

Project Prioritization Cover Sheet | Town of Hopkinton



Transportation Improvement Program

CONTACT	Contact Information		
	Contact Person	<u>William McGarry</u>	Title <u>Town Manager</u>
	Mailing Address <u>One Town House Road</u>		
	City	<u>Hopkinton</u>	Zip Code <u>02833</u>
	Phone <u>377-7761</u>	Email <u>townmanager@hopkintonri.org</u>	

PROJECT PRIORITIZATION	Project Prioritization <small>(please use an additional sheet if necessary)</small>			
	Priority	Listed in TIP 2013-2016		Project Name
	Yes	No		
	13		✓	Resurfacing Clarks Falls Rd (Connecticut S/L to Main St)
	7	✓		Resurfacing Maxson Street (Laurel St to Rt 3)
	2	✓		Resurfacing Laurel Street (Power Hill Rd to Rt 216)
	5		✓	Resurfacing Rt 3, Main St (Rt 216 to I-95)
	8		✓	Statewide Resurfacing, Mechanic St (Nichols Ln to Rt 3)
	9		✓	Statewide Resurfacing, Woodville-Alton Rd (Rt 3 to Townsend Rd)
	4		✓	Resurfacing Wellstown Rd (Rt 3 to Rt 216)
	1	✓		Resurfacing Woodville Rd (Rt 3 to Switch Rd)
	14		✓	New London Turnpike Bridge at Green Falls River
	10		✓	Meeting House Bridge, RI 3 Main St at Pawcatuck River
	15		✓	Canonchet Brook Bridge, RI 3 Nooseneck Hill Rd at Canonchet Brook
	11		✓	Wellstown Rd Bridge at Ashaway River
	12		✓	Main Street RT 3 Bridge at No Named Brook
	16		✓	Potter Hill Culvert, Potter Hill Rd at Maxon Brook
	17		✓	Holburton Bridge at RI 91 Altn Brad Rd
	18		✓	Wood River at RI 91 Church St
	6		NO	Chase Hill Road Project
	3		NO	Main Street Handicap Access Sidewalk (Highview Avenue to Spring Street)

Project Prioritization *(continued)*

PROJECT PRIORITIZATION

Priority	Listed in TIP 2013-2016		Project Name
	Yes	No	

Required Public Hearing

The required public hearing was held on January 4, 2016

CERTIFICATION

Applicant Certification

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

Town of Hopkinton _____ Town Manager
 Applicant *William R. McLaughlin* Title _____
 Chief Executive Officer Signature _____ Date 1/6/2016

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 <u>Town of Hopkinton</u>
	Contact Person <u>William McGarry</u> Title <u>Town Manager</u>
	Mailing Address <u>One Town House Road</u>
	City <u>Hopkinton</u> Zip Code <u>02833</u>
Phone <u>377-7761</u> Email <u>townmanager@hopkintonri.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 checked="" type="checkbox"/> Pedestrian
	<input type="checkbox"/> Transportation Enhancement <input type="checkbox"/> Other _____
	Project Description
	Project Title <u>Main Street Handicap Access Sidewalk</u>
	Location by Street Name <u>Main Street (Route 3)</u>
	Project Limits - From <u>Highview Avenue</u> To <u>Spring Street (Route 138)</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>This proposed project consists of the design/reconstruction of the sidewalk that runs approximately 1,000 feet along Main Street (Route 3) from Highview Avenue to Spring Street. The existing sidewalk, consisting of a mixture of broken concrete, weeds and crumbling asphalt, has a curvilinear nature and variable width that is very narrow through much of its length. In places, there are drainage structures interwoven into the sidewalk that will need to be modified. The existing curbs along Main Street are of an assortment of different materials and in poor condition - these will need to be replaced with granite. In order to serve those with physical limitations, access ramps will have to be added at Highview Avenue, Maple Street and Spring Street. To complete access to the village, the crosswalk that formerly existed on Spring Street (Route 138), connecting Spring Street market to West Bakery, needs to be restored,</p> <p>The coordinates at the intersection of Highview Ave. and Main Street are: N 41.30*331 and W 071.43*145</p> <p>The coordinates at Spring Street and Main Street are : N41.30*436 and W 071.42*998</p>	

Describe need for proposed project:

This project will make a safer route for people, particularly those with physical limitations, to reach the vital destinations of Hope Valley and Wyoming, thereby benefiting the municipality of Hopkinton as well as the State. Moreover, this project will facilitate pedestrian access to the recently established RIPTA bus stop at Main/Spring Street, thereby encouraging the use of public transportation that will serve to conserve energy and preserve the quality of the environment. This project will also facilitate access to a wider variety of shopping opportunities along the RIPTA Rural Route 301 in Richmond and Westerly.

