

Transportation Improvement Program

Project Prioritization Cover Sheet

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



CONTACT

Contact Information

Entity/Organization City of Woonsocket
 Contact Person Shela M. McGauvran, Director of Public Works
 Address 169 Main St
 City Woonsocket Rhode Island Zip Code 02895
 Phone 401-767-9209 Email smcgauvran@woonsocketri.org

PROJECT PRIORITIZATION

Project Prioritization

Priority	Listed in TIP 2009 - 2012		Regional Project		Project Name
	Yes	No	Yes	No	
1	✓				Blackstone River Bicycle Facility
2		✓		✓	Sayles Street Bridge # 068901
3		✓		✓	River Street Bridge # 095601
4		✓		✓	John A Cummings Way and Social St High Hazard Intersection
5		✓		✓	John A Cummings Way and Clinton St High Hazard Intersection
6		✓		✓	South Main Street So. Arch Bridge #
7		✓		✓	Privilege Street Bridge # 096301
8		✓		✓	Singleton Street Bridge #
9		✓		✓	Park East Drive Resurfacing
10		✓		✓	Truman Bypass realignment
11		✓		✓	Rail Feasibility/Alternatives and Environmental Analysis
12		✓		✓	Fairmount Street Bridge # 095701
13		✓		✓	Bikeway Signage

Please use an additional sheet if necessary.

CERTIFICATION

Applicant Certification

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

Applicant _____ Title _____

Signature _____ Date _____

Official Certification - For Statewide Planning Use Only

Submission Date _____ Accepted by _____

Transportation Improvement Program

Application - New Projects Only

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Contact Person Shela M. McGauvran, Director of Public Works

Address 169 Main St

City Woonsocket Rhode Island Zip Code 02895

Phone 401-767-9209 Email smcgauvran@woonsocketri.org

PROJECT INFORMATION

Project Information

Project Title Sayles Street Bridge #068901

Location by Street Name Sayles St, Woonsocket

Project Limits - From Bridge and immediate approaches To _____

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

Priority Proposal Number 2 of a Total of 13 Proposals

Regional Submission - Yes No Communities _____

Brief Description of Proposed Project

Project is to rehabilitate the bridge carrying Sayles Street over the Blackstone River. The bridge is a 128 ft steel truss bridge supporting a 34 ft wide roadway and two sidewalks. Rehabilitation will include the removal of debris & pack rust, and performing steel repairs to the floorbeams, stringers & truss elements. Rehabilitation will include replacement of the deck joints, partial cleaning & painting of the structural steel, & repairs to the bridge rail. Partial & full depth concrete deck repairs with the removal & replacement of deteriorated concrete on the abutment backwall & bridge seats. Rehabilitation of the stone wingwalls including removal of vegetation & tree growth will be performed. Rehabilitation will also include milling and paving of the approach roadways, repairs to the approach sidewalks & guardrail.

Describe Need for Proposed Project

The August 3, 2011 Bridge Inspection Report identified a sufficiency rating of 69.4 for this bridge. Bridge deck is roughly patched and uneven. Rail is functionally obsolete. Peeling paint and rust on underside of deck. Bridge structure exhibits section loss, and severe scaling. Due to topography and old, narrow neighborhood streets, the Sayles Street Bridge is the only passable route for trucks into this neighborhood and to and from Phaneuf Oil.

Enterprise Zone - Yes No Details _____

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

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

Consistent with Local Comprehensive Plan - Yes No

Consistent with State Guide Plan Transportation 2030 - Yes No

INFORMATION

Additional Information

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

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

PROJECT ESTIMATES

Project Estimates

	ROW	Study	Design	Construction	Total
Estimated Project Costs	n/a	\$62,000	\$310,000	\$2,0145,000	\$2,417,000
Total Cost					\$2,417,000
Amount Requested Through TIP Process					\$2,417,000

Funding from other sources committed to this project - Yes No

Source	Amount
Total	

NOTIFICATION / CERTIFICATION

Notification / Certification

Date of Local Public Hearing October 25, 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 _____ Date _____

Chief Executive Official's Signature _____ Date _____

ADMINISTRATIVE

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

- 8 Collated Copies of Completed Application
 - Forms - Project Prioritization & Application
 - Attached 2-page narrative
 - Location Maps as PDF files
- Email a copy of competed application to linsey.cameron@doa.ri.gov or provide on a CD
- Mail to:
 - Rhode Island Statewide Planning Program
 - ATTN: Linsey Cameron, Supervising Planner
 - One Capitol Hill
 - Providence, RI 02908

