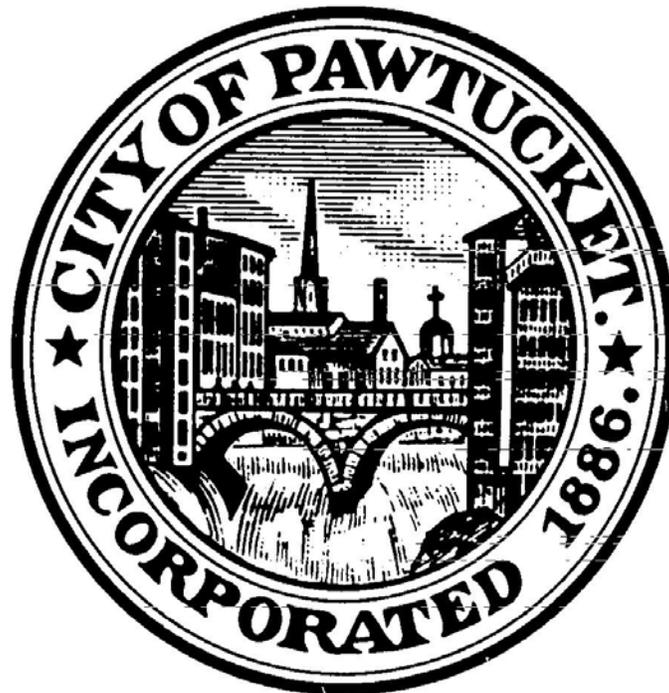


# CITY OF PAWTUCKET

## REQUEST FOR PROPOSALS



**Bid #16-003**  
**Design and Engineering Services**  
**for Exchange Street Transit Corridor**

Date: January 25, 2016

Contents:

- 1.0 Proposal Information
- 2.0 Instructions and Notifications to Respondents
- 3.0 Overview
- 4.0 Scope of Work
- 5.0 Insurance
- 6.0 Acknowledgement of Risk and Hold Harmless Agreement
- 7.0 Additional Insurance Requirements
- 8.0 Proposal Content and Organization
- 9.0 Evaluation Criteria
- 10.0 Miscellaneous
- 11.0 Bidder Information/Addenda Acknowledgment
- 12.0 Bid Price Submission

Attachment 1          RIPTA Relocation Study

Appendix A          Anti-Kickback Acknowledgement

Appendix B          City of Pawtucket General Terms and Conditions of  
Purchase

## 1.0 - Bid/Solicitation Information

### **Schedule**

Pre-Proposal Conference:  No  Yes

Requests for Further Information:

Requests for information or clarification must be made electronically to the attention of:

Barney S. Heath, Planning Director

Email: [bheath@pawtucketri.com](mailto:bheath@pawtucketri.com), cc: [mbourdeau@pawtucketri.com](mailto:mbourdeau@pawtucketri.com)

Please reference the RFP / LOI number on all correspondence. Answers to questions received, if any, will be posted on the internet as an addendum to this bid solicitation.

RFP Submission Deadline:

Thursday, February 25, 2016 at 10:00 a.m.

### **Late submittals will not be considered.**

Proposals must be mailed or hand-delivered in a sealed envelope **marked with the RFP/Bid # and Project Name** to:

Pawtucket City Hall - Purchasing Office  
137 Roosevelt Avenue  
Pawtucket, RI 02860

### **Bonds/Surety Required**

Bid Bond:  No  Yes

Bidder is required to provide a bid surety in the form of a bid bond or certified check payable to the City of Pawtucket in an amount not less than five percent (5%) of the bid price.

Fidelity Bond:  No  Yes

Performance and Payment Bond:  No  Yes

(Submit upon award of contract)

The successful respondent will be required to furnish all insurance documentation as outlined in the attached Purchasing Rules & Regulations and General Terms & Conditions of Purchase.

### **Miscellaneous**

The proposal process and resulting contract are subject to the general Terms and Conditions of Purchase. Submission of a proposal in response to this solicitation is acknowledgement and acceptance of these General Terms and Conditions of Purchase.

The City of Pawtucket reserves the right to award on the basis of cost alone, accept or reject any or all bids, and to act in its best interest including, but not limited to, directly

negotiating with any vendor who submits a proposal in response to this RFP and to award a contract based upon the results of those negotiations alone. Proposals found to be technically or substantially non-responsive at any point in the evaluation process will be rejected and not considered further. The City of Pawtucket may, at its sole option, elect to require presentations(s) by bidders clearly in consideration for award.

## 2.0 - Instructions and Notifications to Bidders

- It is the respondent's responsibility to examine all specifications and site conditions thoroughly, and comply fully with specifications and all attached terms and conditions. Respondents must comply with all Federal, State, and City laws, ordinances and regulations, and meet any and all registration requirements where required for contractors as set forth by the State of Rhode Island. Failure to make a complete submission as described herein may result in a rejection of the proposal.
- All costs associated with developing or submitting a proposal in response to this Request, or to provide oral or written clarification of its content shall be borne by the respondent. The City of Pawtucket assumes no responsibility for these costs.
- A submittal may be withdrawn by written request to the Purchasing Agent by the proposer prior to the stated RFP deadline.
- Prior to the proposal deadline established for this RFP, changes may be made to a proposal already received by the City if that respondent makes a request to the Purchasing Agent, in writing, to do so. No changes to a proposal shall be made after the RFP deadline.
- Proposals are considered to be irrevocable for a period of not less than ninety (90) days following the opening date, and may not be withdrawn, except with the express written permission of the Purchasing Agent. Should any vendor object to this condition, the respondent must provide objection through a question and/or complaint to the Purchasing Agent prior to the proposal deadline.
- All pricing submitted will be considered to be firm and fixed unless otherwise indicated herein.
- The respondent has full responsibility to ensure that the proposal arrives at the Purchasing Division Office prior to the deadline set out herein. The City assumes no responsibility for delays caused by the U.S. Postal Service or any other delivery service. Postmarking by the due date will not substitute for actual receipt of response by the due date. Proposals arriving after the deadline may be returned, unopened, to the respondent, or may simply be declared non-responsive and not subject to evaluation, at the sole discretion of the Purchasing Agent. **For the purposes of this requirement, the official time and date shall be that of the time clock in the City of Pawtucket's Purchasing Office.**
- At the time and place fixed for the opening of Proposals, the Owner will cause to be opened and publicly read aloud every Proposal received within the time set for receiving Proposal, irrespective of any irregularities therein. Respondents and other persons properly interested may be present, in person or by representative.
- It is intended that an award pursuant to this Request will be made to a prime Consultant, who will assume responsibility for all aspects of the work. Joint venture and cooperative proposals will not be considered, but subcontracts are permitted, provided that their use is clearly indicated in the respondent's proposal, and the subcontractor(s) proposed to be used are identified in the proposal.

- Respondents are advised that all materials submitted to the City of Pawtucket for consideration in response to this Request for Proposals shall be considered to be public records as defined in Title 38 Chapter 2 of the Rhode Island General Laws, without exception, and may be released for inspection immediately upon request once an award has been made.
- Respondents are responsible for errors and omissions in their proposals. No such error or omission shall diminish the vendor's obligations to the City.
- The City reserves the right to reject any or all proposals, or portions thereof, at any time, with no penalty. The City also has the right to waive immaterial defects and minor irregularities in any submitted proposal at its sole discretion. All material submitted in response to this RFP shall become the property of the City of Pawtucket upon delivery to the Purchasing Agent.
- Proposals will be opened publicly at a regularly scheduled purchasing board meeting, the date of which is the same as the RFP submission deadline provided in Section 1.0. or that specified in an addendum to this Request.
- Interpretations or Addenda: No oral interpretation will be made to any Respondent as to the meaning of the Contract Documents or any part thereof. Every request for such an interpretation shall be made in writing to the City of Pawtucket (hereinafter called the "Owner"). Any inquiry received seven or more days prior to the date fixed for opening of Proposals will be given consideration. Every interpretation made to a Respondent will be in the form of an Addendum to the Contract Documents, and when issued, will be on file in the office of the Owner at least five days before Proposals are opened. In addition, all Addenda will be mailed to each person holding Contract Documents, but it shall be the Respondent's responsibility to make inquiry as to the Addenda issued. All such Addenda shall become part of the Contract and all Respondents shall be bound by such Addenda, whether or not received by the Respondents.
- Each Respondent shall, upon request of the Owner, submit a detailed financial statement on a form furnish by the Owner for that purpose. The Owner shall have the right to take such steps as it deems necessary to determine the ability of the Respondent to perform his obligations under the Contract and the Respondent shall furnish the Owner all such information and data for this purpose as it may request. The right is reserved to reject any Proposal where an investigation of the available evidence or information does not satisfy the Owner that the Respondent is qualified to carry out properly the terms of the Contract.

### **3.0 - Overview**

The City of Pawtucket is seeking proposals from qualified consultant firms to develop all necessary design engineering plans and construction documents be the basis for a bid solicitation for the construction of four (4) bus “super-stops” along the Exchange Street transit corridor. It is expected that the consultant team will have, at a minimum, the following skillsets: transportation/traffic engineering, roadway design, architectural, landscape architecture, engineering and community engagement/facilitation.

The City of Pawtucket is working in cooperation with the Rhode Island Public Transit Authority (RIPTA) to develop a new bus distribution system for downtown Pawtucket. The main component of the new system would involve discontinuing the current bus hub at 175 Main Street and establishing a series of super-stops along the Exchange Street corridor. A total of four (4) super-stops would be developed from their current conceptual phase up through design and engineering sufficient for the consultant to prepare bid solicitation documents for the construction of the “super-stops” bus shelters.

The City has undertaken a previous study, involving RIPTA and various stakeholders to develop a preferred alternative to the existing bus hub (attached report). The report recommended a new transit emphasis corridor which would centralize all current Pawtucket routes along Exchange Street.

The chosen consultant will be expected to work with the City, RIPTA and the public to develop design and engineering plans and specifications sufficient to prepare a bid solicitation for the City to advertise for construction.

### **4.0 - Scope of Work**

The Scope of Services for this project is to finalize the conceptual design for the Exchange Street Bus Corridor “super-stops”, advance the conceptual design to 100% PS&E suitable for public bidding and provide construction administration services. Anticipated phases of work include:

- I. Review of Prior Work
- II. Community Engagement and Communication
- III. Analysis/Documentation of Existing Conditions
- IV. Development of Conceptual Design for “Super-Stops”
- V. Development of Preliminary Engineering and Cost Estimate
- VI. Preparation of Design Documents for Public Bid Process
- VII. Construction Services Administration

## **I. Review of Prior Work**

The consultant shall be expected to be fully knowledgeable of the recently completed **RIPTA Relocation Study** completed in April of 2015. This report, its findings and recommendations, form the basis for the recommendation of the Exchange Street Bus Corridor “super-stops” that the consultant is expected to bring to full design.

## **II. Community Engagement and Communication**

The consultant will be expected to work under the direction of the City to engage the community in the conceptual design process. The project also requires coordination with various stakeholders including but not limited to the general public, transit riders, RIPTA, City departments, private property owners and utility companies. The City will determine the schedule, advertise and host the public meetings. The consultant will be expected to facilitate at the public meetings.

The consultant should account for the following slate of meetings:

- **Public Meetings:** Up to three (3) public meetings are anticipated.
- **Stakeholder Meetings:** Up to twelve (12) meetings are anticipated with various stakeholders.
- **Progress Meetings with City Staff:** The consultant shall jointly establish a schedule for regular progress meetings with the City. Minimum expectation is monthly meetings with more frequent meetings needed in the initial months.

## **III. Analysis/Documentation of Existing Conditions**

The consultant is required to be cognizant of all on-site existing conditions (including but not limited to sub-surface conditions, utilities, etc.) which would impact the chosen design for bus “super-stop” locations. A stamped survey of existing conditions for all four (4) proposed “super-stop” locations will be required.

## **IV. Development of Conceptual Design for Bus “Super-Stops”**

The consultant will develop conceptual design for all four (4) bus “super-stops” to include, but not limited to:

- Drawings for streetscape, landscaping and any special paving elements at all four (4) bus “super-stop” locations
- Detailed drawings of actual bus shelter system/components
- Modified curb lines including curb-cuts, traffic lane functions and intersection geometrics including any proposed pedestrian/bicycle accommodations and adherence to “complete street” design.
- Sidewalk design and finishes
- Compliance with all requirements of the Americans with Disabilities Act (ADA)
- Adherence to RIPTA bus stop protocols

- General order of magnitude cost estimate of the design

**V. Development of Preliminary Engineering and Cost Estimate**

The consultant will prepare 75% design plans and refined line item cost estimates for the entire project and submit to City for review and comment.

**VI. Preparation of Design Documents for Public Bid Process**

The consultant will complete 100% PS&E design package per City of Pawtucket, Rhode Island Public Transit Authority (RIPTA) and Federal Transit Administration (FTA) requirements to include:

- Preparation of final bid package for bidders
- Attend pre-construction conference and respond to contractor questions throughout bid phase
- Prepare addenda as needed
- Assist City in reviewing and evaluating bids received for construction and submit a recommendation of award

**VII. Construction Administration Services**

The consultant will be expected to provide the following construction administration services:

- Review construction schedule, shop drawings, schedule of values and other submittals
- Review value engineering change proposals
- Prepare change orders as needed
- Attend bi-weekly construction meetings
- Certify payment requests from contractor
- Anticipated construction schedule of no more than 12 months

**Proposed Timeline**

The consultant will prepare a detailed project schedule. Following is a tentative outline of the project over the next 12 months.

<b>Days following the Signed Contract</b>	<b>Milestone</b>
30 Days	Review of Prior Work
60 Days	First Community Meeting
90 Days	Documentation of Existing Conditions
120 Days	Conceptual Design Presentation
150 Days	Development of Cost Estimate & Preliminary

	Engineering
180 Days	Refinement of Conceptual Design/Preliminary Engineering
270 Days	Preparation of P.S.E. Bid Specification Documents
300 Days	Project Bid
365 Days	Contractor Bid Award
365 – 730 Days	Construction Administration Services

## **5.0 - Insurance**

The vendor shall maintain and keep in force such comprehensive general and professional liability insurance as shall protect them from claims which may arise from operations under any contract entered into with the City of Pawtucket, whether such operations be by themselves or by anyone directly or indirectly employed by them.

The amounts of insurance shall be not less than those outlined in the attached General Terms and Conditions of Purchase.

The City of Pawtucket shall be named as additional insured on the vendor's Liability Policy(ies).

The vendor shall maintain and keep in force such Workers' compensation insurance limits as required by the statutes of the State of Rhode Island, and Employer's Liability with limits no less than \$500,000.

## **6.0 - Acknowledgement of Risk & Hold Harmless Agreement**

In addition to the indemnity provisions in the City of Pawtucket's Terms and General Conditions of Purchase and to the fullest extent permitted by law, the selected vendor, its officers, agents, servants, employees, parents, subsidiaries, partners, officers, directors, attorneys, insurers, and/or affiliates (Releasors) agree to release, waive, discharge and covenant not to sue the City of Pawtucket, its officers, agents, servants or employees (Releasees) from any and all liability, claims, cross-claims, rights in law or in equity, agreements, promises demands, actions and causes of action whatsoever arising out of or related to any loss, damage, expenses (including without limitation, all legal fees, expenses, interest and penalties) or injury (including death), of any type, kind or nature whatsoever, whether based in contract, tort, warranty, or other legal, statutory, or equitable theory of recovery, which relate to or arise out of the Releasors use of or presence in and/or on City of Pawtucket property. The Releasors agree to defend, indemnify and hold harmless the Releasees from (a) any and all claims, loss, liability, damages or costs by any person, firm, corporation or other entity claiming by, through or under Releasors in any capacity whatsoever, including all subrogation claims and/or claims for reimbursement, including any court costs and attorneys fees, that may incur due to Releasors use of or presence in and on City of Pawtucket property; and (b) any and all legal actions, including third-party actions, cross-actions, and/or claims for contribution and/or indemnity with respect to any claims by any other persons, entities, parties, which relate to or arise out of Releasors use of or presence in and on City of Pawtucket property.

The Releasors acknowledge the risks that may be involved and hazards connected with use of or presence in and on City of Pawtucket property but elect to provide services under any contract with the City of Pawtucket with full knowledge of such risks. Releasors also acknowledge that any loss, damage, and/or injury sustained by Releasors is not covered by Releasees insurance. Releasors agree to become fully aware of any safety risks involved with the performance of services under any contract with the City of Pawtucket and any safety precautions that need to be followed and agree to take all such precautions.

The duty to indemnify and/or hold harmless the City of Pawtucket shall not be limited by the insurance required under the City of Pawtucket Terms and Conditions of Purchase.

## **7.0 - Additional Insurance Requirements**

In addition to the insurance provisions in the City of Pawtucket Terms and Conditions of Purchase, the liability insurance coverage, except Professional Liability, Errors and Omissions or Workers' Compensation insurance required for performance of a contract with the City of Pawtucket shall include the City of Pawtucket, its divisions, officers and employees as Additional Insureds but only with respect to the selected vendor's activities under the contract. The insurance required through a policy or endorsement shall include:

- A. a Waiver of Subrogation waiving any right to recovery the insurance company may have against the City of Pawtucket; and
- B. a provision that the selected vendor's insurance coverage shall be primary with respect to any insurance, self-insurance or self-retention maintained by the City of Pawtucket and that any insurance, self-insurance or self-retention maintained by the City of Pawtucket shall be in excess of the selected vendor's insurance and shall not contribute.

