



Public Works Department

Cumberland, Rhode Island 02864

January 7, 2016

Statewide Planning Program
RI Department of Administration
One Capitol Hill
Providence, RI 02903
ATTN: Ms. Kimberly Crabill

RE: FFY 2017-2025 TIP Program - Town of Cumberland, RI

Dear Ms. Crabill:

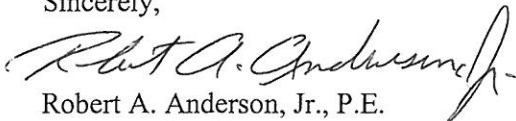
Attached herewith is a completed Project Prioritization Cover Sheet, which has been reviewed and assigned priority levels in connection with the respective projects under the Transportation Improvement Program (TIP) within the Town of Cumberland. Please note that two of the project names that appear on the original project prioritization listing, which was transmitted by the Metropolitan Planning Organization, are not located within the Town of Cumberland. Therefore, these project names were considered not applicable to Cumberland's review, and have been denoted with "NA" accordingly.

The Town of Cumberland has prepared four (4) New Project Applications for four separate roadway and/or drainage related projects, which are also attached as part of this submittal. As required, separate attachments have been developed to address the Evaluation Criteria component of the respective project applications for consideration under the TIP program. These four project applications are exclusively for the Town of Cumberland, however the overall submission includes a fifth application as further described below.

It is further noted that the Town of Cumberland is supporting the Broad Street Regeneration Initiative, as submitted by the City of Central Falls, which includes limits of work within the Town of Cumberland from the Central Falls city line to Mendon Road. As a result of interoffice coordination between the Planning Departments of Central Falls and Cumberland, we have included a fifth project application for this project, as prepared and furnished to the Town of Cumberland by the City of Central Falls.

We trust that our submission is in accordance with the municipal project prioritization and new project submission requirements for the FFY 2017-2025 Transportation Improvement Program.

Sincerely,



Robert A. Anderson, Jr., P.E.
Director of Public Works



Josh O'Neill
Acting Planning Director

cc: William S. Murray, Mayor (w/o attachments)

Transportation Improvement Program

CONTACT	Contact Information		
	Contact Person	<u>Josh O'Neill</u>	Title <u>Acting Planning Director</u>
	Mailing Address	<u>45 Broad Street</u>	
	City	<u>Cumberland</u>	Zip Code <u>02864</u>
	Phone	<u>401-728-2400 ext.146</u>	Email <u>joneill@cumberlandri.org</u>

PROJECT PRIORITIZATION	Project Prioritization <i>(please use an additional sheet if necessary)</i>			
	Priority	Listed in TIP 2013-2016		Project Name
		Yes	No	
LOW		✓	Resurfacing I-295 (RT 146 to Massachusetts S/L)	
HIGH	✓		Intersection Safety Improvements to Route 114 between Bear Hill and I-295 Cumberland - Signal Upgrades	
NA		✓	Intersection Safety Improvements to Route 146/Route 123, Hartford Avenue	
HIGH	✓		Resurfacing Rt 114, Broad St (Mendon Rd to Central Falls C/L)	
HIGH		✓	Resurfacing Rt 114, Diamond Hill Rd (I-295 to Rt 120)	
Medium		✓	Resurfacing Rt 116, Angell Rd (Rt 122 to Rt 114)	
HIGH		✓	Resurfacing Rt 122, Mendon Rd (I-295 to Ann & Hope Way)	
NA		✓	Resurfacing Rt 122, Mendon Rd and Cumberland Hill Rd (Eaton St to Hamlet Ave)	
HIGH		✓	Resurfacing Sneece Pond Rd (Rt 120 to end)	
HIGH		✓	Manville Bridge, Manville Hill Rd at Blackstone River, P & W, BP	
LOW		✓	Albion Bridge, School St at Blackstone River	
LOW		✓	Scott Road NB, I-295 NB at Scott Rd	
LOW		✓	Scott Road SB, I-295 SB at Scott Rd	
LOW		✓	Second Ave SB, RI 99 SB at Second Ave	
LOW		✓	Leigh Road NB, I-295 NB at Leigh Rd	
LOW		✓	Second Ave NB, RI 99 NB at Second Ave	
HIGH		✓	P & W RR Bridge at Church St	
LOW		✓	Sneece Brook Bridge, Albion Rd at Sneece Brook	

Project Prioritization *(continued)*

PROJECT PRIORITIZATION

Priority	Listed in TIP 2013-2016		Project Name
	Yes	No	
LOW		✓	Leigh Road SB, I-295 SB
LOW		✓	Grant Bridge, RI 121 Wrentham Rd at Silvia Brook
HIGH	✓		Newell Bridge, RI 114 Diamond Hill Rd at E Branch Sneeck Brook
LOW		✓	Abbott Run Valley Rd SB, I-295 SB at Abbot Valley Rd
LOW		✓	Catamint Bridge, RI 120 North Whipple Hwy at Ash Swamp Brook
HIGH	✓		Howard Road Bridge at Abbott Run River
LOW		✓	Mendon Road Bridge, I-295 NB & SB at Mendon Rd
LOW		✓	Silva Brook Bridge, RI 114 at Silva Brook
LOW		✓	Arnold Mills Bridge, Sneeck Pond Rd at Abbott Run River
LOW		✓	Ashton Viaduct, RI 116 George Washington Hwy, Blackstone River, P & W RR
LOW		✓	Abbott Run Valley Rd NB, I-295 NB at Abbot Run Valley Rd
LOW		✓	Abbott Run Culvert, I-295 NB & SB at Abbott Run River
LOW		✓	Mackenzie Bridge, RI 120 N Whipple Hwy at Abbott Run River
HIGH		✓	John Street Bridge at Blackstone River
LOW		✓	Diamond Hill Road Bridge, Rt 114 Diamond Hill Rd at I-295 NB & SB
LOW		✓	Cumberland Mills Bridge, RI 123 Dexter St over Abbott Run River
HIGH		✓	Broad Street RR Bridge, Rt 114 Broad St at P & W RR
LOW		✓	Manville Trench, Manville Rd at Manvill Mill Trench
LOW		✓	Reservoir Road Bridge at Diamond Hill Reservoir
HIGH		✓	Lonsdale Arch, RI 122 Mendon Rd at Rusty Brook
HIGH		✓	Broad Street Bridge at Blackstone River
HIGH			NEW PROJECT - Ann and Hope Roadway Improvements
HIGH			NEW PROJECT - Expanded Scope For Drainage Improvements For
			Resurfacing Rt. 114, Broad St. (Mendon Rd. to Central Falls)
HIGH			NEW PROJECT - Marshall Avenue Drainage Improvements
HIGH			NEW PROJECT - Resurfacing 122 Mendon Rd. Drainage Improvements

Project Prioritization (continued)

PROJECT PRIORITIZATION

Priority	Listed in TIP 2013-2016		Project Name
	Yes	No	
HIGH			NEW PROJECT - Broad Street Regeneration Initiative

