Project Prioritization Cover Sheet | **City of Cranston**

Transportation Improvement Program

RI SPP

CONTACT

Contact Information

Contact Person Ken Mason Title Director of Public Works

Mailling Address 869 Park Avenue

City Cranston Zip Code 02910

Phone 780-3175 Email kmason@cranstonri.org

PROJECT PRIORITIZATION

Project Prioritization *(please use an additional sheet if necessary)*

Priority	Listed in TIP 2013-2016 Yes	No	Project Name
Low	✓		Arterial Traffic Signal Improvements - Warwick Ave
Low		✓	Resurfacing I-295 (I-95 to Rt 5)
Medium	✓		Intersection Safety Improvements - Park Avenue Intersections Cranston - Pedestrian Improvements and Left Turn Lanes
Low		✓	Bottleneck Improvements to I-295 Northbound Cranston (RISTARS)
Low		✓	Bottleneck Improvements to I-295 Southbound Cranston (RISTARS)
Low		✓	Roadway Departure Mitigation - Guardrail and Median Improvements to I-95 Exeter and New London Avenue Cranston
Low		✓	Route 6/10 Transit Feature
Low		✓	Route 6/10 Highway Bridge Reconstruction
Low	✓		Resurfacing Rt 10 (US-6 to Park Ave)
Low		✓	Resurfacing Resurfacing Rt 12, Scituate Ave (Pippen Orchard Rd to Rt 51)
High		✓	Resurfacing Rt 2, Reservoir Ave (Sockanosset Cross Rd to Rt 12)
Low	✓		Resurfacing Rt 5, Lambert Lind Hwy (Mayfield Ave to I-95)
Low		✓	Thornton Bridge, RI 14 Plainfield St at Pocasset River
Low		✓	Hillside Farms Bridge, Kimberly Lane at Furnace Hill Brook
Low		✓	Gansett Ave Bridge at Washington Secondary Bike Path
Low		✓	Huntington South Bridge, RI 10 DB at I-95 NB & SB
Low		✓	Wellington Ave Bridge, I-95 NB & SB at Wellington Ave
Low		✓	Lawton Bridge, RI 12 Scituate Ave at I-295 NB

PROJECT PRIORITIZATION

Project Prioritization *(continued)*

Priority	Listed in TIP 2013-2016 Yes	Listed in TIP 2013-2016 No	Project Name
Low		✓	Aqueduct NB, I-295 NB at water supply aqueduct
Low		✓	Phenix Ave EB, RI 51 Phenix Ave at I-295 NB
Low		✓	Park Ave Bridge at Pocasset River
Low		✓	Dean St RR Bridge at Washington Secondary Bike Path
Low		✓	Furnace Hill Road Bridge at Furnace Hill Brook
Low		✓	Oaklawn Ave RR at Washington Secondary Bike Path
Low		✓	Seven Mile Road Bridge, Main St at Clark Brook
Low		✓	Budlong Bridge, Dyer Avenue at Pocasset River
Low		✓	Huntington North Bridge, RI 10 BC at I-95 NB & SB
Low		✓	Meshanticut Brook Culvert 4 NB, I-295 NB at Meshanticut Brook
Low		✓	Meshanticut Brook Culvert 6, Ramps E-S, E-N, S-E at Meshanticut Brook
Low		✓	Meshanticut Viaduct, RI 2 Mesh Int at RI 5 Oaklawn Ave & Lane C
Low		✓	Meshanticut Bridge, RI 2 Mesh Int at RI 5 Oaklawn Ave
Low		✓	Moons Cut RR Bridge, RI 33 Providence St at Washington Secondary Bike Path
Low		✓	Moons Cut Bridge, RI 33 Providence St at Meshanticut Brook
Low		✓	Glenhills Drive Bridge at RI 37 EB & WB
Low		✓	Cranston Street at RI 37
Low		✓	Mashapaug Bridge, RI 2 Reservoir Ave at RI 10 Huntington Express
Low		✓	Meshanticut Brk Clvt 2 S, I-295 SB at Meshanticut Brook
Low		✓	Reservoir Ave Bridge, RI 2 New London Ave at Mesh Interchange Lane B
Low		✓	Plainfield Pike NB, I-295 NB at Rt 14 Plainfield Pike
Low		✓	Aqueduct SB, I-295 SB over water supply aqueduct
Low		✓	Phenix Ave WB Bridge over I-295 SB
Low		✓	Huntington Viaduct, RI 10 Huntington Exp at I-95 NB & SB, & Amtrak
Low		✓	Ramp B-EL, I-95 at Wellington Ave & Amtrak
Low		✓	Ramp CB, I-95 at Wellington Ave & Amtrak

PROJECT PRIORITIZATION

Project Prioritization *(continued)*

Priority	Listed in TIP 2013-2016		Project Name
	Yes	No	
Low		✓	Pawtuxet River Bridge, I-95 NB & SB at Pawtuxet River
Low		✓	Cranston Park at I-295 SB
Low		✓	Elmwood Ave Bridge at Pawtuxet River
Low		✓	Locust Brook Bridge, RI 14 Plainfield Pike at Locust Brook
Low		✓	Pontiac Ave RR Bridge
Low		✓	Park Ave East, RI 10 North, Ramp Lane
Low		✓	Garden City Drive Bridge at Pocasset River
Low		✓	Phenix Ave Bridge at Furnace Hill Brook
Low		✓	Pontiac Ave Bridge at Pocasset River
Low		✓	Canam Bridge, RI 12 Scituate Ave at Meshanticut Brook
Low		✓	New London Ave, Lane H, Mesh Interchange Lane A
Low		✓	Louis Bridge, Pippin Orchard Road at Furnace Hill Brook
Low		✓	Pontiac Ave Bridge at RI 10 Huntigton Expressway
Low		✓	Furnace Hill Brook Bridge, Natick Ave at Furnace Hill Brook
Low		✓	Haven Street Bridge at Pocasset River
Low		✓	Pawtuxet Bridge, US 1A Broad St at Pawtuxet River
Low		✓	Skeleton Valley Ped UP, RI 12 Scituate Ave Pedestrian Underpass
Low		✓	Elm Lake Brook Bridge, RI 12 Park Ave at Elm Lake Brook
Low		✓	Cranston Street Viaductm RU 10 Huntington Exp at Cranston St, SR-3, Amtrak
Low		✓	Warwick Ave Bridge at Pawtuxet River
Low		✓	Knight Bridge, Pippin Orchard Rd at Furnace Hill Brook
Low		✓	Park Ave RR Bridge
Low		✓	Arrow Lakes Bridge, RI 12 Scituate Ave at brook
Low		✓	Oaklawn Ave Bridge, RI 37 EB & WB at Oaklawn Ave
Low		✓	Pontiac Ave Bridge, RI 37 EB & WB at Pontiac Ave
Low		✓	New London Ave Bridge, RI 37 EB & WB at New London Ave

PROJECT PRIORITIZATION

Project Prioritization *(continued)*

Priority	Listed in TIP 2013-2016 Yes	Listed in TIP 2013-2016 No	Project Name
Low		✓	Cranston Park East Bridge, RI 37 EB & WB over I-295 NB
Low		✓	Cranston Park RR, RI 37 EB & WB at Washington Secondary Bike Path
Low		✓	Howard Bridge, RI 37 EB & WB at Power Road
Low		✓	Cranston Street, RI 37 EB & WB at Cranston St
Low		✓	Pawtuxet River South, RI 37 EB at Pawtuxet River
Low		✓	Cranston Park West, RI 37 EB & WB at I-295 SB
Low		✓	Wilber Ave SB Bridge at I-295 SB
Low		✓	Wilber Ave NB Bridge at 1-295 NB
Low		✓	Park Ave Bridge, RI 12 Park Ave at I-95 NB & SB
Low		✓	Milford Street Bridge at I-95 NB & SB
Low		✓	Laurens Street Bridge at I-95 NB & SB
High		X	Main Street Bridge Replacement
High	X		Sockanosset Cross Road/Pontiac Avenue Intersection Improvements
High		X	Oaklawn Avenue/Wilbur Avenue Drainage Project
Medium		X	Safe Routes to School - Western Hills Middle School
Medium		X	Pontiac Avenue/Zinnia Drive Drainage Project
Medium		X	Resurfacing of Lippitt Avenue
Medium		X	Resurfacing of Wellington Avenue
Low		X	Cranston Street Transportation Enhancements
Low		X	Oaklawn Avenue/Cranston Street/Wedge Street Drainage Project
Low		X	Safety Study RI Route 37/Natick Avenue Intersection

PROJECT PRIORITIZATION

Project Prioritization *(continued)*

Priority	Listed in TIP 2013-2016		Project Name
	Yes	No	

CERTIFICATION

Required Public Hearing

The required public hearing was held on January 5, 2016

Applicant Certification

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

Kenneth R. Mason	Director of Public Works
Applicant	Title
Allan W. Fung	1/8/16
Chief Executive Officer Signature	Date

CHECKLIST

Submittal Checklist

- ☑ 3 collated copies of complete TIP submittal package
  - ☑ Project Prioritization Cover Sheet
  - ☑ New Project Application Form for each new project
    - ☑ 2-page narrative on evaluation criteria
    - ☑ 8.5" x 11" PDF map of project location
- ☑ Email a copy of complete TIP submittal package to Kimberly.Crabill@doa.ri.gov or provide on a CD
- ☑ Submit complete TIP submittal package to:

Rhode Island Statewide Planning Program
ATTN: Kimberly Crabill
One Capitol Hill
Providence, RI 02908

ALL APPLICATIONS ARE DUE BY 3:00PM ON FRIDAY, JANUARY 8, 2016

New Project Application

Transportation Improvement Program

RI SPP

CONTACT

Contact Information

Agency/Organization: City of Cranston

Contact Person: Ken Mason Title: Director of Public Works

Mailling Address: 869 Park Avenue

City: Cranston Zip Code: 02910

Phone: 780-3175 Email: kmason@cranstonri.org

PROJECT INFORMATION

Type of Project *select all that apply*

- [x] Bridge
- [x] Pavement
- [ ] Drainage
- [ ] Planning
- [ ] Traffic
- [ ] Transit
- [ ] Bicycle
- [ ] Pedestrian
- [ ] Transportation Enhancement
- [ ] Other _____

Project Description

Project Title: Main Street Bridge Replacement

Location by Street Name: Main Street, Cranston, RI

Project Limits - From: Abutment To: Abutment

Please include an 8.5" x 11" map of the site, indicating project limits.