There shall be no cancellation, material change, potential exhaustion of aggregate limits or non-renewal without thirty (30) days written notice from the selected vendor or its insurer(s) to the City of Pawtucket's Purchasing Agent. Any failure to comply with the reporting provision of this clause shall be grounds for immediate termination of the contract with the City of Pawtucket.

Insurance coverage required under the contract shall be obtained from insurance companies acceptable to the City of Pawtucket. The selected vendor shall pay for all deductibles, self-insured retentions and/or self-insurance included hereunder.

The City of Pawtucket's Purchasing Agent reserves the right to consider and accept alternative forms and plans of insurance or to require additional or more extensive coverage for any individual requirement.

## 8.0 - Proposal Content and Organization

All bids must be submitted on the forms supplied in Section 11.0 and shall be subject to all requirements of the Contract Documents, including these instructions to respondents. All bids must be regular in every respect and no interlineations, excisions or special conditions shall be made or included in the Bid Form by the Respondent. **The bid price for this project is set at a fixed-fee price of \$100,000. Bidders should reflect that price in their bid submission.**

The Owner may consider as irregular any Bid on which there is an alteration of or departure from the Bid Form hereto attached and at its option may reject the same.

Bid Documents shall be enclosed in a sealed envelope which shall be clearly labeled with the words, “**Design/Engineering Services for Exchange Street Transit Corridor, Bid #16-003**”, as well as name of Respondent, and date of bid opening.

All Bid Forms must be signed.

In addition to the required bid forms, the bidder should address the following elements in the bid submission:

A. Professional Qualifications:

- Full name and address of bidder, including evidence it is licensed to operate in the State of Rhode Island
- Listing of key project personnel including any subconsultants. Include resumes for all key personnel.

B. Past Involvement with Similar Projects:

- Provide a listing of three (3) similar projects and key personnel utilized
- Provide a list of client references for these projects with contact names and phone numbers/emails

C. Project Work Plan/Schedule:

- Provide a work plan and include a timeline schedule depicting the sequence and duration of tasks showing how the work will be organized and executed. Additional project elements suggested by the Bidder are to be included in the work plan and clearly identified.

D. Miscellaneous:

- Bidder should include information the Bidder believes to be pertinent but not specifically asked for elsewhere.
- Bidder should include any proposed steps to expedite the completion of the project.

Two copies of the complete proposal – one (1) original hard copy and one (1) digital copy on a CD must be submitted at the time of submission to:

Purchasing Department  
Pawtucket City Hall  
137 Roosevelt Avenue  
Pawtucket, RI 02860

Please state any and all additions, deletions, and exceptions, if any, that you are taking to any portion of this proposal. If not addressed specifically, the City of Pawtucket assumes that the vendor will adhere to all terms and conditions listed in this RFP.

Submission of a proposal is acknowledgement and acceptance of the City of Pawtucket's Purchasing Rules and Regulations and General Terms and Conditions of Purchase.

## **9.0 - Evaluation Criteria**

The evaluation of proposals will be conducted in a time frame convenient to the City.

Further, the City reserves the right to waive irregularities it may deem minor in its consideration of proposals.

Proposals found to be technically or substantially non-responsive at any point in the evaluation process will be rejected and not considered further. The City of Pawtucket may elect to require presentations(s) by vendors in consideration for award.

Proposals will be evaluated according to the following criteria:

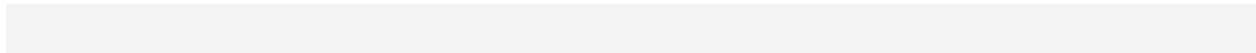
<u>Evaluation Criteria</u>	<u>Points</u>
• Qualifications/Key Personnel	40
• Prior Experience with Similar Project	20
• Well-Conceived Work Plan/Schedule	20
• Overall Responsiveness of Proposal	20

If deemed necessary, the City reserves the right to hold consultant interviews.

## **10.0 - Miscellaneous**

- Vendors shall at all times comply with all federal, state, and local laws, ordinances and regulations and shall defend, indemnify and save harmless the City of Pawtucket against any claims arising from the violation of any such laws, ordinances and regulations, including but not limited to challenges as to the legality of any and all vendor installations.
- The City is exempt from the payment of the Rhode Island State Sales Tax under the 1956 General Laws of the State of Rhode Island, 44-18-30, Paragraph 1, as amended. Further, the City is also exempt from the payment of any excise or

federal transportation taxes. The proposal prices submitted must be exclusive of same, and will be so construed.

- The City of Pawtucket reserves the right to cancel an agreement with the Vendor with thirty (30) days written notice and to award the contract to the next highest evaluated respondent.
  - The City of Pawtucket reserves the right to renegotiate the terms of this contract with the Vendor for subsequent years provided the Vendor agrees to the contract terms for the renewal period.
  - The payment and performance of any obligations under this contract for years beyond the first fiscal year are subject to the availability of funds.
  - The City reserves the right to pay the selected Vendor via credit card at its sole discretion.
- 

**11.0 – Bid Information/Addenda Acknowledgement**

**Fixed Fee Proposal of \$100,000.00**

**Bid # 16-003 – Design and Engineering Services  
for Exchange Street Transit Corridor**

Date: \_\_\_\_\_

Submitted By: \_\_\_\_\_

(Include Name, Address and Telephone No.) \_\_\_\_\_

\_\_\_\_\_

\_\_\_\_\_

Name and remittance address that will appear on invoices:

Physical address of business:

\_\_\_\_\_

\_\_\_\_\_

\_\_\_\_\_

\_\_\_\_\_

\_\_\_\_\_

\_\_\_\_\_

General Information

Is your firm a sole proprietorship doing business under a different name? \_\_\_\_Yes  
\_\_\_\_ No

If yes, please indicate sole proprietorship, a name, and the name you are doing business under.

\_\_\_\_\_

\_\_\_\_\_

Is your firm incorporated? \_\_\_\_Yes \_\_\_\_ No

Will any of the work spelled out in this proposal be outsourced? \_\_\_\_Yes \_\_\_\_ No

If so, please explain below:

\_\_\_\_\_

\_\_\_\_\_

\_\_\_\_\_

Have you or your firm been subject to suspension, debarment or criminal conviction by the City of Pawtucket, the State of Rhode Island, or any other jurisdiction?

Yes: \_\_\_\_\_ No: \_\_\_\_\_

Have the City of Pawtucket and/or the State of Rhode Island ever terminated contracts with your firm for cause?

Yes: \_\_\_\_\_ No: \_\_\_\_\_

Has your firm ever withdrawn from a contract with the City of Pawtucket and/or the State of Rhode Island during its performance?

Yes: \_\_\_\_\_ No: \_\_\_\_\_

Have you or your firm been involved in litigation against the City of Pawtucket and/or the State of Rhode Island.

Yes: \_\_\_\_\_ No: \_\_\_\_\_

If you answered yes to any of the foregoing, please explain the circumstances below. If you or your firm has been involved in litigation against the City of Pawtucket and/or the State of Rhode Island, please include the case caption, case number and status. (If more space is needed, please attach separate sheet and submit with the proposal.)

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Is your company bonded? Yes \_\_\_\_ No \_\_\_\_

Please describe the nature and extent of all insurance coverage:

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Addenda

The following Addenda have been received. The modifications noted therein have been considered and all costs are included in the Proposal Sum.

Addendum #1, Dated: \_\_\_\_\_

Addendum #2, Dated: \_\_\_\_\_

Addendum #3, Dated: \_\_\_\_\_

References

Please list at least four (4) companies' with whom you have contracted to provide similar services. Preferably, references should be municipalities which are of approximate size as the City of Pawtucket, and a website address should be included if available.

Reference #1  
Company Name: \_\_\_\_\_  
Contact Person: \_\_\_\_\_ Telephone #: \_\_\_\_\_  
Contract Dates: \_\_\_\_\_ To \_\_\_\_\_  
Website Address: \_\_\_\_\_

Reference # 2  
Company Name: \_\_\_\_\_  
Contact Person: \_\_\_\_\_ Telephone #: \_\_\_\_\_  
Contract Dates: \_\_\_\_\_ To \_\_\_\_\_  
Website Address: \_\_\_\_\_

Reference # 3  
Company Name: \_\_\_\_\_  
Contact Person: \_\_\_\_\_ Telephone #: \_\_\_\_\_  
Contract Dates: \_\_\_\_\_ To \_\_\_\_\_  
Website Address: \_\_\_\_\_

Reference # 4  
Company Name: \_\_\_\_\_  
Contact Person: \_\_\_\_\_ Telephone #: \_\_\_\_\_  
Contract Dates: \_\_\_\_\_ To \_\_\_\_\_  
Website Address: \_\_\_\_\_

**12.0 – Bid Price Submission**

**Pricing Proposal**

**Bid # 16-003**

**OFFER:**

- A. Having examined the Place of the Work and all matters referred to in the Instructions to Bidders and the Contract Documents prepared by the City of Pawtucket, we, the undersigned, hereby offer to enter into a Contract to perform the Work, Design and Engineering Services for Exchange Street Transit Corridor, for the amount indicated below, subject to the additions and deductions according to the terms of the Contract Documents and as stated below. The undersigned will provide all necessary and proper material, machinery, equipment, facilities, and means to complete the Work.
- B. The undersigned hereby understands that the City of Pawtucket (Owner) has the right to reject any and all proposals and to award the contract in the best interests of the Owner. The Owner reserves the right to award the entire project or delete portions of the work to funds available, whichever is in the best interest of the Owner.
- C. The undersigned also understands that the contract must be carried out in strict accordance with the contract documents.

(Total Price): \$.....dollars,  
(amount in words)

(\$.....) in lawful money of the United States of America and,  
(in figures)

**SIGNATURE CONFIRMATION:**

The Corporate Seal of

\_\_\_\_\_  
(Respondent - please print the full name of your Proprietorship, Partnership, or Corporation)

was hereunto affixed in the presence of:

\_\_\_\_\_  
(Authorized signing officer) (Title)

(Seal)

\_\_\_\_\_  
(Authorized signing officer) (Title)

If the Proposal is a joint venture or partnership, add additional forms of execution for each member of the joint venture in the appropriate form or forms as above.

**NON-COLLUSION AFFIDAVIT OF PRIME BIDDER**

State of \_\_\_\_\_ )  
 ) .ss  
County of \_\_\_\_\_ )

\_\_\_\_\_,  
being first duly sworn, deposes and says that;

(1) He is \_\_\_\_\_ (owner, partner, officer, representative or agent) \_\_\_\_\_ of

\_\_\_\_\_, the  
BIDDER that has  
submitted the attached bid;

(2) He is fully informed respecting the preparation and contents of the attached Proposal and all pertinent circumstances respecting such Proposal;

(3) Such Proposal is genuine and is not a collusive or sham Proposal;

(4) Neither the said RESPONDENT nor any of its officers, partners, owners, agents, representatives, employees, or parties in interest, including the affiant, has in any way colluded, conspired or agreed, directly or indirectly, with any other RESPONDENT, firm or person to submit a collusive or sham proposal in connection with the Contract for which the attached Proposal has been submitted or to refrain from submitting a proposal in connection with such a contract, or has in any manner, directly or indirectly, sought by agreement or collusion or communication or conference with any other RESPONDENT, firm or person to fix the price or prices in the attached Proposal or of any other Respondent, or to fix any overhead, profit or cost element of the Proposal price or the Proposal price of any other Respondent, or to secure through any collusion, conspiracy, connivance or unlawful agreement any advantage against the Local Government or any person interested in the proposed Contract; and

(5) The price or prices quoted in the attached Proposal are fair and proper and are not tainted by any collusion, conspiracy, connivance or unlawful agreement on the part of the RESPONDENT or any of its agents, representatives, owners, employees or parties in interest including this affiant.

(Signed) \_\_\_\_\_

\_\_\_\_\_  
(Title)

Subscribed and sworn to before me  
This \_\_\_\_\_ Day of \_\_\_\_\_, 20\_\_\_\_\_

My Commission Expires \_\_\_\_\_

**CERTIFICATE OF COMPLIANCE WITH TAX LAWS**

I, \_\_\_\_\_ of \_\_\_\_\_, certify under  
*(principal)* *(corporation)*  
pains and penalties of perjury that said corporation has complied with all the laws of the State of  
Rhode Island and Providence Plantations relating to taxes.

\_\_\_\_\_  
Date

\_\_\_\_\_  
Signature

\_\_\_\_\_  
Title

\_\_\_\_\_  
Federal Tax Identification Number

END OF SECTION

**Appendix A**

**ANTI-KICKBACK ACKNOWLEDGMENT**

**ALL BIDDERS/OFFERORS MUST ATTEST TO THE FOLLOWING:**

The vendor acknowledges, under the pains and penalties of perjury, that he/she has not been offered, paid, or solicited for any contribution or compensation, nor has he/she been granted a gift, gratuity, or other consideration, either directly or indirectly by any officer, employee or member of the governing body of the City of Pawtucket who exercises any functions or responsibilities in connection with either the award or execution of the project to which this contract pertains.

Further, the vendor acknowledges, under the pains and penalties of perjury, that he/she has not offered, paid, or solicited by way of any contribution or compensation, nor has he/she granted a gift, gratuity or other consideration either directly or indirectly to any officer, employee, or member of the governing body of the City of Pawtucket who exercises any functions or responsibilities in connection with either the award or execution of the project to which this project or contract pertains.

\_\_\_\_\_  
SIGNATURE OF OFFEROR

\_\_\_\_\_  
DATE

\_\_\_\_\_  
TITLE

\_\_\_\_\_  
COMPANY

Title of RFP:

Design and Engineering Services for Exchange Street Transit Corridor

# Appendix B

## CITY OF PAWTUCKET GENERAL TERMS AND CONDITIONS OF PURCHASE

### *Preamble*

The City of Pawtucket's Purchasing Office may, from time to time, make amendments to the General Terms and Conditions when the City of Pawtucket's Purchasing Agent determines that such amendments are in the best interest of the City of Pawtucket. Amendments shall be made available for public inspection at the Purchasing Office located in Pawtucket City Hall but shall not require formal public notice and hearing. Copies of the Terms and Conditions shall be provided to any individual or firm requesting them.

### **CITY OF PAWTUCKET'S PURCHASING OFFICE GENERAL CONDITIONS OF PURCHASE**

All City of Pawtucket purchase orders, contracts, solicitations, delivery orders and service requests shall incorporate and be subject to the provisions of Rhode Island General Laws 8-15-4 and the City of Pawtucket purchasing rules and regulations adopted pursuant thereto, all other applicable provisions of the Rhode Island General Laws, the Pawtucket City Charter, specific requirements described in the Request or Contract, and the following General Conditions of Purchase:

1. **GENERAL**

All purchase orders, contracts, solicitations, delivery orders, and service requests are for specified goods and services, in accordance with express terms and conditions of purchase, as defined herein. For the purposes of this document, the terms "bidder" and "respondent" and "offerer" are used interchangeably and refer to any individual, firm, corporation, or other entity presenting a proposal or bid indicating a desire to enter into contracts with the City of Pawtucket. Additionally, the terms "contractor" and "consultant" and "vendor" are used interchangeably throughout this document and refer to any individual, firm, corporation, or other entity with whom a contract is executed by the City of Pawtucket's Purchasing Agent, and the term "contractor" shall have the same meaning as "vendor".

2. **ENTIRE AGREEMENT**

The City of Pawtucket's Purchase Order, or other City of Pawtucket contract endorsed by the City of Pawtucket Purchasing Office, shall constitute the entire and exclusive agreement between the City of Pawtucket and any contractor receiving an award. In the event any conflict between the bidder's standard terms of sale, these conditions or more specific provisions contained in the solicitation shall govern.

All communication between the City of Pawtucket and any contractor pertaining to any award or contract shall be accomplished in writing.

- a. Each proposal will be received with the understanding that the acceptance, in writing, by contract or Purchase Order by the City of Pawtucket Purchasing Agent of the offer to do work or to furnish any or all the materials, equipment, supplies or services described therein shall constitute a contract between the bidder and the City of Pawtucket. This shall bind the bidder on his part to furnish and deliver at the prices and in accordance with the conditions of said accepted proposal and detailed specifications and the City of Pawtucket on its part to order from such contractor (except in case of emergency) and to pay for at the agreed prices, all materials, equipment, supplies or services specified and delivered. A contract shall be deemed executory only to the extent of funds available for payment of the amounts shown on Purchase Orders issued by the City of Pawtucket to the contractors.
- b. No alterations or variations of the terms of the contract shall be valid or binding upon the City of Pawtucket unless submitted in writing and accepted by the City of Pawtucket Purchasing Agent. All orders and changes thereof must emanate from the City of Pawtucket Purchasing Office: no oral agreement or arrangement made by a contractor with a department or employee will be considered to be binding on the City of Pawtucket Purchasing Agent, and may be disregarded.
- c. Contracts will remain in force for the contract period specified or until all articles or services ordered before date of termination shall have been satisfactorily delivered or rendered and accepted and thereafter until all terms and conditions have been met, unless:

1. terminated prior to expiration date by satisfactory delivery against orders of entire quantities, or
2. extended upon written authorization of the City of Pawtucket Purchasing Agent and accepted by the contractor, to permit ordering of the unordered balances or additional quantities at the contract price and in accordance with the contract terms, or
3. canceled by the City of Pawtucket in accordance with other provisions stated herein.
  - d. It is mutually understood and agreed that the contractor shall not assign, transfer, convey, sublet or otherwise dispose of this contract or his right, title or interest therein, or his power to execute such contract, to any other person, company or corporation, without the previous consent, in writing, of the City of Pawtucket Purchasing Agent.
  - e. If, subsequent to the submission of an offer or issuance of a purchase order or execution of a contract, the bidder or contractor shall merge with or be acquired by another entity, the contract may be terminated, except as a corporate resolution prepared by the contractor and the new entity ratifying acceptance of the original bid or contract terms, condition, and pricing is submitted to the City of Pawtucket Purchasing Office, and expressly accepted.
  - f. The contractor or bidder further warrants by submission of an offer or acceptance of a purchase order or other contract that he has no knowledge at the time of such action of any outstanding and delinquent or otherwise unsettled debt owed by him to the City of Pawtucket, and agrees that later discovery by the City of Pawtucket Purchasing Agent that this warranty was given in spite of such knowledge, except where the matter is pending in hearing or from any appeal therefrom, shall form reasonable grounds for termination of the contract.

