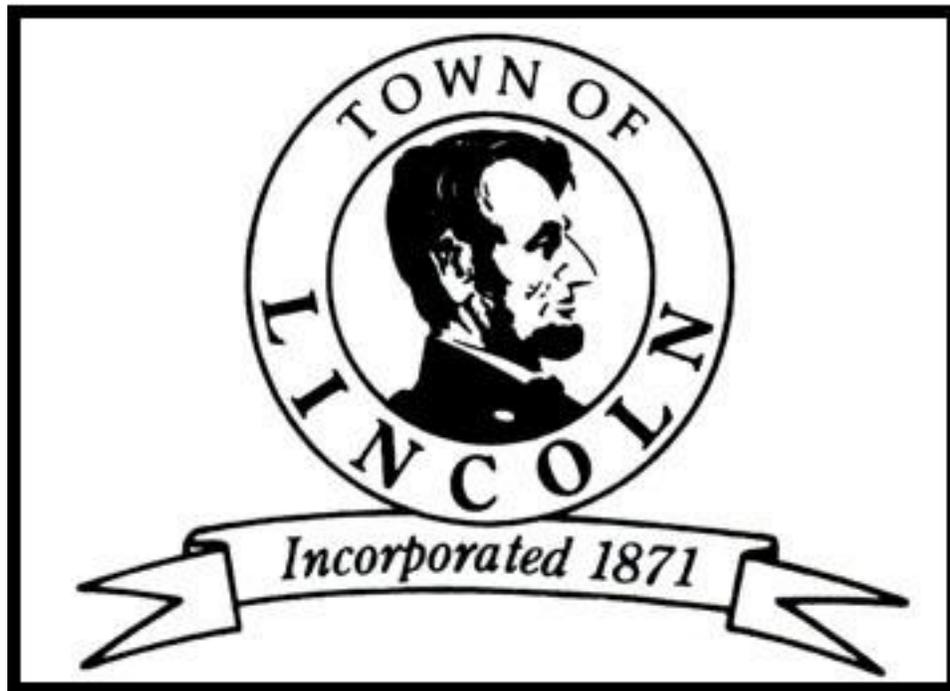


**TOWN OF LINCOLN,  
RHODE ISLAND**



**CAPITAL IMPROVEMENT PLAN**

**May 20, 2008**

**Updated November 26, 2013**

**The Town of Lincoln**  
**Resolution of the Town Council to Amend and Adopt the Capital Improvement**  
**Plan as presented.**

**WHEREAS**, a Capital Improvement Plan (CIP) involves the scheduling of the cost of public infrastructure over several years,

**WHEREAS**, a well throughout and comprehensive Capital Improvement Plan serves as a valuable municipal tool designed to anticipate and meet the needs of the community, while at the same time spreading the costs in a deliberate approach,

**WHEREAS**, on May 20, 2008, the first official Capital Improvement Plan was adopted by the Town Council,

**WHEREAS**, the proposed updated Capital Improvement Plan represents municipal projects to be addressed over the next five (5) year implementation period.

**THEREFORE, BE IT RESOLVED** that the Town Council of the Town of Lincoln hereby amends and adopts the Town of Lincoln's Capital Improvement Plan as presented.

Submitted by: T. Joseph Almond – Town Administrator  
Submitted: August 14, 2013



## Town Council

100 Old River Road  
Lincoln, RI 02865

ADOPTED

### RESOLUTION 2013-40

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## Capital Improvement Plan

ATTACHMENTS:

- Lincoln Capital Improvement Plan UPDATED\_Draft\_August\_2013 (PDF)
- Resolution to amend and adopt 2013 CIP (DOCX)
- Resolution CIP Amended 11-13 (PDF)

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| <p><b>RESULT:</b> ADOPTED [4 TO 0]<br/><b>MOVER:</b> Arthur Russo, Councilman<br/><b>SECONDER:</b> James Jahnz, Council Vice President<br/><b>AYES:</b> James Jahnz, Keith Macksoud, Arthur Russo, Kenneth Pichette<br/><b>ABSTAIN:</b> John Flynn</p> |
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Submitted by: Administrator T. Joseph Almond

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**Town of Lincoln, Rhode Island  
Capital Improvement Plan  
May 20, 2008,  
Updated November 26, 2013**

## 1. Introduction

The first official Capital Improvement Program (CIP) was adopted by the Town Council on May 20, 2008. This plan represents a five (5) year update to the original plan and re-establishes a new priority list of projects that the Town will focus on over the next five year implementation period.

Since the adoption of the first CIP, the Capital Development Committee (CDC) has completed a large majority of projects listed within the original CIP. The first project that the CDC decided to embark on was the development and construction of an 11,000 square foot, state-of-the-art building for the active adults in our community. The development of this new senior center represented the beginning of the Town's investment in its existing and future public infrastructure. Over the past five years, the Town's public infrastructure received \$13.6 million dollars of investment.

The large capital investment was made through a variety of funding sources such as a \$5 million dollar general obligation bond, gaming revenue generated by a host community agreement, impact fees, Financial Town Meeting resolutions, and Federal and State agencies and grant programs. Table 1 below summarizes the types of projects that were completed. Appendix A shows a detailed accounting of the types of projects that were completed, the responsible party who completed the project, and the total cost.

**Table 1**

| <b>Completed Capital Improvement Projects from FY 2008 - 2013</b> |  |
|---|--|
| <b><u>Type of Capital Project</u></b>                             | <b><u>Total Capital Investment</u></b> |
| Town Building Infrastructure Improvements (BII)                   | \$315,423.93                           |
| Recreational Park Infrastructure Improvements (RPPII)             | \$854,788.03                           |
| Public Utility Infrastructure Improvements (PUII)                 | \$2,733,390.22                         |
| Municipal Building Construction and/or Additions (PB)             | \$4,569,709.91                         |
| Road Re-Surfacing Improvements (RR)                               | \$2,832,919                            |
| School Building Infrastructure Improvements (SBII)                | \$2,270,912.94                         |
| <b>Total =</b>  | <b>\$13,577,144.03</b>                 |

(Source: Lincoln Finance Department)

As the Town moves forward with its capital improvement program, it is important to restate the objectives of any successful CIP. A Capital Improvement Program involves the forecasting and scheduling of the cost of public infrastructure over several years. It is a valuable municipal tool designed to anticipate and meet the needs of the community, while at the same time spreading out the costs in a deliberate approach. Preparation of the original CIP and its corresponding priority list was based on studies of the Town’s needs for specific improvements while considering the Town’s fiscal resources.

In the past, there were many feasibility studies performed on a variety of municipal buildings. In many cases, these stand-alone studies did not take into account the totality of costs associated with such projects and their impact on the Town of Lincoln as a whole. The reason for undertaking this overall approach to capital improvement planning is to balance the varying needs of the Town of Lincoln and to assess the needs in comparison to other Town needs. Consequently, before any detailed feasibility analyses begins for a particular capital project, there is a need for objectivity determining the totality of the Town’s needs as opposed to the individual needs of each separate department on a stand-alone basis.

**A. What are Capital Expenses?**

Capital expenses include new or expanded physical facilities that are large, expensive, and permanent. Examples include senior centers, schools, town hall, public safety buildings, roads, public libraries, and park and recreational facilities. Such facilities are expensive and cannot normally be financed on a “pay-as-you-go” basis. They require borrowing, usually through general bond issues or revenue bonds, if applicable. Some capital costs are reimbursable by state aid according to a set formula.

