELOPMENT IMPACT

The economic impact of the project would potentially come from increased sales at established retailers for bicycles, helmets, apparel and associated gear for bikers. As citizens become more engaged in the "health and fitness movement", sales in footwear, outer wear and safety equipment increases. The Parks and Recreation Department in Coventry has begun programming events on the Greenway such as "Earth Day" and "Make a Difference Day" activities. In our second season in forming our new walking club, we hope to double our enrollment. Special venues, such as our "learn to skate/bike"area at the Station Street crossing has become popular. Collectively, these activities will have a positive effect on the local economy. People who reduce their reliance on the automobile and choose to travel locally on the bike path may have more spendable income for consumable goods.

4.) ENVIRONMENTAL IMPACT

Reduced reliance on the automobile will have a positive effect on the environment. By walking or cycling on the Greenway and designated neighborhood streets, carbon emissions will be reduced and aid the environment. Promoting "health and fitness" as a lifestyle change can spur new attitudinal changes in

people about the world around them. Greater concerns for clean water, swimmable and fishable waterways and a consciousness about dumping and everyday littering are all positive factors for an improved natural environment. Each year the Coventry Parks and Recreation Department promotes good environmental stewardship practices through our youth programs with "Earth Day", Summer Camp and "Make a Difference Day" activities. Our community is a better place with the diversity of our Greenways and Blueways.

5.) DEGREE OF SUPPORT TO LOCAL AND STATE GOALS AND PLANS

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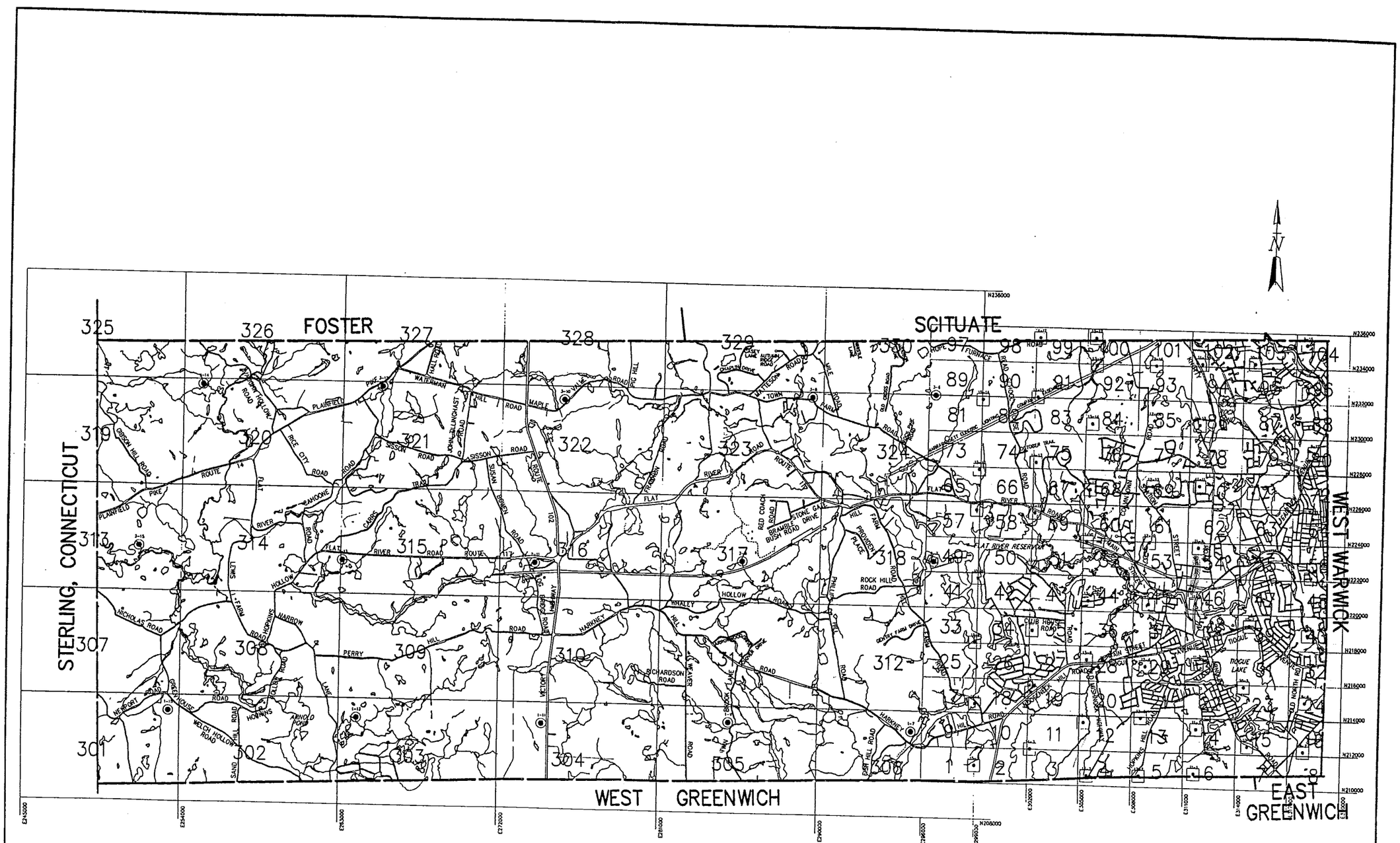
6.) SAFETY, SECURITY AND TECHNOLOGY

The benefits of a cross town Greenway/Bike Path are endless; but what safer or more enjoyable experience could we have for our children and families than an opportunity to travel from ones neighborhood via signed bike routes to a class 1 bike path. Whether travelling to school, shopping, pursuing leisure activities or visiting the local library, the Coventry Greenway has become one of our greatest assets. Patrons feel safe and secure as they traverse the community, what with protective guardrails, post and rail fences and the first ever "Cross Alert" system at the Route 117 crossing established under a RIDOT pilot program. The automated traffic crossing device has worked flawlessly since its installation, and although it is not reflected in this project proposal, will continue to be evaluated for possible installation at other grade crossings in the future. Development trends and traffic volumes continue to be reviewed. Motorists appear to have gained a new respect for pedestrians and cyclists who cross or share the road with them. Motorists now routinely stop at grade crossings before even sighting oncoming cyclists or pedestrians. Adequate directional and warning devices and pavement stencils are critical elements, as is education of the public on both sides of the issue. During "Bike Safety Days", conducted by the Parks and Recreation Department and/or the police department, trail etiquette is discussed and "Rules of the Road" are always taught.



Safe Route To Middle School

THIS MAP IS FOR ASSESSMENT PURPOSES. IT IS NOT VALID FOR LEGAL DESCRIPTION OR CONVEYANCE.

THE HORIZONTAL DATUM IS THE RHODE ISLAND STATE PLANE COORDINATE SYSTEM.

PHOTOGRAPHY DATE : MARCH 30, 1986

COMPLETION DATE : JULY 29, 1988

PRODUCED BY
CARTOGRAPHIC ASSOCIATES, INC.
MUNICIPAL MAPPING CONSULTANTS
P.O. BOX 267 LITTLETON, NH 03561

LEGEND

UTILITY EASEMENT

1"=100' APPROXIMATE CENTER OF PHOTO ENLARGEMENTS

1"=300' APPROXIMATE CENTER OF PHOTO ENLARGEMENTS

MAP SHEET SCALE 1" = 100' 101

MAP SHEET SCALE 1" = 300' 301

SCALE 1" = 2550'