Statewide Planning Official Use Only

Submission Date _____

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Address 169 Main St

City Woonsocket Rhode Island Zip Code 02985

Phone 401-767-9209 Email smcgauvran@woonsocketri.org

PROJECT INFORMATION

Project Information

Project Title River Street Bridge #095601

Location by Street Name River St, Woonsocket

Project Limits - From Bridge and immediate approaches To _____

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

Priority Proposal Number 3 of a Total of 13 Proposals

Regional Submission - Yes No Communities _____

Brief Description of Proposed Project

Project is to rehabilitate the bridge carrying River Street over the Blackstone River. The bridge is a 201 foot single span steel truss bridge supporting a 40 ft wide roadway and two sidewalks. Rehabilitation will include the removal of debris and performing steel repairs to the floorbeams, stringers and truss components, replacement of the deck joints, re-setting the bearings, partial cleaning and painting of the structural steel, and repairs to the bridge rail. Isolated partial and full depth concrete deck repairs along with the removal and replacement of deteriorated, spalled and cracked concrete on the abutment breast walls, backwall, and bridge seats. Rehabilitation will also include milling and paving of the approach roadways, repairs to the approach sidewalks, and updating the approach roadway guardrail.

Describe Need for Proposed Project

The October 21, 2010 Bridge Inspection Report identified a sufficiency rating of 79.1 for this bridge. River Street is an important urban collector that serves a number of major employers in the City, as well as serving as a connector to Blackstone, Mass. River St is on the Federal Aid Highway System.

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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4. Environmental Impact
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6. Safety, Security, and Technology

PROJECT ESTIMATES

Project Estimates

	ROW	Study	Design	Construction	Total
Estimated Project Costs		\$58,000	\$290,000	\$1,920,000	\$2,268,000
Total Cost					\$2,268,000
Amount Requested Through TIP Process					\$2,268,000

Funding from other sources committed to this project - Yes No

Source	Amount
Total	

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Municipal & Regional Planning Agency Projects Only

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Address 169 Main St

City Woonsocket

Rhode Island

Zip Code 02985

Phone 401-767-9209

Email smcgauvran@woonsocketri.org

PROJECT INFORMATION

Project Information

Project Title John A Cummings Way at Social St High Hazard Intersection

Location by Street Name John A Cummings Way, Woonsocket

Project Limits - From Intersections and immediate approaches To _____

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

Priority Proposal Number 4 of a Total of 13 Proposals

Regional Submission - Yes No Communities _____

Brief Description of Proposed Project

Study, design and construction of safety improvements.

Describe Need for Proposed Project

This intersection is the worst in Woonsocket. For the period from 2006 to 2009, there were 41 accidents costing \$2,290,100.

These roads are on the Federal Aid Highway System.

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		\$45,000	\$250,000	\$1,000,000	\$1,295,000
Total Cost					\$1,295,000
Amount Requested Through TIP Process					\$1,295,000

Funding from other sources committed to this project - Yes No

Source	Amount
Total	

NOTIFICATION / CERTIFICATION

Notification / Certification

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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 checked="" type="radio"/> November 9 at 6:00 pm - Blackstone Valley Corridor | <input type="radio"/> November 10 at 6:00 pm - Middletown Town Hall |

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

Applicant's Signature _____ Date _____

Chief Executive Official's Signature _____ Date _____

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ATTN: Linsey Cameron, Supervising Planner	Submission Date _____
One Capitol Hill	Accepted by _____
Providence, RI 02908	

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Contact Person Sheila M. McGauvran, Director of Public Works

Address 169 Main St

City Woonsocket

Rhode Island

Zip Code 02985

Phone 401-767-9209

Email smcgauvran@woonsocketri.org

Project Information

Project Title John A Cummings Way at Clinton St High Hazard Intersection

Location by Street Name John A Cummings Way, Woonsocket

Project Limits - From Intersections and immediate approaches To _____

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

Priority Proposal Number 5 of a Total of 13 Proposals

Regional Submission - Yes No Communities _____

Brief Description of Proposed Project

Study, design and construction of safety improvements.

PROJECT INFORMATION

Describe Need for Proposed Project

This intersection is the 2nd worst in Woonsocket. For the period from 2006 to 2009, there were 22 accidents costing \$2,088,700.

