

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 TOWN OF WESTERLY
 Contact Person STEVEN T. HARTFORD, TOWN MANAGER
 Address 45 BROAD STREET
 City WESTERLY Rhode Island Zip Code 02891
 Phone 348-2532 Email shartford@westerly.org

PROJECT PRIORITIZATION

Project Prioritization

Priority	Listed in TIP 2009 - 2012		Regional Project		Project Name
	Yes	No	Yes	No	
1	✓			✓	CANAL STREET/WHITE ROCK ROAD
2	✓			✓	ELM STREET BEACH STREET AND RAILROAD AVENUE
3		✓		✓	RECONSTRUCTION OF AIRPORT/WINNAPAUG RD INTERSECTION
4		✓		✓	AIRPORT ROAD DRAINAGE
5		✓		✓	ATLANTIC AVENUE RECONSTRUCTION AND BIKE PATH
6		✓		✓	LANGWORTHY ROAD RECONSTRUCTION AND SIDEWALKS EAST SIDE
7		✓		✓	BAY STREET INFRASTRUCTURE PROJECT
8		✓		✓	JOHN STREET RECONSTRUCTION
9		✓		✓	CHURCH STREET SIDEWALK CONSTRUCTION
10		✓		✓	PIERCE STREET ROADWAY DRAINAGE IMPROVEMENTS

Please use an additional sheet if necessary.

CERTIFICATION

Applicant Certification

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

STEVEN T. HARTFORD TOWN MANAGER
 Applicant Title
Jan R. Pruthi FOR S.T.H. 10-27-11
 Signature Date

Official Certification - For Statewide Planning Use Only

Submission Date _____ Accepted by _____

Transportation Improvement Program

Application - New Projects Only

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Phone 401-348-2532 Email shartford@westerly.org

PROJECT INFORMATION

Project Information

Project Title RECONSTRUCTION OF AIRPORT/WINNAPAUG RD INTERSECTION
Location by Street Name AIRPORT AND WINNAPAUG ROADS
Project Limits - From INTERSECTION To _____
Location Maps - 8 1/2" x 11" Attach Map of Site Indicating Project Limits
Priority Proposal Number 3 of a Total of 10 Proposals
Regional Submission - Yes No Communities _____

Brief Description of Proposed Project

This intersection is an offset "Y". The configuration causes traffic back-ups during the tourist season. Re-configuration of the intersection would enhance traffic flow.

Describe Need for Proposed Project

Traffic back-up in this area impacts distribution of goods and negatively impacts emergency response by fire, ambulance, and police to the State Beach (Misquamicut), as well as all other beaches on Atlantic Avenue..

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	0	0	20,000	200,000	220,000
Total Cost					220,000
Amount Requested Through TIP Process					220,000

Funding from other sources committed to this project - Yes No

Source	Amount
Total	

NOTIFICATION / CERTIFICATION

Notification / Certification

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

Preferred TAC Public Hearing

- | | |
|--|--|
| <input checked="" 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 Marilyn R. Shellman Date 10-27-11

Chief Executive Official's Signature Steven J. Hartford/mis Date 10-27-11

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	

TIP Airport and Winnapaug Road Intersection Town of Westerly

Mobility benefits

Airport Road is used by pedestrians, cyclists, cars, trucks, and serves as access to the Westerly Airport. It requires a high level of service and functionality due to the Westerly Airport, Westerly Police, US Post Office, public beaches and other tourist destinations. It serves populations from around the state and region.

Cost-effectiveness

This project was studied and 3 design scenarios were presented to the Westerly Town Council as part of the development at Westerly Crossing by Carpiionato Properties. It was a concern that adding intensive retail uses to Airport Road would exacerbate the already challenging traffic problems on Airport Road.

Economic development

The improved intersection at Airport and Winnapaug Road will prevent traffic back-ups that will enhance the movement of goods to the beaches (the tourism engine) and senior center, access to employment centers in the Industrial Park will be enhanced due to time delays, goods and services provided by the US Post Office is an important element.

