

FFY 18-27 STIP Application Cover Sheet



Westerly

Please complete this form and the project prioritization sheets on the following pages.

CONTACT	Contact Information
	Applicant Name: <u>Town of Westerly</u>
	Contact Person (if different): <u>Sheila M. McGauvran, PE</u> Title: <u>Town Engineer</u>
	Mailing Address: <u>68 White Rock Road</u>
	City: <u>Westerly</u> Zip Code: <u>02891</u>
	Phone: <u>401-348-2562</u> Email: <u>smcgauvran@westerlyri.gov</u>

CERTIFICATION	Applicant Certification
	<u>Sheila M. McGauvran</u> <u>8/10/17</u> Contact Person Signature Date

CHECKLIST	Submittal Checklist
	<input checked="" type="checkbox"/> 3 collated copies of complete STIP submittal package, including:
	<input checked="" type="checkbox"/> Project Prioritization cover sheet
	<input checked="" type="checkbox"/> New Project Application Form for each new or updated project
	<input checked="" type="checkbox"/> 2-page narrative on evaluation criteria
	<input checked="" type="checkbox"/> 8.5" x 11" PDF map of project location
	<input checked="" type="checkbox"/> Email a copy of complete STIP submittal package to Michael.DAlessandro@doa.ri.gov or provide on a CD
	<input checked="" type="checkbox"/> Submit complete STIP submittal package to: Rhode Island Statewide Planning Program ATTN: Michael D'Alessandro One Capitol Hill Providence, RI 02908

ALL APPLICATIONS ARE DUE BY 3:00PM ON FRIDAY AUGUST 11, 2017

Project Prioritization

Westerly



PROJECT PRIORITIZATION	Priority	Earliest Funded Year RIDOT/RIPTA 18-27 Ten Year Plan	Project Name	STIP ID	Bridge Group
		2023	Rt 78 (US-1 to Connecticut S/L)	1289	Non-Bridge
		2024	US-1, Granite St and Fanklin St (Tower St to Rt 78)	1420	Non-Bridge
		2019	Potter Hill Rd (High St to Hopkinton T/L)	1421	Non-Bridge
		2023	US-1, Post Rd (Robin Hollow Rd to Prosser Tr)	1423	Non-Bridge
		2018	Roadway Departure Mitigation - Guardrail and Median Improvements to Route 1	1469	Non-Bridge
		2018	Westerly loop (Green Economy Bond)	5123	Non-Bridge
		2018	Safe Routes to School Infrastructure Improvements for State Street Elementary School	5285	Non-Bridge
		2019	Bay Street Streetscape Improvements	5286	Non-Bridge
		2018	Granite Quarry Bridge, RI 78 West By-pass at RI 3 Ashaway Rd	6677	Bridge Group 12
		2018	High Street RR Bridge	6678	Bridge Group 12
		2026	Cottrell Bridge, RI 91 West Brad Rd at McGowan Brook	6679	Bridge Group 45
		2026	Water Works Bridge, RI 78 West By-pass at Pawcatuck River	6680	Bridge Group 45
		2026	Pawcatuck	6787	Bridge Group 07
		2026	Chapman	6798	Bridge Group 07
		2026	Bradford RR	6808	Bridge Group 07
		2026	White Rock Road	6819	Bridge Group 07
		2026	Potter Hill Road	6820	Bridge Group 07
		2026	Old Hopkinton Road	6821	Bridge Group 07
		2026	Hopkinton Road RR	6822	Bridge Group 07
	2018	Train Station Maintenance and Repairs - RICAP	7901	Non-Bridge	
	2026	Rt. 3, High Street (Ashaway Rd. to Oak St)	9559	Non-Bridge	

FFY 18-27 STIP Application/Project Priority Form



Westerly

Newly Proposed Projects *(Please use an additional sheet if necessary)*

Priority	Project Name	STIP ID
1	REPLACEMENT OF BOOMBRIDGE ROAD BRIDGE #04744	
2	SCHOOL STREET RECONSTRUCTION	
3	MAIN STREET 3R (Including Drainage and Resurfacing)	
4	UPPER CANAL ST RESURFACING (White Rock Rd to High St)	
5	RECONSTRUCTION OF AIRPORT RD & WINNAPAUG RD INTERSECTION	
6	DOWNTOWN PARKING GARAGE (Union Street)	
7	MISQUAMICUT BIKE LOOP	
8	WELLS STREET 3R EAST TO WESTMINSTER	
9	LANGWORTHY ROAD SIDEWALKS	
10	CHURCH STREET ROUTE 216 3R	
11	BRADFORD ROAD SIDEWALKS	
12	DUNNS CORNERS ROAD SHARED BIKE LANE	
13	ELEVATION OF A 150 FOOT SECTION OF BRADFORD ROAD	
14	ELEVATING ATLANTIC AVENUE AND BIKE LANE	

PROJECT PRIORITIZATION

FFY 18-27 Project Application Form



State Transportation Improvement Program

CONTACT	Contact Information
	Applicant Name <u>Town of Westerly</u>
	Contact Person (if different) <u>Sheila M. McGauvran, PE</u> Title <u>Town Engineer</u>
	Mailing Address <u>68 White Rock Road</u>
	City <u>Westerly</u> Zip Code <u>02891</u>
Phone <u>401-348-2562</u> Email <u>smcgauvran@westerlyri.gov</u>	

PROJECT INFORMATION	Type of Project <i>select all that apply</i>
	<input checked="" type="checkbox"/> Bridge <input type="checkbox"/> Pavement <input type="checkbox"/> Drainage <input type="checkbox"/> Planning <input checked="" type="checkbox"/> Traffic <input type="checkbox"/> Transit <input checked="" type="checkbox"/> Bicycle <input checked="" type="checkbox"/> Pedestrian <input checked="" type="checkbox"/> Transportation Enhancement <input type="checkbox"/> Other <u>Enter Other Project Type</u>
	Project Description
	Was this project previously submitted during the FFY17-25 STIP development process? <input type="radio"/> Yes / <input checked="" type="radio"/> No
	<i>If you selected no, please continue to the "Current Project Title" Section</i>
	<i>If you selected yes, please answer the following:</i>
	What was the Project Title? _____
	What was the TIP ID# assigned to the project at that time (4-digit number)? _____
	Current Project Title <u>Replacement of Boombridge Road Bridge #04744</u>
	Location by Street Name <u>Boombridge Road</u>
Project Limits - From <u>Westerly, RI</u> To <u>North Stonington, CT</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>PROJECT DESCRIPTION: In 2008, the Boombridge Road Bridge that crosses the Pawcatuck River between Westerly, RI and North Stonington, CT was closed for structural reasons. Since that time, it has remained closed due to lack of funding for its replacement. Structural upkeep of the current bridge has not been deemed cost-effective or advantageous for safety. Thus, a total replacement of the bridge is required. The replacement project for the Boombridge Road Bridge is being shared by the State of Rhode Island and the State of Connecticut. As it passes over the Pawcatuck River between the two states, both are responsible. The design for the project is being completed by the State of Connecticut. The project involves complete overhaul of the existing bridge and replacement by new construction. This project will cause no significant impact to the Pawcatuck River. Proper best management practices will be implemented during construction to mitigate project impacts to the environment. The State of Connecticut has included this bridge replacement project in their 2018 Bridge Project Listing.</p>	

Describe need for proposed project:

The Boombridge Road Bridge has been closed since 2008 and requires replacement due to safety concerns. The existing bridge condition has deteriorated to the point where maintenance efforts are not deemed feasible or cost effective. Replacement of the bridge is required for safety and mobility of vehicles and pedestrians. Once replaced, the bridge will provide residents in the area with an additional means of egress from their properties, another safety measure.

Many members of the community have reached out to the town council and the engineering department in support of this project since the closure of the bridge in 2008. This bridge provides an alternative access to Interstate 95 from the north end of Westerly.

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

Replacement of the Boombridge Road Bridge would be very beneficial for property owners in the area. Many property owners that reside near the bridge used it for access to US I-95 but now must travel approximately five (5) additional miles to access the same on-ramp. One specific property owner has been economically impacted, as he owns a farm on both sides of the bridge. Without an easy way for his equipment to cross the bridge, he must also travel the approximately five (5) miles around, which in some cases can cause traffic and safety concerns.

Although the project requires complete overhaul and replacement of the bridge, the design of the project is being completed by the State of Connecticut, thus increasing the cost effectiveness.

This project would enhance and preserve access to the Town and State transportation networks, and would improve vehicle, pedestrian, and business-related traffic between the Town of Westerly and the Town of North Stonington.

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

Has the project been the subject of a properly conducted municipal public hearing? 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				\$ 3,400,000.00	\$ 3,400,000.00

Amount Requested through TIP Process \$ 3,400,000.00

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


Source	Amount
The State of Connecticut and the Town of North Stonington	\$ 1,700,000.00
Total	\$ 1,700,000.00

Estimated date of construction 04/01/2018

CERTIFICATION

Municipal Applications

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


8/10/17

 Chief Executive or Elected Municipal Official Signature Date

Non-Municipal Applications

I attest that the municipality in which the project is located has been notified of the proposed project.

 Chief Executive or Elected Municipal Official Signature Date

ALL APPLICATIONS ARE DUE BY 3:00PM ON FRIDAY, AUGUST 11, 2017



NORTH STONINGTON, CT

BOOMBRIDGE ROAD

PROJECT LIMITS

WESTERLY, RI

BOOMBRIDGE ROAD



This map is not the product of a Professional Land Survey. It was created by The Town of Westerly for general reference, informational, planning or guidance use, and is not a legally authoritative source as to location of natural or manmade features. Proper interpretation of this map may require the assistance of appropriate professional services. The Town of Westerly makes no warranty, express or implied, related to the spatial accuracy, reliability, completeness, or currentness of this map.

Town Project Priority List #1 Boombridge Road Bridge



FFY 18-27 Project Application Form



State Transportation Improvement Program

CONTACT	Contact Information
	Applicant Name <u>Town of Westerly</u>
	Contact Person (if different) <u>Sheila M. McGauvran, PE</u> Title <u>Town Engineer</u>
	Mailing Address <u>68 White Rock Road</u>
	City <u>Westerly</u> Zip Code <u>02891</u>
Phone <u>401-348-2562</u> Email <u>smcgauvran@westerlyri.gov</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 checked="" type="checkbox"/> Pedestrian
	<input checked="" type="checkbox"/> Transportation Enhancement	<input checked="" type="checkbox"/> Other <u>Water Main</u>		
	Project Description			
	Was this project previously submitted during the FFY17-25 STIP development process? <input type="radio"/> Yes / <input checked="" type="radio"/> No			
	If you selected no, please continue to the "Current Project Title" Section			
	If you selected yes, please answer the following:			
	What was the Project Title? _____			
	What was the TIP ID# assigned to the project at that time (4-digit number)? _____			
Current Project Title <u>School Street Reconstruction</u>				
Location by Street Name <u>School Street</u>				
Project Limits - From <u>Granite Street</u> To <u>Main Street</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:				
PROJECT DESCRIPTION: Proposed improvements to the School Street project limits will include the following: full depth milling and replacement of the existing pavement structures due to the deteriorated conditions, replacement or repairs to portions of the existing stormwater drainage system components, repairs or replacement of deteriorated sidewalk segments, and installation of new MUTCD and RIDOT compliant signage and road striping. Road resurfacing, a new water main, stormwater drainage system repairs, and sidewalk repairs are being proposed within the heavily developed downtown urban business district. This project is not projected to have any negative environmental impacts.				

Describe need for proposed project:

School Street is a heavily used connector in Westerly between Main Street and Granite Street, two of Westerly's major commercial streets. The road surface, drainage, and sidewalks are in a state of disrepair where continued maintenance is no longer cost effective. Along much of the roadway, standing water due to poor drainage causes cracking, which advances during the winter months. The roadway was recently inspected as part of a project to update the pavement conditions of all town roads and was found to show serious signs of drainage concern and various types of severe pavement cracking. As a heavily-used road, the mobility of vehicles and pedestrians has been impacted by the quality of the roadway and sidewalks. Upgrading the quality of the sidewalks will have a positive impact on the health and wellness of residents in Westerly. In addition, the current sidewalks on School Street are not ADA compliant. This upgrade is required per RIDOT specifications and to further increase mobility for all residents.