Required Public Hearing

The required public hearing was held on January 6th, 2016

CERTIFICATION

Applicant Certification

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

Town of Cumberland Mayor

Applicant  Title Mayor

January 7, 2015 Date

Chief Executive Officer Signature

Submittal Checklist

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



CONTACT

Contact Information

Agency/Organization Town of Cumberland Public Works
Contact Person Robert A. Anderson, Jr., PE Title Public Works Director
Mailing Address 45 Broad Street
City Cumberland, RI Zip Code 02864
Phone 401-728-2400 Ext. 143 Email randerson@cumberlandri.org

PROJECT INFORMATION

Type of Project *select all that apply*

- | | | | |
|-----------------------------------------------------|----------------------------------------------|-----------------------------------|-------------------------------------|
| <input type="checkbox"/> Bridge | <input checked="" type="checkbox"/> Pavement | <input type="checkbox"/> Drainage | <input type="checkbox"/> Planning |
| <input type="checkbox"/> Traffic | <input type="checkbox"/> Transit | <input type="checkbox"/> Bicycle | <input type="checkbox"/> Pedestrian |
| <input type="checkbox"/> Transportation Enhancement | <input type="checkbox"/> Other _____ | | |

Project Description

Project Title Ann & Hope Way Roadway Improvements
Location by Street Name Ann & Hope Way
Project Limits - From Mendon Road To Railroad Crossing

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

Provide a brief description of the proposed project:

1. Resurfacing (cold planing or reclamation) of Ann & Hope Way from Mendon Road to the railroad crossing located slightly east of the Blackstone Auto Body & Sales properties located on the southerly side of Ann & Hope Way within these proposed project limits.
2. Assessment and partial replacement of existing concrete sidewalks that have deteriorated along select sections of the roadway. Specific attention should be given to the northerly side of the road within the proposed project limits.

Describe need for proposed project:

Ann & Hope Way is a minor urban arterial roadway between Mendon Road (Route 122) and Broad Street (Route 114) within the Lonsdale section of Cumberland, and is considered a primary east-west link for local traffic between the aforementioned state roadways.

The existing pavement for the westerly section of Ann & Hope Way between Mendon Road and the existing P&W railroad crossing has significantly deteriorated over the years, and the heavy commuting traffic associated with this arterial link warrants rehabilitation. Reference is made to the attached project mapping for the limits of this section of roadway that should be given consideration for resurfacing. Further, consideration should be given to the replacement of select sections of existing concrete sidewalk along this section of the roadway.

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

Resurfacing of Ann and Hope Way will positively impact economic development in the Lonsdale Village in which the Ann and Hope Mill Complex resides. Ann and Hope Way is a minor arterial roadway which serves as the primary access route for the Ann and Hope Mill Complex, the Cumberland Manor which is a 176 unit elderly housing complex managed by the Cumberland Housing Authority, and the route also crosses the Providence Worcester Freight Railroad line. Maintenance and upkeep of this minor arterial roadway will continue to assist the business and residents along this route and improve vehicular access between Mendon Road and Broad Street. Improvement of public infrastructure allow Cumberland to retain large business such as the Ann and Hope Mill Complex. Federal Highway support, along with the Town's local paving program should continue to support investment in this area of Town for continued business improvement and growth to support local jobs in Cumberland.

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

Evaluation Criteria

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

Project Estimates

PROJECT ESTIMATES

	ROW	Study	Design	Construction	Total
Estimated Project Costs				\$50,000	\$50,000
				Total Cost	\$50,000
				Amount Requested through TIP Process	\$50,000

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

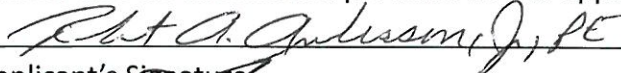
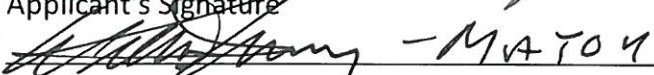
Source	Amount
Total	

Estimated date of construction N/A

Applicant Certification

CERTIFICATION

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

	<u>1-7-16</u>
Applicant's Signature	Date
	<u>1-7-16</u>
Chief Executive Officer's Signature	Date

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

Town of Cumberland

TIP New Project Application

Evaluation Criteria

The following Evaluation Criteria has been prepared in connection with the TIP Request associated with the **Ann & Hope Way Resurfacing** project.

Mobility Benefits: Improves overall driving surface of this urban arterial connector, improves access to the retail, commercial and community theater facilities located in this area.

Cost Effectiveness: This project would improve the existing infrastructure between two state roadways and augment any proposed improvements along Broad Street (Route 114), which is presently listed on the TIP Project Prioritization Cover Sheet.

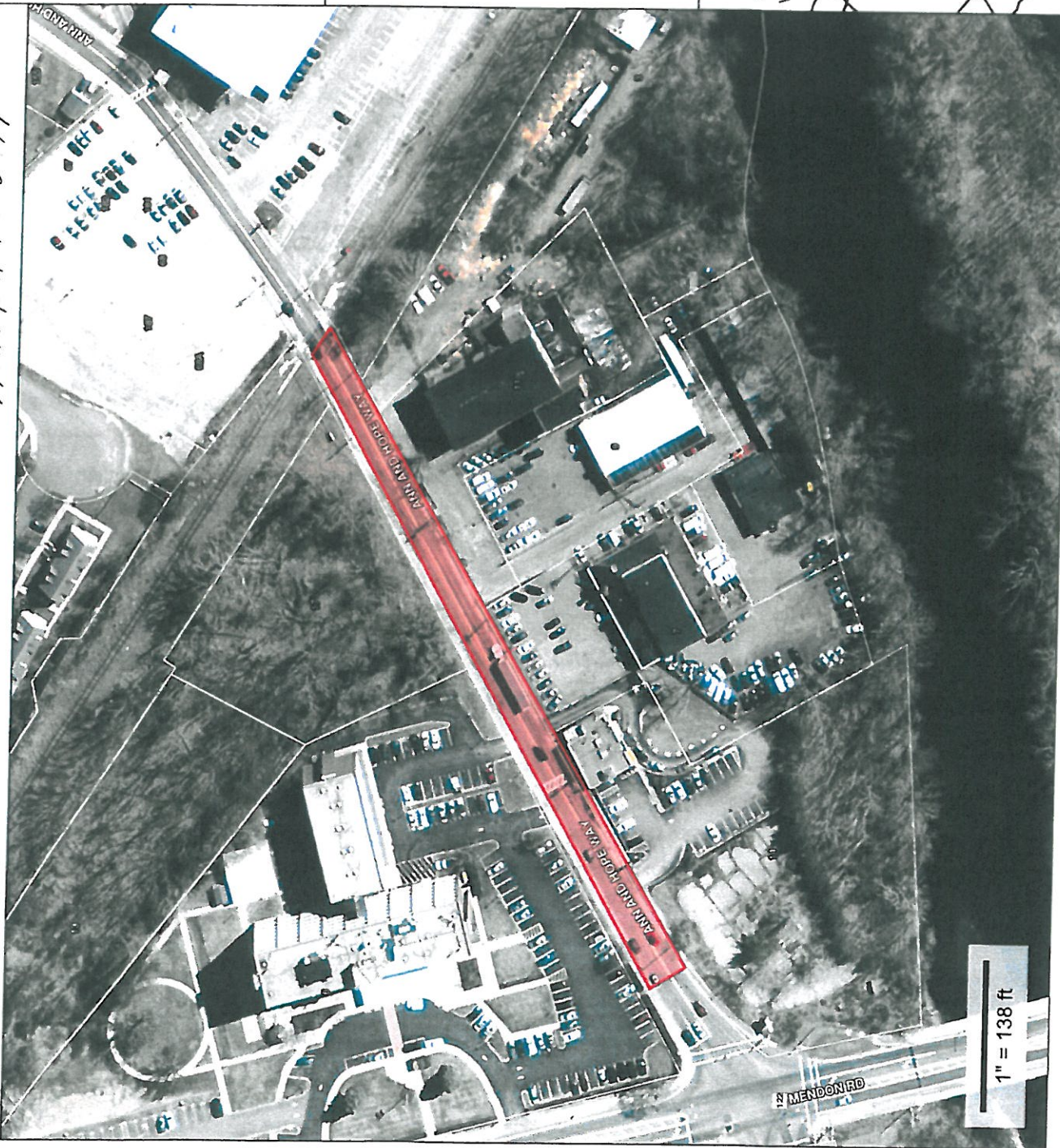
Economic Development: Improvements benefit both domestic and commercial traffic and access to this commercial area, especially associated with the commercial businesses within the Ann & Hope complex. As with other public works projects, roadway restoration projects would support jobs associated with the local construction workforce.

