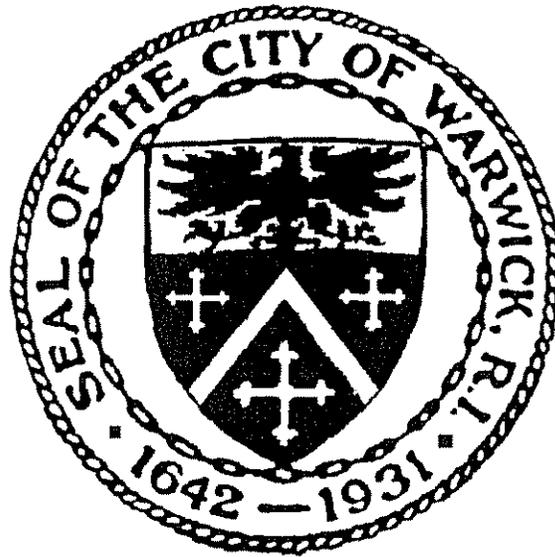


**City of Warwick
FY 2017-2025
Transportation Improvement Program Proposal**

January 8, 2016



**Scott Avedisian, Mayor
William DePasquale, Planning Director**

EXECUTIVE CHAMBER

CITY OF WARWICK



RHODE ISLAND

**SCOTT AVEDISIAN
MAYOR**

January 6, 2016

Transportation Advisory Committee
Division of Statewide Planning
One Capitol Hill
Providence, Rhode Island 02908

Dear Transportation Advisory Committee Members:

I am pleased to present to you the City of Warwick's proposal for the 2017-2025 Transportation Improvement Program.

As you are aware, Warwick is not only the second largest city in Rhode Island, but has grown into the commercial, educational, and industrial center of the State. As host community to T.F. Green Airport and the InterLink intermodal commuter rail station, we are uniquely poised for redevelopment of the more than 100 acres comprising City Centre Warwick into a vibrant, transit-oriented, mixed use commerce center and neighborhood offering unparalleled development opportunities.

Development in this area, enhanced by infrastructure, safety, and aesthetic improvements, will serve as a catalyst for economic development and job growth throughout City Centre Warwick and the City as a whole. A market segmentation analysis and a multi-pronged marketing plan, being developed with our state partners, will help to target and attract key industries to the area. Other initiatives have been or are being developed to further enhance economic development efforts, and a modern and well-maintained transportation network is critical to the City's continued growth and success.

As you will see, The Project Prioritization Cover Sheet for the FY2017-2025 proposed TIP identifies 83 projects proposed to be undertaken in the City of Warwick. Of these projects, 69 are new ones proposed by the state Department of Transportation (RIDOT). Eighty (80) percent of these new RIDOT projects are to replace bridges and culverts. Eleven projects are carryovers from the 2013-2016 TIP and three are new projects proposed by the City.

The new City project proposals include:

1. Jefferson Boulevard road improvements and repaving;
2. Post Road improvements and repaving from Airport Road to Elmwood Avenue;
and
3. Route 2 road improvements and repaving from East Avenue to Cowesett Road

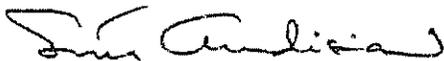
All three projects meet the goals and objectives of the City's Comprehensive Plan, "21st Century Warwick: City of Livable Neighborhoods," and will provide benefits to our City, its residents, businesses and visitors through improved transportation access, greater opportunities for economic development and growth, greater integration of other modes of transportation, such as walking, biking, etc. and major safety improvements for three of the busiest roadways in Warwick and Rhode Island.

The Warwick Planning Board held a public meeting on January 5, 2016 to discuss the City's Transportation Improvement Program. After hearing testimony from the City and the general public, the Planning Board voted unanimously to strongly support the proposal.

I strongly and respectfully urge the members of the Transportation Advisory Committee to support the City of Warwick's Transportation Improvement Program proposal to ensure the success of the City's future transportation needs and, through that, continued economic growth and the safety of all who live in and travel through our community.

Thank you for your attention to this matter. If you have questions or need additional information, please contact Acting Chief of Staff/Director of Public Works David Picozzi at 738-2000, ext. 6519, or Rick Crenca, Principal Planner, at 738-2000, ext. 6292.

Sincerely,



Scott Avedisian
Mayor

Project Prioritization Cover Sheet | City of Warwick

RI
SPP

Transportation Improvement Program



CONTACT	Contact Information		
	Contact Person	<u>Richard J. Crenca</u>	Title <u>Principal Planner</u>
	Mailing Address <u>City Hall Annex, 3275 Post Rd</u>		
	City	<u>Warwick, RI</u>	Zip Code <u>02886</u>
	Phone	<u>401-738-2000, x6292</u>	Email <u>richard.j.crenca@warwickri.com</u>

PROJECT PRIORITIZATION	Project Prioritization <i>(please use an additional sheet if necessary)</i>			
	Priority	Listed in TIP 2013-2016		Project Name
		Yes	No	
	H		✓	Resurfacing Airport Connector (I-95 to TF Green Airport)
	L	✓		Arterial Traffic Signal Improvements - Warwick Ave
	H		✓	Resurfacing Bald Hill Rd (West Natick Ave to U-turn at WB Mason)
	L		✓	Resurfacing I-295 (I-95 to Rt 5)
	L	✓		Resurfacing I-95 Contract-1 (Rt 2 to Rt 113)
	L	✓		Resurfacing I-95 Contract-2 (Rt 113 to Service Ave)
	L		✓	Interchange Safety Improvements to I-95 at Route 37 Warwick - Frontage Road
	L		✓	Intersection Safety Improvements to I-295 NB at Route 6 Johnston and Jefferson Boulevard at Main Avenue Warwick
	L		✓	Roadway Departure Mitigation - Guardrail and Median Improvements to I-95 Warwick and Route 146 North Smithfield
	H		✓	Resurfacing Rt 113, East Ave (Rt 2 to Rt 5)
	H		✓	Resurfacing Rt 113, Main Ave (Rt 5 to Rt 117)
	H		✓	Resurfacing Rt 117, Centerville and Legris Ave (Rt 33 to Quaker Ln)
	H		✓	Resurfacing Rt 117, West Shore Rd (Long St to Oakland Beach Ave)
	H	✓		Resurfacing Rt 2, Bald Hill Rd and New London Ave (West Natick Ave to Rt 37)
	H	✓		Resurfacing Rt 5, Lambert Lind Hwy (Mayfield Ave to I-95)
	H		✓	Statewide Resurfacing, Bald Hill Rd (RI Mall to West Natick Ave)
H		✓	Resurfacing US-1, Post Rd (Coronado to Rt 1A)	