FEET 2550 0 2550 5100

METERS 782.00 0 782.00 1564.48

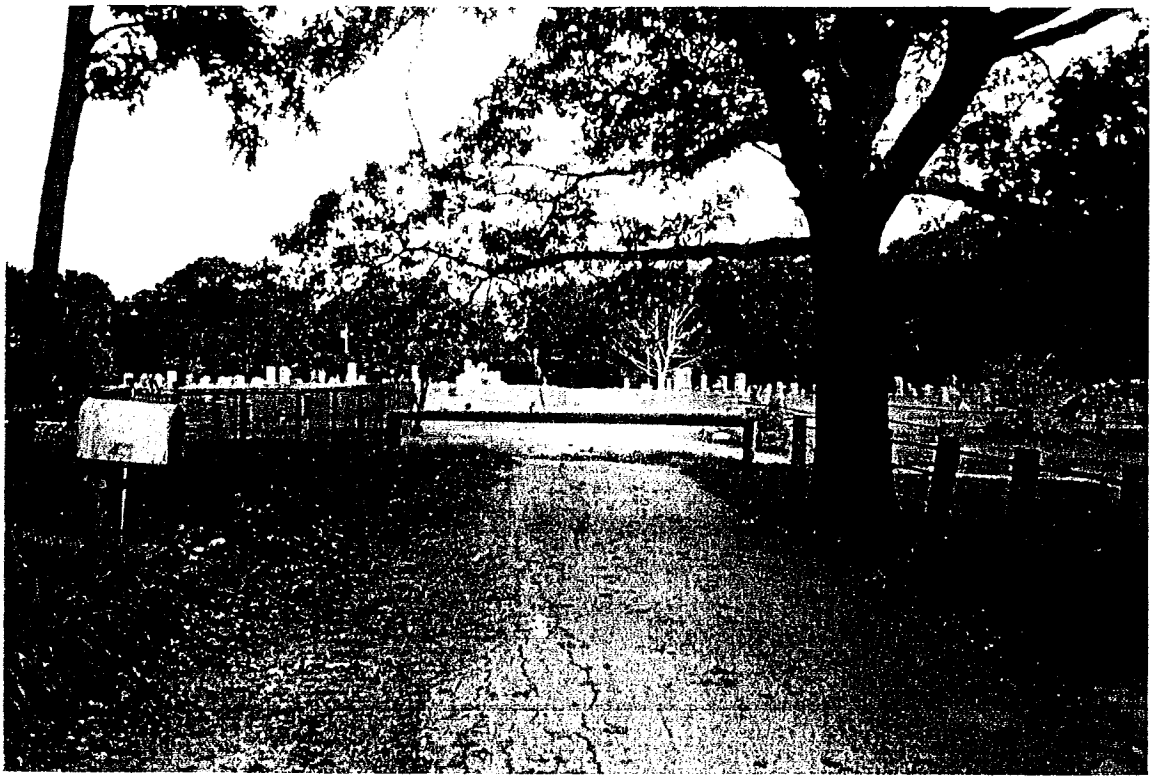
REVISED TO : January 1, 2001

PROPERTY MAPS

COVENTRY

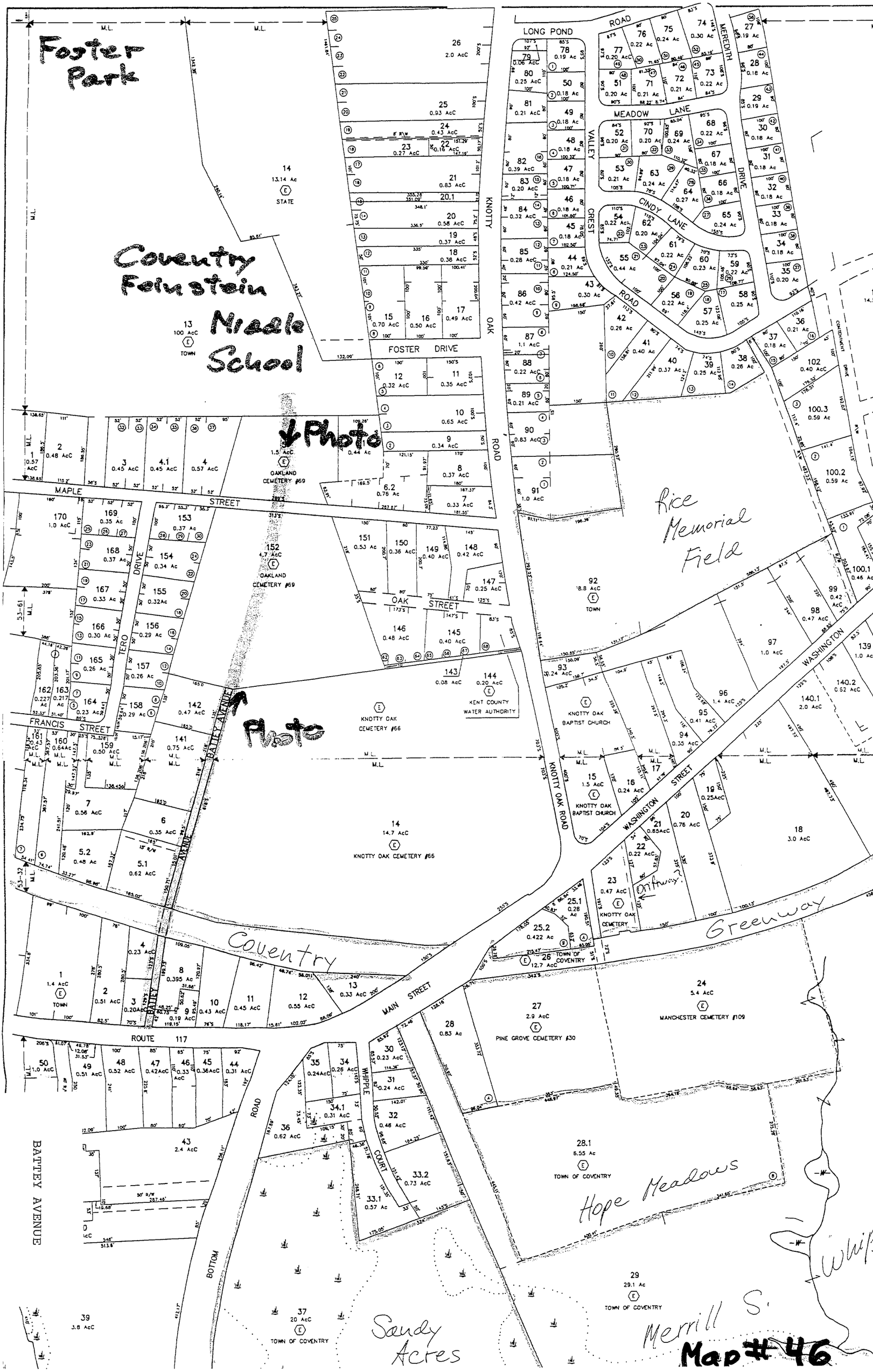
RHODE ISLAND

INDEX MAP



BATTEY AVENUE

COVENTRY MIDDLE SCHOOL


Foster Park
County Farmstein
Middle School
Photo
Photo
Rice Memorial Field
Coventry
Greenway
Hope Meadows
Sandy Acres
Merrill S.
Map #46
LONG POND ROAD
MEADOW LANE
CINDY LANE
VALLEY CREST DRIVE
MEREDITH DRIVE
KNOTTY OAK ROAD
FOSTER DRIVE
MAPLE STREET
OAK STREET
FRANCIS STREET
WASHINGTON STREET
MAIN STREET
ROUTE 117
BATTEY AVENUE
TERO DRIVE
BOTTOM ROAD
PHILLIPS COURT
OAKLAND CEMETERY #69
KNOTTY OAK CEMETERY #66
KENT COUNTY WATER AUTHORITY
KNOTTY OAK BAPTIST CHURCH
KNOTTY OAK CEMETERY
TOWN OF COVENTRY
MANCHESTER CEMETERY #109
PINE GROVE CEMETERY #30
STATE
TOWN

Transportation Improvement Program

Application - New Projects Only

State Planning Council
One Capitol Hill
Providence, RI 02908
www.planning.ri.gov

RHODE ISLAND STATEWIDE PLANNING PROGRAM

CONTACT

Contact Information

Entity / Organization Town of Coventry, Parks & Recreation Dept.

Contact Person Guy L. Lefebvre, Director of Parks & Recreation

Address 1670 Flat River Road

City Coventry Rhode Island Zip Code 02816

Phone 822-9107 Email guyll@town.coventry.ri.us

PROJECT INFORMATION

Project Information

Project Title Bike Route Signage Project

Location by Street Name 10 local streets at Route 117 (See description)

Project Limits - From Town Farm Road To Pulaski Street

Location Maps - (X) 8 1/2" x 11" Attach Map of Site Indicating Project Limits

Priority Proposal Number _____ of a Total of _____ Proposals

Regional Submission - (X) Yes ( ) No Communities Coventry, West Warwick

Brief Description of Proposed Project This proposal seeks to establish bike route signage along a number of town streets leading from densely populated neighborhoods to the Coventry Greenway/Bike Path. Ten local streets have been identified along the 4.5 mile length of the Coventry Greenway whereby connecting neighborhood streets could provide safe and improved access to the main east/west Bike Path. Local streets include: Town Farm Road, Read Schoolhouse Road, Walker Lane, Station Street, Battey Avenue, Laurel Avenue, Princeton Avenue, Pilgrim Avenue, MacArthur Boulevard and Pulaski Street and Read Avenue.

Describe Need for Proposed Project Since 1997/98, the Coventry Greenway Bike Path has been a popular recreation/transportation corridor. It provides the much anticipated linkage to community resources such as schools, recreation facilities, town hall/library and commercial and industrial zones. This proposal would provide for greater opportunities by improving neighborhood access to this central corridor. Neighborhood access would be improved for 100-200 homes per street. Roads should be signed for shared use. This project request complements our "Safe Route to Middle School Project."

Enterprise Zone - ( ) Yes (X) No Details _____

Located Within State Land Use Plan 2025 Map's Designated Growth Center - ( ) Yes (X) No

Located Within State Land Use Plan 2025 Map's Urban Services Boundary - (X) Yes ( ) No

Consistent with Local Comprehensive Plan - (X) Yes ( ) No

Consistent with State Guide Plan Transportation 2030 - ( ) Yes ( ) No

BIKE ROUTE SIGNAGE PROJECT

1.) MOBILITY BENEFITS

The project was developed as a means of improving the mobility of Coventry citizens for a variety of purposes. Whether travelling within the community to access schools, recreation facilities, government center, library or commercial areas, this project would provide citizens of all ages with safer, improved access to the designated route 117 Bike Route or the Coventry Greenway, a class I bike route.