Environmental impact

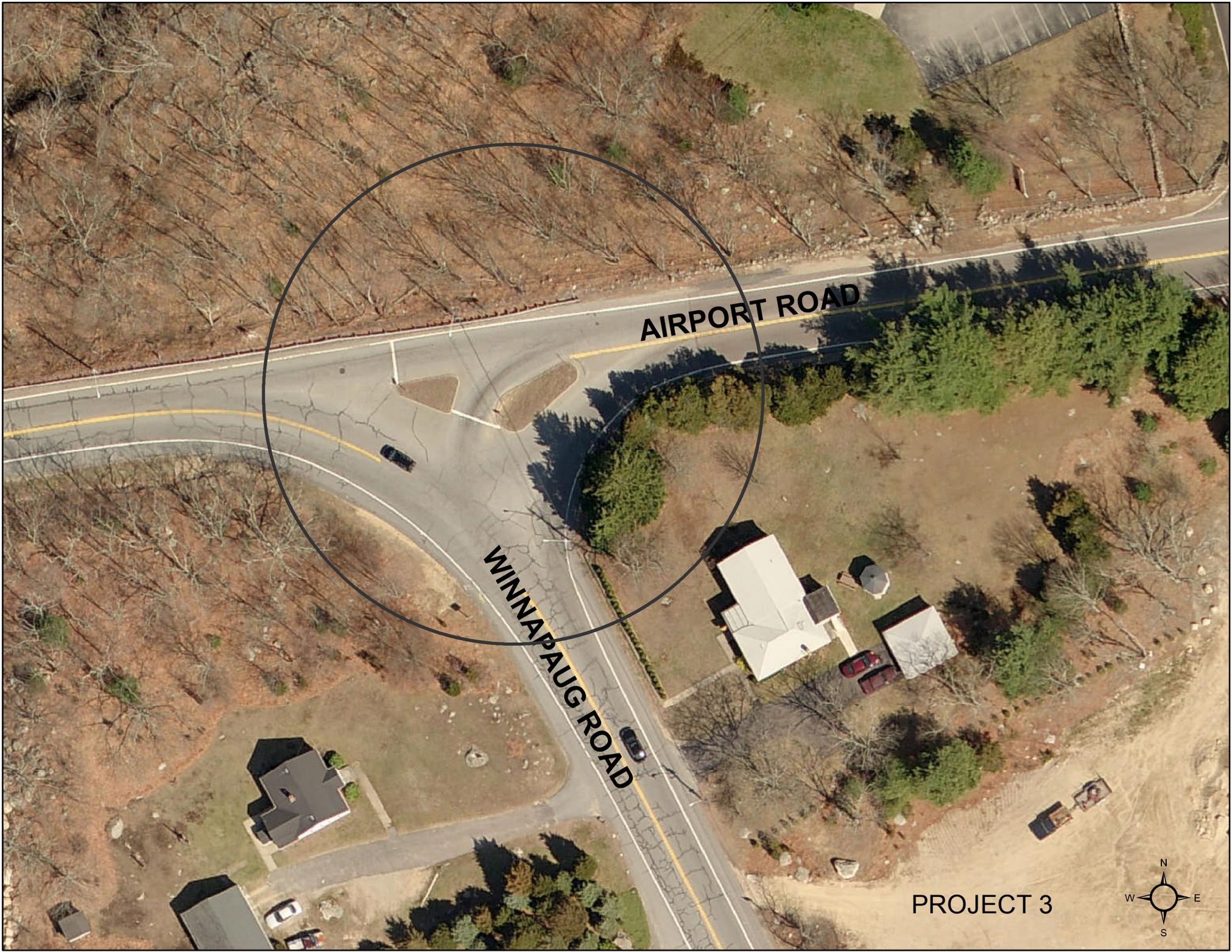
Though there are no environmental considerations of the intersection, it will enhance the efforts of the Airport Road drainage project proposed herein.

Degree of support to local and state goals and plans

This area serves the Westerly Airport where emergency services, goods and transportation are distributed to New Shoreham. It is the goal of the Town of Westerly to continue a high level of service to those providing and delivery these services. This supports the Transportation element of the State Guide Plan and the elements of the Town of Westerly's Comprehensive Plan.

Safety / Security / Technology

The intersection of Airport Road and Winnapaug Road serves as the access point to the beaches on Atlantic Avenue and Watch Hill Road to the Watch Hill Historic District. During the summer season this intersection causes traffic to back up to Route 1 and Route 78 (all state roads). With this traffic congestion come issues of safety where the Westerly Police and the Westerly Airport has difficulty with access to the roadway. Emergency vehicles also have difficulty with access to the beach and the Senior Center.



AIRPORT ROAD

WINNAP AUG ROAD

PROJECT 3



Transportation Improvement Program

Application - New Projects Only

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PROJECT INFORMATION

Project Information

Project Title AIRPORT ROAD DRAINAGE
Location by Street Name AIRPORT ROAD
Project Limits - From Route 1 To Watch Hill Road
Location Maps - 8 1/2" x 11" Attach Map of Site Indicating Project Limits
Priority Proposal Number 4 of a Total of 10 Proposals
Regional Submission - Yes No Communities _____

Brief Description of Proposed Project

The project is for Airport Road. The road is owned by the State of Rhode Island whose existing condition has a major negative impact to the local population and the movement of goods due to undersized culvert, and degraded road shoulders causing street flooding.

Describe Need for Proposed Project

Airport Road is a direct route to the Westerly Airport, The Westerly Industrial Park, the U. S. Post Office, The Westerly Police Station and the elderly complex called "The Olean Center". The flooding conditions impact the movement of goods, and impacts public safety, and Air Transport that provides services to New Shoreham.