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

The reconstruction of School Street would be a vital benefit for mobility in Westerly. It is used as a main connector between Main Street and Granite Street, two of the most heavily-travelled roads in Westerly. Not only would reconstruction benefit the community as a whole but would also benefit the school that is on the corner of School Street and Elm Street. By increasing mobility of pedestrians, upgraded sidewalks on School Street will allow increased access for residents to walk to major areas of town rather than drive. School Street provides access to the Downtown area of Westerly, where parking and traffic are already an issue. By decreasing the volume of cars in these areas, emissions from traffic would decrease, a positive environmental impact. One cost-saving measure that will be implemented throughout this project is the reuse of existing historic granite curb whenever possible. This will not only reduce the overall cost of curbing but will also extend the life of the sidewalks and road due to the longevity of the material.

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

Has the project been the subject of a properly conducted municipal public hearing? 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	\$ 30,000.00		\$ 245,000.00	\$ 2,450,000.00	\$ 2,725,000.00

Amount Requested through TIP Process \$ 2,725,000.00

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


Source	Amount
Total	\$ 0.00

Estimated date of construction _____

CERTIFICATION

Municipal Applications

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


8/10/17

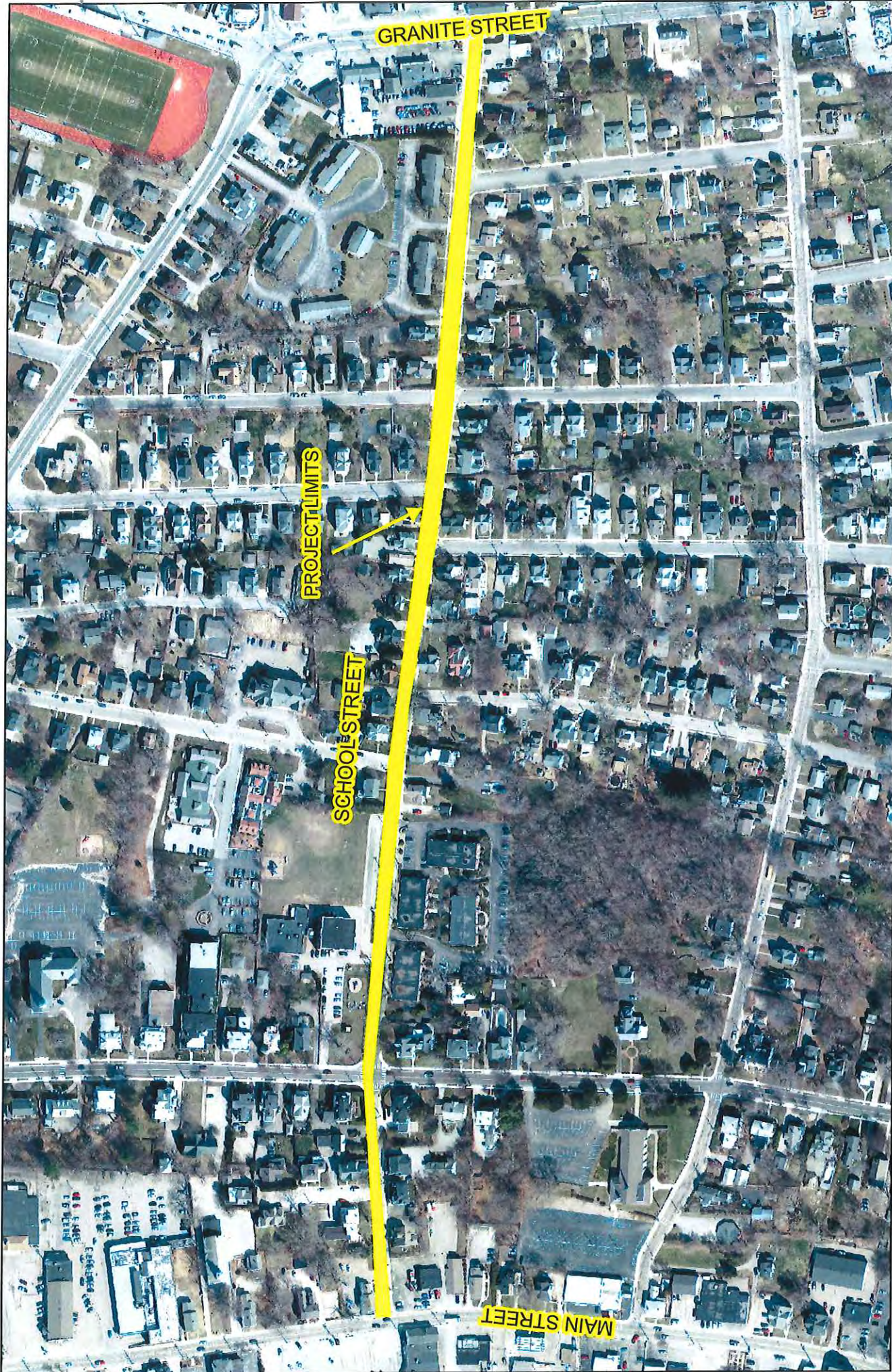
 Chief Executive or Elected Municipal Official Signature Date

Non-Municipal Applications

I attest that the municipality in which the project is located has been notified of the proposed project.

 Chief Executive or Elected Municipal Official Signature Date

ALL APPLICATIONS ARE DUE BY 3:00PM ON FRIDAY, AUGUST 11, 2017



Town Project Priority List #2 School Street Reconstruction

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FFY 18-27 Project Application Form

State Transportation Improvement Program



CONTACT	Contact Information
	Applicant Name <u>Town of Westerly</u>
	Contact Person (if different) <u>Sheila M. McGauvran, PE</u> Title <u>Town Engineer</u>
	Mailing Address <u>68 White Rock Road</u>
	City <u>Westerly</u> Zip Code <u>02891</u>
Phone <u>401-348-2562</u> Email <u>smcgauvran@westerlyri.gov</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 checked="" type="checkbox"/> Bicycle <input checked="" type="checkbox"/> Pedestrian <input checked="" type="checkbox"/> Transportation Enhancement <input type="checkbox"/> Other <u>Enter Other Project Type</u>
	Project Description Was this project previously submitted during the FFY17-25 STIP development process? <input checked="" type="radio"/> Yes / <input type="radio"/> No If you selected no, please continue to the "Current Project Title" Section If you selected yes, please answer the following:
	What was the Project Title? <u>Main Street Drainage and Resurfacing</u>
	What was the TIP ID# assigned to the project at that time (4-digit number)? _____
	Current Project Title <u>Main Street 3R including Drainage and Resurfacing</u>
	Location by Street Name <u>Main Street (US Route 1A)</u>
	Project Limits - From <u>Intersection Main/Broad</u> To <u>Intersection Main/Crescent</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:
	PROJECT DESCRIPTION: Proposed improvements to the Main Street project limits will include the following: full depth milling and replacement of the existing pavement structures due to the deteriorated conditions, replacement or repairs to portions of the existing stormwater drainage system components, repairs or replacement of deteriorated sidewalk segments, and installation of new MUTCD and RIDOT compliant signage and road striping. Road resurfacing, stormwater drainage system repairs, and sidewalk repairs are being proposed within the heavily developed downtown urban business district. Generally, the majority of the proposed improvements will be limited to the State/Town public right-of-way areas thus resulting in no appreciable environmental impacts to the Pawcatuck River. Proper best management practices (bmp's) and erosion & sediment controls will be implemented during construction to mitigate project impacts.

Describe need for proposed project:

Prior RIDOT 3R Improvements are rapidly approaching their useful and expected life expectancies. The existing road surface and sidewalk conditions have deteriorated to the point where maintenance efforts will be no longer feasible in the near foreseeable future. Standing water within portions of the project limits from deteriorated pavement conditions and undersized stormwater drainage system components presents public safety issues from moderate storm events. The project will result in improvements to the pavement and sidewalk surfaces, thus improving user comfort level while traveling through the project limits. This area has a high level of service use by vehicle, pedestrian and bicycle traffic within the downtown business district and to/from area businesses. Several public and private schools are also within close proximity to the Main Street project area. Improvements will also promote enhanced walkability and bikeability within this area and between the recently completed Elm Street and Beach Street RIDOT improvements. The proposed road resurfacing improvements, sidewalk repairs, and storm drainage system repairs will all result in maintaining and improving public safety within the project limits area. This major road segment is used extensively by the Town's first responders - police/fire/ambulance service and is a direct vital route to Westerly's L&M Hospital.

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

Main Street is a minor arterial road segment which facilitates the significant movement of goods and services to the downtown area of Westerly, Stonington Connecticut, the Misquamicut Beach area, and Watch Hill area. This area is well populated with businesses that rely heavily on well maintained transportation infrastructure. Main Street also serves as one of the Town's major gateway access points to/from Stonington, Connecticut through the Westerly downtown business district. This segment of Main Street was last resurfaced and included drainage and sidewalk improvements under RIDOT's 3R Project circa 1998. The Town's request for Main Street to be included under this TIP Program stems from the need to preserve and to maintain the existing transportation system components. Visual evidence of significant pavement & sidewalk deterioration is occurring within the proposed project limits. The prior road resurfacing improvements are rapidly approaching their useful life expectancy (mill & overlay previously provided under the RIDOT 3R improvements), with significant pothole patching maintenance efforts being expended by Town/State DPW forces within the proposed project limits. The proposed transportation improvements to Main Street will result in an equitable use by residents of all income classes from local residents and visitors alike. The project enhances access in a low income neighborhood. The segment of road is a minor arterial passing through the downtown area and serves as a major travel route to the Misquamicut Beach and Watch Hill tourist destination areas.

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

Has the project been the subject of a properly conducted municipal public hearing? 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	\$ 30,000.00	\$ 30,000.00	\$ 250,000.00	\$ 2,525,000.00	\$ 2,835,000.00