Provide a brief description of the proposed project:

This project includes replacing the entire existing Main Street Bridge, Bridge No. 099601 with a new bridge that meets all current codes.

PROJECT INFORMATION

Describe need for proposed project:

Currently the existing structure built in 1915 has a Sufficiency Rating of 18.8, an Overall Structural Evaluation Appraisal of "3" (Serious), Deck Geometry Appraisal of "2" (Critical), Scour Critical Appraisal of "3" (Serious), Condition Rating of Superstructure of "4" (Poor), and Condition Rating of Substructure of "5" (Fair). The bridge is functionally obsolete due to the substandard curb to curb width of 24 feet, voids under the stone masonry abutments. Currently the bridge is posted for a weight limit of 7 tons. Due to the above reasons the Main Street Bridge is in immediate need of replacement.

Describe anticipated municipal or state transportation network or economic development benefits:

Main Street is a minor arterial road and the bridge carries an estimate Average Daily Traffic of 5500 vehicles with 10% truck traffic. Much of this traffic is local traffic from Cranston, Scituate, Coventry, and West Warwick. The economic benefit would not only be for the City of Cranston but also the three other surrounding communities.

Is the project consistent with the local Comprehensive Plan? ☑ Yes ☐ No

Is the project on the Federal Aid System? ☐ Yes ☑ No

Is the project on the National Highway System? ☐ Yes ☑ No

CRITERIA

Evaluation Criteria

Please address the following topics as they relate to the project. Refer to "An Overview of TIP Guiding Principles" for more information. Submission **must not exceed** 2 pages, single-spaced, 12-point font.

1. Mobility Benefits
2. Cost Effectiveness
3. Economic Development
4. Environmental Impact
5. Supports Local and State Goals
6. Safety and Security
7. Equity

PROJECT ESTIMATES

Project Estimates

	ROW	Study	Design	Construction	Total
Estimated Project Costs			$75,000	$1,605,000	$1,680,000

Total Cost	$1,680,000
Amount Requested through TIP Process	$1,605,000

Is there funding from other sources committed to this project? ☑ Yes ☐ No

Source	Amount
City of Cranston Capital Funds for Design	$75,000
Total	$75,000

Estimated date of construction 2017

CERTIFICATION

Applicant Certification

I attest that the information provided on this application is in true and accurate.

Applicant's Signature — Date 1/8/16

Chief Executive Officer's Signature — Date 1/8/16

ALL APPLICATIONS ARE DUE BY 3:00PM ON FRIDAY, JANUARY 8, 2016

Evaluation Criteria for TIP Request for the Main Street Bridge Replacement

Mobility Benefits

The bridge currently handles 5500 cars per day and is used not only by Cranston drivers but also many from Coventry, Scituate, and West Warwick. The new bridge would impact these communities by allowing heavier vehicle to travel over it. Currently the bridge is posted for a 7 ton weight limit. The new bridge would also provide a safer structure and increase mobility for heavier vehicles. If the existing bridge is not replaced and continues to deteriorate eventually it will have be closed to traffic. Closing the bridge would mean detours which would decrease mobility and access to this area.

Cost Effectiveness

Replacement of the Main Street Bridge is cost effective because it improves the infrastructure for the life of the bridge. This would eliminate current frequent maintenance costs. Also if a detour was put in place it would cause more traffic to use other local streets which would affect the useful life of these roads.

Economic Development

The construction of a new bridge would support job creation to the local workforce. Also a new bridge would facilitate movement of goods by allowing heavy vehicle to use it.

Environmental Impact

By replacing the existing bride heavy vehicle can reduce their travel distance and time when traveling in this area. This would lead to less fuel consumption which would lead toward cleaner air quality and would promote energy conservation.

Supports Local and State Goals

This project is a top infrastructure priority for the City of Cranston. The replacement of the Main Street Bridge has local public support.

Safety and Security

This project would safety to road users, improve evacuation routes, and improve passenger safety. It would also improve a transportation asset.

Equity

The bridge replace does enhance and preserves access to the transportation network for all users including persons with a disability and seniors.

MAIN STREET BRIDGE REPLACEMENT

CRANSTON, R.I.

New Project Application

Transportation Improvement Program

RI SPP

CONTACT

Contact Information

Agency/Organization: City of Cranston

Contact Person: Ken Mason Title: Director of Public Works

Mailling Address: 869 Park Avenue

City: Cranston Zip Code: 02910

Phone: 780-3175 Email: kmason@cranstonri.org

PROJECT INFORMATION

Type of Project *select all that apply*

- ☐ Bridge
- ☐ Pavement
- ☐ Drainage
- ☐ Planning
- ☑ Traffic
- ☐ Transit
- ☐ Bicycle
- ☑ Pedestrian
- ☑ Transportation Enhancement
- ☐ Other _____

Project Description

Project Title: Sockanosset Cross Road & Pontiac Avenue

Location by Street Name: Sockanosset Cross Rd / Pontiac Ave / Rte 37 off-ramp

Project Limits - From: Sockanosset Cross Rd To: Rte 37 off-ramp

Please include an 8.5" x 11" map of the site, indicating project limits.

Provide a brief description of the proposed project:

This project consists of improving the operation and efficiency of the intersection at Pontiac Avenue and Sockanosset Cross Road. Improvements include widening both sides of Sockanosset Cross Rd at its approach to Pontiac Ave, new configuration of exclusive turn lanes, new configuration of lanes further south on Pontiac Ave. at the Route 37 off ramp, striping, and upgrades to the traffic signal system.

PROJECT INFORMATION

Describe need for proposed project:

Recent developments at Chapel View and Garden City shopping centers, along with other businesses along this corridor have resulted in significant increase in traffic volumes resulting in traffic congestion and lengthy back-ups on Pontiac Avenue and Sockanosset Crossroad, especially during AM and PM peak hours.

Describe anticipated municipal or state transportation network or economic development benefits:

Improvements at this location are expected to alleviate ongoing frustration with traffic congestion on roadway segments within both state and local jurisdictions, and improve pedestrian safety, including ADA compliance at the intersection. So as not to deter the shopping public and potential business interests from visiting the area, completion of this project is vital to ensure continued success of this major economic engine within the City of Cranston.

Is the project consistent with the local Comprehensive Plan? ☑ Yes ☐ No

Is the project on the Federal Aid System? ☐ Yes ☑ No

Is the project on the National Highway System? ☑ Yes ☐ No

CRITERIA

Evaluation Criteria

Please address the following topics as they relate to the project. Refer to "An Overview of TIP Guiding Principles" for more information. Submission **must not exceed** 2 pages, single-spaced, 12-point font.

1. Mobility Benefits
2. Cost Effectiveness
3. Economic Development
4. Environmental Impact
5. Supports Local and State Goals
6. Safety and Security
7. Equity

PROJECT ESTIMATES

Project Estimates

	ROW	Study	Design	Construction	Total
Estimated Project Costs	150,000		50,000	350,000	550,000

Total Cost	550,000
Amount Requested through TIP Process	500,000

Is there funding from other sources committed to this project? ☑ Yes ☐ No

Source	Amount
Developer Carpionato Corporation (design)	50,000
Total	50,000

Estimated date of construction Spring 2017

CERTIFICATION

Applicant Certification

I attest that the information provided on this application is in true and accurate.

Applicant's Signature — Date 1/8/16

Chief Executive Officer's Signature — Date 1/8/16

ALL APPLICATIONS ARE DUE BY 3:00PM ON FRIDAY, JANUARY 8, 2016

ALLAN W. FUNG
MAYOR

Kenneth R. Mason P.E.
Director of Public Works

DEPARTMENT OF PUBLIC WORKS
CITY HALL, ROOM 109
869 PARK AVENUE
CRANSTON, RHODE ISLAND 02910

Sockanosset Cross Road & Pontiac Avenue Intersection Improvements Evaluation Criteria

This project is expected to meet the following selection criteria:

- **Mobility Benefits** – relieves congestion and long within the busy intersection; improves function for all roadway users, including RIPTA and pedestrians; improves access to jobs, retail, services, and public library.
- **Cost Effectiveness** – adds efficiency to existing roadway; complements other planned RIDOT improvements on the segment of Pontiac Ave. south of the Route 37 ramps;
- **Economic Development** – improves access to employment centers; supports job creation; facilitates the movement of goods; supports and recognizes both past and future private investment.
- **Environmental Impact** – relief of traffic congestion will reduce vehicle emissions and noise.
- **Supports Local and State Goals** – strong public support to prioritize this project.
- **Safety and Security** – enhances overall safety throughout the corridor, especially for pedestrians at the intersection.

(401) 780-3175 FAX (401)780-3176


SOCKANOSSET CROSS ROAD
PONTIAC AVENUE
PETTACONSETT AVEN
WHOLESALE WAY
PONTIAC AVENUE
URI EDC, RIGIS

New Project Application

Transportation Improvement Program

RI SPP

CONTACT

Contact Information

Agency/Organization: City of Cranston

Contact Person: Ken Mason Title: Director of Public Works

Mailling Address: 869 Park Avenue

City: Cranston Zip Code: 02910

Phone: 780-3175 Email: kmason@cranstonri.org

PROJECT INFORMATION

Type of Project *select all that apply*

- ☐ Bridge
- ☐ Pavement
- ☑ Drainage
- ☐ Planning
- ☐ Traffic
- ☐ Transit
- ☐ Bicycle
- ☐ Pedestrian
- ☐ Transportation Enhancement
- ☐ Other

Project Description

Project Title: Oaklawn Avenue/Wilbur Avenue Drainage Project

Location by Street Name: Wilbur Avenue at intersection of Oaklaw Avenue

Project Limits - From: Wilbur from Oaklawn Avenue To: Vinton Avenue

Please include an 8.5" x 11" map of the site, indicating project limits.

Provide a brief description of the proposed project:

Wilbur Avenue, at the train trestle for the Washington Secondary Bike Path, floods during a moderate to intense rainfall event, requiring closure of the road on a regular basis. The project includes the construction of an off-line storage system to temporarily store stormwater in a parcel of land adjacent and south of the intersection. The land is currently owned by the State of Rhode Island and would require an agreement between parties.