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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PROJECT ESTIMATES

Project Estimates

	ROW	Study	Design	Construction	Total
Estimated Project Costs	0	30,000	50,000	500,000	580,000
Total Cost					580,000
Amount Requested Through TIP Process					580,000

Funding from other sources committed to this project - Yes No

Source	Amount
Total	

NOTIFICATION / CERTIFICATION

Notification / Certification

Date of Local Public Hearing OCTOBER 24, 2011

Municipal & Regional Planning Agency Projects Only

Preferred TAC Public Hearing

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|--|--|
| <input checked="" 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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TIP Airport Road Narrative
Town of Westerly

Mobility benefits

Airport Road serves as the access to the Westerly Airport, the local tennis courts and walking trails owned by the Westerly Land Trust. Pedestrians, cyclists, tennis players, beach goers, and hikers are the primary users of the road as well as those individuals who need access to the post office, and employment at the Industrial Park. Westerly and New Shoreham are dependent on this road to provide a high level of service to multiple users, including the elderly.

Cost-effectiveness

Airport Road is a state but is maintained locally in order to deliver the highest level of service to all user groups.

Economic development

Airport Road is the main entrance to the town's beaches in the summer which is a main economic engine for the town. Additionally, it serves as access to the Industrial Park where a large number of technology and transportation businesses are located and associated with the Westerly Airport. Job retention is important in this area of the town and has the potential for future economic growth.

Environmental impact

The drainage area for Airport Road is the Mastuxet Brook, with its greenways and hiking paths and the Pawcatuck River, for recreational use by boaters and fisherman. Any improvements and Best Management Practices installed as part of the drainage upgrades would improve water quality in these water bodies. The walking and hiking paths are used by a large population of elderly citizens for exercise and the enjoyment of nature.

Degree of support to local and state goals and plans

The Town of Westerly faces ongoing challenges to keep this road at a high functional level and is committed to continue in the manner even though this is a state road. The economic and safety benefits outweigh the designation of responsibility for the roads maintenance. However, monetary assistance is needed to bring the road up to modern day standards to improve water quality and functionality.

Safety/ Security / Technology

Airport Road is the main access to the Industrial Park (the technology district) Westerly Airport, Westerly Police (safety and security), US Post Office (movement of goods), and the Olean

Center (center for the elderly) Flooding in this area impacts the movement of people, employment centers, emergency services, and service to New Shoreham.



POST ROAD

AIRPORT ROAD

TOM HARVEY ROAD

PROJECT 4



Transportation Improvement Program

Application - New Projects Only

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Phone 401-348-2532 Email shartford@westerly.org

PROJECT INFORMATION

Project Information

Project Title ATLANTIC AVENUE RECONSTRUCTION AND BIKE PATH
Location by Street Name ATLANTIC AVENUE
Project Limits - From WINNAPAUG RD To WEEKAPAUG RD
Location Maps - 8 1/2" x 11" Attach Map of Site Indicating Project Limits
Priority Proposal Number 5 of a Total of 10 Proposals
Regional Submission - Yes No Communities _____

Brief Description of Proposed Project

The proposed project entails the complete reconstruction of Atlantic Avenue from Winnapaug Road to Weekapaug Road, approximately 2.5 miles. Improvements will include storm drainage facilities, new curbs and sidewalks and a new pavement surface with an additional bicycle lane.

Describe Need for Proposed Project

Atlantic Avenue is the main road through the popular beach area of Misquamicut. The roadway is consistently flooded due to bad storm drainage and long term settlement, resulting in deterioration of roadway surfaces. This is the main route to Town and State beaches.

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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| 3. Economic Development Impact | 6. Safety, Security, and Technology |

PROJECT ESTIMATES

Project Estimates

	ROW	Study	Design	Construction	Total
Estimated Project Costs	0	\$25,000	\$100,000	\$3,000,000	\$3,125,000
Total Cost					\$3,125,000
Amount Requested Through TIP Process					\$2,125,000

Funding from other sources committed to this project - Yes No

Source	Amount
Local Bond Funds	\$1,000,000
Total	\$1,000,000

NOTIFICATION / CERTIFICATION

Notification / Certification

Date of Local Public Hearing OCTOBER 24, 2011

Municipal & Regional Planning Agency Projects Only

Preferred TAC Public Hearing

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

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

Applicant's Signature *Jan B. Pratt* Date 10/27/11

Chief Executive Official's Signature *Jan B. Pratt FOR S.T.H.* Date 10/27/11

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One Capitol Hill	Accepted by _____
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Transportation Improvement Program
Town Of Westerly, R.I.

Project: Atlantic Avenue Reconstruction and Bike Path

1. Mobility Benefits

Atlantic Avenue is the main road through the Misquamicut Beach area of Westerly. It serves the state beach, the town beach, along with a multitude of private beaches, clubs, restaurants, stores, and motels. No updated traffic data is available at this time, but the ADT for Atlantic Avenue is likely 3,000 to 5,000 yearly and the peak is probably 3 to 4 times that on a summer day.

Improved drainage facilities will greatly increase the safety, ease of use and level of service on this roadway. Currently large portions of travel lanes are flooded even during frequent rainfalls in excess of a 5 year storm.