Having received designation from the National East Coast Greenway Alliance, the Coventry Greenway has become a popular recreation and transportation corridor. People walk and cycle daily to improve health and fitness, to enjoy the outdoors, for social interaction or in their daily commute to schools or work.

Improving bike route access from neighborhoods will further enhance the opportunities for more citizens in a growing community such as Coventry. This effort is supported in the transportation section of the Town Comprehensive Community Plan. Improvement will also benefit the neighboring community of West Warwick as community streets are connected with those identified herein.

2.) COST-EFFECTIVENESS

In conjunction with this proposal, the town submitted a project entitled "Safe Route to Middle School." Together they impact a significant number of households and a growing middle school population. There exists upwards of 200 homes in the vicinity of each of the ten (10) neighborhood streets identified in this project. Collectively, the school population and the neighborhood population account for approximately 15%-20% of the total town population. The mere number of people potentially to be serviced by the project makes it extremely cost effective to say nothing of the potential savings to be realized by diminished passenger car trips to and from school, and the possible savings in school bus services to the community.

3.) ECONOMIC DEVELOPMENT IMPACT

The economic impact of the project would potentially come from increased sales at established retailers for bicycles, helmets, apparel and associated gear for bikers. As citizens become more engaged in the "health and fitness movement", sales in footwear, outer wear and safety equipment increases. The Parks and Recreation Department in Coventry has begun programming events on the Greenway such as "Earth Day" and "Make a Difference Day" activities. In our second season in forming our new walking club, we hope to double our enrollment. Special venues, such as our "learn to skate/bike"area at the Station Street crossing has become popular. Collectively, these activities will have a positive effect on the local economy. People who reduce their reliance on the automobile and choose to travel locally on the bike path may have more spendable income for consumable goods.

4.) ENVIRONMENTAL IMPACT

Reduced reliance on the automobile will have a positive effect on the environment. By walking or cycling on the Greenway and designated neighborhood streets, carbon emissions will be reduced and aid the environment. Promoting "health and fitness" as a lifestyle change can spur new attitudinal changes in

people about the world around them. Greater concerns for clean water, swimmable and fishable waterways and a consciousness about dumping and everyday littering are all positive factors for an improved natural environment. Each year the Coventry Parks and Recreation Department promotes good environmental stewardship practices through our youth programs with "Earth Day", Summer Camp and "Make a Difference Day" activities. Our community is a better place with the diversity of our Greenways and Blueways.

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LEGEND

UTILITY EASEMENT

1"=100' APPROXIMATE CENTER OF PHOTO ENLARGEMENTS — MAP SHEET SCALE 1" = 100' — 101

1"=300' APPROXIMATE CENTER OF PHOTO ENLARGEMENTS — MAP SHEET SCALE 1" = 300' — 301

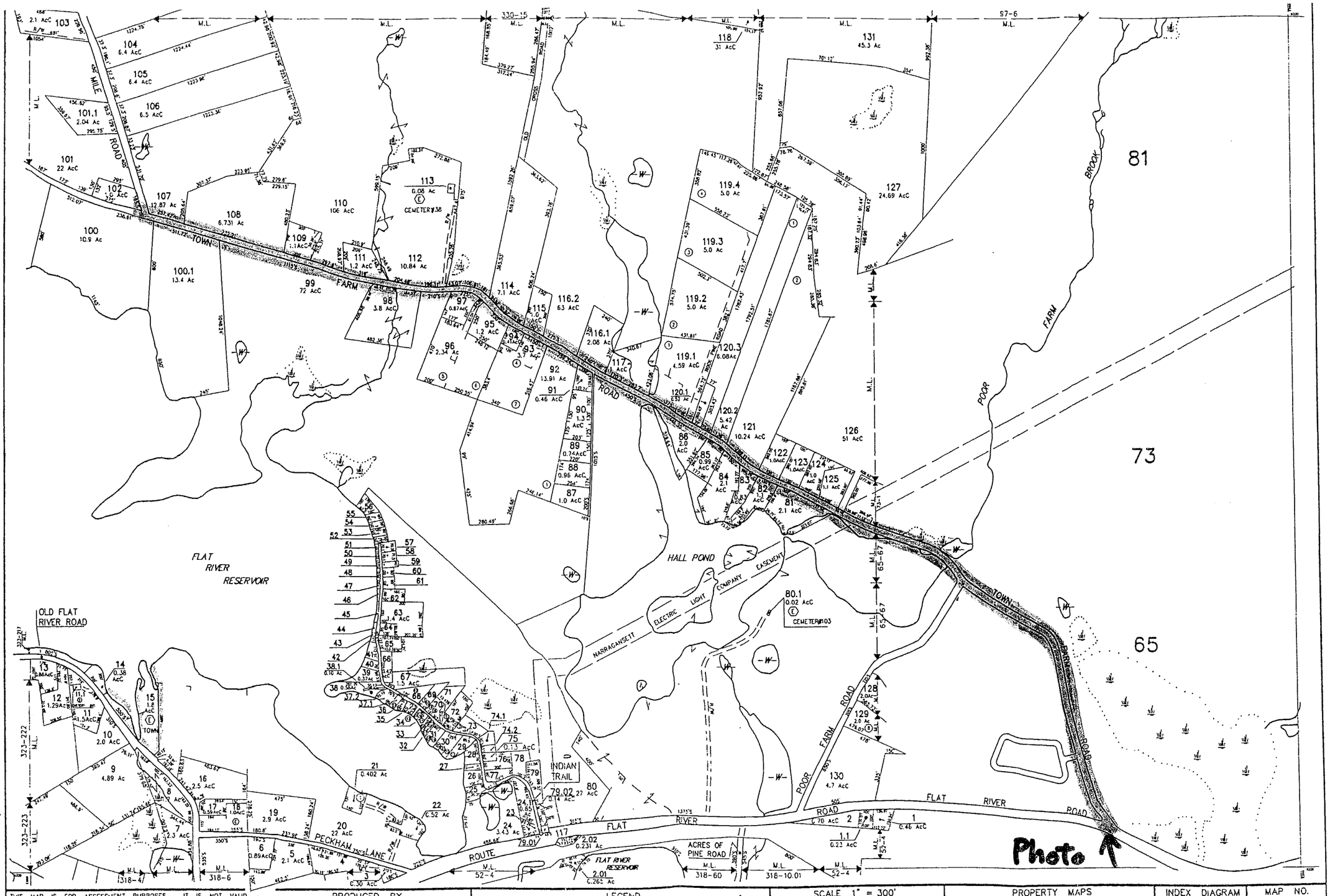
SCALE 1" = 2550'
FEET 2550 0 2550 5100
METERS 762.00 0 762.00 1554.48
REVISED TO : January 1, 2001

PROPERTY MAPS
COVENTRY
RHODE ISLAND

INDEX MAP

Bike Route
Signage Project

TOWN FARM ROAD



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LEGEND
AREA CALCULATED
AREA SURVEYED
COMMON OWNERSHIP
EXEMPT PROPERTY
MATCH LINE
WATER
RECORD DIMENSION
RIGHT OF WAY
SCALED DIMENSION
SUBDIVISION LOT NO.
WETLANDS