Environmental Impact: The traditional environmental impact criteria and goals established to recognize or enhance the environmental or other resources can not be confidently identified for this project.

Supports Local and State Roads: This project enhances the urban arterial link between two state roadways. This project also has the support of the public and the support of the local government as it is considered an important link between the large retail area on Mendon Road (Rt. 122) and the Broad Street (Rt. 144) commercial area leading to the Cumberland Town Hall.

Safety and Security: This project will improve roadway drainage for vehicular use and access to the residential houses located along this section of Mendon Road. Also, improves this principal evacuation route.

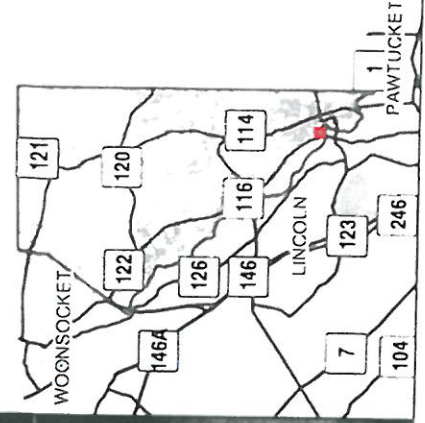
Equity: This improvement enhances the transportation network for senior citizens or others 65 years and older as Cumberland Manor is located at One Mendon Road at the corner of Mendon Road and Ann & Hope Way. Cumberland Manor is a large 172 unit elderly and disabled residential apartment building. This project also has the support of the director of the Cumberland Housing Authority as it is directly impacted by the improvements along this section of Ann & Hope Way.



**MAP FOR REFERENCE ONLY
NOT A LEGAL DOCUMENT**

The Town makes no claims and no warranties, expressed or implied, concerning the validity or accuracy of the GIS data presented on this map.

Parcels updated 1/1/2015



New Project Application



Transportation Improvement Program

CONTACT	Contact Information
	Agency/Organization <u>Town of Cumberland Public Works</u>
	Contact Person <u>Robert A. Anderson, Jr., PE</u> Title <u>Public Works Director</u>
	Mailling Address <u>45 Broad Street</u>
	City <u>Cumberland, RI</u> Zip Code <u>02864</u>
Phone <u>401-728-2400 Ext. 143</u> Email <u>randerson@cumberlandri.org</u>	

PROJECT INFORMATION	Type of Project <i>select all that apply</i>			
	<input type="checkbox"/> Bridge	<input type="checkbox"/> Pavement	<input checked="" type="checkbox"/> Drainage	<input type="checkbox"/> Planning
	<input type="checkbox"/> Traffic	<input type="checkbox"/> Transit	<input type="checkbox"/> Bicycle	<input type="checkbox"/> Pedestrian
	<input type="checkbox"/> Transportation Enhancement	<input checked="" type="checkbox"/> Other <u>Expanded Scope - Drainage Improvements</u>		
	Project Description			
	Project Title <u>Resurfacing Rt. 114, Broad St. (Mendon Rd. to Central Falls Line)</u>			
	Location by Street Name <u>Broad Street</u>			
	Project Limits - From <u>Mendon Road (Rt. 122)</u> To <u>Central Falls Line</u>			
	<i>Please include an 8.5" x 11" map of the site, indicating project limits.</i>			
	Provide a brief description of the proposed project:			
<p>Reference is made to the above-referenced project title, which is already listed on the Project Prioritization Cover Sheet. The Town is recommending that roadway drainage improvements be given strong consideration by RIDOT as part of the scope of work for this project. Specific reference is made to the southerly section of Broad Street as further described below.</p> <p>There is presently no existing underground drainage system from the Maple Street area to the Meeting Street area. It is proposed that a drainage system be studied, reviewed and designed within these limits, and be made part of the scope of work for the improvements along this street. The general limits of the proposed drainage work is approximately 1,700 linear feet. Other catch basins structures, which are part of the existing drainage system north of the Maple Street location to Mendon Road, should also be inspected, cleaned, or rehabilitated, as required, as part of this scope of rehabilitative work.</p>				

Describe need for proposed project:

There is presently no existing underground drainage system serving a southerly section of Broad Street from the Maple Street area to the Lusitania and Meeting Street areas. This section of roadway has been subjected to excessive gutter spreads from storm flows during moderate rain storms, and is subject to both street and partial sidewalk flooding during heavier storm events. The latter condition is in the vicinity of Town Hall where pedestrian crossings are inundated and street crossing is prohibited. Pedestrians are forced to seek alternate areas to cross the street outside of these designated safe pedestrian crossings. The Town has experienced this poor drainage condition for many years, and constant complaints are conveyed to Town Hall by residents or others attempting to do business with Town Hall and other businesses along Broad Street during storm events.

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

Broad Street in Cumberland is an important small business corridor which connects the downtowns of three communities (Cumberland, Central Falls, and Pawtucket) and provides a vital link along a well traveled multi modal Principal Arterial which included RIPTA bus networks, the Blackstone River Bike Path, a commuting path which parallels Interstate 95. The small businesses along this corridor are dependent upon a well maintained street network to provide parking, access, and pedestrian amenities which attract customers to this section of Town. One of the major problems that affect business along Broad Street is the lack of drainage infrastructure along the section from Church Street to the Central Falls line which discourages customers and inhibits parking during almost any rain event. Improving drainage along this corridor would greatly aid small business development.

