

# Transportation Improvement Program

## Project Prioritization Cover Sheet

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



**CONTACT**

**Contact Information**  
 Entity/Organization City of East Providence  
 Contact Person Jeanne M. Boyle, Director of Planning  
 Address 145 Taunton Avenue  
 City East Providence Rhode Island Zip Code 02914  
 Phone 401-435-7530 Email jboyle@cityofeastprov.com

**PROJECT PRIORITIZATION**

Priority	Listed in TIP 2009 - 2012		Regional Project		Project Name
	Yes	No	Yes	No	
1.		✓	✓		Pawlucket Avenue Sidewalk Reconstruction (Taunton Avenue to Veterans Memorial Parkway)
2.	✓		✓		Pomham Rocks Light
3.		✓	✓		Taunton Avenue (Portion) Resurfacing and Re-Striping
4.	✓				Taunton Avenue Pavement Management
5.	✓				North Broadway Pavement Management
6.		✓	✓		Newport Avenue Connector Portion of Waterfront Drive
7.	✓				Roger Williams Avenue (Ruth St. to North Broadway)
8.	✓		✓		Hazard Elimination – North
9.	✓		✓		India Point Power Lines
10.	✓		✓		I-195 Improvements Phase 2, Includes Bridges #'s 465, 467, 468, 469
11.	✓				Coles Bridge # 134
12.	✓		✓		Henderson Bridge #600 Rehabilitation
13.	✓				Newman Avenue Bridge #224 Bridge Replacement
14.	✓		✓		East Junction Running Track/Ten Mile River

Please use an additional sheet if necessary.

**CERTIFICATION**

**Applicant Certification**  
 The information provided on this application is in accordance with local regulations and ordinances.  
 City of East Providence  
 Applicant Jeanne M. Boyle Mayor Bruce Rogers  
 Signature [Signature] Title  
 Date Oct. 28, 2011  
**Official Certification - For Statewide Planning Use Only**  
 Submission Date \_\_\_\_\_ Accepted by \_\_\_\_\_

# Transportation Improvement Program

Application - New Projects Only

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



**CONTACT**

**Contact Information**  
Entity / Organization City of East Providence  
Contact Person Jeanne Boyle  
Address 145 Taunton Avenue  
City East Providence Rhode Island Zip Code 02914  
Phone 401-435-7534 Email jboyle@cityofeastprov.com

**PROJECT INFORMATION**

**Project Information**  
Project Title Pawtucket Avenue Sidewalk Reconstruction  
Location by Street Name Pawtucket Avenue from Taunton Ave to Veterans Mem. Pkwy  
Project Limits - From Taunton Avenue To Veteran's Memorial Parkway  
Location Maps -  8 1/2" x 11" Attach Map of Site Indicating Project Limits  
Priority Proposal Number 1 of a Total of 14 Proposals  
Regional Submission -  Yes  No Communities \_\_\_\_\_  
Brief Description of Proposed Project  
Sidewalk conditions along this segment of PAwtucket Avenue are extremely degraded and in need of replacement. The project proposes to replace existing sidewalks with new cement concrete sidewalks, install handicap ramps, install transition curbs along the length of Pawtucket Avenue between Taunton Avenue and the Veteran's Memorial Parkway. The length of Pawtucket Avenue where the improvements are proposed is approximately two (2) miles.  
Describe Need for Proposed Project  
This segment of Pawtucket Avenue is considered one of the City's most densely utilized corridors in terms of both vehicles and pedestrians. Public facilities along this segment of Pawtucket Avenue include the East Providence High School, the East Providence Senior Center, Kent Heights Elementary School and Saint Martha's Church. All of these uses have the potential of generating significant pedestrian traffic. As indicated, sidewalk conditions are extremely degraded.  
Enterprise Zone -  Yes  No Details Portions of the Project area are in the Zone  
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           | 4. Environmental Impact                                |
| 2. Cost-Effectiveness          | 5. Degree of Support to Local and State Goals and Plan |
| 3. Economic Development Impact | 6. Safety, Security, and Technology                    |

PROJECT ESTIMATES

**Project Estimates**

	ROW	Study	Design	Construction	Total
Estimated Project Costs			\$250,000	\$1,900,000	\$2,150,000
Total Cost					\$2,150,000
Amount Requested Through TIP Process					\$2,150,000