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

The village of Hope Valley has received a considerable amount of assistance over the years as a Low-Moderate Income area through the Community Development Block Grant program. One such grant enabled the creation of Depot Square, a small public park at the intersection of Main Street, Spring Street and Mechanic Street. Depot Square sits diagonally across Main Street from the subject project.

There is a RIPTA bus stop (stop #10 on the 301 Rural Ride route) at Main/Spring. People may sit on the benches at Depot Square to wait for this bus. Going forth with this project will enhance access to the transportation network serving those in a low income neighborhood, those with disabilities and those individuals that are 65 years and older.

Reconstruction of the sidewalk proposed in this project will provide a safe means for individuals to utilize multimodal transportation. The sidewalk leads to a RIPTA bus line running between the Wyoming Stop & Shop and the Westerly AMTRAK station. This will enable individuals to travel from their residence to points around the globe via airports in Warwick, Boston and New York.

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			\$15,000	\$100,000	\$115,000
				Total Cost	\$115,000
				Amount Requested through TIP Process	\$115,000

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

Source	Amount
	Total

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 *William R. McGary* Date 1/4/2016

Chief Executive Officer's Signature _____ Date _____

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

Priority #3

Main Street Handicap Access Sidewalk

The area proposed for sidewalk reconstruction stretches approximately 1,000 feet along the western side of Main Street (Route 3), with an approximately 500 foot section between Highview Avenue and Maple Avenue and another 500 foot section from Maple Avenue to Spring Street (Route 138).

Mobility Benefits

Main Street (Route 3) is the main north/south artery connecting the primary villages of Ashaway and Hope Valley. It is a route used by school buses traveling to Hope Valley Elementary School and regional Chariho Middle/High School located on Switch Road in the Town of Richmond. The proposed project will result in a safe, comfortable and convenient route for those walking to the Hope Valley Elementary School and to the nearby businesses in Hope Valley.

Reconstruction of the sidewalk proposed in this project will provide a safe means for individuals to utilize multimodal transportation. The sidewalk leads to a RIPTA bus line running between the Wyoming Stop & Shop and the Westerly AMTRAK station. This will enable individuals to travel from their residence to points around the globe via airports in Warwick, Boston and New York.

Cost Effectiveness

Implementation of this project will improve existing infrastructure and facilitate future maintenance. Improving pedestrian mobility through this project will complement the recently completed Depot Square project that was undertaken partially with RIDOT funds and will enable safe access to the soon to be completed improvements to Langworthy Field.

Economic Development

Implementation of this project will improve the local economy by facilitating access to goods, services and employment opportunities in the village of Hope Valley. This project is within the Urban Services Boundary, which is considered to be a general area identified on the Future Land Use 2025 map. Reconstruction of the sidewalk proposed in this project will enable pedestrians to utilize the RIPTA service that connects the village of Hope Valley to the nearby village of Wyoming in Richmond in order to access additional shopping opportunities.

Environmental Impact

Reconstruction of the Main Street sidewalk and integrated drainage infrastructure will serve to improve air quality and promote energy conservation by decreasing reliance on vehicles. It will also serve to enhance the amenities within this National Register Hope Valley Historic District.

Supports Local and State Goals

An overarching goal of the Rhode Island Land Use Plan 2025 is for “first class supporting infrastructure that protects the public’s health, safety and welfare, fosters economic well-being, preserves and enhances environmental quality, and reinforces the distinction between urban and rural areas” (See LUG 4). Objectives in support of this goal are to “Promote intermodal centers and greater reliance on transit” (See LUO 4E) and “Provide pedestrian connections through all centers and urban districts” (See LUO 4F).

Goal PE of the State Guide Plan Element 611 Long Range Transportation Plan 2035 is to “create and maintain safe and attractive walkable communities to encourage more walking trips, enhance transit usage, improve public health, and reduce auto congestion and dependency”. State objectives in support of this goal are to: Improve walking environment (See PE. 1. a), and Increase walking mode share (See PE. 1. b).