SCALE 1" = 300'
FEET 0 300 600 900
METERS 0 91.44 182.88 274.44

REVISED TO January 1, 2001

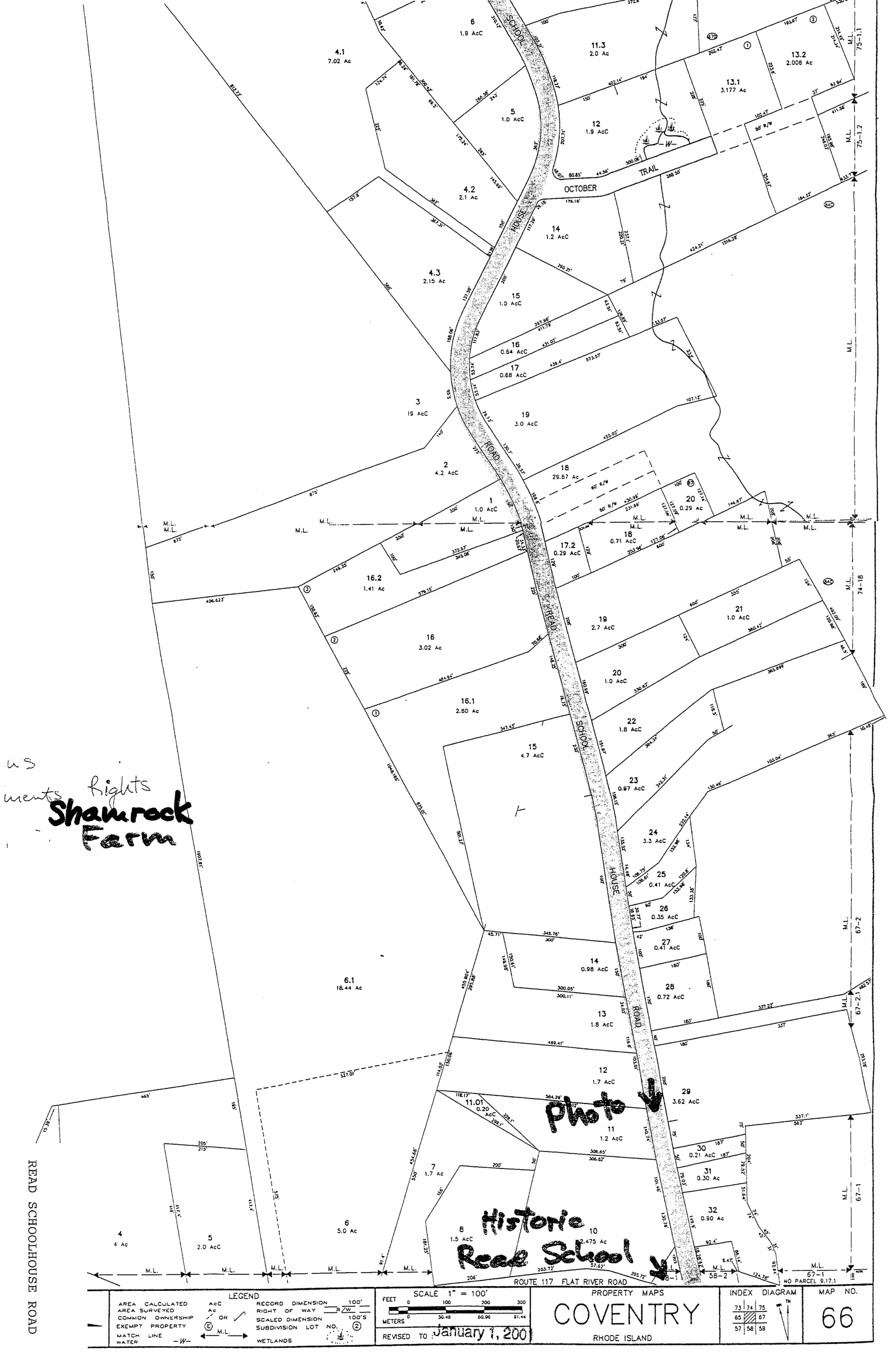
PROPERTY MAPS
COVENTRY
RHODE ISLAND

INDEX DIAGRAM

MAP NO. 324

Tc TOWN FARM ROAD

READ SCHOOLHOUSE ROAD



us
uments Rights
Shamrock Farm

LEGEND

AREA CALCULATED — AcC
AREA SURVEYED — Ac
COMMON OWNERSHIP — E OR
EXEMPT PROPERTY — E
MATCH LINE — M.L.
WATER — -W-
RECORD DIMENSION — 100'
RIGHT OF WAY — R/W
SCALED DIMENSION — 100'S
SUBDIVISION LOT NO. — 2
WETLANDS

SCALE 1" = 100'