Project Prioritization (continued)

PROJECT PRIORITIZATION

Priority	Listed in TIP 2013-2016		Project Name
	Yes	No	
M		✓	Box Culvert, RI 95 NB & RI 4 ramp at Maskerchugg River
M		✓	Centerville Road Bridge at I-95 NB & SB
M		✓	Knight Bridge, I-295 NB at I-95 SB
M		✓	Hardig Brook Culvert 3 at I-95 NB & SB
L		✓	Box Culvert, RI 95 SB at Maskerchugg River
L		✓	Box Culvert, RI 95 NB & SB at Maskerchugg River
L		✓	Greenwich Ave Bridge at I-95 NB & SB
H		✓	Old Warwick Ave Bridge at Buckeye Brook
L		✓	Coronardo Road Bridge at Amtrak
M		✓	Hardig Brook Bridge at RI 115 Tollgate Rd
L		✓	Airport Elevated Rdwy at Arrival Rd
M		✓	Pontiac Bridge, RI 5 Greenwich Ave at Pawtuxet River
M		✓	Gorton RR SB Bridge, US 1 SB By-pass at Amtrak
M		✓	Tollgate Road Bridge at I-95 NB & SB
M		✓	Airport Elevated Rdwy North at Terminals, Parking
M		✓	Warwick Mall Bridge, Jug Handle Rd at Meshanticut Brook
M		✓	Hardig Brook Culvert 2, RI 117 Centerville Road
M		✓	Boston Post Road Bridge at RI 37 EB & WB
M		✓	Hillsgrove RR North Bridge at RI 37 WB
M		✓	Lincoln Park Ramp South, RI 37 EB at Ramp A
M		✓	Hillsgrove RR South Bridge at RI 37 EB
M		✓	Cottage Home Bridge, RI 117A Warwick Ave at Buckeye Brook
M		✓	Jefferson Blvd North Bridge at RI 37 WB
M		✓	Lincoln Park Ramp North, RI 37 WB at Ramp B
M		✓	Carpenters Corner Bridge, RI 117 Centerville Rd at Tuscatucket River
M		✓	Apponaug Mill, Rt 117 Centerville Rd at Maskerchugg River

Project Prioritization (continued)

PROJECT PRIORITIZATION

Priority	Listed in TIP 2013-2016		Project Name
	Yes	No	
M		✓	Box Culvert RI 2, RI 2 Quaker Lane at Maskerchugg River
H		✓	Pettaconsett Ave Bridge, I-95 NB & SB at Jefferson Blvd
H		✓	Natick Bridge, RI 33 Providence St at Pawtuxet River
H		✓	Buckeye Brook Bridge at RI 117 W Shore Rd
H		✓	Bald Hill Ramp, I-295 at Pawtuxet River
H		✓	Pawtuxet River So. (SB) at I-295 SB
H		✓	Pawtuxet River So. (NB) at I-295 NB
H		✓	Centerville Road Bridge at RI 2 Bald Hill Rd
H		✓	West Natick Road Bridge at Meshanticut Brook
H		✓	Jefferson Blvd South Bridge, RI 37 EB
H		✓	Meshanticut Brook Culvert, I-295 NB at Meshanticut Brook
H		✓	Lincoln Park North, RI 37 WB at I-95 NB & SB
M		✓	Airport Interchange, Airport Connector at I-95 NB & SB
L		✓	Gorton RR NB, US 1 NB By-pass at Amtrak
L		✓	Lincoln Park South Bridge, RI 37 EB at I-95 NB & SB
L		✓	Pawtuxet River East Bridge, RI 2 SB Bald Hill Rd at Pawtuxet River
L		✓	Bald Hill Rd NB Bridge, I-295 NB at RI 2 Bald Hill Rd
L		✓	Hillsgrove Bridge, Service Ave at I-95 NB & SB
L		✓	East Ave Bridge, RI 113 East Ave at I-95 NB & SB
L		✓	Cowesett Rd Bridge, Cowesett Rd at I-95 NB & SB
L		✓	Main St Bridge, RI 113 Main Av at US 1 Post Rd
H		✓	Jefferson Blvd Bridge, Airport Connector at Jefferson Blvd
L		✓	Airport Bridge, Airport Connector at US 1 Post Rd
M		✓	Pawtuxet River So East Bridge, RI 2 NB Bld Hill Rd at Pawtuxet River
L		✓	Westcott Bridge, Metro Center Dr at Airport Connector
M		✓	Pawtuxet River West Bridge, RI 2 SB Bald Hill Rd at Pawtuxet River

Project Prioritization (continued)

PROJECT PRIORITIZATION

Priority	Listed in TIP 2013-2016		Project Name
	Yes	No	
M		✓	Pawtuxet River So West Bridge, RI 2 NB Bald Hill Rd at Pawtuxet River
L		✓	Collingwood RR Bridge, Airport Connector at Amtrak
L		✓	South County Freeway Bridge, I-95 NB at RI 4 South County Freeway Ramp
H		X	Rte 2 Road Improvements, East Ave - Cowesett Rd.
H		X	Post Rd. Road Improvements, Airport Rd. - Elmwood Ave.
H		X	Jefferson Blvd. Road Improvements, Rte. 113 - end.
M	X		Conimicut Lighthouse Renovations
M	X		Maskerchugg River Bridge/Multi Use Path

