

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 <u>City of Newport</u>			
	Contact Person <u>Paige R. Bronk, AICP</u>			
	Address <u>City Hall, 43 Broadway</u>			
	City <u>Newport</u>		Rhode Island	
	Phone <u>401-845-5450</u>		Zip Code <u>02840</u>	
Email <u>PBronk@cityofnewport.com</u>				

PROJECT PRIORITIZATION	Project Prioritization					
	Priority	Listed in TIP 2009 - 2012		Regional Project		Project Name
		Yes	No	Yes	No	
	1	✓			✓	Broadway Streetscape Improvements (Modified) (Farewell to Bliss Rd)
	2A	✓			✓	Thames Street - Southern (original extent in TIP) (Memorial Blvd to Ann St)
	2B		✓		✓	Thames Street - Southern Continuation (Ann St to Wellington Ave)
	3		✓		✓	Spring Street Improvements (Morton Ave to Memorial Blvd)
	4	✓			✓	Goat Island Bridge #697
	5		✓		✓	Ocean Avenue Seawall (begin in vicinity Harrison Ave to west to End)
	6	✓		✓		JT Connell Highway (Admiral Kalbfus Rotary to Coddington Highway)

Please use an additional sheet if necessary.

CERTIFICATION	Applicant Certification	
	The information provided on this application is in accordance with local regulations and ordinances.	
	Edward F. Lavallee	City Manager
	Applicant	Title
		<u>10-24-2011</u>
Signature	Date	
Official Certification - For Statewide Planning Use Only		
Submission Date _____	Accepted by _____	

THE CITY OF NEWPORT

RESOLUTION

OF THE

COUNCIL

No. 2011-141
No.

WHEREAS, the State of Rhode Island Statewide Planning Council is soliciting proposals from municipalities for inclusion in the statewide Transportation Improvement Program (T.I.P) for FFY 2013-2016; and

WHEREAS, funding for transportation projects is projected to decrease from approximately \$210 million to \$160 million; and

WHEREAS, the City of Newport has prioritized existing projects already programmed from FY 2009-12 and identified new projects for inclusion in the T.I.P.; and

WHEREAS, the projects shall help further the goals and policies of the Newport Comprehensive Land Use Plan through improvements to the transportation system so as to improve road conditions, traffic management and congestion, reduced air pollution, increased choices for mass transit, protection and enhancement of historic and natural resources, and added safety for streets and sidewalks for pedestrians, bicyclists and vehicular traffic; and

WHEREAS, the local projects identified for submittal in priority order are as follows:

1. Broadway
2. Thames Street Streetscape Improvements (new)
3. Spring Street (New)
4. Goat Island Bridge #697
5. Ocean Avenue Seawall (New)
6. J.T. Connell Highway

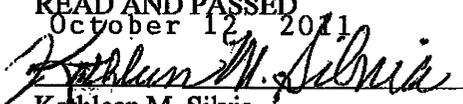
Other projects not requiring prioritization or further submittal, but are a part of the ongoing TIP process include: Southern Thames Street , Pell Bridge Access Improvement, Armstrong Bridge # 893 Replacement, Rose Island Light Restoration, and Washington Square. NOW THEREFORE BE IT

RESOLVED: that the Council of the City of Newport hereby authorizes the City Manager to sign the TIP application materials and submit to the State Planning Council the above referenced projects for inclusion in the Transportation Improvement Program for FY 2013-2016.

IN COUNCIL

READ AND PASSED

October 12, 2011


Kathleen M. Silvia
City Clerk

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

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			400,000	3,803,820	4,203,820
Total Cost					4,203,820
Amount Requested Through TIP Process					2,703,820

Funding from other sources committed to this project - Yes No

Source	Amount
City Funds - Engineering Design	400,000
City Funds - Partial Construction	1,100,000
Total	1,500,000

NOTIFICATION / CERTIFICATION

Notification / Certification

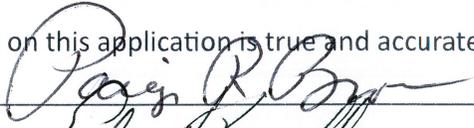
Date of Local Public Hearing October 12, 2011

Municipal & Regional Planning Agency Projects Only

Preferred TAC Public Hearing

- | | |
|--|--|
| <input type="radio"/> November 7 at 6:00 pm - South Kingstown Town Hall | <input type="radio"/> November 8 at 9:00 am - Department of Administration |
| <input type="radio"/> November 9 at 6:00 pm - Blackstone Valley Corridor | <input checked="" 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 10-24-2011

Chief Executive Official's Signature  Date 10-24-2011

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 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	

Transportation Improvement Program – THAMES STREET, NEWPORT, RI

Additional Information

Thames Street, Priority #2 (2A/2B), includes the existing TIP Pilot Project from Memorial Boulevard to Ann Street (“Southern Extent” - 2A) – 370 linear feet long - plus the expansion of this project from Ann Street to Wellington Avenue – ½ mile (2,456 linear feet). *Note: Construction and design costs identified for this project include only the new costs for Project 2B (Ann Street to Wellington) since the expenses for Project 2A are already included in the TIP 2009-2013.* Thames Street, an Urban Minor Arterial road, is the southbound, one-way segment of the “Thames St/Spring St One-Way Circular” and serves as one of only two southbound routes to Newport’s regional-scale tourist areas, including the historic Ocean Avenue Waterfront and Fort Adams State Park. This area is also the site of numerous nationally known and attended events and festivals throughout the year, drawing from the entire northeast section of the country and beyond, as well as the Tall Ships and previous America’s Cup and upcoming trials. Newport is classified as within the Urban Services boundary and the southern portion is designated as a “future growth area” in the State Guide Plan. The Thames Street Project is the southern portion of Newport’s “Main Street on the Waterfront” and its maritime economy and support services. This Project will promote economic development, re-energize an existing "Main Street" corridor vital to the neighborhood vitality of the Yachting District which incorporates local commercial businesses that attract, and define one of the city's prime tourist destination. In addition, the Project significantly improves access to the employment centers of the City, facilitates the movement of goods, encourages regional tourism, and greatly enhances access to historical, recreational, cultural, and scenic assets. The Ann Street Pier, the dividing line between Projects 2A and 2B and the only publicly owned and accessible waterfront resource, is being renovated through the Armory Wharf Project to provide a central Harbor Center respite and transient boating and docking facility, consistent with the City’s Harbor Management Plan. The Project also provides immediate access to the City’s Harbor Walk of the waterfront and wharf district. Newport is a “Complete Streets” city (Council Resolution 2010-130) and the City Council has designated funds that could cover design and a portion of the construction. The City will continue its existing City maintenance program by maintaining the reconstructed sidewalks improved during the Project. The sewer system in the area was improved in 2011 and no further improvements would be needed in the roadbed or sidewalks due to future sewer line or lateral construction. The project limits area incorporates bicycle as well as pedestrian uses plus serves as a link to the many maritime waterfront commercial and residential establishments within this area. This Project promotes walkability and bikeability of neighborhoods, retains community and quality-of-life values, preserves and enhances scenic and historic districts and viewsapes and their visual appeal, and improves an urban “Village Center”.

Mobility benefits

- Number of travelers served - high volume 2-lane highway – 8,009 vehicles ADT (off-season RIDOT traffic count [June]) – number of vehicles increases exponentially during peak tourist season with over 3.5 million visitors, including over 17,500 cruise ship passengers/sightseers.
- Level of service improved, congestion reduced – as result of increased efficiency of road system as well as improved intermodal facilities, particularly for pedestrians (sidewalks and handicapped access), bicycles (improved travelling surface), and access to maritime uses via the new public Harbor Center being constructed for the Harbor Shuttle Project.
- Number of intermodal modes – Vehicular, Trolley (RIPTA), Harbor Water Shuttle, Walking, Biking, Tour Bus, Boating Access with connectivity between the diverse transportation modes.
- Regional scale/impact – Newport’s Tourist Industry draws 3.5 million annual visitors to RI from throughout U.S./New England.
- Mobility provided to transit users and people not using personal motor vehicles
- Improvement of user comfort, convenience, information – Armory Wharf “Harbor Center” Project at Ann Street Pier, sidewalk streetscape improvements, existing RIDOT on-road bike route improvements.

