



# 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 \_\_\_\_\_

Contact Person \_\_\_\_\_

Address \_\_\_\_\_

City \_\_\_\_\_ Rhode Island Zip Code \_\_\_\_\_

Phone \_\_\_\_\_ Email \_\_\_\_\_

PROJECT INFORMATION

## Project Information

Project Title \_\_\_\_\_

Location by Street Name \_\_\_\_\_

Project Limits - From \_\_\_\_\_ To \_\_\_\_\_

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

Priority Proposal Number \_\_\_\_\_ of a Total of \_\_\_\_\_ Proposals

Regional Submission -  Yes  No Communities \_\_\_\_\_

Brief Description of Proposed Project

Describe Need for Proposed Project

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**

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|--------------------------------|--|
| 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					
Total Cost					
Amount Requested Through TIP Process					

Funding from other sources committed to this project -  Yes  No

Source	Amount
Total	

**NOTIFICATION / CERTIFICATION**

**Notification / Certification**

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

Preferred TAC Public Hearing

- |  |  |
|--|--|
| <input type="radio"/> November 7 at 6:00 pm - South Kingstown Town Hall  | <input 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 \_\_\_\_\_

Chief Executive Official's Signature \_\_\_\_\_ Date \_\_\_\_\_

**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
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## Priority #1

## Woodville Road

Woodville Road is an approximately 3 mile, 2-lane State Highway running from Route 3 (Main Street) to the Richmond town line and continuing an additional 1.5 miles into Richmond to the intersection of Switch Road. The Hopkinton Police Station and Department of Public Works Animal Control headquarters are facilities that must utilize Woodville Road in order to serve the entire town, oftentimes in emergency situations. The condition of existing pavement and underlying roadbed have deteriorated to the degree that motorists often must veer into the opposite lane of travel to avoid rough spots. In addition, there are hazardous rock outcroppings butting up to the eastbound lane of travel just before the intersection of Woodville-Alton Road, making it difficult for a school bus and car to simultaneously pass, and virtually impossible for safe bicycling. At a minimum, Woodville Road requires resurfacing, widening and/or reconstruction in places as well as drainage improvements.

### Mobility Benefits

While Woodville Road is a low-volume 2-lane State Highway, it is nevertheless a route used by school buses traveling to regional Chariho Middle School and regional Chariho High School located on Switch Road in the Town of Richmond. In many areas, shoulders need to be widened to accommodate bicycles. Woodville Road serves a regional need for access to the Chariho school complex and providing a smooth pavement will serve to encourage attendance at parent/teacher activities and greater participation in various public meetings that must be held there from time to time.

### Cost Effectiveness

Improving Woodville Road by principally resurfacing with minor widening/removal of hazards and drainage improvements is a cost effective way of reducing travel time to access the Chariho Middle/High School complex, which serves as a regional venue for a myriad of public activities, including site of the designated Emergency Shelter; cutting access time to this shelter is clearly a public benefit.

### Economic Development Impact

Thompson Saw Mill, a long-established local business, is located along Woodville Road. Improving road conditions will serve to encourage the retention of jobs and facilitate the movement of goods in a safe and efficient way. Improving conditions along Woodville Road will also encourage tourism, as the Hopkinton Land Trust north/south trail, an asset that is intended to enable users to gain an appreciation for the natural environment of Hopkinton, begins near the Saw Mill site

## Environmental Impact

Improving drainage control along Woodville Road can improve overall surface and groundwater quality, with there being a significant amount of wetlands along its path. The Hopkinton Land Trust continues to expand a north/south walking trail that begins on property fronting on Woodville Road which should further encourage walking and biking activities. Improving Woodville Road will also serve to facilitate access to, and encourage the ongoing improvement of the historic village of Woodville, which is located on the Wood River and separates the town of Richmond from Hopkinton.

## Degree of Support to Local and State Goals and Plan

An overarching goal of the Rhode Island Land Use Plan 2025 is for “[f]irst class supporting infrastructure that protects the public’s health, safety and welfare, fosters economic well-being, preserves and enhances environmental quality, and reinforces the distinction between urban and rural areas” (See LUG 4). An objective in support of this goal is to “[m]aintain the functional integrity of existing and planned roadways” (See LUO 4G).