Required Public Hearing

The required public hearing was held on January 5, 2016

CERTIFICATION

Applicant Certification

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

Richard J. Crenca	Principal Planner
Applicant	Title
	1/6/16
Chief Executive Officer Signature	Date

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

PROJECT PRIORITIZATION SHEET (CONTINUED)

CITY OF WARWICK

The following projects are included in the FY 13-16 TIP but must be added to the Project Prioritization Sheet for FY 17-25 for consideration for inclusion:

<u>PROJECT NAME</u>	<u>PRIORITY</u>
2015 State Traffic Commission C-7, Post Rd at Airport Connector	L
Airport Connector Signing Improvements	L
Hazard Elimination-Warwick Ramps; West Shore Rd/Sandy Lane/ Strawberry Field Rd.	H
Intersection /Segment Improvements – Contract 1; I-95 from Rte. 4 To Cranston City line.	L
Pawtuxet Riverwalk	M
Warwick Interlink-Coronardo Road Improvements.	H

New Project Application

Transportation Improvement Program



CONTACT	Contact Information	
	Agency/Organization	<u>City of Warwick</u>
	Contact Person	<u>Richard J. Crenca</u> Title <u>Principal Planner</u>
	Mailing Address <u>City Hall Annex - 3275 Post Rd</u>	
	City	<u>Warwick</u> Zip Code <u>02886</u>
Phone	<u>401-738-2000, x6292</u> Email <u>richard.j.crenca@warwickri.com</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 checked="" type="checkbox"/> Traffic <input type="checkbox"/> Transit <input type="checkbox"/> Bicycle <input type="checkbox"/> Pedestrian
	<input checked="" type="checkbox"/> Transportation Enhancement <input type="checkbox"/> Other _____
	Project Description
	Project Title <u>Post Rd. Road Improvements</u>
	Location by Street Name <u>Post Rd. (Rte. 1)</u>
	Project Limits - From <u>Airport Rd.</u> To <u>Elmwood Ave.</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 project will provide road improvements such as traffic calming, new road surface, improved drainage, dedicated turn lanes, new sidewalks, improved ADA access, etc.. The project will be done in two phases. Phase I will run from Airport Rd to Rte 37. Phase II will run from Rte. 37 to Elmwood Ave. Each section is approximately one mile in length. The average annual daily traffic (AADT) in these two sections of roadway is between 31,000-33,000 vehicles per day.</p>	

Describe need for proposed project:

This section of Post Rd provides the gateway to City Center Warwick. As a principal arterial with AADT counts of over 30,000, Post Rd provides the access to this commercial/mixed use development area. With access to City Center comes direct access to the Interlink, the State's major transportation hub which includes T.F. Green State Airport, the MBTA train station, all rental car facilities and RIPTA stops.

These improvements will facilitate greater flexibility and ease in access to and from this major north-south transportation route. Presently, with a LOS of E and F, the Post Rd/Airport Rd intersection poses congestion, delay and safety issues on a daily basis.

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

Improvements will provide benefits such as:

1. Vehicular safety improvements at both the Post Rd north and south/Rte. 37 off ramps.
2. Improved access to City Center Warwick.
3. Upgrading of the LOS for the Airport Rd/Post Rd intersection.
4. Improved vehicular and commercial access to the Interlink (TF Green, train station, rental cars, RIPTA).
5. Improved accessibility to local businesses in the project area.
6. Improved marketing capabilities for vacant commercial space in the project 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 | 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		\$100,000	\$200,000	\$2,000,000	\$2,300,000
				Total Cost	\$2,300,000
				Amount Requested through TIP Process	\$2,300,000