3. **SUBCONTRACTS**

No subcontracts or collateral agreements shall be permitted, except with the City of Pawtucket's express written consent. Upon request, contractors must submit to the City of Pawtucket Purchasing Office a list of all subcontractors to be employed in the performance of any Purchase Order or other contract arising from this Request.

4. **RELATIONSHIP OF PARTIES**

The contractor or bidder warrants, by submission of an offer or acceptance of a purchase order or other contract, that he is not an employee, agent, or servant of the City of Pawtucket, and that he is fully qualified and capable in all material regards to provide the specified goods and services. Nothing herein shall be construed as creating any contractual relationship or obligation between the City of Pawtucket and any sub-bidder, subcontractor, supplier, or employee of the contractor or offeror.

5. **COSTS OF PREPARATION**

All costs associated with the preparation, development, or submission of bids or other offers will be borne by the offeror. The City of Pawtucket will not reimburse any offeror for such costs.

6. **SPECIFIED QUANTITY REQUIREMENT**

Except where expressly specified to the contrary, all solicitations and contracts are predicated on a specified quantity of goods or services, or for a specified level of funding.

- a. The City of Pawtucket reserves the right to modify the quantity, scope of service, date of delivery or completion, or funding of any contract, with no penalty or charge, by written notice to the contractor, except where alternate terms have been expressly made a part of the contract.
- b. The City of Pawtucket shall not accept quantities in excess of the specified quantity except where the item is normally sold by weight (where sold by weight, the City of Pawtucket will not accept quantities greater than ten per cent [10%] of the specified quantity), or where the Request or Contract provides for awards for other than exact quantities.

- c. Purchase Orders or other contracts may be increased in quantity or extended in term without subsequent solicit with the mutual consent of the contractor and the City of Pawtucket, where determined by the City of Pawtucket Purchasing Agent to be in the City of Pawtucket's best interest.

7. **TERM AND RENEWAL**

Where offers have been requested or contracts awarded for terms exceeding periods of twelve (12) months, it is mutually understood and agreed that the City of Pawtucket's commitment is limited to a base term not to exceed twelve (12) months, subject to renewal annually at the City of Pawtucket's sole option for successive terms as otherwise described, except where expressly specified to the contrary. Purchase orders appearing to commit to obligations of funding or terms of performance may be executed for administrative convenience, but are otherwise subject to this provision, and in such cases the City of Pawtucket's renewal shall be deemed to be automatic, conditional on the continued availability of appropriated funds for the purpose, except as written notice of the City of Pawtucket's intent not to renew is served.

8. **DELIVERY/COMPLETION**

Delivery must be made as ordered and/or projects completed in accordance with the proposal. If delivery qualifications do not appear on the bidder's proposal, it will be interpreted to mean that goods are in stock and that shipment will be made within seven (7) calendar days. If the project completion date is not specified in the proposal, the date shall be determined by the City of Pawtucket Purchasing Agent. The decision of the City of Pawtucket Purchasing Agent, as to reasonable compliance with the delivery terms, and date of completion shall be final. Burden of proof of delay in receipt of order shall rest with the contractor. No delivery charges shall be added to invoices except when authorized on the Purchase Order.

9. **FOREIGN CORPORATIONS**

In accordance with Title 7 Chapter 1.1 ("Business Corporations") of the General Laws of Rhode Island, no foreign corporation shall have the right to transact business in this state until it shall have procured a certificate of authority so to do from the Secretary of State.

10. **PRICING**

All pricing offered or extended to the City of Pawtucket is considered to be firm and fixed unless expressly provided for to the contrary. All prices shall be quoted F.O.B. Destination with freight costs included in the unit cost to be paid by the City of Pawtucket, except, where the Request or Contract permits, offers reflecting F.O.B. Shipping Point will be considered, and freight costs may then be prepaid and added to the invoice.

11. **COLLUSION**

Bidder or contractor warrants that he has not, directly or indirectly, entered into any agreements or participated in any collusion or otherwise taken any action in restraint of full competitive bidding. In special circumstances, an executed affidavit will be required as a part of the bid.

12. **PROHIBITION AGAINST CONTINGENT FEES AND GRATUITIES**

Bidder or contractor warrants that he has not paid, and agrees not to pay, any bonus, commission, fee, or gratuity to any employee or official of the City of Pawtucket for the purpose of obtaining any contract or award issued by the City of Pawtucket. Bidder or contractor further warrants that no commission or other payment has been or will be received from or paid to any third party contingent on the award of any contract by the City of Pawtucket, except as shall have been expressly communicated to the City of Pawtucket Purchasing Agent in writing prior to acceptance of the contract or award in question. Subsequent discovery by the City of Pawtucket of non-compliance with these provisions shall constitute sufficient cause for immediate termination of all outstanding contracts and suspension or debarment of the bidder(s) or contractor(s) involved.

13. **AWARDS**

Awards will be made with reasonable promptness and by written notice to the successful bidder (only); bids are considered to be irrevocable for a period of ninety (90) days following the bid opening unless expressly provided for to the contrary in the Request, and may not be withdrawn during this period without the express permission of the City of Pawtucket Purchasing Agent.

- a. Awards shall be made to the bidder(s) whose offer(s) constitutes the lowest responsive price offer (or lowest responsive price offer on an evaluated basis) for the item(s) in question or for the Request as a whole, at the option of the City of Pawtucket. The City of Pawtucket reserves the right to determine those offers which are responsive to the Request, or which otherwise serve its best interests.
- b. The City of Pawtucket reserves the right, before making award, to initiate investigations as to whether or not the materials, equipment, supplies, qualifications or facilities offered by the bidder meet the requirements set forth in the proposal and specification, and are ample and sufficient to insure the proper performance of the contract in the event of award. If upon such examination it is found that the conditions of the proposal are not complied with or that articles or equipment proposed to be furnished do not meet the requirements called for, or that the qualifications or facilities are not satisfactory, the City of Pawtucket may reject such a bid. It is distinctly understood, however, that nothing in the foregoing shall mean or imply that it is obligatory upon the City of Pawtucket to make any examinations before awarding a contract; and it is further understood that if such examination is made, it in no way relieves the contractor from fulfilling all requirements and conditions of the contract.
- c. Qualified or conditional offers which impose limitations of the bidder's liability or modify the requirements of the bid, offers for alternate specifications, or which are made subject to different terms and conditions than those specified by the City of Pawtucket may, at the option of the City of Pawtucket, be
  - 1. rejected as being non-responsive, or
  - 2. set aside in favor of the City of Pawtucket's terms and conditions (with the consent of the bidder), or
  - 3. accepted, where the City of Pawtucket Purchasing Agent determines that such acceptance best serves the interests of the City of Pawtucket.
 Acceptance or rejection of alternate or counter-offers by the City of Pawtucket shall not constitute a precedent which shall be considered to be binding on successive solicitations or procurements.
- d. Bids submitted in pencil, or which do not bear an original signature, in ink, by an owner or authorized agent thereof, will not be accepted.
- e. Bids must be extended in the unit of measure specified in the Request. In the event of any discrepancy between unit prices and their extensions, the unit price will govern.
- f. The City of Pawtucket Purchasing Agent reserves the right to determine the responsibility of any bidder for a particular procurement.
- g. The City of Pawtucket Purchasing Agent reserves the right to reject any and all bids in whole or in part, to waive technical defects, irregularities, and omissions, and to give consideration to past performance of the offerors where, in his judgment the best interests of the City of Pawtucket will be served by so doing.
- h. The City of Pawtucket Purchasing Agent reserves the right to make awards by items, group of items or on the total low bid for all the items specified as indicated in the detailed specification, unless the bidder specifically indicates otherwise in his bid.
- i. Preference may be given to bids on products raised or manufactured in the City of Pawtucket or State of Rhode Island, other things being equal.
- j. The impact of discounted payment terms shall not be considered in evaluating responses to any Request.
- k. The City of Pawtucket Purchasing Agent reserves the right to act in the City of Pawtucket's best interests regarding awards caused by clerical errors by the City of Pawtucket Purchasing Office.

14. **SUSPENSION AND DEBARMENT**

The City of Pawtucket Purchasing Agent may suspend or debar any vendor or potential bidder, for good cause shown:

- a. A debarment or suspension against a part of a corporate entity constitutes debarment or suspension of all of its divisions and all other organizational elements, except where the action has been specifically limited in scope and application, and may include all known corporate affiliates of a contractor, when such offense or act occurred in connection with the affiliate's performance of duties for or on behalf of the contractor, or with the knowledge, approval, or acquiescence of the contractor or one or more of its principals or

directors (or where the contractor otherwise participated in, knew of, or had reason to know of the acts).

- b. The fraudulent, criminal or other serious improper conduct of any officer, director, shareholder, partner, employee, or any other individual associated with a contractor may be imputed to the contractor when the conduct occurred in connection with the individual's performance of duties for or on behalf of the contractor, or with the contractor's knowledge, approval or acquiescence. The contractor's acceptance of benefits derived from the conduct shall be evidence of such knowledge, approval, or acquiescence.
- c. A vendor or contractor who knowingly engages as a subcontractor for a contract awarded by the City of Pawtucket to a vendor or contractor then under a ruling of suspension or debarment by the City of Pawtucket shall be subject to disallowance of cost, annulment or termination of award, issuance of a stop work order, or debarment or suspension, as may be judged to be appropriate by the City of Pawtucket's Purchasing Agent.

15. PUBLIC RECORDS

Contractors and bidders are advised that certain documents, correspondence, and other submissions to the City of Pawtucket's Purchasing Office may be voluntarily made public by the City of Pawtucket absent specific notice that portions of such submittals may contain confidential or proprietary information, such that public access to those items should be withheld.

16. PRODUCT EVALUATION

In all specifications, the words "or equal" are understood after each article when manufacturer's name or catalog are referenced. If bidding on items other than those specified, the bidder must, in every instance, give the trade designation of the article, manufacturer's name and detailed specifications of the item the bidder proposes to furnish; otherwise, the bid will be construed as submitted on the identical commodity described in the detailed specifications. The City of Pawtucket's Purchasing Agent reserves the right to determine whether or not the item submitted is the approved equal the detailed specifications.

- a. Any objections to specifications must be filed by a bidder, in writing, with the City of Pawtucket's Purchasing Agent at least 96 hours before the time of bid opening to enable the City of Pawtucket's Purchasing Office to properly investigate the objections.
- b. All standards are minimum standards except as otherwise provided for in the Request or Contract.
- c. Samples must be submitted to the City of Pawtucket's Purchasing Office in accordance with the terms of the proposals and detailed specifications. Samples must be furnished free of charge and must be accompanied by descriptive memorandum invoices indicating whether or not the bidder desires their return and specifying the address to which they are to be returned (at the bidder's risk and expense), provided they have not been used or made useless by tests; and absent instructions, the samples shall be considered to be abandoned. Award samples may be held for comparison with deliveries.
- d. All samples submitted are subject to test by any laboratory the City of Pawtucket's Purchasing Agent may designate.

17. PRODUCT ACCEPTANCE

All merchandise offered or otherwise provided shall be new, of prime manufacture, and of first quality unless otherwise specified by the City of Pawtucket. The City of Pawtucket reserves the right to reject all nonconforming goods, and to cause their return for credit or replacement, at the City of Pawtucket's option. Contract deliverables specified for procurements of services shall be construed to be work products, and subject to the provisions of this section.

- a. Failure by the City of Pawtucket to discover latent defect(s) or concealed damage or non-conformance shall not foreclose the City of Pawtucket's right to subsequently reject the goods in question.
- b. Formal or informal acceptance by the City of Pawtucket of non-conforming goods shall not constitute a precedent for successive receipts or procurements.
- c. Where the contractor fails to promptly cure the defect or replace the goods, the City of Pawtucket reserves the right to cancel the Purchase Order, contract with a different contractor, and to invoice the original contractor for any differential in price over the original contract price.

- d. When materials, equipment or supplies are rejected, the same must be removed by the contractor from the premises of the City of Pawtucket within forty-eight (48) hours of notification. Rejected items left longer than two days will be regarded as abandoned and the City of Pawtucket shall have the right to dispose of them as its own property.

18. **PRODUCT WARRANTIES**

All product or service warranties normally offered by the contractor or bidder shall accrue to the City of Pawtucket's benefit, in addition to any special requirements which may be imposed by the City of Pawtucket. Every unit delivered must be guaranteed against faulty material and workmanship for a period of one year unless otherwise specified, and the City of Pawtucket may, in the event of failure, order its replacement, repair, or return for full credit, at its sole option.

19. **PAYMENT**

Unless otherwise provided for by the Request or Contract, payment shall not be made until delivery has been made, or services performed, in full, and accepted. Payment shall not be due prior to thirty (30) working days following the latest of completion, acceptance, or the rendering of a properly submitted invoice.

- a. Payment terms other than the foregoing may be rejected as being nonresponsive.
- b. No partial shipments, or partial completion will be accepted, unless provided for by the Request or Contract.
- c. Where a question of quality is involved, or failure to complete a project by the specified due date, payment in whole or part against which to charge back any adjustment required, shall be withheld at the direction of the City of Pawtucket Purchasing Agent. In the event a cash discount is stipulated, the withholding of payments, as herein described, will not deprive the City of Pawtucket from taking such discount.
- d. Payments for used portion of inferior delivery or late delivery will be made by the City of Pawtucket on an adjusted price basis.
- e. Payments on contracts under architectural or engineering supervision must be accompanied by a Certificate of Payment and Statement of Account signed by the architect or engineer and submitted to the City of Pawtucket Purchasing Office for approval.

20. **THIRD PARTY PAYMENTS**

The City of Pawtucket recognizes no assigned or collateral rights to any purchase agreement except as may be expressly provided for in the bid or contract documents, and will not accede to any request for third party or joint payment(s), except as provided for in specific orders by a court of competent jurisdiction, or by express written permission of the City of Pawtucket's Purchasing Agent. Where an offer is contingent upon such payment(s), the offeror is obligated to serve affirmative notice in his bid submission.

21. **SET-OFF AGAINST PAYMENTS**

Payments due the contractor may be subject to reduction equal to the amount of unpaid and delinquent state taxes (or other just debt owed to the State), except where notice of delinquency has not been served or while the matter is pending in hearing or from any appeal therefrom.

22. **CLAIMS**

Any claim against a contractor may be deducted by the City of Pawtucket from any money due him in the same or other transactions. If no deduction is made in such fashion, the contractor shall pay the City of Pawtucket the amount of such claim on demand. Submission of a voucher and payment, thereof, by the City of Pawtucket shall not preclude the City of Pawtucket's Purchasing Agent from demanding a price adjustment in any case when the commodity delivered is later found to deviate from the specifications and proposal.

- a. The City of Pawtucket's Purchasing Agent may assess dollar damages against a vendor or contractor determined to be non-performing or otherwise in default of their contractual obligations equal to the cost of remedy incurred by the City of Pawtucket, and make payment of such damages a condition for consideration for any subsequent award. Failure by the vendor or contractor to pay such damages shall constitute just cause for disqualification and rejection, suspension, or debarment.

23. CERTIFICATION OF FUNDING

The Director of Finance shall provide certification as to the availability of funds to support the procurement for the current fiscal year ending June 30th only. Where delivery or service requirements extend beyond the end of the current fiscal year, such extensions are subject to both the availability of appropriated funds and a determination of continued need.

24. UNUSED BALANCES

Unless otherwise specified, all unused Blanket Order quantities and/or unexpended funds shall be automatically canceled on the expiration of the specified term. Similarly, for orders encompassing more than one fiscal year, unexpended balances of funding allotted for an individual fiscal year may be liquidated at the close of that fiscal year, at the City of Pawtucket's sole option.

25. MINORITY BUSINESS ENTERPRISES

Pursuant to the provisions of Title 37 Chapter 14.1 of the General Laws, the City of Pawtucket reserves the right to apply additional consideration to offers, and to direct awards to bidders other than the responsive bid representing the lowest price where:

- a. the offer is fully responsive to the terms and conditions of the Request, and
- b. the price offer is determined to be within a competitive range (not to exceed 5% higher than the lowest responsive price offer) for the product or service, and
- c. the firm making the offer has been certified by the R.I. Department of Economic Development to be a small business concern meeting the criteria established to be considered a Minority Business Enterprise.