The State of Rhode Island approved the Town of Hopkinton Comprehensive Plan (Plan) on September 28, 2011. Circulation Element **Recommendation 5** is to “develop a system of pedestrian and bicycle trails linking major areas in conjunction with RIDEM and neighboring communities to provide recreational opportunities and a major north/south alternative transportation corridor.” Main Street is the only major north/south corridor in the town. RIPTA has recently introduced bus service along this route. Providing safe sidewalks will link these transportation modes and stimulate the village economy. Recreation, Conservation and Open Space Element **Recommendation 10** is to “.....ensure that Hopkinton’s special needs populations have sufficient access to recreational facilities and programs.” The sidewalk reconstruction proposed in this project will serve to facilitate accessibility to the nearby Langworthy Field and Hope Valley School for populations with special needs.

Safety and Security

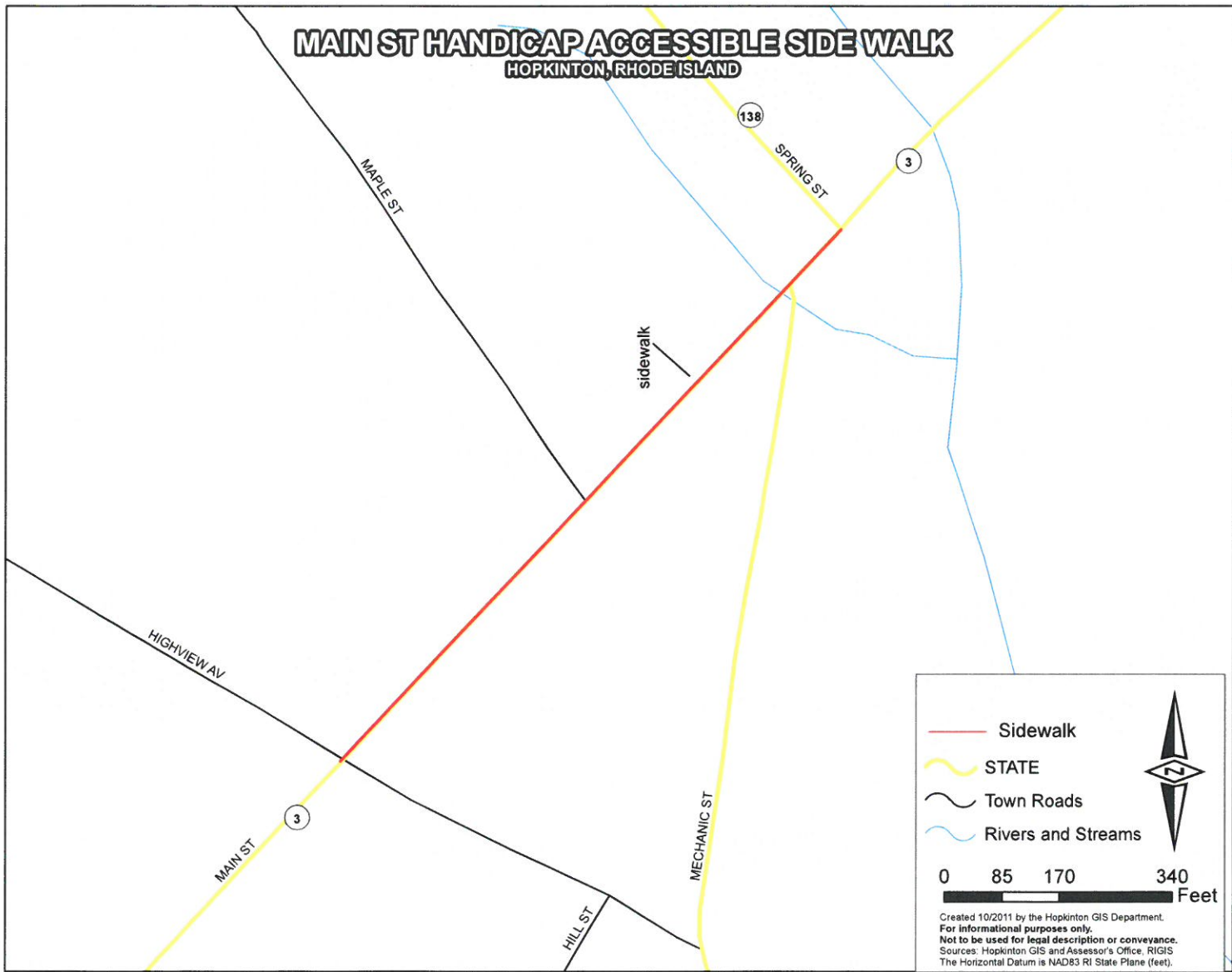
The existing condition of sidewalks and curbs along Main Street from Highview Avenue to Spring Street is poor. The difficulty in traversing this substandard pathway is compounded by its curvilinear nature and slope. Implementation of this project with ADA sidewalks and access ramps will provide pedestrians, especially those in wheelchairs, with a dedicated travel way apart from the roadway.