These roads are on the Federal Aid Highway System.

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
- 4. Environmental Impact
- 5. Degree of Support to Local and State Goals and Plan
- 6. Safety, Security, and Technology

PROJECT ESTIMATES

Project Estimates

	ROW	Study	Design	Construction	Total
Estimated Project Costs		\$45,000	\$225,000	\$900,000	\$1,170,000
Total Cost					\$1,170,000
Amount Requested Through TIP Process					\$1,170,000

Funding from other sources committed to this project - Yes No

Source	Amount
Total	

NOTIFICATION / CERTIFICATION

Notification / Certification

Date of Local Public Hearing October 25, 2011
Municipal & Regional Planning Agency Projects Only

Preferred TAC Public Hearing

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City Woonsocket Rhode Island Zip Code 02985

Phone 401-767-9209 Email smcgauvran@woonsocketri.org

PROJECT INFORMATION

Project Information

Project Title South Main St. So. Arch Bridge #095801

Location by Street Name South Main St, Woonsocket

Project Limits - From Bridge and immediate approaches To _____

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

Priority Proposal Number 6 of a Total of 13 Proposals

Regional Submission - Yes No Communities _____

Brief Description of Proposed Project

Project is to rehabilitate the bridge carrying Route 44 over the Blackstone River. The bridge is a 44 foot wide stone masonry arch supporting a 40 ft wide roadway and two sidewalks. Rehabilitation will include repairs to the concrete foundations supporting the masonry arch that have been undermined as a recent of recent flooding events. In addition, individual stones within the spandrel walls and arch, that have been displaced or are out of alignment, will be corrected. The stone masonry will be repointed along with repairs to the stone parapets. Rehabilitation will also include milling and paving of the approach roadways, repairs to the approach sidewalks & guardrail.

Describe Need for Proposed Project

The August 10, 2010 Bridge Inspection Report identified a sufficiency rating of 65.0 for this bridge. Classified as an urban Minor Arterial, South Main Street is very heavily used, and is a major link from the Market Square restaurants and entertainment venues to Route 146. These establishments advertise and draw customers from around the state. This bridge is a vital link for public safety due to the position of the fire stations and the importance of South Main St as an important connector in the City.

South Main Street is on the Federal Aid Highway System.

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

PROJECT ESTIMATES

Project Estimates

	ROW	Study	Design	Construction	Total
Estimated Project Costs		\$236,000	\$1,180,000	\$7,855,000	\$9,271,000
Total Cost					\$9,271,000
Amount Requested Through TIP Process					\$9,271,000

Funding from other sources committed to this project - Yes No

Source	Amount
Total	

NOTIFICATION / CERTIFICATION

Notification / Certification

Date of Local Public Hearing October 25, 2011
Municipal & Regional Planning Agency Projects Only

Preferred TAC Public Hearing

- November 7 at 6:00 pm - South Kingstown Town Hall
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	Entity / Organization <u>City of Woonsocket</u>
	Contact Person <u>Sheila M. McGauvran, Director of Public Works</u>
	Address <u>169 Main St</u>
	City <u>Woonsocket</u> Rhode Island Zip Code <u>02985</u>
	Phone <u>401-767-9209</u> Email <u>smcgauvran@woonsocketri.org</u>