Amount Requested through TIP Process \$ 2,835,000.00

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

Source	Amount
Total	\$ 0.00

Estimated date of construction _____

CERTIFICATION

Municipal Applications

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



8/10/17

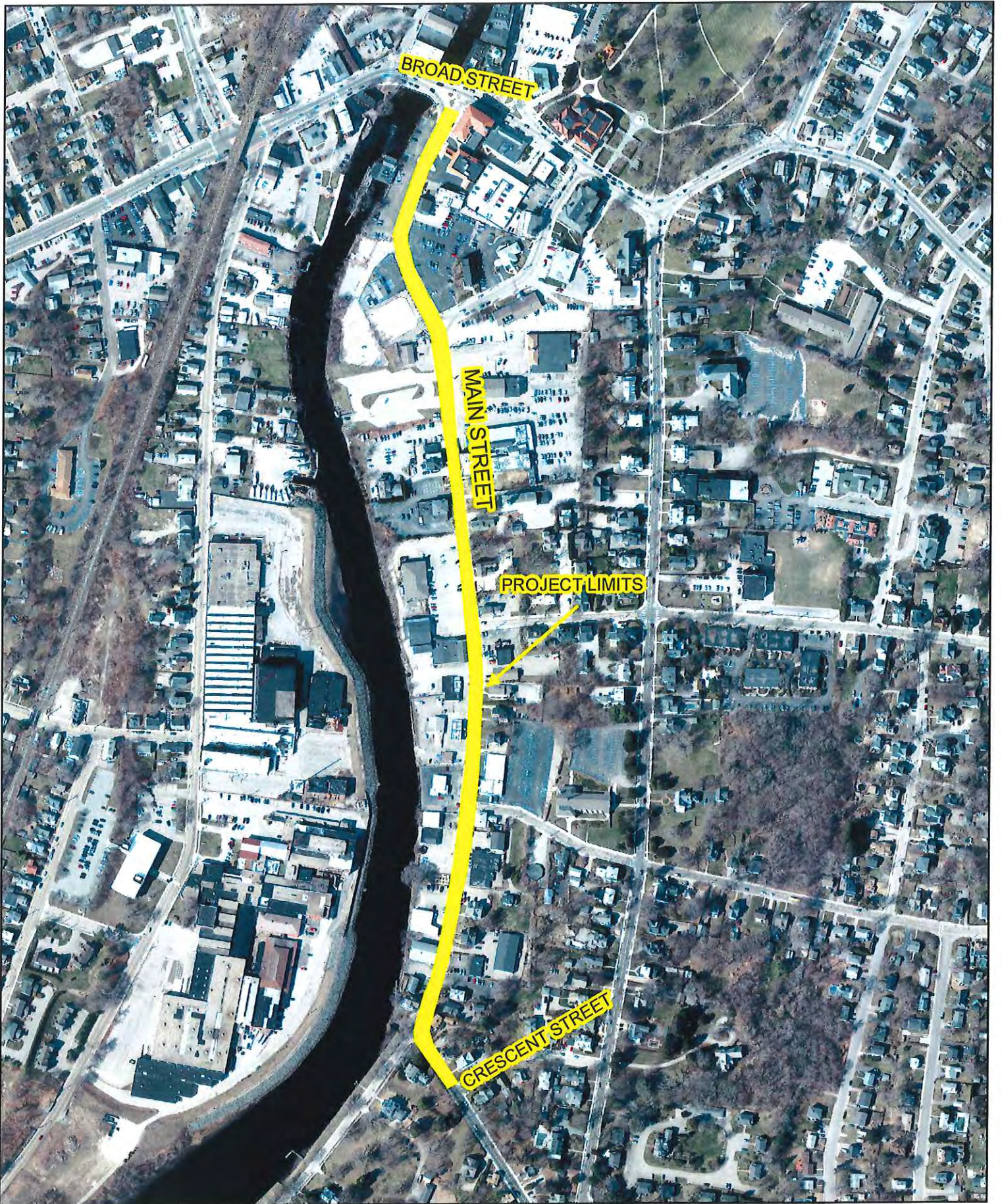
Chief Executive or Elected Municipal Official Signature Date

Non-Municipal Applications

I attest that the municipality in which the project is located has been notified of the proposed project.

Chief Executive or Elected Municipal Official Signature Date

ALL APPLICATIONS ARE DUE BY 3:00PM ON FRIDAY, AUGUST 11, 2017



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Town Project Priority List #3



FFY 18-27 Project Application Form

State Transportation Improvement Program

CONTACT	Contact Information
	Applicant Name <u>Town of Westerly</u>
	Contact Person (if different) <u>Sheila M. McGauvran, PE</u> Title <u>Town Engineer</u>
	Mailing Address <u>68 White Rock Road</u>
	City <u>Westerly</u> Zip Code <u>02891</u>
Phone <u>401-348-2562</u> Email <u>smcgauvran@westerlyri.gov</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 checked="" type="checkbox"/> Bicycle <input checked="" type="checkbox"/> Pedestrian <input checked="" type="checkbox"/> Transportation Enhancement <input type="checkbox"/> Other <u>Enter Other Project Type</u>
	Project Description Was this project previously submitted during the FFY17-25 STIP development process? <input checked="" type="radio"/> Yes / <input type="radio"/> No <i>If you selected no, please continue to the "Current Project Title" Section</i> <i>If you selected yes, please answer the following:</i>
	What was the Project Title? <u>Upper Canal Street Resurfacing (White Rock to High St)</u> What was the TIP ID# assigned to the project at that time (4-digit number)? _____
	Current Project Title <u>Upper Canal Street Resurfacing (White Rock to High St)</u>
	Location by Street Name <u>Canal Street (Upper)</u>
	Project Limits - From <u>Intersection Canal/White Rock</u> To <u>Intersection High Street</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:
	PROJECT DESCRIPTION: This project includes the pavement resurfacing, minor drainage repairs, installation of bituminous curbing (where required), new steel beam guardrail systems, and the installation of new concrete sidewalks (at one roadway edge) for upper Canal Street from the intersection of White Rock Road to the intersection of High Street. This project was previously listed in the 2009-2012 TIP, with study and design to commence during the 2016 calendar year. This project will: improve the rideability of the current road surface, provide improved surface drainage flow conditions, and improve public safety for pedestrian and bicycle traffic with the introduction of new concrete sidewalk segments. No anticipated negative environmental impacts are contemplated from this project. The project limit area has several wetland systems located adjacent to the Town right-of-way areas, but are not anticipated to be impacted or disturbed as a result of the project.

Describe need for proposed project:

This project was previously approved as a qualifying project under the 2009-2012 TIP program due to the severely degraded pavement road surface conditions. This degraded road condition has also created poor road drainage conditions, with standing water present at many locations. The previously approved sections of White Rock Road and Canal Street (lower) were reconstructed with new sidewalk segments, new curbing, new stormwater drainage improvements, and new pavement surface structures in 2014. These improvements were funded with substituted funds from EDA and CDBG sources, and have greatly improved the once degraded North End area. The installed sidewalks for this successfully completed project has initiated a significant increase in use by pedestrian and bicycle traffic from White Rock Road, and lower/upper Canal Street neighborhoods. The proposed new concrete sidewalk segments (contemplated for one side of upper Canal Street within the project limits) will be connected to and link the Town's prior White Rock Road/lower Canal Street project for the upper Canal Street neighborhoods. This will allow safe pedestrian and bicycle access between the prior completed project and proposed TIP project. The proposed sidewalk improvements will also serve to allow access to the Town's Gingerella Sports Complex facility located off White Rock Road. Vehicle traffic road rideability conditions will also be improved from the proposed resurfacing. Road resurfacing improvements and storm drainage improvements will result in improved driver safety and reduction of present standing water conditions. The proposed sidewalk segments will help connect and link pedestrian/bicycle traffic to the previously completed White Rock Road/lower Canal Street road reconstruction project and provide the much needed public safety component at this proposed TIP project location.

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

This project will help improve access to the proposed CCRI Training Facility to be located off Friendship Street and lower Canal Street. Road surface and drainage condition improvements will also improve the movement of goods and services to the downtown business district area and lower Canal Street industrial area. Road surface and drainage condition improvements will also improve the movement of goods and services to the downtown business district area and lower Canal Street industrial area. This project is proposed in a low-moderate income area of the North End of the town of Westery. This project will enhance the use of the Town's prior project improvements by providing ADA access from the proposed new sidewalk segments for upper Canal Street, and access to these and the prior improvements by low-moderate income neighborhood users.

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

Has the project been the subject of a properly conducted municipal public hearing? 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	\$ 80,000.00	\$ 20,000.00	\$ 120,000.00	\$ 1,900,000.00	\$ 2,120,000.00

Amount Requested through TIP Process

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


Source	Amount
Total	<input style="border: 1px solid black;" type="text" value="\$ 0.00"/>

Estimated date of construction _____

CERTIFICATION

Municipal Applications

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


8/10/17

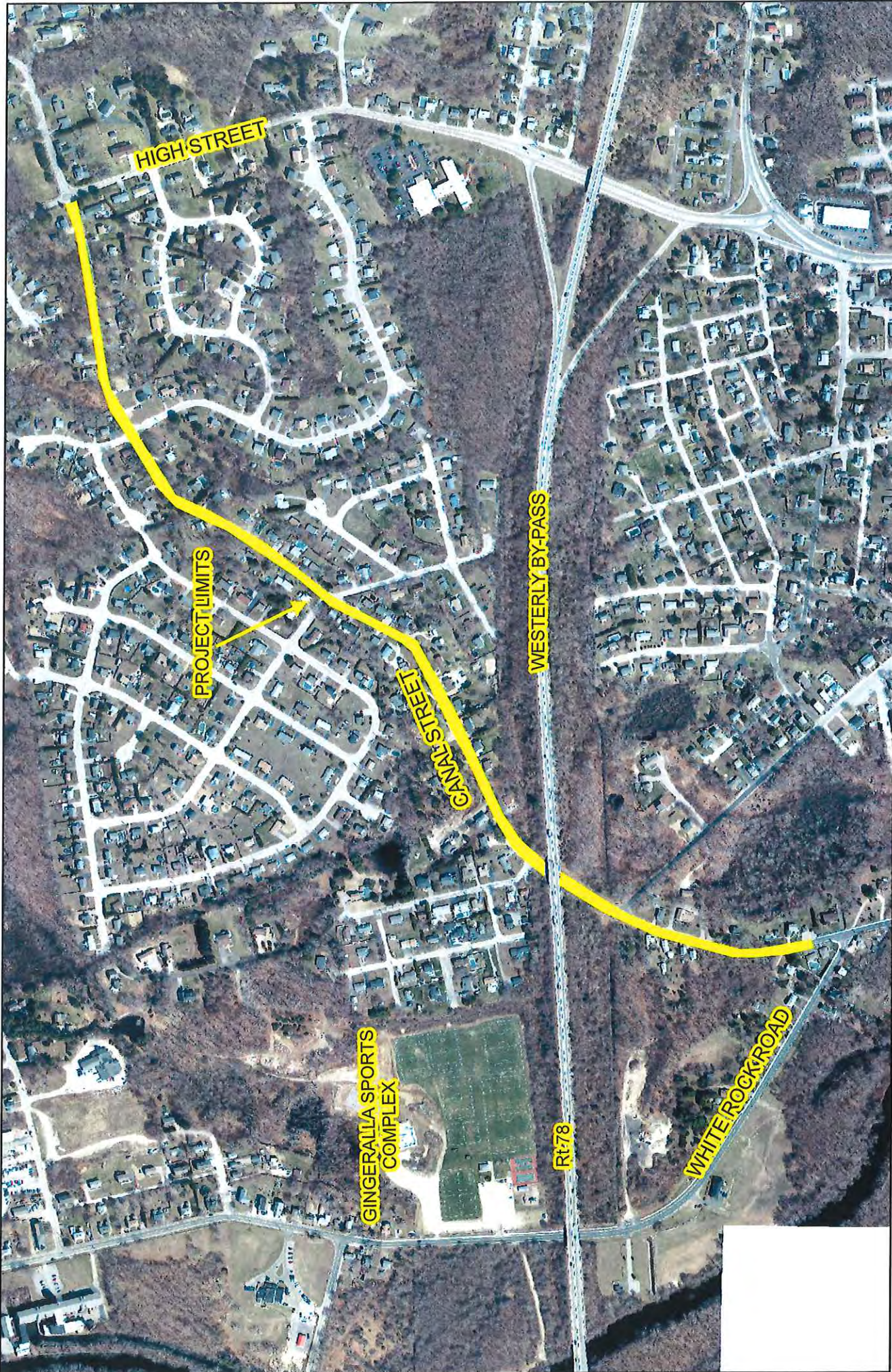
 Chief Executive or Elected Municipal Official Signature Date

Non-Municipal Applications

I attest that the municipality in which the project is located has been notified of the proposed project.