PROJECT INFORMATION

Describe need for proposed project:

The existing interconnected State/City drainage system accepts stormwater flow from an approximate 319 acre watershed. During medium and high intensity rainstorms, localized flooding occurs at the intersection of Oaklawn Avenue and Wilbur Avenue, primarily under the railroad overpass bridge of the Washington Secondary Bike Path. Flooding is the most critical concern as the frequency is random and highly unpredictable. A preliminary drainage system evaluation report including a hydraulic analysis of the drainage network was previously completed in 2010 by a consulting engineer.

Describe anticipated municipal or state transportation network or economic development benefits:

The greatest concerns are that of public safety due to the following factors:

1. Emergency response vehicles travelling from the fire station on Oaklawn Avenue are summoned several times a day to the heavily travelled Interstate 295 and State Route 37. When the low points on Wilbur Avenue flood, life saving moments are lost due to vehicles needing to take an alternate route to the site.
2. Vehicles constantly misjudge the depth of water at the low point and end up becoming partially submerged and requiring their operators and passengers to be rescued.
3. A secondary critical concern is the constant erosion/destruction of private property via the overland flow from the low point running overland toward Meshanticut Brook. At the end of this overland flow is the Allard Street sewer pump station and the adjacent Oaklawn Elementary school.

Is the project consistent with the local Comprehensive Plan? ☑ Yes ☐ No

Is the project on the Federal Aid System? ☑ Yes ☐ No

Is the project on the National Highway System? ☑ Yes ☐ No

CRITERIA

Evaluation Criteria

Please address the following topics as they relate to the project. Refer to "An Overview of TIP Guiding Principles" for more information. Submission **must not exceed** 2 pages, single-spaced, 12-point font.

1. Mobility Benefits
2. Cost Effectiveness
3. Economic Development
4. Environmental Impact
5. Supports Local and State Goals
6. Safety and Security
7. Equity

PROJECT ESTIMATES

Project Estimates

	ROW	Study	Design	Construction	Total
Estimated Project Costs	$30,000		$170,000	$1,800,000	$2,000,000
				Total Cost	
				Amount Requested through TIP Process	$1,800,000

Is there funding from other sources committed to this project? ☑ Yes ☐ No

Source	Amount
City of Cranston Storm Drain Bond Fund 205	$200,000
Total	$2,000,000

Estimated date of construction Spring 2018

CERTIFICATION

Applicant Certification

I attest that the information provided on this application is in true and accurate.

Applicant's Signature — Date: 1/8/16

Chief Executive Officer's Signature — Date: 1/8/16

ALL APPLICATIONS ARE DUE BY 3:00PM ON FRIDAY, JANUARY 8, 2016

Evaluation Criteria for TIP Request for the Oaklawn Avenue/Wilbur Avenue Drive Drainage Project

Mobility Benefits

The drainage network in the area of this project limits vehicular and pedestrian traffic during flooding events. Detours due to flooding decrease mobility and access to this area and would be greatly enhanced if this project were completed.

Cost Effectiveness

This is a cost effective project because it improves the drainage infrastructure for both the City and State while adding environmental benefits to the downstream rivers and streams.

Economic Development

The construction of this drainage project would support job creation to the local workforce.

Environmental Impact

The drainage project would be designed to incorporate RIDEM water quality requirements thus reducing first flush impacts to the States waterways.

Supports Local and State Goals

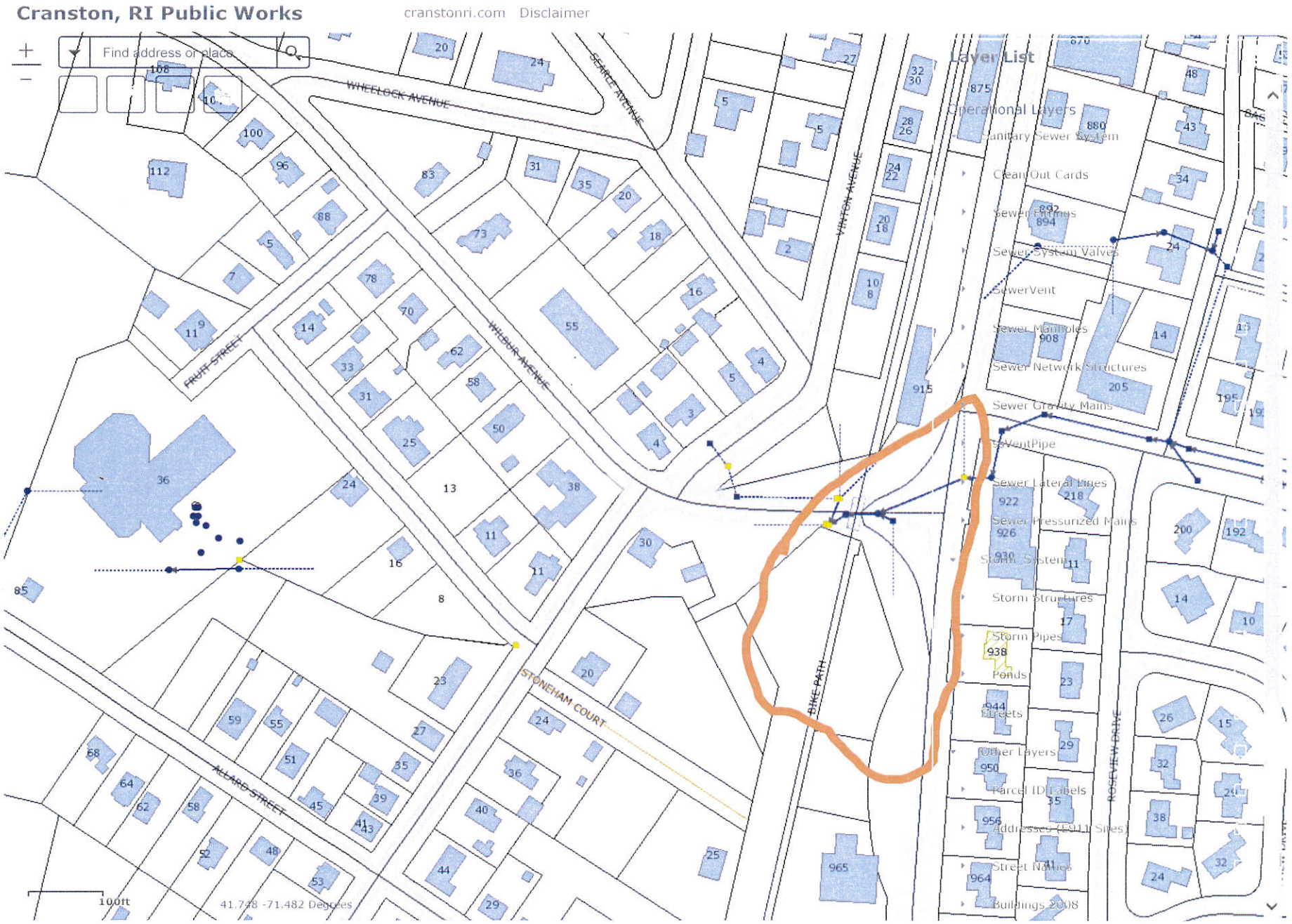
Drainage and flooding issues are a top priority for the City of Cranston. This project has local public support.

Safety and Security

This project would add safety to road users, improve evacuation routes, and improve passenger safety. It would also improve a drainage asset.

Equity

The drainage project does enhance and preserves access to the transportation network for all users including persons with a disability and seniors.


Cranston, RI Public Works
cranstonri.com
Disclaimer
Find address or place
Layer List
Operational Layers
Sanitary Sewer System
Clean Out Cards
Sewer Fittings
Sewer System Valves
SewerVent
Sewer Manholes
Sewer Network Structures
Sewer Gravity Mains
SewVentPipe
Sewer Lateral Lines
Sewer Pressurized Mains
Storm System
Storm Structures
Storm Pipes
Ponds
Streets
Other Layers
Parcel ID Labels
Addresses (E911 Sites)
Street Names
Buildings 2008
WHEELOCK AVENUE
SEARLE AVENUE
VINTON AVENUE
WILBUR AVENUE
FRUIT STREET
STONEHAM COURT
ALLARD STREET
BIKE PATH
ROSEVIEW DRIVE
100ft
41.748 -71.482 Degrees

New Project Application

Transportation Improvement Program

RI SPP

CONTACT

Contact Information

Agency/Organization: City of Cranston

Contact Person: Ken Mason Title: Director of Public Works

Mailling Address: 869 Park Avenue

City: Cranston Zip Code: 02910

Phone: 780-3175 Email: kmason@cranstonri.org

PROJECT INFORMATION

Type of Project *select all that apply*

- ☐ Bridge
- ☐ Pavement
- ☐ Drainage
- ☐ Planning
- ☑ Traffic
- ☐ Transit
- ☐ Bicycle
- ☑ Pedestrian
- ☐ Transportation Enhancement
- ☑ Other: SRTS

Project Description

Project Title: Safe Routes to School-Western Hills Middle School

Location by Street Name: Ambrose Street & Cranston Street

Project Limits - From: Cranston Street To: Western Hill Middle School Driveway

Please include an 8.5" x 11" map of the site, indicating project limits.

Provide a brief description of the proposed project:

McMahon Associates (McMahon) has been retained by the Rhode Island Department of Transportation (RIDOT) to design infrastructure improvements to the travelways surrounding Western Hills Middle School in Cranston, Rhode Island as part of the Rhode Island Safe Routes to School (SRTS) program. The City of Cranston submitted an application to the Rhode Island SRTS program in 2009 that prioritized infrastructure improvements needed at the school and on the abutting roadways. The SRTS program is a national, federally funded program that seeks to enable more children to walk and bicycle to/from school through a combination of strategies including education, encouragement, enforcement, and engineering. The purpose of this SRTS project is to develop and design the proposed infrastructure improvements on behalf of the City of Cranston to provide a safer way for children to walk and bicycle to school.

Improvements include the following:
Sidewalks installed along Ambrose Street from Cranston St. leading up to the school grouds.
Cross walks on Ambrose St. where appropriate.
Speed humps on Ambrose St. where appropriate.
Installation of bicycle racks.
Installation of school zone signage.

PROJECT INFORMATION

Describe need for proposed project:

The purpose of this SRTS project is to develop and design the proposed infrastructure improvements on behalf of the City of Cranston to provide a safer way for children to walk and bicycle to school.

Describe anticipated municipal or state transportation network or economic development benefits:

The addition of a paved sidewalk along Ambrose Street will provide a well-defined path to Western Hills Middle School and is anticipated to greatly improve pedestrian safety within this roadway network.