PROJECT INFORMATION	Project Information
	Project Title <u>Privilege Street Bridge #096301</u>
	Location by Street Name <u>Privilege St, Woonsocket</u>
	Project Limits - From <u>Bridge and immediate approaches</u> To _____
	Location Maps - <input checked="" type="checkbox"/> 8 1/2" x 11" Attach Map of Site Indicating Project Limits
	Priority Proposal Number <u>7</u> of a Total of <u>13</u> Proposals
	Regional Submission - <input type="checkbox"/> Yes <input checked="" type="checkbox"/> No Communities _____
	Brief Description of Proposed Project
	<p>Project is to rehabilitate the bridge carrying Privilege Street over the Mill River. The bridge is a 105.3 foot single span steel girder bridge supporting a 40 foot wide, two lane roadway, and two sidewalks. Rehabilitation will include performing steel repairs to the girders (areas of 100% section loss), removal and replacement of the bearings, replacement of the deck joints, and repairs to the bridge rail. Isolated partial and full depth repairs to the concrete deck will be performed. Rehabilitation of the abutment breast walls, backwall, bridge seats will be performed to remove all accumulated debris and deteriorated, spalled and cracked concrete. Rehabilitation will also include milling and paving of the approach roadways and updating the approach roadway guardrail.</p>
	Describe Need for Proposed Project
<p>The July 11, 2011 Inspection Report indicates a sufficiency rating of 66.3. The bridge exhibits heavy rusting of girders, movable bearings and anchor bolts, 100% section loss on some girders, and heavy to severe spalling of abutments. The engineers have recommended that the bridge weight rating be re-evaluated. Privilege Street, an Urban Minor Arterial is part of the Federal Aid Highway System.</p>	
Enterprise Zone - <input type="checkbox"/> Yes <input checked="" type="checkbox"/> No Details _____	
Located Within State Land Use Plan 2025 Map's Designated Growth Center - <input type="checkbox"/> Yes <input checked="" type="checkbox"/> No	
Located Within State Land Use Plan 2025 Map's Urban Services Boundary - <input checked="" type="checkbox"/> Yes <input type="checkbox"/> No	
Consistent with Local Comprehensive Plan - <input checked="" type="checkbox"/> Yes <input type="checkbox"/> No	
Consistent with State Guide Plan Transportation 2030 - <input checked="" type="checkbox"/> Yes <input type="checkbox"/> No	

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

PROJECT ESTIMATES

Project Estimates

	ROW	Study	Design	Construction	Total
Estimated Project Costs					
Total Cost					
Amount Requested Through TIP Process					

Funding from other sources committed to this project - Yes No

Source	Amount
Total	

NOTIFICATION / CERTIFICATION

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Municipal & Regional Planning Agency Projects Only

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Phone 401-767-9209 Email smcgauvran@woonsocketri.org

PROJECT INFORMATION

Project Information

Project Title Singleton Street Bridge #095501

Location by Street Name Singleton St, Woonsocket

Project Limits - From Bridge and immediate approaches To _____

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

Priority Proposal Number 8 of a Total of 13 Proposals

Regional Submission - Yes No Communities _____

Brief Description of Proposed Project

Project is to rehabilitate the bridge carrying Singleton Street over the Blackstone River. The bridge is a 196 ft steel truss bridge supporting a 34 ft wide roadway and two sidewalks. Rehabilitation will include the removal of debris & pack rust, performing steel repairs to the floorbeams, stringers & truss elements, and the removal and replacement of deteriorated rivets. Rehabilitation will include replacement of the deck joints, partial cleaning & painting of the structural steel & repairs to the bridge rail. Partial & full depth concrete deck repairs with the removal & replacement of deteriorated concrete on the abutment backwall & bridge seats. Rehabilitation will also include milling and paving of the approach roadways, repairs to the approach sidewalks & guardrail.

Describe Need for Proposed Project

The April 27, 2011 Bridge Inspection Report identified a sufficiency rating of 90.7 for this bridge. Singleton St is an Urban Collector on the Federal Aid Highway System.

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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|--------------------------------|--|
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| 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		\$68,000	\$340,000	\$2,247,500	\$2,655,500
Total Cost					\$2,655,500
Amount Requested Through TIP Process					\$2,655,500

Funding from other sources committed to this project - Yes No

Source	Amount
Total	

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- | | |
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| <input checked="" type="radio"/> November 9 at 6:00 pm - Blackstone Valley Corridor | <input type="radio"/> November 10 at 6:00 pm - Middletown Town Hall |

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	Phone <u>401-767-9209</u> Email <u>smcgauvran@woonsocketri.org</u>