This drainage improvement project along Broad Street falls within the critical Urban Service Boundary as described in the "Land Use 2025: The Rhode Island State Land Use Plan". The Urban Service Boundary is the areas of the state where, "Public services supporting urban development presently exist, or are likely to be provided, through 2025. Within this urban services area, most land is served by public water service and many areas have (or will have) public sewer service available as well. Public transit service is generally available, with high-density corridors providing frequent headways." The urban character of Broad Street lends itself to increased impervious surfaces with cause greater amounts of urban drainage runoff. Solving this problem will attract more small businesses to the area and help retain the current business which make our main street such a viable location for mixed use development.

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

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

	ROW	Study	Design	Construction	Total
Estimated Project Costs				250,000	250,000
				Total Cost	250,000
				Amount Requested through TIP Process	250,000

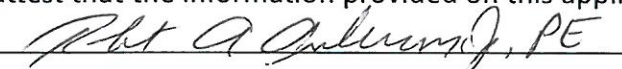
Is there funding from other sources committed to this project? Yes No


Source	Amount
Total	

Estimated date of construction N/A

Applicant Certification

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


1-7-16
 Applicant's Signature Date


1-7-16
 Chief Executive Officer's Signature Date

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

Town of Cumberland

TIP New Project Application

Evaluation Criteria

The following Evaluation Criteria has been prepared in connection with the TIP Request associated with the expanded scope of work relating to drainage under the **Route 114 (Broad Street) Resurfacing** 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 subsequently this area 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 along this Town's primary "Main Street" type roadway within this urban residential and commercial area of Cumberland.

Economic Development: Improvements to drainage along street will greatly improve conditions for vehicular movements and pedestrian traffic during storm events along this section of Broad Street for enhance access to the businesses along Broad Street, specifically along the southerly section in the vicinity immediately north of Town Hall.

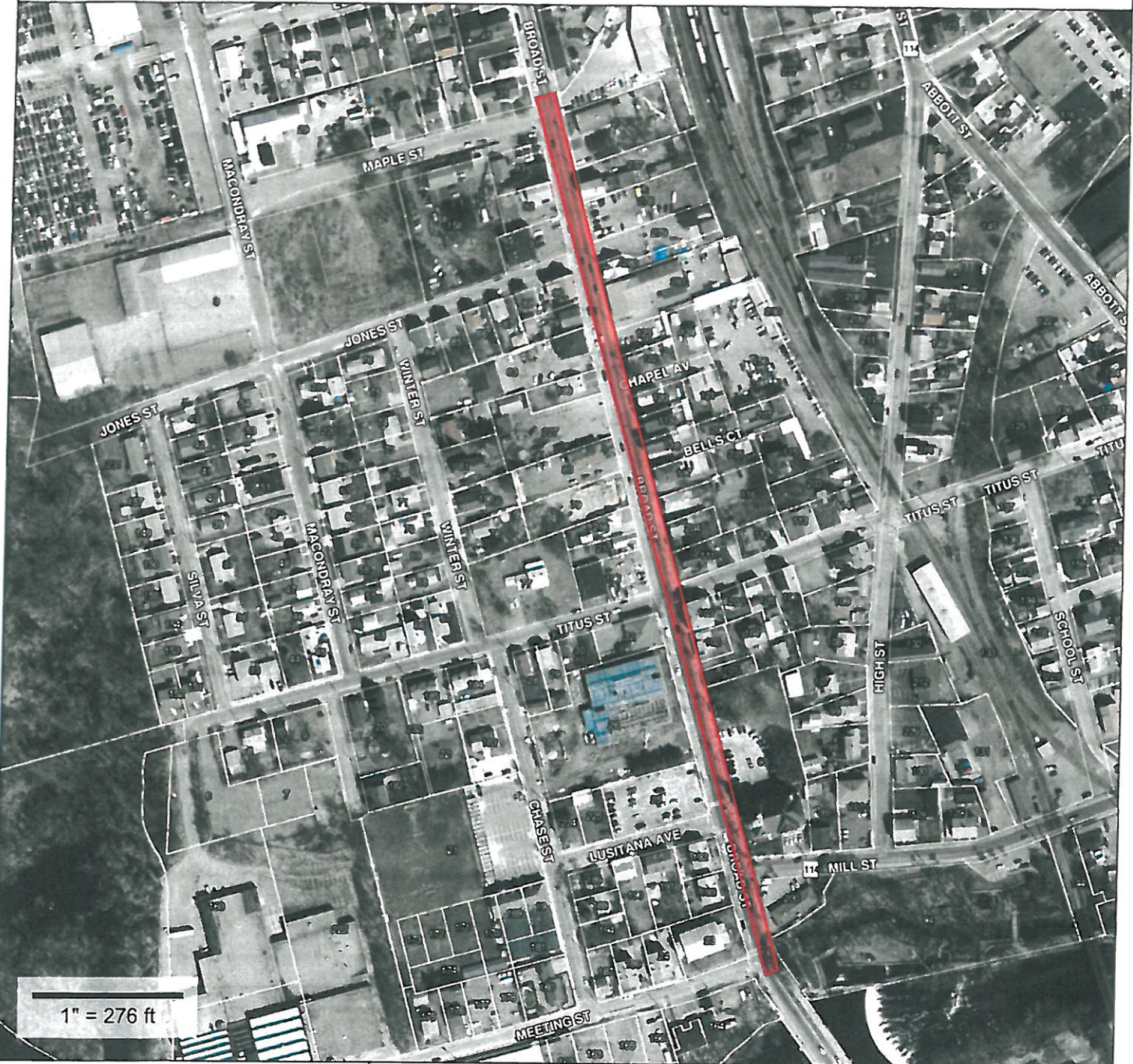
Environmental Impact: It is anticipated that the RIDOT drainage improvements will be designed to incorporate RIDEM water quality requirements thus reducing first flush impacts to the receiving waters.

Supports Local and State Roads: The monitoring and correction of drainage and flooding issues is an on-going, public works activity for both local and state roads, and is a top priority for the Town of Cumberland within this section of the town. This project has local public support.

Safety and Security: This project will improve roadway drainage for both vehicular and pedestrian use; address safety concerns at pedestrian crossings; and improve evacuation routes.

Equity: The addition of the proposed drainage improvements does enhance and preserve access to the transportation network for all pedestrians, including individuals with a disability and senior citizens.

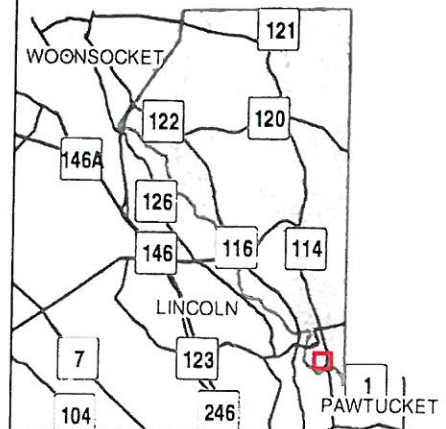
MAP ATTACHMENT: BROAD ST. (ROUTE 114)



MAP FOR REFERENCE ONLY
NOT A LEGAL DOCUMENT

The Town makes no claims and no warranties, expressed or implied, concerning the validity or accuracy of the GIS data presented on this map.