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

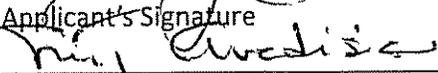
Source	Amount
Total	

Estimated date of construction 2019

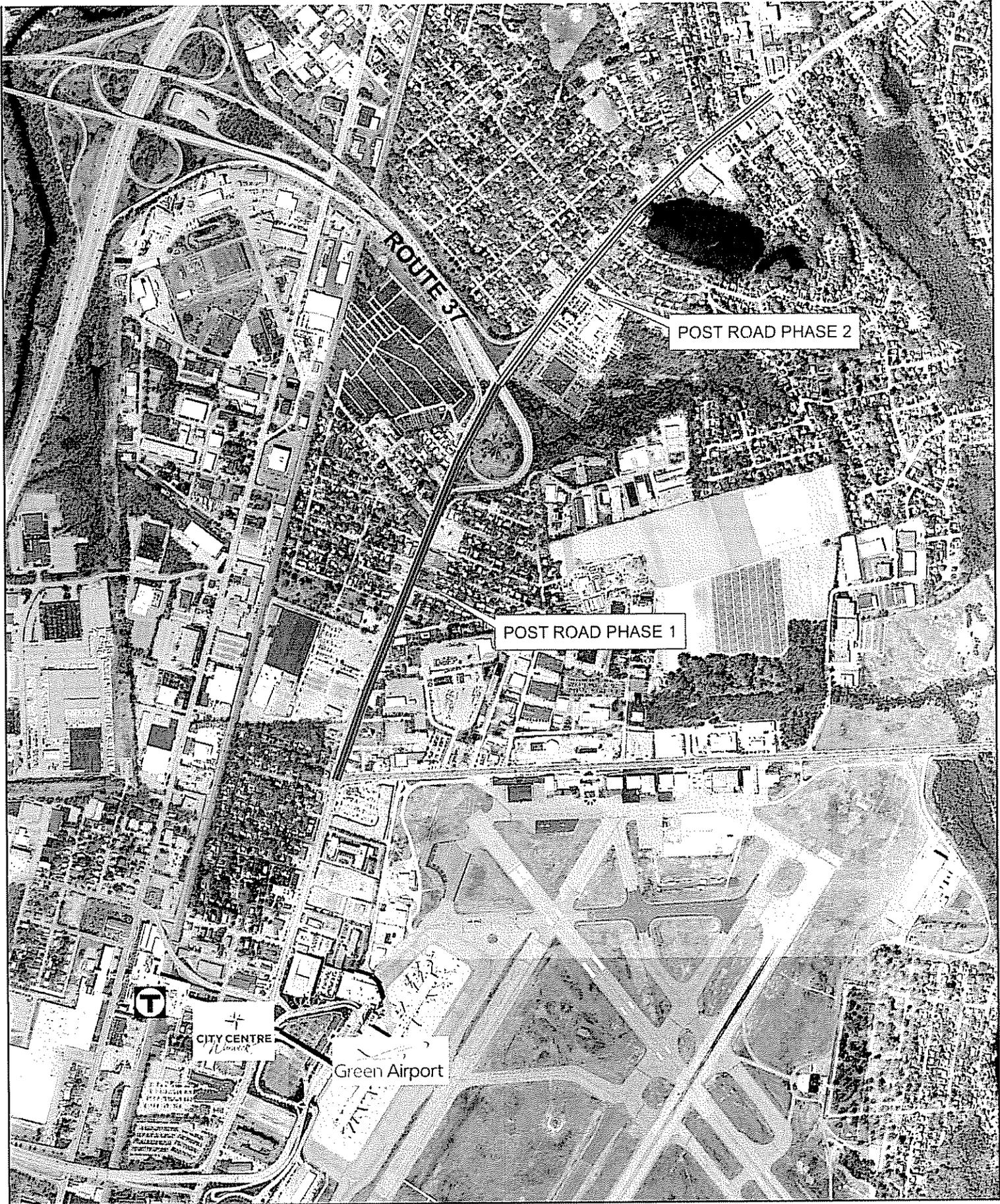
CERTIFICATION

Applicant Certification

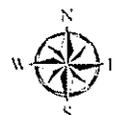
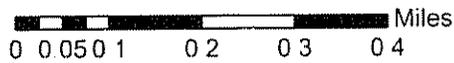
I attest that the information provided on this application is in true and accurate.

	12/18/15
Applicant's Signature	Date
	12/18/15
Chief Executive Officer's Signature	Date

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



POST ROAD - WARWICK, RI
PROPOSED ROAD IMPROVEMENTS
FY 2017-2025 TIP



POST RD IMPROVEMENTS

MOBILITY

The average annual daily traffic counts in the project area are between 31,000 – 33,000 vehicles per day. This number is not expected to change significantly as a result of the project. However, congestion is expected to be reduced significantly due to measures such as dedicated left turn lanes and signalization improvements. Congestion in the project area is due primarily to the lack of adequate east-west access through the City. The location of TF Green historically has affected the lack of adequate east-west routes leaving Airport Rd as a major east-west route. As such, traffic exiting Rte. 37 on to Post Rd. south, as well as local southbound traffic on Post Rd utilize Airport Rd as their east-west connector.

The improvements will improve and encourage access to other forms of transportation such as TF Green, the train station, rental cars and RIPTA stops at the airport. This linkage will not only help those utilizing these services but also will make development in City Center Warwick more attractive to potential developers and property owners.

COST EFFECTIVENESS

In order to efficiency maximize the potential cost of the project, as much of the existing infrastructure should be reused and/or left in place if possible. Also, the project is proposed to be done in two phases. The bidding process should consider bidding both phases together for any potential cost saving. The main improvement of this project will greatly improve the efficiency of moving traffic through this area. Efficiency and ease of travel leads to improved access for the entire Post Rd commercial corridor which leads to increased business activity and tax revenue which leads to greater development possibilities. This “holistic circle” will show just how important improvements to the infrastructure are in the overall life of the City.

ECONOMIC DEVELOPMENT

The project area is one of the more important commercial corridors in the City of Warwick. The road improvements will facilitate the movement of consumers and goods more efficiently into and through the commercial area. For instance, left turn lanes will allow easier access to businesses in the area, thereby making it more attractive for consumers to shop and easier for the delivery of goods to the area. This one improvement will also improve traffic circulation through the area.

This project is also a natural extension of the planning and design work that has already been done for City Center Warwick and the Interlink Transportation hub. By improving the transportation system to these two areas in particular, both the City and the State will benefit greatly. With the future development of CCW, employment will increase and providing an improved transportation infrastructure to these new businesses will increase the attractiveness of the area for continued future development.

ENVIRONMENTAL IMPACT

With greater efficiency in traffic patterns, reduced idling times, less queuing and quicker access to destinations, it is anticipated that there will be improvements to air quality, fuel conservation and noise levels. In addition, the improvement to the roadway drainage system should result in an increase in the captured road drainage resulting in positive impacts to net runoff onto abutting properties. The use of BMP's in the drainage design would also benefit the environmental impact of the project.

SUPPORTS LOCAL AND STATE GOALS

This project supports the following goals and objectives of the Warwick Comprehensive Plan:

- Assure that roads are maintained to a high standard for long term use.

- Promote best practices to strengthen access management and improve traffic flow.
- Support initiatives that will provide more bicycle and pedestrian facilities in Warwick.
- Support an efficient road network that responds to existing and future development patterns while reducing auto congestion and improving circulation.
- Improve arterial traffic flow.
- Improved maintenance of existing roads was the top priority of the public.

In addition, the project meets various goals of the State Guide Plan: Transportation 2035 in areas such as design, economic development, emergency response, environmental, highway, land use, planning and safety.

SAFETY AND SECURITY

Post Rd is the primary access to TF Green State Airport as well as the new train station. Improvements to the traffic circulation and access through the project area will greatly improve its security and usability as the primary evacuation and diversionary route to and from these two major State transportation hubs. The importance of this project in regards to safe access to and from the airport and train station as well as the safety of those using this route on a daily basis can not be overstated.

