

# Project Prioritization Cover Sheet | Town of Charlestown



## Transportation Improvement Program

<b>CONTACT</b>	<b>Contact Information</b>		
	Contact Person	Jane Weidman, AICP	Title Town Planner
	Mailing Address	4540 South County Trail	
	City	Charlestown	Zip Code 02813
	Phone	401 364 1225	Email jweidman@charlestownri.org

<b>PROJECT PRIORITIZATION</b>	<b>Project Prioritization</b> <small>(please use an additional sheet if necessary)</small>			
	Priority	Listed in TIP 2013-2016		Project Name
		Yes	No	
	low		✓	Roadway Departure Mitigation - Guardrail and Median Improvements to Route 1
	high		✓	Resurfacing Rt 1A, Old Post Rd (US-1 to US-1) <i>see attachment</i>
	high		✓	Resurfacing US-1, Post Rd (Robin Hollow Rd to Prosser Tr)
	low		✓	New Pawcatuck River Bridge, Shannock Road
	medium		✓	Wawaloam Bridge, RI 2 So County Trail at Pawcatuck River
	medium	X		Columbia Heights Streetscape
	high		X	Route 2 Drainage Improvements
	medium		X	Route 1A Bikeway/Multi-Use Path Feasibility Study



## TRANSPORTATION IMPROVEMENT PROGRAM

### PROJECT PRIORITIZATION

### TOWN OF CHARLESTOWN

#### Resurfacing Rt 1A, Old Post Road, from US-1 to US-1

##### **High Priority**

The Town of Charlestown has ranked the proposed DOT TIP projects from high to low priority and added two new projects. The Charlestown Town Council has a specific request to consider the incorporation of an on-road bikeway as part of the resurfacing of this section of Old Post Road, between the Chamber of Commerce east to the South Shore Mental health Center, a section which also provides access to the police station and Ninigret Park. This will establish a safe bike route on this portion of Old Post Road and support the eventual establishment of the new TIP project, the Old Post Road Multiuse Path, which would follow the Route 1A/Route 1 corridor the length of Charlestown. Establishing safe bicycle and pedestrian access to Ninigret Park is an especially important transportation and recreation goal for the Town.

As stated in the new project application:

The RIDOT Ten Year Strategic Plan has identified a portion of Old Post Road for resurfacing (from Route 1 at the Chamber of Commerce east to Route 1 near the South Shore Mental Health Center). Incorporation of the pathway into this project could be done by providing bike lanes or wider shoulders with bicycle marking in order to establish this roadway as bicycle friendly, a first step toward developing the multiuse pathway.

# New Project Application

## Transportation Improvement Program



<b>CONTACT</b>	<b>Contact Information</b>
	Agency/Organization <u>Town of Charlestown</u>
	Contact Person <u>Alan Arsenault</u> Title <u>Public Works Director</u>
	Mailling Address <u>4540 South County Trail</u>
	City <u>Charlestown</u> Zip Code <u>02813</u>
	Phone <u>401 364 1230</u> Email <u>aarsenault@charlestownri.org</u>

<b>PROJECT INFORMATION</b>	<b>Type of Project</b> <i>select all that apply</i>
	<input type="checkbox"/> Bridge <input type="checkbox"/> Pavement <input checked="" type="checkbox"/> Drainage <input type="checkbox"/> Planning
	<input type="checkbox"/> Traffic <input type="checkbox"/> Transit <input type="checkbox"/> Bicycle <input type="checkbox"/> Pedestrian
	<input type="checkbox"/> Transportation Enhancement <input type="checkbox"/> Other _____
	<b>Project Description</b>
	Project Title <u>Route 2 Drainage Improvements</u>
	Location by Street Name <u>Route 2, South County Trail</u>
	Project Limits - From <u>north of Jonathan Drive</u> To <u>south of Charlestown Town Hall</u>
	<i>Please include an 8.5" x 11" map of the site, indicating project limits.</i>
	Provide a brief description of the proposed project:
<p>The proposed project is a feasibility/design study to identify solutions to an ongoing flooding problem along Route 2, a state highway, in Charlestown. The study area runs from the site of the Narragansett Indian Tribe (NIT) museum on the west side of Route 2 to a location about 750 feet south of the property containing the Town Hall, on the east side of Route 2. There are two intersecting streets, Jonathan Drive on the east and Old Mill Road on the west. The total project area is approximately 2,700 feet along Route 2 sloping in a southerly direction.</p> <p>The inadequacy of the design of the current drainage system causes routine flooding in this area, along both sides of the roadway, impacting tribal properties on the west side, including the Four Winds Community Center north of the intersection with Old Mill Road and the Narragansett Tribal Health Center just south of the intersection with Old Mill Drive, as well as adjacent residences on the east side.</p>	