FEET 0 100 200 300

METERS 0 30.48 60.96 91.44

REVISED TO January 1, 200

PROPERTY MAPS

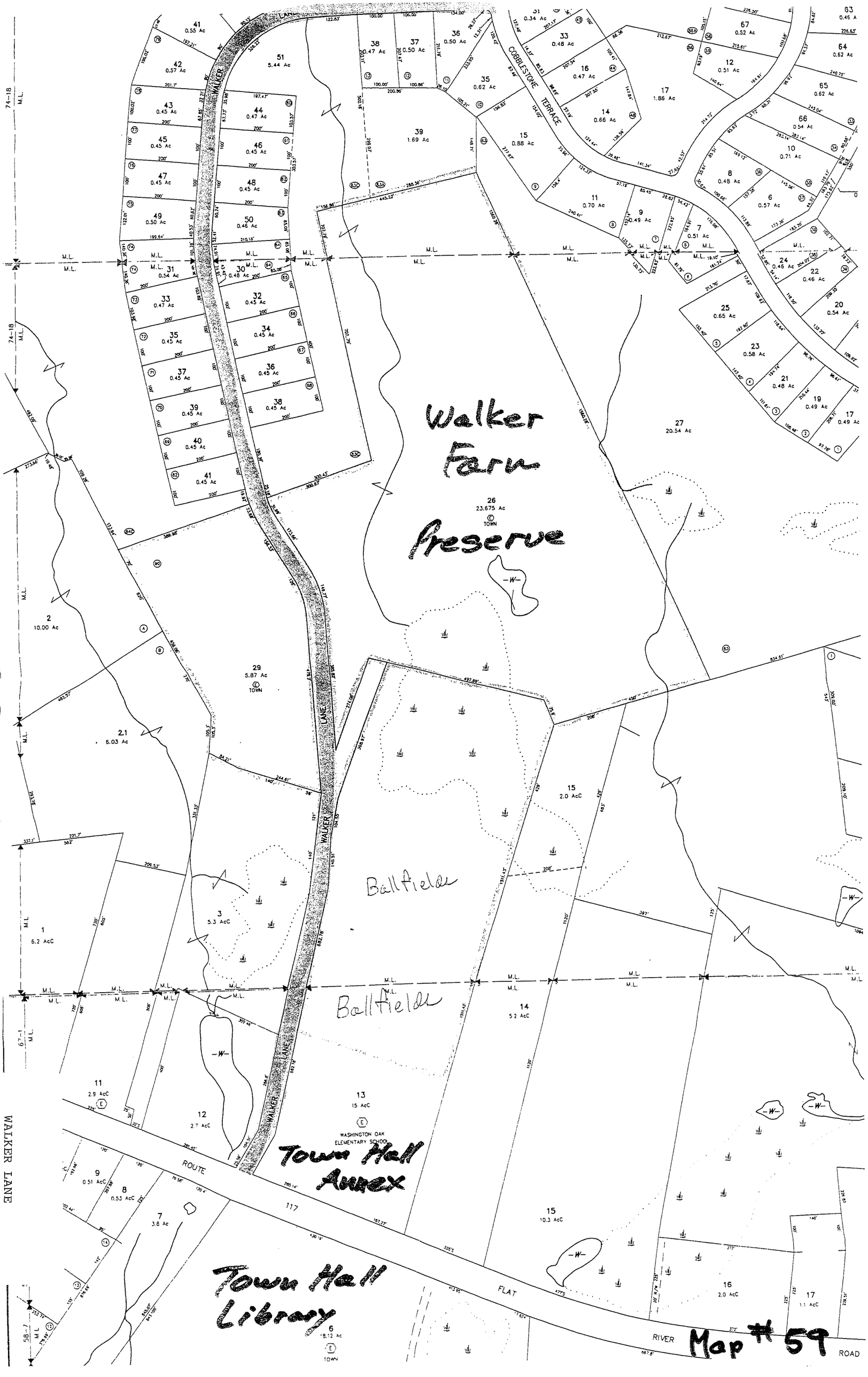
COVENTRY

RHODE ISLAND

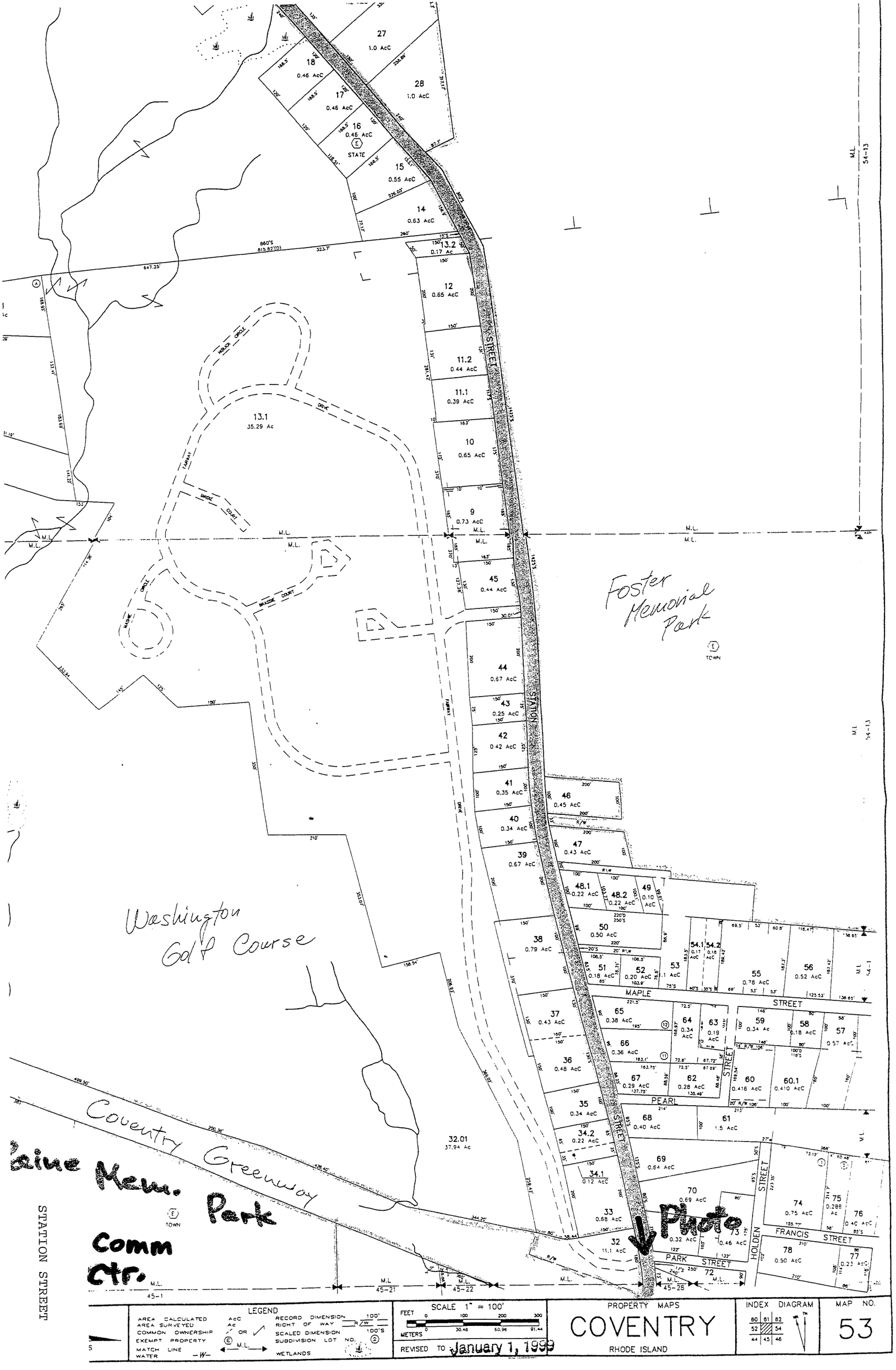
INDEX DIAGRAM

73	74	75
65		67
57	58	59

MAP NO. 66


Walker Farm Preserve
Ballfield
Ballfield
Town Hall Annex
Town Hall Library
WASHINGTON OAK ELEMENTARY SCHOOL
WALKER LANE
ROUTE 117
FLAT RIVER ROAD
COBBLESTONE TERRACE
Map # 59

STATION STREET



LEGEND

AREA CALCULATED — AcC
AREA SURVEYED — Ac
COMMON OWNERSHIP — OR
EXEMPT PROPERTY — E
MATCH LINE — M.L.
WATER — -W-
RECORD DIMENSION — 100'
RIGHT OF WAY — R/W
SCALED DIMENSION — 100'S
SUBDIVISION LOT NO. — 2
WETLANDS