Cost-effectiveness

- Capital cost is in proportion to major economic benefit from improvements
- Project uses innovative and low cost alternative designs – Pilot Project has developed these designs plus use of porous riding surfaces and improved stormwater management system.
- Utilization and preservation of existing infrastructure (including improvement in pavement condition), consideration of future maintenance, operating, and capital costs – Complete Streets City plus transit oriented development.
- Potential to leverage federal transportation funds with other public or private investment – Major local investment and private capital has been leveraged against federal transportation funds to promote the revitalization of this Main Street and its maritime and commercial economy (est. 25-49% leveraged funds).

Economic development

- Creation or retention of jobs. “Main Street” Thames Street and its maritime and commercial economy represent a major City Employment Center – the availability of intermodal resources is greatly improved thereby improving access to employment centers
- Facilitating the movement of goods – as provided to the commercial and hotel economies along Thames Street plus the maritime industry abutting this project.
- Encourages tourism – Project significantly enhances and improves access to historical, recreational, cultural, and scenic assets of this historic streetscape and adjacent attractions and commercial activities.
- Benefit to economically disadvantaged populations – low income – by improving access and availability of commerce in the Project area, the service industry employees that comprise this population are directly impacted as a result of an anticipated greater economic success of the area businesses. Most of these employees live within 1 mile of the project and frequently use non-vehicle transportation to work.

Environmental impact

- Improves environmental resources including air quality, promotes energy conservation, improves water quality, protection and enhancement of environmental resources, preservation and enhancement of scenic and historic districts or viewsapes, and improvement of visual appeal – obtained by improving providing bicycle/pedestrian facilities and increasing transit trolley and harbor shuttle services as well as improvements to stormwater management system and drainage control, critical to Narragansett Bay’s designation as a significant estuary and one of most densely populated estuary systems in U.S.
- Contribution to a greenways system by improving one of 2 major access routes to Ocean Avenue state-designated Greenspace and Greenways Plan Greenway.
- Promotes walkability and bikeability of neighborhoods and retains community and quality-of-life values
- Improvement of Main Street village center in a smaller, older city.

Degree of support to local and state goals and plans

- Priority given by local government to this project is #2 overall and #1 of new projects requested.
- Past commitment such as completion of studies has been ongoing for the design of pilot project portion of the project (2A) for which provision for a local funding share has been provided.
- Linkage with other local projects – New Project 2B expands extent of Project 2A and is directly related to new project #3 – Spring St which comprises the northbound/easterly segment of the 1-way Circulator.
- Implements the state transportation plan and other State Guide Plan elements – All elements of goals, objectives, and policies are addressed in some way by this project in State Guide Plan, including sustainability, community design, greenspace system, infrastructure, and implementation.
- Degree of public support is significant as evidenced by City Council Resolution and bonding dedication for construction and design work.

Safety / Security / Technology

- Corrects significant safety problems and enhances safety as the result of improved sidewalks and their design, broken-up and uneven pavement surfaces, signage, streetscape amenities.
- Improves walking and bicycling safety on routes to schools south of project (elementary and high school) and other public facilities, especially for children and the elderly, as referenced in the City’s Comprehensive Land Use Plan.

City of Newport
Transportation Improvement Program Project

Priority #2 – Thames Street

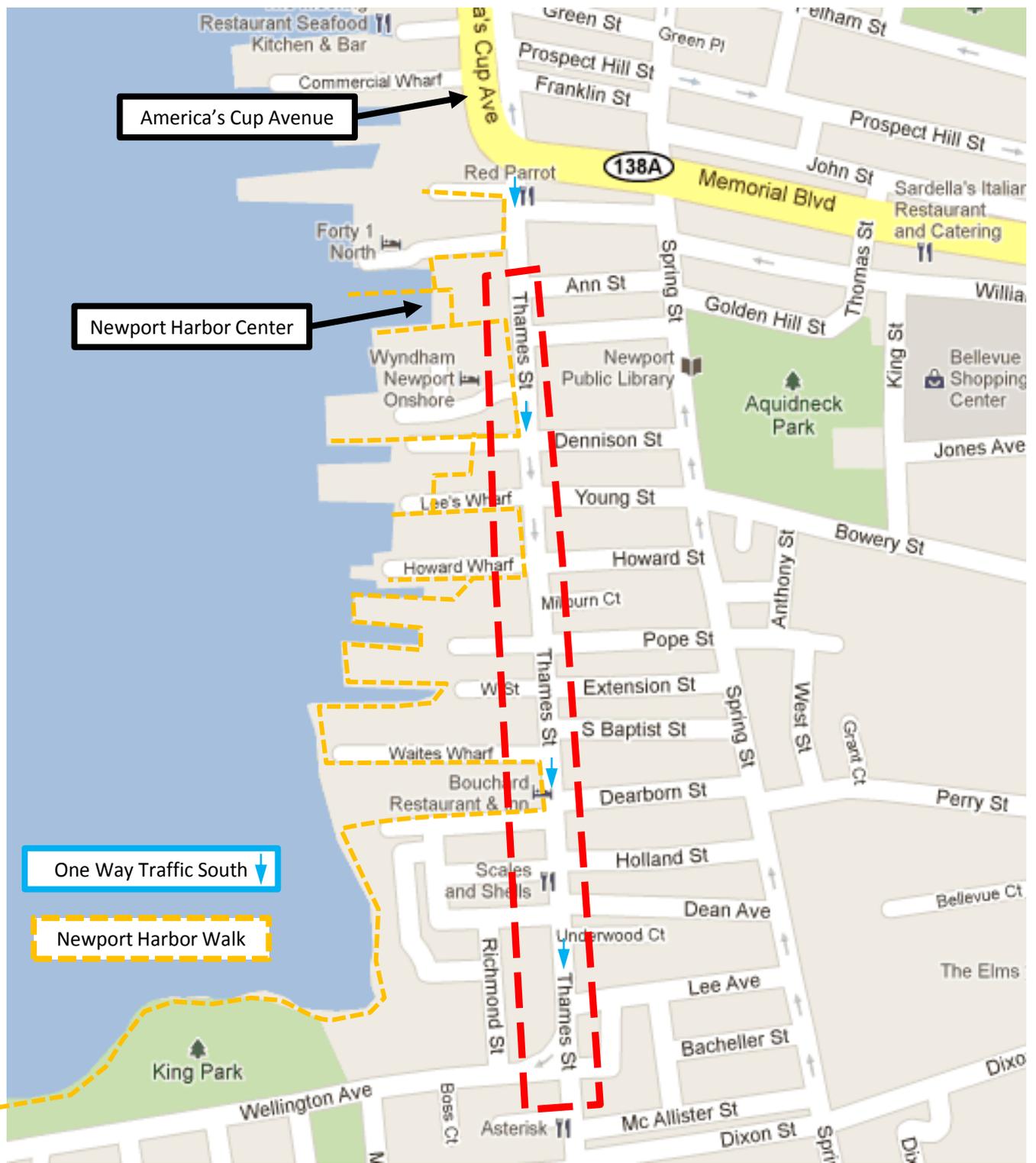
Project Need Description, Cont.

Priority #2A – Existing TIP “Southern Thames Street”:
Continued.

In addition, the City is working to apply other grant funds to the abutting Armory property to create a “Guest Boating Facility” and to extend the “Ann Street Pier.” Roadway and sidewalk improvements would directly serve the public and private waterfront needs along this segment of Thames Street.

Priority #2B – NEW TIP “Thames Street Streetscape Improvements”:

This project extends upon the “Southern Thames Street” project and has similar needs. Thames Street is the only roadway that serves and parallels Newport’s southern harbor waterfront. Commerce has expanded within this more southerly portion of Thames Street and public infrastructure roadway improvements are needed to compliment private sector growth. The road condition and sidewalks are in poor condition thereby creating issues for motorists and pedestrians. Several alternative modes of transportation attempt to use this corridor including bicycles, scooters, pedicabs, segways, and pedestrians, but are finding it difficult due to the poor road condition. In addition, the roadway currently lacks aesthetic appeal and needs new sidewalks, curbing and road surface. Newport’s waterfront is an area of future growth and Thames Street is the only road serving the waterfront. Improvements to this roadway would assist greatly in enticing the right types of quality growth for this urban growth area. Recently, the City and URI completed an economic analysis for the waterfront area including Thames Street with specific recommendations for future land uses that would best serve the community. It was determined that on a per acre basis, this area can generate more revenue to the City than other non-waterfront parcels and that resources should be focused on the waterfront corridor for municipal economic development benefit.