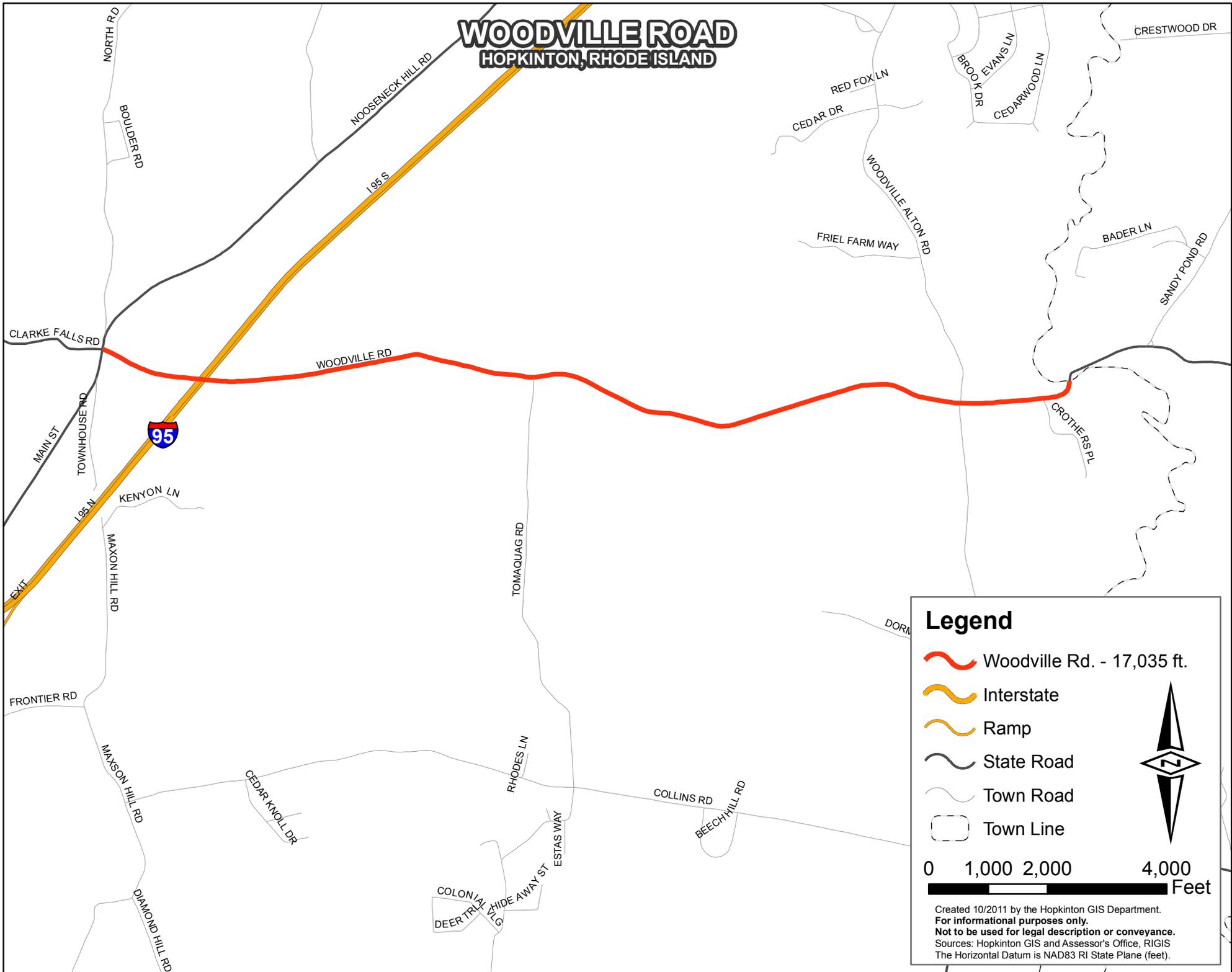
A goal of State Guide Plan Element 611 Transportation 2030 is to “[m]aintain the highway and bridge network in a safe, attractive, and less congested condition to carry passenger vehicles, commercial vehicles, government vehicles, and transit vehicles, as well as bicycles and pedestrians.” State objectives in support of this goal are to: Maintain infrastructure (See H. 1. A), Improve deficiencies (See H. 1. B), and Increase safety (See H. 1. E).

The State of Rhode Island approved the Town of Hopkinton Comprehensive Plan (Plan) on September 28, 2011. The Circulation Element contained therein seeks “[t]o improve and maintain a safe, convenient and efficient traffic circulation system throughout the town” (Goal C 1). In support of that goal, it is the policy of the town to “[e]ncourage and support RIDOT in maintaining and improving state roads system in Hopkinton” (Policy C1) and to “[m]aintain a formal program for road maintenance, new road construction, and accompanying drainage facilities” (Policy C 2). As stated in the Plan, a town objective is to “[c]orrect existing road deficiencies to improve safety and traffic flow” (Objective C 3).

## Safety, Security, and Technology

The existing condition of Woodville Road pavement makes for an unsafe situation which is compounded by the inherent hilly nature of the road that makes forward visibility difficult under even optimum conditions. As the Hopkinton Police Station is on this road, police vehicles must often travel along it quickly in response to emergencies throughout town. Also of concern is the fact that Woodville Road is a major route to the Chariho Middle/High School complex, which serves the Charlestown, Richmond, and Hopkinton area as a site for various regional meetings and as a designated Red Cross Hurricane Shelter.

# WOODVILLE ROAD HOPKINTON, RHODE ISLAND



### Legend

-  Woodville Rd. - 17,035 ft.
-  Interstate
-  Ramp
-  State Road
-  Town Road
-  Town Line





0 1,000 2,000 4,000 Feet

Created 10/2011 by the Hopkinton GIS Department.  
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	ROW	Study	Design	Construction	Total
Estimated Project Costs					
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Amount Requested Through TIP Process					

Funding from other sources committed to this project -  Yes  No

Source	Amount
Total	

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## Priority #2

## Ashaway Road

Ashaway Road is an approximately 2.5 mile, 2-lane State Highway serving as a Major Rural Collector connecting Route 91 (Alton-Bradford Road) and Route 3 (Main Street). The condition of existing pavement and underlying roadbed have deteriorated in spots to the degree that motorists often must veer into oncoming traffic in the opposite lane of travel. The State has recently made critical repairs to a few of the more troublesome spots, but even these are in need of a more permanent fix to the roadbed as it appears that frost heaves and poor drainage may be the root cause of the problem.