EQUITY

The Post Rd improvements will result in an easier and more pleasant driving experience for all users but especially for those drivers with a disability and those drivers 65 years of age or older. Dedicated left turn lanes will allow for a protected or controlled access to local destinations allowing drivers to make turns while out of the main stream of traffic. In addition, better lighting, signage and easier merging opportunities will improve the driving experience.

New Project Application

Transportation Improvement Program



CONTACT	Contact Information
	Agency/Organization <u>City of Warwick</u>
	Contact Person <u>Richard J. Crenca</u> Title <u>Principal Planner</u>
	Mailing Address <u>City Hall Annex, 3275 Post Rd</u>
	City <u>Warwick</u> Zip Code <u>02886</u>
Phone <u>401-738-2000, x6292</u> Email <u>richard.j.crenca@warwickri.com</u>	

PROJECT INFORMATION	Type of Project <i>select all that apply</i>
	<input type="checkbox"/> Bridge <input type="checkbox"/> Pavement <input type="checkbox"/> Drainage <input checked="" type="checkbox"/> Planning
	<input checked="" type="checkbox"/> Traffic <input type="checkbox"/> Transit <input type="checkbox"/> Bicycle <input checked="" type="checkbox"/> Pedestrian
	<input checked="" type="checkbox"/> Transportation Enhancement <input type="checkbox"/> Other _____
	Project Description
Project Title <u>Rte. 2 design & reconstruction Phase I & II</u>	
Location by Street Name <u>Bald Hill Road</u>	
Project Limits - From <u>Rte 113</u> To <u>Division St.</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 project will include the design and construction of improvements to Bald Hill road resulting in an efficient operating road that will respond to existing and future development patterns while reducing auto congestion and improving circulation and pedestrian access. The project will be divided into two phases: Phase I will run between East Ave. (Rte. 113) and Toll Gate Rd (Rte. 115) and Phase II will run between Toll Gate Rd (Rte. 115) and Cowesett Rd. (Rte 3). The project will consider such access management issues as improved traffic flow & congestion, pedestrian access & mobility, bicycle access, improved public transportation access and the support of initiatives which foster a holistic approach to accomodating various modes of transportation.</p>	

Describe need for proposed project:

Rte 2 is a principal north-south arterial which runs from the Cranston line to the north and Division St. to the south. The average annual daily traffic counts is between 19,000-45,000 cars per day. Based on a 2011 DOT report found that 13 of the 50 most dangerous intersections are in Warwick and, two of those intersections, Rte2/Rte. 115 & Rte. 113/Rte. 2 are located in this study area.

In the late 1970's, Bald Hill Rd began developing as an attractive, desirable commercial area. The boom of the 1980's resulted in the "big box" explosion on Rte. 2 resulting in the development of large shopping plaza's anchored by big box brand stores. While this development has been a boom for the City in regards to tax revenue and commercial sales, it was done at the expense of planning for the interaction of the impacts of these developments for the future.

This project will work to alleviate the intense traffic and circulation issues while bringing these issues in line with the City Comprehensive Plan.

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

The redesign and circulation improvements to the Rte. 2 commercial corridor will provide immediate benefits to the City in particular and the State as a whole. Improvements in the flow and accessibility of traffic throughout this area will allow for greater ease in accessing all existing and potential businesses located in the corridor.

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 |
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Project Estimates

PROJECT ESTIMATES

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				Total Cost	\$2,300,000
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Is there funding from other sources committed to this project? Yes No

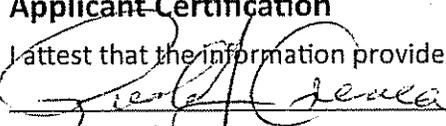
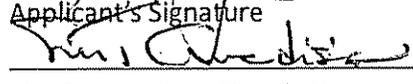
Source	Amount
Total	