Funding from other sources committed to this project -  Yes  No

Source	Amount
Total	

NOTIFICATION / CERTIFICATION

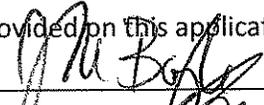
**Notification / Certification**

Date of Local Public Hearing October 18, 2011  
Municipal & Regional Planning Agency Projects Only

Preferred TAC Public Hearing

- |  |   |
|--|---|
| <input type="radio"/> November 7 at 6:00 pm - South Kingstown Town Hall  | <input checked="" type="radio"/> November 8 at 9:00 am - Department of Administration |
| <input type="radio"/> November 9 at 6:00 pm - Blackstone Valley Corridor | <input type="radio"/> November 10 at 6:00 pm - Middletown Town Hall                   |

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

Applicant's Signature  Date October 28, 2011

Chief Executive Official's Signature  Date October 28, 2011

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	<b>Statewide Planning Official Use Only</b>
ATTN: Linsey Cameron, Supervising Planner	Submission Date _____
One Capitol Hill	Accepted by _____
Providence, RI 02908	

## City of East Providence Transportation Improvement Program (TIP) FFY 2013 – 2016

### **Pawtucket Avenue Sidewalk Reconstruction – Additional Information**

**Mobility Benefits** – There are several public facilities located along this corridor that are significant pedestrian trip generators including the East Providence High School, Kent Heights School the East Providence Senior Center and Saint Martha’s Church. The corridor also contains significant retail and service uses where pedestrian travel will be enhanced by sidewalk improvements. There are RIPTA bus routes that utilize the Pawtucket Avenue corridor (Lines 32, 33, 34 and 78). Bus service in these areas would be enhanced through sidewalk improvements for both non-handicapped and handicapped pedestrians. This project provides the potential to serve a variety of age cohorts, including children and seniors and significant local population that have to the potential to utilize the sidewalk to access service and retail uses in the area. The proposed sidewalk improvements will provide significant comfort and convenience enhancements as a result of the proposed sidewalk improvements. The installation of curb drops at intersections and the improvement of sidewalk conditions around existing obstructions such as utility poles, bollards and other sidewalk appurtenances will have a very positive effect on mobility along the Pawtucket Avenue corridor.

**Cost Effectiveness** – As previously stated, this area is significantly utilized by pedestrians of all ages. School age populations and seniors are potentially the greatest segment to use the corridor and those utilizing public transit represent a sizable group also. The City is of the opinion that the capital cost in proportion to the pedestrian travel benefits is quite high. The project will seek to restore a sidewalk facility that is extremely degraded and dilapidated and through replacement a significant benefit to pedestrians will accrue.

**Economic Development Impact** – There are several positive economic impacts associated with this project. The area is partially located within the East Providence Enterprise Zone. The East Providence High School and Senior Center are two facilities that are located within Tract 103, one of the City’s five designated Enterprise Zone tracts. The sidewalk improvement will enhance the economic conditions of the commercial corridor through enhanced physical infrastructure that tends to support economic vitality. The improvements will support conditions to enhance conditions in the area for economically disadvantaged populations, particularly those that would be inclined to utilize the public bus transit system to access jobs and shopping opportunities (there are two food supermarkets located along or very near the corridor). Census statistics for the area in total indicate that 81-99% of the population in the area meet the state median income level.

**Environmental Impact** – Environmental impacts associated with this project are expected in the ancillary benefits of promoting improvements to pedestrian modes of transportation and the enhancement of intermodal transportation options. Promotion of increased pedestrian travel provides the potential to reduce trips via automobile. Increased pedestrian activity also has the potential to decrease energy use associated with a potential