There is an important fiscal principle underlying the distinction between capital and non-capital expenditures. The distinguishing features between capital and non-capital or operating expenses are as follows:

| <b>Capital Expenses</b>   | <b>Operating Expenses</b>   |
|---|---|
| <ul style="list-style-type: none"> <li>• Costs considerably more than the Town is able to appropriate in any one year.</li> </ul>                               | <ul style="list-style-type: none"> <li>• Costs for on-going functions of government, such as personnel, supplies and the like.</li> </ul> |
| <ul style="list-style-type: none"> <li>• Costs that require borrowing.</li> </ul>   | <ul style="list-style-type: none"> <li>• Costs that are appropriated each year.</li> </ul>  |
| <ul style="list-style-type: none"> <li>• Costs that do not occur frequently - usually a one-time expenditure, even if spread out over several years.</li> </ul> | <ul style="list-style-type: none"> <li>• Recurring costs each year.</li> </ul>  |
| <ul style="list-style-type: none"> <li>• Costs for physical facilities that will last a long time.</li> </ul>   | <ul style="list-style-type: none"> <li>• Costs for equipment or services needed each year.</li> </ul>                                     |

The CIP preparation process requires the active collaboration of all Town departments. The more successful CIPs include the participation of the administrative and legislative branches of any local government plus the major departments that require major facilities to be built or rehabilitated. Appendix B is a comprehensive list of all Town owned buildings and the age in which they were built. It must be noted that the age of a building should not be a sole determining fac-

ture when considering the condition of the building and its need for capital rehabilitation. Each building should be analyzed within the context of their social and economic impacts on the Town of Lincoln as a whole. The list should only be used as a reference for future discussions of the CDC.

## **2. CIP Process**

In Lincoln, the CIP process is highly organized; the CDC is the central advisory group that includes all the major municipal agencies. The CDC members include the Town Administrator, members from the Town Council, members from the Budget Board, the Finance Director, the Public Works Director, Town Planner, Assistant to Town Planner, Buildings Superintendent, the School Superintendent, School Business Manager, Director of Public School Buildings, Grounds, & Transportation, and members from the School Committee. Each edition of the Capital Improvement Plan is reviewed and adopted by the Town Council.

The multiyear CIP has an annual “capital improvements budget” component that sets forth the actual capital expenses for each fiscal year. The Town of Lincoln created a Capital Development Committee to recommend a CIP along with an annual capital budget to the Town Administrator, the Town Council, and Budget Board. The capital budget is the one-year budget that becomes part of the Town’s adopted annual budget. The longer-term CIP commits the Town to a program of expenditure but is allowed some flexibility while the actual annual budget is fixed at the Financial Town Meeting.

The inherent flexibility of a long-term CIP was demonstrated during the first five year implementation period when the Town was presented with an unanticipated public infrastructure expense. In 2004, several dams located within the Town were re-classified by the Rhode Island Department of Environmental Management (RIDEM) as “High Hazard”. According to the Rhode Island 2007 – Rules and Regulations for Dam Safety, “High hazard dam” means a dam where failure or mis-operation will result in a probable loss of human life. Ultimately, the Town entered into a “Consent Agreement” with RIDEM where the Town was responsible for improving the subject dams in order to comply with State requirements. To date, the Town has invested \$1,407,000 into this unanticipated public infrastructure project. There is still remaining work to be done on two dams. This work will be included in this update.

The Town’s Roadway Paving Program also benefitted from the CIP’s flexibility. Typically, the paving program is funded \$150,000 annually through the annual budget process. This funding amount had a minimum impact on the condition of the Town’s roadways. In FY2010-2011, the Town’s existing bond obligation payments began to decrease. The difference between the original bond payment and the newly reduce payment was directed into the paving program. The program’s budget increased to \$850,000 in fiscal years 2011, 2012, and 2014. The program received \$500,000 in fiscal year 2013. In addition, the Town received funding from the Federal Emergency Management Agency (FEMA) for storm damaged roadways and the Rhode Island Local Equity Aid Program (RILEAP). This increase in annual funding enabled the Town to make significant improvements in roadways throughout the Town. Appendix D presents the actual capital funding including Federal and State funding spent per fiscal year and which roadways were repaved.

### **A. Priority Projects**

Since the inception of the CIP, fourteen projects were identified as priority capital investment projects. The majority of these projects were completed during the first five-year implementation period. A complete list of the projects is located in Appendix A. The original CIP presented tables of the estimated costs and a proposed timeline of the priority capital projects. While this information offered a graphic view of the proposed capital expenditures over a period of time, the estimated costs and timeline that was used quickly became out of date and was not as useful during the planning process. A more realistic budget was usually generated while the CDC was within their final stages of deliberating the next project that would be implemented. Therefore, this CIP will not include any estimated capital costs or timelines.

This updated CIP includes two new projects that were not discussed in the original plan. The new projects are entitled Open Space and Dams. The open space project does not call for the purchase of a specific parcel of land. However, it stands as a reminder to the CDC and the Town that funds, whenever possible, should be set aside for future land purchases that would complement the Town's existing inventory of open space. Funds for open space can be used to purchase a parcel of land outright or be combined with other funding sources to meet a grant program's match requirement. The dam project represents the reconstruction/repairing of the two remaining Town owned dams. The names of these dams are: Butterfly Bridge Dam and the Handy Pond Dam.

The CDC has since re-established a general priority rating of the remaining projects. Each project will require detailed feasibility studies, architectural/engineering services, land acquisition (if needed), environmental assessments, appraisals and/or legal fees and the like. It is important to note that the list and the description of the projects are meant to serve as a starting point for discussion purposes when implementing the CIP.

1. Police Department
2. High School/Renovations
3. Dam upgrades
4. Roads & Sidewalks (ongoing project based on available annual funding- typically \$150,000)
5. School Administration Building
6. Highway Garage
7. Town Hall
8. Youth Center
9. Rescue Building
10. Open Space (ongoing project based on available annual funding and grant opportunities)

### **B. Total Funding Sources**

Most capital projects will be funded from one or more of the following sources:

1. General Obligation Bonds – These are funds derived from borrowing
2. Gaming Revenue – Host Community Agreement

3. Impact Fees – Ordinance 06-12, Ordinance 07-18
4. Grants – Federal and State
5. Operating Revenue – General Budgeted Funds
6. Operating Revenue – Earmarked Funds Reserve Acc

The analysis below in Table 2 shows the amount of expired debt service that has been earmarked for road repair and reconstruction while waiting for additional funds to become available from later expirations. At the end of FY2018, there will be approximately \$1,450,000 of expired annual debt service costs available for annual payments on any new debt incurred for the renovation project at the high school, or whatever other project deemed appropriate using general obligation bonds.

The purpose in placing these expired debt service payments into capital spending plans was to allow the Town to plan for a new bonding opportunity without having a significant impact on the tax levy or lead to a sharp increase in the tax rate to absorb the impact of a significant project cost. This plan should be sufficient to support at least \$35 million of new bonding or more if the rates are low enough. This assumption is based on a 4.5% rate. Annual debt service costs in FY2008, after the issuance of the middle school bonds was \$6 million. The addition of new bonded debt in FY2019 will result in total payments of less than \$5 million of annual debt service costs.

Appendix C contains the estimated debt service cost of the current \$30 million dollar bonded debt.