### Mobility Benefits

Ashaway Road is a 2-lane State Highway used by school buses traveling to Ashaway Elementary School and regional Chariho Middle/High School. In addition to serving Hopkinton residents, it is also used extensively by motorists from Charlestown and Westerly commuting to points north via Route 95 at Exit 1. In 2011, the State made substantial improvements to the roadbed on Route 91 going toward Westerly from Bradford – making similar improvements to Ashaway Road would solve the remaining issues on the pathway to Route 95.

### Cost Effectiveness

Improving Ashaway Road by principally resurfacing and improving drainage in spots is a cost effective way of reducing travel time to access Route 95.

### Economic Development Impact

Improving road conditions will serve to encourage the retention of jobs and facilitate the movement of goods in a safe and efficient way. Trucks have a particularly difficult time travelling over certain rough spots and it is possible that at some point a tractor could disengage from a trailer. Improving conditions along Ashaway Road will also encourage tourism, as it is located at the southern end of the Hopkinton Land Trust north/south trail. The Town of Hopkinton has recently approved the development plans for the Ashaway Pines Campground near the Route 91 end in close proximity to Pete's Grocery and a gas station which will soon be renovated. Successful economic development will depend on large recreational vehicles having the ability to access the camp site and surrounding amenities with ease.

### Environmental Impact

Improving drainage along Ashaway Road can improve overall surface and groundwater quality, with there being a significant amount of wetlands along its path. The Hopkinton Land Trust continues to work on completing a north/south walking trail that ultimately runs uninterrupted from Woodville Road to the Ashaway Road locale.

### Degree of Support to Local and State Goals and Plan

An overarching goal of the Rhode Island Land Use Plan 2025 is for “[f]irst class supporting infrastructure that protects the public’s health, safety and welfare, fosters economic well-being, preserves and enhances environmental quality, and reinforces the distinction between urban and rural areas” (See LUG 4). An objective in support of this goal is to “[m]aintain the functional integrity of existing and planned roadways” (See LUO 4G).

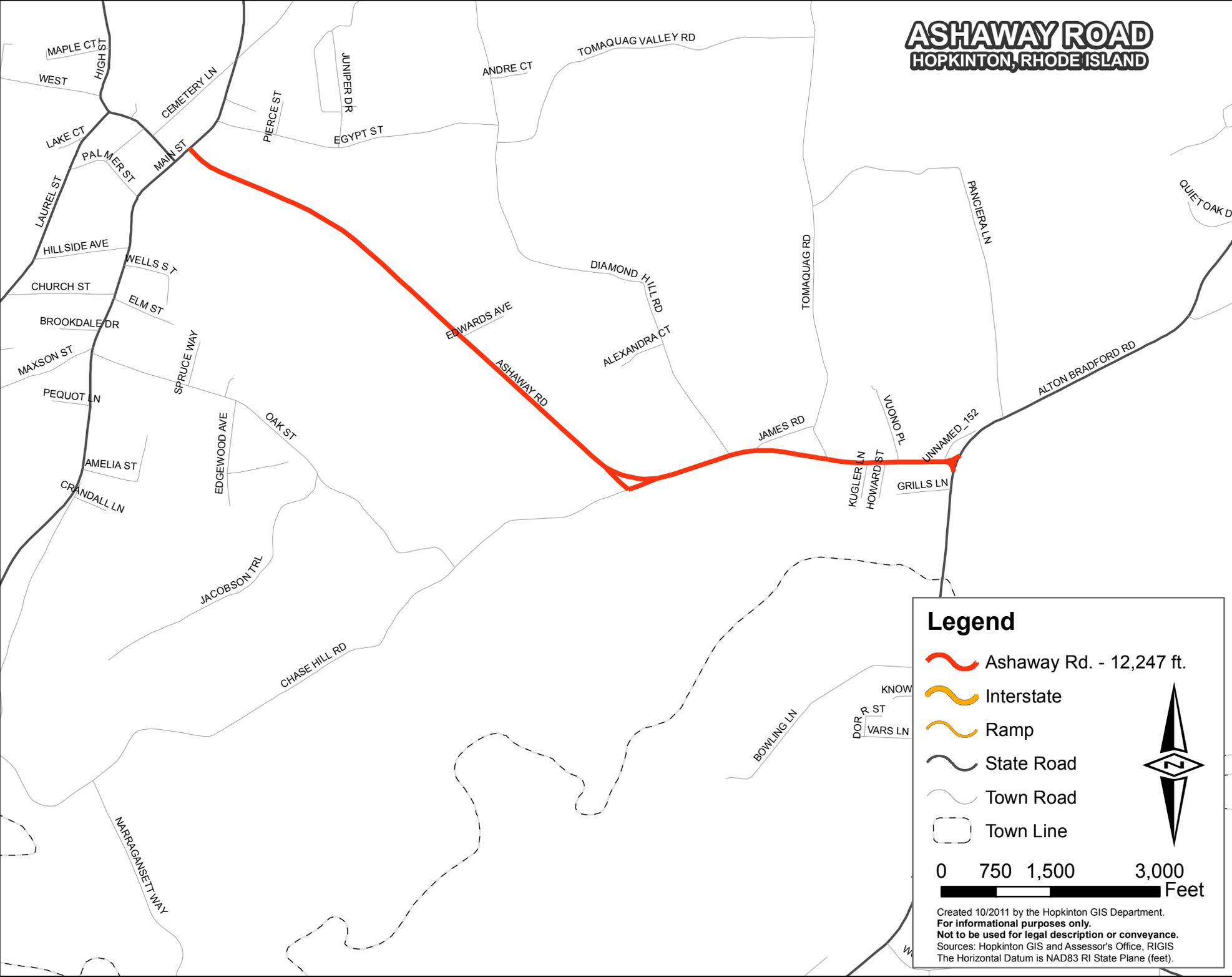
A goal of State Guide Plan Element 611 Transportation 2030 is to “[m]aintain the highway and bridge network in a safe, attractive, and less congested condition to carry passenger vehicles, commercial vehicles, government vehicles, and transit vehicles, as well as bicycles and pedestrians.” State objectives in support of this goal are to: Maintain infrastructure (See H. 1. A), Improve deficiencies (See H. 1. B), and Increase safety (See H. 1. E). State Economic Development objectives also contained in Transportation 2030 that support improving Ashaway Road include moving people efficiently to and from work and school (See ED. 1. A) and moving freight efficiently to, from, and within Rhode Island by all modes (See ED. 1. B).