SCALE 1" = 100'
FEET 0 100 200 300
METERS 0 30.48 60.96 91.44
REVISED TO January 1, 1999

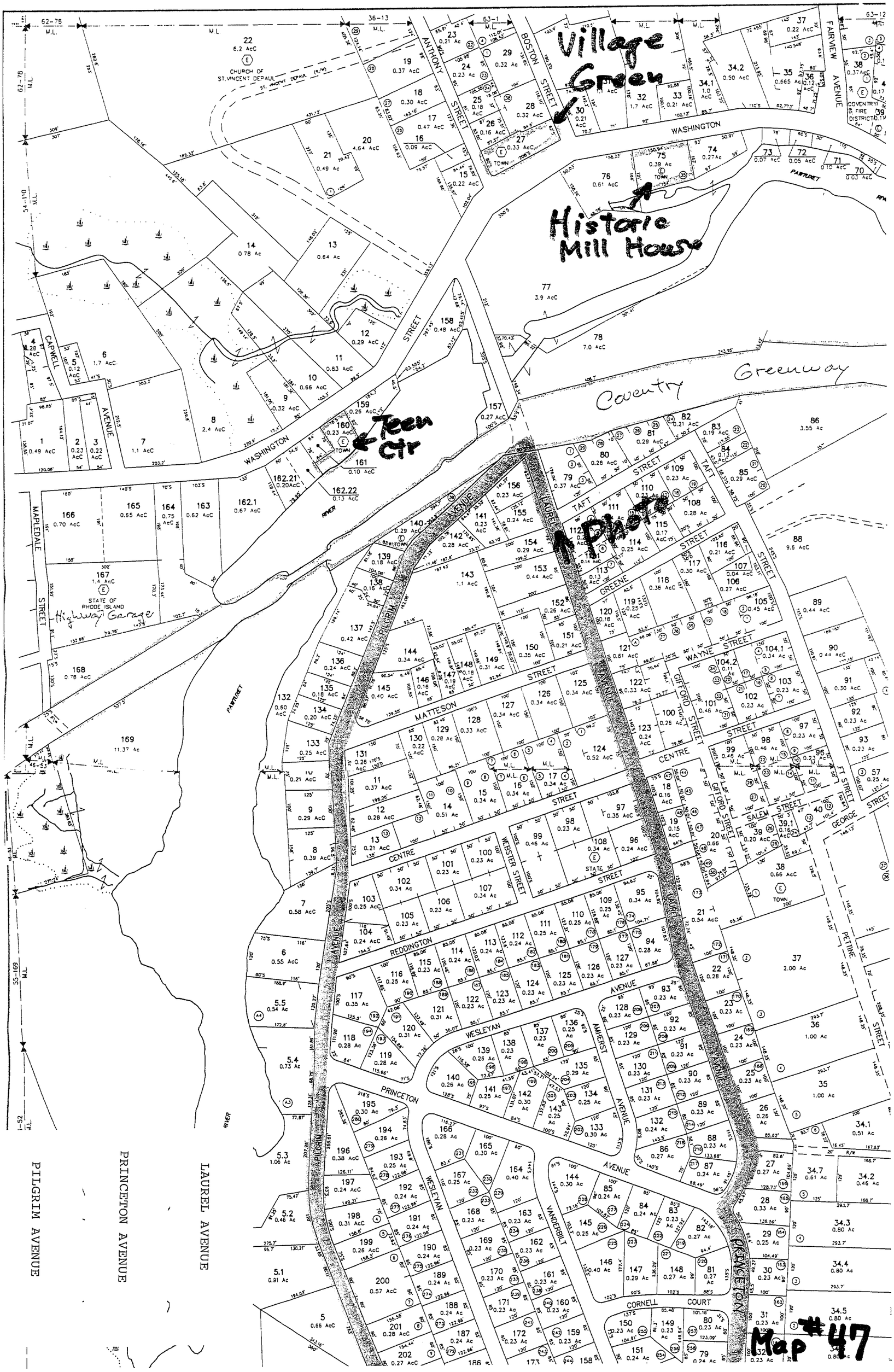
PROPERTY MAPS
COVENTRY
RHODE ISLAND

INDEX DIAGRAM
60 61 62
52 54
44 45 46

MAP NO. 53

LAUREL AVENUE

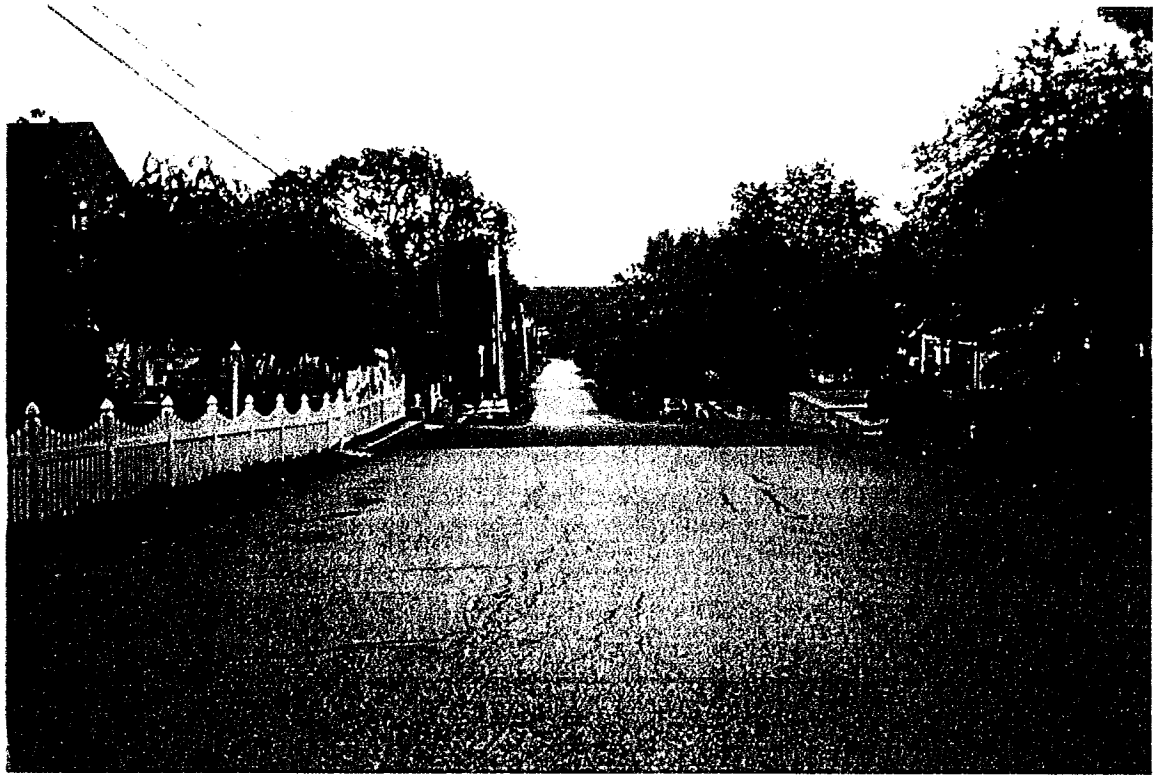
PILGRIM AVENUE



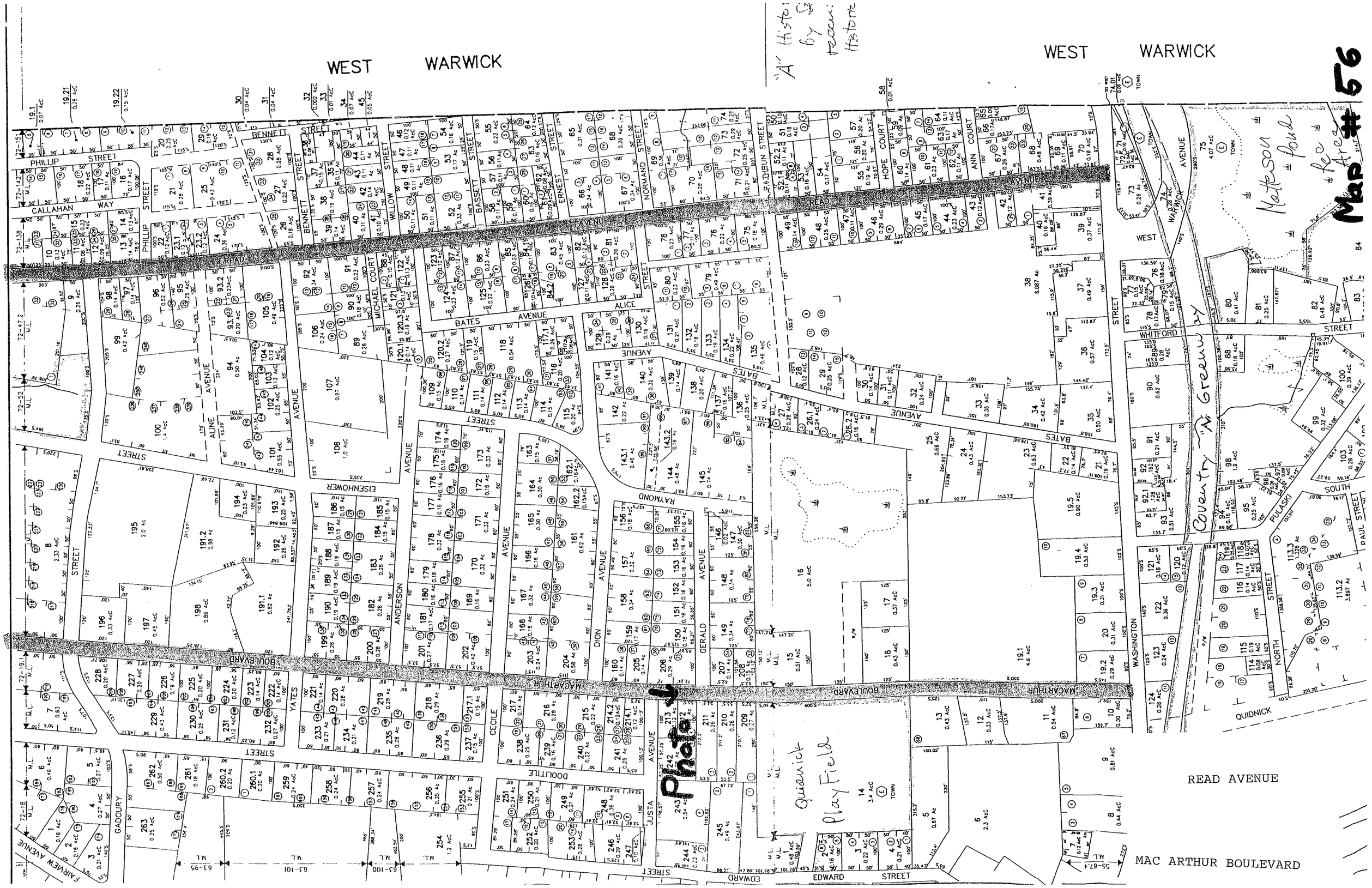
PILGRIM AVENUE

PRINCETON AVENUE

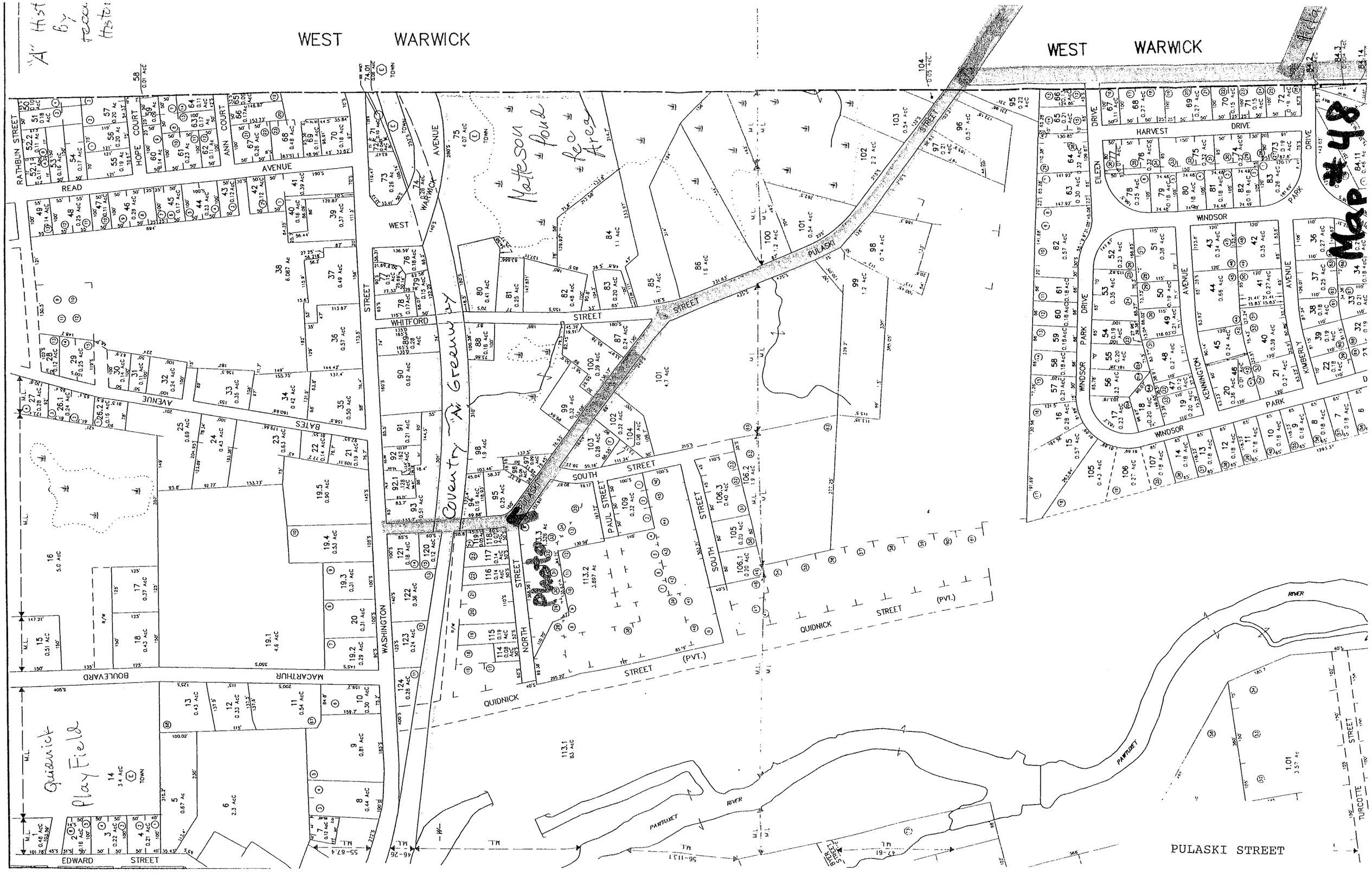
LAUREL AVENUE



MAC ARTHUR BOULEVARD


WEST WARWICK
WEST WARWICK
"A" Histor
by S
recen
Historic
Matteson Pond Rec Area
Map #56
Coventry "A" Greenway
Quidnick Play Field
Photo
READ AVENUE
MAC ARTHUR BOULEVARD
PHILLIP STREET
CALLAHAN WAY
BENNETT STREET
WILLOW STREET
BASSETT STREET
ERNEST STREET
NORMAND STREET
RATHBUN STREET
HOPE COURT
ANN COURT
WEST WARWICK AVENUE
WHITFORD STREET
PULASKI STREET
SOUTH PAUL STREET
NORTH STREET
QUIDNICK
WASHINGTON
BATES AVENUE
ALICE STREET
MICHAEL COURT
ALINE AVENUE
EISENHOWER STREET
ANDERSON AVENUE
RAYMOND
DION AVENUE
GERALD AVENUE
MACARTHUR BOULEVARD
YATES STREET
CECILE AVENUE
DOOLITTLE
JUSTA AVENUE
EDWARD STREET
GADOURY
FAIRVIEW AVENUE