**Table 2**

| <b>Estimates Debt Service Availability for FY2018</b> |             |                                   |                              |
|---|-------------|-----------------------------------|------------------------------|
|   |             | Available for Future Debt Service | Annual Debt Service Payments |
| FY  | Expirations |                                   |                              |
| 2014  |             | \$850,000                         | \$3,870,800                  |
| 2015  | \$37,050    | \$0                               | \$3,833,750                  |
| 2016  | \$45,937    | \$0                               | \$3,787,813                  |
| 2017  | \$40,437    | \$100,000                         | \$3,747,376                  |
| 2018  | \$510,944   | \$500,000                         | \$3,236,432                  |
|   |             | \$1,450,000                       |                              |

(Source: Lincoln Finance Department)

Additionally, it is important to note that this CIP must consider the long term viability of the future Gaming Revenue as a funding source for capital project. It is predicted that this funding source will continue to be remain strong for approximately three to four years. However, when the State of Massachusetts' gaming facilities are developed and become operational, experts in the field foresee a negative impact to the Town's and State of Rhode Island's Gaming Revenue.

The next five year update to this plan will show just how much of an impact our neighbor's gaming facilities will have on Rhode Island.

### **C. Impact on Budget**

Capital funding requires planning as careful and as deliberate as the planning that goes into the CIP itself. It is important to note that as the plan is implemented, the Town should be aware of additional budgetary costs, if any that may arise from the project such as future payments of debt service on general obligation bonds (i.e. interest payments), lease payments on certain capital improvements, and increased operating costs (for example, if a new facility requires more staffing). On the other hand, there could be savings that may result from decreased operating costs (for example, a new facility that requires less maintenance and less staffing).

## **3. CIP Criteria**

The assumption will be that the CIP is reasonable, that it meets specific Town goals and objectives, that it is realistic in terms of future fiscal impact, that its components can be funded and built within the planned time frame, and that it is in compliance with the Comprehensive Plan. After the CDC makes its recommendations, the Planning Board will determine the CIP's compliance with the Comprehensive Plan. The major decision makers are the Town Council and the Budget Board. Final recommendations are made at the Financial Town Meeting (FTM) which has the final say on all budget matters including capital expenses. Capital expenses that require bond authorization are put to the voters of the Town through a bond referendum.

The CIP is based on a predetermined set of criteria, as follows:

- Need for the project(s),
- Relationship to stated goals and objectives in the Comprehensive Plan,
- Compliance with the Comprehensive Plan, and
- Fiscal capacity to fund the projects in the CIP from year to year.

## **4. Lincoln Public School District**

Historically, the capital expenditures of the Lincoln Public School District were carried out in their annual budget. The typical capital expenditure represented building maintenance projects and the upgrade of school buildings to reflect changes in educational needs. In 2003, the voters of the Town approved a \$35 million general obligation bond to build a new free-standing, 1,000-student middle school. The bond issue also included renovations to the existing middle school, the high school, the elementary schools and the school administration building.

Capital expenditures for any public school district in the state must be evaluated and approved by the Rhode Island Department of Elementary and Secondary Education (RIDE). Projects that meet the requirements of the state housing aid program and are approved by RIDE receive state aid for the project based on a percentage of cost. The percentage provided by the State to the school district is determined based on a share ratio designed to measure a community's need.

In May of 2007, RIDE began administering new regulations that required a detailed CIP from each public school district wishing to participate in the school housing aid program. The new regulations require an in-depth evaluation and documentation of each public school facility by a qualified architectural team. The Lincoln Public School District CIP was recently approved by RIDE. The projects detailed in this plan will be implemented based on RIDE priority and the availability of State and local funding. The public school district's CIP will stand as a separate document; it will not be incorporated into this CIP. However, this plan will contain broad subject titles that will encompass the school's projects.

## 5. Description of Priority Projects

Below are brief descriptions of the top three projects that the CIP will address within the next implementation period of 2013 - 2017.

### **A. Police Department – Existing Conditions**

The Police Department operates out of the same building as the municipality's administration. This facility is a conglomerate of various departments; hence, the building is considered by code to be a mixed-use assembly/business occupancy. The original 1964 two-story town hall facility was added on to in 1986 with a minimal 6,600 square foot two story addition to the town hall end of the facility. This brought the municipal facility to its present size of 27,800 square feet. At the same time as the addition, an existing two story 8,600 square foot portion of the building was renovated to accommodate the growing police department.

The 1995 Comprehensive Plan had not anticipated the rapid population growth that took place from 1995 to 2003 and therefore made few recommendations about the police facilities. In 2003, the Town updated its Comprehensive Plan and called for an entirely new facility. This Comprehensive Plan notes that the Police Department “finds itself in a situation where it is falling further and further behind industry standards with respect to almost all facets of its operations.”<sup>1</sup>

The Plan continues to note that the department's present space is “incapable of being expanded in any meaningful way...” which is “an annex of the town hall.” It also states that the building and much of the associated infrastructure is almost 40 years old. The only realistic solution to solving the department's present and anticipated space requirements is to relocate the department to a more suitable facility, or to build a new facility from the ground up which would serve the needs of a modern police agency well into the future.”<sup>2</sup>

A Public Facilities Audit prepared by the Robinson Green Beretta Corporation, noted that “The Police Department is extremely deficient in security, posing a severe risk to the occupants of the entire facility.” The report notes that undetected access to the Police Department from the Town Hall thru the lower level is possible. In addition, a detainee could possibly find access to the Town Hall.<sup>3</sup>

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<sup>1</sup> Town of Lincoln, *Comprehensive Plan update 2003*, page SF-17.

<sup>2</sup> Ibid.

<sup>3</sup> Robinson Green Beretta Corporation, *Public Facilities Audit*, September 2004, page 13

**Proposed Course of Action**

Standards for police facilities vary according to the size and the existing and future needs of the community. In large cities, facilities run the gamut from community policing to special tactical forces to deal with anti-terrorism activities. Common to all forces are units and space requirements for units dealing with domestic violence, patrol bureau, roll call, lockers, detectives, youth services, BCI and DNA lab, tow squad, records, traffic, human resources, detail office, prosecution, chief & special projects, internal affairs, copy center, weapons, supply room, evidence room, data processing, and building services.

In August of 2012, a space needs assessment was conducted by Tecton Architects, Inc., to gain an understanding of the current and future space requirements of the Town's police department. One program was developed for a new stand alone police facility on a separate site. The interviews discussed the limitations of the current space available for police department use, and compared that to facilities provided in other communities to address program needs. National accreditation standards, building code requirements, and International Association of Chiefs of Police (IACP) guidelines were considered and incorporated into the program results. The results indicate that a new facility to serve the needs of the Lincoln Police Department would need to be approximately 15,500 square feet. The estimated cost of this option is approximately \$6.4 million.

A new stand alone police facility on a separate site would alleviate many of the other issues associated with the shared occupancy of the municipal facility. The population growth predictions made in the Town's 2003 Comprehensive Plan did not materialize. The 2010 Census showed a slight decrease in population. In addition to the decreased population growth projections, it was determined that the cost estimates presented in the space needs assessment for a new stand alone police facility would be cost prohibitive to the Town given its current financial obligations and future capital investment projects.

**Recommended Course of Action**

The 2012 space needs assessment project also explored the ability of the current municipal facility site to accommodate an addition and associated parking. A series of concept designs explored a variety of different solutions to satisfying the police department needs on the existing site. The study concluded that the site can accommodate an addition of approximately 7,500 square feet extending out from the existing police station.