Thames Street from Ann Street to Wellington Avenue

LOWER THAMES STREET (ANN STREET - WELLINGTON AVENUE)
PRELIMINARY ESTIMATE
October 17, 2011

ITEM	CODE	DESCRIPTION	UNIT	QUANTITY		TOTAL
1	201.0401	REMOVE AND DISPOSE GRANITE CURB	LF	3131	\$ 15.00	\$46,970.66
2	201.0403	REMOVE AND DISPOSE SIDEWALKS	SY	3701	\$ 15.00	\$55,515.00
3	201.0407	REMOVE AND DISPOSE PAVEMENT AND RIGID BASE	SY	6000	\$ 15.00	\$90,000.00
4	201.0410	REMOVE AND DISPOSE CATCH BASINS	EACH	25	\$ 670.00	\$16,784.18
5	201.0412	REMOVE AND DISPOSE MANHOLE	EACH	26	\$ 700.00	\$18,200.00
6	201.0414	REMOVE AND DISPOSE PIPE - ALL SIZES	LF	44	\$ 40.00	\$1,753.57
7	201.0602	REMOVE AND STOCKPILE GROUND MOUNTED SIGNS	EACH	44	\$ 130.00	\$5,699.11
8	201.9901	REMOVE AND DISPOSE STONE CURB	LF	2419	\$ 20.00	\$48,380.00
9	201.9902	REMOVE AND STOCKPILE BLOCK PAVEMENT	SY	8267	\$ 25.00	\$206,670.92
10	201.9903	REMOVE AND STOCKPILE BRICK PAVERS	SY	1253	\$ 25.00	\$31,313.78
11	201.9904	REMOVE AND DISPOSE METAL POST	EACH	6	\$ 325.00	\$2,035.40
12	201.9905	REMOVE AND DISPOSE RAILROAD TIE	LF	752	\$ 10.00	\$7,515.31
13	202.0300	UNCLASSIFIED EXCAVATION	CY	5480	\$ 20.00	\$109,598.21
14	204.0100	TRIMMING AND FINE GRADING	SY	6000	\$ 5.00	\$30,000.00
15	206.0208	REMOVAL OF BALED HAY EROSION CHECKS	LF	4071	\$ 5.00	\$20,353.95
16	209.0110	BALED HAY CATCH BASIN INLET PROTECTION	LF	4071	\$ 10.00	\$40,707.91
17	302.0100	GRAVEL BORROW SUBBASE COURSE	CY	3601	\$ 25.00	\$90,027.10
18	401.0101	BITUMINOUS BINDER COURSE	TON	1722	\$ 95.00	\$163,614.48
19	401.0200	BITUMINOUS SURFACE COURSE TYPE I-1	TON	939	\$ 95.00	\$89,244.26
20	403.0300	ASPHALT EMULSION TACK COAT	SY	6000	\$ 0.50	\$3,000.00
21	410.1000	TEMPORARY PATCHING MATERIAL/TRENCHES	TON	451	\$ 185.00	\$83,419.90
22	701.0412	REINFORCED CONCRETE PIPE M 170 CLASS III 12 INCH	LF	532	\$ 115.00	\$61,218.43
23	701.0415	REINFORCED CONCRETE PIPE M 170 CLASS III 15 INCH	LF	1096	\$ 125.00	\$136,997.77
24	701.0612	REINFORCED CONCRETE PIPE M 170 CLASS V 12 INCH	LF	94	\$ 130.00	\$12,212.37
25	701.9901	WATERMAIN RELOCATION	LS	1	\$ 25,000.00	\$25,000.00
26	702.0517	FRAME AND GRATE, STANDARD 6.3.2	EACH	44	\$ 650.00	\$28,495.54
27	702.0522	FRAME AND COVER, STANDARD 6.2.1	EACH	26	\$ 660.00	\$17,160.00
28	702.0605	PRECAST CATCH BASIN 4' DIAMETER STANDARD 4.4.0	EACH	25	\$ 2,500.00	\$62,627.55
29	702.0630	PRECAST MANHOLE 4' DIAMETER STANDARD 4.2.0	EACH	26	\$ 2,500.00	\$65,000.00
30	702.0713	PRECAST CONCRETE DROP INLET WITH APRON STONE, STANDARD 4.5.1	EACH	19	\$ 2,500.00	\$46,970.66
31	702.0714	PRECAST CONCRETE DROP INLET WITH APRON STONE, STANDARD 4.5.2	EACH	6	\$ 2,500.00	\$15,656.89
32	702.0541	GRANITE INLET STONE 38" STANDARD 7.3.6	EACH	24	\$ 600.00	\$14,400.00
33	702.0543	GRANITE APRON STONE 38" STANDARD 7.3.8	EACH	50	\$ 600.00	\$30,061.22
34	706.9000	PLUG AND CAP PIPE ALL SIZES	EACH	25	\$ 300.00	\$7,515.31
35	707.0900	ADJUST MANHOLE TO GRADE	EACH	25	\$ 600.00	\$15,030.61
36	707.0955	ADJUST ELECTRICAL MANHOLE TO GRADE	EACH	25	\$ 600.00	\$15,030.61
37	707.1000	ADJUST SANITARY MANHOLE TO GRADE	EACH	13	\$ 600.00	\$7,515.31
38	707.1100	ADJUST CATCH BASIN TO GRADE	EACH	21	\$ 600.00	\$12,600.00
39	708.9041	CLEANING CATCH BASINS ALL TYPES AND SIZES	EACH	21	\$ 200.00	\$4,200.00
40	713.8269	ADJUST WATER GATE BOXES TO GRADE	EACH	94	\$ 100.00	\$9,394.13
41	713.8300	ADJUST GAS GATE BOXES TO GRADE	EACH	44	\$ 100.00	\$4,400.00
42	714.9901	ADJUST POST TYPE HYDRANT	EACH	10	\$ 1,200.00	\$12,000.00
43	808.1640	PREFORMED JOINT FILLER EXPANDED RUBBER 1 INCH	SF	1096	\$ 50.00	\$54,799.11
44	905.9901	COLORLED STAMPED PORTLAND CEMENT SIDEWALK	SY	2899	\$ 120.00	\$347,880.00
45	905.9902	COLORLED STAMPED PORTLAND CEMENT DRIVEWAY	SY	689	\$ 140.00	\$96,464.43
46	905.9903	COLORLED STAMPED PORTLAND CEMENT WHEELCHAIR RAMP	SY	877	\$ 140.00	\$122,750.00
47	905.9904	COLORLED STAMPED PORTLAND CEMENT CROSSWALK - RAISED	SY	595	\$ 140.00	\$83,294.64
48	905.9905	COLORLED STAMPED PORTLAND CEMENT CROSSWALK - FLUSH	SY	344	\$ 140.00	\$48,223.21
49	906.0110	GRANITE CURB, QUARRY SPILT STRAIGHT, STANDARD 7.3.0	LF	3959	\$ 45.00	\$178,155.00
50	906.0111	GRANITE CURB, QUARRY SPILT CIRCULAR, STANDARD 7.3.0	LF	1409	\$ 45.00	\$63,410.40
51	906.0120	GRANITE WHEELCHAIR RAMP CURB STANDARDS 7.3.3, 43.3.0 AND 43.3.1	EACH	163	\$ 600.00	\$97,698.98
52	907.0100	WATER FOR DUST CONTROL	MGAL	13	\$ 30.00	\$375.77
53	907.0200	CALCIUM CHLORIDE FOR DUST CONTROL (PROJECT WIDE)	TON	6	\$ 600.00	\$3,757.65
54	922.0100	TEMPORARY CONSTRUCTION SIGNS STANDARD 29.1.0	SF	889	\$ 25.00	\$22,232.78
55	923.0105	DRUM BARRICADE STANDARD 26.2.0	BDAY	18162	\$ 1.00	\$18,161.99
56	931.0110	CLEANING AND SWEEPING PAVEMENT	HSY	75	\$ 4.00	\$300.61
57	932.0100	CUTTING AND MATCHING ASPHALT	LF	1378	\$ 2.00	\$2,755.61
58	932.0230	FULL-DEPTH SAWCUT OF PORTLAND CEMENT CONCRETE SIDEWALK/DRIVEWAY	LF	1127	\$ 4.00	\$4,509.18
59	936.0110	MOBILIZATION	LS	1	\$ 110,000.00	\$110,000.00
60	937.0200	MAINTENANCE AND MOVEMENT TRAFFIC PROTECTION	LS	1	\$ 40,000.00	\$40,000.00
61	L01.9901	STONEDUST, COARSE GRADE	SY	59	\$ 15.00	\$885.00
62	L06.0202	TRANSPLANTING TREES ALL TYPES AND SIZES	EACH	20	\$ 300.00	\$6,000.00
63	L11.0102	TREE PLANT PROTECTION DEVICE STANDARD 51.1.0	EACH	25	\$ 100.00	\$2,505.10
64	L15.9901	REMOVE AND RELOCATE TRASH RECEPTICAL	EACH	25	\$ 30.00	\$751.53
65	L15.9902	REMOVE AND RELOCATE PLANTER	EACH	25	\$ 30.00	\$751.53