The State of Rhode Island approved the Town of Hopkinton Comprehensive Plan (Plan) on September 28, 2011. The Circulation Element contained therein seeks “[t]o improve and maintain a safe, convenient and efficient traffic circulation system throughout the town” (Goal C 1). In support of that goal, it is the policy of the town to “[e]ncourage and support RIDOT in maintaining and improving state roads system in Hopkinton” (Policy C1) and to “[m]aintain a formal program for road maintenance, new road construction, and accompanying drainage facilities” (Policy C 2). As stated in the Plan, a town objective is to “[c]orrect existing road deficiencies to improve safety and traffic flow” (Objective C 3).

### Safety, Security, and Technology

The existing condition of Ashaway Road makes for an unsafe situation – any public safety vehicles responding to an emergency situation at a higher than normal speed risks a loss of control, thereby endangering the public as well as the responders.

# ASHAWAY ROAD HOPKINTON, RHODE ISLAND



## Legend

- Ashaway Rd. - 12,247 ft.
- Interstate
- Ramp
- State Road
- Town Road
- Town Line



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### Priority #3

### Laurel Street

Laurel Street is an approximately 1 mile, 2-lane State Highway that serves as a Minor Rural Collector connecting Route 216 (High Street) to Maxson Street. Laurel Street serves as a significant route for children travelling to the Ashawwy Elementary School on intersecting Hillside Avenue via bus, bike and foot. In many areas, the pavement conditions and travel lanes are not conducive for a safe route to school. The condition of existing pavement and underlying roadbed have deteriorated to a degree that it is difficult for safe bicycling. At a minimum, Laurel Street requires resurfacing and widening and/or reconstruction.

#### Mobility Benefits

While Laurel Street is a low-volume 2-lane State Highway, it is nevertheless a route used by school buses traveling to Ashaway Elementary School and the regional Chariho Middle/High School located on Switch Road in the Town of Richmond. In some areas, shoulders need to be widened to accommodate bicycles.

#### Cost Effectiveness

Improving Laurel Street by principally resurfacing and minor widening is a cost effective way of reducing travel time to school.

#### Economic Development Impact

Ashaway Line & Twine, the oldest family-owned company in the United States, is located at the Route 216 end of Laurel Street. Improving road conditions will serve to encourage the retention of jobs and facilitate the movement of goods in a safe and efficient way. Laurel Street will also probably carry a certain amount of traffic coming into Rhode Island from Connecticut via Route 216 to access the Potter Hill Mill site in Westerly, which has been discussed for development as a destination of sorts for visitors.

#### Environmental Impact

Improving drainage control along Laurel Street can improve overall surface and groundwater quality as there are wetlands along its path. The Town of Hopkinton owns land on Laurel Street, adjacent to Ashaway Elementary School that could be used for recreational purposes.

### Degree of Support to Local and State Goals and Plan

An overarching goal of the Rhode Island Land Use Plan 2025 is for “[f]irst class supporting infrastructure that protects the public’s health, safety and welfare, fosters economic well-being, preserves and enhances environmental quality, and reinforces the distinction between urban and rural areas” (See LUG 4). An objective in support of this goal is to “[m]aintain the functional integrity of existing and planned roadways” (See LUO 4G).