A 6,600 square foot addition plus the reconfiguring of the existing police station would be financially feasible if it was phased over a two year annual funding period. Phased construction of the proposed addition and reconfiguration of the police station will cost approximately \$2.88 million. The addition would expand the size of the police station to a total of approximately 15,200 square feet. The expanded facility would accommodate the current and future space requirements of the police department while addressing the national accreditation standards, building code requirements, and NFPA standards.

Phase 1 of this addition would include the construction of the entire shell of the building and the complete build-out of the addition's upper level and the renovation of the existing police station's upper floor. The cost of this phase is estimated at \$1.98 million. Phase 2 would include the build out of the lower level and reconfiguration of the existing lower floor. The cost of this

phase would be \$900,000. The CDC recommends that the Town pursue the phased construction option which will enable the Town to pay for the project without bond funding.

### **B. High School – Existing Conditions**

The Lincoln High School is a 1954 to 1963 facility, which received significant additions in 1958, 1970, and 1997. It has not received any major upgrades since 1968, with the exception of minor renovations and roofing work in 2005. The care and maintenance of this facility has allowed many of the major building systems and components to last well beyond their intended life expectancy.<sup>4</sup>

Before the new middle school was built, the high school was operating at nearly one hundred percent occupancy with virtually every room utilized every period. While space issues were relieved with the new middle school, the high school is left with many systems and facilities near breakdown that would require major overhaul.

Areas that cannot accommodate the needs of the school are the library, the guidance offices, the corridors, and the school's storage areas. Departmental offices are also much too small to serve the purposes for which they are intended, and many of them are only poorly remodeled storage rooms that lack proper heating and ventilation.

There are heating and ventilation problems throughout the high school that cause many rooms to be too cold and others to be too hot; temperatures cannot be regulated with functioning thermostats; single-pane windows in many parts of the school do not adequately keep out the cold during the winter months; and some classrooms have poor ventilation. Some of the school's corridors were upgraded recently, as were the entrance and other common areas.

There is a general lack of storage throughout the high school. Some classrooms lack areas to store teacher materials and virtually every department lacks adequate spaces for the storage of books and equipment.

A comprehensive review of this facility reveals that many major building components and systems require immediate attention. These include both short term and long term needs. Over the past thirteen years, the School Committee expended capital funds on many long term and short term needs. In general, the annual capital projects included security systems upgrades, floor coverings, lighting fixture replacement for energy efficiency, and painting ceilings, lockers and hallways. These are considered capital due to their eligibility for 30% reimbursement from the State of Rhode Island. These costs are funded on a pay-as-you-go basis and not through capital improvement bonds. Other operational costs not included in the annual capital budgets include repairs and repainting of damaged areas and the like. The source of funds for these costs are "Operating Revenue – Earmarked," meaning that these are pay-as-you-go expenditures that are not derived from bond funds.

In addition to the ongoing maintenance and upkeep, the following items need attention within the next five years:

- Site work modifications / repairs to roadways, sidewalks, fields,
- Window removal and replacement with thermal windows,

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<sup>4</sup> Some of this narrative is excerpted from the Torrado report, *Lincoln Public Schools*, November 26, 2001. Since much of that report is now outdated, this narrative includes updated information.

- Exterior door and frame replacement, glass, door hardware, etc.,
- Masonry re-pointing, exterior waterproofing,
- Plumbing improvements,
- Electrical improvements, and
- Mechanical improvements (HVAC)

The following need long term maintenance, beyond five years:

- Restore integrity of fire walls which protect exit access corridors,
- Restore integrity of rated fire doors,
- Provide safe lighting and ventilation,
- Provide structural modifications to insure resistance to wind, seismic, and lateral load resistance,
- Modify door entries, door hardware, drinking fountains, countertops, toilets, etc. for handicap accessibility, and
- Selective abatement of hazardous materials, which pose potential danger to building occupants.

These projects can be addressed on a gradual basis over several years, or they can be addressed in a single comprehensive renovation project, or a new construction project. Gradual repairs will not prepare the current building for an additional 50 years of service and does not address many of the current educational deficiencies. Comprehensive renovation or new construction can achieve these goals and therefore provide a better long term solution. They address all issues including improving energy efficiency of the building, restoring the building for an additional 50+ years of service, improving parking, circulation and athletic fields.

### ***Proposed Course of Action***

As the Town moves forward with this project, consideration must be given to the differences between a comprehensive renovation and new construction. Comprehensive renovations would likely involve a long 3½ -4 year multi-phased occupied construction period that may be disruptive to learning. New construction could likely be completed more efficiently and with less disruption over a 2 year construction period.

At the present time, most of the cost estimates for renovation and new construction date back to 2005. The figures are too outdated and are not included in this report. The current estimates are not only out-of-date, they also do not reflect the new realities of school construction adopted by the Rhode Island Department of Elementary and Secondary Education (RIDE) on May 24, 2007 that mandated classroom size and energy efficiencies that were not in effect in 2005. According to RIDE school construction regulations:

#### **1.04-1 High Performance School Design**

Projects shall meet all applicable federal, state, local, and regional building code requirements. Projects shall reflect cost-effective design, material, and finish decisions consistent with good architectural and engineering practice and high quality construction. Projects shall demonstrate that the current technological needs of students, faculty, and school staff are met.

Projects shall comply with all requirements set forth in the most recent Northeast Collaborative for High Performance Schools Protocol (Northeast-CHPS) so that approved projects provide high quality learning environments, conserve natural resources, consume less energy, are easier to maintain, and provide an enhanced school facility.<sup>5</sup>

Therefore, it is imperative that the Town commissions a new feasibility analysis that will explore the two development options listed below for the future of the Lincoln High School building:

1. To renovate the existing building and bring it into complete code and RIDE compliance that will give the building another 50+ years of service.
2. To construct a new building that will meet all new code and RIDE requirements that will also give 50+ years of service.

While feasibility studies are being pursued, the high school must continue to operate in its current condition and make necessary repairs to maintain safety and health of the students and teachers. If the Town pursues the feasibility study as recommended above, a decision can be made within a year as to whether this high school should be completely renovated or a new high school should be built. If the decision is to renovate the existing facility, then the capital costs for such renovation will rise dramatically. If the decision is to build a new school, then the expenses to keep running the existing school should be kept to the minimum necessary to maintain the health and safety of students and faculty.

### ***Recommended Course of Action***

The CDC recommends that the Town commissions a new feasibility analysis that will explore the two development options listed below for the future of the Lincoln High School building: To renovate the existing building and bring it into complete code and RIDE compliance that will give the building another 50+ years of service, or to construct a new building that will meet all new code and RIDE requirements that will also give 50+ years of service.

### **C. Dams**

The Town of Lincoln has twenty (20) dams located throughout the Town. Many of these dams were developed during the 1800's in order to harness water power for the mill complexes in the area. Today, these dams are generally owned and maintained by public entities; however, several of the dams are owned by private entities.

The dams are subject to structural failure that will possibly create flooding hazards downstream. Structural failure of a dam can be caused by intense wind events, earthquakes, and/or heavy rains. Structural failure of any one of the dams could cause injury and/or loss of life, damage and/or loss of public infrastructure, environmental damage to the waterbody and downstream of the dam, damage and/or loss to private property downstream of the dams.