Estimated date of construction 2019

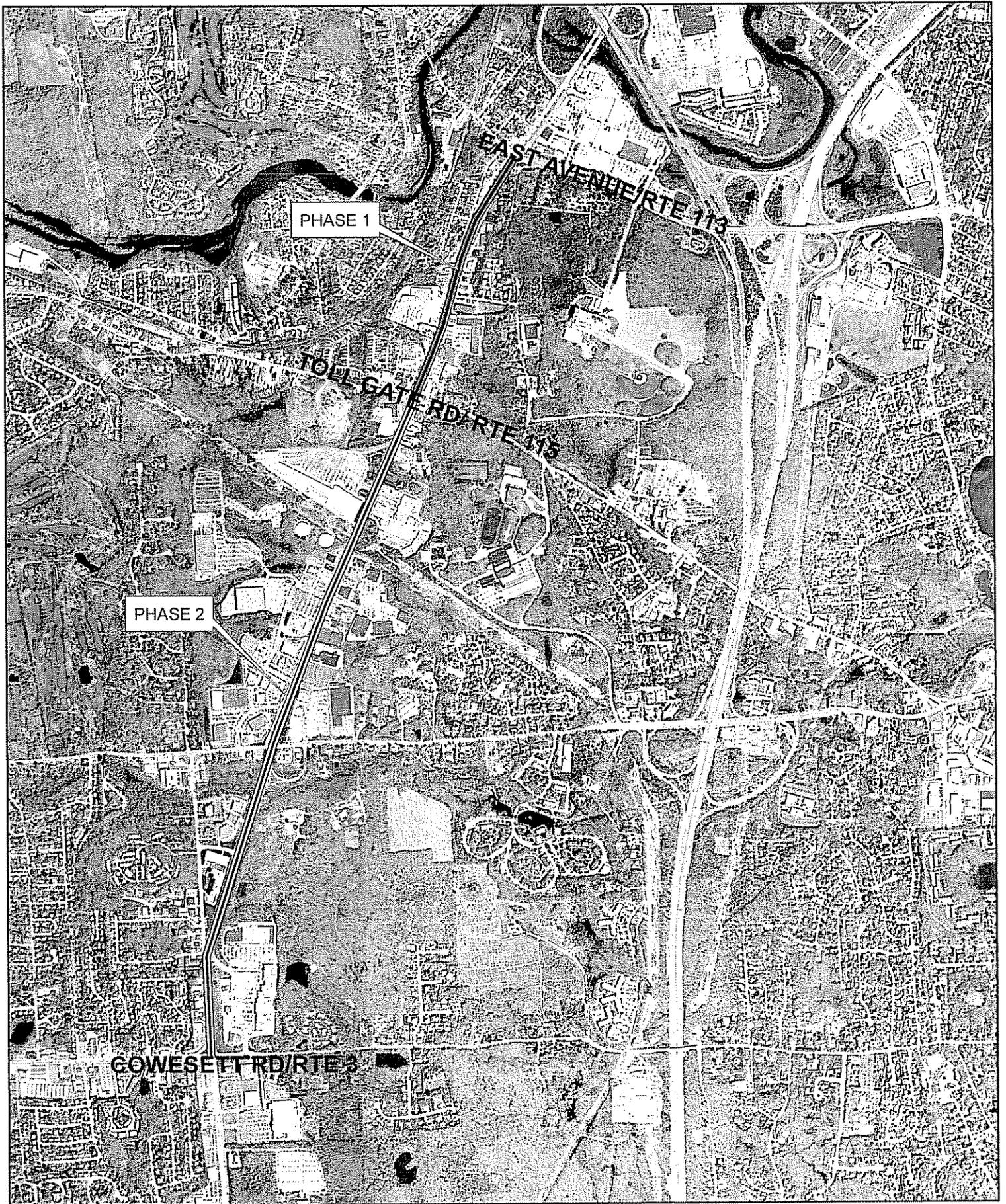
Applicant Certification

CERTIFICATION

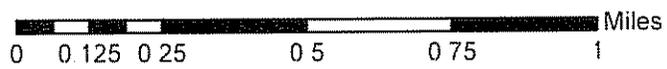
I attest that the information provided on this application is in true and accurate.

	<u>12/18/15</u>
Applicant's Signature	Date
	<u>12/18/15</u>
Chief Executive Officer's Signature	Date

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



ROUTE 2/BALD HILL ROAD - WARWICK, RI
PROPOSED ROAD IMPROVEMENTS
FY 2017-2025 TIP



ROUTE 2

• MOBILITY

Average daily traffic fluctuates between 19,000-45,000 cars per day, depending on various locations on Bald Hill Rd. This project will help to bring an important part of Warwick's infrastructure in line with the goals and objectives of the Warwick Comprehensive Plan. This project will be a part of an overall approach to meeting such Comp Plan issues as:

- Ensure that roads are maintained to a high standard for long term use.
- Promote best practices to strengthen access management and improve traffic flow.
- Support initiatives that will provide more bicycle and pedestrian facilities in Warwick.
- Leverage the City's intermodal connectivity assets to foster sustainable transit and reduce dependency on the automobile as the primary mode of travel for commuters.
- Support roadway projects that reduce traffic congestion, particularly along major commercial corridors.
- Support initiatives to improve and expand intercity and intracity travel options.

• COST EFFECTIVENESS

In order to be more cost effective and demonstrate an approach that can minimize the cost without sacrificing safety or long term performance, the project would be divided into two separate phases. Phase I would be between Rte. 113 & Toll Gate Rd (Rte 115). Phase II would be between Rte. 115 & Rte. 3. The protection of the City's assets is a major component of the Comp Plan. When asked which two transportation investments they would support most, the community chose "Improved maintenance of existing roads" as the top priority by a large margin. Tied for second were "bring Amtrak to the Warwick Station" and "improve sidewalks". The expected benefit of improvements to Bald Hill Road would be expected to have major benefits to the City and State by improving the ease of access and movement for vehicles and pedestrians alike through the State's busiest commercial corridor.

• ECONOMIC DEVELOPMENT

The Comp Plan identifies many goals and objectives which would have an economic impact on the City and the State through the implementation of this project. The City faces many challenges in developing a sound economic base on Rte. 2 in particular and the City as a whole such as bolstering its position as a regional retail center, fully capitalizing on its transportation assets and upgrading our aging commercial public infrastructure.

Local job growth was one of the most important issues cited by the community in the preparation of the Comp Plan. The next highest community concern was the appearance of major roads and commercial corridors. The improvements to Rte. 2 would implement all of these concerns. In addition to roadway appearance, many business respondents cited the need to improve circulation to the business areas. Circulation improvements to Rte. 2 through this project would greatly improve this most important commercial corridor.

• ENVIRONMENTAL IMPACT

The Rte. 2 project would positively impact a number of environmentally sensitive goals and objectives of the Comp Plan, such as:

- Reduce the reliance on the automobile by improving and integrating other forms of transportation.
- The reduction in vehicular trips will have a positive effect on air quality.
- Improved circulation will positively affect intra and intercity accessibility.

- Promote a reduction in the use of fossil fuels through an increase in passive modes of transportation (ie. Walking, biking, carpooling).

- **SUPPORT LOCAL AND STATE GOALS**

The Rte. 2 project will implement and address the following goals and objectives of the Comprehensive Plan:

- Fully capitalize on our transportation assets.
- Bolster our position as a regional retail center.
- Invest in our public infrastructure to catalyze private development in key commercial corridors such as Rte. 2.
- Establish an overlay district for urban design and functional improvements to the Rte. 2/Bald Hill Rd commercial corridor.
- Advocate for improved intra and inter community public transit services with RIPTA.
- Community support: 61% of survey respondents rated improving the appearance and operation of major roads and commercial corridors as very important. The top choice for economic development investment was improving commercial corridor aesthetics. The business community cited improved traffic circulation as a top issue.