**Describe need for proposed project:**

A culvert crosses Route 2 north of Jonathan Drive diverting water from land on the east side of Route 2 to the area of the NIT museum. Under certain storm conditions, this water has flooded the west side of Route 2. Stormwater in this area is picked up by another culvert to the south which diverts the water back to the east side, causing flooding in the areas of several homes between Jonathan Drive and the Town Hall. Site improvements done as a result of the construction of the museum in 2012 which directed stormwater to a basin with overflow to a large wetlands area to the west may have corrected the issue between the museum and Jonathan Drive, although this has not yet been tested in a major storm.

Flooding is also common along the pavement on west side of Route 2 as far south as Old Mill Road. Annually, flooding can be expected from winter to late spring, sometimes overtopping Route 2, with damage to the homes and properties adjacent to the roadway. In winter, ponded water freezes at the intersection of Old Mill Road with the potential for severe accidents due to skidding.

Additional drainage capabilities are needed alongside the homes between Jonathan Drive and Town Hall. There is a possibility of providing a drainage swale in the area north of Old Mill Road on the west side of Route 2. Another culvert south of Town Hall could be used to carry stormwater across Route 2 to a large wetland system on the east side of Route 2.

In summary, the design and functioning of the existing state culvert drainage system along Route 2 in this area is insufficient in terms of capturing, holding and directing stormwater in a safe, efficient and low impact manner.

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

The benefits of correcting the roadway flooding issue along this lower lying section of Route 2 are as follows:

- \* providing safe and viable travel along this area of Route 2
- \* securing access to adjoining properties and those accessed by means of Old Mill Road
- \* prevention of potential flooding damage to adjoining properties

A summary of the benefits are provided in the attachment to this form.

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

Is the project on the Federal Aid System?  Yes  No

Is the project on the National Highway System?  Yes  No

CRITERIA

**Evaluation Criteria**

Please address the following topics as they relate to the project. Refer to "An Overview of TIP Guiding Principles" for more information. Submission **must not exceed** 2 pages, single-spaced, 12-point font.

- |                         |                                   |
|-------------------------|-----------------------------------|
| 1. Mobility Benefits    | 5. Supports Local and State Goals |
| 2. Cost Effectiveness   | 6. Safety and Security            |
| 3. Economic Development | 7. Equity                         |
| 4. Environmental Impact |                                   |

PROJECT ESTIMATES

**Project Estimates**

	ROW	Study	Design	Construction	Total
Estimated Project Costs	NA	\$15,000	\$35,000	unknown	TBD
				Total Cost	TBD
				Amount Requested through TIP Process	\$50,000

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

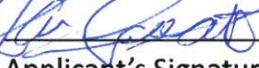
Source	Amount
Alan Arsenault, Public Works Director	
Total	\$50,000

Estimated date of construction TBD

CERTIFICATION

**Applicant Certification**

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

	January 6, 2016
Applicant's Signature	Date
	January 6, 2016
Chief Executive Officer's Signature	Date

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

**TRANSPORTATION IMPROVEMENT PROGRAM 2017 – 2025**  
**NEW PROJECT APPLICATION**  
**EVALUATION CRITERIA FOR ROUTE 2 DRAINAGE IMPROVEMENTS**  
**CHARLESTOWN, RI**

**MOBILITY BENEFITS:**

- ◆ The study will identify and design drainage improvements needed along a specific section of Route 2 in Charlestown so as to prevent flooding and road closure during certain storm events. Access to several homes and several major facilities of the Narragansett Indian Tribe are impacted.

**COST EFFECTIVENESS:**

- ◆ This application is for a new project and was chosen because it will provide for a long needed correction to an inadequately functioning drainage system in a critical section of state highway Route 2 which provides access to several homes, large areas of the Narragansett Indian tribal land and the Charlestown Town Hall.

**ECONOMIC DEVELOPMENT:**

- ◆ Route 2 is a major north-south thoroughfare in Charlestown connecting the northern section of the Town with Route 1 and the coastal region. Safe travel along Route 2 is critical to maintaining connectivity and economic viability.

**LOCAL AND STATE GOALS:**

- ◆ Properly designed and functioning roadway drainage is critical to the Town's circulation system, and to its emergency management procedures.
- ◆ Redesigned stormwater management for a state roadway would be done consistent with the RI DEM Stormwater Design and Installation Manual using best management practices in terms of both water quantity and water quality.