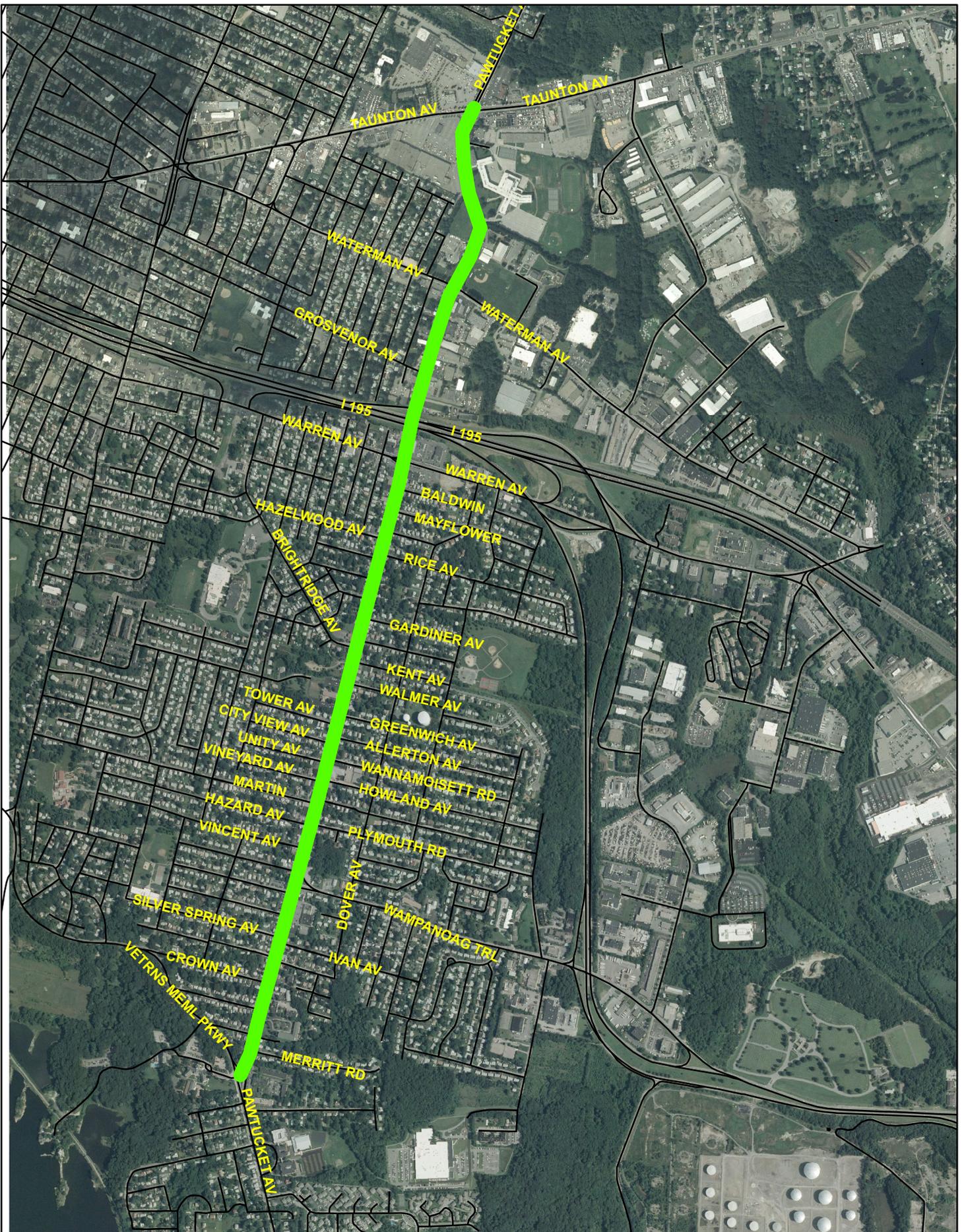
reduction in automobile use. The improvements will promote a more walkable community in the vicinity of the area and as such improve the quality of life for residents in the area.

**Degree of Support to Local and State Goals and Plans** – As stated in the application, this application is being submitted as the Number 1 priority project by the City. The proposed project is in conformance with the General Purposes of Zoning to protect the health, safety and welfare of the public, and is consistent with the East Providence Comprehensive Plan. A review of the City's current 2010-2105 Comprehensive plan identifies the following goals and objectives that are consistent with the TIP proposal including: **Objective:** Continuing to work on revitalization of the City's major commercial corridors, develop specific corridor design guidelines, including wayfinding signs, and a theme to right-of-way improvements that unifies the area and makes it a distinctive place, and continue to implement existing development plan review procedures; **Objective:** Construct sidewalk and dedicated pedestrian and bicycle paths where feasible to connect to and expand the existing network, including connections to adjoining communities and create Class 3 bicycle lanes where feasible; **Objective:** Focus on providing walkable neighborhoods and a development scale that supports pedestrian movement within the City's Waterfront Special Development District; **Objective:** Encourage the construction of sidewalks within areas where the greatest pedestrian traffic is generated, particularly in areas near schools, libraries and municipal recreation facilities. **Objective:** Improve accessibility to public and private facilities for handicapped residents; **Objective:** Construct infill sidewalks and pedestrian connections through capital improvement programs and during roadway or streetscape projects. The Comprehensive Plan also states within the narrative of the Circulation Element that the City should promote the continued installation of sidewalks for newly proposed developments and develop a comprehensive sidewalk and curbing study to identify roadways that could benefit the most through the installation of curbing and sidewalks, particularly in areas near schools and public recreation facilities.