ITEM	CODE	DESCRIPTION	UNIT	QUANTITY		TOTAL
66	L15.9903	REMOVE AND RELOCATE PAPER BOX	EACH	63	\$ 30.00	\$1,878.83
67	L15.9904	ROOT BARRIER TREATMENT FOR EXISTING TREES	LF	438	\$ 35.00	\$15,343.75
68	L15.9005	REMOVE AND RESET METAL POST	EACH	13	\$ 175.00	\$2,191.96
69	L15.9006	HAND DUG TREE INSTALLATION	EACH	20	\$ 700.00	\$14,000.00
70	T15.0100	DIRECTIONAL REGULATORY AND WARNING SIGNS	SF	123	\$ 25.00	\$3,075.00
71	T15.2000	PARKING SIGNS	SF	114	\$ 75.00	\$8,550.00
72	T16.0320	GROUND MOUNTED PRIMARY DIRECTIONAL SIGN POST - WOOD	EACH	63	\$ 575.00	\$36,010.84
73	T16.9901	REMOVE AND RELOCATE PARKING METER	EACH	13	\$ 150.00	\$1,878.83
74	T16.9902	RETAIN SIGN PANEL AND REPLACE SIGN POST	EACH	63	\$ 250.00	\$15,656.89
75	T20.2004	4 INCH EPOXY RESIN PAVEMENT MARKINGS WHITE	LF	413	\$ 2.00	\$826.68
76	T20.2012	12 INCH EPOXY RESIN PAVEMENT MARKINGS WHITE	LF	251	\$ 2.00	\$501.02

Subtotal **\$3,169,848.47**

10% Construction EGR **\$316,984.85**

10% Contingencies **\$316,984.85**

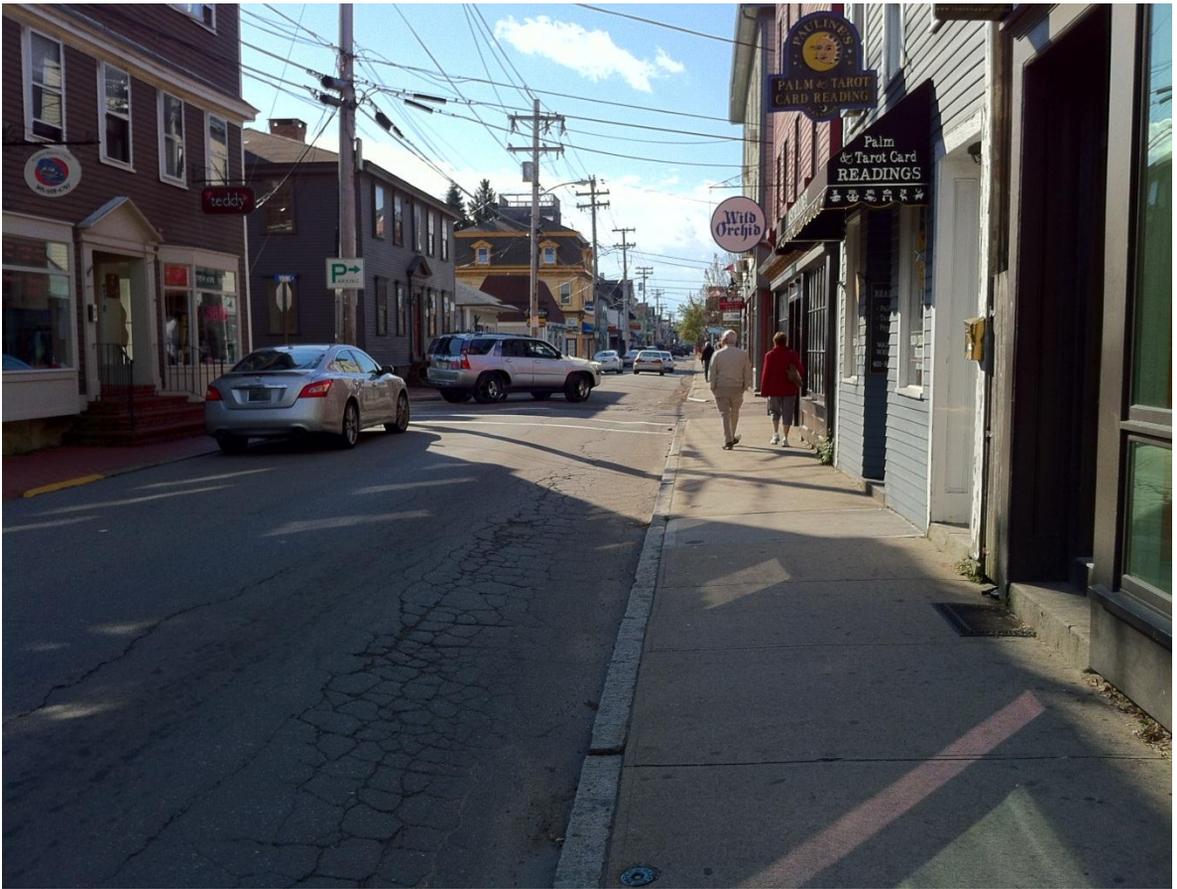
EGR Design **\$400,000.00**

Total **\$4,203,818.16**















Transportation Improvement Program

Application - New Projects Only

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One Capitol Hill
Providence, RI 02908
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CONTACT

Contact Information

Entity / Organization _____

Contact Person _____

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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 _____

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Describe Need for Proposed Project

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

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Consistent with Local Comprehensive Plan - Yes No

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NOTIFICATION / CERTIFICATION

Notification / Certification

Date of Local Public Hearing October 12, 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 type="radio"/> November 8 at 9:00 am - Department of Administration |
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Attest: The information provided on this application is true and accurate

Applicant's Signature *Pamela R. Brown* Date 10-24-2011

Chief Executive Official's Signature *Edmund Dwyer* Date 10-24-2011

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 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	

Transportation Improvement Program – SPRING STREET, NEWPORT, RI

Additional Information

Spring Street, Priority #3, is a proposed NEW TIP project with a project extent from Memorial Boulevard to Morton Avenue –0.8 mile (4,238 linear feet). Spring Street, an Urban Minor Arterial road (*Urban Collector south of Narragansett Avenue*), is the northbound 1-way segment of the “Thames St/Spring St One-Way Circular” and serves as one of only two northbound routes from Newport’s regional-scale tourist areas, including the historic Ocean Avenue Waterfront and Fort Adams State Park, site of numerous nationally known and attended events and festivals throughout the year, drawing from the entire northeast section of the country and beyond, as well as the Tall Ships and previous America’s Cup and upcoming trials. Newport is classified as within the Urban Services boundary and designated as a “future growth area” in the State Guide Plan. The Spring Street Project is the primary egress route from the southern portion of the city as well as from Thames Street, Newport’s “Main Street on the Waterfront” with its maritime economy and support services. Spring Street is also a State designated Hurricane Evacuation Route. This Project provides an important economic benefit while serving as the easterly portion of the 1-way circulator. It will assist economic development by re-energizing an existing "Main Street" corridor vital to the neighborhood vitality of the Yachting District which incorporates local commercial businesses that attract and define one of the city's prime tourist destination. In addition, the Project significantly improves egress from a prime employment center of the City, facilitates the movement of goods, and encourages regional tourism and greatly enhances access to historical, recreational, cultural, and scenic assets. Newport is a “Complete Streets” city (Council Resolution 2010-130) and the City Council has designated funds that could cover design and a portion of the construction. The City will continue its existing City maintenance program by maintaining the reconstructed and improved sidewalks. The sewer system in the area was improved in 2011 and no further improvements would be needed in the roadbed or sidewalks due to future sewer line or lateral construction. The project area incorporates bicycle as well as pedestrian uses plus serves as a link to the many maritime waterfront commercial and residential establishments. This Project promotes walkability and bikeability of neighborhoods, retains community and quality-of-life values, preserves/enhances scenic and historic districts and viewsapes and their visual appeal, and improves a primary egress route from an urban “Village Center.”