**HEALTH, SAFETY AND SECURITY:**

- ◆ Drainage problems along this section of Route 2 have impacted the accessibility of homes during storm events.
- ◆ Correction of the flooding and freezing which occurs at the intersection of Old Mill Road is critical since this road provides direct access to the newly constructed NIT hospital and Indian Cedar Trailer Park, which consists of approximately 60 units (with a potential for 14 more house trailers), as well as several private homes.

**EQUITY:**

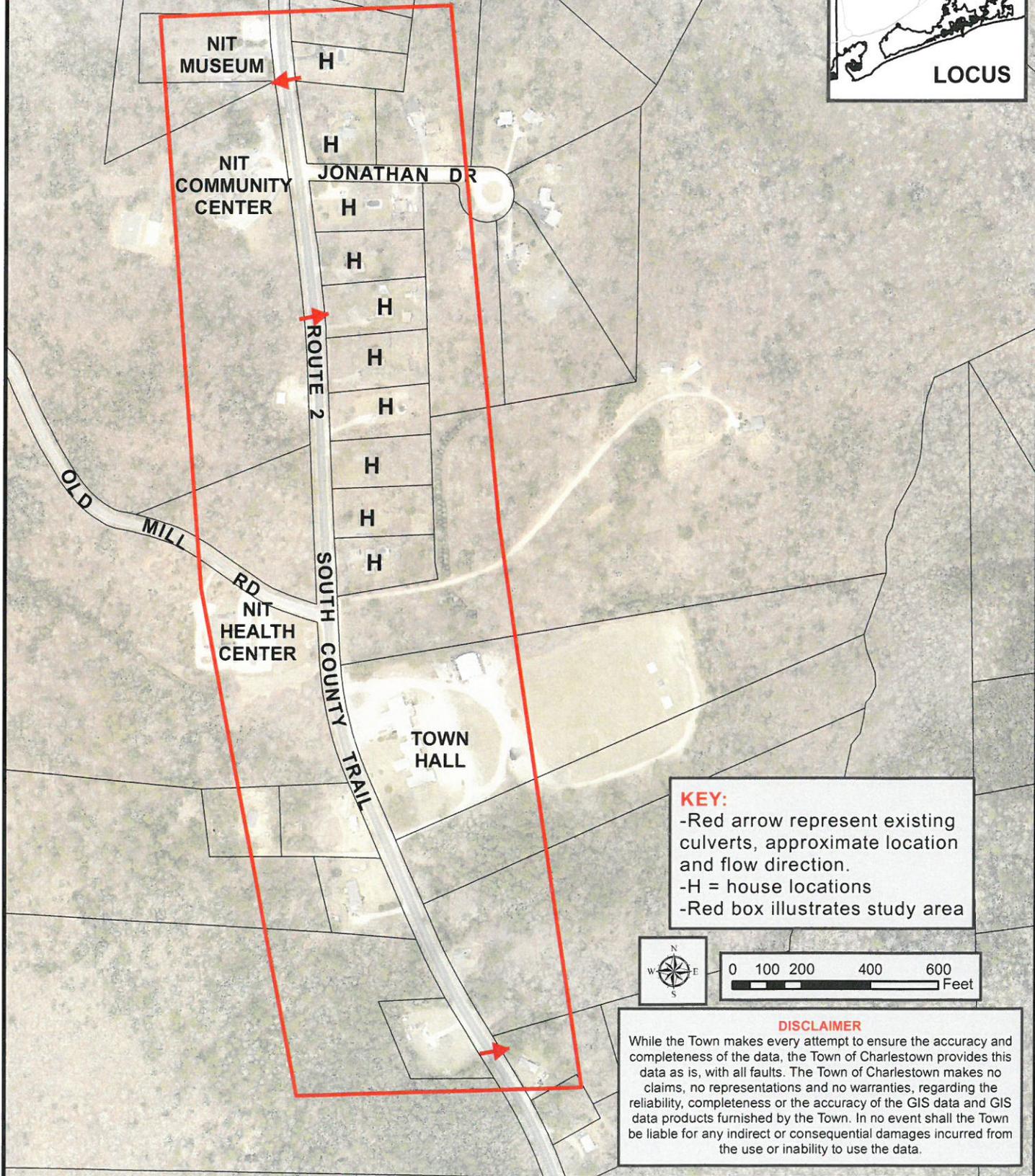
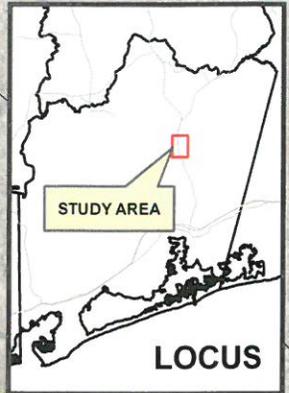
- ◆ The drainage improvements will positively impact individual property owners, members of the Narragansett Indian Tribe, town employees and the general public.