The Rhode Island Department of Environmental Management (RIDEM) administers and enforces the state-wide Rhode Island Dam Safety Program. The objective of this program is to inspect all dams within the State of Rhode Island to determine their condition, to review and approve plans for construction or substantial alteration of a dam, to order the owner to make repairs or to take other necessary action to make a dam safe. In accordance with the RI Dam Safety Program,

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<sup>5</sup> RIDE School Construction Regulations (5/24/07).

each dam located within the State is inventoried and classified by size and hazard ratings. The hazard classifications are defined in the Dam Safety Regulations, as follows:

- *High Hazard* – means a dam where failure or misoperation will result in a probable loss of human life.
- *Significant Hazard* – means a dam where failure or misoperation results in no probable loss of human life but can cause major economic loss, disruption of lifeline facilities or impact other concerns detrimental to the public’s health, safety or welfare.
- *Low Hazard* – means a dam where failure or misoperation results in no probable loss of human life and low economic losses.

Based on the criteria set out in this program, the RIDEM Dam Safety Program has classified five (5) dams located in Lincoln as high hazard. Four of the re-classed dams are publicly owned by the Town while the other high-hazard dam is privately owned. Table 3 lists all of the dams located within Lincoln according to the RIDEM Dam Safety Program. The table also notes the dam’s classification as well as its ownership.

**Table 3**

| <b>Dams located in Lincoln, Rhode Island</b>                  |                       |                  |
|---|-----------------------|------------------|
| <b>Name</b>   | <b>Classification</b> | <b>Ownership</b> |
| Lincoln Handy Brook Handy Pond Lower                          | Low                   | Private          |
| Lincoln Handy Brook Handy Pond Upper                          | High                  | Public/Town      |
| Lincoln Moshassuck River Butterfly Pond                       | High                  | Public/Town      |
| Lincoln Moshassuck River Peace Pond                           | Low                   | Private          |
| Lincoln Moshassuck River Moffett Pond                         | High                  | Private          |
| Lincoln Moshassuck River Barney Pond                          | High                  | Public/Town      |
| Lincoln Moshassuck River Bleachery Pond                       | High                  | Private          |
| Lincoln Moshassuck River Limerock Reserve                     | High                  | Public/Town      |
| Lincoln Moshassuck River Old Louisquisset Road Pond           | Low                   | Private          |
| Lincoln Moshassuck River-Trib Goldfish Pond                   | Low                   | Public/State     |
| Lincoln Moshassuck River-Trib Bridlewood Pond                 | High                  | Private          |
| Lincoln Moshassuck River-Trib Bridlewood Upper End            | High                  | Public/Town      |
| Lincoln Mussey Brook - Meader Pond                            | Low                   | Private          |
| Lincoln Mussey Brook – Memorial Park                          | Low                   | Public/Town      |
| Lincoln Threadmill Brook Olney Pond                           | High                  | Public/State     |
| Lincoln Threadmill Brook Lincoln Woods Circulation            | Low                   | Public/State     |
| Lincoln West River-Trib CCRI Upper                            | Low                   | Public/State     |
| Lincoln West River-Trib CCRI Lower                            | Low                   | Public/State     |
| Lincoln West River-Trib Lincoln Downs                         | Low                   | Private          |
| Lincoln/North Smithfield Crookfall Brook-Woonsocket Reservoir | High                  | Public/City      |

Source – 2008 RIDEM Dam Safety Report

### **Proposed Course of Action**

Mitigating the effects of natural hazards on a dam and the surrounding area, and restoring the overall condition of each dam will decrease the potential for dam failure, reduce the liability from damage to public and private property, and improve overall public safety. In 2004, several dams located within the Town were re-classified by the Rhode Island Department of Environmental Management as “High Hazard”. Ultimately, the Town entered into a “Consent Agreement” with RIDEM where the Town was responsible for improving the subject dams in order to comply with State requirements. To date, the Town has invested \$1,407,000 into this unanticipated public infrastructure project. Below is a current list of the dams that have been reconstructed as of 2013:

- Barney’s Pond Dam was reconstructed in 2012. This dam is now in compliance with the State’s dam regulations,
- Lime Rock Dam was reconstructed in 2011. This dam is now in compliance with the State’s dam regulations,
- Bridlewood Pond Dam, which is owned by a private entity, was inspected by DEM’s engineering consultant in June 2010 and forwarded the report to DEM in September 2010. The owner also expeditiously addressed the unsafe condition and entered a Consent Agreement with DEM in December 2011 that included monitoring the seepage area for one year. A final monitoring report from the owner’s engineer is expected in 2013.

### **Recommended Course of Action**

The CDC recommends that the Town continue to fund these reconstruction projects. Handy Pond Upper Dam received extensive maintenance as specified in a consent agreement with the RIDEM. This dam is now in compliance with the State’s dam regulations; however, the Town is moving forward with exploring reconstruction options. This project would require the hiring of an engineering team with experience in dam construction. Butterfly Dam received extensive maintenance as specified in a consent agreement with the RIDEM. In 2014, the Town must conduct and issue a visual conditions report and submit it to RIDEM.

## **6. Description of Remaining Projects**

Below are brief descriptions of the remaining projects that the CIP will address within the next implementation period of 2013 - 2017.

1. Roads & Sidewalks - ongoing project based on available annual funding which is typically \$150,000
2. School Administration Building – renovation of the building according to building audit reports.
3. Highway Garage– renovation of the building according to building audit reports.
4. Town Hall– renovation of the building according to building audit reports.
5. Youth Center– renovation of the building according to building audit reports.
6. Rescue Building – renovation of the building according to building audit reports.
7. Open Space - ongoing project based on available annual funding and grant opportunities

**Appendix A****FY 2010 - Town**

| <b>Opening Date</b> | <b>Project Description</b>      | <b>Award Amount</b>   | <b>Category</b> |
|---------------------|---------------------------------|-----------------------|-----------------|
| 7/29/09             | Family Literacy Center          | \$226,600.00          | <b>PB</b>       |
| 9/29/09             | Senior Ctr. Construction Bid    | \$3,214,101.67        | <b>PB</b>       |
| 11/4/09             | Lonsdale Village Sanitary Sewer | \$12,450.00           | <b>PUII</b>     |
| 11/30/09            | New Roof - Animal Shelter       | \$6,800.00            | <b>BII</b>      |
| None                | Drainage Work                   | \$15,162.00           | <b>PUII</b>     |
| 5/4/10              | Manville Park                   | \$591,200.00          | <b>RPII</b>     |
| 5/14/10             | Above Ground Storage Tank       | \$187,192.00          | <b>BII</b>      |
| 7/14/10             | Repair - Manton "Limerock" Dam  | \$559,270.00          | <b>PUII</b>     |
|                     | <b>Total =</b>                  | <b>\$5,203,083.67</b> |                 |

**FY 2010 - School Department**

| <b>Date</b> | <b>Project Description</b>                             | <b>Award Amount</b> |
|-------------|--|---------------------|
| 7/20/2009   | Central Elem Asbestos Abatement                        | \$16,505.00         |
| 8/14/2009   | LHS Music Room Renovations                             | \$119,832.38        |
| 8/17/2009   | LHS Refinish Auditorium Stage                          | \$3,940.00          |
| 8/19/2009   | Central Elem Walkway Repair                            | \$2,250.00          |
| 8/15/2009   | Central, Northern, Saylesville –<br>Carpet Replacement | \$46,230.00         |
| 8/10/2009   | Northern Vinyl Floor Replacement                       | \$2,897.00          |
| 8/5/2009    | LMS Sewer Ejection Pump                                | \$20,492.00         |
| 8/5/2009    | Central Elem Air Clearance                             | \$4,500.00          |
| 8/25/2009   | Lonsdale Corridor Renovation                           | \$99,715.00         |
| 8/18/2009   | LHS Gym Door Replacement                               | \$16,660.00         |
| 8/28/2009   | LHS Gym Roof Replacement                               | \$161,765.00        |
| 8/27/2009   | Central Elem Office Redesign                           | \$870.00            |
| 9/2/2009    | LHS Boiler Repair                                      | \$9,800.00          |
| 2/10/2010   | LHS Gymnasium Exhaust Fan                              | \$5,800.00          |
| 2/10/2010   | Admin Bldg Security Upgrades                           | \$17,335.00         |
| 2/10/2010   | Northern Elem Fencing                                  | \$1,390.00          |
|             | <b>Total =</b>   | <b>\$529,981.38</b> |