26. PREVAILING WAGE REQUIREMENT

In accordance with Title 37 Chapter 13 of the General Laws of Rhode Island, payment of the general prevailing rate of per diem wages and the general prevailing rate for regular, overtime and other working conditions existing in the locality for each craft, mechanic, teamster, or type of workman needed to execute this work is a requirement for both contractors and subcontractors for all public works projects.

The rates of pay set forth under this contract, are the minimum to be paid during the life of the Contract. It is therefore, the responsibility of Bidders to inform themselves as to local labor conditions, such as the length of work day and work week, overtime compensation, health and welfare contributions, labor supply and prospective changes or adjustments of rates.

Certified weekly payrolls and statement of compliance forms are required from contractors and subcontractors. Submit on State of Rhode Island Department of Labor and Training forms.

27. EQUAL OPPORTUNITY COMPLIANCE, HANDICAPPED ACCESS AND AFFIRMATIVE ACTION

Contractors of the City of Pawtucket are required to demonstrate the same commitment to equal opportunity as prevails under federal contracts controlled by Federal Executive Orders 11246, 11625, 11375 and 11830, and Title 28 Chapter 5.1 of the General Laws of Rhode Island.

Affirmative action plans shall be submitted by the contractor for review by the State Equal Opportunity Office. A contractor's failure to abide by the rules, regulations, contract terms and compliance reporting provisions as established shall be grounds for forfeiture and penalties as shall be established, including but not limited to suspension.

28. DRUG-FREE WORKPLACE REQUIREMENT

Contractors who do business with the City of Pawtucket and their employees shall abide by the State's drug-free workplace policy and the contractor shall so attest by signing a certificate of compliance.

29. TAXES

The City of Pawtucket is exempt from payment of excise, transportation and sales tax imposed by the Federal or State Government. These taxes should not be included in the proposal price. Exemption Certificates will be furnished upon request.

30. INSURANCE

All construction contractors, independent tradesmen, or firms providing any type of maintenance, repair, or other type of service to be performed on City of Pawtucket premises, buildings, or grounds are required to purchase and maintain coverage with a company or companies licensed to do business in the state as follows:

- a. Comprehensive General Liability Insurance  
Combined Single Limit not less than \$1,000,000 each occurrence for bodily Injury and property damage.
  - Independent Contractors;
  - Contractual - including construction hold harmless and other types of contracts or agreements in effect for insured operations;
  - Products and Completed Operations;
  - Personal Injury (with employee exclusion deleted)
- b. Automobile Liability Insurance  
Combined Single Limit not less than \$1,000,000 each occurrence for bodily Injury and property damage including non-owned and/or hired vehicle coverage.

OR

Bodily Injury, per person, \$500,000/ Bodily Injury, \$1,000,000 per accident/  
Property Damage, \$500,000 per accident including non-owned and/or hired  
vehicle coverage.

- c. Workers' Compensation Insurance  
As required by the General Laws of Rhode Island.
  - Employers liability \$500,000

The City of Pawtucket shall be named as an additional insured on the vendor's Comprehensive General Liability Policy and Automobile Liability Policy.

The City of Pawtucket's Purchasing Agent reserves the right to consider and accept alternate forms and plans of insurance or to require additional or more extensive coverage for any individual requirement. Successful bidders shall provide certificates of coverage, reflecting the City of Pawtucket as an additional insured, to the City of Pawtucket Purchasing Office, forty-eight (48) hours prior to the commencement of work, as a condition of award. Failure to comply with this provision shall result in rejection of the offeror's bid.

31. **BID SURETY**

When requested, a bidder must furnish a Bid Bond or Certified Check for 5% of his bid, or for the stated amount shown in the solicitation. Bid Bonds must be executed by a reliable Surety Company authorized to do business in the State of Rhode Island. Failure to provide Bid Surety with bid may be cause for rejection of bid. The Bid Surety of any three bidders in contention will be held until an award has been made according to the specifications of each proposal. All others will be returned by mail within 48 hours following the bid opening. Upon award of a contract, the remaining sureties will be returned by mail unless instructed to do otherwise.

32. **PERFORMANCE AND LABOR AND PAYMENT BONDS**

When requested, a performance bond and labor and payment bond for the stated amount shown in the solicitation, but not more than 100% of an award may be required by the City of Pawtucket's Purchasing Agent. Bonds must meet the following requirements:

- a. Corporation: The Bond must be signed by an official of the corporation above his/her official title and the corporate seal must be affixed over his/her signature.
- b. Firm or Partnership: The Bond must be signed by all of the partners and must indicate that they are " Doing Business As (name of firm)."
- c. Individual: The Bond must be signed by the individual owning the business and indicate "Owner."
- d. The Surety Company executing the Bond must be licensed to do business in the State of Rhode Island or Bond must be countersigned by a company so licensed.

- e. The Bond must be signed by an official of the Surety Company and the corporate seal must be affixed over his signature.
- f. Signatures of two witnesses for both the principal and the Surety must appear on the Bond.
- g. A Power of Attorney for the official signing of the Bond for the Surety Company must be submitted with the Bond.

33. SUSPENSION, DEFAULT AND TERMINATION

a. Suspension of a Contract by the City of Pawtucket

The City of Pawtucket reserves the right at any time and for any reason to suspend all or part of this contract, for a reasonable period, not to exceed sixty days, unless the parties agree to a longer period. The City of Pawtucket shall provide the contractor with written notice of the suspension order signed by the Purchasing Agent or his or her designee, which shall set forth the date upon which the suspension shall take effect, the date of its expiration, and all applicable instructions. Upon receipt of said order, the contractor shall immediately comply with the order and suspend all work under this contract as specified in the order. The contractor shall take all reasonable steps to mitigate costs and adverse impact to the work specified in the contract during the suspension period. Before the order expires, the City of Pawtucket shall either:

- 1. cancel the suspension order;
- 2. extend the suspension order for a specified time period not to exceed thirty (30) days; or
- 3. terminate the contract as provided herein.

The contractor shall resume performance once a suspension order issued under this section is canceled or expires. If as a result of the suspension of performance, there is a financial or schedule impact upon the contract, an appropriate adjustment may be made by, or with the approval of, the City of Pawtucket's Purchasing Agent. Any adjustment shall be set forth in writing. After a suspension order has been canceled or expires, the contractor shall provide any request for adjustment to the City of Pawtucket's Purchasing Agent within thirty (30) days after resuming work performance.

b. Termination of a Contract by the City of Pawtucket

1. Termination for Default or Nonperformance

If, for any reason, the contractor breaches the contract by failing to satisfactorily fulfill or perform any obligations, promises, terms, or conditions, and having been given reasonable notice of and opportunity to cure such default, fails to take satisfactory corrective action within the time specified by the City of Pawtucket, the City of Pawtucket may terminate the contract, in whole or in part, the termination of all outstanding contracts or sub-contracts held by the contractor, and the suspension or debarment of the contractor from future procurements by giving written notice to the contractor specifying the date for termination. The City of Pawtucket shall endeavor to provide such notice at least seven (7) calendar days before the effective date of the termination.

A contractor who fails to commence within the time specified or complete an award made for repairs, alterations, construction, or any other service will be considered in default of contract. If contractor consistently fails to deliver quantities or otherwise perform as specified, the City of Pawtucket's Purchasing Agent reserves the right to terminate the contract and contract for completion of the work with another contractor and seek recourse from the defaulting contractor or his surety. In the event of a termination for default or nonperformance, in whole or in part, the City of Pawtucket may procure similar goods or services in a manner and upon terms it deems appropriate, and the contractor shall be liable for the excess costs incurred by the City of Pawtucket as a result of the contractor's default. The contractor, or its surety, agrees to promptly reimburse the City of Pawtucket for the excess costs, but shall have no claim to the difference should the replacement cost be less.

2. Termination Without Cause

The City of Pawtucket may terminate the contract in whole or in part without cause at any time by giving written notice to the contractor of such termination at least thirty (30) days before the effective date of such termination. The notice

shall specify the part(s) of the contract being terminated and the effective termination date.

Within thirty (30) days of the effective date of the termination of the contract the contractor shall compile and submit to the City of Pawtucket an accounting of the work performed up to the date of termination. The City of Pawtucket may consider the following claims in determining reasonable compensation owed to the contractor for work performed up to the date of termination:

- a. contract prices for goods or services accepted under the contract;
- b. costs incurred in preparing to perform and performing the terminated portion of the contract; or
- c. any other reasonable costs incurred by the contractor as a result of the termination.

The total sum to be paid to the contractor shall not exceed the total contract price, less any payments previously made to the contractor, the proceeds from any sales of goods or manufacturing materials, and the contract price for work not terminated.

3. Contractor's Obligations in the Event of Termination

If the contract is terminated for any reason, or expires pursuant to its terms, the contractor shall transfer and deliver to the City of Pawtucket in the manner and to the extent directed by the City of Pawtucket:

- a. all finished or unfinished material prepared by the contractor; and
- b. all material, if any, provided to the contractor by the City of Pawtucket.

For the purposes of the contract, "material" shall include, but is not limited to, goods, supplies, parts, tools, machinery, equipment, furniture, fixtures, information, data, reports, summaries, tables, maps, charts, photographs, studies, recommendations, files, audiotapes, videotapes, records, keys, security badges, and documents.

If the contract is terminated for cause, the contractor shall not be relieved of liability to the City of Pawtucket for damages sustained because of any breach by the contractor. In such event, the City of Pawtucket may retain any amounts which may be due and owing to the contractor until such time as the exact amount of damages due the City of Pawtucket from the contractor has been determined by the City of Pawtucket Purchasing Agent. The City of Pawtucket may also set off any damages so determined against the amounts retained.

Upon termination of the contract, the contractor shall stop performance on the date specified, terminate any outstanding orders and subcontracts applicable to the terminated portion of the contract, and shall incur no further commitments or obligations in connection with the terminated performance. The contractor shall settle all liabilities and claims arising out of the termination of subcontracts and order generating from the terminated performance. The City of Pawtucket may direct the contractor to assign the contractor's right, title and interest under terminated orders or subcontracts to the City of Pawtucket or a third party.

Terminations of Purchase Order Contracts or Master Pricing Agreements shall require the signature of the City of Pawtucket Purchasing Agent or his designee. Notice of termination by either party shall be submitted in writing to the other party in accordance with the termination clause of the contract, or where no specific termination clause is included, written notice shall be provided no later than thirty (30) days before the expiration of the contract.

34. INDEMNITY

The contractor agrees:

- a. To save the City of Pawtucket, its agents and employees, harmless from any liability imposed upon the City of Pawtucket arising from the negligence, either active or passive, of the contractor, as well as for the use of any copyrighted or uncopyrighted composition, secret process, patented or unpatented invention, article or appliance

furnished or used in the performance of the contract of which the contractor is not the patentee, assignee or licensee.

b. To pay for all permits, licenses and fees and give all notices and comply with all laws, ordinances, rules and regulations of the City of Pawtucket and of the State of Rhode Island.

c. That the equipment offered is standard new equipment, latest model of regular stock product with all parts regularly used with the type of equipment offered; also, that no attachment or part has been substituted or applied contrary to manufacturer's recommendations and standard practice.

### 35. CONTRACTOR'S OBLIGATIONS

In addition to the specific requirements of the contract, construction and building repair contractors bear the following standard responsibilities:

- a. To furnish adequate protection from damage for all work and to repair damages of any kind, for which he or his workmen are responsible, to the building or equipment, to his own work, or to the work of other contractors;
- b. The contractor, its subcontractor(s) and their employees and/or agents, shall protect and preserve property in the contractor or subcontractor's possessions in which the City of Pawtucket has an interest, and any and all materials provided to the contractor or subcontractor by the City of Pawtucket;
- c. To clear and remove all debris and rubbish resulting from his work from time to time, as directed or required, a completion of the work leave the premises in a neat unobstructed condition, broom clean, and in satisfactory order and repair;
- d. To store equipment, supplies, and material at the site only upon approval by the City of Pawtucket, and at his own risk;
- e. To perform all work so as to cause the least inconvenience to the City of Pawtucket, and with proper consideration for the rights of other contractors and workmen;
- f. To acquaint themselves with conditions to be found at the site, and to assume responsibility for the appropriate dispatching of equipment and supervision of his employees during the conduct of the work;
- g. To ensure that his employees are instructed with respect to special regulations, policies, and procedures in effect for any City of Pawtucket facility or site, and that they comply with such rules, including but not limited to security policies or practices and/or criminal background checks for any employees and/or subcontractors;
- h. The contractor shall ensure that its employees or agents are experienced and fully qualified to engage in the activities and services required under the contract;
- i. The contractor shall ensure that at all times while services are being performed under this contract at least one of its employees or agents on the premises has a good command of the English language and can effectively communicate with the City of Pawtucket and its staff;
- j. The contractor and contractor's employees or agents shall comply with all applicable licensing and operating requirements required by federal or state law and shall meet accreditation and other generally accepted standards of quality in the applicable field of activity;
- k. The contractor shall secure and retain all employee-related insurance coverage for its employees and agents as required by law; and
- l. The contractor, subcontractor, and his or her employees and agents shall not disclose any confidential information of the City of Pawtucket to a third party. Confidential information means:
  - (1) any information of a sensitive or proprietary nature, whether or not specially identified as confidential or proprietary; or
  - (2) any information about the City of Pawtucket gained during the performance of a contract that is not already lawfully in the public domain.

### 36. FORCE MAJEURE

All orders shall be filled by the contractor with reasonable promptness, but the contractor shall not be held responsible for any losses resulting if the fulfillment of the terms of the contract shall be

delayed or prevented by wars, acts of public enemies, strikes, fires, floods, acts of God, or for any other acts not within the control of the contractor and which by the exercise of reasonable diligence, the contractor is unable to prevent.

37. **STANDARD OF CARE FOR PROFESSIONAL SERVICES**

The standard of care for all professional services performed or furnished by the Consultant under any agreement with the City of Pawtucket will be the care and skill ordinarily used by members of the subject profession practicing under similar circumstances at the same time and in the same locality. Subject to the foregoing standard of care, the Consultant may use or rely upon design elements ordinarily or customarily furnished by others including, but not limited to, manufacturers, suppliers, and the publishers of technical standards.

# River Corridor Development Plan

Pawtucket & Central Falls, RI



## RIPTA Relocation Study

Final Report

April 2, 2015



International fruit.  
Languages and ESL



The answer to  
your questions



## Table of Contents

<b>Project Purpose &amp; Background</b> .....	<b>1</b>
<b>Overview of Existing RIPTA Services in Pawtucket</b> .....	<b>2</b>
<b>Recommendation: Create Goff-Exchange Transit Emphasis Corridor</b> .....	<b>3</b>
Goff-Exchange Superstops with Passenger Amenities .....	5
Realignment of RIPTA Routes .....	6
Proposed Bus Layoff Locations .....	7
Related Roadway Improvements .....	7
Maintenance of Transit Facilities .....	9
Safety & Security Considerations .....	9
Estimated Cost.....	9
<b>Summary of Benefits &amp; Impacts</b> .....	<b>12</b>
Goal 1: Maintain and/or Enhance RIPTA service.....	12
Goal 2: Support Downtown & River Corridor Development Plans .....	14
Goal 3: Meet RIPTA’s Operational Needs.....	15
Goal 4: Minimize Cost.....	15
<b>Implementation Strategy &amp; Next Steps</b> .....	<b>16</b>

**Appendix A: Existing RIPTA Service & Pawtucket Transit Activity**

**Appendix B: Future Rail Station Connections**

**Appendix C: Other Alternatives Considered**

## Project Purpose & Background

Downtown Pawtucket is evolving. The City has designated its downtown and riverfront areas for growth and redevelopment, and is looking to attract new activity by capitalizing on existing transportation assets, as well as the natural and cultural resources associated with the Blackstone River Valley National Heritage Corridor and Slater Mill Historic Site.

Several recent plans have been developed to take advantage of these assets and to guide desired downtown development. The *Downtown Design Plan* (2011) established a framework for downtown development, while the *River Corridor Development Plan* (2013) set forth more specific actions to enhance the riverfront corridor. This *RIPTA Relocation Study* advances a number of these strategies, particularly those related to local bus activity.

The *Downtown Design Plan* calls for the removal of bus layover activity along Roosevelt Avenue and further identifies Exchange Street as the desired corridor for public transit and other transportation connections. The *River Corridor Development Plan* calls for the transformation of Roosevelt Avenue as the focal point for cultural and recreational activity along the riverfront. It highlights the incompatibility of this goal with existing high levels of bus transit activity at the Blackstone Valley Visitor Center bus hub across from Slater Mill.

A more recent factor affecting downtown Pawtucket bus service is that the Visitor Center building was recently sold to a private entity that plans to reactivate it with a different use. The lease of bus passenger waiting space in this building is no longer viable over the long term. As detailed later in this report, nearly half of riders using the Visitor Center hub are there only to transfer, meaning these connections could be made elsewhere in the downtown area as long as bus access to key activity centers is retained.

City officials and local business leaders recognize that Pawtucket benefits from some of the highest levels of transit access in the state and that transportation choices are vital to promote ongoing economic growth and to support area residents without access to automobile transportation. This *RIPTA Relocation Study* has evaluated options for shifting bus activity off Roosevelt Avenue while preserving high levels of transit service and the ability to make local and regional transit connections in downtown. These goals, along with the need to support RIPTA operations and contain overall project costs, are shown in Table 1.