Is the project consistent with the local Comprehensive Plan? ☑ Yes ☐ No

Is the project on the Federal Aid System? ☐ Yes ☑ No

Is the project on the National Highway System? ☐ Yes ☑ No

CRITERIA

Evaluation Criteria

Please address the following topics as they relate to the project. Refer to "An Overview of TIP Guiding Principles" for more information. Submission **must not exceed** 2 pages, single-spaced, 12-point font.

1. Mobility Benefits
2. Cost Effectiveness
3. Economic Development
4. Environmental Impact
5. Supports Local and State Goals
6. Safety and Security
7. Equity

PROJECT ESTIMATES

Project Estimates

	ROW	Study	Design	Construction	Total
Estimated Project Costs				400,000	400,000
				Total Cost	400,000
				Amount Requested through TIP Process	263,000

Is there funding from other sources committed to this project? ☑ Yes ☐ No

Source	Amount
Safe Routes to School-Round 2 grant	137,000
Total	137,000

Estimated date of construction Spring 2017

CERTIFICATION

Applicant Certification

I attest that the information provided on this application is in true and accurate.

Applicant's Signature — Date: 1/8/16

Chief Executive Officer's Signature — Date: 1/8/16

ALL APPLICATIONS ARE DUE BY 3:00PM ON FRIDAY, JANUARY 8, 2016

ALLAN W. FUNG
MAYOR

Kenneth R. Mason P.E.
Director of Public Works

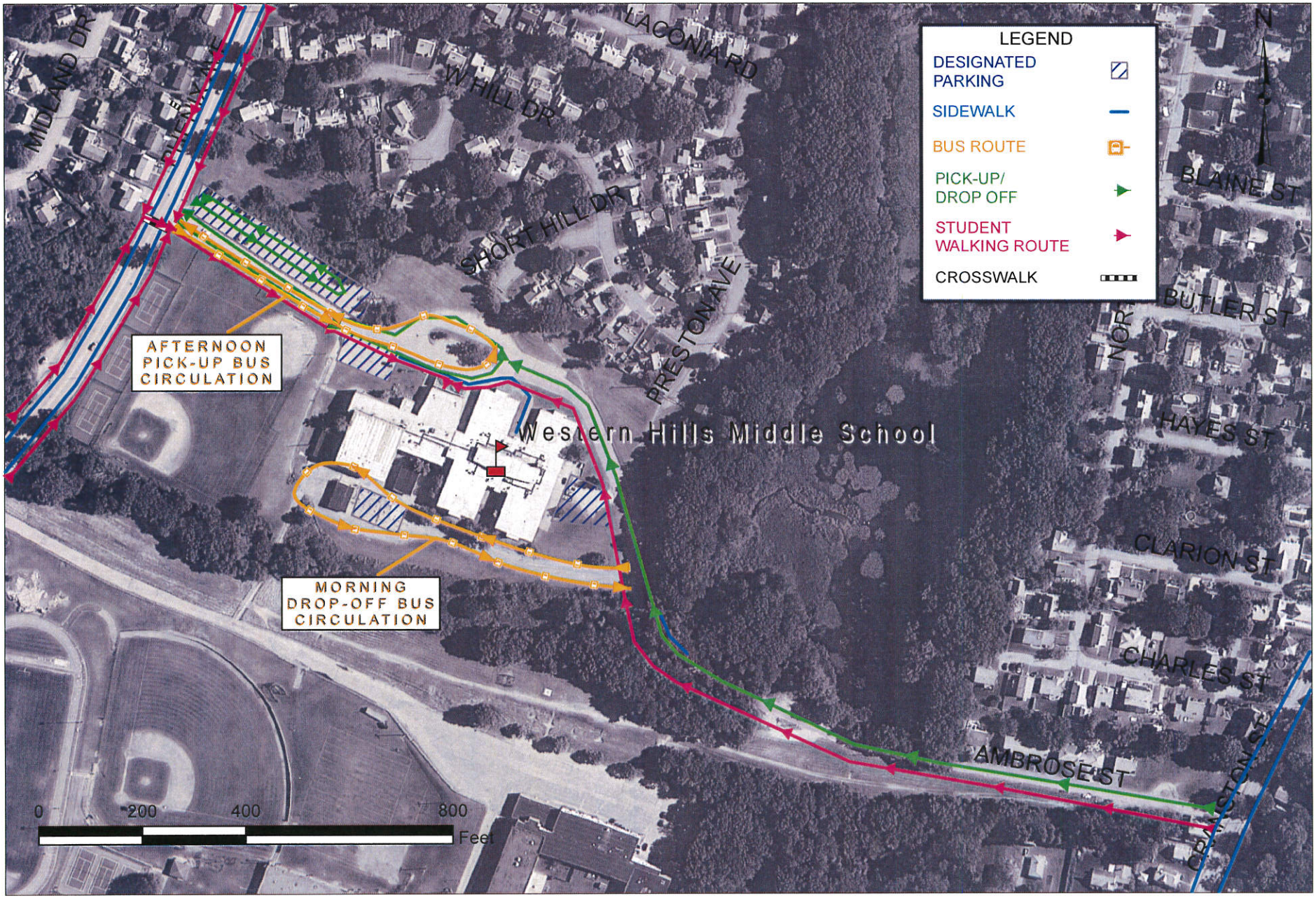
DEPARTMENT OF PUBLIC WORKS
CITY HALL, ROOM 109
869 PARK AVENUE
CRANSTON, RHODE ISLAND 02910

Safe Routes to School-Western Hills Middle School Evaluation Criteria

This project is expected to meet the following selection criteria:

- **Mobility Benefits** - improved walkability and bikeability increases mobility choices for Western Hills Middle School students.
- **Cost Effectiveness** – already granted $137,000 through Round 2 SRTS; only gap funding required to construct the project as designed; the addition of sidewalks along Ambrose Street improves the existing roadway; complements the Cranston Street Transportation Enhancement project being submitted through this TIP.
- **Supports Local and State Goals** – consistent with Safe Route to School initiative; public support by the local school community.
- **Safety and Security** – enhances safety of Western Hills Middle School children that walk or bicycle to school; ADA improvements enhance safety for physically impaired persons.

(401) 780-3175 FAX (401)780-3176



McMAHON
TRANSPORTATION ENGINEERS & PLANNERS

FIGURE 2
ON-SITE TRAFFIC CIRCULATION MAP
RHODE ISLAND SAFE ROUTES TO SCHOOL PROGRAM
WESTERN HILLS MIDDLE SCHOOL
CRANSTON, RHODE ISLAND

New Project Application

Transportation Improvement Program

RI SPP

CONTACT

Contact Information

Agency/Organization: City of Cranston

Contact Person: Ken Mason Title: Director of Public Works

Mailling Address: 869 Park Avenue

City: Cranston Zip Code: 02910

Phone: 780-3175 Email: kmason@cranstonri.org

PROJECT INFORMATION

Type of Project *select all that apply*

- ☐ Bridge
- ☐ Pavement
- ☑ Drainage
- ☐ Planning
- ☐ Traffic
- ☐ Transit
- ☐ Bicycle
- ☐ Pedestrian
- ☐ Transportation Enhancement
- ☐ Other _____

Project Description

Project Title: Pontiac Ave/Zinnia Drive Drainage Project

Location by Street Name: Zinnia Drive/Pontiac Avenue

Project Limits - From: Zinnia Drive To: Pocasset River outfall

Please include an 8.5" x 11" map of the site, indicating project limits.

Provide a brief description of the proposed project:

Replace existing network of undersized drainage piping starting at at Pontiac Avenue to the discharge point to the Pocasset River. Work would include either replacing the existing 42" and 48" piping in Pontiac Avenue with a new 72" pipe, or adding an additional piping system in the abandoned railroad line with a new outfall to the Pocasset River.

PROJECT INFORMATION

Describe need for proposed project:

The existing interconnected State/City drainage system accepts stormwater flow from an approximate 357 acre watershed. During high intensity rainstorms, localized flooding occurs on Zinnia Drive which has on multiple occaisions flooded homes on the road. The existing drainage piping for Zinnia Drive is a 60" reinforced concrete pipe. This pipe ties into the State system on Pontiac where it then discharges to the Pocasset River via a headwall at the bridge. The State system on Pontiac Avenue consists of a single 48" reinforced concrete pipe and will not accept a 2 year storm. A preliminary drainage system evaluation report including a hydraulic analysis of the drainage network was previously completed in 2014 by a consulting engineer, which indicated several options to alleviate flooding in the Zinnia Drive neighborhood.

Describe anticipated municipal or state transportation network or economic development benefits:

The drainage improvements of this project will will alleviate chronic flooding on these roadways including flooding of basements and living areas of abutting property owners. Vehicular traffic, including emergency response vehicles will be able to maintain these routes.

Is the project consistent with the local Comprehensive Plan? ☑ Yes ☐ No

Is the project on the Federal Aid System? ☑ Yes ☐ No

Is the project on the National Highway System? ☑ Yes ☐ No

CRITERIA

Evaluation Criteria

Please address the following topics as they relate to the project. Refer to "An Overview of TIP Guiding Principles" for more information. Submission **must not exceed** 2 pages, single-spaced, 12-point font.

1. Mobility Benefits
2. Cost Effectiveness
3. Economic Development
4. Environmental Impact
5. Supports Local and State Goals
6. Safety and Security
7. Equity

PROJECT ESTIMATES

Project Estimates

	ROW	Study	Design	Construction	Total
Estimated Project Costs			$100,000	$570,000	$670,000
				Total Cost	
				Amount Requested through TIP Process	$470,000

Is there funding from other sources committed to this project? ☐ Yes ☐ No

Source	Amount
City of Cranston Storm Drain Bond Fund 205	$200,000
Total	$670,000

Estimated date of construction Spring 2017

CERTIFICATION

Applicant Certification

I attest that the information provided on this application is in true and accurate.

[signature] 1/8/16

Applicant's Signature Date

Allan W. Fung 1/8/16

Chief Executive Officer's Signature Date

ALL APPLICATIONS ARE DUE BY 3:00PM ON FRIDAY, JANUARY 8, 2016

Evaluation Criteria for TIP Request for the Pontiac Avenue/Zinnia Drive Drainage Project

Mobility Benefits

The drainage network in the area of this project limits vehicular and pedestrian traffic during flooding events. Detours due to flooding decrease mobility and access to this area and would be greatly enhanced if this project were completed.