Equity

The village of Hope Valley has received a considerable amount of assistance over the years as a Low-Moderate Income area through the Community Development Block Grant program. One such grant enabled the creation of Depot Square, a small public park at the intersection of Main Street, Spring Street and Mechanic Street. Depot Square sits diagonally across Main Street from the subject project.

There is a RIPTA bus stop (stop #10 on the 301 Rural Ride route) at Main/Spring. People may sit on the benches at Depot Square to wait for this bus. Going forth with this project will enhance access to the transportation network serving those in a low income neighborhood, those with disabilities and those individuals that are 65 years and older.

MAIN ST HANDICAP ACCESSIBLE SIDE WALK HOPKINTON, RHODE ISLAND



— Sidewalk
— STATE
— Town Roads
— Rivers and Streams

0 85 170 340 Feet

Created 10/2011 by the Hopkinton GIS Department.
For informational purposes only.
Not to be used for legal description or conveyance.
Sources: Hopkinton GIS and Assessor's Office, RIGIS
The Horizontal Datum is NAD83 RI State Plane (feet).

New Project Application

Transportation Improvement Program



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	Agency/Organization <u>Town of Hopkinton</u>
	Contact Person <u>William McGarry</u> Title <u>Town Manager</u>
	Mailing Address <u>One Townhouse Road</u>
	City <u>Hopkinton</u> Zip Code <u>02833</u>
	Phone <u>377-7761</u> Email <u>townmanager@hopkintonri.org</u>

PROJECT INFORMATION	Type of Project <i>select all that apply</i>
	<input type="checkbox"/> Bridge
	<input checked="" 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 <u>Chase Hill Road Project</u>	
Location by Street Name <u>Chase Hill Road</u>	
Project Limits - From <u>Main Street (Route 3)</u> To <u>Ashaway Road (Route 216)</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>The work to be performed under this project consists of the pavement milling and overlay of existing bituminous asphalt pavement and re-pavement, along with drainage work. The pavement milling of this project includes the pulverization of asphalt, fine grading and compaction, surface preparation, and rolling. The pavement overlay includes a 2.5 inch binder and 1.5 inch finish coat of asphalt. The length of Chase Hill Road is 12,280 feet; it begins at Main Street (Route 3) and ends at Ashaway Road (Route 216). The GPS coordinates for Chase Hill Road/Main Street (Route 3) are N 41 23.59 and W 071 47.59 and for Chase Hill Road/Ashaway Road (Route 216) N 41 24.40 and W 071 45.45.</p>	

Describe need for proposed project:

Chase Hill Road is a local road in the Federal State Aid Highway System and is one of the worst roads in the Town of Hopkinton. It has been numerous years since it has been repaired and is in dire need of reconstruction. We have received numerous complaints from residents and business owners alike complaining about the road surface. Drainage is also a problem on this road.

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

While Chase Hill Road is a low-volume road, it is nevertheless a route used by school buses traveling to Ashaway Elementary School and Chariho Regional Middle/High School located on Switch Road in the Town of Richmond. In many areas, shoulders need to be widened to accommodate bicycle traffic. Dean Warehouse Services is a major logistics company which ships and stores large volumes of retail products within the New England region. They have expanded to occupy a 173,000 square foot existing storage facility located at the southwest section of Chase Hill Road. It is anticipated that this business will grow and expand on the 94-acre parcel it is situated upon. The volume of commercial traffic on this portion of the road has significantly increased and future projections indicate that a much greater traffic volume will occur above current conditions. Providing quality infrastructure to support local industry has been a goal of the Public Works Department. Improving conditions along Chase Hill Road will encourage tourism as the Hopkinton Land Trust and Nature Conservancy have assembled parcels on the north end of this road known as the Grills Preserve that will serve as a walking trail along the Pawcatuck River, thereby enabling users from across the region to experience the natural beauty of Hopkinton.