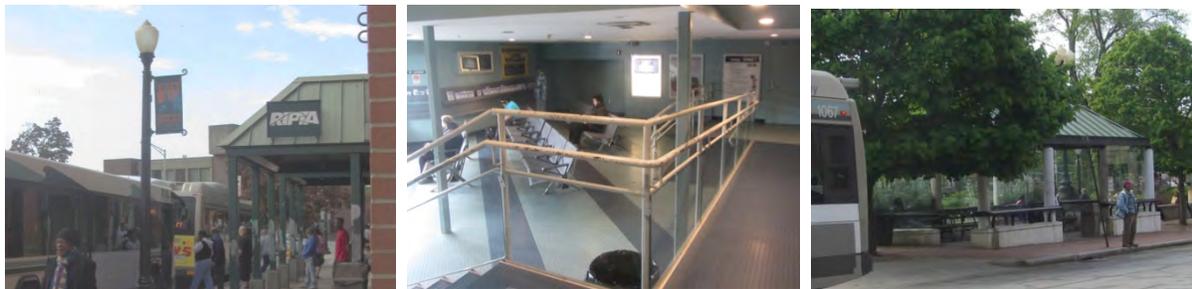
**Table 1: Project Goals**

	<b>Maintain and/or Enhance RIPTA Service In Downtown Pawtucket</b>
<b>Goal 1</b>	Maintain or enhance access to key downtown activity centers Facilitate transfers between routes, particularly connections to regional routes Provide attractive, well maintained stops with passenger amenities at key locations
<b>Goal 2</b>	<b>Support Downtown and River Corridor Development Plans</b> Reduce bus activity on Roosevelt Avenue Focus transportation connections on the Exchange Street/Goff Avenue corridor Minimize impacts to parking and other downtown development Ensure near term changes to downtown transit will work with a future rail station on Goff Avenue
<b>Goal 3</b>	<b>Meet RIPTA's Operational Needs</b> Adhere to RIPTA Service Standards Operate buses efficiently Accommodate bus layover needs
<b>Goal 4</b>	<b>Minimize Cost</b> Minimize impacts to RIPTA's annual operational costs Identify a solution with realistic capital investment needs or the potential for project phasing Consider the cost of maintenance and security for any new transit facilities

## Overview of Existing RIPTA Services in Pawtucket

Roosevelt Avenue, in front of the Blackstone Valley Visitor’s Center, is considered the “Pawtucket Transit Center.” Figure 1 shows the bus transit facilities at this location. There is an indoor passenger waiting room located on the first floor of the Visitor Center accessible from Roosevelt Avenue.

**Figure 1: Existing Transit Facilities at Blackstone Visitor’s Center**



Ten RIPTA bus routes served this location in 2014 (see Table 2). The R-Line provide fast, frequent service between downtown Pawtucket, Providence, and Cranston. Routes 1, 72 and 78 also connect to Kennedy Plaza in downtown Providence. Connections can also be made to: College Hill, Central Falls, East Providence, North Providence, CCRI/Lincoln, the Lincoln Mall, T.F. Green Airport and the MBTA rail station in South Attleboro, MA.

**Table 2: RIPTA Routes Serving Downtown Pawtucket (2014)**

Route	Route Description	Peak Frequency	Weekend Service?
R	Broad/N. Main	10 minutes	Yes
1	Eddy/Hope/Benefit	20 minutes	Yes
71	Broad Street	30 minutes	Yes
72	Weeden/Central Falls	30 minutes	Yes
73	Fairlawn/CCRI	60 minutes	Yes
75	Dexter/Lincoln Mall	60 minutes	Yes
76	Central Avenue	60 minutes	Saturday only
78	Beverage Hill/Newport Avenue	60 minutes	Yes
80	Armistice Boulevard	60 minutes	Yes
98	Pawtucket Avenue	60 minutes	Saturday only

*\*Note: As of March 2015, Route 71 and 98 have been combined as a 71 Broad Street/Pawtucket Avenue*

All Pawtucket routes converge at the Visitor Center and operate via Roosevelt Avenue in at least one direction. High levels of transit related activity at this location include:

- About 21 bus trips per hour using Roosevelt during peak operating hours.
- An average of 3,320 bus boardings or alightings each day.
- The majority of the 1,350 daily passenger transfers made in downtown Pawtucket each day.
- An average of two buses “laying off” between trips to provide for schedule recovery or driver breaks.

**Appendix A** provides a more detailed description of existing RIPTA services and Pawtucket transit activity.

## Recommendation: Create Goff-Exchange Transit Emphasis Corridor

A number of alternatives for modified RIPTA service in downtown Pawtucket were examined in order to reduce bus activity on Roosevelt Avenue and address the closing of passenger facilities at the Blackstone Valley Visitor Building. A concept to create a **Goff Avenue-Exchange Street Transit Emphasis Corridor** was selected as the option that best meets local objectives, maintains effective transit service, and is efficient in terms of RIPTA operations and overall cost.

The concept of a Goff-Exchange Transit Emphasis Corridor builds upon the recommendations of Pawtucket's *Downtown Design Plan* (2011), and adopts the "Transit Emphasis Corridor" concept proposed by RIPTA for downtown Providence. Transit Emphasis Corridors are streets designated as primary transit corridors where many bus routes converge, highlighting the presence and availability of high levels of transit service. In Providence, RIPTA hopes to enhance these corridors with enhanced passenger shelters, transit signal priority, real time bus information and roadway design measures to speed the flow of buses; a similar concept is now proposed for the Goff Avenue-Exchange Street corridor in downtown Pawtucket.



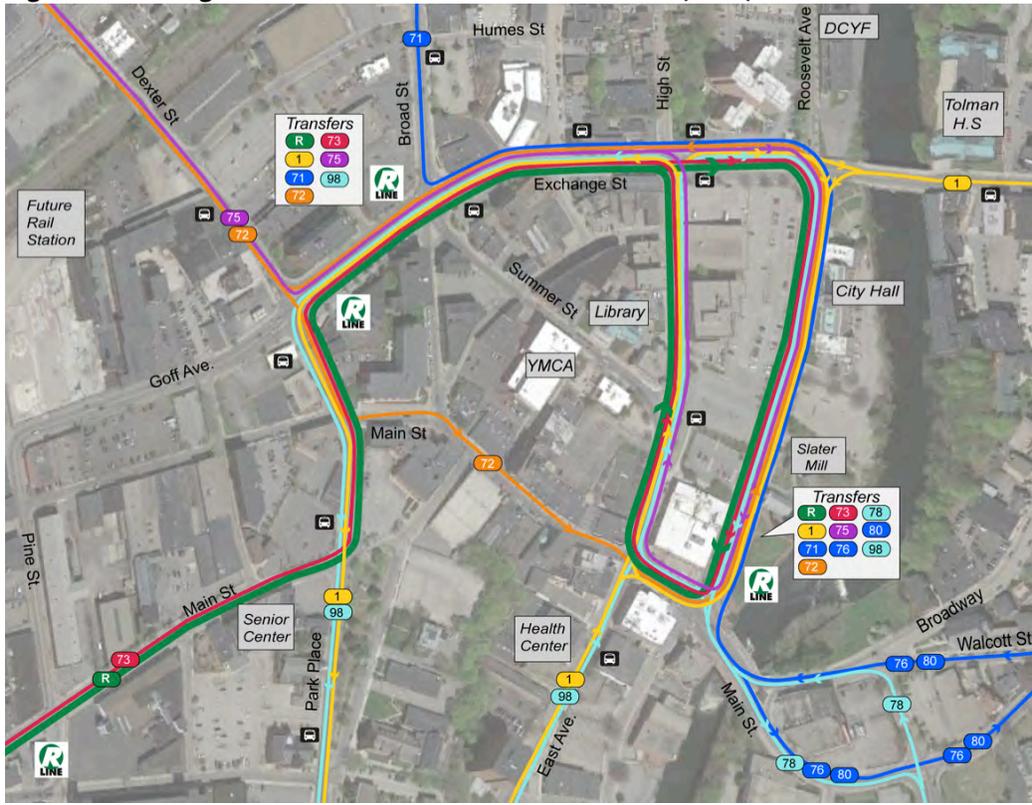
There are two primary strategies associated with this recommendation:

- Focus downtown Pawtucket bus service along Goff Avenue and Exchange Street: RIPTA routes would be realigned to travel within the Goff-Exchange Transit Emphasis Corridor, with most routes operating along this alignment in both directions. (This is in contrast to the one-way loops followed by many Pawtucket bus routes today). The resulting service would be more direct and easier for riders to understand.
- Develop four key "superstops" along the corridor: Four superstops would be developed within the Transit Emphasis Corridor, each with new passenger shelters and other amenities. Three would be R-Line stops, and six of the ten bus routes operating in Pawtucket would be realigned to offer bi-directional service to all four superstops.

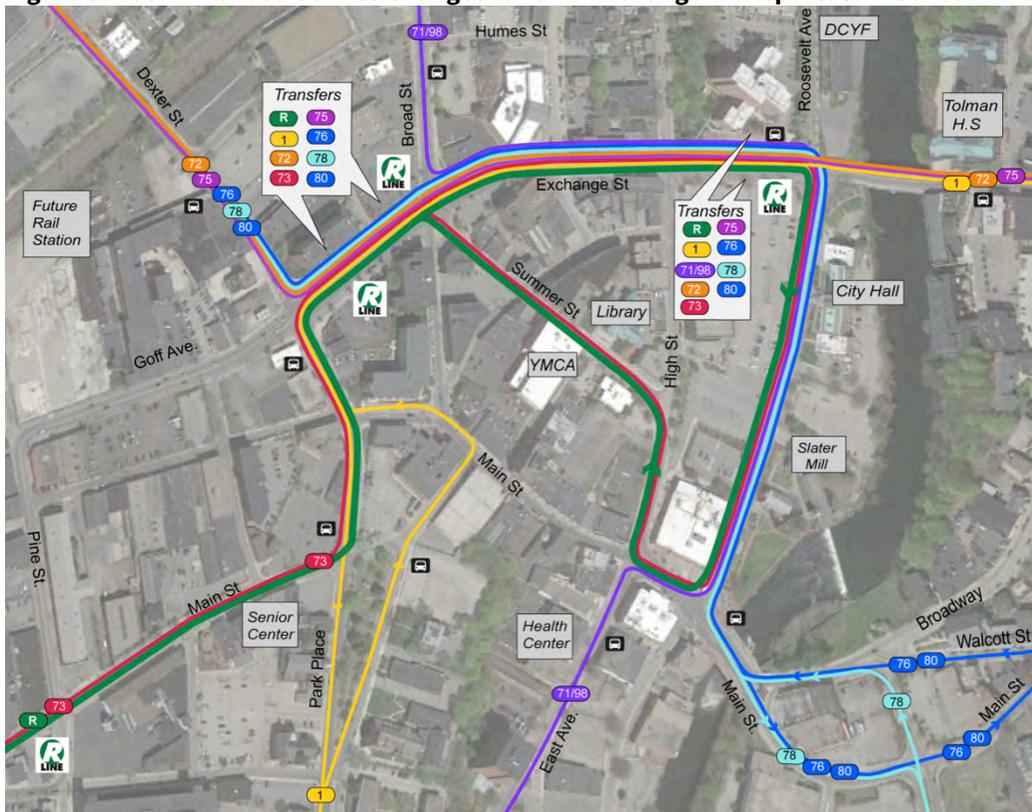
Figure 2 provides a map of RIPTA bus routing in downtown Pawtucket in 2014. A more detailed description of existing RIPTA services in Pawtucket is provided in **Appendix A**.

Figure 3 demonstrates how service would be reconfigured to serve a Goff-Exchange Transit Emphasis Corridor. These maps are followed by a more detailed description of the service and infrastructure changes proposed as part of this concept.

**Figure 2: Existing RIPTA Service in Downtown Pawtucket (2014)**



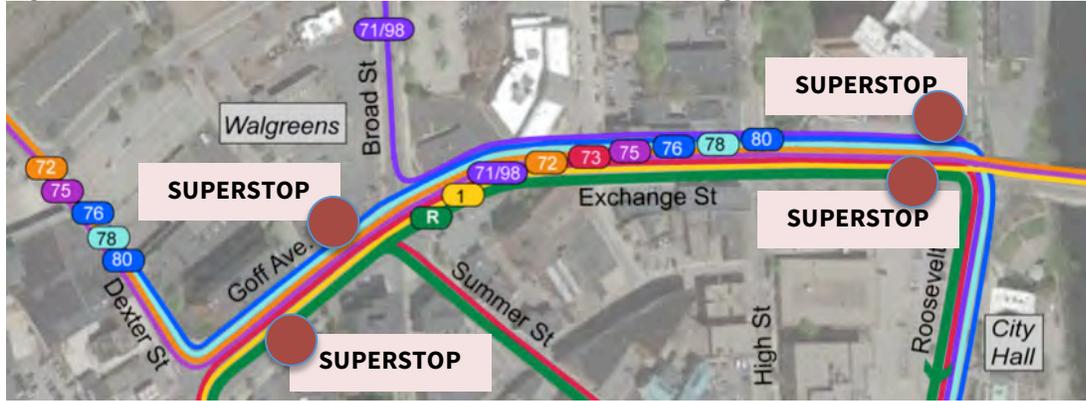
**Figure 3: Recommended Service Changes for Goff-Exchange Transportation Corridor**



### Goff-Exchange Superstops with Passenger Amenities

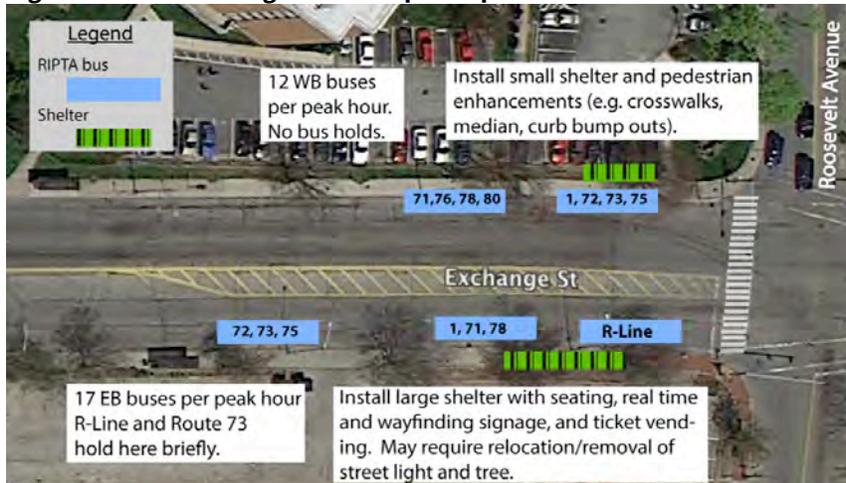
Four key stops with enhanced passenger amenities would be located along the Goff-Exchange corridor in downtown Pawtucket. The location of these stops are shown in Figure 4, and described below:

**Figure 4: Superstop/R-Line Stop Locations in the Goff-Exchange Transit Emphasis Corridor**



- Goff Avenue westbound at Broad Street: In addition to the R-Line, and Routes 1, 72, 73 and 75, this existing stop would also now be served by Routes 76, 78 and 80. A new larger passenger shelter would be installed, potentially as a canopy offering more cover for waiting passengers on the narrow sidewalk. Ticket vending and real time bus arrival signage are also proposed for stop.
- Goff Avenue eastbound at Dexter Street: In addition to the R-Line, and Routes 73 and 75, this existing stop would also be served by Routes 1, 76, 78 and 80. Today, this stop predominately serves as a place for inbound passengers to get off the bus. With new service providing access to the east of downtown, this stop would attract more outbound and transferring riders. The existing R-Line shelter at Goff and Broad would be relocated to this side of the street.
- Exchange Street eastbound at Roosevelt Avenue: This would become the new R-Line terminus and would be served by all other Pawtucket routes (see Figure 5). A large passenger shelter, similar to the new Kennedy Plaza shelters, would be installed along with R-Line branding and wayfinding signage. The stop would be moved closer to Roosevelt Avenue where the grade is less steep, and on-street parking would be removed. Ticket vending and real time bus arrival signage are also proposed.

**Figure 5: New Exchange Street Superstops at Roosevelt Avenue**



- Exchange Street westbound at Roosevelt Avenue: This would become a major stop served by seven routes, a large increase over the two stopping here today. It would be moved down the hill closer to Roosevelt where the grade is less steep. A passenger shelter would be installed, and on-street parking spaces would be removed (see Figure 5). Together, with the new R-Line stop across the street, this would become a new transfer location and the improvements would provide the opportunity to help transform this area into a new downtown gateway for Pawtucket. Appropriate pedestrian enhancements should be incorporated.

#### Other Related Changes to RIPTA Stops

- The shelter at Slater Mill would be removed; there would be no Roosevelt Avenue bus stop.
- New stops for Routes 76, 78 and 80 would be created on the Main Street bridge, just across from the Blackstone Valley Visitor Center on Roosevelt Avenue.
- Lamar shelters at Exchange and Highs Street, and in front of Tiara restaurant would be removed.