Cost Effectiveness

This is a cost effective project because it improves the drainage infrastructure for both the City and State while adding environmental benefits to the downstream rivers and streams.

Economic Development

The construction of this drainage project would support job creation to the local workforce.

Environmental Impact

The drainage project would be designed to incorporate RIDEM water quality requirements thus reducing first flush impacts to the States waterways.

Supports Local and State Goals

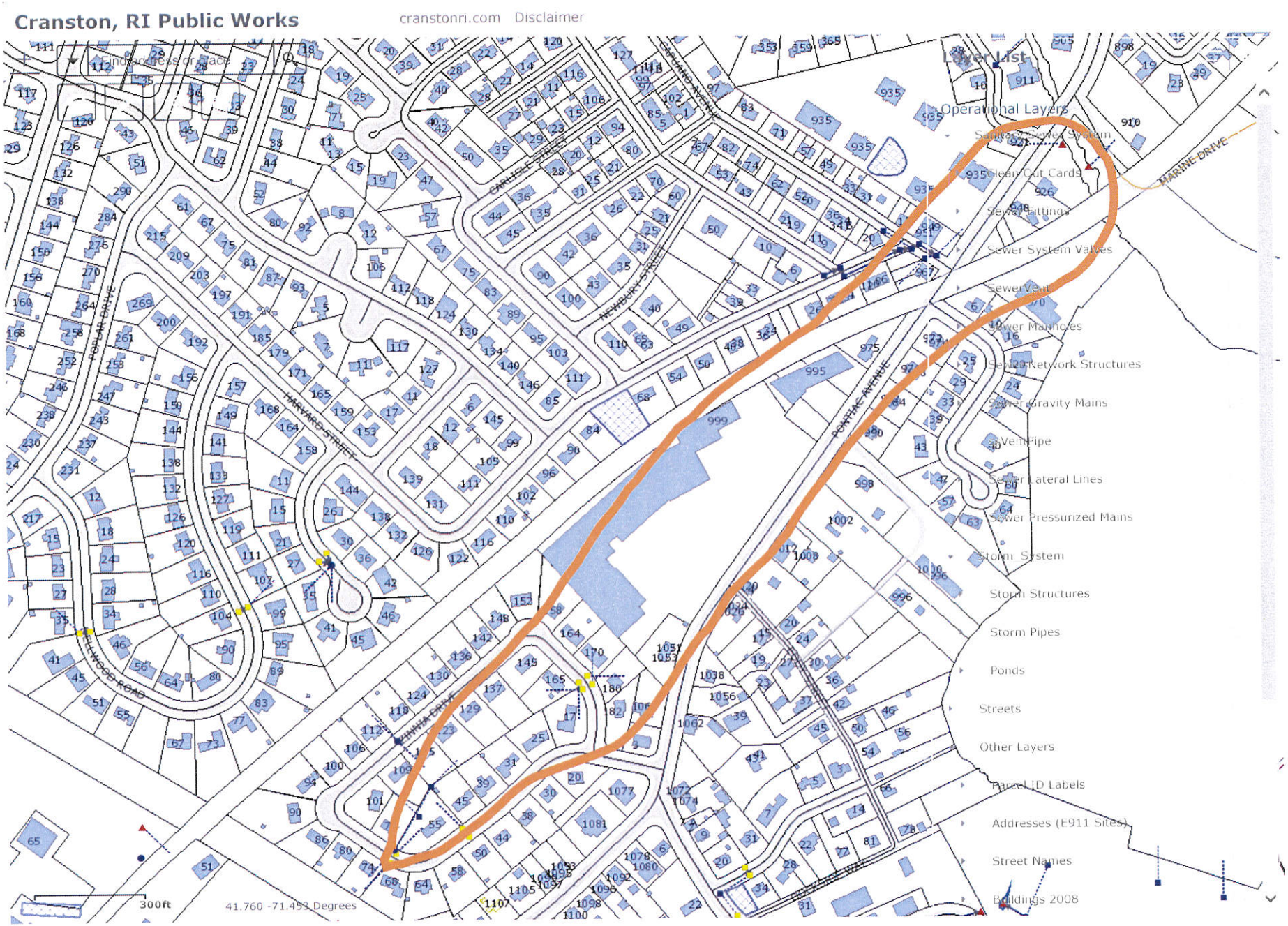
Drainage and flooding issues are a top priority for the City of Cranston. This project has local public support.

Safety and Security

This project would add safety to road users, improve evacuation routes, and improve passenger safety. It would also improve a drainage asset.

Equity

The drainage project does enhance and preserves access to the transportation network for all users including persons with a disability and seniors.


Cranston, RI Public Works
cranstonri.com
Disclaimer
Layer List
Operational Layers
Sanitary Sewer System
Clean Out Cards
Sewer Fittings
Sewer System Valves
Sewer Vent
Sewer Manholes
Sewer Network Structures
Sewer Gravity Mains
Vent Pipe
Sewer Lateral Lines
Sewer Pressurized Mains
Storm System
Storm Structures
Storm Pipes
Ponds
Streets
Other Layers
Parcel ID Labels
Addresses (E911 Sites)
Street Names
Buildings 2008
CARLISLE STREET
NEWBURY STREET
HARVARD STREET
PONTIAC AVENUE
MARINE DRIVE
FELLWOOD ROAD
300ft
41.760 -71.453 Degrees

New Project Application

Transportation Improvement Program

RI SPP

CONTACT

Contact Information

Agency/Organization: City of Cranston

Contact Person: Ken Mason Title: Director of Public Works

Mailling Address: 869 Park Avenue

City: Cranston Zip Code: 02910

Phone: 780-3175 Email: kmason@cranstonri.org

PROJECT INFORMATION

Type of Project *select all that apply*

- ☐ Bridge
- ☑ Pavement
- ☐ Drainage
- ☐ Planning
- ☐ Traffic
- ☐ Transit
- ☐ Bicycle
- ☐ Pedestrian
- ☐ Transportation Enhancement
- ☐ Other _____

Project Description

Project Title: Resurfacing of Lippitt Avenue

Location by Street Name: Lippitt Avenue

Project Limits - From: Hope Road To: West Warwick Town Line

Please include an 8.5" x 11" map of the site, indicating project limits.

Provide a brief description of the proposed project:

Lippitt Avenue is a local collector road that is 0.7 miles in length and 24 feet wide. This segment of roadway has a a Road surface Rating (RSR) of 9.59 in a scale of 0 to100. The project would include reclaiming in place all of the existing asphalt pavement to enhance the road base, re-grading the base, and repaving with a 1.5" base course and a 1.5" surface course. Also the shoulders will be re-shaped to meet the new pavement finished grade.

PROJECT INFORMATION

Describe need for proposed project:

This project is needed because of the extremely poor condition of the pavement which contributes to the safety of driver, and their vehicles.

Describe anticipated municipal or state transportation network or economic development benefits:

This section of roadway services not only drivers from Cranston but also many from the Town of west Warwick. It is used as a route for commuters from West Warwick to Interstate 295, 95 and Route 37. The economic benefit would include both communities.

Is the project consistent with the local Comprehensive Plan? ☑ Yes ☐ No

Is the project on the Federal Aid System? ☐ Yes ☑ No

Is the project on the National Highway System? ☐ Yes ☑ No

CRITERIA

Evaluation Criteria

Please address the following topics as they relate to the project. Refer to "An Overview of TIP Guiding Principles" for more information. Submission **must not exceed** 2 pages, single-spaced, 12-point font.

1. Mobility Benefits
2. Cost Effectiveness
3. Economic Development
4. Environmental Impact
5. Supports Local and State Goals
6. Safety and Security
7. Equity

PROJECT ESTIMATES

Project Estimates

	ROW	Study	Design	Construction	Total
Estimated Project Costs			$25,000	$475,000	$500,000
				Total Cost	$500,000
				Amount Requested through TIP Process	$500,000

Is there funding from other sources committed to this project? ☐ Yes ☑ No

Source	Amount
Total	

Estimated date of construction 2016

CERTIFICATION

Applicant Certification

I attest that the information provided on this application is in true and accurate.

Applicant's Signature — Date 1/8/16

Chief Executive Officer's Signature — Date 1/8/16

ALL APPLICATIONS ARE DUE BY 3:00PM ON FRIDAY, JANUARY 8, 2016

Evaluation Criteria for TIP Request for the Resurfacing of Lippitt Avenue

Mobility Benefits

This section of roadway currently handles many vehicles not only from Cranston drivers but also many from West Warwick. The resurfacing of this road would impact both of these communities by creating a new and safer road surface.

Cost Effectiveness

Resurfacing of the Lippitt Avenue is cost effective because it eliminates current frequent maintenance costs for potholes and other surface treatments. Also it would cause less vehicle damage.

Economic Development

The resurfacing of this section of roadway would support job creation to the local workforce.

Environmental Impact

Because of the existing condition of this road many user seek alternate routes. Resurfacing Lippitt Avenue would reduce their travel distance and time when traveling in this area. This would lead to less fuel consumption which would lead toward cleaner air quality and would promote energy conservation.

Supports Local and State Goals

This project is a top infrastructure priority for the City of Cranston. The resurfacing of Lippitt Avenue has local public support.

Safety and Security

This project would increase passenger safety to road users. It would also improve a transportation asset.

Equity

The resurfacing of this road does enhance and preserves access to the transportation network for all users including persons with a disability and seniors.

LIPPITT AVENUE RESURFACING
CRANSTON, R.I.

New Project Application

Transportation Improvement Program

RI SPP

CONTACT

Contact Information

Agency/Organization: City of Cranston

Contact Person: Ken Mason Title: Director of Public Works

Mailling Address: 869 Park Avenue

City: Cranston Zip Code: 02910

Phone: 780-3175 Email: kmason@cranstonri.org

PROJECT INFORMATION

Type of Project *select all that apply*

- ☐ Bridge
- ☑ Pavement
- ☐ Drainage
- ☐ Planning
- ☐ Traffic
- ☐ Transit
- ☐ Bicycle
- ☑ Pedestrian
- ☐ Transportation Enhancement
- ☐ Other _____

Project Description

Project Title: Resurfacing of Wellington Avenue

Location by Street Name: Wellington Avenue

Project Limits - From: Park Avenue To: Providence City Line

Please include an 8.5" x 11" map of the site, indicating project limits.