 Chief Executive or Elected Municipal Official Signature Date

ALL APPLICATIONS ARE DUE BY 3:00PM ON FRIDAY, AUGUST 11, 2017



Town Project Priority List #4 Upper Canal Resurfacing

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FFY 18-27 Project Application Form

State Transportation Improvement Program

CONTACT	Contact Information
	Applicant Name <u>Town of Westerly</u>
	Contact Person (if different) <u>Sheila M. McGauvran, PE</u> Title <u>Town Engineer</u>
	Mailing Address <u>68 White Rock Road</u>
	City <u>Westerly</u> Zip Code <u>02891</u>
Phone <u>401-348-2562</u> Email <u>smcgauvran@westerlyri.gov</u>	

PROJECT INFORMATION	Type of Project <i>select all that apply</i>
	<input type="checkbox"/> Bridge <input checked="" type="checkbox"/> Pavement <input 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 <u>Enter Other Project Type</u>
	Project Description
	Was this project previously submitted during the FFY17-25 STIP development process? <input checked="" type="radio"/> Yes / <input type="radio"/> No
	<i>If you selected no, please continue to the "Current Project Title" Section</i>
	<i>If you selected yes, please answer the following:</i>
	What was the Project Title? <u>Reconstruction of Airport Road and Winnapaug Road Intersection</u>
	What was the TIP ID# assigned to the project at that time (4-digit number)? _____
Current Project Title <u>Reconstruction of Airport Road and Winnapaug Road Intersection</u>	
Location by Street Name <u>Airport Road and Winnapaug Road</u>	
Project Limits - From <u>Intersection Airport Rd</u> To <u>Intersection Winnapaug Rd</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>PROJECT DESCRIPTION:</p> <p>The project involves an intersection which is an offset "Y". This present configuration causes traffic congestion and significant backups during the busy tourist season. The majority of the traffic flow at this time of the year is from Airport Road toward the intersection. Reconfiguration or signaling of the intersection would enhance traffic flow and safety. Improved traffic flow through this intersection should result in improved air quality from vehicle emissions. This will also promote energy conservation through fuel consumption savings with improved traffic flow through this intersection. Reduced traffic noise by reduction in vehicle queuing time for abutting businesses and residential properties on Airport Road. This area serves the Westerly State Airport and the Town's Industrial Park. Significant goods and services, aerial transportation, and emergency services to New Shoreham County (Block Island) and the surrounding area are impacted by this impeded traffic flow condition. This supports the Transportation element of the State Guide Plan and the elements of the Town of Westerly's Comprehensive Plan. Local public and out-of-state public users continue to voice their complaints with traffic congestion issues due to the subject intersection. Public support for the need for the proposed intersection enhancements is present.</p>	

Describe need for proposed project:

Traffic congestion and severe backup conditions at this intersection during the summer tourist season negatively impact emergency response time by police, fire and ambulance service to the Misquamicut area (State and Town beaches as well as a multitude of shoreline businesses) and Atlantic Avenue. It also impacts the distribution of goods and services to this area as well as the Westerly State Airport and Town's Industrial Park area of Tom Harvey Road. Enhancements made to the Airport Road and Winnapaug Road intersection will allow for improved traffic flow to and from the Misquamicut Beach area, Westerly State Airport, Town's Industrial Park and U.S. Post Office Facility located off Tom Harvey Road. Enhancements will provide traffic congestion relief, provide improved intermodal and multimodal access between Airport Road and the Westerly State Airport. This area requires a high level of service and functionality during the busy summer tourist season with the seasonal local population increasing to 3-4 times the non-seasonal level. Mobility improvements will allow for easier access to Westerly's renowned public beaches, Watch Hill and other tourist destinations. The intersection of Airport Road and Winnapaug Road serves as the main access point to the public beaches and businesses on Atlantic Avenue, and secondary access to the Watch Hill area. During the summer season, this intersection causes traffic to back up to Route 1 and Route 78 (state roads). Negative impacts from this traffic condition are realized from police, fire and ambulance response times, thus effecting public safety within the local and shoreline areas. Airport Road and Winnapaug Road are identified within the Town as emergency evacuation route roads from the Misquamicut Beach area. Enhancements to this intersection should provide relief to traffic congestion, thus allowing for improved public safety for this area.

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

Improvements to the intersection at Airport Road and Winnapaug Road will help relieve the current traffic congestion condition during the busy summer period (May thru September) which will enhance the movement of goods and services to the shoreline beaches and businesses (portion of Westerly's tourism engine); as well as to the Westerly State Airport and Town's Industrial Park. Improvements will also be realized for access to the Town's Police Department Facility located off Airport Road and the U.S. Post Office located off Tom Harvey Road. Improvements to this intersection is expected to have a low cost relative to the expected economic benefit for the project. Improvements in traffic flow, reduced traffic congestion and queuing time will assist the efficiency in travelers to the shoreline area. This will result in a reduction of visitors who may seek alternative tourism based destinations (outside of Westerly) due to access constraints realized from traffic congestion on Airport Road, Route 1 and Route 78 during the busy summer time period. A prior study was performed for the Town as part of the development at Westerly Crossing by Carpiolato Properties with three (3) design scenarios presented to the Westerly Town Council. It was a concern that the Westerly Crossing project would add intensive retail uses to Airport Road which would exacerbate the already challenging problems on Airport Road. Improvements to this intersection will result in enhancing and preserving access to the State's and Town's transportation network by providing improved public access to the shoreline public State and Town beaches, shoreline businesses and tourist destinations. These improvements will help to serve all Rhode Islanders and non-residents of the state regardless of race, income, ethnic origin, age, or disability. These area is used by all income classes with high recreational value.

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

Has the project been the subject of a properly conducted municipal public hearing? 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	\$ 50,000.00	\$ 20,000.00	\$ 40,000.00	\$ 250,000.00	\$ 360,000.00

Amount Requested through TIP Process **\$ 360,000.00**

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

Source	Amount
Total	\$ 0.00

Estimated date of construction _____

CERTIFICATION

Municipal Applications

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

DERRIK M. KENNEDY
Town Manager

AUG 10 2017

Chief Executive or Elected Municipal Official Signature Date

Non-Municipal Applications

I attest that the municipality in which the project is located has been notified of the proposed project.

Chief Executive or Elected Municipal Official Signature Date

ALL APPLICATIONS ARE DUE BY 3:00PM ON FRIDAY, AUGUST 11, 2017



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Town Project Priority List #5 Reconstruction of Airport Road and Winnapaug Road Intersection



FFY 18-27 Project Application Form



State Transportation Improvement Program

CONTACT	Contact Information
	Applicant Name <u>Town of Westerly</u>
	Contact Person (if different) <u>Sheila M. McGauvran, PE</u> Title <u>Town Engineer</u>
	Mailing Address <u>68 White Rock Road</u>
	City <u>Westerly</u> Zip Code <u>02891</u>
Phone <u>401-348-2562</u> Email <u>smcgauvran@westerlyri.gov</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 type="checkbox"/> Planning
	<input checked="" type="checkbox"/> Traffic	<input checked="" type="checkbox"/> Transit	<input type="checkbox"/> Bicycle	<input type="checkbox"/> Pedestrian
	<input checked="" type="checkbox"/> Transportation Enhancement	<input type="checkbox"/> Other <u>Enter Other Project Type</u>		
	Project Description			
	Was this project previously submitted during the FFY17-25 STIP development process? <input checked="" type="radio"/> Yes / <input type="radio"/> No			
	<i>If you selected no, please continue to the "Current Project Title" Section</i>			
	<i>If you selected yes, please answer the following:</i>			
	What was the Project Title? <u>Downtown Parking Garage (Union Street)</u>			
	What was the TIP ID# assigned to the project at that time (4-digit number)? _____			
Current Project Title <u>Downtown Parking Garage (Union Street)</u>				
Location by Street Name <u>#5 Union Street</u>				
Project Limits - From <u>#5 Union Street</u> To <u>(Town owned parcel)</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:				
PROJECT DESCRIPTION: The Town proposes to construct a three (3) story parking garage (approximately total 40,000sf - 125/150 parking spaces) to serve the downtown district area in order to provide vital additional off-street parking to this area. This additional parking will be needed as a result of the following: present current need, additional parking for the future CCRI Training Facility, reconfiguration of the downtown on-street parking to provide MUTCD and RIDOT conforming parking spaces and pedestrian crosswalk regulatory setbacks, Town Hall and DMV parking needs, and to allow for the promotion of a seasonal shuttle/jitney service to the Misquamicut Beach and Watch Hill tourist destinations. Siting and construction of the proposed parking garage facility is not expected to result in negative adverse environmental impacts since the construction will be within a property already developed with an adult day care facility and parking lot. No increase in impervious area will result from the project, however additional greenspace and future stormwater quality improvements could be incorporated into the project. The project would result in a reduction of vehicle emissions and fuel savings if a shuttle/jitney service is provided from the facility to the shoreline and Watch Hill tourist destinations.				

Describe need for proposed project:

The additional need for off-street parking solutions for the immediate downtown area, Misquamicut Beach and Watch Hill area continues to increase as the Town's growth continues. This need will continue to grow in the future with the Town's reconfiguration of the downtown area on-street parking to make it compliant with MUTCD and RIDOT's minimum standards (loss of on-street parking capacity), reconfiguration of the Town's leased parking lot facility from the U.S. Post Office, proposed CCRI Training Facility, and revitalization of the downtown business district. The proposed parking garage facility in the central downtown area will promote improved mobility of both seasonal and non-seasonal traffic flow patterns, would provide relief to existing congested parking conditions adjacent to the Town Hall and Christ Church facilities, and would allow some seasonal relief to traffic and parking congestion for the Misquamicut Beach and Watch Hill tourist destinations if the proposed parking garage facility is utilized in conjunction with a shuttle/jitney service. Additional off-street parking via the proposed parking garage facility will aid with the loss of parking spaces from the reconfiguration of the Town's leased parking area adjacent to the U.S. Post Office and downtown on-street parking improvements. Resulting parking spaces/stalls, crosswalks and associated setbacks, and number of ADA on-street/off-street would be MUTCD, ADA, and RIDOT compliant. Pedestrian, bicycle and vehicle traffic safety would improve. Temporary spillover parking for the garage facility would also allow for better plowing and snow removal maintenance by the Town's DPW forces.

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

Providing additional off-street parking and improved safer parking access to the immediate downtown area would provide economic benefits and future development of the downtown area. In addition, some additional economic development benefits would be realized by the Misquamicut Beach area and Watch Hill area businesses from a proposed shuttle/jitney service operating from the proposed downtown parking garage facility. The proposed public parking garage facility would add efficiencies to downtown travel, increase parking opportunities, increase downtown and shoreline destination business opportunities, and allowing improvements to be made to the downtown parking reconfiguration for compliance to minimum standards for promotion of traffic efficiency and safety. This project would compliment the proposed Friendship Street reconstruction TIP project for additional parking requirements for the proposed CCRI Training Facility. In addition, this project would allow for future enhancements and improvements to the downtown existing transportation infrastructure. The public parking facility would be available for use by Town employees, church parishioners, shopping patrons, resident and non-resident visitors, as well as all economic classes. This off-street parking facility would allow improved ADA opportunities for the on-street and off-street parking areas within the downtown area.

- Is the project consistent with the local Comprehensive Plan? Yes No
- Has the project been the subject of a properly conducted municipal public hearing? 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		\$ 20,000.00	\$ 180,000.00	\$ 2,800,000.00	\$ 3,000,000.00