Parcels updated 1/1/2015



New Project Application

Transportation Improvement Program



CONTACT

Contact Information

Agency/Organization Town of Cumberland Public Works
Contact Person Robert A. Anderson, Jr., PE Title Public Works Director
Mailing Address 45 Broad Street
City Cumberland, RI Zip Code 02864
Phone 401-728-2400 Ext. 143 Email randerson@cumberlandri.org

PROJECT INFORMATION

Type of Project *select all that apply*

- | | | | |
|-----------------------------------------------------|--------------------------------------|----------------------------------------------|-------------------------------------|
| <input type="checkbox"/> Bridge | <input type="checkbox"/> Pavement | <input checked="" type="checkbox"/> Drainage | <input type="checkbox"/> Planning |
| <input type="checkbox"/> Traffic | <input type="checkbox"/> Transit | <input type="checkbox"/> Bicycle | <input type="checkbox"/> Pedestrian |
| <input type="checkbox"/> Transportation Enhancement | <input type="checkbox"/> Other _____ | | |

Project Description

Project Title Marshall Avenue Drainage Improvements
Location by Street Name Marshall Avenue
Project Limits - From Garden Street To Mendon Road

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

Provide a brief description of the proposed project:

Replacement of approximately 1,000 linear feet of existing CMP drainage piping and associated structure between Garden Street and Mendon Road, including the replacement and/or rehabilitation of auxiliary drainage piping and off-road catch basin structures in the vicinity of Old Mendon Road and along the rear of the property at # 4 Marshall Avenue. The latter is interconnected with the drainage system within Mendon Road.

Describe need for proposed project:

The existing drainage system along the northerly side of Marshall Avenue consists of an existing 10" to 12" CMP drainage piping with interconnected catch basin structures between Garden St. and Mendon Road. Excavations associated with a recent water main utility project yield deteriorated pipe conditions at select service locations where residual stormwater was observed leaking profusely out of the pipe invert. It is presumed that this condition exist at other intermittent location along the drainage piping, and that this has been contributing to the existing subsoil settlement issues that have been discussed with RIDOT officials over the years. Photographs of these pipe conditions were transmitted to the RIDOT Division of Maintenance at earlier dates.

Further, inspection and maintenance of the drainage system, which serves the westerly end of Marshall Avenue in the vicinity of Old Mendon Road, should be undertaken so as to identify any obstructions or other deficiencies, which may contribute to the poor drainage conditions that have persisted in this area. Under heavy flow conditions, two catch basin structures in the vicinity of Old Mendon Road surcharge and overflow. The latter causes frequent inundation and flooding of the abutting private property located at #4 Marshall Avenue.

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

Marshall Avenue is a primarily residential road which connects the two principal arterial roadways of Mendon Road and High Street. This road is classified as a minor arterial roadway as it is an important piece of the municipal transportation network which many users utilize as a connection between High Street and Mendon Road. The drainage problem, which RIDOT is aware of, has lead to construction work and closure of sections of Marshall Avenue in recent years, which has diverted more vehicular traffic onto Mendon Road and High Street during peak traffic hours. Fixing the drainage pipes along this route will improve the municipal transportation network by improving a corridor which is utilized within a dense residential neighborhood as well as a critical connection between the two primary principal arterial roadways within Cumberland.

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				140,000	140,000
				Total Cost	140,000
				Amount Requested through TIP Process	140,000

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

Source	Amount
Total	

Estimated date of construction N/A

CERTIFICATION

Applicant Certification

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

Robert A. Anderson, Jr. PE 1-7-16
 Applicant's Signature Date

[Signature] MAYOM 1-7-16
 Chief Executive Officer's Signature Date

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

Town of Cumberland

TIP New Project Application

Evaluation Criteria

The following Evaluation Criteria has been prepared in connection with the TIP Request associated with the drainage improvement project proposed for **Marshall Avenue**.

Mobility Benefits: The drainage network associated with the Mendon Road/Old Mendon Road intersections of this project area limits vehicular and pedestrian traffic during flooding events. Drainage improvements will eliminate or mitigate the flooding which would otherwise continue to decrease mobility and access to this commercial area during significant storm events.

Cost Effectiveness: This is a cost effective project because it improves the drainage infrastructure for both the City and State along this state roadway, specifically within the intersections of Marshall Avenue, Old Mendon Road and Mendon Road (Route 122).

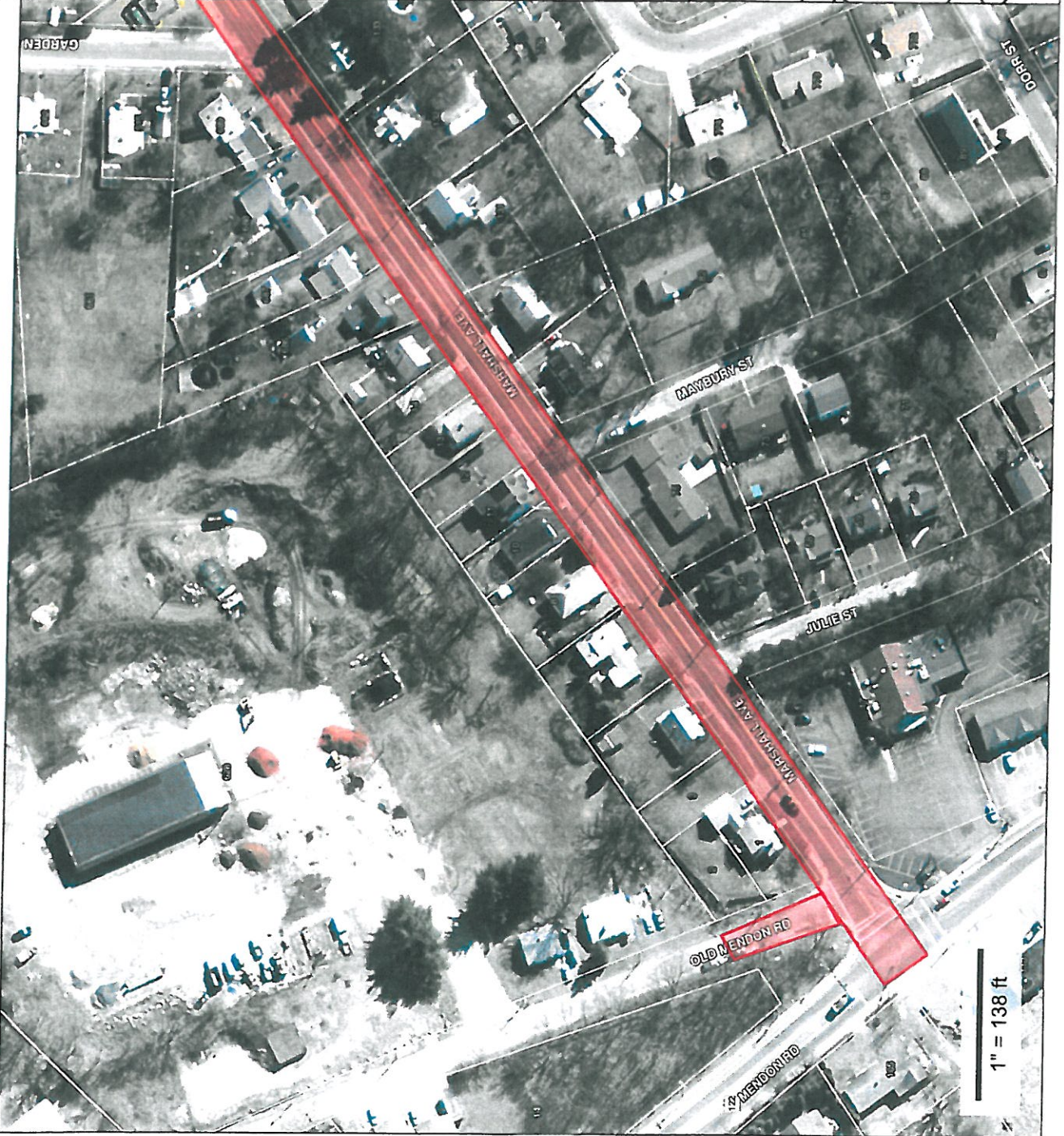
Economic Development: The proposed construction for these drainage improvements would support jobs associated with the local construction workforce.