Mobility benefits

- Number of travelers served - high volume 2-lane highway – 8,135 vehicles ADT (off-season RIDOT traffic count [June]) – number of vehicles increases exponentially during peak tourist season with over 3.5 million visitors, including over 17,500 cruise ship passengers/sightseers.
- Level of service improved, congestion reduced – as result of increased efficiency of road system as well as improved intermodal facilities, particularly for pedestrians (sidewalks and handicapped access), bicycles (improved travelling surface), and access to/egress from maritime uses.
- Number of intermodal modes – Vehicular, Trolley (RIPTA), Harbor Water Shuttle, Walking, Biking, Tour Bus with connectivity between the diverse transportation modes.
- Regional scale/impact – Newport’s Tourist Industry draws 3.5 million annual visitors to RI from throughout U.S./New England.
- Mobility provided to transit users and people not using personal motor vehicles

Cost-effectiveness

- Capital cost is in proportion to major economic benefit from improvements
- Project uses innovative and low cost alternative designs – City street designs incorporate use of porous riding surfaces and improved stormwater management system.

- Utilization and preservation of existing infrastructure (including improvement in pavement condition), consideration of future maintenance, operating, and capital costs – Complete Streets City plus transit oriented development.
- Potential to leverage federal transportation funds with other public or private investment – Major local investment and private capital has been leveraged against federal transportation funds to promote the reconstruction of Spring Street and surrounding area’s commercial economy (est. < 25% leveraged).

Economic development

- Creation or retention of jobs. The project is the primary egress route from “Main Street” Thames Street and its maritime and commercial economy which represents a major City Employment Center – the availability of intermodal resources is greatly improved thereby improving egress from this major service industry employment center.
- Facilitating the movement of goods – egress route via Spring Street provides the movement of goods from the commercial/hotel economies on Thames Street plus the maritime industry.
- Encourages tourism – Project significantly enhances and improves egress from historical, recreational, cultural, and scenic assets of this historic streetscape and adjacent attractions and commercial activities.
- Benefit to economically disadvantaged populations – low income – by improving access and availability of commerce adjacent to the Project area, the service industry employees that comprise this population are directly impacted as a result of an anticipated greater economic success of the area businesses. Most of these employees live within 1 mile of the project and frequently use non-vehicle transportation to work.

Environmental impact

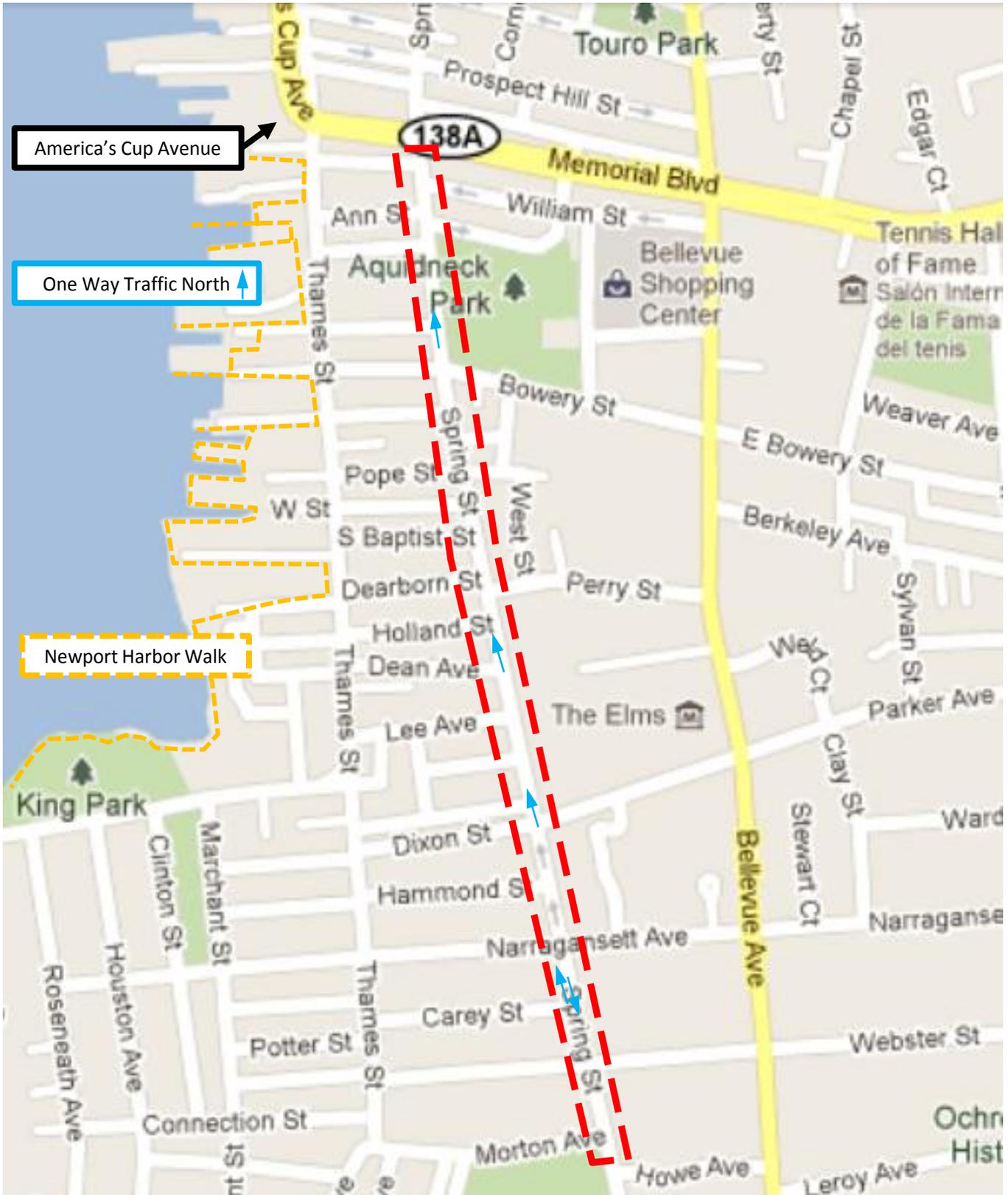
- Improves environmental resources including air quality, promotes energy conservation, improves water quality, protection and enhancement of environmental resources, preservation and enhancement of scenic and historic districts or viewsapes, and improvement of visual appeal – obtained by improving bicycle/pedestrian facilities and increasing transit trolley and harbor shuttle services as well as improvements to stormwater management system and drainage control, critical to Narragansett Bay’s designation as a significant estuary and one of most densely populated estuary systems in U.S.
- Contribution to a greenways system by improving one of 2 major egress routes from Ocean Avenue state-designated Greenspace and Greenways Plan Greenway.
- Promotes walkability and bikeability of neighborhoods and retains community and quality-of-life values
- Supports the improvement of Main Street village center in a smaller, older city.