#### **Realignment of RIPTA Routes**

RIPTA routes would be realigned to shift activity away from Roosevelt Avenue onto Goff Avenue and Exchange Street, and to serve the new superstops. The proposed realignment was designed to operate service in the most direct path feasible, and preferably on the same roads in both directions in accordance with RIPTA's Service Design policies. Six of the ten RIPTA routes operating in Pawtucket would serve all four Goff Avenue and Exchange Street superstops, making service easier to understand. Changes, as shown earlier in Figure 3, would include:

- The R-Line and Routes 73 would operate largely as they do today, with the Blackstone Valley Visitor Center stop replaced by the superstop on Exchange Street.
- Route 1 would operate in both directions via Park Place, Goff Avenue and Exchange Street, in contrast with current operations that enter downtown via the East Avenue Extension and leave via Goff Avenue.
- Route 71 would be combined with the former Route 98 to operate via East Avenue Extension in both directions and to extend via Pawtucket Avenue to St. Mary's Plaza off North Main Street in Providence, offering increased frequency on Pawtucket Avenue and connections with the R-Line on N. Main Street. (Note: this change was implemented by RIPTA in March 2014).
- Routes 72 and 75 would operate bi-directionally along Goff Avenue and Exchange Street, and would be extended east on Exchange Street to terminate on Broadway.
- Routes 76, 78 and 80 would be extended beyond Roosevelt Avenue to operate bi-directionally on Exchange Street and Goff Avenue, and providing direct access to the Goff/Broad/Dexter area for riders coming from east of downtown.

#### **RIPTA's Pawtucket Routes**

R - Broad/North Main  
1 - Eddy/Hope/Benefit  
71 - Broad Street/N. Main St.  
72 - Weeden/Central Falls  
73 - Fairlawn/CCRI  
75 - Dexter/Lincoln Mall  
76 - Central Avenue  
78 - Beverage Hill/Newport Ave.  
80 - Armistice Boulevard

### Proposed Bus Layoff Locations

All bus layoff activity would be removed from its current location on Roosevelt Avenue. Recommended locations to layoff or hold RIPTA buses at the end of each route are shown in Table 3.

**Table 3: Proposed Bus Layoff Locations**

Route	Route Name	Recommended Pawtucket Layoff Location
R	Broad/N. Main	Exchange (EB)at Roosevelt (hold only)
1	Eddy/Hope/Benefit	Humes Street
71	Broad Street	n/a
72	Weeden/Central Falls	Broadway (@ Crown Collision)
73	Fairlawn/CCRI	Exchange (EB) at Roosevelt (hold only)
75	Dexter/Lincoln Mall	Broadway (hold only)
76	Central Avenue	Mason Street (hold only)
78	Beverage Hill/Newport Ave.	Mason Street
80	Armistice Boulevard	Mason Street (hold only)
98	Pawtucket Avenue	n/a

\*Notes: "n/a" indicates these routes layoff at the other end of the route, outside downtown Pawtucket. As of March 2015, Route 71 and 98 have been combined as a 71 Broad Street/Pawtucket Avenue

### Related Roadway Improvements

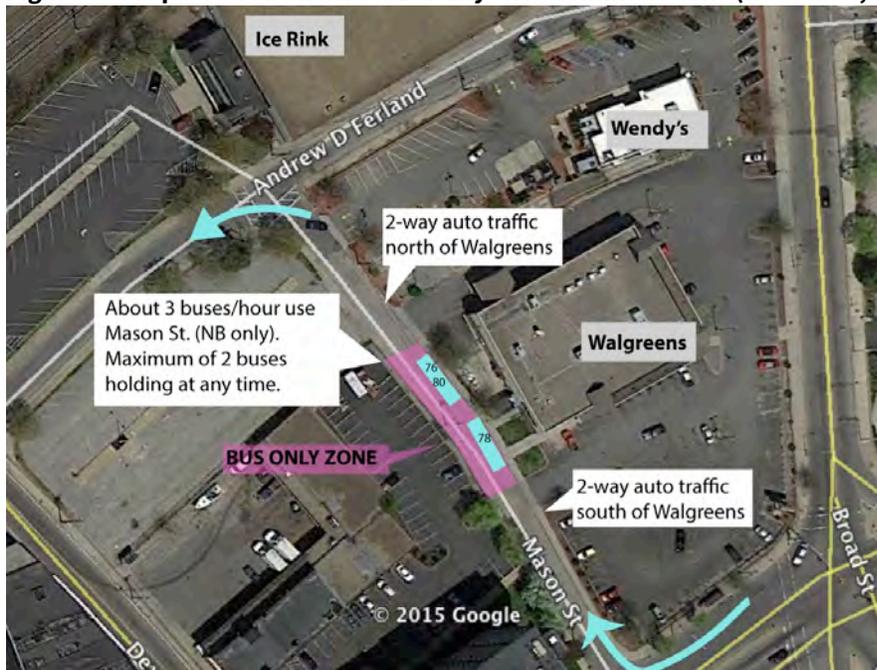
A “Complete Streets” strategy should be pursued to improve and transform Goff Avenue and Exchange Street to better accommodate all transportation modes, with crosswalks, wider median islands for pedestrians, bus bump outs, bike lanes and other elements enhancing the sense of place at key transit stops. The intersections of Goff /Broad and Roosevelt/Exchange will see increased pedestrian activity and should be of particular focus.

Additionally, there are specific roadway improvements required to implement the recommended RIPTA route re-alignments:

- **Implement Planned Roadway Improvements along Park Place:** The City of Pawtucket plans to make two near term changes to traffic circulation along Park Place and Main Street: 1) an intersection realignment will allow for left turns from East Avenue Extension onto Park Place southbound; and, 2) the segment of Main Street between Dexter and Broad will be made two-way. These changes will allow for two way bus operations on the East Avenue Extension and on Park Place via Main Street.
- **Exchange Street:** The southbound side of Exchange Avenue, alongside the City Hall parking lot, would become the new R-Line terminus and would generate significant ridership activity. The sidewalk should be reconstructed to serve as an accessible passenger platform. Depending on the location of RIPTA shelters, the relocation of an overhead streetlight and a street tree may be required, with new lighting installed. Redesign of the streetscape in this area (both sides of Exchange) should accommodate the Veterans Memorial and look to enhance the overall attractiveness of this new City gateway.
- **Accommodate Bus Layover on Mason Street:** Routes 76, 78 and 80 would lay off or hold on Mason Street between Goff Avenue and Andrew Ferland Way. Mason Street would be used by 3 bus trips per hour in the northbound direction. Route 78 would layoff for 15-20 minutes in this location every hour; Routes 76 and 80 would simply hold for 2-4 minutes every hour. There would be no more than two buses at one time on Mason Street.

In order to limit bus-auto conflicts while continuing to maintain auto access to nearby commercial developments, an approximate 125-foot section of Mason Street behind Walgreens would be closed to “buses only.” Auto traffic and commercial deliveries could access Mason Street from Andrew Ferland Way as far south as the access point into Walgreens. Auto traffic could also access Mason Street south of Walgreens in both directions, as far north as the lot access point (see Figure 6).

**Figure 6: Proposed Mason Street Bus Layoff Accommodations (Routes 76, 78, 80)**



- **Removal of On-street Parking:** On-street parking spaces would be removed at the following locations to facilitate RIPTA operations, improve passenger safety and increase the visibility of RIPTA stops:
  - Goff Avenue at BVCAP: Remove parking, street poles and other obstructions in front of this bus stop, and enforce no-parking to facilitate passenger boarding.
  - Exchange Street: Remove on-street parking between Roosevelt Avenue and High Street.
  - Humes Street: On-street parking between Broad Street and Montgomery Streets would be restricted to provide RIPTA with curb space to hold Route 1 or other routes.

Modifications to Mason and Humes Streets to accommodate RIPTA bus layover could be removed when the Pawtucket Commuter Rail Station opens on Goff Avenue and RIPTA routes are directed to terminate at the station location (see **Appendix B**).

Another enhancement that is not required to support the bus service changes proposed herein, but that would greatly enhance the flow of bus traffic and RIPTA operations, would be to revisit past proposals for Park Place northbound traffic between East Avenue and Main Street. The ability to use Park Place in the northbound direction without diverting onto Main Street would allow for more direct, two-way operations of RIPTA’s Route 1, as well as provide enhanced auto access to a future rail station off Goff Avenue.

### **Maintenance of Transit Facilities**

The concentration of passenger activity at the existing transit center adjacent to the Blackstone Visitor Center building has made it difficult for the City of Pawtucket to keep up with daily maintenance. Creation of a Goff-Exchange Transit Emphasis Corridor with more than one location for bus transfers will spread this passenger activity throughout the downtown area.

RIPTA is working to implement a maintenance contract with a private vendor for R-Line stops. It is assumed this contract, which includes litter pick-up, graffiti removal, and other minor repairs, will be extended to cover the R-Line stop relocated from Roosevelt Avenue to Exchange Street. The City of Pawtucket would be responsible for trash pick up at the Exchange Street stop in front of Fogarty Manor. RIPTA is also working to engage a private vendor to maintain Transit Signal Priority transponders along the R-Line, as well as ticket vending machines and real time information displays.

All identified bus layoff areas continue to be located on City streets and will be the responsibility of the City. The shoveling of snow from sidewalks and areas around bus shelters is a challenge throughout the state. It is recommended that the City pursue and “Adopt a Shelter” program in cooperation with downtown businesses.

The removal of underutilized Lamar transit shelters (e.g. along Exchange Street) will also help with the overall appearance of transit facilities in downtown.

### **Safety & Security Considerations**

Safety and security are also factors that need to be considered in the design of new transit facilities. Passenger stops and waiting areas should be designed with open lines of sight and good light. RIPTA and the City may also want to consider the installation of surveillance video cameras at each of the four key stops along the Goff-Exchange corridor, and assign an appropriate entity to monitor these cameras. The posting of cameras with signage indicating the site is being monitored can serve as a deterrent to some unwanted activities at these locations. Additional strategies that could be considered including working with local schools to teach a “code of conduct” for bus riders and promoting retail kiosks or other activity near these stops.

### **Estimated Cost**

There are two cost considerations related to the modification of RIPTA service in downtown Pawtucket.

The estimated capital cost to create a Goff-Exchange Transit Emphasis Corridor, install passenger amenities and implement related roadway improvements would be in the range of \$400,000 to \$650,000. As shown in Table 4, the higher range includes the cost to install Ticket Vending machines and security cameras, the cables and connections to support these devices, and additional funds to support a Complete Streets design approach. RIPTA is currently evaluating its fare policy and considering future fare payment methods. Depending on the results of this effort, alternative approaches to ticket vending may be identified.

**Table 4: Estimated Capital Costs of a Goff-Exchange Transit Emphasis Corridor**

	Cost	Unit	# Units	Subtotal	Notes
<b>Transit Amenities</b>					
Install large KP-style shelters	\$50,000	EA	2	\$100,000	@ Goff/Broad & Exchange EB
Smaller shelter	\$15,000	EA	1	\$15,000	@ Exchange WB
Relocate Goff shelter to BVCAP	\$3,000	LS	1	\$3,000	
Install R Line Totem	\$7,500	EA	1	\$7,500	@ Exchange EB
Wayfinding signs	\$1,500	EA	3	\$4,500	
Real Time Display	\$8,000	EA	0	\$0	RIPTA has in stock
Enhanced lighting	\$20,000	LS	1	\$20,000	@ Exchange EB
Remove Slater Mill shelter	\$12,000	LS	1	\$12,000	
			<b>Subtotal</b>	<b>\$162,000</b>	
<b>Roadwork</b>					
<u>Mason St. layoff</u>					
Install "Bus Only" signs	\$300	EA	6	\$1,800	
Painting/stripping	\$500	LS	1	\$500	
<u>Humes layoff/ Broadway layoff</u>					
No parking signs	\$300	EA	10	\$3,000	
<u>Exchange Street</u>					
Restriping/no parking	\$1,000	LS	1	\$1,000	
Remove sidewalks	\$10	SY	300	\$3,000	
New concrete sidewalks	\$40	SY	300	\$12,000	
Reinforced Bus Pads	\$45,000	EA	3	\$135,000	Concrete pads at EB berths
Remove/relocate streetlight	\$1,000	EA	1	\$1,000	
Relocate hydrant, remove tree	\$500	EA	2	\$1,000	
			<b>Subtotal</b>	<b>\$158,300</b>	
			12% Design/Project Rep	\$38,436	
			15% Contingency	\$48,045	
<b>TOTAL EST. BASELINE COSTS</b>				<b>\$406,781</b>	
<b>Potential Add-Ons Other Desired Elements</b>					
Ticket Vending Machines	\$56,000	EA	2	\$112,000	
Lighting/Electrical/CCTV	\$50,000	LS	1	\$50,000	
Security cameras	\$1,200	EA	4	\$4,800	
Initiate Complete Streets design	\$30,000	LS	LS	\$30,000	
			12% Design/Project Rep	\$23,616	
			15% Contingency	\$29,520	
			<b>Subtotal</b>	<b>\$249,936</b>	
<b>TOTAL POTENTIAL COSTS</b>				<b>\$656,717</b>	

The estimated annual cost impact to operate realigned RIPTA routes and maintain new facilities would be in the range of \$15,000 to 30,000 per year as shown in Table 5. While some RIPTA routes would be shortened and operated more directly, others would be extended to access functional layoff locations in lieu of using Roosevelt Avenue. As shown in Table 5, the overall net impact would require RIPTA to operate an additional 6.2 revenue vehicle miles of service each weekday, and an additional 0.4 hours of service. As

Table 6 calculates the net cost of these additional operating miles and hours to be about \$12,000 per weekday. Combined with assumed costs for weekend operations, the estimated annual bus operating costs would be \$15,000 per year. The larger \$30,000 estimate includes a \$15,000 budget to implement shared maintenance and security measures.

**Table 5: Estimated Increase in RIPTA's Weekday Bus Miles and Hours**

Route	Name	Net increase in miles/trip	Daily increase RVM	Daily Increase RVH @ 14 mph
1	Eddy/Hope (short turn)	-0.42	-10.4	-0.74
1	Eddy/Hope/Benefit	-0.24	-5.9	-0.42
71	Broad St./N. Main	0.00	0.0	0.00
72	Weeden/Central Falls	0.46	10.6	0.76
73	Fairlawn / CCRI	-0.09	-2.4	-0.17
75	Dexter / Lincoln Mall	0.29	3.2	0.23
76	Central Ave	0.36	9.3	0.66
78	Beverage Hill/Newport Ave	0.70	12.0	0.86
80	Armistice Blvd	0.36	9.3	0.66
98	Pawtucket Avenue	-0.04	-0.6	-0.04
R	Broad/N. Main	-0.09	-18.9	-0.04
<b>Net Increase Daily Revenue Vehicle Miles</b>			<b>6.2 miles</b>	
<b>Net Increase Weekday Revenue Hours</b>				<b>0.4 hours</b>

**Table 6: Estimated Annual Operating Cost for Goff-Exchange Transit Emphasis Corridor**

Net Increase Daily Revenue Vehicle Miles (RVM)	6.2 miles
Net Increase Daily Revenue Vehicle Hours (RVH)	0.4 hours
Average RIPTA Cost per RVM (2011 NTD)	\$2.08
Average RIPTA Cost per RVH (2011 NTD)	\$77.54
Weekday Cost Impact - Additional RVM	\$12.95
Weekday Cost Impact- Additional RVH	\$34.50
<b>Total Weekday Cost Impact</b>	<b>\$47.45</b>
<b>Total Annual Weekday Cost Impact</b>	<b>\$11,957.29</b>
Cost of 52 Saturdays @ Weekday Cost	\$2,467.38
Cost of 52 Sundays @ 50% Weekday Cost	\$1,233.69
Annual Security & Maintenance Costs TBD	Say \$15,000
<b>Total Estimated Annual Operating Cost Impact</b>	<b>\$30,658.35</b>

Notes: Based on RIPTA's 2011 average operating costs.

## Summary of Benefits & Impacts

The creation of a Goff-Exchange Transit Emphasis Corridor and the proposed realignment of RIPTA routes would support objectives identified for Pawtucket’s river corridor development, as well as maintain and enhance the flow of transit in downtown. An assessment of how a **Goff-Exchange Transit Emphasis Corridor** would meet study goals, as well as any potential impacts, is provided below.

### Goal 1: Maintain and/or Enhance RIPTA service

The City of Pawtucket recognizes the benefits that RIPTA service brings to downtown. The proposed Goff-Exchange Transit Emphasis Corridor would enhance existing RIPTA service and meet this goal.

	Benefits	Impacts
<b>GOAL #1            Maintain or            Enhance RIPTA            Service</b>	<ul style="list-style-type: none"> <li>Improved bus access to Tolman High School, DCYF, Fogarty Manor &amp; City Hall</li> <li>Central Falls better served by extension of 3 routes to Goff Ave, and extension of Route 71 to St. Mary’s Plaza in Providence.</li> <li>All routes intersect at least once, and many in more than one location</li> <li>Larger shelter at Goff Avenue, and new shelters at 4 other locations</li> <li>Real time bus arrival signs and ticket vending</li> </ul>	<ul style="list-style-type: none"> <li>Removal of stop and shelter at Visitor Center</li> <li>No dedicated indoor space or restrooms for transit users; public restrooms would continue to be available at various downtown locations.</li> </ul>

#### Enhance Access to Key Activity Centers

Transit service is most effective if it is within close walking distance to key destinations and activity centers. One-quarter mile, or a five-minute walk, is generally considered to be “walking distance.” Since most of downtown Pawtucket falls within a ¼ mile radius, a shorter, 1/8 mile radius (or 2.5 minute walk) was used to evaluate access to activity centers.