Amount Requested through TIP Process \$ 3,000,000.00

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


Source	Amount
Total	\$ 0.00

Estimated date of construction _____

CERTIFICATION

Municipal Applications

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


08/10/17

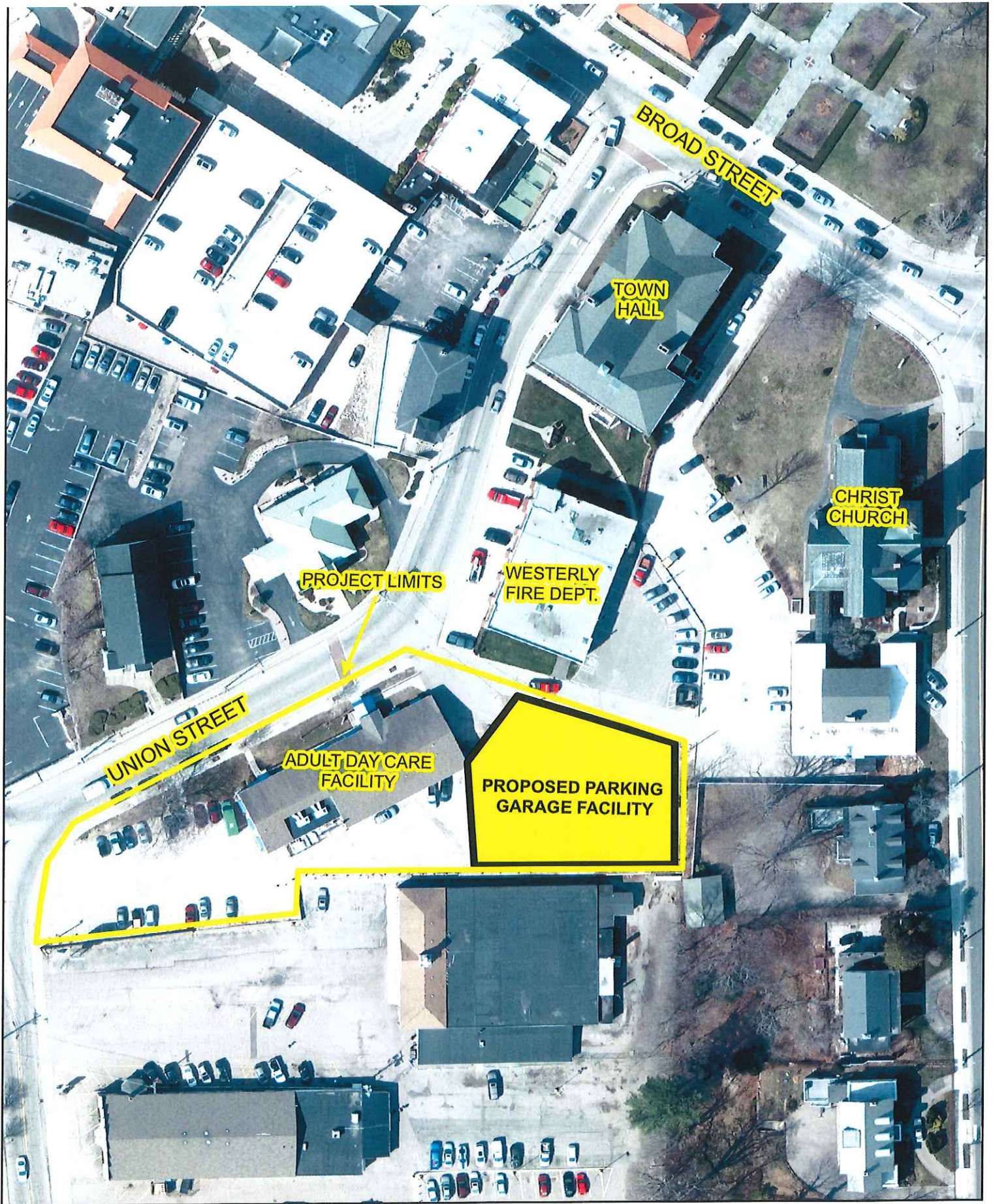
 Chief Executive or Elected Municipal Official Signature Date

Non-Municipal Applications

I attest that the municipality in which the project is located has been notified of the proposed project.

 Chief Executive or Elected Municipal Official Signature Date

ALL APPLICATIONS ARE DUE BY 3:00PM ON FRIDAY, AUGUST 11, 2017



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Town Project Priority List #6 Downtown Parking Garage



FFY 18-27 Project Application Form



State Transportation Improvement Program

CONTACT	Contact Information
	Applicant Name <u>Town of Westerly</u>
	Contact Person (if different) <u>Sheila M. McGauvran, PE</u> Title <u>Town Engineer</u>
	Mailing Address <u>68 White Rock Road</u>
	City <u>Westerly</u> Zip Code <u>02891</u>
	Phone <u>401-348-2562</u> Email <u>smcgauvran@westerlyri.gov</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 type="checkbox"/> Planning
	<input type="checkbox"/> Traffic <input type="checkbox"/> Transit <input checked="" type="checkbox"/> Bicycle <input checked="" type="checkbox"/> Pedestrian
	<input type="checkbox"/> Transportation Enhancement <input type="checkbox"/> Other <u>Enter Other Project Type</u>
	Project Description
	Was this project previously submitted during the FFY17-25 STIP development process? <input type="radio"/> Yes / <input checked="" type="radio"/> No
	<i>If you selected no, please continue to the "Current Project Title" Section</i>
	<i>If you selected yes, please answer the following:</i>
	What was the Project Title? _____
	What was the TIP ID# assigned to the project at that time (4-digit number)? _____
Current Project Title <u>Misquamicut Bike Loop</u>	
Location by Street Name <u>Atlantic Avenue, Winnapaug Road, Shore Road, Weekapaug Road</u>	
Project Limits - From <u>See above</u> To <u>See above</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 Misquamicut Bike Path is a proposed bike loop located on Shore Road, Weekapaug Road, Atlantic Avenue, and Winnapaug Road. This loop, approximately 9 miles in length, would serve as a safe bike route for residents and the many seasonal visitors of Misquamicut. This would be the first phase of a Town bike trail system which is anticipated to be expanded into other areas in Town such as Watch Hill and Avondale.</p>	

Describe need for proposed project:

The importance of this project is outlined within Section 4.4.5 (Open Space and Recreation) of the Town's Comprehensive Plan which states "An important plan recommendation regarding recreation is construction of a safe bike path that is a loop along Atlantic Avenue to Weekapaug Road to Shore Road, west to Crandall Avenue and back to Atlantic Avenue. The bike path route is illustrated in Figure 4-1. This loop is envisioned as the first phase of a larger Westerly Bike Trail System with additional parts of the system, such as one in Watch Hill, to be designed in future years."

In recognition of this, the following action item within the Comp Plan was outlined:
Action 1.5 Construct a safe bike path that is a loop along Atlantic Avenue to Weekapaug Road to Shore Road west to Crandall Avenue and back to Atlantic Avenue. This is Phase I of the Westerly Bike Trail System; additional parts of the system (Phase II) shall be planned during implementation of Phase I.

Westerly currently does not have any designated or identified bike paths within the Town. This loop will provide an alternative mode of transportation and mobility within the Misquamicut area which is highly congested at times. Anticipated design includes off- and on-road paths/lanes to ensure safety while also providing a cost effective alternative to construction of dedicated bike paths, thereby minimizing environmental impacts.

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

This project not only implements an action item within our own local Comprehensive Plan, it also compliments and furthers the objectives outlined within Goal B of the State's Transportation 2035 State Guide Plan Element 611. This goal aims to "Maintain and expand an integrated statewide network of on-road and off-road bicycle routes to provide a safe means of travel for commuting, recreation, and tourism in order to improve public health, and reduce auto congestion and dependency."

This loop would expand recreation and tourism opportunities within the Town and further the appeal and amenities of the Misquamicut area while providing additional exposure and visitation to businesses in this area.

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

Has the project been the subject of a properly conducted municipal public hearing? 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		\$ 30,000.00	\$ 100,000.00	\$ 230,000.00	\$ 360,000.00

Amount Requested through TIP Process **\$ 330,000.00**

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


Source	Amount
Town of Westerly - Feasibility Study	\$ 30,000.00
State of Rhode Island - Green Economy Bond	\$ 330,000.00
Total	\$ 360,000.00

Estimated date of construction 09/01/2018

CERTIFICATION

Municipal Applications

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

 _____ 08/10/17 _____
 Chief Executive or Elected Municipal Official Signature Date

Non-Municipal Applications

I attest that the municipality in which the project is located has been notified of the proposed project.

 Chief Executive or Elected Municipal Official Signature Date

ALL APPLICATIONS ARE DUE BY 3:00PM ON FRIDAY, AUGUST 11, 2017



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Town Project Priority List #7 Misquamicut Bike Loop



FFY 18-27 Project Application Form



State Transportation Improvement Program

CONTACT	Contact Information
	Applicant Name <u>Town of Westerly</u>
	Contact Person (if different) <u>Sheila M. McGauvran, PE</u> Title <u>Town Engineer</u>
	Mailing Address <u>68 White Rock Road</u>
	City <u>Westerly</u> Zip Code <u>02891</u>
Phone <u>401-348-2562</u> Email <u>smcgauvran@westerlyri.gov</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 checked="" type="checkbox"/> Pedestrian
	<input checked="" type="checkbox"/> Transportation Enhancement	<input type="checkbox"/> Other <u>Enter Other Project Type</u>		
	Project Description			
	Was this project previously submitted during the FFY17-25 STIP development process? <input type="radio"/> Yes / <input checked="" type="radio"/> No			
	<i>If you selected no, please continue to the "Current Project Title" Section</i>			
	<i>If you selected yes, please answer the following:</i>			
	What was the Project Title? _____			
	What was the TIP ID# assigned to the project at that time (4-digit number)? _____			
Current Project Title <u>Wells Street 3R Westminster to East</u>				
Location by Street Name <u>Wells Street</u>				
Project Limits - From <u>Westminster Street</u> To <u>East Avenue</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:				
PROJECT DESCRIPTION: Proposed improvements to the Wells Street project limits will include the following: full depth milling and replacement of the existing pavement structures due to the deteriorated conditions, replacement or repairs to portions of the existing stormwater drainage system components, repairs or replacement of deteriorated sidewalks, and installation of new MUTCD and RIDOT compliant signage and road striping. Road resurfacing, stormwater drainage system repairs, and sidewalk repairs are being proposed within the heavily developed downtown urban business district. Generally, the majority of the proposed improvements will be limited to the State/Town public right-of-way areas thus resulting in no appreciable environmental impacts. Proper best management practices (bmp's) and erosion & sediment controls will be implemented during construction to mitigate project impacts.				

Describe need for proposed project:

The project will result in improvements to the pavement and sidewalk surfaces, thus improving user comfort level while traveling through the project limits. This area has a high level of service use by vehicle for the hospital. Several public and private schools are also within close proximity to the Wells Street project area. The proposed road resurfacing improvements, sidewalk replacement, and storm drainage system repairs will all result in maintaining and improving public safety within the project limits area. This major road segment is used extensively by the Town's first responders - police/fire/ambulance service and is a direct vital route to Westerly's L&M Hospital.

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

The Town's request for Wells Street to be included under this TIP Program stems from the need to preserve and to maintain the existing transportation system components. Visual evidence of significant pavement & sidewalk deterioration is occurring within the proposed project limits. The proposed transportation improvements to Wells Street will result in an equitable use by residents of all income classes from local residents and visitors alike. The project enhances access in an area of many medical facilities.

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

Has the project been the subject of a properly conducted municipal public hearing? 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	\$ 30,000.00	\$ 30,000.00	\$ 120,000.00	\$ 1,200,000.00	\$ 1,380,000.00

Amount Requested through TIP Process

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

Source	Amount
Total	\$ 0.00

Estimated date of construction _____

CERTIFICATION

Municipal Applications

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

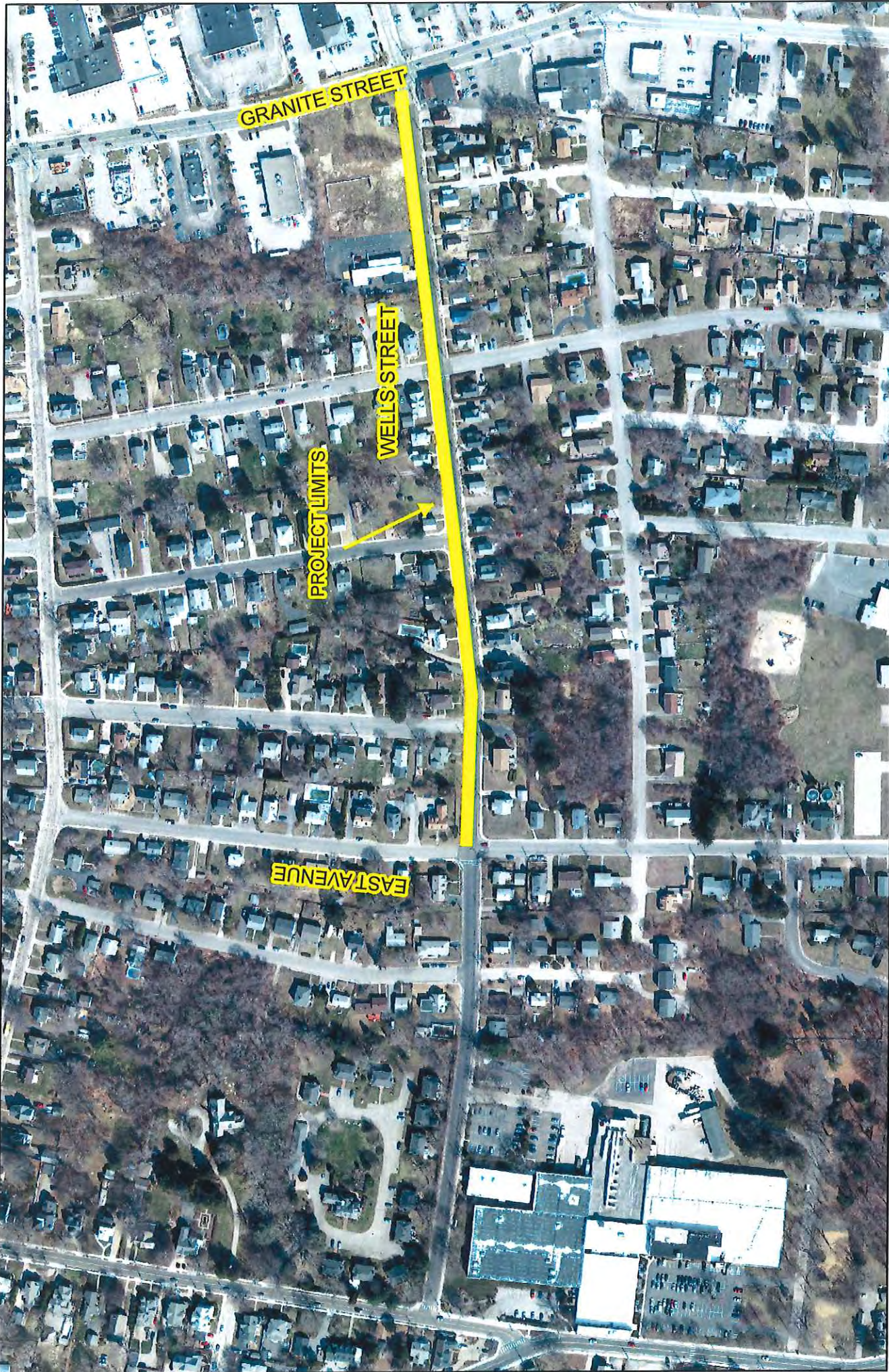
 _____  _____
Chief Executive or Elected Municipal Official Signature Date