The potential for bicycle trip generation is obvious. People bicycling to the beach every day from local homes and motels could account for hundreds of trips daily, reducing the reliance on automobiles. Pedestrian traffic is already quite high. The addition of a bike lane and the replacement of sidewalks will greatly increase comfort and convenience to cyclists and pedestrians.

2. Cost-Effectiveness

Reconstruction of Atlantic Avenue will offer a major economic benefit at a reasonably low cost. The tourist industry in town is centered about this strip of road. Improvements to the safety and convenience of travel may make this a much more attractive destination. This roadway has not been reconstructed since the 1970's and has remained in pretty good condition until the last few years. Reconstructing it now would greatly reduce future maintenance costs.

3. Economic Development Impact

As stated, this stretch of roadway is the hub of the tourist industry in the Misquamicut area. Not only does the town benefit greatly from tourist jobs and dollars generated in this area, but also the state beach is a large part of the project area. Anything done to make this a more desirable tourist destination will have great impact.

4. Environmental Impact

The potential for positive environmental impact from this project is quite large. Encouraging the use of bicycles and walking may lessen the impact from automobiles on emissions and fuel usage. Also, water quality benefits will be reaped from improvements to storm water drainage facilities. BMP usage will provide water quality treatment prior to water entering the coastal pond.

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

This project has become a priority for the Town of Westerly. The incidence of flooding has increased over the past few years and businesses and residents are looking for a solution. Bond monies have been designated to solve storm drainage problems and

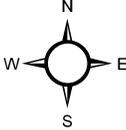
preliminary engineering has been started. The addition of a bicycle path or lane was identified in the recent update of the Comprehensive Plan.

6. Safety, Security, and Technology

This project corrects a significant safety problem. As indicated, roadway flooding inhibits motor vehicle traffic and bicycle and pedestrian trips. The road has been closed to traffic many times in the past few years. Not only is that not safe for those trying to travel on this roadway but it blocks the evacuation route from the beach area during times of high water, when it is needed most.



PROJECT 5



Transportation Improvement Program

Application - New Projects Only

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CONTACT

Contact Information

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Contact Person STEVEN T. HARTFORD, TOWN MANAGER
Address 45 BROAD STREET
City WESTERLY Rhode Island Zip Code 02891
Phone 401-348-2532 Email shartford@westerly.org

PROJECT INFORMATION

Project Information

Project Title LANGWORTHY ROAD RECONSTRUCTION AND SIDEWALKS EAST SIDE
Location by Street Name LANGWORTHY ROAD
Project Limits - From SHORE ROAD To POST ROAD
Location Maps - 8 1/2" x 11" Attach Map of Site Indicating Project Limits
Priority Proposal Number 6 of a Total of 10 Proposals
Regional Submission - Yes No Communities _____

Brief Description of Proposed Project

Proposed project includes reconstruction of Langworthy Road for a distance of 0.67 miles. Proposed improvements will include new sidewalks, curbs and roadway surface.

Describe Need for Proposed Project

Langworthy Road is in disrepair and does not currently have sidewalks. This road is a main connection between the shopping areas on Route 1 and the beach area.

Enterprise Zone - Yes No Details _____
Located Within State Land Use Plan 2025 Map's Designated Growth Center - Yes No
Located Within State Land Use Plan 2025 Map's Urban Services Boundary - Yes No
Consistent with Local Comprehensive Plan - Yes No
Consistent with State Guide Plan Transportation 2030 - Yes No

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|--------------------------------|--|
| 1. Mobility Benefits | 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	0	\$80,000	\$400,000	\$480,000
Total Cost					\$480,000
Amount Requested Through TIP Process					\$480,000

Funding from other sources committed to this project - Yes No

Source	Amount
Total	

NOTIFICATION / CERTIFICATION

Notification / Certification

Date of Local Public Hearing OCTOBER 24, 2011

Municipal & Regional Planning Agency Projects Only

Preferred TAC Public Hearing

- | | |
|--|--|
| <input checked="" 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 *Jon P. Pratt* Date 10-27-11

Chief Executive Official's Signature *Jon P. Pratt FOR S.T.H.* Date 10-27-11

ADMINISTRATIVE

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

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One Capitol Hill	Accepted by _____
Providence, RI 02908	

Transportation Improvement Program
Town Of Westerly, R.I.

Project: Langworthy Road Reconstruction

1. Mobility Benefits

Langworthy Road is a main connection between Routes 1 and 1A. It serves as a significant route to the state beach, the town beach, and the rest of the Misquamicut Beach area. According to the RIDOT traffic data map the ADT for Langworthy Road is about 5,000 yearly and the peak is probably twice that on a summer day.

A new pavement surface and sidewalks will greatly increase the safety, ease of use and level of service on this roadway for motorists. New sidewalks will allow for greater use by pedestrians.

2. Cost-Effectiveness

Reconstruction of Langworthy Road will be possible at a reasonably low cost. No improvements to drainage will be necessary and ROW is available for sidewalks. Improvements to the safety and convenience of travel to the beach area may have a positive effect on the tourism industry.