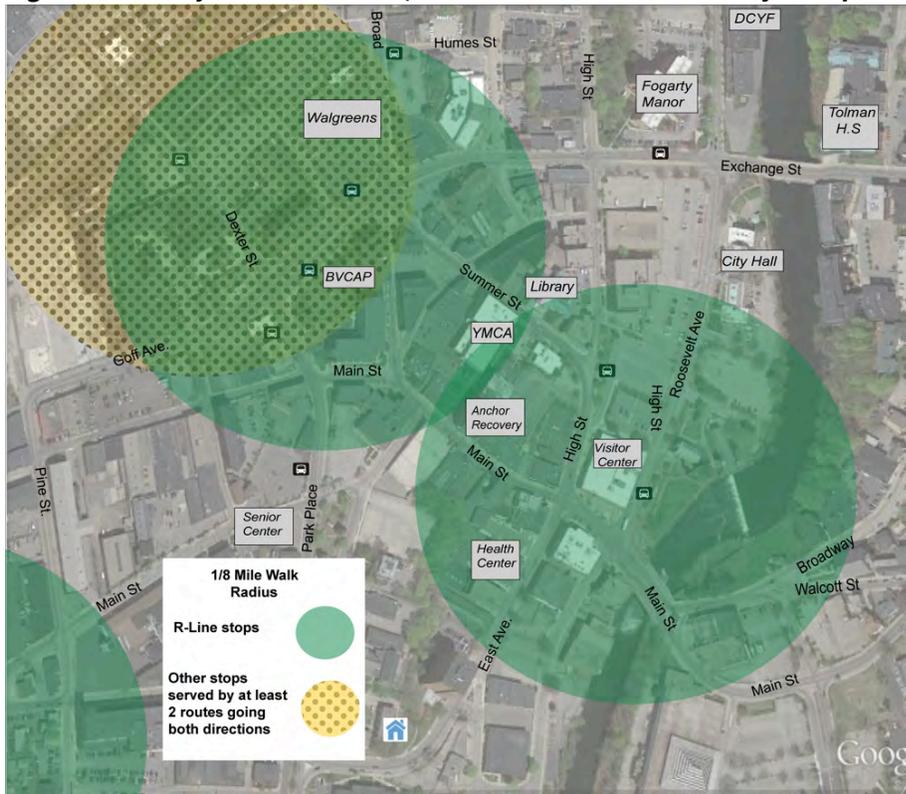
Figure 7 shows the areas of downtown that are within a 1/8 mile radius around R-Line stops (shown in green) or other stops served by at least two RIPTA routes in both directions (shown in yellow). Today, a number of key downtown destinations or activity centers are not well served by bus transit, with the Mathieu Senior Center, Tolman High School, Fogarty Manor, City Hall and the DCYF offices on Roosevelt each being more than 1/8 mile walk from stops with higher levels of service.

Figure 8 shows the enhanced access that would be provided with a Goff-Exchange Transit Emphasis Corridor. With service realigned as proposed, all identified activity centers would benefit from improved service. Riders along the corridor would also benefit from improved access to Route 1 and it’s regional destinations (airport and MBTA rail), and the extension of Routes 76, 78 and 80 to the Goff Avenue/Broad Street area, bringing more service across town and closer to Central Falls. Route 71 would be also be extended to link Central Falls to North Main Street and St. Mary’s Plaza in Providence (a proposal already implemented in March 2015).

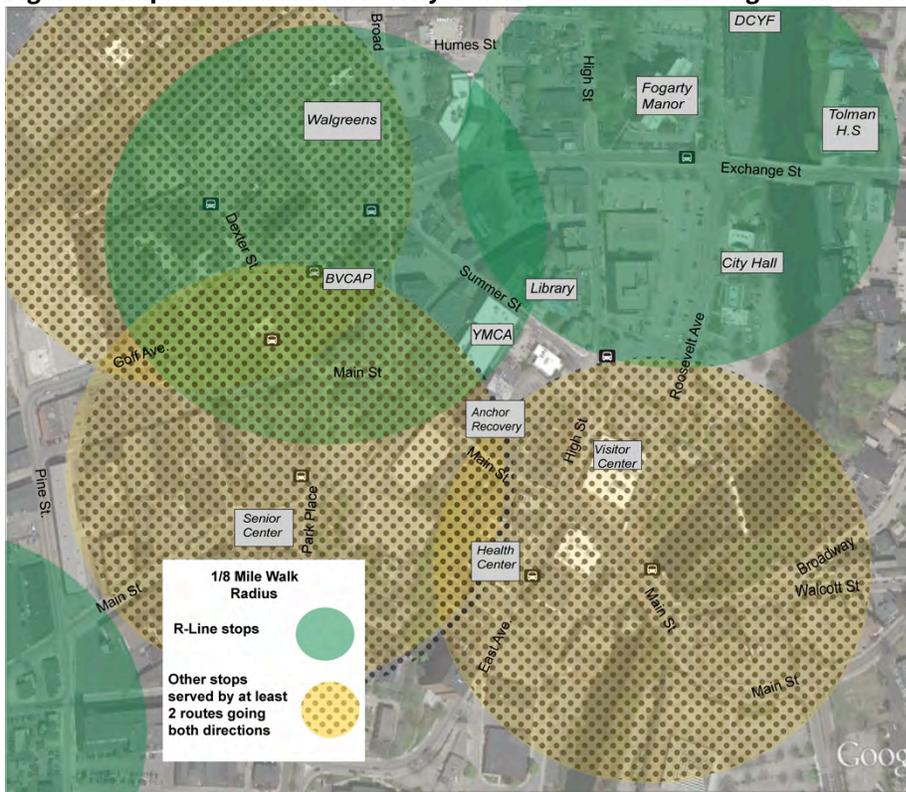
#### Facilitate Transfers Between Routes

Today, all Pawtucket bus routes intersect at the Blackstone Visitor’s Center, with a few routes also intersecting at other downtown points. Due to circulation patterns, it can be assumed that the vast majority of the 1,350 daily Pawtucket transfers likely occur at the transit center. The Goff-Exchange Transit Emphasis Corridor would realign RIPTA routes and, for most routes, would provide two or more locations for riders to make transfers in this corridor.

**Figure 7: Activity Centers within 1/8 mile Walk Distance From Major Stops Today**



**Figure 8: Improved Access to Activity Centers with Goff-Exchange Transit Corridor**



Provide Attractive Facilities and Passenger Amenities

The existing passenger shelter at Slater Mill would be removed, and new passenger shelters would be installed at three new locations in downtown Pawtucket. These include large shelters at R-Line stops on Exchange Street and at Goff Avenue and Broad Street, and smaller shelters on the westbound side of Exchange at Roosevelt and at Goff and Dexter (where the existing R-Line shelter at Goff and Broad would be relocated).

Additional passenger amenities to be installed include real time information displays and ticket vending machines at R-Line stops at Exchange and Roosevelt, and at Goff and Broad. Depending on the outcome of RIPTA’s current fare policy study, alternative ticket vending options may be identified.

Due to new ownership of the Blackstone Valley Visitor Center, there would no longer be an indoor passenger waiting area for RIPTA passengers in downtown Pawtucket. It is assumed that public access to these restrooms would continue to be maintained as long as the Visitor Center remains in this building. Other public restrooms available in the downtown area include City Hall and the Public Library. Construction of a new stand-alone single stall restroom could be considered as part of future plans for the rail station area.

**Goal 2: Support Downtown & River Corridor Development Plans**

The primary objective of the RIPTA Relocation Study is to reduce levels of bus activity on Roosevelt Avenue, supporting the City goals to transform the Slater Mill area into a cultural and recreational gateway and to enhance economic activity throughout downtown.

<b>GOAL #2</b> <b>Support Downtown &amp; River Corridor Development Plans</b>	<b>Benefits</b>	<b>Impacts</b>
	<ul style="list-style-type: none"> <li>• Bus trips by Slater Mill reduced by about 25%</li> <li>• All bus layover activity removed from Roosevelt Avenue</li> <li>• Adheres to Downtown Design Plan principles by focusing transportation connections on Exchange Street</li> <li>• Serves as first phase to create future intermodal hub at rail station</li> </ul>	<ul style="list-style-type: none"> <li>• Loss of 14 parking spaces on Exchange Street, 3 on Goff Avenue, and up to 3 spaces on Broadway</li> <li>• Parking restrictions on Humes St.</li> </ul>

Reduced Bus Activity on Roosevelt Avenue

Realignment of routes to operate along a Goff-Exchange Transit Emphasis Corridor would reduce the number of bus trips passing in front of Slater Mill by 25%. A total of 17 trips would pass by Slater Mill during peak hours. Perhaps more importantly, all bus layover activity would be removed from Roosevelt Avenue. Buses would travel down Roosevelt Avenue without stopping.

Focus Transportation on Exchange & Support Other Downtown Plans

The *Downtown Design Plan* (2011) identifies Exchange Street as the preferred corridor for transportation connections and this plan shifts bus activity to this corridor. Furthermore, there would no longer be bus traffic on the downtown Main Street retail corridor between Park Place and High Street, a relatively narrow street identified for future improvements to increase pedestrian activity and enhance the flow of traffic.

There would be some impact to parking. On-street parking spaces would be removed from Exchange Street between High and Roosevelt, and three (3) spaces would be removed from Goff Avenue by BVCAP. Parking on Humes Street would also be restricted to provide for the layover of RIPTA’s Route 1 and other buses.

Support Future Rail Connections

The City’s *Comprehensive Plan*, along with many stakeholders and local business officials involved in this study, support the future introduction of commuter rail service in Pawtucket and the development of an intermodal

bus-rail hub. They urged this study to consider how a future rail station would be served by RIPTA and to ensure that changes made over the short term would not conflict with the longer term goal for intermodal connections. As shown in **Appendix B**, a Goff-Exchange Transit Emphasis Corridor could be extended in the future to serve a third key stop at the rail station on Goff Avenue. The nearer term recommendation described in this report essentially serves as Phase I of this longer term solution..

**Goal 3: Meet RIPTA’s Operational Needs**

Any changes proposed must work for RIPTA from an operational perspective, meeting established Service Standards and efficiency goals. Additionally, physical space must be provided to turn and layoff buses on routes that terminate in downtown Pawtucket.

GOAL #3 Meet RIPTA’s Operational Needs	Benefits	Impacts
	<ul style="list-style-type: none"> <li>• More bi-directional bus routing (fewer one-way loops)</li> <li>• Bus layoff near restrooms</li> </ul>	<ul style="list-style-type: none"> <li>• Small increase in net daily bus revenue miles and RIPTA operating costs (\$15,000/year)</li> <li>• Decentralized bus layoff</li> </ul>

Adhere to RIPTA Service Standards & Operate Buses Efficiently

The proposed realignment was developed in accordance with RIPTA Service Standards, including the operation of direct routes, minimal distances between bus stops, and a determination to keep routes focused on the downtown Pawtucket core to serve key activity centers.

Accommodate Bus Layover Needs

A key aspect of RIPTA’s operational needs is accommodating bus layoff in a location close to the terminus of each route, and preferably with access to a restroom for RIPTA drivers. Bus layover in downtown Pawtucket would occur at one of the following locations: on Exchange Street near City Hall (and City Hall restrooms), on Mason Street or Humes Street (near commercial establishments), or Broadway (with more limited access to commercial establishments or public restrooms).

**Goal 4: Minimize Cost**

The cost to modify RIPTA services in downtown Pawtucket includes both the annual ongoing cost of any net impact on bus operations and maintenance, as well as the capital cost required to design, construct and install new transit infrastructure.

GOAL #4 Minimize Cost	Benefits	Impacts
	<ul style="list-style-type: none"> <li>• Some maintenance costs could be handled as part of planned R-Line maintenance</li> <li>• New R-Line terminus closer to Police Station, enhancing security</li> </ul>	<ul style="list-style-type: none"> <li>• Estimated \$400K-\$650 to implement</li> <li>• Estimated \$15K to \$30K in increased operating costs, depending on maintenance and security measures</li> </ul>

Capital Cost

Implementation of a Goff-Exchange Transit Emphasis Corridor proposed the construction of new RIPTA stops with a high level of passenger amenities, and new bus turnaround and layover accommodations. The total capital cost to design and construct these improvements is estimated to be in the range of \$400,000 to \$650,000. The higher end of this range includes costs to install ticket vending machines, security cameras and to initiate a Complete Streets design approach along the corridor.

Operating Cost

RIPTA operating costs are directly related to the mileage of each bus route and the time it takes to operate each trip. Under the proposed realignment of services, the net impact on RIPTA’s annual bus operations would be \$15,000 annually. An additional \$15,000 annually is identified to develop appropriate maintenance and security strategies along the Goff-Exchange Transit Corridor.

## Implementation Strategy & Next Steps

### Transit Elements:

- Initiate design for shelter installation and other transit amenities such as signage, ticket vending and real time information.
- Work with Arts community to incorporate art or develop “design concepts for downtown Pawtucket transit
- Coordinate with SHPO on proposed changes in historic district



### Roadway Elements:

- Complete modifications to the intersection of East Ave/Park Place (planned for 2015)
- Initiate design for related sidewalk repair, crosswalks, streetlight relocation or tree removal at Exchange Street stop
- Remove parking and identify “bus only” areas at BVCAP, Exchange stops and Broadway
- Coordinate with commercial businesses near Mason Street regarding change of traffic pattern. Paint bus only markings and install “Do Not Enter/Bus-Only” signage in both directions.
- Restrict parking on Humes Street to accommodate RIPTA bus layover, and on Broadway

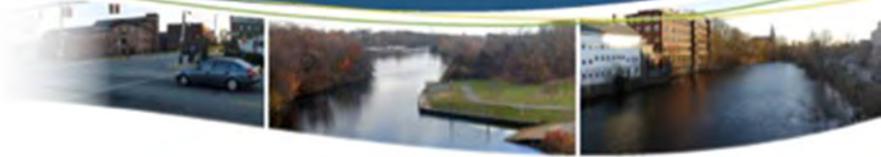


### Other Actions

- Remove existing shelter at Slater Mill and Lamar shelters at Broad Street and High Street
- Finalize City/RIPTA maintenance responsibilities
- Negotiate with private owners (e.g. Wendy’s) to allow RIPTA drivers to use restrooms
- Modify RIPTA route maps and schedules to remove reference to “Pawtucket Transit Center,” and instead highlight transfer opportunities along Goff –Exchange Transit Emphasis Corridor
- Initiate longer term design work for Park Place improvements to allow more direct northbound bus traffic on east side of the Park.
- Initiate Complete Streets/Streetscape design to accommodate a range of transportation modes with the Goff-Exchange corridor
  - Streetscape elements (e.g. crosswalks, wider medians, bike lanes, bike racks, etc.)
  - “Placemaking” (e.g. develop Exchange Street stops as new gateway area)

# River Corridor Development Plan

Pawtucket & Central Falls, RI



## RIPTA Relocation Study

Appendices  
April 2, 2015



International fruit.  
Languages and ESL



The answer to  
your questions



## **Appendices**

**Appendix A: Existing RIPTA Service & Pawtucket Transit Activity**

**Appendix B: Future Rail Station Connections**

**Appendix C: Other Alternatives Considered**

## Appendix A: Existing RIPTA Service & Pawtucket Transit Activity

A total of ten RIPTA bus routes served downtown Pawtucket in 2014 (see Table A-1). The R-Line is RIPTA’s highest ridership and flagship route, providing fast, frequent service (every 10 minutes during most of the day) between downtown Pawtucket, Kennedy Plaza in Providence, and Cranston. Three additional routes (Routes 1, 72 and 78) also connect downtown Pawtucket to Kennedy Plaza. Other local and regional destinations that can directly accessed via RIPTA routes from downtown Pawtucket include: College Hill, Central Falls, East Providence, North Providence, CCRI/Lincoln, the Lincoln Mall, T.F. Green Airport and the MBTA commuter rail station in South Attleboro, Massachusetts.

**Table A-1: RIPTA Routes Serving Downtown Pawtucket (2014)**

Route	Route Description	Peak Frequency	Weekend Service?	Interlined Service?
R	Broad/N. Main	10 minutes	Yes	No
1	Eddy/Hope/Benefit	20 minutes	Yes	No
71	Broad Street	30 minutes	Yes	Routes 76 & 80
72	Weeden/Central Falls	30 minutes	Yes	No
73	Fairlawn/CCRI	60 minutes	Yes	Route 80 (Sundays only)
75	Dexter/Lincoln Mall	60 minutes	Yes	No
76	Central Avenue	60 minutes	Saturday only	Route 71 & 80
78	Beverage Hill/Newport Avenue	60 minutes	Yes	Route 98
80	Armistice Boulevard	60 minutes	Yes	Routes 71 & 76; 73 on Sunday
98	Pawtucket Avenue	60 minutes	Saturday only	Route 78

*\*Note: As of March 2015, Route 71 and 98 have been combined as a 71 Broad Street/Pawtucket Avenue*

All Pawtucket bus routes operate via Roosevelt Avenue in at least one direction, with about 21 bus trips per hour using Roosevelt during peak operating hours. These routes enter downtown from a variety of different directions and converge at the Blackstone Valley Visitor Center hub to facilitate passenger transfers (see Figure 1). All but one of these routes (Route 1 Eddy/Hope/Benefit) terminate at the Visitor Center.

Although there are slightly more bus trips on Exchange Street between Broad Street and Roosevelt Avenue ( 26 trips per peak hour), and on Goff Avenue between Dexter and Broad streets (22 trips per peak hour), the perception of bus activity on Roosevelt Avenue is heightened due to the bus layover activity that occurs there.