PROJECT INFORMATION	Project Information
	Project Title <u>Park East Drive Resurfacing</u>
	Location by Street Name <u>Park East Drive, Woonsocket and Highland Corporate Dr, Cumberland</u>
	Project Limits - From <u>Mendon Road</u> To <u>Mendon Road</u>
	Location Maps - <input checked="" type="checkbox"/> 8 1/2" x 11" Attach Map of Site Indicating Project Limits
	Priority Proposal Number <u>9</u> of a Total of <u>13</u> Proposals
	Regional Submission - <input checked="" type="checkbox"/> Yes <input type="checkbox"/> No Communities <u>Cumberland</u>
	Brief Description of Proposed Project
	<p>The 3 mile long roadway needs to be resurfaced. The best way to improve this surface is to reclaim the top 2" of asphalt, and repave with 2" of top coat.</p>
	Describe Need for Proposed Project
<p>Located in the Woonsocket - Cumberland Enterprise Zone, this roadway is the only means of access to Highland Corporate Park. The quality of this road is critical, given the 19 firms that employ many people and the heavy truck and commercial vehicle traffic that service the park during the business hours. Estimated weekday traffic flow is 8000 vehicles per day. While there is no measurable benefit to economically disadvantaged citizens, this park is a major source of employment for residents of norther Rhode Island. The ongoing success of the entire Park is a linchpin to efforts to create stable jobs for the City (keeping in mind that the entire City meets the definition of "moderate to low income" as used by the federal government. Park East Drive is an Urban Collector on the Federal Aid Highway System.</p>	
Enterprise Zone - <input checked="" type="checkbox"/> Yes <input type="checkbox"/> No Details _____	
Located Within State Land Use Plan 2025 Map's Designated Growth Center - <input type="checkbox"/> Yes <input checked="" type="checkbox"/> No	
Located Within State Land Use Plan 2025 Map's Urban Services Boundary - <input checked="" type="checkbox"/> Yes <input type="checkbox"/> No	
Consistent with Local Comprehensive Plan - <input checked="" type="checkbox"/> Yes <input type="checkbox"/> No	
Consistent with State Guide Plan Transportation 2030 - <input checked="" type="checkbox"/> Yes <input type="checkbox"/> No	

INFORMATION

Additional Information

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

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

PROJECT ESTIMATES

Project Estimates

	ROW	Study	Design	Construction	Total
Estimated Project Costs				\$800,000	\$800,000
Total Cost					\$800,000
Amount Requested Through TIP Process					\$800,000

Funding from other sources committed to this project - Yes No

Source	Amount
Total	

NOTIFICATION / CERTIFICATION

Notification / Certification

Date of Local Public Hearing October 25, 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 _____ Date _____

Chief Executive Official's Signature _____ Date _____

ADMINISTRATIVE

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

- 8 Collated Copies of Completed Application
 - Forms - Project Prioritization & Application
 - Attached 2-page narrative
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- Mail to:
 - Rhode Island Statewide Planning Program
 - ATTN: Linsey Cameron, Supervising Planner
 - One Capitol Hill
 - Providence, RI 02908

Statewide Planning Official Use Only

Submission Date _____

Accepted by _____

Transportation Improvement Program

Application - New Projects Only

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



CONTACT

Contact Information

Entity / Organization City of Woonsocket

Contact Person Sheila M. McGauvran, Director of Public Works

Address 169 Main St

City Woonsocket

Rhode Island

Zip Code 02985

Phone 401-767-9209

Email smcgauvran@woonsocketri.org

PROJECT INFORMATION

Project Information

Project Title Truman Dr Realignment

Location by Street Name Truman Drive, Woonsocket

Project Limits - From Bernon Street To Main St

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

Priority Proposal Number 10 of a Total of 13 Proposals

Regional Submission - Yes No Communities _____

Brief Description of Proposed Project

The Realignment of the Truman Bypass will be the implementation of its redesign proposed in the Wayfinding Master Plan for Downtown Woonsocket. The realignment will narrow an underused four lane road and make it into two lanes; it will include the addition of off-road bike path and greenway becoming a linear park. The bike path/greenway is part of the planned Blackstone River Valley Bikeway/Greenway that will eventually connect Woonsocket to Providence and North to Worcester. The new realigned road will also introduce a more meandering roadway that will serve to calm traffic and reduce vehicular speeds making it a safer road. In addition, the roadway will have special pavement treatments for pedestrian crossings making safe connections between the Blackstone River, Main Street and the Woonsocket Bus Depot. +

Describe Need for Proposed Project

The Truman Bypass Realignment will fulfill various needs including helping to revitalize downtown Woonsocket, provide amenities to low income residents, provide "green" transportation alternatives and build the Blackstone River Valley Bikeway/Greenway. Truman bypass is in a historic district in Woonsocket, parallel to Main Street and is right next to the Blackstone River. Truman Bypass provides a connection to the river from Downtown Woonsocket. There is a definite need to revitalize downtown Woonsocket and this project will help bring tourism and amenities in the area. The incomes of residents in this census tract are very low income and they need connections to the river and outdoor recreation. The residents and the State need alternative modes of +

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

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

PROJECT ESTIMATES

	ROW	Study	Design	Construction	Total
Estimated Project Costs					\$1,220,000
Total Cost					
Amount Requested Through TIP Process					