It should also be noted that the City's Comprehensive Plan has been prepared with the goal of maintaining consistencies with the goals and objectives identified within the various elements of the State Guide Plan and that there has consistently been broad public support for sidewalk improvements in the City.

**Safety, Security, Technology** – While no pedestrian crash data specific to the corridor is available that pinpoints the location of accidents, there is crash data that indicates that there have been 62 personal injuries associated with pedestrians between January 1, 2007 and October 24, 2011 (RIDOT Traffic Research Unit data). Improvements to the sidewalks along a busy thoroughfare like Pawtucket Avenue will serve to improve pedestrian access and help reduce pedestrian related accidents.

The Kent Heights School is a recipient of a Safe Routes to School grant that will provide sidewalk enhancements and crosswalks in the vicinity of the school as means of improving safety for schoolchildren. These improvements, along with those improvements identified in this application will play a strong role in providing enhanced pedestrian safety along this very busy corridor.



**Legend**

Study Area 

**Pawtucket Avenue Sidewalk Reconstruction**



# Transportation Improvement Program

Application - New Projects Only

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



<b>CONTACT</b>	<b>Contact Information</b>
	Entity / Organization <u>City of East Providence</u>
	Contact Person <u>Jeanne M. Boyle</u>
	Address <u>145 Taunton Avenue</u>
	City <u>East Providence</u> Rhode Island Zip Code <u>02914</u>
	Phone <u>401-435-7530</u> Email <u>jboyle@cityofeastprov.com</u>
	<b>Project Information</b>
	Project Title <u>Taunton Avenue Road Dieting (portion) &amp; Inter-Modal Benefits</u>
	Location by Street Name <u>Taunton Avenue (Route 44)</u>
	Project Limits - From <u>approx. #700 Block of Taunton</u> To <u>Prior to Seekonk, MA border</u>
Location Maps - <input checked="" type="checkbox"/> 8 1/2" x 11" Attach Map of Site Indicating Project Limits	
Priority Proposal Number <u>3</u> of a Total of <u>14</u> Proposals	
Regional Submission - <input type="checkbox"/> Yes <input checked="" type="checkbox"/> No Communities _____	
Brief Description of Proposed Project	
<p>The proposal seeks to dovetail with what the City understands are RIDOT's plans for the portion of Taunton Avenue east of Pawtucket Avenue to the Seekonk, MA border for re-surfacing and a complete reconstruction of the lowest portion of the road near Commercial Way. The City proposes to "road diet" an approximate .6 mile section from four lanes to three lanes with a center two way left turn lane (TWLTL) from approximately #721 Taunton Avenue to Commercial Way (or short of the Seekonk, MA border where the road returns to four lanes). The City's Planning Challenge Grant Study of Taunton Avenue's "Auto Row" identified this section of Taunton Avenue as a good candidate for road dieting based on traffic counts and the 2000 Highway Capacity Manual. Design Guidelines and landscaping the corridor will be implemented as funding allows, fostering reduced speeds and increased safety for pedestrians and motorists. A RIPTA Park and Ride is located in this corridor.</p>	
Describe Need for Proposed Project	
<p>In the most recent two-year period there were 29 vehicle crashes in this corridor alone. Pedestrians report feeling unsafe on the sidewalks. At 4 lanes, the roadway is not bikeable. The TWLTL would provide a safe storage area outside of travel lanes for motorists turning left, increasing their safety. The elimination of 1 travel lane will provide adequate shoulders to make the road bike tolerant. There is great potential for improving mobility and safety to existing and future land uses in this corridor (including mixed use with residential). Three major RIPTA routes operate in this corridor, Routes 33, 34 and 78, providing mobility throughout the City and to adjoining cities, including the City of Providence. The State Traffic Commission (STC) agreed to study this proposal on Oct. 12, 2011 and the City is appearing before the STC on Nov. 9th to personally present the project details.</p>	
Enterprise Zone - <input checked="" type="checkbox"/> Yes <input type="checkbox"/> No Details _____	
Located Within State Land Use Plan 2025 Map's Designated Growth Center - <input type="checkbox"/> Yes <input checked="" type="checkbox"/> No	
Located Within State Land Use Plan 2025 Map's Urban Services Boundary - <input checked="" type="checkbox"/> Yes <input type="checkbox"/> No	
Consistent with Local Comprehensive Plan - <input checked="" type="checkbox"/> Yes <input type="checkbox"/> No	
Consistent with State Guide Plan Transportation 2030 - <input checked="" type="checkbox"/> Yes <input type="checkbox"/> 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           | 4. Environmental Impact                                |
| 2. Cost-Effectiveness          | 5. Degree of Support to Local and State Goals and Plan |
| 3. Economic Development Impact | 6. Safety, Security, and Technology                    |