**FY 2011 - Town**

| <b>Opening Date</b> | <b>Project Description</b>          | <b>Award Amount</b> | <b>Category</b> |
|---------------------|-------------------------------------|---------------------|-----------------|
| 9/16/10             | Limerock Park Tennis Courts         | \$72,500.00         | <b>RPII</b>     |
| 7/12/10             | Literacy Center Bldg. Improvements  | \$96,538.90         | <b>PB</b>       |
| 9/15/10             | Senior Center Furniture             | \$126,000.00        | <b>PB</b>       |
| 8/20/10             | Phone System for Senior Center      | \$25,274.34         | <b>PB</b>       |
| 8/20/10             | Computers/Printers- Senior Center   | \$26,065.00         | <b>PB</b>       |
| 12/1/10             | 12 x 16 Shed – Senior Center        | \$7,700.00          | <b>PB</b>       |
| 2/9/11              | Window Treat Senior Center          | \$10,230.00         | <b>PB</b>       |
| 5/4/2011            | Pump Station Condition - Electrical | \$13,900.00         | <b>PUII</b>     |
| 5/4/2011            | Pump Station Condition - Mechanical | \$17,850.00         | <b>PUII</b>     |
| 6/8/2011            | Lower River Road Pump Station Rehab | \$17,953.72         | <b>PUII</b>     |
|                     | <b>Total =</b>                      | <b>\$414,011.96</b> |                 |

**FY 2011 - School Department**

| <b>Date</b> | <b>Project Description</b>                      | <b>Award Amount</b> |
|-------------|---|---------------------|
| 2010/11     | LHS Refurbish Lavs Connector Hallway            | \$4,080.00          |
| 2010/11     | LHS Replace Interior Door Gym South             | \$7,250.00          |
| 2010/11     | LHS Security Cameras                            | \$22,125.02         |
| 2010/11     | LHS Replace Door Industrial Arts                | \$1,550.00          |
| 2010/11     | LHS Upgrade Boys Locker Room Gym South          | \$61,630.27         |
| 2010/11     | LHS Spiral Ductwork Auto Exhaust 1A Room        | \$3,025.00          |
| 2010/11     | LHS Repair Water Main Leak                      | \$22,944.38         |
| 2010/11     | LHS Repave Front Parking Lot                    | \$191,810.99        |
| 2010/11     | Northern Elem Install VCT Art Room              | \$5,000.00          |
| 2010/11     | Northern Elem Replace Carpet                    | \$5,505.00          |
| 2010/11     | Northern Elem Pave Playground and Parking Areas | \$38,128.80         |
| 2010/11     | Northern Fob Access Rear Door                   | \$2,847.00          |
| 2010/11     | Northern Elem Upgrade Main Lavs (ELC)           | \$8,008.43          |
| 2010/11     | LMS Install Exterior Lighting                   | \$10,795.00         |
| 2010/11     | LMS ADA Access Ramp to Public Bathrooms         | \$3,000.00          |

|         |  |                      |
|---------|--|----------------------|
| 2010/11 | LMS Install Safety Rail                          | \$2,140.00           |
| 2010/11 | Central Kindergarten Bathroom Modifications      | \$1,473.00           |
| 2010/11 | Central Replace Water Fountain Multipurpose Room | \$1,098.00           |
| 2010/11 | Central Paving Repairs                           | \$4,320.00           |
| 2010/11 | Central Playground Upgrades                      | \$4,297.83           |
| 2010/11 | Lonsdale Sink Replacement                        | \$4,480.00           |
| 2010/11 | Lonsdale Abatement and Install VCT in Classroom  | \$26,003.00          |
| 2010/11 | Lonsdale Playground Upgrades                     | \$2,499.33           |
| 2010/11 | Lonsdale Install Lavs in Two Classrooms          | \$25,095.46          |
| 2010/11 | Lonsdale Enclose Custodial Area                  | \$2,098.79           |
| 2010/11 | Saylesville Playground Upgrades                  | \$4,297.83           |
| 2010/11 | Saylesville HVAC Upgrades                        | \$12,365.00          |
| 2010/11 | Saylesville Abatement and Install Carpet         | \$43,539.00          |
| 2010/11 | Administration Bldg Install Fence                | \$1,938.50           |
| 2010/11 | Administration Bldg New Stake Body Truck         | \$28,801.69          |
| 2010/11 | Administration Bldg Replace Carpet               | \$4,086.09           |
|         | <b>Total =</b>                                   | <b>\$ 556,233.41</b> |

**FY 2012 - Town**

| <b>Opening Date</b> | <b>Project Description</b>                | <b>Award Amount</b>   | <b>Category</b> |
|---------------------|---|-----------------------|-----------------|
| 8/9/11              | Chet Nichols Field                        | \$97,811.00           | <b>RPII</b>     |
| 8/26/11             | Heartside Roof Repair & Misc.             | \$33,271.93           | <b>BII</b>      |
| 10/21/11            | Chain link fence Manville Park            | \$10,029.00           | <b>RPII</b>     |
| 11/9/11             | Baseball Base Stop (Arched)               | \$33,500.00           | <b>RPII</b>     |
| 12/19/11            | Waste Water Pump Stations                 | \$62,200.00           | <b>PUII</b>     |
| 1/6/12              | Lower River Rd. Pump Station              | \$294,900.00          | <b>PUII</b>     |
| 2/6/12              | Demolition of 1167 - 1169 Smithfield Ave. | \$10,950.00           | <b>BII</b>      |
| 2/6/12              | Cabinet & Controls for Sewer Stations     | \$368,265.00          | <b>PUII</b>     |
| 3/9/12              | Pump Stations Rehab                       | \$396,730.00          | <b>PUII</b>     |
| 4/30/12             | Barney Pond Dam Improvements              | \$846,971.50          | <b>PUII</b>     |
|                     | Five Pump Station Rehabilitation          | \$65,315.00           | <b>PUII</b>     |
| 7/12/12             | Library Addition and Renovation           | \$800,000.00          | <b>PB</b>       |
|                     | <b>Total =</b>                            | <b>\$3,019,943.43</b> |                 |