PULASKI STREET



WEST WARWICK
WEST WARWICK
"A" Hist by recent Histor
Matteson Pond Rec Area
Coventry "A" Greenway
Quidnick Play Field
PULASKI STREET
QUIDNICK STREET (PVT.)
PAWTUXET RIVER
RATHBUN STREET
READ AVENUE
HOPE COURT
ANN COURT
WEST WARWICK AVENUE
WHITFORD STREET
BATES AVENUE
MACARTHUR BOULEVARD
EDWARD STREET
WASHINGTON STREET
NORTH STREET
SOUTH STREET
PAUL STREET
HARVEST DRIVE
EILEEN DRIVE
WINDSOR PARK DRIVE
KENNINGTON AVENUE
KIMBERLY AVENUE
TURCOTTE STREET

Transportation Improvement Program

Application - New Projects Only

State Planning Council
One Capitol Hill
Providence, RI 02908
www.planning.ri.gov

RHODE ISLAND STATEWIDE PLANNING PROGRAM

CONTACT

Contact Information

Entity / Organization: Town of Coventry

Contact Person: Dennis K. Smith

Address: 1670 Flat River Road

City: Coventry Rhode Island Zip Code: 02816

Phone: (401) 822-9183 Email: dsmith@town.coventry.ri.us

PROJECT INFORMATION

Project Information

Project Title: Arkwright Bridge Rehabilitation

Location by Street Name: Hill Street & Main Street

Project Limits - From: Hill Street To: Main Street (State Route 115)

Location Maps - ☑ 8 1/2" x 11" Attach Map of Site Indicating Project Limits

Priority Proposal Number: 5 of a Total of: 7 Proposals

Regional Submission - ○ Yes ☑ No Communities: _____

Brief Description of Proposed Project

On September 30, 2011 the R.I. Department of Transportation advised the Town of Coventry and City of Cranston that due to deterioration the Arkwright Bridge could no longer carry loads over 3 tons. Immediately thereafter highway crews from both municipalities closed the bridge to vehicular traffic. The proposed project would rehabilitate the historic bridge to increase its weight carrying capacity to allow resumption of vehicular traffic and salvage the bridge which is on the National Register of Historic Places.

Describe Need for Proposed Project

The historic bridge allows freedom of vehicular movement across the Pawtuxet River to a State road and provides access to the access to the Pawtuxet River Walk which abuts the river.

Enterprise Zone - ○ Yes ☑ No Details: The bridge is in close proximity to Cranston and West Warwick which are in enterprise zones.

Located Within State Land Use Plan 2025 Map's Designated Growth Center - ☑ Yes ○ No

Located Within State Land Use Plan 2025 Map's Urban Services Boundary - ☑ Yes ○ No

Consistent with Local Comprehensive Plan - ☑ Yes ○ No

Consistent with State Guide Plan Transportation 2030 - ☑ Yes ○ No

INFORMATION

Additional Information

Information addressing the following categories of review criteria as described in the Transportation Improvement Program, Guidance on Applying Criteria for Evaluation of Project Proposals should be provided separately. Submission must **not exceed** 2 pages, single spaced, 12-point font:

1. Mobility Benefits
2. Cost-Effectiveness
3. Economic Development Impact
4. Environmental Impact
5. Degree of Support to Local and State Goals and Plan
6. Safety, Security, and Technology

PROJECT ESTIMATES

Project Estimates

	ROW	Study	Design	Construction	Total
Estimated Project Costs	0	$100,000	$650,000	$7,000,000	$7,750,000
				Total Cost	$7,750,000
				Amount Requested Through TIP Process	$7,750,000

Funding from other sources committed to this project - ◯ Yes ☑ No

Source	Amount
N/A	
Total	

NOTIFICATION / CERTIFICATION

Notification / Certification

Date of Local Public Hearing _____
Municipal & Regional Planning Agency Projects Only

Preferred TAC Public Hearing

◯ November 7 at 6:00 pm - South Kingstown Town Hall
☑ November 8 at 9:00 am - Department of Administration
◯ November 9 at 6:00 pm - Blackstone Valley Corridor
◯ November 10 at 6:00 pm - Middletown Town Hall

Attest: The information provided on this application is true and accurate

Applicant's Signature Thomas R. Hoorn Date 10-26-11

Chief Executive Official's Signature Thomas R. Hoorn Date 10-26-11

ADMINISTRATIVE

Application Checklist - Submitted by October 28, 2011 at 3:00 p.m.

◯ 8 Collated Copies of Completed Application
- Forms - Project Prioritization & Application
- Attached 2-page narrative
- Location Maps as PDF files

◯ Email a copy of competed application to linsey.cameron@doa.ri.gov or provide on a CD

◯ Mail to:
Rhode Island Statewide Planning Program
ATTN: Linsey Cameron, Supervising Planner
One Capitol Hill
Providence, RI 02908

Statewide Planning Official Use Only

Submission Date _____

Accepted by _____

Arkwright Bridge Rehabilitation

1. Mobility Benefits

Main Street (Route 115) in the vicinity of the bridge has a total traffic flow of approximately 8000 vehicles per day (source: RAB Traffic Study, October 2006). It provides connectivity between the Town of Coventry and the City of Cranston. Rehabilitation of the bridge would provide regional mobility between the two (2) communities and would reduce congestion at the Fairview Avenue Bridge which is categorized as structurally deficient (SD). The bridge is adjacent to the future expansion of the Pawtuxet River walk and, therefore, grant monies may be available from RIDEM through its open space and recreation acquisition grant programs.

2. Cost-effectiveness

Rehabilitation of the bridge will reduce travel distance by 2 ½ miles for those who otherwise would be required to use either the Fairview Avenue Bridge or Lincoln Avenue Bridge. Inasmuch as the bridge is listed in the National register of Historic Places all efforts will be utilized to preserve as much of the existing structure as is reasonably practicable. Matching federal monies are available through the Federal Highway Bridge Program.

3. Economic Development Impact

The Arkwright Bridge is located in the Harris village of the Town of Coventry. Harris Village is the Main Street village which connects the Phenix section of West Warwick, Hope Village of Scituate and Cranston. Until the economic recession of 2007 three (3) were under redevelopment for mixed uses. It is anticipated that when the economy recovers these historic mills will be converted to retail and low & moderate income housing units.

4. Environmental Impact

Rehabilitation of the bridge will allow for easier access to the pedestrian Pawtuxet River Walk and preserve an historic structure.

5. Degree of Support to Local State Goals and Plans

The Town with the assistance of State and Federal agencies has a track record of success in the construction and reconstruction of its bridges. Currently the Laurel Avenue Bridge (renamed the Nathanael Greene Bridge) is under design and the Island Drive Bridge has gone out to bid as a "design build" contract. Reconstruction of the historic bridge will compliment revitalization of the historic mill village. Rehabilitation of the Arkwright Bridge is consistent with *Land Use 2025 Policies & Plan* in that it protects the character and quality of scenic roadways.

6. Safety, Security and Technology

Rehabilitation of the bridge improves the walking and bicycling safety for children and the elderly in the village area.

CRANSTON
GLENVIEW COURT
LABRAE WAY
LEVEILLEE STREET
ARKRIGHT BRIDGE
ROAD
MAIN
POTTER CRT
AVENUE
STREET
HIGHLAND
HARRIS STREET
MILL ST
WHITE PINE RD
DRIVE
RED
OAK
HILL
ST.
HOWARD
ALEXIS ST
PAULETTE
DR
CEDAR
ST
AVENUE
BLACK
WALNUT
LANE
BIRCHWOOD
DRIVE
ELEANOR
DR
ELMONTE DR
MUMFORD ST
AMES STREET
ROAD
KNOTTY OAK SHORES
ROUTE 116
SOUTH POND DRIVE
BLACK ROCK POND
SOUTH POND
HILL
ST.
NOTRE DAME ST
BROWN STREET
PARTRIDGE
DRIVE
PEACOCK DRIVE
HORNBEAM ROAD
YEATON ST
HILLSIDE AVE
FONES ST
BEE ST
CARD ST
TOBIN ST
SANDALWOOD CRT
ROAD
COUNTRYVIEW DR
SHERD DR
CENTENNIAL ST
BLACKROCK
STREET
HICKORY
ROAD
AVENUE
HARRIS AVE
RAY STREET W
RAY ST
YOUNGS AVE
LAFORGE DR
VIOLA
GERVAIS
ST.
DRIVE
POND VIEW
FAIRVIEW
MARSHALL CIRCLE
GOUGH AVE
WOODMIST
CIRCLE

Transportation Improvement Program

Application - New Projects Only

State Planning Council
One Capitol Hill
Providence, RI 02908
www.planning.ri.gov

RHODE ISLAND STATEWIDE PLANNING PROGRAM

CONTACT

Contact Information

Entity / Organization: Town of Coventry

Contact Person: Thomas Hoover, Town Manager

Address: 1670 Flat River Road

City: Coventry Rhode Island Zip Code: 02816

Phone: 401-822-9185 Email: thoover@town.coventry.ri.us

PROJECT INFORMATION

Project Information

Project Title: Weaver Hill Road

Location by Street Name: Weaver Hill Road

Project Limits - From: Harkney Hill Road To: West Greenwich

Location Maps - ☑ 8 1/2" x 11" Attach Map of Site Indicating Project Limits

Priority Proposal Number: 6 of a Total of: 7 Proposals

Regional Submission - ◯ Yes ☑ No Communities:

Brief Description of Proposed Project

Weaver Hill Road is a two (2) mile federal aid system road that links West Greenwich to Route 115, Harkney Hill Road. The project proposal request is for the reclaiming and paving of the road.