3. Economic Development Impact

Again, improvements to the safety and convenience of travel to the beach area may have a positive effect on the tourism industry.

4. Environmental Impact

An increase in pedestrian usage may result in lower automobile usage.

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

This project is consistent with the recent update of the Comprehensive Plan.

6. Safety, Security, and Technology

This project corrects a significant safety problem. Pedestrian trying to use this road currently have no sidewalks for use.

POST ROAD

LANGWORTHY ROAD

SHORE ROAD

PROJECT 6



Transportation Improvement Program

Application - New Projects Only

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Phone 401-348-2532 Email shartford@westerly.org

PROJECT INFORMATION

Project Information

Project Title BAY STREET INFRASTRUCTURE PROJECT
Location by Street Name BAY STREET
Project Limits - From WAUWINNET To LARKIN RD
Location Maps - 8 1/2" x 11" Attach Map of Site Indicating Project Limits
Priority Proposal Number 7 of a Total of 10 Proposals
Regional Submission - Yes No Communities _____

Brief Description of Proposed Project

The Bay Street infrastructure Project will provide new and updated stormwater, water line, utility, sidewalk and crosswalk infrastructure to Bay Street, Watch Hill's commercial main street. The project will construct a new stormwater drainage system with subsurface detention, water lines, utility duct bank, manholes and utility transformer pads. It will repave the street, install new curbing, sidewalks and crosswalks, run utility wires and cables underground, remove utility poles and connect service. New period street lighting will be installed with this project in keeping with Bay Street's National Register-listed historic district location.

Describe Need for Proposed Project

Basic infrastructure for retail on this commercial street is out-of-date, severely deteriorated, unsafe and causing damage to property particularly in storm conditions. The stormwater drainage system is failing or collapsed, causing flooding. The utility service is unreliable and prone to storm related outages. The area is deficient in communications. There is no fiber optic cable. Pedestrian mobility is hampered by ADA inaccessible sidewalks. This is an opportunity to update all systems for the 21st century in a combined project of infrastructure, street and sidewalk reconstruction and rehabilitation with streetscape improvements such as ADA accessible sidewalks, crosswalks and underground utilities.

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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PROJECT ESTIMATES

Project Estimates

	ROW	Study	Design	Construction	Total
Estimated Project Costs	NA	Completed	Completed	\$5,500,000	\$5,500,000
Total Cost					\$5,500,000
Amount Requested Through TIP Process					

Funding from other sources committed to this project - Yes No

Source	Amount
Town of Westerly (committed)	\$1,800,000
Private funds, Federal funds(EDA,TIGERIII, Stimulus	\$3,700,000
Total	\$5,500,000

NOTIFICATION / CERTIFICATION

Notification / Certification

Date of Local Public Hearing OCTOBER 24, 2011
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Town of Westerly Bay Street Infrastructure Project TIP Amendment Application Additional Information

1) Mobility benefits

As the main street of Watch Hill's harbor front and the principal commercial street in Watch Hill, Bay Street is not adequately described with 4400 trips as an average daily use guide. The street is heavily used in four months of the summer season and only lightly to moderately in use in the other eight months. The use during the summer may climb to over 13,000 trips per day. Bay Street functions not only as a commercial main street, but also as an urban collector as defined by RIDOT and Statewide Planning.

The Bay Street project will enhance Bay Street's level of service for vehicles only slightly from existing because the project is basically a street infrastructure rehabilitation project using the same alignment and width. However significant improvements will be made to curbing, sidewalks and additional crosswalks, improving the level of service for pedestrians, including ADA access.

The Bay Street area provides multimodal and intermodal transportation opportunities for pedestrians, bicyclists, motorists, and boaters. Ferry service has linked the area to Connecticut and Downtown Westerly; jitney bus service now links Watch Hill to Downtown Westerly, Misquamicut, and other Westerly shore areas. Key destinations on Bay Street include commercial retail, condominium residences, summer cottages, hotel accommodations, restaurants, yacht harbor piers and moorings, the historic Merry-Go-Round, public and private beaches, and the Napatree Point Conservation Area.

The regional impact of the project lies in Watch Hill's economic role as one of a cluster of tourist destinations in southern Rhode Island and nearby southeastern Connecticut. This cluster includes Misquamicut, Weekapaug, Downtown Westerly/Pawcatuck, Stonington Borough, Mystic, and the Mashantucket-Pequot, and Mohegan casinos. Upgrading Watch Hill's main street contributes to the appeal of the entire two state region as a tourist destination.

The mobility of the Bay Street waterfront area will be considerably enhanced by pedestrian-related improvements. Better sidewalks, crosswalks, curbing, and street-paving will add to easier and safer pedestrian and vehicular movements and parking arrangements including convenience and user comfort.