Degree of support to local and state goals and plans

- Priority given by local government to this project is #3 overall and #2 of new projects requested.
- Linkage with other local projects – New Project #3 is directly related to existing/new project #2 – Thames St which comprises the southbound/westerly segment of the 1-way Circulator.
- Implements the state transportation plan and other State Guide Plan elements – All elements of goals, objectives, and policies are addressed in some way by this project in State Guide Plan, including sustainability, community design, greenspace system, infrastructure, and implementation.
- Degree of public support is significant as evidenced by City Council Resolution and bonding dedication for construction and design work.

Safety / Security / Technology

- Corrects significant safety problems and enhances safety as the result of improved sidewalks and their design, broken-up and uneven pavement surfaces, signage, streetscape amenities.
- Improves walking and bicycling safety on routes from schools south of project (elementary and high school) and other public facilities, especially for children and the elderly, as referenced in the City’s Comprehensive Land Use Plan.



Spring Street from Memorial Boulevard to Morton Avenue

SPRING STREET (MORTON AVENUE - MEMORIAL BOULEVARD)
PRELIMINARY ESTIMATE
October 17, 2011

ITEM	CODE	DESCRIPTION	UNIT	QUANTITY		TOTAL
1	201.0401	REMOVE AND DISPOSE GRANITE CURB	LF	2419	\$ 15.00	\$36,285.00
2	201.0403	REMOVE AND DISPOSE SIDEWALKS	SY	2776	\$ 15.00	\$41,636.25
3	201.0407	REMOVE AND DISPOSE PAVEMENT AND RIGID BASE	SY	12428	\$ 15.00	\$186,420.00
4	201.0410	REMOVE AND DISPOSE CATCH BASINS	EACH	25	\$ 670.00	\$16,784.18
5	201.0412	REMOVE AND DISPOSE MANHOLE	EACH	26	\$ 700.00	\$18,200.00
6	201.0414	REMOVE AND DISPOSE PIPE - ALL SIZES	LF	44	\$ 40.00	\$1,753.57
7	201.0602	REMOVE AND STOCKPILE GROUND MOUNTED SIGNS	EACH	44	\$ 130.00	\$5,699.11
8	201.9901	REMOVE AND DISPOSE STONE CURB	LF	5707	\$ 20.00	\$114,140.00
9	201.9902	REMOVE AND STOCKPILE BLOCK PAVEMENT	SY	8267	\$ 25.00	\$206,670.92
10	201.9903	REMOVE AND STOCKPILE BRICK PAVERS	SY	1253	\$ 25.00	\$31,313.78
11	201.9904	REMOVE AND DISPOSE METAL POST	EACH	6	\$ 325.00	\$2,035.40
12	201.9905	REMOVE AND DISPOSE RAILROAD TIE	LF	752	\$ 10.00	\$7,515.31
13	202.0300	UNCLASSIFIED EXCAVATION	CY	5480	\$ 20.00	\$109,598.21
14	204.0100	TRIMMING AND FINE GRADING	SY	12428	\$ 5.00	\$62,140.00
15	206.0208	REMOVAL OF BALED HAY EROSION CHECKS	LF	4071	\$ 5.00	\$20,353.95
16	209.0110	BALED HAY CATCH BASIN INLET PROTECTION	LF	4071	\$ 10.00	\$40,707.91
17	302.0100	GRAVEL BORROW SUBBASE COURSE	CY	3601	\$ 25.00	\$90,027.10
18	401.0101	BITUMINOUS BINDER COURSE	TON	1392	\$ 95.00	\$132,233.92
19	401.0200	BITUMINOUS SURFACE COURSE TYPE I-1	TON	1392	\$ 95.00	\$132,233.92
20	403.0300	ASPHALT EMULSION TACK COAT	SY	12428	\$ 0.50	\$6,214.00
21	410.1000	TEMPORARY PATCHING MATERIAL/TRENCHES	TON	451	\$ 185.00	\$83,419.90
22	701.0412	REINFORCED CONCRETE PIPE M 170 CLASS III 12 INCH	LF	532	\$ 115.00	\$61,218.43
23	701.0415	REINFORCED CONCRETE PIPE M 170 CLASS III 15 INCH	LF	1096	\$ 125.00	\$136,997.77
24	701.0612	REINFORCED CONCRETE PIPE M 170 CLASS V 12 INCH	LF	94	\$ 130.00	\$12,212.37
25	701.9901	WATERMAIN RELOCATION	LS	0	\$ 25,000.00	\$0.00
26	702.0517	FRAME AND GRATE, STANDARD 6.3.2	EACH	44	\$ 650.00	\$28,495.54
27	702.0522	FRAME AND COVER, STANDARD 6.2.1	EACH	26	\$ 660.00	\$17,160.00
28	702.0605	PRECAST CATCH BASIN 4' DIAMETER STANDARD 4.4.0	EACH	25	\$ 2,500.00	\$62,627.55
29	702.0630	PRECAST MANHOLE 4' DIAMETER STANDARD 4.2.0	EACH	26	\$ 2,500.00	\$65,000.00
30	702.0713	PRECAST CONCRETE DROP INLET WITH APRON STONE, STANDARD 4.5.1	EACH	19	\$ 2,500.00	\$46,970.66
31	702.0714	PRECAST CONCRETE DROP INLET WITH APRON STONE, STANDARD 4.5.2	EACH	6	\$ 2,500.00	\$15,656.89
32	702.0541	GRANITE INLET STONE 38" STANDARD 7.3.6	EACH	24	\$ 600.00	\$14,400.00
33	702.0543	GRANITE APRON STONE 38" STANDARD 7.3.8	EACH	50	\$ 600.00	\$30,061.22
34	706.9000	PLUG AND CAP PIPE ALL SIZES	EACH	25	\$ 300.00	\$7,515.31
35	707.0900	ADJUST MANHOLE TO GRADE	EACH	25	\$ 600.00	\$15,030.61
36	707.0955	ADJUST ELECTRICAL MANHOLE TO GRADE	EACH	25	\$ 600.00	\$15,030.61
37	707.1000	ADJUST SANITARY MANHOLE TO GRADE	EACH	13	\$ 600.00	\$7,515.31
38	707.1100	ADJUST CATCH BASIN TO GRADE	EACH	21	\$ 600.00	\$12,600.00
39	708.9041	CLEANING CATCH BASINS ALL TYPES AND SIZES	EACH	21	\$ 200.00	\$4,200.00
40	713.8269	ADJUST WATER GATE BOXES TO GRADE	EACH	94	\$ 100.00	\$9,394.13
41	713.8300	ADJUST GAS GATE BOXES TO GRADE	EACH	44	\$ 100.00	\$4,400.00
42	714.9901	ADJUST POST TYPE HYDRANT	EACH	10	\$ 1,200.00	\$12,000.00
43	808.1640	PREFORMED JOINT FILLER EXPANDED RUBBER 1 INCH	SF	1096	\$ 50.00	\$54,799.11
44	905.9901	PORTLAND CEMENT SIDEWALK	SY	2174	\$ 55.00	\$119,583.75
45	905.9902	PORTLAND CEMENT DRIVEWAY	SY	689	\$ 60.00	\$41,334.18
46	905.9903	PORTLAND CEMENT WHEELCHAIR RAMP	SY	877	\$ 60.00	\$52,607.14
47	905.9904	PORTLAND CEMENT CROSSWALK - RAISED	SY	595	\$ 60.00	\$35,697.70
48	905.9905	PORTLAND CEMENT CROSSWALK - FLUSH	SY	344	\$ 60.00	\$20,667.09
49	906.0110	GRANITE CURB, QUARRY SPILT STRAIGHT, STANDARD 7.3.0	LF	8126	\$ 45.00	\$365,670.00
50	906.0111	GRANITE CURB, QUARRY SPILT CIRCULAR, STANDARD 7.3.0	LF	1409	\$ 45.00	\$63,410.40
51	906.0120	GRANITE WHEELCHAIR RAMP CURB STANDARDS 7.3.3, 43.3.0 AND 43.3.1	EACH	163	\$ 600.00	\$97,698.98
52	907.0100	WATER FOR DUST CONTROL	MGAL	13	\$ 30.00	\$375.77
53	907.0200	CALCIUM CHLORIDE FOR DUST CONTROL (PROJECT WIDE)	TON	6	\$ 600.00	\$3,757.65
54	922.0100	TEMPORARY CONSTRUCTION SIGNS STANDARD 29.1.0	SF	889	\$ 25.00	\$22,232.78
55	923.0105	DRUM BARRICADE STANDARD 26.2.0	BDAY	18162	\$ 1.00	\$18,161.99
56	931.0110	CLEANING AND SWEEPING PAVEMENT	HSY	75	\$ 4.00	\$300.61
57	932.0100	CUTTING AND MATCHING ASPHALT	LF	1378	\$ 2.00	\$2,755.61
58	932.0230	FULL-DEPTH SAWCUT OF PORTLAND CEMENT CONCRETE SIDEWALK/DRIVEWAY	LF	2000	\$ 4.00	\$8,000.00
59	936.0110	MOBILIZATION	LS	1	\$ 110,000.00	\$110,000.00
60	937.0200	MAINTENANCE AND MOVEMENT TRAFFIC PROTECTION	LS	1	\$ 40,000.00	\$40,000.00
61	L01.9901	STONEDUST, COARSE GRADE	SY	59	\$ 15.00	\$885.00
62	L06.0202	TRANSPLANTING TREES ALL TYPES AND SIZES	EACH	20	\$ 300.00	\$6,000.00
63	L11.0102	TREE PLANT PROTECTION DEVICE STANDARD 51.1.0	EACH	25	\$ 100.00	\$2,505.10
64	L15.9901	REMOVE AND RELOCATE TRASH RECEPTICAL	EACH	25	\$ 30.00	\$751.53
65	L15.9902	REMOVE AND RELOCATE PLANTER	EACH	25	\$ 30.00	\$751.53