PROJECT ESTIMATES

**Project Estimates**

	ROW	Study	Design	Construction	Total
Estimated Project Costs	\$ 0	\$ 4,000	\$ 11,600	\$ 81,600	\$ 93,600
Total Cost					\$93,600
Amount Requested Through TIP Process					\$ 93,600

Funding from other sources committed to this project -  Yes  No

Source	Amount
Total	

NOTIFICATION / CERTIFICATION

**Notification / Certification**

Date of Local Public Hearing October 18, 2011  
Municipal & Regional Planning Agency Projects Only

Preferred TAC Public Hearing

- |  |   |
|--|---|
| <input type="radio"/> November 7 at 6:00 pm - South Kingstown Town Hall  | <input checked="" type="radio"/> November 8 at 9:00 am - Department of Administration |
| <input type="radio"/> November 9 at 6:00 pm - Blackstone Valley Corridor | <input type="radio"/> November 10 at 6:00 pm - Middletown Town Hall                   |

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

Applicant's Signature *[Signature]* Date 10-28-11

Chief Executive Official's Signature *[Signature]* Date 10-28-11

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 completed application to linsey.cameron@doa.ri.gov or provide on a CD
- Mail to:
 

Rhode Island Statewide Planning Program	Statewide Planning Official Use Only
ATTN: Linsey Cameron, Supervising Planner	Submission Date _____
One Capitol Hill	Accepted by _____
Providence, RI 02908	

The Planning Challenge Grant Study underway for Taunton Avenue (Rt. 44) "Auto Row" recommends a "road diet" for portions of Taunton Avenue including a .6 mile *portion* of Taunton Avenue east of the Pawtucket Avenue (Rt. 114) intersection, from approximately the McDonald's Restaurant east to the Seekonk, MA border (project area map attached). This would involve reducing the roadway from four travel lanes (2 in each direction) to one travel lane in each direction with a center two-way left turn lane (TWLTL). The City is of the understanding that RIDOT is at the 10% design phase for the resurfacing of this section of Taunton Avenue, as well as a reconstruction of the portion of the road at the low point in this area which is subject to undermining by groundwater and surface flooding which has resulted in an uneven road surface. This project dovetails with RIDOT's and should achieve costs savings. Average Annual Daily Traffic (AADT) for this section of Taunton Avenue is approximately 13,000 vehicles. AADT for Pawtucket Avenue is that of a highway at approximately 24,000 vehicles per day. The project is avoiding road dieting near the Pawtucket Avenue intersection given the volume of traffic and multi-phase traffic controls at this intersection and the desire to maintain Levels of Service (LOS). The City estimates the cost of resurfacing the roadway and re-striping to be \$93,600, which includes design. This project is the 2<sup>nd</sup> *priority* of the New Projects and the 3<sup>rd</sup> overall.