Provide a brief description of the proposed project:

This segment of Wellington Avenue is a local collector road that is 0.75 miles in length and 30 feet wide. This segment of roadway has an average Road surface Rating (RSR) of 31.95 in a scale of 0 to100. There are many businesses and some residential properties along this segment of road. This project would include removing all of the existing asphalt pavement, re-grading the base, repaving to meet the existing gutter grades, adding handicap accessible ramps at intersections, and re-striping the center line.

PROJECT INFORMATION

Describe need for proposed project:

This project is needed because of the extremely poor condition of the pavement and the lack of handiap accessible sidewalk ramps at the intersections.

Describe anticipated municipal or state transportation network or economic development benefits:

This section of roadway services not only drivers from Cranston but also many from the City of Providence. It is used as a route for drivers exiting Route 95 South heading to both business along Wellington Avenue and Park Avenue. The economic benefit would include not only both communities but also the many users of the businesses along Wellington Avenue.

Is the project consistent with the local Comprehensive Plan? ☑ Yes ☐ No

Is the project on the Federal Aid System? ☐ Yes ☑ No

Is the project on the National Highway System? ☐ Yes ☑ No

CRITERIA

Evaluation Criteria

Please address the following topics as they relate to the project. Refer to "An Overview of TIP Guiding Principles" for more information. Submission **must not exceed** 2 pages, single-spaced, 12-point font.

1. Mobility Benefits
2. Cost Effectiveness
3. Economic Development
4. Environmental Impact
5. Supports Local and State Goals
6. Safety and Security
7. Equity

PROJECT ESTIMATES

Project Estimates

	ROW	Study	Design	Construction	Total
Estimated Project Costs			$25,000	$475,000	$500,000

Total Cost	$500,000
Amount Requested through TIP Process	$500,000

Is there funding from other sources committed to this project? ☐ Yes ☑ No

Source	Amount
Total	

Estimated date of construction 2016

CERTIFICATION

Applicant Certification

I attest that the information provided on this application is in true and accurate.

Applicant's Signature — Date: 1/8/16

Chief Executive Officer's Signature — Date: 1/8/16

ALL APPLICATIONS ARE DUE BY 3:00PM ON FRIDAY, JANUARY 8, 2016

Evaluation Criteria for TIP Request for the Resurfacing of Wellington Avenue

Mobility Benefits

This section of roadway currently handles many vehicles not only from Cranston drivers but also many from Providence and other communities. The resurfacing of this road would impact all of these communities by providing a new and safer road surface.

Cost Effectiveness

Resurfacing of this section of Wellington Avenue is cost effective because it eliminates current frequent maintenance costs for potholes and other surface treatments. Also it would cause less vehicle damage.

Economic Development

The resurfacing of this section of roadway would support job creation to the local workforce.

Environmental Impact

Because of the condition of this road many travelers seek alternate routes. By resurfacing this road many vehicle can reduce their travel distance. This would lead to less fuel consumption which would lead toward cleaner air quality and would promote energy conservation.

Supports Local and State Goals

This project is a top infrastructure priority for the City of Cranston. The resurfacing of Wellington Avenue has local public support.

Safety and Security

This project would increase passenger safety to road users. It would also improve a transportation asset.

Equity

The resurfacing of this road does enhance and preserves access to the transportation network for all users including persons with a disability and seniors.

WELLINGTON AVENUE RESURFACING
CRANSTON, R.I.

600ft

41.787 -71.428 Degrees

New Project Application

Transportation Improvement Program

RI SPP

CONTACT

Contact Information

Agency/Organization: City of Cranston

Contact Person: Ken Mason Title: Director of Public Works

Mailling Address: 869 Park Avenue

City: Cranston Zip Code: 02910

Phone: 780-3175 Email: kmason@cranstonri.org

PROJECT INFORMATION

Type of Project *select all that apply*

- ☐ Bridge
- ☐ Pavement
- ☐ Drainage
- ☐ Planning
- ☐ Traffic
- ☐ Transit
- ☐ Bicycle
- ☑ Pedestrian
- ☑ Transportation Enhancement
- ☐ Other _____

Project Description

Project Title: Cranston Street Transportation Enhancements

Location by Street Name: Cranston Street

Project Limits - From: Atwood Ave rotary To: Rte 37 overpass

Please include an 8.5" x 11" map of the site, indicating project limits.

Provide a brief description of the proposed project:

The proposed project is to address issues of traffic volumes, speeding, parking, and pedestrian safety along the segment of Cranston Street extending from the roundabout at Route 5 to the north to the Route 37 overpass to the south. The residential roadway provides access to Cranston High School West via Curtis St., Western Hills Middle School via Ambrose St, Meshanticut State Park via Dean St., and recreational fields via Sherman Ave. The Bike Path runs parallel to Cranston St. along its eastern side.

Original design concepts incorporated several speed reduction measures such as chicanes, center islands, and bump-outs. Due to cost constraints, unlikely funding prospects, and associated maintenance challenges, a more recent iteration embraces the latest LED technologies of enhanced regulatory, warning, and pedestrian signage to provide motorists with frequent visual "reminders" and feedback throughout the subject corridor. This approach is expected to elevate driver awareness and ultimately improve overall traffic safety.

PROJECT INFORMATION

Describe need for proposed project:

This project was born by the efforts of Meshanticut Lake Neighborhood Association, a coalition of concerned residents that hired the BETA Group to undertake a study to in order to develop a traffic calming plan. The study was completed at the beginning of 2005. Subsequently, through the TIP, the City of Cranston was awarded a grant of $75,000 for the design phase of the project. We are currently in the process of developing responses to RIDOT comments on the 30% plan submission.

The traffic conditions at this site remain unchanged and continue to be of great concern to the residents. Therefore, the City is seeking funding for construction to execute the improvements in the plan.

Describe anticipated municipal or state transportation network or economic development benefits:

Traffic safety enhancements within this local roadway network are expected to directly benefit middle and high school students, children using the recreational fields and playgrounds, and roadway users at large.

Is the project consistent with the local Comprehensive Plan? ☑ Yes ☐ No

Is the project on the Federal Aid System? ☑ Yes ☐ No

Is the project on the National Highway System? ☑ Yes ☐ No

CRITERIA

Evaluation Criteria

Please address the following topics as they relate to the project. Refer to "An Overview of TIP Guiding Principles" for more information. Submission **must not exceed** 2 pages, single-spaced, 12-point font.

1. Mobility Benefits
2. Cost Effectiveness
3. Economic Development
4. Environmental Impact
5. Supports Local and State Goals
6. Safety and Security
7. Equity

PROJECT ESTIMATES

Project Estimates

	ROW	Study	Design	Construction	Total
Estimated Project Costs		50,000	75,000	110,000	235,000
				Total Cost	235,000
				Amount Requested through TIP Process	110,000

Is there funding from other sources committed to this project? ☑ Yes ☐ No

Source	Amount
City of Cranston (study)	50,000
Previous TIP (design)	75,000
Total	125,000

Estimated date of construction Spring 2017

CERTIFICATION

Applicant Certification

I attest that the information provided on this application is in true and accurate.

[signature] 1/8/16

Applicant's Signature Date

[signature] 1/8/16

Chief Executive Officer's Signature Date

ALL APPLICATIONS ARE DUE BY 3:00PM ON FRIDAY, JANUARY 8, 2016

ALLAN W. FUNG
MAYOR

Kenneth R. Mason P.E.
Director of Public Works

DEPARTMENT OF PUBLIC WORKS
CITY HALL, ROOM 109
869 PARK AVENUE
CRANSTON, RHODE ISLAND 02910

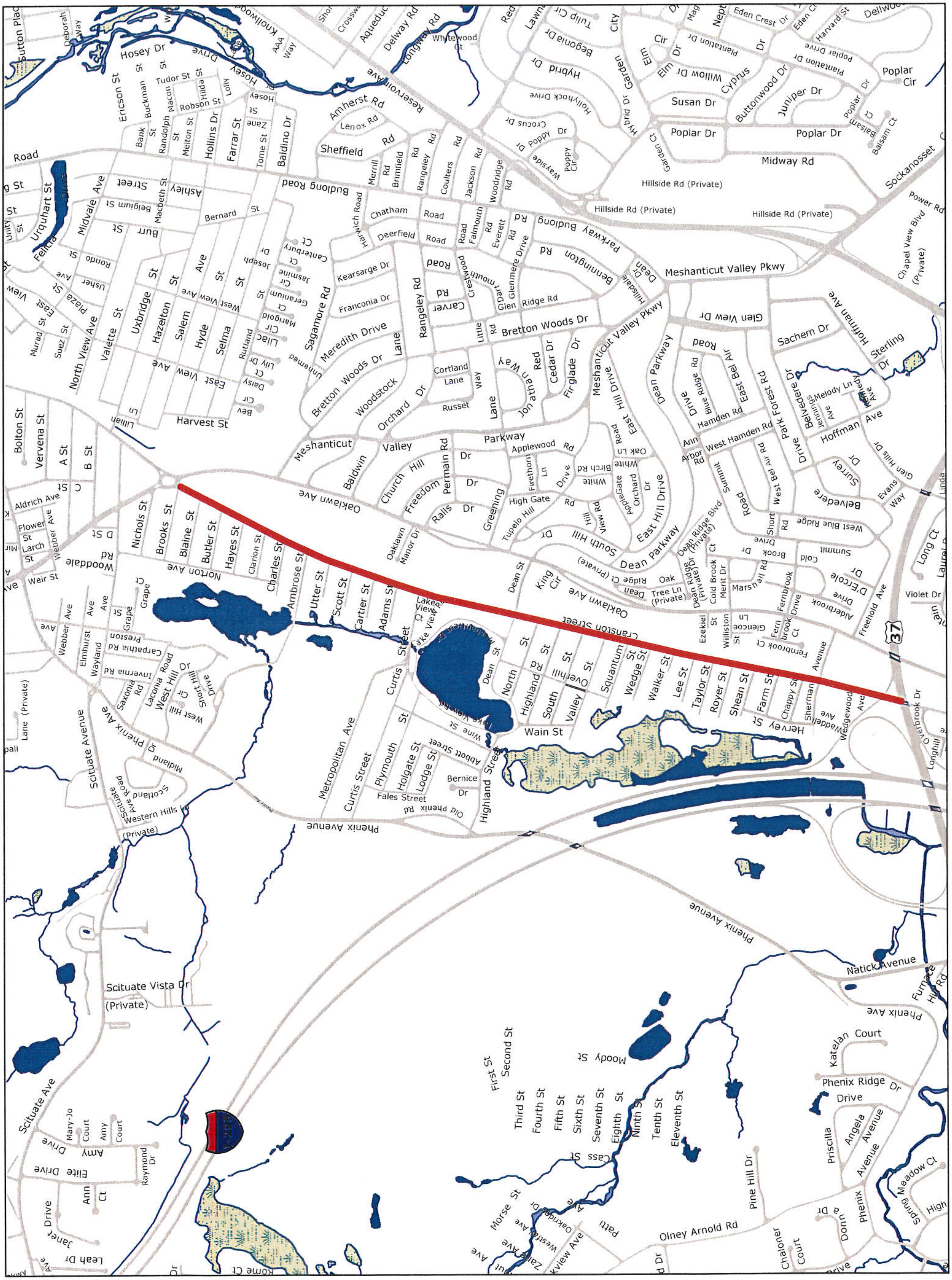
Cranston Street Transportation Enhancements Evaluation Criteria