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	\$100,000	\$2,250,000	
				Total Cost	\$2,400,000
				Amount Requested through TIP Process	\$2,400,000

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.

Applicant's Signature: *William R. McFarland* Date: *1/6/2016*

Chief Executive Officer's Signature: _____ Date: _____

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

Priority #6

Chase Hill Road

Chase Hill Road is an approximately 2 mile, Federal Aid System eligible roadway that serves as a Minor Rural Collector connecting Ashaway Road and Route 3 (Main Street). The existing pavement condition makes it a prime candidate for resurfacing. In addition, there are a few rock outcroppings and a narrowing of the road at points that make it difficult for a school bus and car to simultaneously pass, as well as problematic for safe bicycling. At a minimum, Chase Hill Road requires resurfacing and shoulder improvements to better accommodate truck traffic at the Route 3 intersection.

Mobility Benefits

While Chase Hill Road is a low-volume road, it is nevertheless a route used by school buses traveling to Ashaway Elementary School and regional Chariho Middle/High School located on Switch Road in the Town of Richmond. In many areas, shoulders need to be widened to accommodate bicycles.

Cost Effectiveness

Improving Chase Hill Road by principally resurfacing is a cost effective way of reducing travel time to Route 3.

Economic Development Impact

Dean Warehouse Services is a major logistics company which ships and stores large volumes of retail products within the New England region. They have expanded to occupy a 173,000 square foot existing storage facility located at the southwest section of Chase Hill Road. It is anticipated that this business will grow and expand on the 94-acre parcel it is situated upon. The volume of commercial traffic on this portion of the road has significantly increased and future projections indicate that a much greater traffic volume will occur above current conditions. Providing quality infrastructure to support local industry has been a goal of the Public Works Department.

Improving conditions along Chase Hill Road will encourage tourism as the Hopkinton Land Trust and Nature Conservancy have assembled parcels on the north end of this road known as the Grills Preserve that will serve as a walking trail along the Pawcatuck River, thereby enabling users from across the region to experience the natural beauty of Hopkinton.

Environmental Impact

Improving pavement conditions along Chase Hill Road should also benefit overall surface and groundwater quality in the area. The Hopkinton Land Trust and Nature Conservancy have been assembling parcels immediately south of this road which should further encourage walking and biking activities.

Degree of Support to Local and State Goals and Plan

An overarching goal of the Rhode Island Land Use Plan 2025 is for “[f]irst class supporting infrastructure that protects the public’s health, safety and welfare, fosters economic well-being, preserves and enhances environmental quality, and reinforces the distinction between urban and rural areas” (See LUG 4). An objective in support of this goal is to “[m]aintain the functional integrity of existing and planned roadways” (See LUO 4G).