ITEM	CODE	DESCRIPTION	UNIT	QUANTITY		TOTAL
66	L15.9903	REMOVE AND RELOCATE PAPER BOX	EACH	63	\$ 30.00	\$1,878.83
67	L15.9904	ROOT BARRIER TREATMENT FOR EXISTING TREES	LF	438	\$ 35.00	\$15,343.75
68	L15.9005	REMOVE AND RESET METAL POST	EACH	13	\$ 175.00	\$2,191.96
69	L15.9006	HAND DUG TREE INSTALLATION	EACH	20	\$ 700.00	\$14,000.00
70	T15.0100	DIRECTIONAL REGULATORY AND WARNING SIGNS	SF	98	\$ 25.00	\$2,450.00
71	T15.2000	PARKING SIGNS	SF	77	\$ 75.00	\$5,775.00
72	T16.0320	GROUND MOUNTED PRIMARY DIRECTIONAL SIGN POST - WOOD	EACH	63	\$ 575.00	\$36,010.84
73	T16.9901	REMOVE AND RELOCATE PARKING METER	EACH	0	\$ 150.00	\$0.00
74	T16.9902	RETAIN SIGN PANEL AND REPLACE SIGN POST	EACH	63	\$ 250.00	\$15,656.89
76	T20.2004	4 INCH EPOXY RESIN PAVEMENT MARKINGS WHITE	LF	200	\$ 2.00	\$400.00
77	T20.2012	12 INCH EPOXY RESIN PAVEMENT MARKINGS WHITE	LF	2000	\$ 2.00	\$400.00
75	T20.2014	4 INCH EPOXY RESIN PAVEMENT MARKINGS YELLOW	LF	1800	\$ 2.00	\$4,000.00

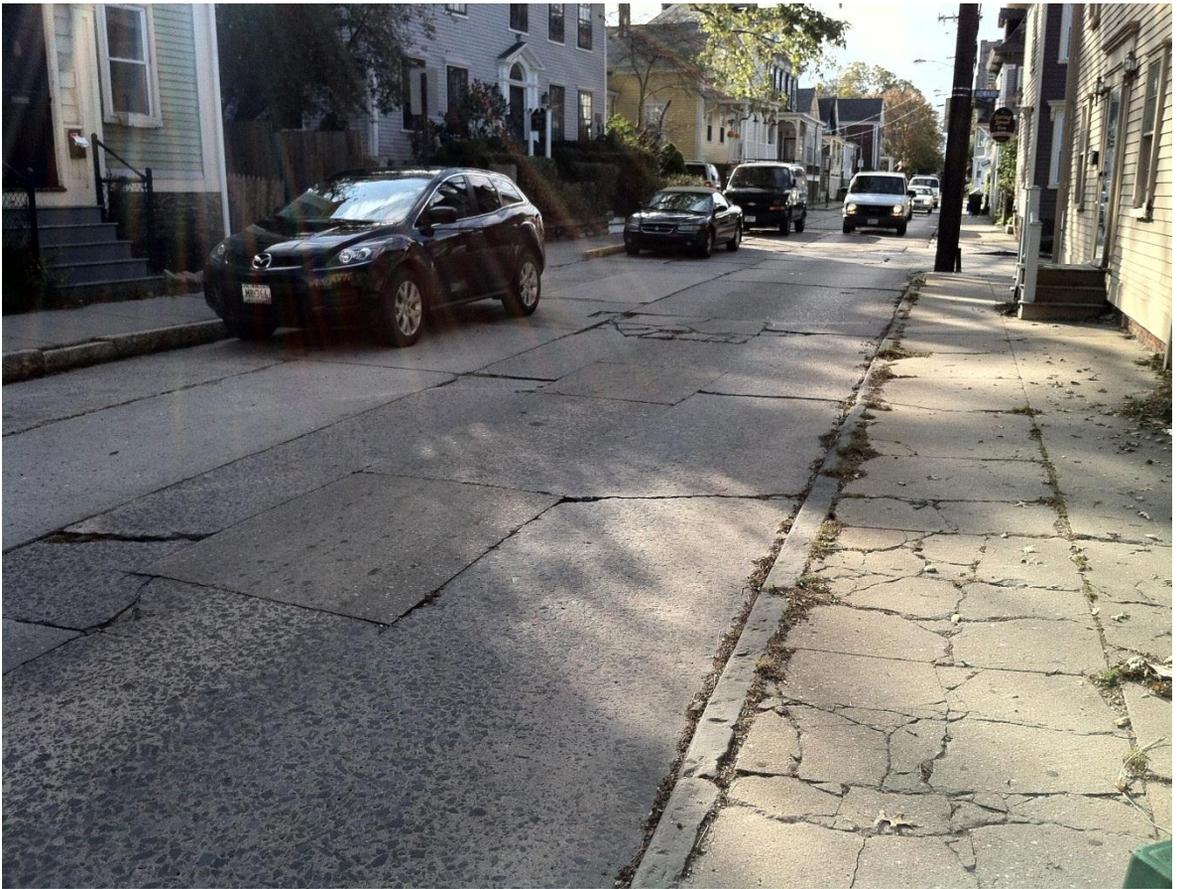
Subtotal **\$3,089,922.03**

10% Construction EGR **\$308,992.20**

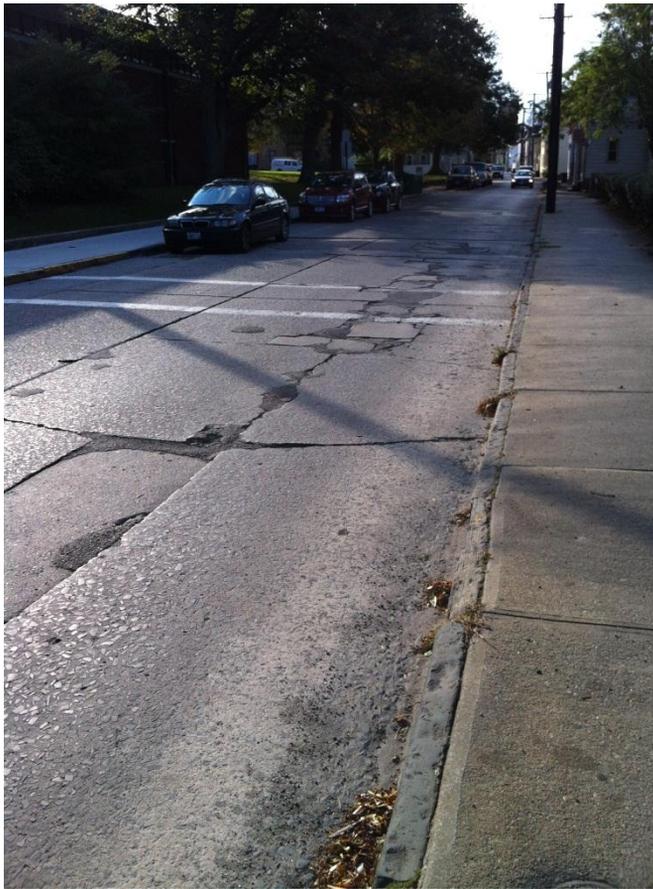
10% Contingencies **\$308,992.20**

EGR Design **\$400,000.00**

Total **\$4,107,906.44**















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

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			400,000	2,668,952	3,068,952
Total Cost					3,068,952
Amount Requested Through TIP Process					3,068,952