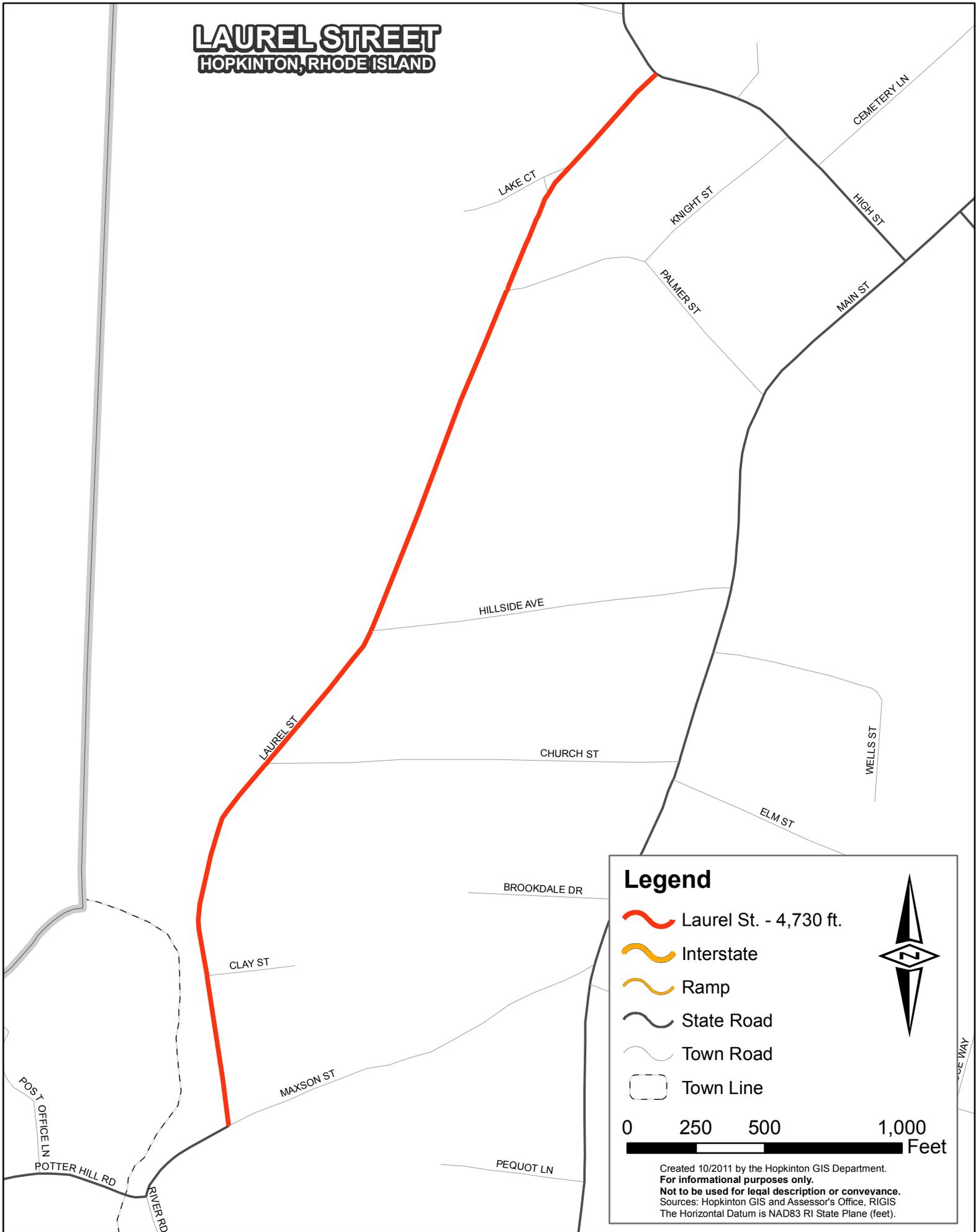
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The State of Rhode Island approved the Town of Hopkinton Comprehensive Plan (Plan) on September 28, 2011. The Circulation Element contained therein seeks “[t]o improve and maintain a safe, convenient and efficient traffic circulation system throughout the town” (Goal C 1). In support of that goal, it is the policy of the town to “[e]ncourage and support RIDOT in maintaining and improving state roads system in Hopkinton” (Policy C1) and to “[m]aintain a formal program for road maintenance, new road construction, and accompanying drainage facilities” (Policy C 2). As stated in the Plan, a town objective is to “[c]orrect existing road deficiencies to improve safety and traffic flow” (Objective C 3).

### Safety, Security, and Technology

The existing condition of Laurel Street pavement makes for an unsafe travelling situation for vehicles, bicycles, and pedestrians which is compounded when in simultaneous, mixed-mode use.

# LAUREL STREET HOPKINTON, RHODE ISLAND



## Legend

-  Laurel St. - 4,730 ft.
-  Interstate
-  Ramp
-  State Road
-  Town Road
-  Town Line



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Describe Need for Proposed Project

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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#### Priority #4

#### Chase Hill Road

Chase Hill Road is an approximately 2 mile, Federal Aid System eligible roadway that serves as a Minor Rural Collector connecting Ashaway Road and Route 3 (Main Street). The existing pavement condition makes it a prime candidate for resurfacing. In addition, there are a few rock outcroppings and a narrowing of the road at points that make it difficult for a school bus and car to simultaneously pass, as well as problematic for safe bicycling. At a minimum, Chase Hill Road requires resurfacing and shoulder improvements to better accommodate truck traffic at the Route 3 intersection.