Five of Pawtucket’s bus ten bus routes are interlined with at least one other route, meaning RIPTA schedules these routes together in order to share vehicles and operate more efficiently. Route 71 operates every 30 minutes, extending from Central Falls through downtown to provide alternating hourly service on Central Avenue and Armistice Boulevard on Routes 76 and 80. Routes 78 and 98 are also interlined, with two buses working together to provide hourly service to Newport Avenue and Pawtucket Avenue. Routes 73 and 80 are interlined on Sunday.

Figure A-1 shows the average number of RIPTA riders getting on and off at downtown Pawtucket stops in mid-2014. As shown, the Blackstone Valley Visitor Center is by far the busiest stop, with a total of 1,939 riders boarding the bus at this location each day and 1,381 alighting. The two R-Line stops on Goff Avenue between Broad and Dexter Streets are the second busiest stops. About 449 riders board buses on Goff Avenue in front of Walgreens each day, while the opposite stop near the Blackstone Valley CAP program sees about 610 riders disembark each day. Over 5,600 boardings and alightings occur in the downtown area each day.

**Figure A-1: Daily RIPTA Ridership (Ons & Offs) by Stop (Summer 2014)**



Other major stops include: Exchange and High Streets, where 281 riders get on in the eastbound direction each day; Dexter Street south of Goff Avenue, where 145 riders get on/off; and Exchange Street just east of Broad Street in front of Tiara restaurant, where 192 riders disembark each day. A large number of riders on Routes 1 and 98 disembark on East Avenue by the Blackstone Valley Health Center.

### Transfers

With ten routes serving downtown Pawtucket, many RIPTA riders transfer between routes to make regional connections. A snapshot of RIPTA transfer data for routes serving downtown Pawtucket is shown in Table A-2.

There are an estimated 1,350 daily transfers occurring in downtown Pawtucket; this demonstrates that about 25% of all downtown transit activity is related to passengers passing through to connect to other routes. Although about 1,765 transfers take place between Pawtucket routes on a daily basis, only 930 of these transfers can *only* occur in Pawtucket. Four of these routes (the R-Line and Routes 1, 72 and 78) also serve downtown Providence, and many of the transfers between these routes (about 835 daily transfers) may be occurring at Kennedy Plaza. For the purposes of this analysis, it is assumed that 50% of the transfers that could occur in either Providence or Pawtucket are occurring in Pawtucket.

About 50% of the transfers that can *only* be made in Pawtucket involve the R-Line or Route 1, with 35% going to the R-Line and 15% to Route 1. This indicates that many Pawtucket riders are interested in making connections to downtown Providence using the faster more frequent service on the R-Line or are traveling to key regional destinations such as College Hill, T.F. Green Airport or the MBTA Station in South Attleboro.

**Table A-2 – Estimated Daily Bus Transfer Activity for Pawtucket Routes (July 2014)**

	Route 71	Route 72	Route 73	Route 75	Route 76	Route 78	Route 80	Route 98	R Line
Route 1	66	105	27	24	18	44	28	6	357
Route 71		34	10	18	7	20	12	8	212
Route 72			17	14	15	43	13	6	182
Route 73				6	5	19	15	1	35
Route 75					6	14	15	5	55
Route 76						5	5	1	83
Route 78							7	9	103
Route 80								1	72
Route 98									16

*Notes: Based on monthly total for Riptiks and other cash fares, adjusted to reflect all weekday riders. Transfers between Routes 1, 72, 78 and the R-Line may occur in Kennedy Plaza.*

Other than the R-Line and Route 1, the top local transfer pairs are Routes 71 and 72 (about 34 daily transfers) and Routes 72 and 78 (assume 50% of the 43 daily transfers occur in Pawtucket, not Providence). Other route pairs have 20 daily transfers or less.

As noted, there limited locations to make transfers in downtown Pawtucket other than at the Blackstone Valley Visitor Center. Transfers may be made in the Goff Avenue/Dexter Street/Broad Street area, but most involve walking a block or crossing a major street. Passengers are unlikely to transfer on Exchange Street, as this location is a stop away from the terminal for all westbound routes, and served by only two eastbound routes (71 and 72). The lack of additional locations to make convenient transfers means that most passenger activity is directed to Roosevelt Avenue, where passenger crowding offer results.

### Bus Layover

Typically, RIPTA schedules either a short hold or a longer layover time at each the end of each bus route to allow for schedule recovery and driver breaks. These holds and layover times are a necessary part of RIPTA operations. Short holds are typically 2-4 minutes long and provide a small cushion of recovery time to keep buses on schedule if slowed by traffic. Longer layover times are scheduled to give drivers a break at one end of each route, preferably in a location with access to a restroom. As shown in Table A-3, in June 2014, nine RIPTA routes were scheduled for some sort of layover on Roosevelt Avenue.

On average, there was the equivalent of 121 minutes of bus staging on Roosevelt per hour during peak operations in mid-2014. This equates to an average of about two buses at any one time although, due to scheduling variability, there many often be more or less than two buses staging at this location.

### Transit Facilities

#### Pawtucket Transit Center

Roosevelt Avenue, in front of the Blackstone Valley Visitor’s Center, is considered the “Pawtucket Transit Center.” Figure A-2 shows the bus transit facilities at this location. There is an indoor passenger waiting room located on the first floor of the Visitor Center accessible from Roosevelt Avenue. There are also public restrooms within the Visitor Center, although passengers must exit back onto Roosevelt Avenue and walk around the building to access these facilities.

**Table A-3 : Existing Bus Layoff Time on Roosevelt Avenue (June 2014)**

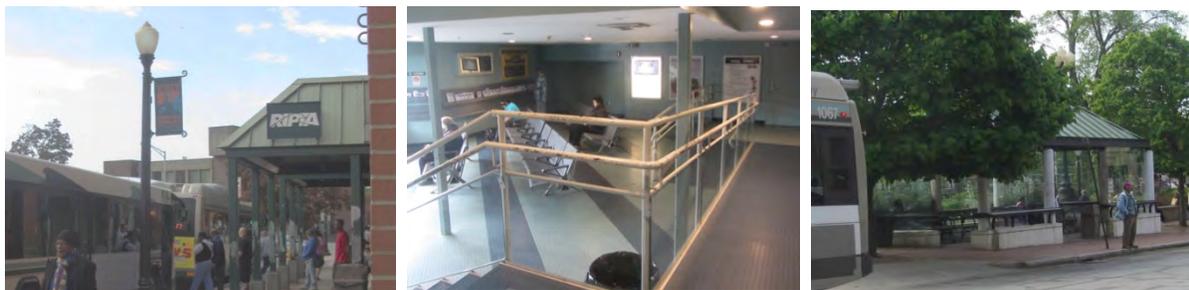
Route	# Trips in Peak hr.	Layoff per Trip (mins.)	Layoff per Hour (mins.)
<b>Short holds between trips</b>			
R-Line	6	2	12
Route 71/76/80	2	2	4
Route 73	1	4-6	6
Route 98	1	2	2
<b>Subtotal</b>			<b>24 mins.</b>
<b>Bus Layoff</b>			
Route 1	1.5	16	24
Route 72	2	19	38
Route 75	1	20	20
Route 78	1	15	15
<b>Subtotal</b>			<b>97 mins.</b>
<b>Total Peak Hour Bus Layoff Time</b>			<b>121 mins.</b>

Note: R-Line hold was reduced from 5 minutes to 2 minutes in Aug. 2014.

Outside the Visitor Center there are bus shelters on either side of Roosevelt Avenue. The Visitor Center side has canopy shelters attached to the building, but no passenger seating. The Slater Mill side of the street has a large protected shelter with seating.

Trash is removed from the transit center twice a day, both inside and outside the facility. Due to large volumes of passenger activity, it is difficult to keep the facility and surrounding area clean.

**Figure A-2: Existing Transit Facilities at Blackstone Visitor’s Center**



Other Bus Facilities

Other RIPTA bus stops within downtown have varying levels of passenger amenities. The R-Line stop on Goff Avenue by Walgreens has a new “R-Line” branded shelter, seating, and wayfinding signage. The R-Line stop across Goff Avenue near the Blackstone Valley CAP program has a “totem” to brand it as an R-Line stop. RIPTA is hoping to implement a special maintenance contract to maintain these R-Line stops.

Older, plexiglass shelters with advertising panels are installed and maintained by Lamar Advertising, and are located on both sides of Exchange Street (east of High Street), at the intersection of Exchange and Broad (by Tiara restaurant), and on Dexter Street south of Goff Avenue.

## Appendix B: Future Rail Station Connections

The City of Pawtucket is working with the RI Department of Transportation to construct a new commuter rail station off of Goff Avenue. As shown in the Figure B-1, the station would be located on Goff Avenue between Pine and Dexter Streets, with pedestrian access to bus stops on Goff and Dexter.

**Figure B-1: Proposed Rail Station Site on Goff Avenue**



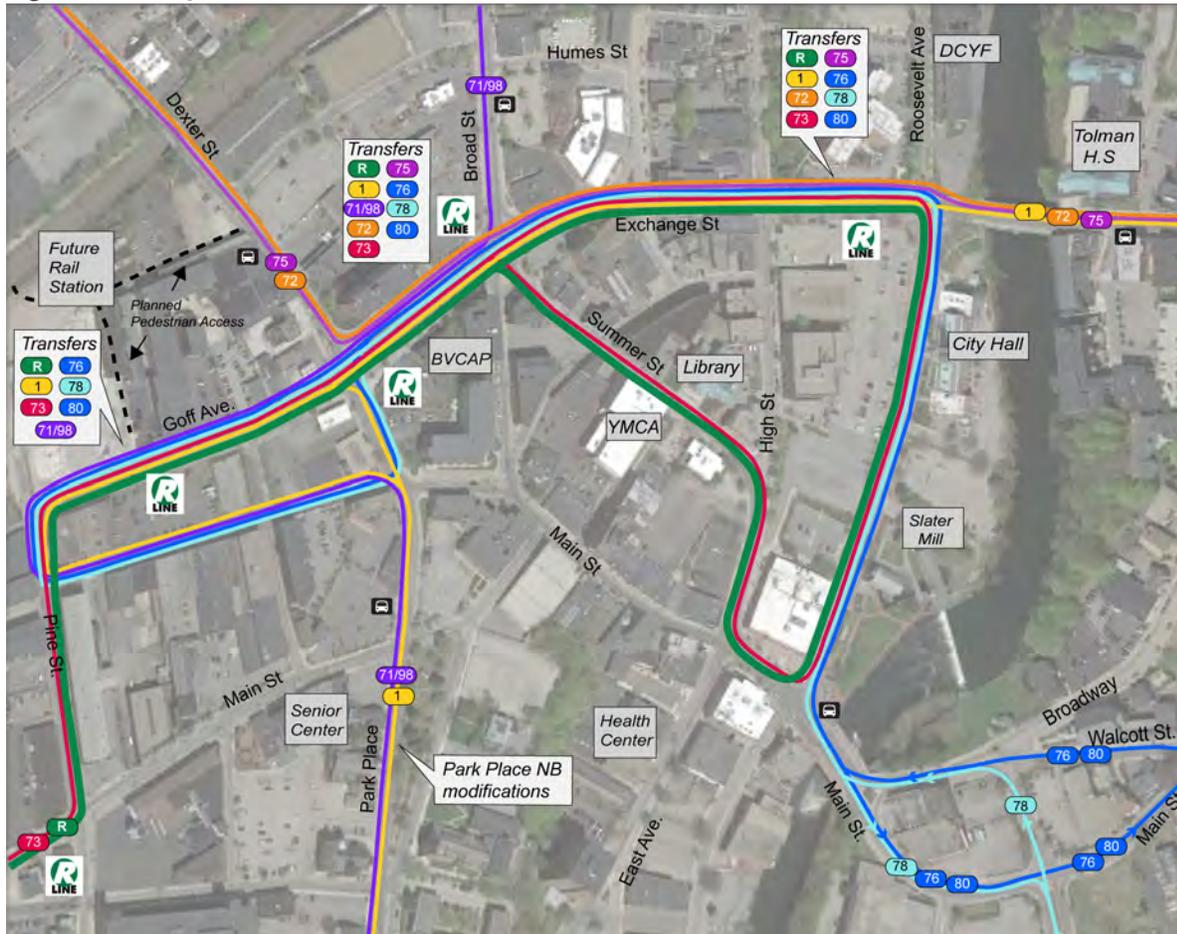
Source: Vanasse Hangen Brustlin, 2014. Prepared for RIDOT and City of Pawtucket.

Figure B-2 proposes a plan for RIPTA bus service once this station opens. The concept would extend the Goff-Exchange Transit Emphasis Corridor further west to the rail station, and would create another superstop location for both bus and intermodal transfers. Passenger amenities such as real time information and ticket vending would be installed on Goff Avenue.

The Goff-Exchange Transit Emphasis Corridor proposed as part of the RIPTA Relocation Study essentially represents Phase I of a future service plan that would serve the rail station. Investments made over the near term to create enhanced key stops on Goff and Exchange would continue to be integral parts of the future plan. Interim RIPTA bus layoff accommodations made on Mason Street and Humes Street would be discontinued as the routes laying off on these local streets would be redirected to do so at the future rail station.

The implementation of improvements on Park Place to allow northbound bus traffic in the future are also needed to support the proposed future service plan to serve the rail station.

**Figure B-2: Proposed RIPTA Service Plan to Serve Future Rail Station on Goff Avenue**



## Appendix C: Other Alternatives Considered

In order to meet local objectives to reduce bus activity on Roosevelt Avenue, and in anticipation of new ownership of the Blackstone Valley Visitor's Center, a number of alternatives for modified RIPTA service in downtown Pawtucket were considered.

It is important to note that the circulation of buses in downtown Pawtucket is limited by a number of physical and operational constraints, which therefore limited the identification of alternative scenarios that would meet the goals of this study. More specifically, the development of alternative bus operating plans in downtown Pawtucket were limited by the following key constraints:

- Many local downtown streets only accommodate one-way traffic and others are narrow with tight turns that restrict bus operations. There is limited opportunity to route buses to one or more central points while also limiting traffic on Roosevelt, one of the few two-way streets in the downtown area.
- The ten RIPTA routes serving Pawtucket enter downtown from five different directions, including the north (Broad & Dexter), west (Mineral Spring/Main), southeast (Walcott/School/Main) and east (Exchange). In order to facilitate passenger connections, at least some routes must cross town to meet up with others.
  - For example, if a hub were to be relocated to the north of downtown, routes from the southeast would need to cross through town to get to that location *and* return back to the southeast using either Main Street or Roosevelt Avenue.
  - Along the same lines, if routes from the north and west are extended to serve key activity centers near City Hall (e.g. Fogarty Manor, DCYF, Tolman High School, etc.), they must use Roosevelt Avenue for the return trip unless location to physically "turn around" RIPTA buses can be identified.
- RIPTA bus layoff activity is most effectively accommodated near the terminus of a route, and most practically accommodated in parking lots, on publicly owned land, or on-street. Due to the density of the immediate downtown Pawtucket area and narrow streets, there are limited locations available. Options identified include existing public parking lots on Humes Street and Andrew Ferland Way, as well as on-street locations on Roosevelt, Exchange and Mason. It is impractical (i.e. costly) to terminate buses in one location, then require them to travel any significant distance to reach a layoff location.

A number of additional alternatives for modified RIPTA service in downtown Pawtucket were examined, but did not do as well in terms of meeting study objectives or were impractical due to cost or operational reasons. These include:

- Create off-street hub on city parking lot at Humes/Broad or on Andrew Ferland Way: Creation of an off-street hub would provide one central location for bus transfers. However, hubs on the north side of downtown would result in limited downtown bus circulation unless buses from the north and west operated in downtown via some sort of loop. This would be contrary to RIPTA Service Standards and would likely require use of Roosevelt Avenue.

Other concerns about the Humes location include the overall capacity of the site to accommodate all bus passenger and layoff activity, and the potential impact on adjacent residential homes and post office operations due to a reorientation of Humes for westbound traffic. The Andrew Ferland lot is also currently leased to a private enterprise and brings revenue to the City. Finally, transformation of these lots to serve as off-street hubs would require relatively significant investment which may no longer be well-utilized once a future rail station were to open.

River Corridor Development Plan  
RIPTA Relocation Study

- Create a mini-bus hub and possibly layover facility at the northern end of City Hall lot: Options to have buses access the north end of the City Hall lot directly from Exchange Street were examined. These options would remove additional bus activity from Roosevelt Avenue, yet would involve the loss of a large number of parking spaces due to the need to layover and turn buses in this location. These options may be revisited as part of future plans for reuse or transformation of the City Hall Gateway area.
- Modify City Hall Parking Lot to allow bus turnaround: Re-aligning certain RIPTA routes to operate in both directions along Goff and Exchange requires a bus turnaround location off Roosevelt Avenue. Using the southern end of the City Hall lot to make these turn (see Figure 5) would require the removal of 8-12 parking spaces, and construction of a new bus exit lane onto Roosevelt. Also, to limit conflicts with the general public, it would be recommended that the lane used by buses be restricted to parking by Pawtucket City employees only.
- Use the historic train station site: This site is privately owned and would require a property taking to be used as an off-street bus hub. Furthermore, its distance several blocks north of downtown would require a relatively significant increase in RIPTA bus miles each trip, adding up to an overall increase in RIPTA operating costs.