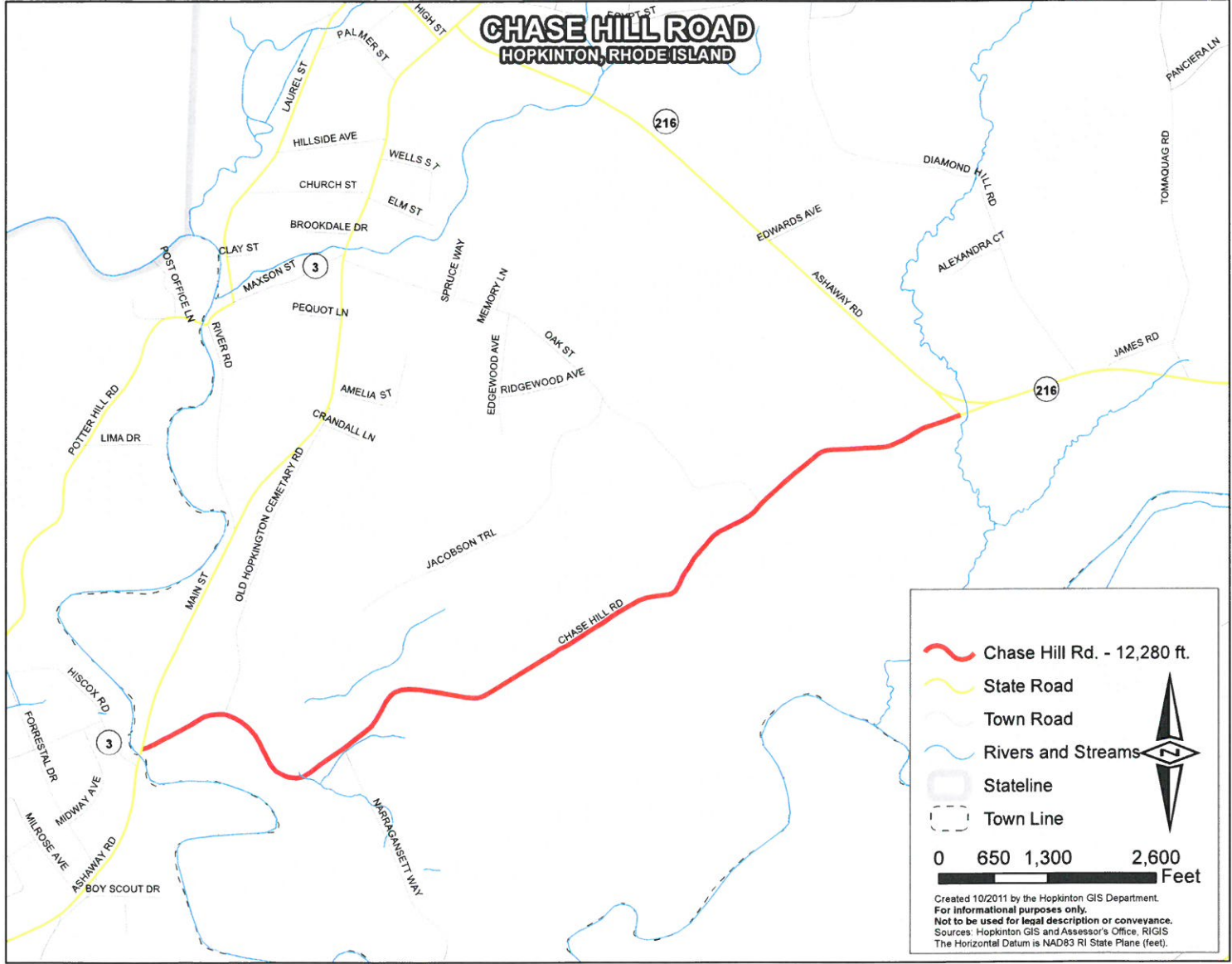
A goal of State Guide Plan Element 611 Transportation 2030 is to “[m]aintain the highway and bridge network in a safe, attractive, and less congested condition to carry passenger vehicles, commercial vehicles, government vehicles, and transit vehicles, as well as bicycles and pedestrians.” State objectives in support of this goal are to: Maintain infrastructure (See H. 1. A), Improve deficiencies (See H. 1. B), and Increase safety (See H. 1. E). State Economic Development objectives also contained in Transportation 2030 that support improving Chase Hill Road include moving people efficiently to and from work and school (See ED. 1. A) and moving freight efficiently to, from, and within Rhode Island by all modes (See ED. 1. B).

The State of Rhode Island approved the Town of Hopkinton Comprehensive Plan (Plan) on September 28, 2011. The Circulation Element contained therein seeks “[t]o improve and maintain a safe, convenient and efficient traffic circulation system throughout the town” (Goal C 1). In support of that goal, it is the policy of the town to “[e]ncourage and support RIDOT in maintaining and improving state roads system in Hopkinton” (Policy C1) and to “[m]aintain a formal program for road maintenance, new road construction, and accompanying drainage facilities” (Policy C 2). As stated in the Plan, a town objective is to “[c]orrect existing road deficiencies to improve safety and traffic flow” (Objective C 3).

Safety, Security, and Technology

The existing condition of Chase Hill Road pavement makes for an unsafe situation which is compounded by the inherent curvature and hilly nature of the road that makes forward visibility difficult. It is essential to maintain pavement on Chase Hill Road to enable National Grid trucks to access and service transmission lines that run to their property (AP 1 Lot 12).

CHASE HILL ROAD HOPKINTON, RHODE ISLAND



— Chase Hill Rd. - 12,280 ft.
— State Road
— Town Road
— Rivers and Streams
 Stateline
 Town Line

0 650 1,300 2,600 Feet

Created 10/2011 by the Hopkinton GIS Department.
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 Sources: Hopkinton GIS and Assessor's Office, RIGIS
 The Horizontal Datum is NAD83 RI State Plane (feet).