The TWLTL would provide a storage area outside the travel lane for motorists wishing to turn left, whose safety would be increased. The 2000 Highway Capacity Manual and AADT's support that this configuration would improve efficiency of traffic operations for motorists and for freight transport by removing turning traffic from travel lanes. In a two-year period (10/10 to 10/11) in just this section of the corridor there were 29 accidents. Pedestrians would also likely feel and be safer as a result of the lane reconfiguration. The project promotes walking and biking. The State Traffic Commission (STC) agreed to study the proposal at their meeting of October 12, 2011. The City and our transportation consultant, Maureen Chlebek, P.E., of McMahon Associates, will appear before the STC to give further details about the project on November 9, 2011. This project approaches the Seekonk, MA border and involves regional impacts. The project is being discussed with Seekonk Town Planner John Hansen. In addition to existing communication, we are seeking to advance our mutual Rt. 44 corridor plans. Taunton Avenue is a major route that can be used for diversion and interstate diversion as Pawtucket Avenue (Rt. 114) directly connects to Taunton Avenue (Rt. 44) which continues into Seekonk, MA and directly connects to Rt. 114A. Traffic could also be routed from Taunton Avenue through Commercial Way to Waterman Avenue, which would afford drivers the opportunity to continue on Waterman Avenue towards Pawtucket Avenue or on Waterman Avenue towards Warren Avenue or Seekonk, depending on the nature of the diversion.

There is great potential for economic development through future mixed-use infill development along this section of Taunton Avenue due to vacant lots and on some oversized lots on which a use is located but where a portion is under-utilized. There is great potential for improving mobility and safety to existing businesses in this corridor, and through improving access to existing and future employment centers, such as to the banking, retail, car sales, and the U.S. Postal Service mail-sorting center, and

manufacturing uses located on Commercial Way, which intersects with Taunton Avenue in the project area. The East Providence Vocational School and East Providence High School are located along Pawtucket Avenue and connect at the rear of certain properties fronting on Taunton Avenue. Students utilize the fast-food restaurants and bus stop in this corridor. The remaining elements of the "Auto Row" study would establish design guidelines and street-greening opportunities of the street which should foster slower speeds and increased safety for pedestrians and motorists and increased mobility benefits.

The project enhances the health, safety and welfare of citizens by reducing the likelihood of turning vehicles being rear-ended or pedestrians struck as they attempt to cross four lanes. The City would encourage access management and driveway consolidation. The City is proactively looking at creating design guidelines, including for mixed use with residential for new and redevelopment projects, including intermodalism. It would further the implementation of State Guide Plan Element *Transportation 2030*. A RIPTA Park and Ride and three major RIPTA bus routes operate in this corridor, Routes 33, 34 and 78, providing access and mobility throughout the City and connecting to adjoining communities, including the City of Providence. The elimination of one travel lane would appear to provide space *within* the existing road cross-section to provide adequate shoulders for bicycling and integration with a citywide bicycle network.

The project is in a State-designated Enterprise Zone. The project area is in the Urban Services Boundary of State Land Use 2025. The proposed project is consistent with numerous goals and objectives of the City's Comprehensive Plan notably in the Land Use, Circulation, and Economic Development Elements. There are no expected negative environmental impacts from the City's proposal. There appears to be no environmental permitting associated with the City's proposal, which is road re-striping. Future intermodalism, mixed-use development, and road dieting this section of the roadway could all lead to very positive environmental impacts as people have greater mobility choices and greater work and live opportunities. The existing roadway has separate stormwater catch basins and piping. Any re-development near sensitive environmental areas would be subject to State and City regulations. The Planning Challenge study identification of street-greening opportunities will be implemented as funding allows.

The existing jobs in the corridor include banking, car sales/rental, restaurants, and transit. The City seeks to preserve these jobs and allow infill development of appropriate use and scale. Uses serviced by this corridor include manufacturing, postal sorting operations, larger-scale retail, including two major food grocers, medical and pharmacy uses and other auto-related uses such as tire, oil change and brake services. The construction phase would include higher-wage jobs such as those for engineers and construction. Davis-Bacon prevailing wages would appear to be required for the roadwork. Existing jobs provide a variety of wages, from lower-level retail (possibly starting at the State's minimum wage of \$7.40 per hour) to higher-end banking, car (sales, mechanics, executive/owner), medical and pharmacy job wages. A full study would provide more details on the number of existing and expected jobs to be created and their respective wages. The resurfacing and reconstruction are required given the poor quality of portions of the roadway and in some sections an extremely uneven road surface.