Funding from other sources committed to this project - Yes No

Source	Amount
Total	

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Notification / Certification

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Municipal & Regional Planning Agency Projects Only

Preferred TAC Public Hearing

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 One Capitol Hill Accepted by _____
 Providence, RI 02908

Truman Bypass Realignment Additional Information

1. Mobility Benefits

- The addition of an off-the-road bike path in the Truman Bypass Realignment (especially when Blackstone River Valley Bikeway/Greenway is completed) will potentially reduced congestion on roadways by providing an opportunity to use "green" bike/pedestrian ways of transportation rather than using personal automobiles.
- The Wayfinding Master Plan for Downtown Woonsocket, which included recommendations to redesign Truman Bypass, includes connections to Main Street (parallel to Truman Bypass) and the Woonsocket bus depot. This will provide more modes of transportation at the transit hub.
- Truman Bypass Realignment is part of the Blackstone River Valley Bikeway/Greenway which will provide access to Worcester and Providence which gives it regional impact.
- The Realignment of Truman Pass calls for wayfinding that ties into the rest of the historic signs throughout the area thus providing information for its users.

2. Cost-effectiveness

- Truman Bypass Realignment will leverage federal funds already expended to redesign the Truman Bypass.

3. Economic Development

- The Truman Bypass Realignment will benefit very low income individuals. According to 2005-2009 American Community Survey 5-Year Estimates, census tract 180 (where Truman Bypass is located) has a median household income of \$15,679 and a median family income of \$24,891 which is 28.2% and 35.0% of the state's, respectively.
- Realignment of the Truman Bypass will become part of the Blackstone River Valley Bikeway/Greenway will encourage tourism by providing outdoor recreation to a historical area.
- Realignment of the Truman Bypass will become part of the Blackstone River Valley Bikeway/Greenway will eventually provide bike access to Providence (and Worcester) which will prove a "green" way of getting to job centers.

4. Environmental Impacts

- The addition of an off-the-road bike path in the Truman Bypass Realignment would improve air quality and promote energy conservation through reducing VMTs and providing an alternative to personal automobile transportation.
- The realignment of Truman Bypass includes a reduction of pervious surfaces (making a four lane road into two lanes) which will help water quality in the nearby Blackstone River.

- The Truman Bypass is part of a historic district in Woonsocket and will enhance the scenic appeal of the area.
- Realignment of the Truman Bypass will become part of the Blackstone River Valley Greenway/Bikeway.

5. Degree of Support to Local and State Goals

- Implementation of redesign of Truman Drive which is its realignment is an implementation action item in the Draft Woonsocket Comprehensive Plan.
- Federal funds from Preserve America Program of the Department of Interior were used to conduct a Wayfinding Master Plan for Downtown Woonsocket, which included recommendations to redesign Truman Bypass and realign it.
- The realignment includes building a section of the Blackstone River Valley Bikeway/Greenway which becomes another link on the 48 mile bikeway from Worcester to Providence.
- The John H. Chafee Blackstone River Valley National Historic Corridor backs the Truman Bypass Realignment.
- The realignment of Truman Bypass which includes an off-the-road bike route will fulfill the State's Transportation 2030 Plan goal of expanding off-road bicycle routes.
- The Truman Drive realignment has been included on the Comprehensive Economic Development Strategy PRIORITY PROJECT LIST – RHODE ISLAND CEDS, 2007 jointly proposed by the City of Woonsocket and the Main Street Initiative Corp.

6. Safety/Security/Technology

- Implementation of redesign of Truman Drive which is its realignment is an implementation action item in the Draft Woonsocket Comprehensive Plan
- The redesign will create a more meandering roadway alignment than the one existing which will become a traffic calming device and reduce vehicular speed making the road safer. The road will also have special pavement treatments at pedestrian crossing to help with safety.

Transportation Improvement Program

Application - New Projects Only

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



CONTACT

Contact Information

Entity / Organization City of Woonsocket

Contact Person Sheila M. McGauvran, Director of Public Works

Address 169 Main St

City Woonsocket

Rhode Island

Zip Code 02985

Phone 401-767-9209

Email smcgauvran@woonsocketri.org

PROJECT INFORMATION

Project Information

Project Title Woonsocket Commuter Rail Feasibility/Alternatives Analysis

Location by Street Name Woonsocket

Project Limits - From _____

To _____

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

Priority Proposal Number 11 of a Total of 13 Proposals

Regional Submission - Yes No Communities _____

Brief Description of Proposed Project

A Feasibility and Alternatives Analysis along with an Environmental Analysis of the re-establishment of passenger rail services to Boston, Providence, and Worcester.