#### Mobility Benefits

While Chase Hill Road is a low-volume road, it is nevertheless a route used by school buses traveling to Ashaway Elementary School and regional Chariho Middle/High School located on Switch Road in the Town of Richmond. In many areas, shoulders need to be widened to accommodate bicycles.

#### Cost Effectiveness

Improving Chase Hill Road by principally resurfacing is a cost effective way of reducing travel time to Route 3.

#### Economic Development Impact

The Town of Hopkinton is presently reviewing a proposal from LBI, Inc., a small defense-related contractor from Groton, Connecticut referred to the town by the RI Economic Development Corporation, to locate in a vacant industrial facility on Chase Hill Road near the Route 3 end. Improving road conditions here will serve to encourage the creation of high skill, well-paying jobs in the State and facilitate the movement of goods in a safe and efficient way. Shoulder improvements are needed to better accommodate truck traffic at the Route 3 intersection. Improving conditions along Chase Hill Road will also encourage tourism, as the Hopkinton Land Trust and Nature Conservancy have been assembling parcels immediately south of this road that will serve as a walking trail along the Pawcatuck River, thereby enabling users from across the region to experience the natural beauty of Hopkinton. Improving the condition of Chase Hill Road will also be of benefit to National Grid, which owns property adjacent to the facility to be acquired by LBI, and for which a new, electric substation has been discussed.

#### Environmental Impact

Improving pavement conditions along Chase Hill Road should also benefit overall surface and groundwater quality in the area. The Hopkinton Land Trust and Nature Conservancy have been assembling parcels immediately south of this road which should further encourage walking and biking activities.

### Degree of Support to Local and State Goals and Plan

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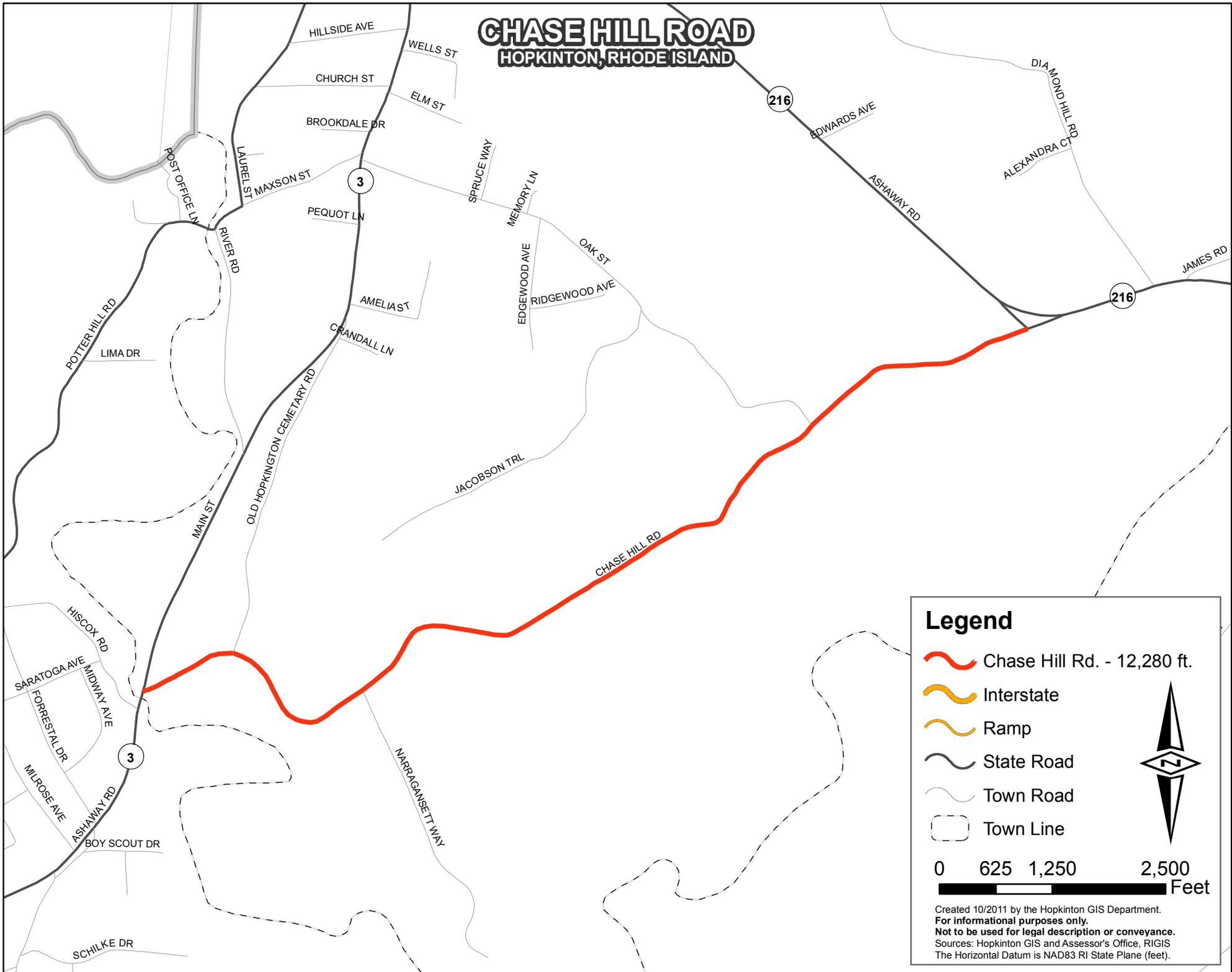
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### Safety, Security, and Technology

The existing condition of Chase Hill Road pavement makes for an unsafe situation which is compounded by the inherent curvature and hilly nature of the road that makes forward visibility difficult. It is essential to maintain pavement on Chase Hill Road to enable National Grid trucks to access and service transmission lines that run to their property (AP 1 Lot 12).