**Legend**

- Study area 
- State line 

**Taunton Avenue Road Dieting and Inter-Modal Benefits**



# Transportation Improvement Program

Application - New Projects Only

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



CONTACT

## Contact Information

Entity / Organization City of East Providence  
Contact Person Jeanne M. Boyle  
Address 145 Taunton Avenue  
City East Providence Rhode Island Zip Code 02914  
Phone 401-435-7530 Email jboyle@cityofeastprov.com

PROJECT INFORMATION

## Project Information

Project Title Newport Avenue Connector Portion of Waterfront Drive  
Location by Street Name \_\_\_\_\_  
Project Limits - From Newport Avenue To Beverage Hill Avenue (Pawtucket, RI)  
Location Maps -  8 1/2" x 11" Attach Map of Site Indicating Project Limits  
Priority Proposal Number 6 of a Total of 14 Proposals  
Regional Submission -  Yes  No Communities East Providence and Pawtucket, RI

### Brief Description of Proposed Project

The Newport Avenue Connector represents a portion of Waterfront Drive at what would be considered the northern terminus of the Waterfront Drive project. The roadway is designed to provide direct access to several prominent properties that will support economic development through new site development opportunities. The roadway will also provide more efficient access to commercial and industrial properties in the vicinity of the project, particularly truck traffic. Currently, access to the area, particularly for truck traffic, is through Beverage Hill Avenue in Pawtucket. The Newport Avenue Connector will create alternate access routes to key commercial and industrial facilities. This project was in the 1998 Transportation Improvement Program and was slated for construction in 2001. The current request seeks to place this project on the current TIP in anticipation of construction in the near future.

### Describe Need for Proposed Project

The Newport Avenue Connector is an integral part of the City's economic development plans in this section of the City. It is estimated that more than 15 acres of land could become immediately available for development within the Pawtucket Avenue subdistrict of the City's Waterfront District if the Newport Avenue Connector was constructed. The primary economic parcel that would benefit from the the construction of the Newport Avenue Connector is the property generally referred to as 10 New Road. The roadway would provide critical alternate route access for truck traffic seeking to access the Narragansett Industrial Park and other commercial properties located in the vicinity of Newport Avenue.

Enterprise Zone -  Yes  No Details Only the portion of the Connector in Pawtucket is not part of the Enterprise Zone (see map)

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

PROJECT ESTIMATES

**Project Estimates**

	ROW	Study	Design	Construction	Total
Estimated Project Costs				\$3,500,000 (2001 dollars)	<b>\$3,500,000</b>
Total Cost					\$3,500,000
Amount Requested Through TIP Process					\$3,500,000

Funding from other sources committed to this project -  Yes  No

Source	Amount
Total	

NOTIFICATION / CERTIFICATION

**Notification / Certification**

Date of Local Public Hearing October 18, 2011

Municipal & Regional Planning Agency Projects Only

Preferred TAC Public Hearing

- |  |   |
|--|---|
| <input type="radio"/> November 7 at 6:00 pm - South Kingstown Town Hall  | <input checked="" type="radio"/> November 8 at 9:00 am - Department of Administration |
| <input type="radio"/> November 9 at 6:00 pm - Blackstone Valley Corridor | <input type="radio"/> November 10 at 6:00 pm - Middletown Town Hall                   |

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

Applicant's Signature *[Signature]* Date October 28, 2011

Chief Executive Official's Signature *[Signature]* Date October 28, 2011

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 \_\_\_\_\_

## City of East Providence Transportation Improvement Program (TIP) FFY 2013 – 2016

### **Newport Avenue Connector Portion of Waterfront Drive – Additional Information**

**Mobility Benefits** – The Newport Avenue Connector is proposed as a two lane limited access roadway whose primary purpose is to provide efficient access to critical economic development parcels adjacent to the proposed roadway and further, to promote safer, more efficient movement of truck traffic between Newport Avenue and the Bennett Industrial Highway in Pawtucket. Currently truck traffic is limited to Beverage Hill Avenue, a roadway containing a number of uses including commercial, industrial, and residential properties. Beverage Hill Avenue contains numerous curb cuts and is not designed to generally accommodate large truck traffic volume. The Newport Avenue Connector will improve mobility for trucks due to its status as a limited access highway and will provide improved access to important economic parcels located within the City's Waterfront District. Mobility function for this roadway is primarily associated with providing efficient access for vehicular traffic to key economic development properties in the vicinity of the Newport Avenue Connector. In addition to truck access, the area in the vicinity of the Newport Avenue Connector is also serviced by freight rail. The combination of commercial/industrial highway and freight rail access will further serve to promote economic opportunity for companies that have the need for both freight rail/truck service delivery combinations.