This project would implement the following actions in the State Guide Plan:

- Economic Development: Goal 1: #4; Goal 5: #'s 1,4
- Physical Development: Goal 9: #1
- Facilities and Services: Goal 3: #'s 1,2,6,7,8,9

SAFETY & SECURITY

The Rte. 2 project will greatly improve the safety of all users of the road, but in particular, bicyclist & pedestrians. The development of Rte. 2 over the years has resulted in clusters of small business in some areas and large, self-contained commercial centers in other areas. Non-vehicular accessibility between different commercial centers is non-existent. The improvements to Rte. 2 would provide safe and convenient connections between these areas. In addition, an improved circulation pattern (i.e. traffic calming, roundabouts, etc...?) would greatly improve vehicular safety over what exists today.

EQUITY

All of the proposed improvements to Rte. 2 would provide a great benefit to persons with disabilities and persons 65 years and older. Improved circulation, traffic calming measures, more defined turning lanes to name a few will greatly enhance the transportation “experience” on Rte. 2.

New Project Application

Transportation Improvement Program



CONTACT

Contact Information

Agency/Organization City of Warwick
Contact Person Richard J. Crenca Title Principal Planner
Mailing Address City Hall Annex-3275 Post Rd
City Warwick Zip Code 02886
Phone 401-738-2000 x6292 Email richard.j.crenca@warwickri.com

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 Jefferson Boulevard Resurfacing
Location by Street Name Jefferson Boulevard
Project Limits - From Rte 113 To Pawtuxet River

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

Provide a brief description of the proposed project:

Jefferson Boulevard is a four lane, main arterial serving the major industrial district in the City. In addition, Jefferson Boulevard provides an important access to City Center Warwick. The project will consist of the milling and overlaying of 3.2 miles of roadway; rebuilding, cleaning and adjusting drainage structures; installing ADA compliant sidewalk ramps at all intersections; & re-stripe roadway.

The cost is estimated to be \$1.2 million dollars, which includes design and construction.

Describe need for proposed project:

The roadway is the main access to the City's major industrial area as well as providing access to development in City Center Warwick (CCW). Average daily traffic is appx. 6,000 vehicles per day. The improvements to Jefferson Blvd will be an important component to developments that are already planned in CCW as well as the continued development of Warwick's major industrial area.

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

In addition to continuing development, expansion and upgrades to the industrial base located along the entire length of Jefferson Blvd., there are major new developments that are associated with the CCW that will rely on Jefferson Blvd as their main access to and from the developments. The D'Ambra property has Planning Board approval for 540,000 square feet of mixed use commercial development including office space and a hotel. The former Leviton site is the site of a proposed \$50 million dollar, four story, mixed use building to include commercial, residential and office uses In addition, in that same area are plans are being developed for an additional mixed use/hotel development. The primary access to these developments is Jefferson Blvd.

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
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			\$120,000	\$1,100,000	\$1,220,000
				Total Cost	\$1,220,000
				Amount Requested through TIP Process	\$1,220,000