Environmental Impact: It is anticipated that the RIDOT drainage improvements will be designed to incorporate RIDEM water quality requirements thus reducing first flush impacts to the receiving waters.

Supports Local and State Roads: The monitoring and correction of drainage and flooding issues is an on-going, public works activity for both local and state roads, and is a top priority for the Town of Cumberland within this section of the town. This project has local public support and the support of state representatives.

Safety and Security: This project will improve roadway drainage for both vehicular and pedestrian use; address safety concerns at a key intersection during storm events; and ultimately improve evacuation routes.

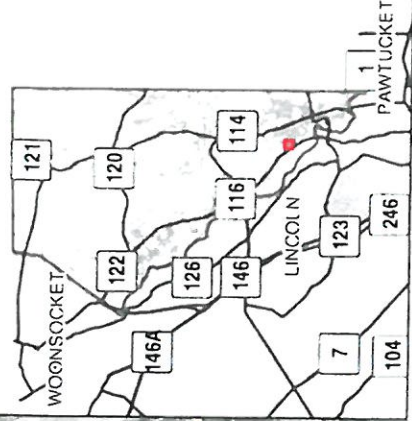
Equity: The addition of the proposed drainage improvements does enhance and preserve access to the transportation network for all pedestrians, including individuals with a disability and senior citizens.



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Parcels updated 1/1/2015



New Project Application

Transportation Improvement Program



CONTACT	Contact Information
	Agency/Organization <u>Town of Cumberland Public Works</u>
	Contact Person <u>Robert A. Anderson, Jr., PE</u> Title <u>Public Works Director</u>
	Mailling Address <u>45 Broad Street</u>
	City <u>Cumberland, RI</u> Zip Code <u>02864</u>
Phone <u>401-728-2400 Ext. 143</u> Email <u>randerson@cumberlandri.org</u>	

PROJECT INFORMATION	Type of Project <i>select all that apply</i>
	<input type="checkbox"/> Bridge <input type="checkbox"/> Pavement <input checked="" type="checkbox"/> Drainage <input type="checkbox"/> Planning
	<input type="checkbox"/> Traffic <input type="checkbox"/> Transit <input type="checkbox"/> Bicycle <input type="checkbox"/> Pedestrian
	<input type="checkbox"/> Transportation Enhancement <input checked="" type="checkbox"/> Other <u>Expanded Scope - Drainage Improvements</u>
	Project Description
	Project Title <u>Resurfacing Rt. 122 - Mendon Rd. Drainage Improvements</u>
	Location by Street Name <u>Mendon Road</u>
	Project Limits - From <u>I-295</u> To <u>Ann & Hope Way</u>
	<i>Please include an 8.5" x 11" map of the site, indicating project limits.</i>
	Provide a brief description of the proposed project:
<p>Reference is made to the above-referenced project title and associated project limits, which is already listed on the Project Prioritization Cover Sheet. The Town is recommending that roadway drainage improvements be given strong consideration by RIDOT as part of the scope of work for this project. Specific reference is made to a select section of Mendon Road as further described herein.</p> <p>Installation of a catch basin or other drainage inlet structure to receive and channel flows from an existing stream near the entrance for interconnection with the existing drainage system between this location and Route 116. Supplemental catch basins to be provided as deemed suitable by RIDOT for this constricted section of Mendon Road.</p>	

Describe need for proposed project:

The constricted section of Mendon Road between the Burger King complex and Route 116 has always been subjected to excessive flooding and exhibits poor drainage patterns during moderate to heavy storm events. An existing stream, which originates on the easterly side of Mendon Road near the driveway entrance, which is adjacent to the Burger King property, flows onto the easterly side of the roadway. The latter contributes to the drainage and icing issues associated with this section of Mendon Road.

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

The drainage problem associated with this project impacts a commercial and industrial area which is at the intersection Interstate 295 along Mendon Road. The icing which occurs from poor drainage hurts the business along Mendon Road and slows traffic during the winter months. The existing conditions have a negative economic impact, hurting the business along the immediate Mendon Road corridor at the highway intersection by decreasing access and increasing traffic congestion. Correcting this drainage problem will assist the business as well as the transportation network at a critical intersection with the Interstate Highway.

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				\$85,000	\$85,000
				Total Cost	\$85,000
				Amount Requested through TIP Process	\$85,000

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

Source	Amount
Total	

Estimated date of construction N/A

CERTIFICATION

Applicant Certification

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

Robert A. Gubron, PE 1-7-16
 Applicant's Signature Date

Matthew Perry 1-7-16
 Chief Executive Officer's Signature Date

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

Town of Cumberland

TIP New Project Application

Evaluation Criteria

The following Evaluation Criteria has been prepared in connection with the TIP Request associated with the expanded scope of work relating to drainage under the **Route122 (Mendon Road) Resurfacing** project.

Mobility Benefits: The drainage network in this select project area limits and impedes vehicular traffic during flooding events. Street flooding and/or icing associated with the drainage issues decrease mobility and access to this commercial area, which is also a link to Route 116 and the George Washington Highway Bridge. Drainage improvements in conjunction with resurfacing would greatly enhance this select section of this highway 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 along this Town's primary "arterial" roadway within this primarily commercial area of Cumberland.

Economic Development: Improvements benefit commercial traffic and access to this commercial area and would support jobs associated with the local construction workforce.