# CHASE HILL ROAD HOPKINTON, RHODE ISLAND



**Legend**

-  Chase Hill Rd. - 12,280 ft.
-  Interstate
-  Ramp
-  State Road
-  Town Road
-  Town Line

0 625 1,250 2,500 Feet

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	Location by Street Name _____
	Project Limits - From _____ To _____
	Location Maps - <input type="radio"/> 8 1/2" x 11" Attach Map of Site Indicating Project Limits
	Priority Proposal Number _____ of a Total of _____ Proposals
	Regional Submission - <input type="radio"/> Yes <input type="radio"/> No Communities _____
	Brief Description of Proposed Project
	Describe Need for Proposed Project
	Enterprise Zone - <input type="radio"/> Yes <input type="radio"/> No Details _____
Located Within State Land Use Plan 2025 Map's Designated Growth Center - <input type="radio"/> Yes <input type="radio"/> No	
Located Within State Land Use Plan 2025 Map's Urban Services Boundary - <input type="radio"/> Yes <input type="radio"/> No	
Consistent with Local Comprehensive Plan - <input type="radio"/> Yes <input type="radio"/> No	
Consistent with State Guide Plan Transportation 2030 - <input type="radio"/> Yes <input type="radio"/> 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					
Total Cost					
Amount Requested Through TIP Process					

Funding from other sources committed to this project -  Yes  No

Source	Amount
Total	

**NOTIFICATION / CERTIFICATION**

**Notification / Certification**

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

Preferred TAC Public Hearing

- |  |  |
|--|--|
| <input type="radio"/> November 7 at 6:00 pm - South Kingstown Town Hall  | <input 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 \_\_\_\_\_

Chief Executive Official's Signature \_\_\_\_\_ Date \_\_\_\_\_

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

## Priority #5

## Maxson Street

Maxson Street is a short (.3 mile), Federal Aid System eligible roadway that serves as a Minor Rural Collector connecting River Road and Route 3 (Main Street). Maxson Street gets a significant amount of traffic as it sits with the Ashaway Post Office at the intersection of Route 3 and serves as the principle connecting link to River Road, Laurel Street and the town of Westerly via the Potter Hill Mill Bridge. The degree of traffic has warranted the installation of a blinking yellow light on Route 3. To adequately serve existing needs as well as to accommodate the likely future development at the Westerly Potter Hill Mill site, at a minimum, Maxson Street requires resurfacing and widening and/or reconstruction in places in order to facilitate two-way traffic.

### Mobility Benefits

While Maxson Street is a low-volume 2-lane town road, it is nevertheless a route used by school buses. In many areas, shoulders need to be widened to accommodate bicycles and to accommodate simultaneous, mixed-mode traffic.

### Cost Effectiveness

Due to its short length and importance as a connecting link, improving Maxson Street by principally resurfacing and widening is an exceptionally cost effective use of scarce transportation funds.

### Economic Development Impact

The Potter Hill Mill site in Westerly is expected to be developed in the interest of improving the local economy. Improving road conditions will serve to encourage the creation of jobs and facilitate the movement of goods in a safe and efficient way. Improving conditions along Maxson Street will also encourage tourism, as Potter Hill serves as a RIDEM recreational site.

### Environmental Impact

Improving drainage control along Maxson Street can improve overall surface and groundwater quality, especially considering the close proximity to the Pawcatuck River. Improving Maxson Street will also serve to facilitate access to a RIDEM recreational site and encourage the preservation of the historic villages of Ashaway and Potter Hill.

### Degree of Support to Local and State Goals and Plan

An overarching goal of the Rhode Island Land Use Plan 2025 is for “[f]irst class supporting infrastructure that protects the public’s health, safety and welfare, fosters economic well-being, preserves and enhances environmental quality, and reinforces the distinction between urban and rural areas” (See LUG 4). An objective in support of this goal is to “[m]aintain the functional integrity of existing and planned roadways” (See LUO 4G).