Funding from other sources committed to this project - Yes No

Source	Amount
Total	

NOTIFICATION / CERTIFICATION

Notification / Certification

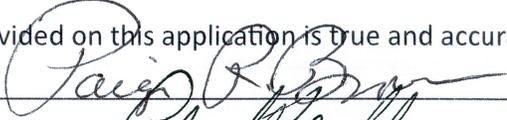
Date of Local Public Hearing October 12, 2011

Municipal & Regional Planning Agency Projects Only

Preferred TAC Public Hearing

- | | |
|--|--|
| <input type="radio"/> November 7 at 6:00 pm - South Kingstown Town Hall | <input type="radio"/> November 8 at 9:00 am - Department of Administration |
| <input type="radio"/> November 9 at 6:00 pm - Blackstone Valley Corridor | <input checked="" 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 10-24-2011

Chief Executive Official's Signature  Date 10-24-2011

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 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	

Transportation Improvement Program – OCEAN AVENUE SEAWALL, NEWPORT, RI Additional Information

Ocean Avenue Seawall, Priority #5, is a proposed NEW TIP project with a project extent from 326 feet east of Harrison Avenue to 1,400 feet west of same, for a total linear length of 1/3 mile (1,774 linear feet). Ocean Avenue, an Urban Collector road, is the only access to Newport's regional-scale tourist area, the historic Ocean Avenue Waterfront. It also provides a major scenic access route to Fort Adams State Park, site of numerous nationally known and attended events and festivals throughout the year, drawing from the entire northeast section of the country and beyond, as well as significant scenic views for the watching of the Tall Ships "parade" and previous America's Cup and upcoming trials. Newport is within the Urban Services boundary and is designated as a "future growth area" in the State Guide Plan. Ocean Avenue is a State designated Hurricane Evacuation Route. Newport is a "Complete Streets" city (Council Resolution 2010-130) and the City Council has designated funds that could cover design and a portion of the construction. Ocean Avenue is an existing RIDOT on-road bike route as designated in the State Greenspace and Greenways Plan.

The City will continue its existing City maintenance program by maintaining the reconstructed sidewalks improved during the Project. The project limits area incorporates bicycle as well as pedestrian uses plus serves as a link to the scenic vistas along Ocean Avenue as well as the many maritime waterfront commercial and residential establishments within the surrounding area to the north of the Project. This Project's major focus is to reconstruct the seawall and corresponding streetscape improvements which is supporting the existence of the roadway for the purposes of the health and safety of the City's residents and massive numbers of users of this area. It also improves the environmental resources which are denigrated as the result of the breaching of the seawall. The Project also promotes walkability and bikeability of neighborhoods, retains community and quality-of-life values, preserves and enhances scenic and historic districts and viewsapes and their visual appeal, and improves a primary access to a regionally significant tourist attraction.

Mobility benefits

- Number of travelers served - high volume 2-lane highway — number of vehicles increases exponentially during peak tourist season with over 3.5 million visitors, including over 17,500 cruise ship passengers/sightseers.
- Level of service improved, congestion reduced – as result of improved safety of road system as well as improved intermodal facilities, particularly for pedestrians (sidewalks and handicapped access), bicycles (improved travelling surface), and access to/egress significant and historic tourist destinations.
- Number of intermodal modes – Vehicular, Trolley (RIPTA), Walking, Biking, Tour Bus.
- Regional scale/impact – Newport's Tourist Industry draws 3.5 million annual visitors to RI from throughout U.S./New England.
- Mobility provided to people not using personal motor vehicles, i.e., Bikes and Pedestrian Traffic.

Cost-effectiveness

- Capital cost is in proportion to major economic benefit from improvements relative to safe passage of Ocean Avenue and mitigating damage from a major coastal flooding potential. Relatively cost-effective compared to reconstruction of roadway and loss of use due to future washout.
- Project uses innovative and low cost alternative designs –Reconstruction design incorporates use of porous surfaces, where applicable, and improved stormwater management system.
- Utilization and preservation of existing infrastructure (including improvement in pavement condition), consideration of future maintenance, operating, and capital costs – Complete Streets City plus transit oriented development.

- Potential to leverage federal transportation funds with other public or private investment – investigations will be made into obtaining leveraged funds from the federal/state emergency management agency due to the massive risks involved with a breaching of the seawall onto Ocean Avenue, a Hurricane Evacuation Route and FEMA Insurance payouts.

Economic development

- Encourages tourism – Project significantly enhances and improves access to historical, recreational, cultural, and scenic assets of this historic scenic area and adjacent attractions and commercial activities.
- Project directly abuts Scenic Ocean Avenue and Brenton State Park.

Environmental impact

- Improves environmental resources including air quality, promotes energy conservation, improves water quality, protection and enhancement of environmental resources, preservation and enhancement of scenic and historic districts or viewsapes, and improvement of visual appeal – obtained by improving providing bicycle/pedestrian facilities and increasing transit trolley and harbor shuttle services as well as improvements to stormwater management system and drainage control, critical to Narragansett Bay’s designation as a significant estuary and one of most densely populated estuary systems in U.S.
- Contribution to a greenways system by improving the safety of a main access route to the easterly portion of Ocean Avenue, a state-designated Greenway on the Greenspace and Greenways Plan.
- Promotes walkability and bikeability of neighborhoods and retains community and quality-of-life values
- Supports the improvement of the village center in a smaller, older city by improving the safety of a major tourist attraction.

Degree of support to local and state goals and plans

- Priority given by local government to this project is #5 overall and #3 of new projects requested.
- Linkage with other local projects – New Project #5 is directly related to existing/new project #2 – Thames St, the southbound/westerly segment of the 1-way Circulator and new project #3 – Spring St – the northbound/easterly segment of the 1-way Circulator.
- Implements the state transportation plan and other State Guide Plan elements – All elements of goals, objectives, and policies are addressed in some way by this project in State Guide Plan, including sustainability, community design, greenspace system, infrastructure, and implementation.
- Degree of public support is significant as evidenced by City Council Resolution.

Safety / Security / Technology

- Corrects significant safety problems and enhances safety as the result of the reconstruction of the seawall, improved sidewalks and their design, repair of broken-up and uneven pavement surfaces, storm-water management mitigation measures, signage, streetscape amenities.
- Improves walking and bicycling safety on routes from schools north of project (elementary and high school) and other public facilities, especially for children and the elderly, as referenced in the City’s Comprehensive Land Use Plan.



Newport Country Club

Harrison Ave

338

Ocean Ave

Ocean Ave

Ocean Ave

Ocean Avenue Seawall from Harrison Avenue to End

Ocean Avenue Seawall Restoration Estimate

Item	Description	Unit	Quantity	Unit Price	Per Item
1	Modify Catch Basin	EA	5	\$ 800.00	\$ 4,000.00
2	Removal and Installation of R.C. Seawall	LF	1,670	\$ 1,370.00	\$ 2,287,900.00
3	4" Bituminous Sidewalk Type 1-2	TN	420	\$ 125.00	\$ 52,500.00
4	4" Loam and Seed	SY	700	\$ 10.00	\$ 7,000.00
5	Maintenance and Movement Traffic Protection	LS	1	\$ 25,000.00	\$ 25,000.00
6	Police Detail	MH	960	\$ 52.00	\$ 49,920.00
Subtotal					\$ 2,426,320.00
10% Contingencies					\$ 242,632.00
Engineering Design					\$ 400,000.00
Total					\$ 3,068,952.00

Note: Unit price per linear foot was derived from current Ocean Avenue seawall City contract.