This project is expected to meet the following selection criteria:

- **Mobility Benefits** - promotes walkability and bikeability to the high school, middle school, recreational facilities, and state park.
- **Cost Effectiveness** – relatively low cost to benefit; no major disruption of existing roadway; minimal maintenance cost of LED signs; design costs already funded through previous TIP; compliments the Safe Routes to School initiative at Western Hills Middle School also being requested through the TIP.
- **Supports Local and State Goals** – strong public support by local residents.
- **Safety and Security** – enhances roadway safety, especially for student walkers and children using the recreational and playground facilities.

(401) 780-3175

FAX (401)780-3176



Cranston Street
Oaklawn Ave
Phenix Avenue
Phenix Ave
Meshanticut Valley Pkwy
Meshanticut Valley Parkway
Budlong Road
Parkway Budlong Rd
Reservoir Ave
Natick Avenue
Scituate Avenue
Scituate Ave
Olney Arnold Rd
Sockanosset
Hillside Rd (Private)
Midway Rd
Poplar Dr
Dean Parkway
East Hill Drive
Highland Street
Wain St
Curtis Street
Metropolitan Ave
Plymouth St
Holgate St
Lodge St
Fales Street
Old Phenix Rd
Bernice Dr
Abbott Street
Wine St
Lake View Rd
North St
Highland Rd
South St
Valley St
Overhill St
Squantum St
Wedge St
Walker St
Lee St
Taylor St
Royer St
Shean St
Farm St
Chappy St
Sherman Avenue
Waddell Ave
Wedgewood Ave
Hervey St
Overbrook Dr
Nichols St
Brooks St
Blaine St
Butler St
Hayes St
Clarion St
Charles St
Ambrose St
Utter St
Scott St
Cartier St
Adams St
Lake View Ct
Norton Ave
Woodddale Rd
Weir St
Webber Ave
Elmhurst Ave
Wayland Ave
Preston St
Carpathia Rd
Invernia Rd
Saxonia Rd
Laconia Road
West Hill Dr
Short Hill Drive
Midland Dr
Scotland Rd
Western Hills Dr (Private)
Scituate Vista Dr (Private)
Amy Drive
Amy Court
Mary-Jo Court
Elite Drive
Ann Ct
Janet Drive
Leah Dr
Raymond Dr
Rome Ct
First St
Second St
Third St
Fourth St
Fifth St
Sixth St
Seventh St
Eighth St
Ninth St
Tenth St
Eleventh St
Moody St
Cass St
Morse St
Pine Hill Dr
Chaloner Court
Phenix Avenue
Priscilla
Angela Avenue
Phenix Ridge Dr
Katelan Court
Spring Meadow Ct
Furnace Hill Rd
37
Freehold Ave
Alderbrook Drive
D'Ercole Dr
Fernbrook Drive
Fernbrook Ct
Williston St
Glencoe Ln
Ezekiel St
Cold Brook Ct
Merit Dr
Marshall Rd
Dean Ridge Blvd (Private)
Dean Ridge Ct (Private)
Oak Tree Ln (Private)
King Cir
Dean St
Oaklawn Manor Dr
South Hill Dr
Tupelo Hill
High Gate Rd
Greening Rd
Ralls Dr
Freedom Dr
Church Hill Dr
Permain Rd
Baldwin
Applewood Rd
Firethorn Ln
White Birch Rd
Oak Ln
AppleGate
Orchard Dr
Belvedere Drive
West Blue Ridge
Short Rd
Summit Road
West Bel Air Rd
Park Forest Rd
West Hamden Rd
Hamden Rd
East Bel Air
Blue Ridge Rd
Ann Arbor Rd
Glen View Dr
Sachem Dr
Hoffman Ave
Sterling Dr
Melody Ln
Jennings Ave
Surrey Dr
Glen Hills Dr
Evans Way
Chapel View Blvd (Private)
Power Rd
Harvest St
East View Ave
West View Ave
Valette St
Uxbridge St
Hazelton St
Salem Ave
Hyde St
Selma St
Sagamore Rd
Franconia Dr
Kearsarge Dr
Meredith Drive
Bretton Woods Dr
Woodstock Lane
Orchard Dr
Russet Way
Cortland Lane
Rangeley Rd
Carver Rd
Crestwood Road
Dartmouth
Glenmere Drive
Glen Ridge Rd
Bennington Rd
Little Rd
Jonathan Way
Red Cedar Dr
Firglade Dr
Deerfield Road
Chatham Road
Harwich Road
Falmouth Rd
Everett Rd
Merrill Rd
Brimfield Rd
Coulters Rd
Jackson Rd
Woodridge Rd
Sheffield Rd
Lenox Rd
Amherst Rd
North View Ave
Midvale Ave
Ashley Street
Belgium St
Macbeth St
Bernard St
Burr St
Urquhart St
Felicia Drive
Rondo St
Usher Ave
Plaza St
East View
Murad St
Suez St
Bolton St
Vervena St
A St
B St
C St
D St
Aldrich Ave
Flower St
Larch St
Bank St
Randolph St
Melton St
Hollins Dr
Farrar St
Tome St
Baldino Dr
Ericson St
Buckman St
Macon St
Robson St
Tudor St
Hilda St
Hosey Dr
Hosey Drive
Delway Rd
Longway Rd
Whitewood Ct
Aqueduct
Tulip Cir
Begonia Dr
Hybrid Dr
Hollyhock Drive
Crocus Dr
Poppy Dr
Wayside Dr
Garden Ct
Elm Cir
Elm Dr
Willow Dr
Cypress
Susan Dr
Buttonwood Dr
Juniper Dr
Plantation Dr
Poplar Drive
Eden Crest Dr
Harvard St
Dellwood
Poplar Cir
Balsam Ct
Daisy Ct
Lily Dr
Lilac Cir
Marigold Ct
Geranium St
Jasmine Cir
Joseph Dr
Canterbury Ct
Rutland
Lillian Ln
Road
Linda
Long Ct
Violet Dr

New Project Application

Transportation Improvement Program

RI SPP

CONTACT

Contact Information

Agency/Organization: City of Cranston

Contact Person: Ken Mason Title: Director of Public Works

Mailling Address: 869 Park Avenue

City: Cranston Zip Code: 02910

Phone: 780-3175 Email: kmason@cranstonri.org

PROJECT INFORMATION

Type of Project *select all that apply*

- ☐ Bridge
- ☐ Pavement
- ☑ Drainage
- ☐ Planning
- ☐ Traffic
- ☐ Transit
- ☐ Bicycle
- ☐ Pedestrian
- ☐ Transportation Enhancement
- ☐ Other _____

Project Description

Project Title: Oaklawn Avenue/Cranston Street/Wedge Street Drainage Project

Location by Street Name: Oaklawn Avenue/Wedge Street

Project Limits - From: 383 Oaklawn Avenue To: End of Wedge Street

Please include an 8.5" x 11" map of the site, indicating project limits.

Provide a brief description of the proposed project:

Replace existing network of undersized drainage piping starting at at Oaklawn Avenue and traversing under the Washington Secondary Bike Path, through Cranston and Wedge Street before discharging to the Meshanticut Brook.

PROJECT INFORMATION

Describe need for proposed project:

The existing interconnected State/City drainage system accepts stormwater flow from an approximate 245 acre watershed. During high intensity rainstorms, localized flooding occurs primarily at two locations, the Dean Estates apartment complex at 383 Oaklawn Avenue, and the intersection of Wedge Street and Cranston Street. The existing State drainage piping from Oaklawn Avenue to and under the Washington Secondary Bike Path is undersized and will not accept a 2 year storm. Downstream of the bike path drainage will also require upgrades at the intersection of Wedge and Cranston Streets prior to discharge to the Meshanticut Brook. A preliminary drainage system evaluation report including a hydraulic analysis of the drainage network was previously completed in 2014 by a consulting engineer.

Describe anticipated municipal or state transportation network or economic development benefits:

The drainage improvements of this project will will alleviate chronic flooding on these roadways including flooding of basements and living areas of abutting property owners. Vehicular traffic, including emergency response vehicles will be able to maintain these routes.

Is the project consistent with the local Comprehensive Plan? ☑ Yes ☐ No

Is the project on the Federal Aid System? ☑ Yes ☐ No

Is the project on the National Highway System? ☑ Yes ☐ No

CRITERIA

Evaluation Criteria

Please address the following topics as they relate to the project. Refer to "An Overview of TIP Guiding Principles" for more information. Submission **must not exceed** 2 pages, single-spaced, 12-point font.

1. Mobility Benefits
2. Cost Effectiveness
3. Economic Development
4. Environmental Impact
5. Supports Local and State Goals
6. Safety and Security
7. Equity

PROJECT ESTIMATES

Project Estimates

	ROW	Study	Design	Construction	Total
Estimated Project Costs	$10,000	Completed	$140,000	$700,000	$850,000

Total Cost

Amount Requested through TIP Process $550,000

Is there funding from other sources committed to this project? ☑ Yes ☐ No

Source	Amount
City of Cranston Storm Drain Bond Fund 205	$300,000
Total	$850,000

Estimated date of construction Spring 2017

CERTIFICATION

Applicant Certification

I attest that the information provided on this application is in true and accurate.