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

Source	Amount
Total	

Estimated date of construction 2016

Applicant Certification

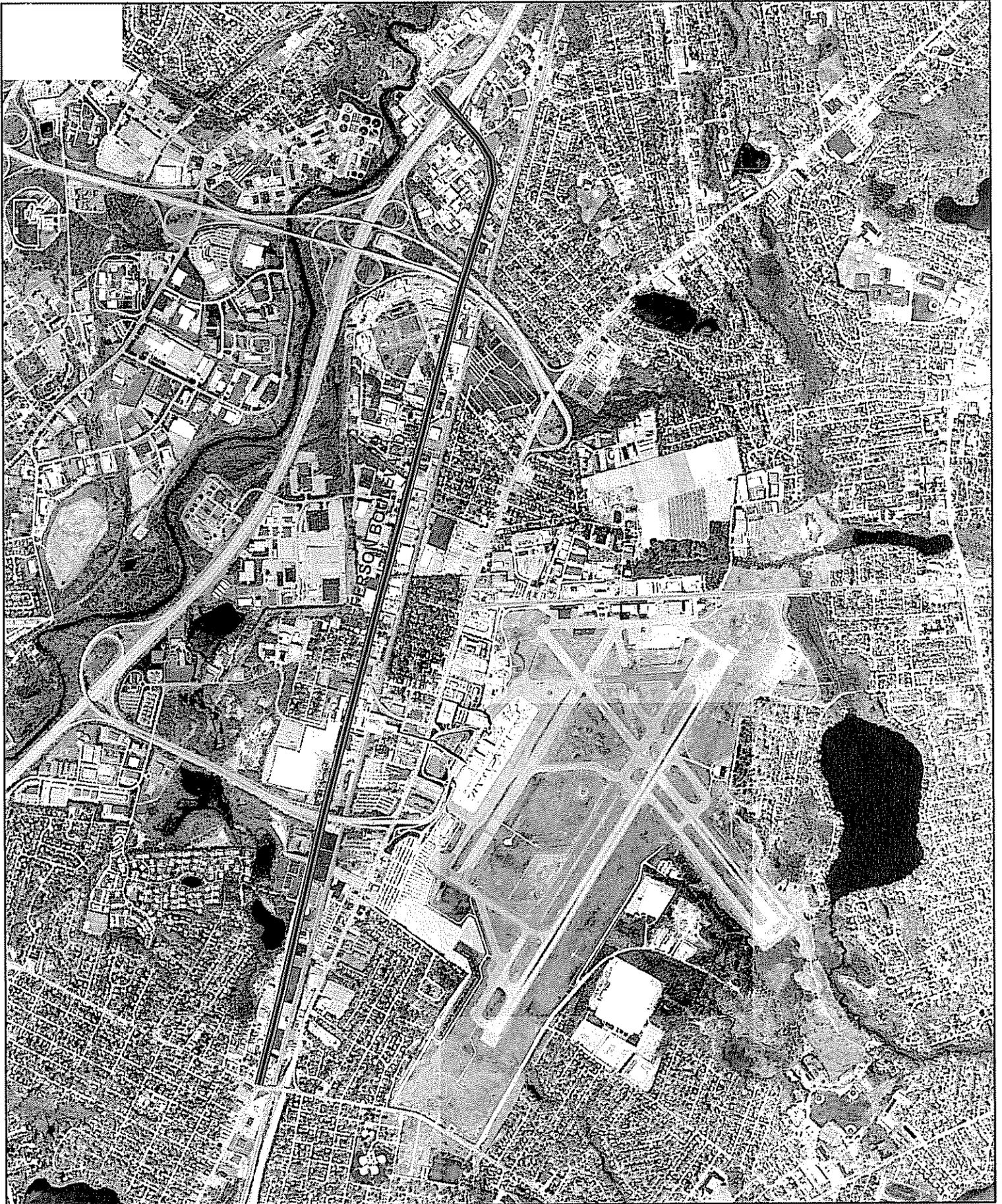
CERTIFICATION

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

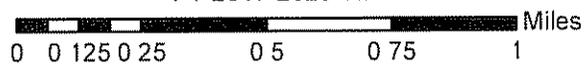
[Signature] 12/18/15
Applicant's Signature Date

[Signature] 12/18/15
Chief Executive Officer's Signature Date

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



JEFFERSON BOULEVARD - WARWICK, RI
PROPOSED ROAD IMPROVEMENTS
FY 2017-2025 TIP



JEFFERSON BOULEVARD

• MOBILITY BENEFITS

Jefferson Boulevard is a 3.2 miles long minor arterial that promotes regional and local mobility and provides a very important northeast-southwest access from Rte 113 to the Pawtuxet River. It provides direct access to I-95 (N&S) and the Airport Connector as well as secondary access to both Rtes. 1 & 5. The road provides service for over 13,200 vehicles per day. Without an improved Jefferson Blvd., access to the major industrial/commercial area that it services would be through abutting residential areas which would result in severe adverse impacts to those areas.

A major role of Jefferson Blvd is that of the major connector for the Interlink Intermodal Facility which provides transportation options for T.F. Green, MBTA train station, all rental car facilities and RIPTA. Jefferson Blvd connects all of these opportunities to all areas of the City and the State. Without an improved Jefferson Blvd providing this connection, the gap in the connectivity of these transportation modes throughout the City and State would be devastating.

• COST EFFECTIVENESS

The milling and resurfacing will utilize as much of the existing roadway, structures & curbing as possible. This way, design & construction can be streamlined without the project losing any function or performance levels. The improved roadway will improve access and increase efficiency in accessing the Interlink.

In addition to the resurfacing and associated structure work, the design element of the project should consider the effectiveness of including the following access management techniques in order to better manage traffic movements as well as enhance and/or preserve traffic capacity in order to support future development: continuous two-way left-turn lane. (TWLTL), roundabouts, center raised median, shoulder treatments, traffic signal spacing, new pedestrian crossings bicycle lanes.

• ECONOMIC DEVELOPMENT

The Warwick Comprehensive Plan (“the plan”) identifies the retention of businesses in key existing and emerging economic base industries, improvement of the business environment, increase access to high quality employment opportunities and improvement to the public infrastructure as goals to be achieved in order to improve the economic climate for Warwick residents.

In order to achieve these goals, the plan identifies a number of policies which are consistent with the improvements to Jefferson Blvd:

- Investment in public infrastructure to catalyze private development.
- Implement plans for City Center Warwick
- Capitalize on the City’s transportation assets.
- Development of the a large portion of the Jefferson Blvd area as an “Innovation District”.
- Invest in infrastructure improvements in key commercial/ industrial corridors such as Jefferson Blvd.

• ENVIROMENTAL IMPACT

The Comp Plan recognizes the need to enhance the quality of the City and States environmental resources through well designed and implemented transportation projects and has proposed goals and strategies to strive toward this need. The plan identifies the following goals and policies for just this issue of which Jefferson Blvd is a major component:

- Leverage the City's intermodal connectivity assets to foster sustainable transit and reduce dependency on the automobile as the primary mode of travel for commuters.
- Require that pedestrian movement, bicycle transportation, accessibility for the disabled and streetscape aesthetics be incorporated in roadway design and construction.
- Ensure that roads are maintained to a high standard for long term use.
- Reduce traffic congestion, promote energy conservation and improve air quality through the upgrade and maintenance of major and minor arterials.

- **SUPPORTS LOCAL AND STATE GOALS**

Milling and overlaying Jefferson Blvd is the top priority of the City of Warwick road program. As stated previously, this road is the major access to the City's industrial base. The volume and type of traffic on this roadway is continues to cause major wear and tear on the road condition. Jefferson Blvd provides access to and from such large companies as Cardi Construction, D'Ambra Construction, UPS, RIDOT and over 100 other industrial companies which employ 18 wheelers, semi-trailers, rock trucks, cement trucks and other large vehicles which cause problems with the roadway.

At this time, the condition warrants a milling and overlay with some structure improvements. In 5-6 years, the condition of the road, due to the large volume of heavy trucks, will have deteriorated to a point where reclaiming and reconstruction will be required. In today's dollars, the difference between the two road treatments would be over \$500,000 and growing.

In the preparation of the Comp Plan, when asked which transportation investment they would support the most, out of seven choices, residents chose "improved maintenance of existing roads" as the top priority by a large margin.

- **SAFETY AND SECURITY**

The project includes improvements to the ADA requirements for sidewalks and roadways. Included in the project are improved hdcp ramps at all intersections, improved crosswalks and pedestrian access in high pedestrian areas. Jefferson Blvd serves as a major north-south evacuation route in the City. Due to its ability to handle a large number of vehicles, it is an important cog in the City's safety plan. In addition, since it is the major route to and from the Interlink, it provides a safety link for TF Green to the interstates and access to and from the MBTA station.

- **EQUITY**

The proposed improvements to Jefferson Blvd will enhance the access capabilities of all users utilizing the roadway for intra-city travel or access to the Interlink for longer travel options. In particular, those persons with a disability will find enhance access through improvements to hdcp ramps, improved crosswalks and improved lighting. For those senior users, improved lighting, road surface, lane markings and a potential TWLTL will enhance the driving experience.