



# DiPrete Engineering

January 19, 2026

Town of Coventry Planning Commission  
c/o Doug McLean, Director of Planning and Development  
Town of Coventry  
1675 Flat River Road  
Coventry, RI 02816  
[dmclean@coventryri.gov](mailto:dmclean@coventryri.gov)

**RE: Village at Tiogue  
Coventry, RI  
Project #: 0267-132**

Dear Honorable Planning Commission Members:

On behalf of the applicant, we respectfully provide this explanation documenting the physical, geometric, and right-of-way limitations that define the achievable roadway width along the one-way section of Tiffany Road, and why the proposed 12-foot paved travelway represents the maximum practicable improvement within the existing right-of-way. This assessment incorporates findings from Crossman Engineering (January 7, 2026) and the town's peer reviewer, Pare Corporation (January 16, 2026).

**1. Right-of-Way Constraints** - Tiffany Road is historically established as a 1-rod (16.5-foot) right-of-way for most of its width, providing very limited horizontal space for roadway improvements. Crossman notes that "there are limiting physical and environmental conditions that restrict the scope of what can be completed as part of any roadway improvements." Existing conditions within this narrow corridor include:

- Grade changes
- mature vegetation, and
- structural stone and boulder walls defining property boundaries.

These factors significantly constrain feasible expansion without property acquisition or major disturbance.

**2. Boulder Walls and Demarcated Boundaries** - The roadway is bordered in several areas by boulder and fieldstone walls that serve as long-standing property boundary markers. These structures:

- physically limit horizontal expansion,
- prevent widening beyond the interior face of the walls without reconstruction, and
- are significant to the character of the roadway and undesirable to disturb.

Attempting to widen beyond the proposed limits would require substantial structural work, including installation of retaining walls, guard rails, or reconfiguration of existing stone boundaries and land takings.

**3. Topographic Limitations** - Crossman identifies the roadway as "narrow and winding... with variable width between nine and twelve feet," situated among notable grade changes. Any attempt to widen outward beyond a 12' width would require:

- slope cutting and stabilization outside the right of way,
- construction of retaining walls,
- drainage system installation where none exists today, or
- potential guardrail installation.

Such interventions exceed reasonable roadway improvement scope for this lightly traveled, low-volume segment.

**4. 12-Foot Paved Width Meets Design Guidance** - Pare Corporation confirms that “there are guidelines that identify the width of low-volume one-way roads as 12 feet,” and that the applicant’s proposed improvement is appropriate. This width:

- meets emergency vehicle access needs,
- provides consistency in geometry where the width currently fluctuates, and
- remains fully within right-of-way limits without structural intrusion.

**5. Provision of a 1–2 Foot Shoulder Where Feasible** - In addition to the 12-foot paved surface, the applicant will provide a 1- to 2-foot gravel shoulder, where conditions allow, before encountering:

- stone/boulder walls,
- steep embankments, or
- drop-offs requiring guardrails or retaining structures.

Shoulder width will be maximized where practical but must taper where structural features or grade changes create unavoidable constraints.

**6. Additional Tree Clearing Available at the Town’s Request** - DiPrete Engineering plan identifies five trees required for removal to achieve the proposed widening. The applicant confirms that additional tree removal within the right-of-way can be performed at the Town’s request, provided such clearing improves visibility, drainage, or safe shoulder accommodation. All additional tree clearing will remain within ROW limits and avoid disturbance to stone walls and sensitive slopes.

**7. Traffic Volumes Do Not Justify Greater Widening** - Crossman’s updated traffic analysis demonstrates that the revised development:

- reduces the total number of units,
- results in lower peak-hour trips, and
- would generate minimal additional peak-hour vehicles using this section of Tiffany Road.

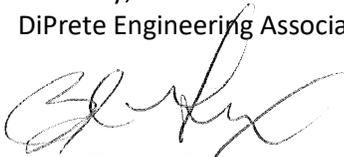
Both consultants confirm that emergency access is adequately supported by a 12-foot width and that additional widening is not warranted based on operational needs.

**8. Conclusion** - Based on existing right-of-way width, structural constraints, grade limitations, and operational conditions, the 12-foot pavement width, supplemented by 1–2 feet of shoulder where feasible, represents the maximum practicable roadway improvement that:

- avoids property impacts,
- minimizes environmental and structural disturbance, and
- fully satisfies emergency access and safety needs.

We trust this explanation addresses the Town’s concerns regarding the practical limits of roadway improvements at this location. If you have any further questions on this matter, please feel free to contact me at your earliest convenience.

Sincerely,  
DiPrete Engineering Associates, Inc.



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