2) Cost effectiveness

The Town of Westerly and the project collaborators (the Watch Hill Fire District and the Watch Hill Conservancy) have chosen to improve as much of the street infrastructure as possible in one project realizing that significant cost savings will occur if the street is dug up only once. Pavement, curbing, and sidewalk upgrades are also extremely cost effective if undertaken at this time. Advocates project a 40% cost savings over a piece-meal project. Although the entire infrastructure beneath the street will be replaced, historic granite curbing will be retained and reused whenever possible.

The project has the potential to leverage significant federal funds including EDA public works funding, FHWA discretionary (TIGER III), enhancement, and pavement management funding. Future stimulus funding may also be attracted to this shovel-ready project. Private funding sources have already been leveraged to support engineering and design, and commitments for additional funding from private sources have been secured by the Watch Hill Conservancy, Watch Hill's environmental and historic preservation advocate. The project has been scaled back and broken into funding and construction phases to reduce costs and disruption during the busy summer season. The Town of Westerly has accepted construction bids for the project and has chosen the most-qualified low bidder with substantial cost savings.

3) Economic development

It is anticipated that this *shovel-ready* project will spur reinvestment in Bay Street commercial properties, including a projected \$52 million in rehabilitation and new construction (including the \$5.5 million Bay Street infrastructure project) that could generate over 1492 short term direct effect jobs (based upon the RIMS II multipliers for construction). The long term result for the area would be 181 direct effect, local work force-appropriate jobs. Five new and significant private development projects have been contemplated for the street.

Long term Bay Street employment would benefit from sustaining 500-650 current jobs in retail, real estate management, accommodation, and hospitality, while adding approximately 130 jobs in the project area to the current market mix. The project area is within a designated Urban Services Area, and is a key component of a larger regional economic development initiative for the town of Westerly and the coastal region which builds upon existing assets and the local work

Town of Westerly Bay Street Infrastructure Project TIP Amendment Application
Additional Information

force. It will be a catalyst for redevelopment in historic downtown Westerly and other nearby shore communities with alternative transportation linkages such as trolley, jitney, and water-based service.

The rebuilding of out-of-date and collapsing public works infrastructure will provide an incentive and climate for local investment and growth in area small-medium main street-type businesses located on Bay Street. The average size of most businesses affected by the project is less than 4 employees. These are micro-small retail businesses which provide seasonal tourism-related employment at low-mid range wages. Extending the season to a 9-10 months is one of the project goals and a trend in the region. Rhode Island's strategic plan for development of the tourism industry is supporting heritage and cultural tourism through marketing campaigns, support of private and public investments in historic preservation, the arts and culture, as well as supporting world-class recreational venues in which Rhode Island has a distinctive association and market niche: golf, tennis, sport-fishing, and sailing. Public infrastructure improvements are seen as critical to long term privately-financed investments in this industry as well as expansion to a 12-month season.

4) Environmental impact

While the project does not improve air quality, it does not increase air pollution in the area. It does promote future energy conservation by providing new infrastructure for water lines (reducing leakage and failure), and utilities (insulating electrical wires in a duct bank reducing energy leakage). A major improvement in water quality will result from the upgraded storm water drainage system with its subsurface detention basins. The current collapsed system, built in the early 20th century, has no storm water treatment and discharges directly to the harbor. Consequently, the project seeks to protect and enhance the environmental resources of the area.

The project area is located within the Watch Hill Historic District listed in the National Register of Historic Places. The area is also listed in the RIDEM inventory of scenic areas. While the visual appearance of Bay Street will be considerably improved with paving, curbing, sidewalk, and crosswalk upgrades, the historic streetscape will benefit significantly from the eventual removal of utility poles and overhead wires which this project will make possible.

The project will improve the walkability of the area and contribute to the vitality of Watch Hill's village center. Bay Street and the harbor front are key historic components of this area.

5) Degree of Support

Community support for this project has been expressed in a community survey undertaken for the update of Westerly's comprehensive plan (2009-10) in which a majority approved of promotion and enhancement of the town's environmental, recreational, historic preservation and scenic assets. Further support is indicated by passage of a municipal bond to fund the project in 2010. In initiating design for the project in 2010, and construction in 2011, the Town has given priority to the project.

Private partners in the project (the Watch Hill Conservancy, and the Watch Hill Fire District) undertook feasibility study and design efforts in 2008, demonstrating a significant past commitment. These local partners have collaborated with the Town on design issues, funding, bidding, and project management.

The project is located within an Urban Services Area and complements local and state comprehensive planning efforts to invest in existing neighborhoods and commercial districts to enhance and grow economic development opportunities. This smart growth policy is particularly appropriate for National Register-listed historic districts such as Watch Hill which serve as key cultural heritage and eco-tourism venues within the state's tourism management plan.

6) Safety and Security

Bay Street's sidewalks and crosswalks have not been addressed for a considerable time and evidence suggests piece-meal corrections of some deficiencies over time. The sidewalks are not ADA accessible due to curb barriers and uneven pavement. Crosswalks are not well defined and are limited in number. In some cases they do not correspond to key crossing points. The Bay Street project will create ADA access and additional crosswalks, improving pedestrian access and walkability in the area. Utility pole removal will enhance ADA access on Bay Street's sidewalks.