Describe Need for Proposed Project

Given the relatively high range of recovery ratios estimated and the substantial forecast demand for service, the study team concluded a service between Woonsocket and Providence offering a transfer to Boston service to be economically feasible and worthy of further consideration. Recommended next steps included further study, focusing on an extension of the Woonsocket-Providence service to TF Green Airport. An intrastate service linking Woonsocket, Cumberland, Lincoln, Central Falls, Pawtucket, Providence, Cranston and Warwick with fast, frequent service would engender statewide benefits, including increased mobility for people traveling among the most densely populated communities in Rhode Island.

Enterprise Zone - Yes No Details _____

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

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

Consistent with Local Comprehensive Plan - Yes No

Consistent with State Guide Plan Transportation 2030 - Yes No

INFORMATION

Additional Information

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

PROJECT ESTIMATES

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

Funding from other sources committed to this project - Yes No

Source	Amount
Total	

NOTIFICATION / CERTIFICATION

Notification / Certification

Date of Local Public Hearing October 25, 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
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Attest: The information provided on this application is true and accurate

Applicant's Signature _____ Date _____

Chief Executive Official's Signature _____ Date _____

ADMINISTRATIVE

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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

Woonsocket Commuter Rail Alternatives and Environmental Analysis

1. Mobility Benefits

- According to the "City of Woonsocket Commuter Rail Feasibility Study", a Woonsocket to Providence and with a transfer at Pawtucket going to Boston is projected to have 1,200 weekday inbound boardings.
- The commuter rail would provide another mode of public transit and allow for people to not to use their personal automobiles.
- With the future development of a Woonsocket train station, it would provide multi-modes of transportation: bus, auto, bike (if the Blackstone River Valley Bikeway is completed) and train.
- An Intrastate Commuter Rail would serve more than two-thirds of the State's population according to the "Rhode Island Intrastate Commuter Rail Feasibility Study" and the Woonsocket section of the commuter rail is an integral part of the commuter rail system. This study would have a significant regional impact.

2. Cost-effectiveness

- According to the "Rhode Island Intrastate Commuter Rail Feasibility Study", the capital cost per weekday passenger boarding would be \$25,000 and operating cost per passenger trip would be \$3.96. These costs are relatively low compared to the peer group average, which is \$46,000 per weekday passenger boarding and \$13.16 operating cost per passenger trip.
- This study would leverage federal and state money already expended on the previous studies mentioned above.
- Extending the commuter rail to Woonsocket, would enhance money already expended in the completion and development of Warwick and Wickford Junction Station by providing additional communities to access through public transit from these stations.

3. Economic Development

- This study would support the enterprise zone in the City of Woonsocket
- It would improve access to employment centers by people who don't have cars and for people who want to use public transportation.
- It would encourage tourism from various parts of the region and provide an energy efficient way to get to the City.
- The Commuter Rail Study will benefit low income individuals. According to 2005-2009 American Community Survey 5-Year Estimates, Woonsocket has a median household income of \$41,001 and a median family income of \$50,970 which is 73.8% and 71.8% of the state's, respectively.

4. Environmental Impacts

- If the commuter rail was built, it would improve air quality, promote energy conservation through reducing VMTs and providing an alternative to personal automobile transportation.
- Commuter rail can lessen the demand for additional road-widening, which leads to less additional pervious surfaces that will help maintain water quality.
- Commuter rail will improve urban center of Woonsocket by providing multi-modal transportation in the center of the City.

5. Degree of Support to Local and State Goals

- The commuter rail feasibility study is an implementation action in the Woonsocket Draft Comprehensive Plan.
- The Rhode Island Intrastate Commuter Rail Feasibility Study recommends as a next step to integrate the service proposal (this next study) into the State's transportation development plans including formal inclusion in Rhode Island's next Transportation Improvement Program (TIP).
- The Woonsocket Station in the Intrastate Commuter Rail system would link to the planned Truman Bypass (segment 8A) of the future Blackstone River Valley Greenway/Bikeway according to the Wayfinding Plan for Downtown Woonsocket.
- The Rhode Island Intrastate Commuter Rail Feasibility Study states that the communities of Woonsocket, Cumberland, Pawtucket, Providence, Cranston and Warwick expressed favorable opinions regarding intrastate rail service.