Describe Need for Proposed Project

Weaver Hill Road is in deplorable disrepair needing resurfacing. there are no curbs or sidewalks and the only drainage structures are culverts and dry-wells. There is an 80 bed nursing home located on this road so there are many rescue and ambulance services that us this road on a regular basis as well as delivery trucks and visitors.

Enterprise Zone - ◯ Yes ☑ No Details:

Located Within State Land Use Plan 2025 Map's Designated Growth Center - ◯ Yes ☑ No

Located Within State Land Use Plan 2025 Map's Urban Services Boundary - ☑ Yes ◯ No

Consistent with Local Comprehensive Plan - ☑ Yes ◯ No

Consistent with State Guide Plan Transportation 2030 - ◯ Yes ☑ No

INFORMATION

Additional Information

Information addressing the following categories of review criteria as described in the Transportation Improvement Program, Guidance on Applying Criteria for Evaluation of Project Proposals should be provided separately. Submission must **not exceed** 2 pages, single spaced, 12-point font:

1. Mobility Benefits
2. Cost-Effectiveness
3. Economic Development Impact
4. Environmental Impact
5. Degree of Support to Local and State Goals and Plan
6. Safety, Security, and Technology

PROJECT ESTIMATES

Project Estimates

	ROW	Study	Design	Construction	Total
Estimated Project Costs		55,000	100,000	845,000	1,000,000
				Total Cost	1,000,000
				Amount Requested Through TIP Process	1,000,000

Funding from other sources committed to this project - ◯ Yes ☑ No

Source	Amount
Total	

NOTIFICATION / CERTIFICATION

Notification / Certification

Date of Local Public Hearing October 24, 2011
Municipal & Regional Planning Agency Projects Only

Preferred TAC Public Hearing

◯ November 7 at 6:00 pm - South Kingstown Town Hall
☑ November 8 at 9:00 am - Department of Administration
◯ November 9 at 6:00 pm - Blackstone Valley Corridor
◯ November 10 at 6:00 pm - Middletown Town Hall

Attest: The information provided on this application is true and accurate

Applicant's Signature Thomas R. Hoogun Date 10-26-11

Chief Executive Official's Signature Thomas R. Hoogun Date 10-26-11

ADMINISTRATIVE

Application Checklist - Submitted by October 28, 2011 at 3:00 p.m.

◯ 8 Collated Copies of Completed Application
- Forms - Project Prioritization & Application
- Attached 2-page narrative
- Location Maps as PDF files

◯ Email a copy of competed application to linsey.cameron@doa.ri.gov or provide on a CD

◯ Mail to:
Rhode Island Statewide Planning Program
ATTN: Linsey Cameron, Supervising Planner
One Capitol Hill
Providence, RI 02908

Statewide Planning Official Use Only

Submission Date _____

Accepted by _____

1. Mobility Benefits

Weaver Hill Road is a two (2) mile federal highway system road that links West Greenwich to Coventry and Route 115, Harkney Hill Road. The pavement has failed in many areas leaving the ride ability deplorable. Weaver Hill Road carries many visitors to the eighty (80) bed nursing home located there and many calls for rescue service by Western Coventry Fire Department.

2. Cost Effectiveness

Weaver Hill Road is located in central Coventry that doesn't have curbs or sidewalks or a formal drainage system. Simply reclaiming and paving the road is the most cost effective approach to rehabilitating this road.

3. Economic, Development Impact

Weaver Hill Road is the carrier of all of the employees that work at the Alpine Nursing Home and it is imperative that we provide a safe avenue of travel for them, their visitors as well as the residents of Coventry and West Greenwich who use the road.

4. Environmental Impact

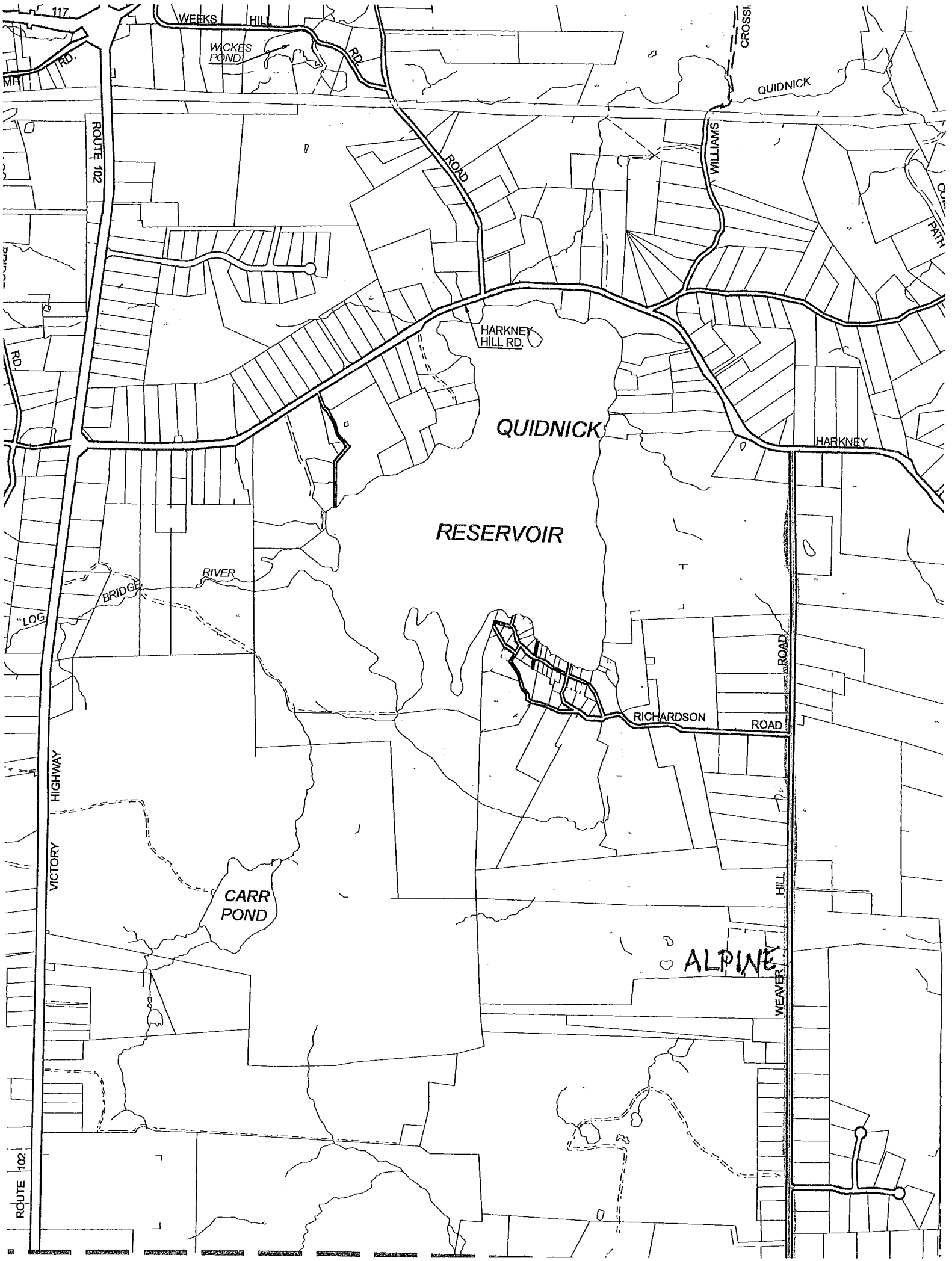
The Resurfacing of Weaver Hill Road will undoubtedly improve, preserve and enhance the scenic and visual appeal of this roadway. An improved drainage system with better water control will defiantly improve water quality.

5. Degree of Support to Local and State Goals and Plans

The project will have a tremendous degree of public support given the fact that this road supports employment opportunities' at the Alpine Nursing Home, the support of local residents, West Greenwich residents, in and out of town visitors to the nursing home and all of the Local Government agencies that provide services to all of the residents on Weaver Hill Road.

6. Safety, Security and Technology

The resurfacing of Weaver Hill Road will greatly improve and enhance the safety of driving, walking, biking and snow plowing.


117
WEEKS HILL
WICKES POND
RD.
RD.
ROUTE 102
ROAD
QUIDNICK
WILLIAMS
PATH
HARKNEY HILL RD.
RD.
QUIDNICK
HARKNEY
RESERVOIR
RIVER
BRIDGE
LOG
ROAD
RICHARDSON
ROAD
HIGHWAY
VICTORY
CARR POND
HILL
ALPINE
WEAVER
ROUTE 102