WAWWINNET AVENUE

BAY STREET

LARKIN ROAD

PROJECT 7



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 TOWN OF WESTERLY

Contact Person STEVEN T. HARTFORD, TOWN MANAGER

Address 45 BROAD STREET

City WESTERLY Rhode Island Zip Code 02891

Phone 401-348-2532 Email shartford@westerly.org

PROJECT INFORMATION

Project Information

Project Title JOHN STREET RECONSTRUCTION

Location by Street Name JOHN STREET

Project Limits - From BEACH STREET To GRANITE STREET

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

Priority Proposal Number 8 of a Total of 10 Proposals

Regional Submission - Yes No Communities _____

Brief Description of Proposed Project

Proposed reconstruction includes minor drainage repairs, new curb and sidewalks and completely new pavement structure. The total length of the to be reconstructed is 0.5 miles.

Describe Need for Proposed Project

John Street is one of four local roads on the Federal System that provide a link between downtown residential areas and Route 1. The road and sidewalks are currently in need of repair to service a high volume of vehicular and pedestrian traffic.

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	0	0	\$50,000	\$500,000	\$550,000
Total Cost					\$550,000
Amount Requested Through TIP Process					\$550,000

Funding from other sources committed to this project - Yes No

Source	Amount
Total	

NOTIFICATION / CERTIFICATION

Notification / Certification

Date of Local Public Hearing OCTOBER 24, 2011

Municipal & Regional Planning Agency Projects Only

Preferred TAC Public Hearing

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

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

Applicant's Signature *Jon R. Smith* Date 10-27-11

Chief Executive Official's Signature *Jon R. Smith FOR S.T.A.* Date 10-27-11

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	

Transportation Improvement Program
Town Of Westerly, R.I.

Project: John Street Reconstruction

1. Mobility Benefits

John Street is one of the main roadways linking Route 1 with the downtown area through a highly developed residential area of Westerly. It serves the local residences, schools, churches, and commercial areas.

It is hoped that the reconstruction of sidewalks will encourage pedestrian traffic to the local school and businesses. Level of Service and comfort will be greatly increased.

2. Cost-Effectiveness

Reconstruction of John Street at this time will be the most cost effective. Reconstruction has not been done on this roadway for the last 50 years. It has been maintained in pretty good condition but needs reconstruction before extensive deterioration. Reconstructing it now would greatly reduce future maintenance costs.

3. Economic Development Impact

This road serves a major commercial district and is a route to one of Westerly's largest manufacturers. Anything done to improve the condition of this road will likely benefit both.

4. Environmental Impact

Encouraging walking may lessen the impact from automobiles on emissions and fuel usage. However, the greatest benefit to the environment will come from improvements to storm water drainage facilities. BMP usage will provide water quality treatment and perhaps a decrease in discharge to the river.

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

This project has been identified as a priority for future resurfacing projects.

6. Safety, Security, and Technology

This project corrects an existing safety problem. This area is one in which many children walk to school. Existing sidewalks are in a state of disrepair and present a safety risk.



BEACH STREET

JOHN STREET

GRANITE STREET

PROJECT 8



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 TOWN OF WESTERLY
Contact Person STEVEN T. HARTFORD, TOWN MANAGER
Address 45 BROAD STREET
City WESTERLY Rhode Island Zip Code 02891
Phone 401-348-2532 Email shartford@westerly.org

PROJECT INFORMATION

Project Information

Project Title CHURCH STREET SIDEWALK CONSTRUCTION
Location by Street Name CHURCH STREET
Project Limits - From BRADFORD ROAD To QUARRY ROAD
Location Maps - 8 1/2" x 11" Attach Map of Site Indicating Project Limits
Priority Proposal Number 9 of a Total of 10 Proposals
Regional Submission - Yes No Communities _____

Brief Description of Proposed Project

Proposed is a project to replace 8000' of badly deteriorated sidewalks on a State road (Route 216).

Describe Need for Proposed Project

This roadway is in a highly developed residential area and is a main route to schools, churches and commercial areas. Existing sidewalks are substandard and in disrepair.

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	0	\$20,000	\$40,000	\$250,000	\$310,000
Total Cost					\$310,000
Amount Requested Through TIP Process					\$310,000

Funding from other sources committed to this project - Yes No

Source	Amount
Total	

NOTIFICATION / CERTIFICATION

Notification / Certification

Date of Local Public Hearing OCTOBER 24, 2011

Municipal & Regional Planning Agency Projects Only

Preferred TAC Public Hearing

- | | |
|--|--|
| <input checked="" 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 Joy R. Pratt Date 10-27-11

Chief Executive Official's Signature Joy R. Pratt FOR S.T.H. Date 10-27-11

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	

Transportation Improvement Program
Town Of Westerly, R.I.