**FY 2012 - School Department**

| <b>Opening Date</b> | <b>Project Description</b>                                       | <b>Award Amount</b> |
|---------------------|--|---------------------|
| 2011/12             | LHS Cabling to all Classrooms                                    | \$1,668.00          |
| 2011/12             | LHS Roof Replacement   | \$120,400.00        |
| 2011/12             | LHS Upgrades to Room C220  | \$3,724.37          |
| 2011/12             | LHS Replace Damaged Irrigation Line & Install Water Meters       | \$17,211.60         |
| 2011/12             | LHS Replace Bleachers Gym South                                  | \$59,950.00         |
| 2011/12             | LHS Refinish/Reline Floor Gym south                              | \$13,080.00         |
| 2011/12             | LHS Replace Auditorium Stage Curtains                            | \$10,878.00         |
| 2011/12             | LHS Replace Water Coolers 200 Section                            | \$2,100.29          |
| 2011/12             | Northern Increase Exterior Lighting                              | \$3,753.00          |
| 2011/12             | Northern Resurface 4 Bathroom Floors                             | \$15,000.00         |
| 2011/12             | Northern Install Fencing   | \$2,731.00          |
| 2011/12             | Northern Paint Hallways & Stairwells                             | \$2,069.00          |
| 2011/12             | LMS Install Irrigation Abatement Meter                           | \$4,100.00          |
| 2011/12             | Central Replace Thermostat Controls                              | \$4,858.06          |
| 2011/12             | Central Extend Playground Fencing                                | \$2,111.00          |
| 2011/12             | Central Replace Door Entry Hardware                              | \$6,045.00          |
| 2011/12             | Central Abate & Install Carpeting                                | \$25,350.00         |
| 2011/12             | Central Install Acoustical Sound Battening in Multi-Purpose Room | \$6,500.00          |
| 2011/12             | Lonsdale Abate & Install VCT Flooring                            | \$17,480.00         |
| 2011/12             | Lonsdale Abate & Install VCT Flooring                            | \$17,600.00         |
| 2011/12             | Lonsdale Install Playground                                      | \$61,500.00         |
| 2011/12             | Lonsdale Install Fencing for Playground                          | \$3,528.00          |
| 2011/12             | Lonsdale Replace Roof  | \$69,000.00         |
| 2011/12             | Lonsdale Repave Parking Lot & Install Walkway                    | \$53,899.00         |
| 2011/12             | Saylesville Install New Boiler                                   | \$64,876.00         |
| 2011/12             | Saylesville Install Fencing around Playground                    | \$3,370.00          |
| 2011/12             | Saylesville Abate ad Install Carpeting                           | \$66,335.00         |
| 2011/12             | District Wide – Riding Mower                                     | \$23,170.00         |
|                     | <b>Total =</b>   | <b>\$682,287.32</b> |

**FY 2013 - Municipal Projects**

| <b>Opening Date</b> | <b>Project Description</b>                 | <b>Award Amount</b> | <b>Category</b> |
|---------------------|--|---------------------|-----------------|
| 6/21/2012           | Fairlawn Elementary School Roof            | \$41,750.00         | <b>BII</b>      |
| 6/22/2012           | Harris Ave. Drainage Improvements          | \$62,423.00         | <b>PUII</b>     |
| 8/7/2012            | Manville Park Water Line Upgrade           | \$19,400.00         | <b>RPII</b>     |
| 9/12/2012           | Bocce Court Roof                           | \$37,200.00         | <b>PB</b>       |
| 9/11/2012           | Replacement Heating A/C Equipment          | \$35,460.00         | <b>BII</b>      |
| 10/10/2012          | Quinnville Basketball Court Reconstruction | \$30,348.03         | <b>RPII</b>     |
|                     | <b>Total:</b>                              | <b>\$226,581.03</b> |                 |

**FY 2013 - School Department Projects**

| <b>Opening Date</b> | <b>Project Description</b>                               | <b>Award Amount</b> |
|---------------------|--|---------------------|
| 2012/13             | LHS Abate-Replace Connector Flooring                     | \$23,050.00         |
| 2012/13             | LHS Removal of Modular Classrooms                        | \$7,110.50          |
| 2012/13             | LHS Replace Auditorium Doors                             | \$26,975.00         |
| 2012/13             | LHS Replace Upper Tennis Courts                          | \$130,404.83        |
| 2012/13             | LHS Security & Electric Upgrades                         | \$61,925.00         |
| 2012/13             | Northern Remove Stone Planter & Repave Upper Entry Area  | \$5,300.00          |
| 2012/13             | Central Increase Parking & Repave Front Roadway          | \$73,060.00         |
| 2012/13             | Lonsdale Abate & Install Library Carpet                  | \$14,600.00         |
| 2012/13             | Lonsdale Extend Asphalt Walkway Front of Building        | \$5,300.00          |
| 2012/13             | Saylesville Skylight Replace                             | \$14,800.00         |
| 2012/13             | Administration Bldg Install Mandatory Fire Alarm Upgrade | \$36,886.00         |
| 2012/13             | Administration Bldg Repair Main & Side Entrance Stairs   | \$15,587.00         |
| 2012/13             | Administration Window Replace                            | \$141,412.50        |
|                     | <b>Total =</b>   | <b>\$556,410.83</b> |

**Appendix B**

| <b>Estimated Debt Service Cost for \$30 Million Bonded Debt</b> |                 |                          |                      |                      |
|---|-----------------|--------------------------|----------------------|----------------------|
| <b>Loan Balance</b>   | <b>Payments</b> | <b>Principal Payment</b> | <b>Interest 4.5%</b> | <b>Total Payment</b> |
| 30,000,000  | 40              | 750,000                  | 675,000              | 1,425,000            |
| 29,250,000  |                 | 750,000                  | 658,125              | 1,408,125            |
| 28,500,000  |                 | 750,000                  | 641,250              | 1,391,250            |
| 27,750,000  |                 | 750,000                  | 624,375              | 1,374,375            |
| 27,000,000  |                 | 750,000                  | 607,500              | 1,357,500            |
| 26,250,000  |                 | 750,000                  | 590,625              | 1,340,625            |
| 25,500,000  |                 | 750,000                  | 573,750              | 1,323,750            |
| 24,750,000  |                 | 750,000                  | 556,875              | 1,306,875            |
| 24,000,000  |                 | 750,000                  | 540,000              | 1,290,000            |
| 23,250,000  |                 | 750,000                  | 523,125              | 1,273,125            |
| 22,500,000  |                 | 750,000                  | 506,250              | 1,256,250            |
| 21,750,000  |                 | 750,000                  | 489,375              | 1,239,375            |
| 21,000,000  |                 | 750,000                  | 472,500              | 1,222,500            |
| 20,250,000  |                 | 750,000                  | 455,625              | 1,205,625            |
| 19,500,000  |                 | 750,000                  | 438,750              | 1,188,750            |
| 18,750,000  |                 | 750,000                  | 421,875              | 1,171,875            |
| 18,000,000  |                 | 750,000                  | 405,000              | 1,155,000            |
| 17,250,000  |                 | 750,000                  | 388,125              | 1,138,125            |
| 16,500,000  |                 | 750,000                  | 371,250              | 1,121,250            |
| 15,750,000  |                 | 750,000                  | 354,375              | 1,104,375            |
| 15,000,000  |                 | 750,000                  | 337,500              | 1,087,500            |
| 14,250,000  |                 | 750,000                  | 320,625              | 1,070,625            |
| 13,500,000  |                 | 750,000                  | 303,750              | 1,053,750            |
| 12,750,000  |                 | 750,000                  | 286,875              | 1,036,875            |
| 12,000,000  |                 | 750,000                  | 270,000              | 1,020,000            |
| 11,250,000  |                 | 750,000                  | 253,125              | 1,003,125            |
| 10,500,000  |                 | 750,000                  | 236,250              | 986,250              |
| 9,750,000   |                 | 750,000                  | 219,375              | 969,375              |
| 9,000,000   |                 | 750,000                  | 202,500              | 952,500              |
| 8,250,000   |                 | 750,000                  | 185,625              | 935,625              |
| 7,500,000   |                 | 750,000                  | 168,750              | 918,750              |
| 6,750,000   |                 | 750,000                  | 151,875              | 901,875              |
| 6,000,000   |                 | 750,000                  | 135,000              | 885,000              |
| 5,250,000   |                 | 750,000                  | 118,125              | 868,125              |
| 4,500,000   |                 | 750,000                  | 101,250              | 851,250              |
| 3,750,000   |                 | 750,000                  | 84,375               | 834,375              |
| 3,000,000   |                 | 750,000                  | 67,500               | 817,500              |
| Continued on Next Page  |                 |                          |                      |                      |

|           |  |                   |                   |                   |
|-----------|--|-------------------|-------------------|-------------------|
| 2,250,000 |  | 750,000           | 50,625            | 800,625           |
| 1,500,000 |  | 750,000           | 33,750            | 783,750           |
| 750,000   |  | 750,000           | 16,875            | 766,875           |
|           |  |                   |                   |                   |
|           |  | <b>30,000,000</b> | <b>13,837,500</b> | <b>43,837,500</b> |