Non-Municipal Applications

I attest that the municipality in which the project is located has been notified of the proposed project.

Chief Executive or Elected Municipal Official Signature Date

ALL APPLICATIONS ARE DUE BY 3:00PM ON FRIDAY, AUGUST 11, 2017



Town Project Priority List #8 Wells Street 3R East to Westminster

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FFY 18-27 Project Application Form

State Transportation Improvement Program



CONTACT	Contact Information	
	Applicant Name <u>Town of Westerly</u>	
	Contact Person (if different) <u>Sheila M. McGauvran, PE</u>	Title <u>Town Engineer</u>
	Mailing Address <u>68 White Rock Road</u>	
	City <u>Westerly</u>	Zip Code <u>02891</u>
Phone <u>401-348-2562</u>	Email <u>smcgauvran@westerlyri.gov</u>	

PROJECT INFORMATION	Type of Project <i>select all that apply</i>			
	<input type="checkbox"/> Bridge	<input checked="" type="checkbox"/> Pavement	<input type="checkbox"/> Drainage	<input 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			
	Was this project previously submitted during the FFY17-25 STIP development process? <input type="radio"/> Yes / <input checked="" type="radio"/> No			
	<i>If you selected no, please continue to the "Current Project Title" Section</i>			
	<i>If you selected yes, please answer the following:</i>			
	What was the Project Title? _____			
	What was the TIP ID# assigned to the project at that time (4-digit number)? _____			
Current Project Title <u>Langworthy Road Sidewalks</u>				
Location by Street Name <u>Langworthy Road</u>				
Project Limits - From <u>Post Road</u> To <u>Shore Road</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:				
PROJECT DESCRIPTION:				
Langworthy Road is a very heavily used road in the summer months and a moderately used road throughout the rest of the year. It serves as a connector between Post Road (RI Route 1) and Shore Road (RI Route 1A). Frequently in the summer months, bumper to bumper traffic lines this road, as it is a significant route for beach traffic. The addition of sidewalks to Langworthy Road involves construction of sidewalks and curbs on both sides of Langworthy Rd. Currently, there are no sidewalks in place along this road so pedestrians must walk either in the small shoulder of the road or in some cases, in the road itself. This project is not projected to have any negative environmental impacts.				

Describe need for proposed project:

Langworthy Road is heavily used by cars, pedestrians, and cyclists, especially in the summer months. The addition of sidewalks to this road would significantly decrease the safety concerns for people walking along the road. Not only would it add room for them to walk next to the roadway, but would also decrease the need for cyclists to move around them, which causes more traffic in the already-busy roadway.

Many residents have expressed concern for pedestrians walking along this roadway because they are so close to oncoming traffic. Without sidewalks along this connector road, pedestrians are effectively prevented from safely accessing local businesses and restaurants by foot.

Adding sidewalks and curbs to this roadway would also increase the life of the roadway itself. Curbing will be designed to minimize cracking along the edge of the roadway, which is currently a concern. This will add a further degree of cost effectiveness to the project.

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

There are many side roads off of Langworthy Road where property owners reside throughout the year. The addition of sidewalks to this roadway could motivate residents to walk to the beach or to local businesses rather than driving, providing both economic and environmental assistance while also decreasing the amount of traffic overall. This may ultimately have a positive effect on the tourism community as well, as it increases pedestrian mobility and has the potential to decrease road traffic.

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

Has the project been the subject of a properly conducted municipal public hearing? 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	\$ 20,000.00		\$ 33,000.00	\$ 330,000.00	\$ 383,000.00

Amount Requested through TIP Process \$ 383,000.00

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


Source	Amount
Total	\$ 0.00

Estimated date of construction _____

CERTIFICATION

Municipal Applications

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


08/10/17

 Chief Executive or Elected Municipal Official Signature Date

Non-Municipal Applications

I attest that the municipality in which the project is located has been notified of the proposed project.

 Chief Executive or Elected Municipal Official Signature Date

ALL APPLICATIONS ARE DUE BY 3:00PM ON FRIDAY, AUGUST 11, 2017



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Town Project Priority List #9 Langworthy Road Sidewalks



FFY 18-27 Project Application Form



State Transportation Improvement Program

CONTACT	Contact Information
	Applicant Name <u>Town of Westerly</u>
	Contact Person (if different) <u>Sheila M. McGauvran, PE</u> Title <u>Town Engineer</u>
	Mailing Address <u>68 White Rock Road</u>
	City <u>Westerly</u> Zip Code <u>02891</u>
Phone <u>401-348-2562</u> Email <u>smcgauvran@westerlyri.gov</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 checked="" type="checkbox"/> Pedestrian
	<input checked="" type="checkbox"/> Transportation Enhancement	<input type="checkbox"/> Other <u>Enter Other Project Type</u>		
	Project Description			
	Was this project previously submitted during the FFY17-25 STIP development process? <input checked="" type="radio"/> Yes / <input type="radio"/> No			
	<i>If you selected no, please continue to the "Current Project Title" Section</i>			
	<i>If you selected yes, please answer the following:</i>			
	What was the Project Title? <u>Church Street Route 216 Resurface and drainage</u>			
	What was the TIP ID# assigned to the project at that time (4-digit number)? _____			
Current Project Title <u>Church Street Route 216 3R</u>				
Location by Street Name <u>Church Street</u>				
Project Limits - From <u>Bradford Road</u> To <u>Ross Hill Road</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:				
PROJECT DESCRIPTION: Proposed improvements to the Church Street project limits will include the following: full depth milling and replacement of the existing pavement structures due to the deteriorated conditions, replacement or repairs to portions of the existing stormwater drainage system components, repairs or replacement of deteriorated sidewalk segments, and installation of new MUTCD and RIDOT compliant signage and road striping. Road resurfacing, stormwater drainage system repairs, and sidewalk repairs are being proposed. Generally, the majority of the proposed improvements will be limited to the State/Town public right-of-way areas thus resulting in no appreciable environmental impacts. Proper best management practices (bmp's) and erosion & sediment controls will be implemented during construction to mitigate project impacts.				

Describe need for proposed project:

Prior RIDOT 3R Improvements are rapidly approaching their useful and expected life expectancies. The existing road surface and sidewalk conditions have deteriorated to the point where maintenance efforts will be no longer feasible in the near foreseeable future. Standing water within portions of the project limits from deteriorated pavement conditions and undersized stormwater drainage system components presents public safety issues from moderate storm events. The project will result in improvements to the pavement and sidewalk surfaces, thus improving user comfort level while traveling through the project limits. The proposed road resurfacing improvements, sidewalk repairs, and storm drainage system repairs will all result in maintaining and improving public safety within the project limits area.

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

Church Street is a minor arterial road segment which facilitates traffic use from Westerly into Charlestown and Route 1. The Town's request for Church Street to be included under this TIP Program stems from the need to preserve and to maintain the existing transportation system components. Visual evidence of significant pavement & sidewalk deterioration is occurring within the proposed project limits. The prior road resurfacing improvements are rapidly approaching their useful life expectancy (mill & overlay previously provided under the RIDOT 3R improvements), with significant pothole patching maintenance efforts being expended by Town/State DPW forces within the proposed project limits. The proposed transportation improvements to Church Street will result in an equitable use by residents of all income classes from local residents and visitors alike.

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

Has the project been the subject of a properly conducted municipal public hearing? 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	\$ 30,000.00	\$ 30,000.00	\$ 550,000.00	\$ 5,800,000.00	\$ 6,410,000.00

Amount Requested through TIP Process

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


Source	Amount
Total	\$ 0.00

Estimated date of construction _____

CERTIFICATION

Municipal Applications

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

 _____
Chief Executive or Elected Municipal Official Signature

 _____
Date

Non-Municipal Applications

I attest that the municipality in which the project is located has been notified of the proposed project.

Chief Executive or Elected Municipal Official Signature

Date

ALL APPLICATIONS ARE DUE BY 3:00PM ON FRIDAY, AUGUST 11, 2017



Town Project Priority List #10 Church Street Route 216 3R

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FFY 18-27 Project Application Form



State Transportation Improvement Program

CONTACT	Contact Information	
	Applicant Name <u>Town of Westerly</u>	
	Contact Person (if different) <u>Sheila M. McGauvran, PE</u>	Title <u>Town Engineer</u>
	Mailing Address <u>68 White Rock Road</u>	
	City <u>Westerly</u>	Zip Code <u>02891</u>
	Phone <u>401-348-2562</u>	Email <u>smcgauvran@westerlyri.gov</u>

PROJECT INFORMATION	Type of Project <i>select all that apply</i>			
	<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 checked="" type="checkbox"/> Pedestrian
	<input type="checkbox"/> Transportation Enhancement	<input type="checkbox"/> Other _____		
	Project Description			
	Was this project previously submitted during the FFY17-25 STIP development process? <input type="radio"/> Yes / <input checked="" type="radio"/> No			
	<i>If you selected no, please continue to the "Current Project Title" Section</i>			
	<i>If you selected yes, please answer the following:</i>			
	What was the Project Title? _____			
	What was the TIP ID# assigned to the project at that time (4-digit number)? _____			
Current Project Title <u>Bradford Road Sidewalks</u>				
Location by Street Name <u>Bradford Road</u>				
Project Limits - From <u>Westerly Bradford Road</u> To <u>163 Bradford Road</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:				
PROJECT DESCRIPTION:				
<p>This project involves the addition of sidewalks and curbing to Bradford Road from Westerly-Bradford Road to 163 Bradford Road. Currently, the sidewalks along Bradford Road stop at 163 Bradford Road. After this point, pedestrians walk in the Right of Way for lack of sidewalks. Bradford Road is a significant road for traffic because it leads from RI Route 1 to RI Route 3, which in turn leads to US I-95. The speed limit along the majority of the road is 35 miles per hour. Pedestrians and cyclists alongside the road pose a significant safety concern, as the shoulder is relatively small in some locations.</p> <p>This project will not pose any negative environmental impacts, as the majority of the locations where sidewalks are being proposed is either already gravel or is currently part of the large roadway shoulder.</p>				

Describe need for proposed project:

The lack of sidewalks along this portion of Bradford Road is a safety concern, as pedestrians must walk in the Right of Way. Construction of sidewalks will greatly increase the mobility in this area, connecting with Westerly-Bradford Road and Dunns Corner's Road. Upon joining with Dunns Corner's Road, the proposed sidewalk will meet with a proposed shared-use bike lane, included as Priority #13 in this proposal.