Applicant's Signature — Date 1/8/16

Chief Executive Officer's Signature — Date 1/8/16

ALL APPLICATIONS ARE DUE BY 3:00PM ON FRIDAY, JANUARY 8, 2016

Evaluation Criteria for TIP Request for the Oaklawn Avenue/Wedge Street Drainage Project

Mobility Benefits

The drainage network in the area of this project limits vehicular and pedestrian traffic during flooding events. Detours due to flooding decrease mobility and access to this area and would be greatly enhanced if this project were completed.

Cost Effectiveness

This is a cost effective project because it improves the drainage infrastructure for both the City and State while adding environmental benefits to the downstream rivers and streams.

Economic Development

The construction of this drainage project would support job creation to the local workforce.

Environmental Impact

The drainage project would be designed to incorporate RIDEM water quality requirements thus reducing first flush impacts to the States waterways.

Supports Local and State Goals

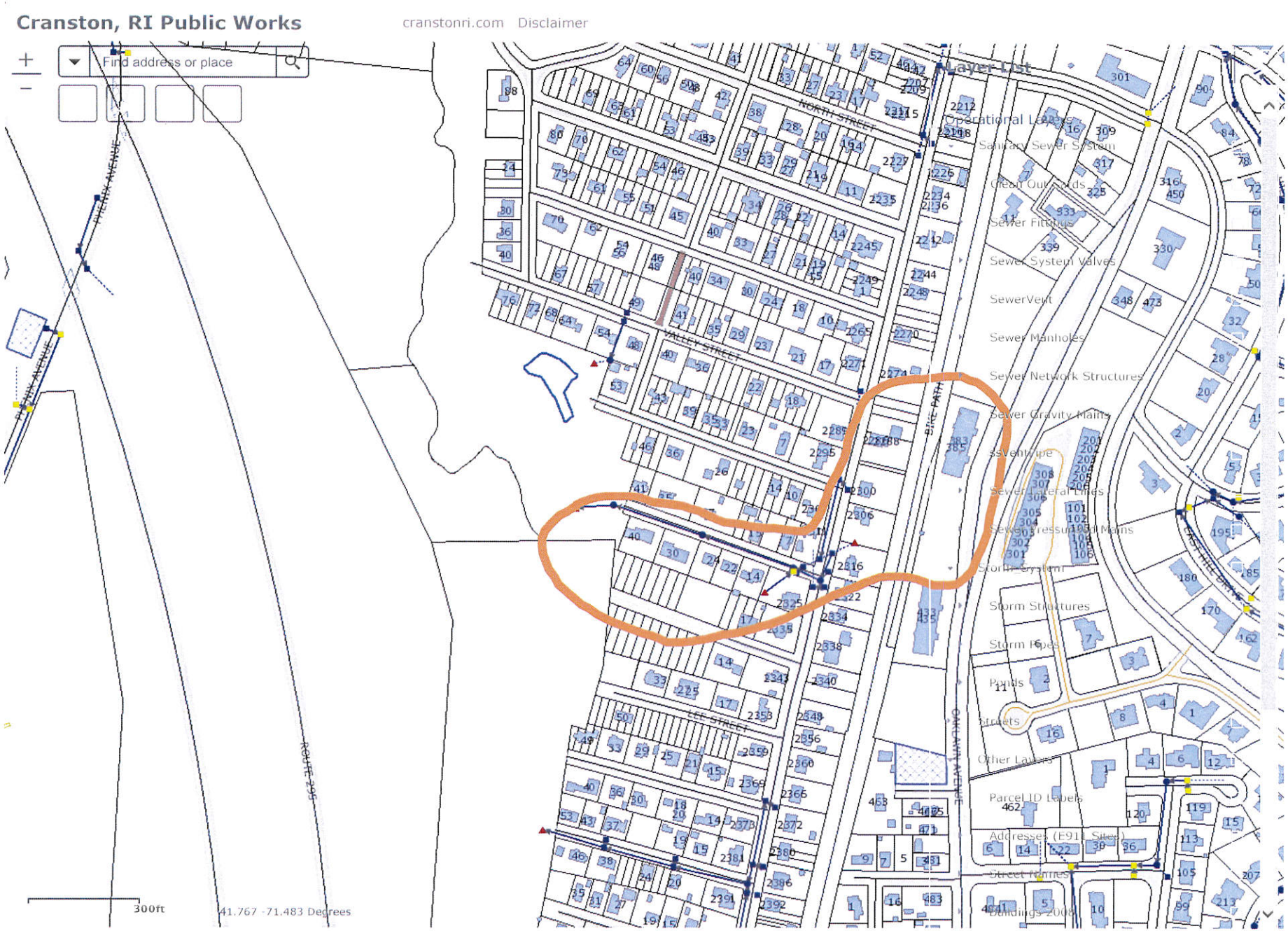
Drainage and flooding issues are a top priority for the City of Cranston. This project has local public support.

Safety and Security

This project would add safety to road users, improve evacuation routes, and improve passenger safety. It would also improve a drainage asset.

Equity

The drainage project does enhance and preserves access to the transportation network for all users including persons with a disability and seniors.


Cranston, RI Public Works
cranstonri.com Disclaimer
Find address or place
Layer List
Operational Layers
Sanitary Sewer System
Clean Outs
Sewer Fittings
Sewer System Valves
SewerVent
Sewer Manholes
Sewer Network Structures
Sewer Gravity Mains
Sewer Lateral Lines
Storm System
Storm Structures
Storm Pipes
Ponds
Streets
Other Lakes
Parcel ID Labels
Addresses (E911 Sites)
Street Names
Buildings 2006
NORTH STREET
VALLEY STREET
LEE STREET
BIKE PATH
OAKLAWN AVENUE
PARK AVENUE
ROUTE 295
300ft
41.767 -71.483 Degrees

New Project Application

Transportation Improvement Program

RI SPP

CONTACT

Contact Information

Agency/Organization: City of Cranston

Contact Person: Ken Mason Title: Director of Public Works

Mailling Address: 869 Park Avenue

City: Cranston Zip Code: 02910

Phone: 780-3175 Email: kmason@cranstonri.org

PROJECT INFORMATION

Type of Project *select all that apply*

- ☐ Bridge
- ☐ Pavement
- ☐ Drainage
- ☑ Planning
- ☑ Traffic
- ☐ Transit
- ☐ Bicycle
- ☐ Pedestrian
- ☑ Transportation Enhancement
- ☐ Other _____

Project Description

Project Title: Safety Study RI Route 37/Natick Avenue Intersection

Location by Street Name: RI Rt. 37 - Natick Avenue

Project Limits - From: Rt. 37/I 295 Interchange To: intersection Rt. 37 and Natick Ave.

Please include an 8.5" x 11" map of the site, indicating project limits.

Provide a brief description of the proposed project:

This project consists evaluating the intersection of RI Route 37 and Natick Avenue to identify current issues with the safe and efficient operation of the intersection. Activities would include assessing existing conditions, identify deficiencies within the intersection cause unsafe conditions or reduce the efficient operation of the intersection and to recommend design solutions to said deficiencies.

PROJECT INFORMATION

Describe need for proposed project:

The intersection of Rt. 37 and Natick Avenue is the terminus of Rt. 37. It serves as a major entry to the transportation system that services western Cranston. It connects western Cranston to Interstate 295, Interstate 95 and to eastern Cranston. Major development has occurred in western Cranston since the construction of this intersection. The development has led to a significant increase vehicle trips which creates unsafe conditions and causes traffic congestion and delays especially during the AM and PM peak hours. During the PM peak traffic backups at the intersection contribute a backup of traffic on the exit and entrance ramps from I 295. In 2009, RIDOT estimated an average ADT at the intersection of 42,800 trips.

Describe anticipated municipal or state transportation network or economic development benefits:

Improvements at this intersection would alleviate ongoing frustration with traffic congestion and reduce accidents on roadway segments within local, state and FHWA jurisdiction. Completion of this project would insure adequate access to western Cranston's transportation network and allow for the continued development of the area.

Is the project consistent with the local Comprehensive Plan? ☑ Yes ☑ No

Is the project on the Federal Aid System? ☑ Yes ☐ No

Is the project on the National Highway System? ☑ Yes ☐ No

CRITERIA

Evaluation Criteria

Please address the following topics as they relate to the project. Refer to "An Overview of TIP Guiding Principles" for more information. Submission **must not exceed** 2 pages, single-spaced, 12-point font.

1. Mobility Benefits
2. Cost Effectiveness
3. Economic Development
4. Environmental Impact
5. Supports Local and State Goals
6. Safety and Security
7. Equity

PROJECT ESTIMATES

Project Estimates

	ROW	Study	Design	Construction	Total
Estimated Project Costs		$100,000			$100,000
				Total Cost	$100,000
				Amount Requested through TIP Process	$100,000

Is there funding from other sources committed to this project? ☐ Yes ☑ No

Source	Amount
Total	

Estimated date of construction _____

CERTIFICATION

Applicant Certification

I attest that the information provided on this application is in true and accurate.

_____ 1/8/16

Applicant's Signature — Date

_____ 1/8/16

Chief Executive Officer's Signature — Date

ALL APPLICATIONS ARE DUE BY 3:00PM ON FRIDAY, JANUARY 8, 2016

Evaluation Criteria for TIP Request for a safety study of the RT. 37/Natick Avenue Intersection.

Mobility Benefits

The volume of traffic utilizing the intersection of Rt. 37 and Natick Avenue, especially during the AM and PM peak hours, causes delays and backups at the intersection. Access to and from western Cranston will be improved is the corrections to road way deficiencies identified in the study are implemented.

Cost Effectiveness

This is a cost effective project because it improves the operational efficiency and safety of the local, state and FHWA road system. Decreases in congestion with an attendant reduction in traffic delays will improve add environmental benefits by improving air quality.

Economic Development

The implantation of the improvements identified by the study will allow for the continued development of western Cranston.

Supports Local and State Goals

The enhancement of access to western Cranston is priority for the City of Cranston. This project has local public support.

Safety and Security

This project would add safety to road users, improve evacuation routes, and improve passenger safety. .

Equity

The study will identify ways to enhance and preserves access to the transportation network for all users including persons with a disability and seniors.

RI ROUTE 37 AND NATICK AVENUE INTERSECTION
37
Natick Avenue
Oaklawn Ave
Phenix Ave
Overbrook Dr
Laurel Dr
Camelia Dr
Blossom Dr
Garden
Wedgewood
Tonia St