## **Appendix C - Public and Private School Facilities and Municipal Buildings located in the Lincoln, RI**

| <b>Public and Private School Facilities located in the Lincoln, RI</b> |                        |                  |                            |                                     |
|--|------------------------|------------------|----------------------------|-------------------------------------|
| <b>Name</b>  | <b>Address</b>         | <b>Ownership</b> | <b>Original Date Built</b> | <b>Major Addition / Renovations</b> |
| Blackstone Valley Prep Mayoral Academy                                 | 3 Fairlawn Way         | Public           | Built in 1940              | Addition / Renovations 1996, 2006   |
| Central Elementary   | 1081 Great Road        | Public           | Built in 1962              | Addition 2006                       |
| Lincoln High School  | 135 Old River Road     | Public           | Built in 1955              | Addition 2006                       |
| Lincoln Middle School  | 152 Jenckes Hill Road  | Public           | Built in 2006              |                                     |
| Lincoln Seventh Day Adventist School                                   | 1000 Smithfield Avenue | Private          | Built in 1960              |                                     |
| Lonsdale Elementary  | 270 River Road         | Public           | Built in 1950              | Addition 2006                       |
| Northern Elementary  | 315 New River Road     | Public           | Built in 1970              | Addition 1996                       |
| Saylesville Elementary   | 50 Woodland Street     | Public           | Built in 1960              | Addition 1996                       |
| The Spurwink School  | 365 River Road         | Private          | Built in 1958              |                                     |
| Wm. M. Davies Career & Technical High School                           | 50 Jenckes Hill Road   | Public           | Built in 1970              |                                     |
| Saint James School   | 33 Division Street     | Private          | Built in 1880              |                                     |

| <b>Municipal Buildings located in Lincoln, Rhode Island</b> |                     |                            |                                     |
|---|---------------------|----------------------------|-------------------------------------|
| <b>Name</b>   | <b>Address</b>      | <b>Original Date Built</b> | <b>Major Addition / Renovations</b> |
| Albion Fire Station   | 38 School Street    | Built in 1955              | Addition/Renovations 2001           |
| Albion Youth Center   | 35 School Street    | Built in 1900              |                                     |
| Animal Shelter  | 25 Wellington Road  | Built in 1984              |                                     |
| Chase Farm  | 667 Great Road      | Built in 1865              |                                     |
| Family Literacy Center                                      | 12 Parkway          | Built in 1880              | Renovations 2002, 2009              |
| Hearthside  | 677 Great Road      | Built in 1810              |                                     |
| Lime Rock Fire Station                                      | 20 Twin River Road  | Built in 1959              | Addition 2001                       |
| Lime Rock Sub Station                                       | 1085 Great Road     | Built in 1954              |                                     |
| Lincoln Highway Garage                                      | 94 Old River Road   | Built in 1956              |                                     |
| Lincoln Public Library                                      | 145 Old River Road  | Built in 1979              | Addition/Renovations 2012           |
| Lincoln Rescue Facility                                     | 115 Main Street     | Built in 2000              |                                     |
| Lincoln School Administration Building                      | 1624 Lonsdale Ave   | Built in 1950              |                                     |
| Lincoln Town Hall/Police Department                         | 100 Old River Road  | Built in 1970              | Addition/Renovations 1996           |
| Lincoln Water Commission                                    | 96 Old River Road   | Built in 1977              | Addition/Renovations 2003           |
| Lonsdale Fire Station                                       | 224 Front Street    | Built in 1900              |                                     |
| Manville Fire Station                                       | 112 Old Main Street | Built in 1926              |                                     |

|                          |                       |               |                           |
|--------------------------|-----------------------|---------------|---------------------------|
| Moffitt Mill             | 585 Great Road        | Built in 1812 |                           |
| Quinnville Fire Station  | 861 Lower River Road  | Built in 1938 | Addition 2010             |
| Saylesville Fire Station | 1 Chapel Street       | Built in 1900 | Addition/Renovations 2001 |
| The Center               | 150 Jenckes Hill Road | Built in 2010 |                           |
| Valentine Whitman House  | 1147 Great Road       | Built in 1670 |                           |

## **Appendix D**

### **Paving Program (PP)**

|                |                     |
|----------------|---------------------|
| FY 2010 – 2011 | \$1,085,796         |
| FY 2011 – 2012 | \$724,793           |
| FY 2012 – 2013 | \$717,517           |
| FY 2013 - 2014 | \$850,000           |
| <b>Total</b>   | <b>\$2,832,919*</b> |
|                |                     |

\*This total includes funding received from Federal Emergency Management Agency (FEMA) and the RI Local Equity Aid Program (RILEAP)

### **Repaved Roadways to Date**

Cullen Hill Road (entire length – full reclamation) **2010**  
 Anna Sayles Road (entire length) **2010**  
 Simon Sayles Road (entire length) **2010**  
 Angell Road (from pole 43 near Princess Pine to Maple Ave – full reclamation) **2011**  
 Angell Road (from North Providence Town line to Drummond Drive – full reclamation) **2010**  
 Maple Ave (from Angell Road to Hillside Drive – full reclamation) **2011**  
 Cobble Hill Road (from northern Town line to just before Mount Ave) **2011**  
 Pat Drive (entire length) **2011**  
 David Drive (entire length) **2011**  
 Walker Avenue (entire length including sidewalks and curbing – full reclamation) **2011**  
 Tucker Street (from intersection of Boulevard Avenue to Walker Ave) **2011**  
 Harris Avenue (entire length) **2011**  
 Dexter Rock Road (entire length) **2011**  
 Sherman Ave (entire length – full reclamation) **2010**  
 Stonybridge Drive (from 2 Stonybridge to 10 Stonybridge) **2010**  
 Red Chimney Drive (intersection of Stonybridge to 14 Stonybridge Dr) **2010**  
 Rosewood Drive (from 9 Rosewood to intersection with Angell Rd) **2010**  
 Linfield Drive (large patches and intersection) **2010**  
 Boulevard Avenue (entire length – full reclamation) **2012**  
 Joyce Ann Drive (from Sayles Hill Road to Blue Mist Drive – full reclamation) **2012**  
 Erica Drive (entire length – full reclamation) **2012**  
 Maplehurst Drive (from River Road to end of Spurrwink lot) **2012**  
 Grandview Avenue (from Smithfield Ave to Progress Street – full reclamation) **2012**