Bradford Road also leads to Bradford Preserve, a recreational facility with hiking trails, sport fields, and other activities. This preserve is also used as the home cross country course for Westerly High School so in the fall, many busses and students require access to the preserve. In addition, the preserve hosts lacrosse games for students from the elementary level to the high school level so safety is a concern, which sidewalks can help mitigate. Students who walk to lacrosse practice require safe sidewalks.

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

With the addition of sidewalks along this section of Bradford Road, more pedestrian mobility will be encouraged. This will allow pedestrians access to Dunns Corner's Road as well as Westerly-Bradford Road, a positive effect for the tourism industry. The addition of sidewalks will also promote health and wellness in Westerly, as there will be more convenient access to these sport fields and hiking trails. This project is one of many in Westerly's efforts to implement town-wide pedestrian mobility opportunities to improve the health and wellness of the community.

Sidewalks and curbing will also help to promote longevity of Bradford Road, as the curbing will significantly reduce the extent and severity of cracking along the edge of the roadway, a cost-effective measure when considering the high use of the roadway.

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

Has the project been the subject of a properly conducted municipal public hearing? 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	\$ 20,000.00		\$ 33,000.00	\$ 330,000.00	\$ 383,000.00

Amount Requested through TIP Process **\$ 383,000.00**

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


Source	Amount
Total	\$ 0.00

Estimated date of construction _____

CERTIFICATION

Municipal Applications

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

 _____ 08/10/17 _____
 Chief Executive or Elected Municipal Official Signature Date

Non-Municipal Applications

I attest that the municipality in which the project is located has been notified of the proposed project.

_____ _____
 Chief Executive or Elected Municipal Official Signature Date

ALL APPLICATIONS ARE DUE BY 3:00PM ON FRIDAY, AUGUST 11, 2017



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Town Project Priority List #11 Bradford Sidewalks



FFY 18-27 Project Application Form



State Transportation Improvement Program

CONTACT	Contact Information
	Applicant Name <u>Town of Westerly</u>
	Contact Person (if different) <u>Sheila M. McGauvran, PE</u> Title <u>Town Engineer</u>
	Mailing Address <u>68 White Rock Road</u>
	City <u>Westerly</u> Zip Code <u>02891</u>
	Phone <u>401-348-2562</u> Email <u>smcgauvran@westerlyri.gov</u>

PROJECT INFORMATION	Type of Project <i>select all that apply</i>			
	<input type="checkbox"/> Bridge	<input checked="" type="checkbox"/> Pavement	<input type="checkbox"/> Drainage	<input type="checkbox"/> Planning
	<input checked="" type="checkbox"/> Traffic	<input type="checkbox"/> Transit	<input checked="" type="checkbox"/> Bicycle	<input type="checkbox"/> Pedestrian
	<input type="checkbox"/> Transportation Enhancement	<input type="checkbox"/> Other _____		
	Project Description	Was this project previously submitted during the FFY17-25 STIP development process? <input type="radio"/> Yes / <input checked="" type="radio"/> No		
		<i>If you selected no, please continue to the "Current Project Title" Section</i>		
		<i>If you selected yes, please answer the following:</i>		
		What was the Project Title? _____		
		What was the TIP ID# assigned to the project at that time (4-digit number)? _____		
		Current Project Title <u>Dunns Corners Road Shared Bike Lane</u>		
	Location by Street Name <u>Dunns Corners Road</u>			
	Project Limits - From <u>Westerly Bradford Road</u> To <u>Post Road Route 1</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:			
	PROJECT DESCRIPTION:			
	A shared use bike lane has been proposed along Dunns Corner's Road. Currently, the roadway does not have a designated bike lane or sidewalks. The incentive here is to remedy both issues with one project. This project involves the modification of striping along the side of the current roadway in the shoulder. There is enough room in the paved section of the roadway shoulder to add a lane that is specifically designated for bikers and pedestrians.			
	A shared-use bike lane will allow pedestrians and cyclist a safer means of traveling Dunns Corner's Road. As the speed limit on the road is 45 miles per hour throughout, safety is a strong factor in this project. This road is also a significant route for beach traffic, as it connects Bradford Road and Westerly-Bradford Road with Post Road (RI Rt 1). Thus, increased mobility along this roadway will also help the tourism community.			

Describe need for proposed project:

Safety of cyclists and pedestrians is the main concern in this project. Currently, there is no dedicated bike lane along Dunns Corner's Road but it is travelled frequently by cyclists and pedestrians. This road provides access to many recreational areas and local shops and restaurants. A shared-use bike path would allow pedestrians and cyclists to access these businesses and would decrease road traffic, especially in the summer months. As this road has a relatively high speed limit of 45 miles per hour and also is a significant route to the beach, it is highly travelled and safety must be ensured.

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

This project compliments and furthers the objectives outlined within Goal B of the State's Transportation 2035 State Guide Plan Element 611. This goal aims to "Maintain and expand an integrated statewide network of on-road and off-road bicycle routes to provide a safe means of travel for commuting, recreation, and tourism in order to improve public health, and reduce auto congestion and dependency."

The cost effectiveness of a shared-use bike path rather than separate sidewalks and bike lanes would save a considerable amount of money. Dunns Corner's Road is wide enough that this shared lane is possible, whereas other roads in Westerly are not. This bike path would benefit the community by providing more convenient access to local shops and restaurants as well as promoting health and wellness. Environmentally, as more people experience the convenience of walking or biking along this roadway, there is potential to decrease the amount of car traffic and thus, car emissions as well. Bikers could easily use this route to travel to the beach in the summer rather than driving.

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

Has the project been the subject of a properly conducted municipal public hearing? 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	\$ 20,000.00		\$ 33,000.00	\$ 330,000.00	\$ 383,000.00

Amount Requested through TIP Process \$ 383,000.00

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


Source	Amount
Total	\$ 0.00

Estimated date of construction _____

CERTIFICATION

Municipal Applications

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


08/10/17

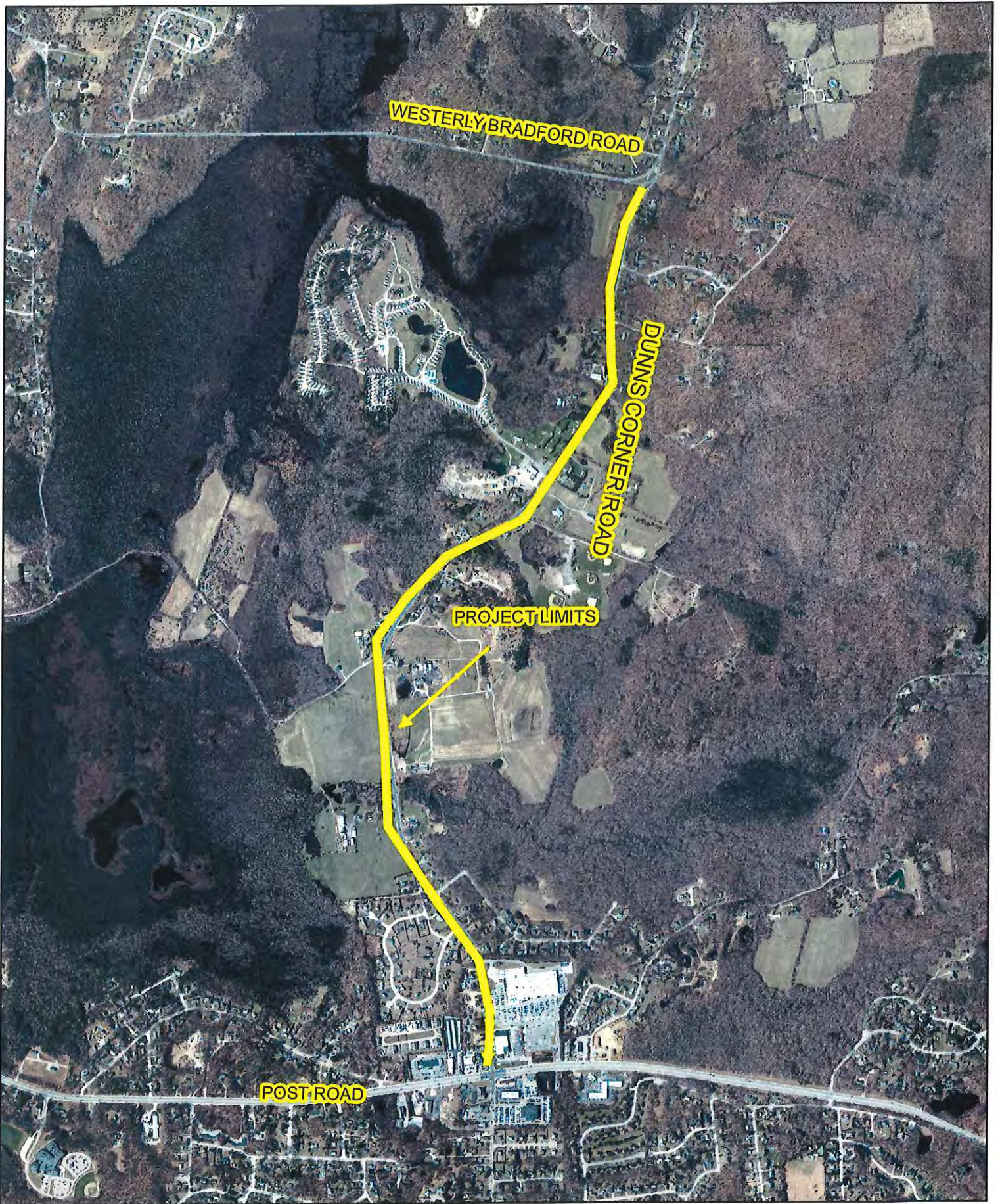
 Chief Executive or Elected Municipal Official Signature Date

Non-Municipal Applications

I attest that the municipality in which the project is located has been notified of the proposed project.

 Chief Executive or Elected Municipal Official Signature Date

ALL APPLICATIONS ARE DUE BY 3:00PM ON FRIDAY, AUGUST 11, 2017



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**Town Project
Priority List #12
Dunns Corners Road
Shared Bike Lane**



FFY 18-27 Project Application Form



State Transportation Improvement Program

CONTACT	Contact Information
	Applicant Name <u>Town of Westerly</u>
	Contact Person (if different) <u>Sheila M. McGauvran, PE</u> Title <u>Town Engineer</u>
	Mailing Address <u>68 White Rock Road</u>
	City <u>Westerly</u> Zip Code <u>02891</u>
Phone <u>401-348-2562</u> Email <u>smcgauvran@westerlyri.gov</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 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 <u>Enter Other Project Type</u>
	Project Description
	Was this project previously submitted during the FFY17-25 STIP development process? <input type="radio"/> Yes / <input checked="" type="radio"/> No
	<i>If you selected no, please continue to the "Current Project Title" Section</i>
	<i>If you selected yes, please answer the following:</i>
	What was the Project Title? _____
	What was the TIP ID# assigned to the project at that time (4-digit number)? _____
Current Project Title <u>Elevating Bradford Road</u>	
Location by Street Name <u>Bradford Road</u>	
Project Limits - From <u>approx. 450 Bradford Rd</u> To <u>approx. 460 Bradford Rd</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 project involves elevating a 150 foot long section of Bradford Road. This section of Bradford Road is at a slightly lower elevation than the remainder of the road, which has in the past contributed to flooding. In addition, Bradford Road is part of a hurricane evacuation route. The proposed plan of this project does not predict any appreciable negative environmental impacts. As the location of the project is close to the Pawcatuck River, best management practices for erosion control and prevention will be implemented.</p>	

Describe need for proposed project:

This project primarily aligns with the State of Rhode Island's goal to include in its transportation system safe and efficient hurricane evacuation routes throughout the state, including low-lying areas such as Westerly. As a major hurricane evacuation route, mobility along Bradford Road is of vital importance to the residents living in the area. During a major flood in 2010, however, this 150 foot section of Bradford Road was impassable due to a large volume of water in the road. The section of the road that is proposed to be elevated is lower in elevation than the remainder of the road, causing this flooding. During a hurricane, if similar flooding occurred, it would render this hurricane evacuation route impassable again, greatly impacting public safety. Without access to this portion of the hurricane evacuation route, residents would have to travel approximately 10 miles around, which would not only impact the safety of these residents but would also increase traffic along other areas of the hurricane evacuation route. This alternate route itself is also impacted by a low-lying marsh, which could be subject to flooding so the actual distance around may be more. In addition, first responders would have to travel farther distances to reach locations if they were needed. Flooding relief and reduction in standing surface water conditions will also help promote better traffic mobility and queuing, thus having improvements on air quality with less emissions and reduced fuel consumption.