## **Route 2 Drainage Study/Design, Charlestown, RI**

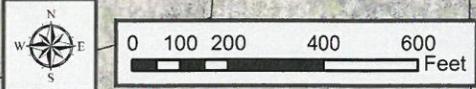
### **A statement from an impacted property owner during the 2010 flood:**

“Home owners all along the east side of Rt 2 from Town Hall to Jonathan Drive (opposite NIT museum) were seriously flooded. I could only get out of my driveway with a heavy-duty, high sprung truck. The intersection of Old Mill Rd and Rt 2 was impassible. Neighbors got a length of retired hose from the firehouse, and we were pumping water two houses down from Jonathan Drive across my property onto the ballfield behind the Town Hall, across a stretch of four houses and my property. I delivered fuel at roadside to be picked up by boat to run pumps at the flooded houses. I dug a trench with my backhoe to breach the berm between my property and the ballfield behind Town Hall. The bottom third of the backhoe was submerged while doing the work. The folks along Rt 2 north of Town Hall were desperate to save their homes. One was inundated when the water level rose above the windows.”

**TOWN OF CHARLESTOWN  
ROUTE 2  
DRAINAGE IMPROVEMENT  
FEASIBILITY STUDY  
PROJECT AREA**



**KEY:**  
 -Red arrow represent existing culverts, approximate location and flow direction.  
 -H = house locations  
 -Red box illustrates study area



**DISCLAIMER**  
 While the Town makes every attempt to ensure the accuracy and completeness of the data, the Town of Charlestown provides this data as is, with all faults. The Town of Charlestown makes no claims, no representations and no warranties, regarding the reliability, completeness or the accuracy of the GIS data and GIS data products furnished by the Town. In no event shall the Town be liable for any indirect or consequential damages incurred from the use or inability to use the data.

# New Project Application

## Transportation Improvement Program



<b>CONTACT</b>	<b>Contact Information</b>	
	Agency/Organization <u>Town of Charlestown, Bicycle Pathway Ad Hoc Committee</u>	
	Contact Person <u>Faith LaBossiere</u> Title <u>Chair</u>	
	Mailing Address <u>4540 South County Trail</u>	
	City <u>Charlestown</u> Zip Code <u>02813</u>	
Phone <u>401 212 6782</u> Email <u>roe.faith@verizon.net</u>		

<b>PROJECT INFORMATION</b>	<b>Type of Project</b> <i>select all that apply</i>
	<input type="checkbox"/> Bridge <input type="checkbox"/> Pavement <input type="checkbox"/> Drainage <input type="checkbox"/> Planning
	<input type="checkbox"/> Traffic <input type="checkbox"/> Transit <input checked="" type="checkbox"/> Bicycle <input checked="" type="checkbox"/> Pedestrian
	<input checked="" type="checkbox"/> Transportation Enhancement <input type="checkbox"/> Other _____
	<b>Project Description</b>
	Project Title <u>Old Post Road Multiuse Path Feasibility Study</u>
	Location by Street Name <u>Route 1A, Old Post Road, Charlestown</u>
	Project Limits - From <u>Chamber of Commerce @ Route 1</u> To <u>Post Office or location @ SK line</u>
	<i>Please include an 8.5" x 11" map of the site, indicating project limits.</i>
	Provide a brief description of the proposed project:
<p>The project area for the proposed Old Post Road Multiuse Path in Charlestown is between the Charlestown Chamber of Commerce parking lot just off Route 1 east to the Charlestown Post Office near Narrow Lane (or other suitable terminus near the South Kingstown town line) in the area of Charlestown considered to be its village and business center. The ultimate goal is to develop a Route 1A Bikeway between Westerly and Narragansett. Ideally, the pathway in Charlestown would be a dedicated way parallel to Route 1A but incorporation as part of the roadway in the form of bike lanes or wide (shared) shoulders may be necessary.</p> <p>A feasibility study/preliminary design is required to identify the most desirable route (right-of-way) and to determine all design, permitting, land acquisition and construction costs in order to achieve a continuous pathway between the two destinations. The pathway is intended to achieve the following:</p> <ul style="list-style-type: none"><li>• A safe non-vehicular link between the Chamber, the Charlestown Police Station, Ninigret Park (Charlestown's major recreational site) and its commercial center near the South Kingstown town line. It will also provide bicycle and pedestrian connection to the South Shore Mental Health Center and to a proposed affordable 24 unit rental senior housing project in the village, "Church Woods", which is now in its planning and permitting phase.</li><li>• Access to these facilities and to Charlestown's village area, its only commercial center, which offers banking, restaurants, a food market and post office, to and from the adjoining residential areas.</li><li>• Alternative transportation and recreational opportunities for multi-generational users, including handicapped persons.</li></ul>	