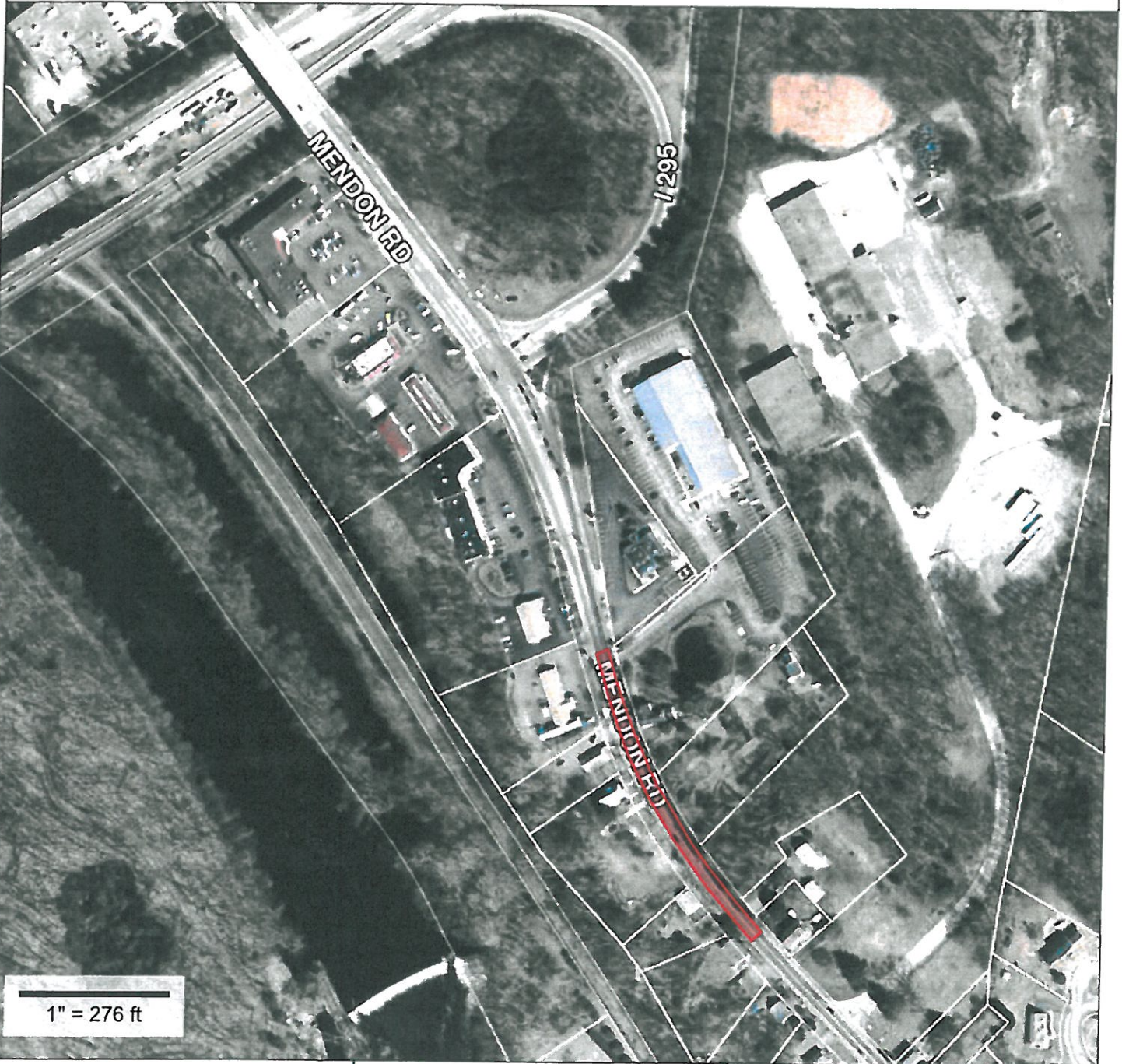
Environmental Impact: It is anticipated that the RIDOT drainage improvements will be designed to incorporate RIDEM water quality requirements thus reducing first flush impacts to the receiving waters.

Supports Local and State Roads: The monitoring and correction of drainage and flooding issues is an on-going, public works activity for both local and state roads, and is a top priority for the Town of Cumberland within this section of the town. This project has local public support.

Safety and Security: This project will improve roadway drainage for vehicular use and access to the residential houses located along this section of Mendon Road, and also improves this principal evacuation route.

Equity: The addition of the proposed drainage improvements does enhance and preserve access to the transportation network for all domestic and commercial vehicular traffic.

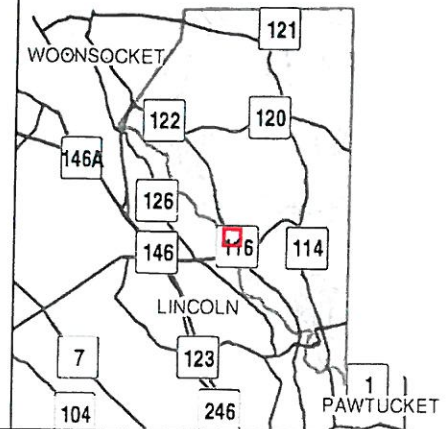
MAP ATTACHMENT: MENDON RD. (RT. 122)



MAP FOR REFERENCE ONLY
NOT A LEGAL DOCUMENT

The Town makes no claims and no warranties, expressed or implied, concerning the validity or accuracy of the GIS data presented on this map.

Parcels updated 1/1/2015



New Project Application

Transportation Improvement Program



CONTACT	Contact Information	
	Agency/Organization	<u>City of Central Falls</u>
	Contact Person	<u>Peter Friedrichs</u> Title <u>Director of Planning & Economic Develop.</u>
	Mailing Address <u>580 Broad Street</u>	
	City	<u>Central Falls</u> Zip Code <u>02863</u>
	Phone <u>727-7480</u> Email <u>pfriedrichs@centralfallsri.us</u>	

PROJECT INFORMATION	Type of Project <i>select all that apply</i>			
	<input checked="" type="checkbox"/> Bridge	<input checked="" type="checkbox"/> Pavement	<input checked="" type="checkbox"/> Drainage	<input checked="" type="checkbox"/> Planning
	<input checked="" type="checkbox"/> Traffic	<input checked="" type="checkbox"/> Transit	<input checked="" type="checkbox"/> Bicycle	<input checked="" type="checkbox"/> Pedestrian
	<input checked="" type="checkbox"/> Transportation Enhancement	<input checked="" type="checkbox"/> Other <u>Economic Development</u>		
	Project Description			
	Project Title <u>Broad Street Regeneration Initiative</u>			
	Location by Street Name <u>Rt 114, Broad Street</u>			
	Project Limits - From <u>Mendon Road, Cumberland</u> To <u>Exchange Street, Pawtucket</u>			
	<i>Please include an 8.5" x 11" map of the site, indicating project limits.</i>			
	Provide a brief description of the proposed project:			

This project is for the reconstruction of the full length of Broad Street through three communities (Central Falls, Cumberland, Pawtucket) to create a "complete street" that highlights Rhode Island's main street small businesses that form the backbone of its economy. This project is to replace Resurfacing Rt 114, Broad St (Cumberland T/L to Exchange St) and Resurfacing Rt 114, Broad St (Mendon Rd to Central Falls C/L). It should be completed in coordination with the Broad Street Bridge at Blackstone River and Blackstone Valley Bikeway - Segment 3B.1 projects. This project was included in the FY 2013-2016 TIP as the "Broad Street Improvement Program."