6. Safety/Security/Technology

- By providing additional public transportation (commuter rail system) for those who don't have cars, this improves access to public facilities and hospitals that are in Providence at a much faster speed. The commuter rail would take 28 minutes as opposed to 52 minutes by bus from Woonsocket to Providence.

Transportation Improvement Program

Application - New Projects Only

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



CONTACT

Contact Information

Entity / Organization City of Woonsocket

Contact Person Sheila M. McGauvran, Director of Public Works

Address 169 Main St

City Woonsocket

Rhode Island

Zip Code 02985

Phone 401-767-9209

Email smcgauvran@woonsocketri.org

PROJECT INFORMATION

Project Information

Project Title Fairmount Street Bridge #095701

Location by Street Name Fairmount St, Woonsocket

Project Limits - From Bridge and immediate approaches To _____

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

Priority Proposal Number 12 of a Total of 13 Proposals

Regional Submission - Yes No Communities _____

Brief Description of Proposed Project

Project is to rehabilitate the bridge carrying Fairmount Street over the Blackstone River. The bridge is a 196 foot single span steel truss bridge supporting a 34 foot wide, two lane roadway and two sidewalks. Rehabilitation will include the removal of all accumulated debris and performing steel repairs to the floorbeams, stringers and truss components. Rehabilitation will also include replacement of the deck joints, cleaning and painting of the structural steel and bearings, and repairs to the bridge rail. Isolated partial and full depth concrete deck repairs will be performed including repairs to the deteriorated concrete within the abutments and wingwalls. Rehabilitation will also include milling and paving of the approach roadways and updating the approach roadway guardrail.

Describe Need for Proposed Project

The asphalt surface exhibits extensive patching, depressions, potholes and exposed concrete deck. Beams exhibit pitting loss, rivet heads with section loss, and there is heavy vegetation growing in accumulated debris. Fairmount Street is part of the Federal Aid Highway System.

Enterprise Zone - Yes No Details _____

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

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

Consistent with Local Comprehensive Plan - Yes No

Consistent with State Guide Plan Transportation 2030 - Yes No

INFORMATION

Additional Information

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

PROJECT ESTIMATES

Project Estimates

	ROW	Study	Design	Construction	Total
Estimated Project Costs	n/a	\$28,000	\$140,000	\$1,365,000	\$1,533,000
Total Cost					\$1,533,000
Amount Requested Through TIP Process					\$1,533,000

Funding from other sources committed to this project - Yes No

Source	Amount
Total	

NOTIFICATION / CERTIFICATION

Notification / Certification

Date of Local Public Hearing October 25, 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 checked="" type="radio"/> November 9 at 6:00 pm - Blackstone Valley Corridor | <input type="radio"/> November 10 at 6:00 pm - Middletown Town Hall |

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

Applicant's Signature _____ Date _____

Chief Executive Official's Signature _____ Date _____

ADMINISTRATIVE

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Transportation Improvement Program

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CONTACT

Contact Information
Entity / Organization City of Woonsocket
Contact Person Sheila M. McGauvran, Director of Public Works
Address 169 Main St
City Woonsocket Rhode Island Zip Code 02985
Phone 401-767-9209 Email smcgauvran@woonsocketri.org

PROJECT INFORMATION

Project Information
Project Title Woonsocket Bikeway Signage Project
Location by Street Name Woonsocket
Project Limits - From _____ To _____
Location Maps - 8 1/2" x 11" Attach Map of Site Indicating Project Limits
Priority Proposal Number 13 of a Total of 13 Proposals
Regional Submission - Yes No Communities _____
Brief Description of Proposed Project
Install signs directing people to the Woonsocket bikeway segments throughout the City, especially the Bikeway Access and parking at the Rivers Edge recreational complex.

Describe Need for Proposed Project
Signage for access to the Bikeway at Rivers Edge soccer complex is, if it exists, very hard to see and follow. The Bikeway is an asset to be promoted, and we need to draw attention to it to the greatest degree possible. This is an inexpensive project that would support another State/Federal project.

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

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4. Environmental Impact
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6. Safety, Security, and Technology

PROJECT ESTIMATES

	ROW	Study	Design	Construction	Total
Estimated Project Costs					\$75,000
Total Cost					\$75,000
Amount Requested Through TIP Process					\$75,000

Funding from other sources committed to this project - Yes No

Source	Amount
Total	

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