**Cost Effectiveness** – As stated the primary motivation of the roadway is in support of economic development activities through improved access for vehicles including improved mobility for truck traffic. The development of this roadway will provide access to a key parcel that provides up to 15 acres for new development. The project and supports access to several key tenants at the 10 New Road property including Aspen Aerogels, Baer Supply Company and a new tenant that will be occupying space at 10 New Road, Eaton Aerospace.

**Economic Development** – This project's primary purpose is the direct support of economic development in the vicinity of the project. The project is located within the City of East Providence Enterprise Zone. In addition, this area of the City is identified as part of a State designated Growth Center. As indicated above, the primary economic parcel that would benefit the greatest from the construction of the roadway is the property generally referred to as the 10 New Road property. This property has attracted both new and infill development within the past two years including new construction (Baer Supply Company – 100,000 square foot warehouse/office facility) and infill occupancy (Aspen Aerogels and Easton Aerospace, two high tech manufacturing companies that are critical to the area's economic vitality). In addition to infill development, there are numerous acres of property available along the corridor that are capable of supporting millions of dollars of new economic investment in the area. The City therefore sees the potential for significant creation and/or retention of jobs as a result of this roadway proposal. Due to the fact that this roadway is being designed as a limited access roadway, the design's

intention is to facilitate the movement of goods through the area more efficiently via truck traffic.

**Environmental Impact** - The City does not anticipate any negative environmental impacts from the development of the Newport Avenue Connector project. The roadway has been designed to meet all current Environmental regulations associated with drainage improvements as regulated by the Rhode Island Department of Environmental Management.

**Degree of support to local and State goals and plans** – As stated in the application form, this application is being submitted as the Number 3 priority project by the City. The proposed project is in conformance with the general purposes of Zoning to protect the health, safety and welfare of the public, and is consistent with the East Providence Comprehensive Plan. A review of the City's current 2010-2105 Comprehensive Plan identifies the following goals and objectives that are consistent with the TIP proposal including: **Objective:** Continue to implement the East Providence Waterfront Special Development District Plan (adopted by the East Providence City Council on December 2, 2003) requiring mixed use redevelopment with various residential, commercial, office, retail, hospitality, and light manufacturing uses in the northern and southern districts; **Objective:** Continue to implement the East Providence Waterfront Special Development District Plan. **Objective:** Continue to lobby the Rhode Island Department of Transportation (RIDOT) to initiate construction of the uncompleted portions of Waterfront Drive from its current terminus at Warren Avenue, northerly to Dexter Road in Phase 2 and northerly to Phillipsdale in Phase 3; **Objective:** Maintain, for an appropriate period of time, a Waterfront Special Development District Commission as prescribed under State Law to facilitate the redevelopment of important large vacant commercial and industrial properties along the City of East Providence waterfront. The Commission should administer the City's Waterfront Special Development District Plan and implement the goals and objectives identified within this plan utilizing the economic development tools available to them; **Objective:** Provide a high quality infrastructure system including public sewer and water facilities, roadway networks and a quality public safety structure that supports and fosters continued economic growth. The City's Comprehensive Plan also states that the opportunities for re-use of the City's waterfront cannot be realized without the completion of several critical transportation infrastructure projects. Completing the remaining portions of Waterfront Drive from the Warren Avenue Connector is the first major piece in meeting the transportation need associated with waterfront economic development.

**Safety/Security/Technology** - The construction of the Newport Avenue Connector will alleviate traffic congestion on the heavily travelled Beverage Hill avenue in Pawtucket and will divert truck traffic utilizing the Bennett Industrial Highway and Newport Avenue onto the Newport Avenue Connector, a limited access highway that is designed to more efficiently handle truck traffic than the existing roadway network in the area. The Newport Avenue Connector will also provide more efficient track access to economic development parcels in the area, reducing congestion and increasing overall roadway safety. The Newport Avenue Connector will be built according to all federal safety regulations under the authority of the Rhode Island Department of Transportation.



**Legend**

- City Line 
- Newport Connector 

**Newport Avenue Connector  
Portion of Waterfront Drive**