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

The elevation of this small section of Bradford Road will bring peace of mind to residents and first responders in the event of a hurricane. It is vital to address safety concerns, especially at a time of crisis such as a hurricane. As the section of the road to be elevated is only approximately 150 feet long, the safety benefit outweighs the already relatively low cost. This project benefits all residents in the Bradford section of Westerly, which range from low to moderate income families.

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

Has the project been the subject of a properly conducted municipal public hearing? 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			\$ 20,000.00	\$ 60,000.00	\$ 80,000.00

Amount Requested through TIP Process \$ 80,000.00

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


Source	Amount
Total	\$ 0.00

Estimated date of construction _____

CERTIFICATION

Municipal Applications

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


08/10/17

 Chief Executive or Elected Municipal Official Signature Date

Non-Municipal Applications

I attest that the municipality in which the project is located has been notified of the proposed project.

 Chief Executive or Elected Municipal Official Signature Date

ALL APPLICATIONS ARE DUE BY 3:00PM ON FRIDAY, AUGUST 11, 2017



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Town Project Priority List #13 Bradford Rd Elevation



FFY 18-27 Project Application Form



State Transportation Improvement Program

CONTACT	Contact Information	
	Applicant Name <u>Town of Westerly</u>	
	Contact Person (if different) <u>Sheila M. McGauvran, PE</u>	Title <u>Town Engineer</u>
	Mailing Address <u>68 White Rock Road</u>	
	City <u>Westerly</u>	Zip Code <u>02891</u>
	Phone <u>401-348-2562</u>	Email <u>smcgauvran@westerlyri.gov</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 checked="" type="checkbox"/> Bicycle	<input checked="" type="checkbox"/> Pedestrian
	<input checked="" type="checkbox"/> Transportation Enhancement	<input type="checkbox"/> Other <u>Enter Other Project Type</u>		
	Project Description			
	Was this project previously submitted during the FFY17-25 STIP development process? <input checked="" type="radio"/> Yes / <input type="radio"/> No			
	<i>If you selected no, please continue to the "Current Project Title" Section</i>			
	<i>If you selected yes, please answer the following:</i>			
	What was the Project Title? <u>Elevating Atlantic Ave. and Bike Lane</u>			
	What was the TIP ID# assigned to the project at that time (4-digit number)? _____			
Current Project Title <u>Elevating Atlantic Ave. and Bike Lane</u>				
Location by Street Name <u>Atlantic Avenue</u>				
Project Limits - From <u>Weekapaug Bridge</u> To <u>Maplewood Avenue</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>PROJECT DESCRIPTION: Elements of the proposed project include: full depth road reconstruction to low lying portions of Atlantic Avenue, resurfacing and widening portions of Atlantic Avenue for the incorporation of a designated bike lane, installation of new storm drainage system components to reduce standing water conditions and to promote pretreatment enhancement of storm water runoff prior to entering the coastal wetlands of Winnapaug Pond, and installation of improved signage and road striping elements. These improvements are required due to the deteriorated road surface condition, frequent flooding of low lying road areas, and need for safety improvements for this tourist destination area. Elevating portions of Atlantic Avenue and incorporating improved stormwater drainage system treatment elements would allow pretreatment of stormwater discharges prior to entering the coastal wetlands adjacent to Winnapaug Pond. Present flooding conditions allow for significant vehicle overspray onto the abutting properties and undercarriage contact with vehicles. The proposed transportation infrastructure improvements will help preserve and enhance the scenic and recreational resources along the entire length of Atlantic Avenue. Flooding relief and reduction in standing surface water conditions will help promote better traffic mobility and queuing, thus having improvements on air quality with less emissions and reduced fuel consumption during the busy summertime period. Best management design and construction practices would be employed to reduce the impacts to Winnapaug Pond.</p>				

Describe need for proposed project:

The last prior significant improvements to Atlantic Avenue were made under a RIDOT 3R Improvements Contract circa 1983. These improvements included pavement reclamation, installation of new base & surface pavement courses, guardrail installation, road re-profiling, installation of new sidewalks, and roadway stormwater drainage improvements. Incidental minor infrastructure repairs have been made by both the State & Town during the past 32+/- years. The prior RIDOT 3R improvements are at or rapidly approaching their remaining useful life expectancy. Recent minor repairs and those required in the near future are unsustainable and require significant State/Town DPW workforce efforts. The proposed project is needed to preserve and enhance one of the Town's/State's economic tourism destinations. Reducing standing surface water conditions and installing new road surfaces will improve the mobility of vehicle/pedestrian/bike traffic within this area. Traffic congestion due to road flooding conditions during even minor precipitation and moon tidal events occur frequently during the busy summertime period. First responders - police/fire/ambulance services have negative increases to critical response times during these noted conditions. Proposed project improvements will promote increased walkability and bikeability within the project limits area.

Atlantic Avenue is a major collector road system component within the Town of Westerly, and serves as one of the major evacuation routes from the Misquamicut Beach shoreline area. Transportation infrastructure improvements by elevating the existing roadbed by re-profiling the low-lying sections of Atlantic Avenue, reduction of standing surface water within the pavement surface area with installation of new drainage system improvements and incorporation of a designated bike lane will enhance vehicle/pedestrian/bicycle safety throughout the project limits area. Presently, without a designated bike lane and significant low lying road area flooding - pedestrians/bike traffic users are vulnerable to vehicular traffic. First emergency responder access is impeded by these conditions.

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

Atlantic Avenue is a major collector road which has served to bring residents and visitors to the residential properties, Misquamicut businesses, and shoreline beaches for over 100 years. Albeit generally seasonal use, the significant recreational values and amenities of this shoreline tourist destination continue to contribute significant sources of revenues to the both the Town's & State's tourist engine. In addition, the Town receives significant property tax revenues from this long standing developed area. This area continues to support job creation, with Atlantic Avenue connecting the significant seasonal workforce with employment opportunities, and this critical transportation infrastructure component facilitates the movements of goods/services to the shoreline businesses. The Misquamicut Beach area; with long established shoreline businesses serve as a significant portion of the Town's tourist engine. Visitors and vacationers from abroad, travel significant distances to this renown shoreline destination area because of it's unique recreation amenities and shoreline setting within Long Island Sound. Misquamicut State Beach is the State's most frequented and used shoreline facility. Atlantic Avenue a major collector transportation component of the Town which allows public access from all income classes to enjoy the recreational amenities of the Misquamicut State Beach, Westerly Town Beaches, Misquamicut area businesses, Atlantic Ocean shoreline access points and Winnapaug Pond. These improvements are needed to preserve and enhance the Town's/State's reasonable accessibility obligations for residents, visitors, business owners and patrons, and utility service providers within this shoreline destination area.

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

Has the project been the subject of a properly conducted municipal public hearing? 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	\$ 50,000.00	\$ 50,000.00	\$ 400,000.00	\$ 4,900,000.00	\$ 5,400,000.00

Amount Requested through TIP Process \$ 4,900,000.00

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

Source	Amount
Total	\$ 0.00

Estimated date of construction _____

CERTIFICATION

Municipal Applications

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



08/10/17

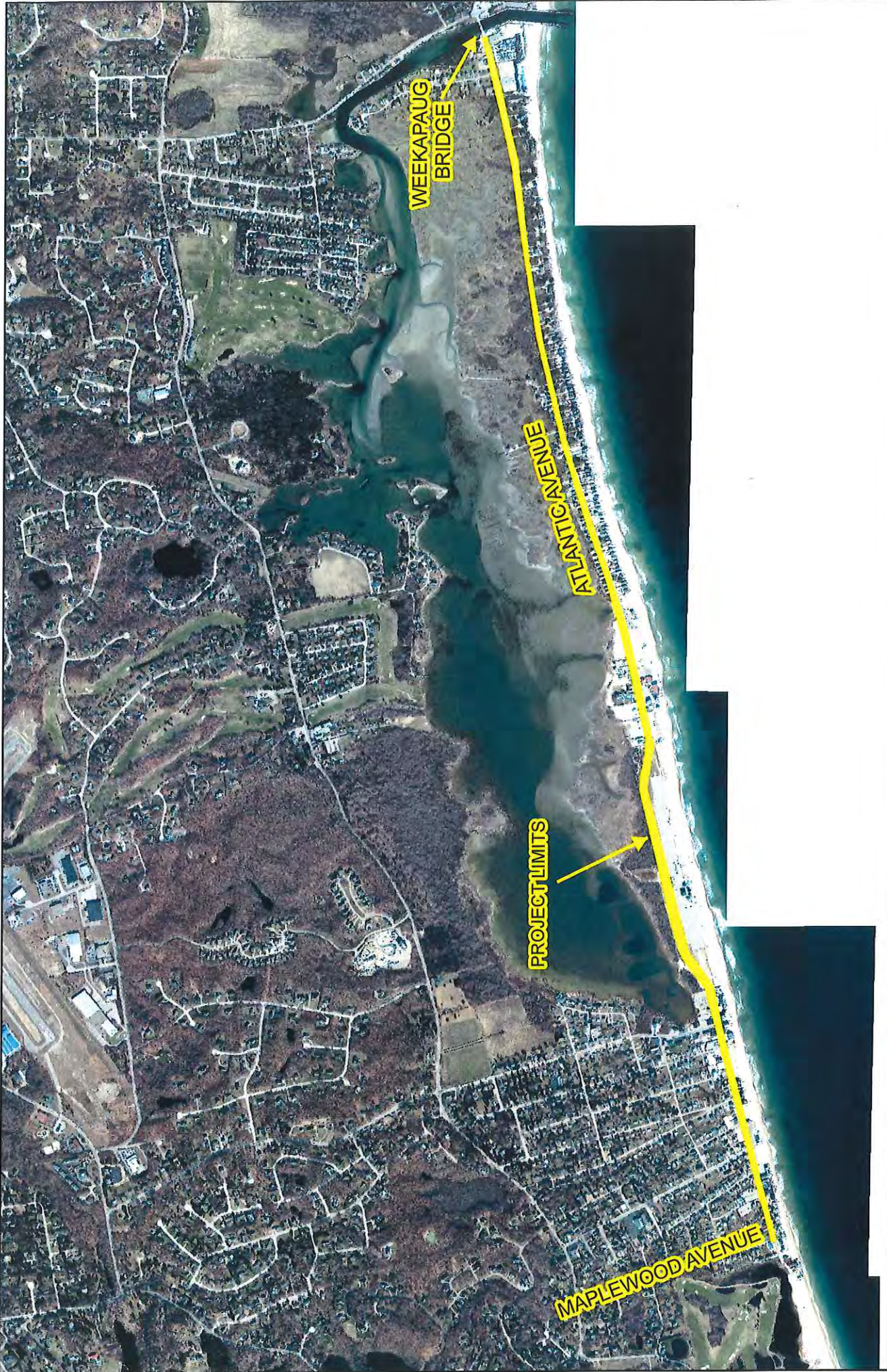
Chief Executive or Elected Municipal Official Signature Date

Non-Municipal Applications

I attest that the municipality in which the project is located has been notified of the proposed project.

Chief Executive or Elected Municipal Official Signature Date

ALL APPLICATIONS ARE DUE BY 3:00PM ON FRIDAY, AUGUST 11, 2017



**WEEKAPAUG
BRIDGE**

ATLANTIC AVENUE

PROJECT LIMITS

MAPLEWOOD AVENUE



Town Project Priority List #14 Elevating Atlantic Avenue

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