Describe need for proposed project:

Broad Street is a several-hundred-year-old thoroughfare that has never been "designed." Haphazard efforts to accommodate contemporary uses have created unsafe conditions, disadvantageously affecting small businesses in some of the State's poorest communities.

To identify some of the issues: pavement is in poor condition, stormwater drainage is absent for extensive durations of this major urban arterial; unmarked turning and parking lanes, sidewalks of minimal width, and insufficient shade leading to significant heat island effect in a residential area where a substantial portion of trips are made on foot.

Repaving Broad Street will only solve one of these problems.

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

Broad Street is a significant State Road and urban arterial. Reconstruction would decrease travel times, decrease economic activity lost to injury, and improve the experience of users, to the benefit of the myriad businesses that line the duration of this 2.9-mile main street.

Broad Street is the primary connection between Valley Falls, Central Falls, and points south. Improving this street will greatly improve the lives of residents, business owners, and visitors in this area.

Significant potential for redevelopment at over 3 million square feet of vacant and underutilized space at Ann & Hope, Cadillac Mills, The Landing (already underway), OSRAM-Sylvania, HASBRO, Fales and Jenks Mill, and Pawtucket Times sights will be greatly increased by this investment. The start of Broad Street in Downtown Pawtucket is also a major gateway for northerly access to the planned Central Falls-Pawtucket Train Station.

Broad Street is a major service corridor for RIPTA's 71 line and the intersection of Broad and Exchange Street is one of RIPTA's busiest stops in its entire system.

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

PROJECT ESTIMATES

Project Estimates

	ROW	Study	Design	Construction	Total
Estimated Project Costs	-	\$0.4 million	\$1.1 million	\$10.0 million	\$11.5 million
Total Cost					
Amount Requested through TIP Process					\$11.5 million

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

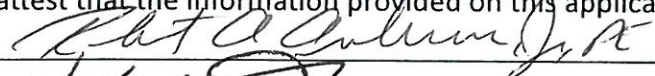
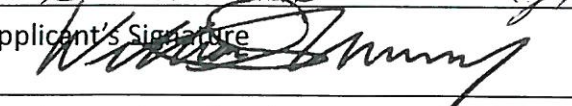
Source	Amount
Central Falls Facade Improvement Program	\$100,000
Total	\$100,000

Estimated date of construction 2019

CERTIFICATION

Applicant Certification

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

	1-7-16
Applicant's Signature	Date
	1-7-16
Chief Executive Officer's Signature	Date

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

Broad Street Regeneration Initiative

Evaluation Criteria

1. Mobility Benefits

Broad Street (Route 114) carries approximately 15,000 vehicles per day, according to a 2010 study completed by Greenman-Pedersen, Inc., while pedestrian activity totals approximately 10% of vehicular traffic. As Central Falls, Cumberland, and Pawtucket experience Economic Development as a result of national shifts back to urban areas and successful local and state efforts to revitalize these communities, we expect these numbers to increase. Due to insufficient street design, namely inefficient traffic signals, nonexistent turning lanes, and infrequent crosswalks, congestion is a serious issue. In fact, the same study identified median speeds as *below* the posted speed limit. This project would greatly increase the attractiveness of the street for pedestrians, as sidewalks are widened to create a “strolling” atmosphere. This is of particular importance in this region. The four census tracts encompassing Broad Street average 25.3% of housing units without access to a vehicle, according to 2014 American Community Survey data.

2. Cost Effectiveness

This project represents a significant investment that will transform lives in an underserved region of the state. This project will provide a world-class “main street” for these struggling communities, with widened sidewalks, green stormwater infrastructure, shade trees, pedestrian-scale lighting, transportation enhancement amenities (bus shelters, bicycle racks, benches), and a properly-designed roadway that efficiently moves vehicles on this important state corridor. This project complements the “Broad Street Bridge at Blackstone River” and “Bikeway Segment 3B-1” projects. Stormwater management is critical in an area with inadequate service as climate change increases heavy precipitation events. The “Broad Street Regeneration Initiative” takes advantage of planned repaving projects: “Resurfacing Rt 114, Broad St (Cumberland T/L to Exchange St)” and “Resurfacing Rt 114, Broad St (Mendon Rd to Central Falls C/L)”.

3. Economic Development

Broad Street is a corridor of economic development with additional future potential. Small, locally-owned and operated businesses line its edges. The corridor also contains 3+ million square feet of vacant or underutilized commercial space within a half-block of the street, many of which are brownfields. The Blackstone National Heritage Corridor has a primary access point through this street. The Broad Street Regeneration Initiative has been a multi-jurisdictional effort for several years, with tangible actions occurring at the local, state, and federal levels. This entire project is within the Urban Service Boundary and connects three downtowns. These communities are ready for work. Unemployment for the four census tracts encompassing Broad Street averages 10.9%, according to American Community Survey data.

4. Environmental Impact

This project would increase pedestrian, bicycle, and public transportation use. It could also be coupled with alternative fueling stations to reduce energy consumption and air pollution. The green stormwater infrastructure would transform stormwater runoff pollution from this state highway, notably the nationally-important Blackstone River. This project would also enhance the South Central Falls Historic

District, and National-Registered Central Falls-Pawtucket Train Station, Central Falls City Hall, Jenks Park, and Cumberland Town Hall. By investing in green stormwater infrastructure, Broad Street will be transformed and be representative of the community's dedication to sustainable development.

5. Supports Local and State Goals

This project is a high priority in all three partnering communities. Central Falls' Comprehensive Plan aims to "Encourage small business development," (SG2MG3) "Participate with area communities in the development of a regional economic development strategy," (SG2MP4) and "Continue to emphasize revitalization of the City's main business arteries." (SG6MP3) *Rhode Island Rising* aims to "increase the capacity of communities to create and revitalize mixed-use, walkable village and growth centers" (Goal 4, Policy 2) and "support investments in sustainable built infrastructure to support economic activity, commerce, and benefits to communities." (Goal 5, Policy 1) This project epitomizes these efforts.

6. Safety and Security

This project will greatly increase safety, particularly for vulnerable road users. Narrower travel lanes will slow travel speeds during off-peak hours, most notably at intersections, where most accidents occur. Wider sidewalks will better allow the many pedestrians utilizing Broad Street to pass each other without stepping into the roadway. Additionally, wider sidewalks will decrease the likelihood of pedestrians falling into the roadway by creating a green buffer between the sidewalk and the street. It is also important to note that Broad Street is a critical evacuation route per all three communities' Hazard Mitigation Plans.

7. Equity

Based on information from the 2014 ACS, this project will enhance access to the transportation network in four encompassing census tracts that are 42.9% Hispanic and 31.6% non-white. Median household income is \$31,098. Many residents in this area have disabilities (4.5% average across the census tracts), and choose to live here based upon availability of inexpensive housing and access to transit and services. Limited English proficiency is widespread, with an average of 23.4% of households across the four census tracts having no one 14 years of age or older who speaks English only or English "very well." 13.1% of residents in this area are 65 years of age and older.