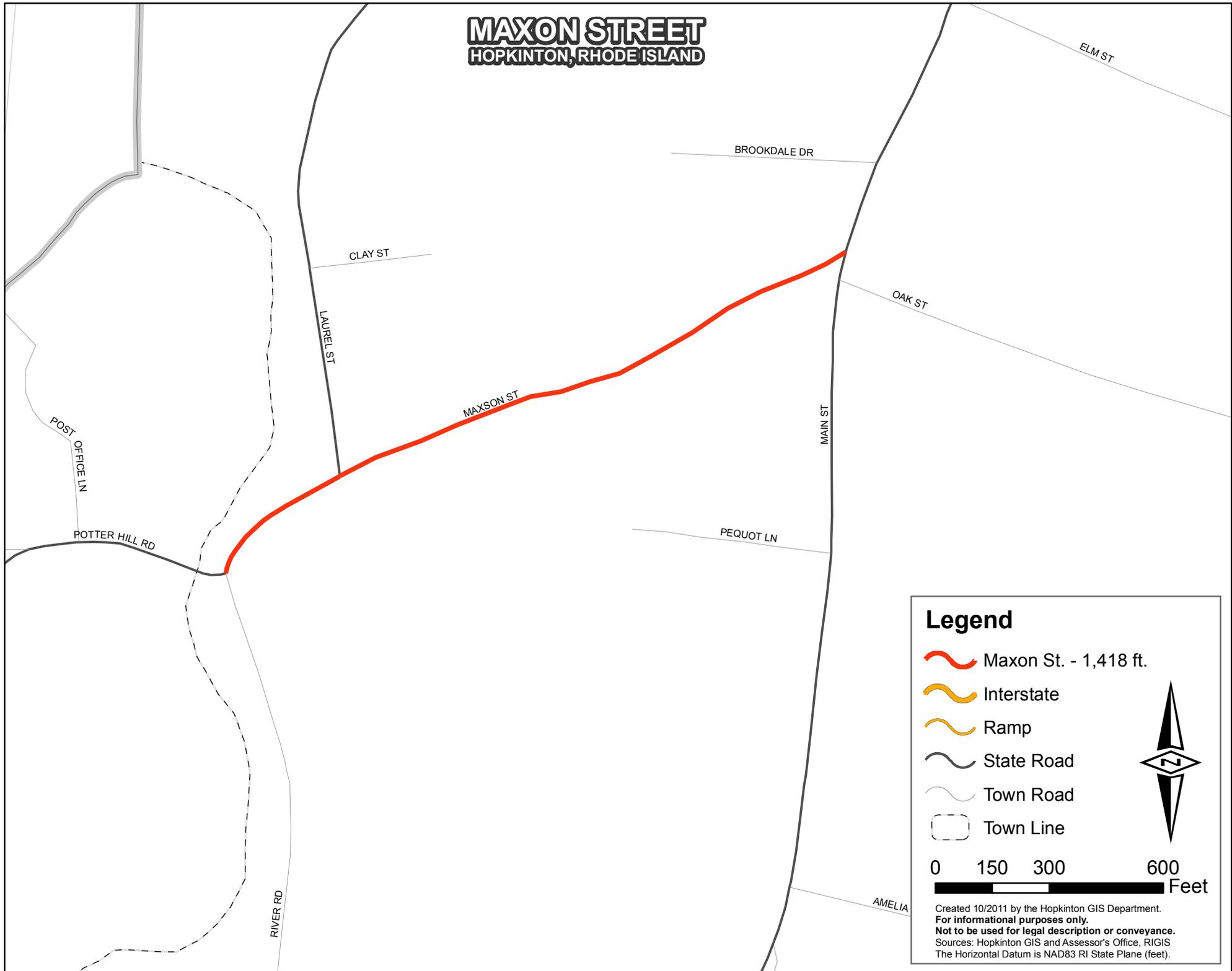
A goal of State Guide Plan Element 611 Transportation 2030 is to “[m]aintain the highway and bridge network in a safe, attractive, and less congested condition to carry passenger vehicles, commercial vehicles, government vehicles, and transit vehicles, as well as bicycles and pedestrians.” State objectives in support of this goal are to: Maintain infrastructure (See H. 1. A), Improve deficiencies (See H. 1. B), and Increase safety (See H. 1. E). State Economic Development objectives also contained in Transportation 2030 that support improving Ashaway Road include moving people efficiently to and from work and school (See ED. 1. A) and moving freight efficiently to, from, and within Rhode Island by all modes (See ED. 1. B).

The State of Rhode Island approved the Town of Hopkinton Comprehensive Plan (Plan) on September 28, 2011. The Circulation Element contained therein seeks “[t]o improve and maintain a safe, convenient and efficient traffic circulation system throughout the town” (Goal C 1). In support of that goal, it is the policy of the town to “[e]ncourage and support RIDOT in maintaining and improving state roads system in Hopkinton” (Policy C1) and to “[m]aintain a formal program for road maintenance, new road construction, and accompanying drainage facilities” (Policy C 2). As stated in the Plan, a town objective is to “[c]orrect existing road deficiencies to improve safety and traffic flow” (Objective C 3).

### Safety, Security, and Technology

The existing condition of Maxson Street makes for an unsafe travelling situation for vehicles, bicycles, and pedestrians which is compounded when in simultaneous, mixed-mode use.

# MAXON STREET HOPKINTON, RHODE ISLAND



### Legend

- Maxon St. - 1,418 ft.
- Interstate
- Ramp
- State Road
- Town Road
- Town Line

0 150 300 600 Feet

Created 10/2011 by the Hopkinton GIS Department.  
For informational purposes only.  
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Sources: Hopkinton GIS and Assessor's Office, RIGIS  
The Horizontal Datum is NAD83 RI State Plane (feet).