Project: Church Street Sidewalk Construction

1. Mobility Benefits

Church Street is a state road that is a main road through the village of Bradford and leads to the Town of Charlestown. It serves the local residents, the elementary school, and the area churches. ADT for Church Street is shown to be about 2000 vehicles. Pedestrian traffic is already quite high. The replacement of existing sidewalks and the addition of sidewalks in gap areas will greatly increase comfort and convenience to pedestrians.

2. Cost-Effectiveness

Construction of sidewalks on this roadway will not entail a significant expense. The state already owns adequate right of way along this road. No real hurdles to the construction are apparent.

3. Economic Development Impact

4. Environmental Impact

Encouraging walking may lessen the impact from automobiles on emissions and fuel usage.

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

This project has been identified by residents in Bradford as a priority. RIDOT has allowed the sidewalks to become very unsafe...

6. Safety, Security, and Technology

This project corrects a significant safety problem. As indicated, the severe deterioration of the sidewalks has rendered pedestrian travel to become quite unsafe.



BRADFORD ROAD

CHURCH STREET

QUARRY ROAD

PROJECT 9



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 TOWN OF WESTERLY

Contact Person STEVEN T. HARTFORD, TOWN MANAGER

Address 45 BROAD STREET

City WESTERLY Rhode Island Zip Code 02891

Phone 401-348-2532 Email shartford@westerly.org

PROJECT INFORMATION

Project Information

Project Title PIERCE STREET ROADWAY DRAINAGE IMPROVEMENTS

Location by Street Name PIERCE STREET

Project Limits - From Pond Street To Pleasant Street

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

Priority Proposal Number 10 of a Total of 10 Proposals

Regional Submission - Yes No Communities _____

Brief Description of Proposed Project

Pierce Street is an L shaped road that runs through our Historic North End Neighborhood. The existing drainage network is undersized and much of the system is unmapped. The sidewalks are impassable during storm events. The system requires study and retrofit if not overall replacement to handle the stormwater and floodwater volumes.

Describe Need for Proposed Project

The project would help to reduce flooding in our most vulnerable neighborhood with the highest population of low and moderate individuals who are dependent on walking as a mode of transportation. The improvements will greatly improve the quality of life for the residents.

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	0	20,000	40,000	500,000	560,000
Total Cost					560,000
Amount Requested Through TIP Process					560,000

Funding from other sources committed to this project - Yes No

Source	Amount
Total	

NOTIFICATION / CERTIFICATION

Notification / Certification

Date of Local Public Hearing OCTOBER 24, 2011

Municipal & Regional Planning Agency Projects Only

Preferred TAC Public Hearing

- | | |
|--|--|
| <input checked="" 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 Marilyn R. Shellman Date 10-27-11

Chief Executive Official's Signature Steven J. Hartford /mu Date 10-27-11

ADMINISTRATIVE

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

- 8 Collated Copies of Completed Application
 - Forms - Project Prioritization & Application
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 - Location Maps as PDF files
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- 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	

TIP PIERCE STREE DRAINAGE PROJECT

Mobility Benefits

The project area involves many modes of transportation. The major modes of transportation are walking, bicycles, school buses, and cars. Stormwater floods the streets on a regular basis making it difficult for pedestrians and school children.

Cost – Effectiveness

This drainage area is directly connected to the ongoing Canal Street Drainage Project that in design development. Improved connectivity between the systems will greatly enhance drainage in this low and moderate income residential neighborhood.

Economic Development

Pierce Street contains the largest population of low and moderate income families and a large population of elementary school children. The median income in the neighborhood is approximately \$28,000 for those who work but overall the area is a welfare neighborhood. We have spent at least 8 years with the Community Development Block grant (CDBG) program to improve the quality of life for the residents with the rehabilitation of the existing housing stock.

Environmental Impact

New drainage systems would improve the water quality of stormwater that is conveyed to the Pawcatuck River with the installation of modern Best Management Practices. In addition, it would preserve the historic structures throughout the neighborhood that have zero lot lines where water can enter into the front doors of the dwelling units adding continual clean-up cost. This would improve environmental justice issues for this disenfranchised population.

Degree of support to local and state goals and plans

This neighborhood has been forgotten in many ways but with the continued efforts of the CDBG program and the continued structural improvements, street improvements are the next logical step. This project is hydraulically connected to the Canal Street Stormwater Improvement that are in design development. Connecting this system with the ongoing improvement would be a prudent next step. The Town of Westerly has contributed funding for the study and design development of the Canal Street project and understands the need to improve all other drainage systems in the Pawcatuck River floodplain and is a common theme to improve water quality and quantity in our Comprehensive Plan.

Safety/ Security/ Technology

Correcting the existing situation would give safe passage for pedestrians that have to walk on the crown of the road because the gutter line is flooded during storm events. There is a large

population of elementary school children in this low and moderate income neighborhood who rely on public transportation and walking. It will improve emergency access and public safety.



POND STREET

PIERCE STREET

PLEASANT STREET

PROJECT 10