**Describe need for proposed project:**

For over 30 years, Charlestown has recognized the need for non-vehicular pathways:

- To give residents and visitors alternative access to local businesses and other major destinations, such as Ninigret Park;
- To support and enhance tourism, the major economic base in this rural and seaside town, by providing additional recreational opportunities; and
- To promote bicycling and walking as a healthy activities.

This project in particular will provide an alternative means of transportation to major destination points along Route 1A, with a connection to the village center. The residents from the adjoining neighborhoods to the south would have direct access to the multiuse path, and eventually to a larger local and regional bicycle and pedestrian facility.

Parking provided at or nearby the terminus areas could serve to alleviate congestion along Route 1A in the area of Ninigret Park during festivals and large events.

Charlestown currently is not served by scheduled forms of public transportation.

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

The project is intended to be the first portion of a larger bikeway/multiuse path along the coastal area of Charlestown and eventually along the length of Rhode Island's south shore. This bikeway is assumed to be located principally within the public right-of-way or on public property south of Route 1.

A summary of the benefits of the proposed Old Post Road Multiuse Path, including economic, are provided in the attachment to this form.

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

Is the project on the Federal Aid System?  Yes  No

Is the project on the National Highway System?  Yes  No

**CRITERIA**

**Evaluation Criteria**

Please address the following topics as they relate to the project. Refer to "An Overview of TIP Guiding Principles" for more information. Submission **must not exceed** 2 pages, single-spaced, 12-point font.

1. Mobility Benefits
2. Cost Effectiveness
3. Economic Development
4. Environmental Impact
5. Supports Local and State Goals
6. Safety and Security
7. Equity

**PROJECT ESTIMATES**

**Project Estimates**

	ROW	Study	Design	Construction	Total
Estimated Project Costs	unknown	\$60,000	unknown	unknown	TBD
				Total Cost	TBD
				Amount Requested through TIP Process	\$60,000

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

Source	Amount
Bradford Associates, Architects/Landscape Architects	
25 Creighton Street, Providence, RI	
Total	\$60,000

Estimated date of construction TBD

**CERTIFICATION**

**Applicant Certification**

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

Jane Wideman, Town Planner\* January 6, 2016

Applicant's Signature Date

[Signature] January 6, 2016

Chief Executive Officer's Signature Date

\* For Faith LaBassiere

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

**TRANSPORTATION IMPROVEMENT PROGRAM 2017 – 2025**  
**NEW PROJECT APPLICATION**  
**EVALUATION CRITERIA FOR OLD POST ROAD MULTIUSE PATH**  
**CHARLESTOWN, RI**

**MOBILITY BENEFITS:**

- ◆ The Old Post Road Multiuse Path will connect the Charlestown Chamber of Commerce, the Charlestown Police Station, Ninigret Park, the Town's major recreational facility, and the "Village District" to the east, which is the economic and business center of Charlestown.
- ◆ The pathway will relieve vehicular traffic to and from Ninigret Park, a 172.4 acre park established by the US Secretary of the Interior in the 1970's "exclusively for public park and public recreation purposes in perpetuity by the Town of Charlestown". The park annually hosts a number of large public events.
- ◆ The Charlestown Comprehensive Plan recommendation to develop bike trails/pathways is a high priority dating back to 1991, and is part of a larger plan of bike trails/pathways being developed by Westerly to the west and South Kingstown and Narragansett to the east.
- ◆ Charlestown's initial effort to accomplish the local and eventual regional bikeway/pathway is the creation of a multiuse path within Ninigret Park, which is currently under study and development. This pathway will be connected to the Old Post Road Multiuse Path.
- ◆ Charlestown does not benefit from bus or train service, and does not have any sidewalks, forcing people onto narrow roads without any shoulders, which is a safety concern.

**COST EFFECTIVENESS:**

- ◆ This application is for a new project and was chosen because it will allow Charlestown to extend, in time, the pathway west from Ninigret Park and east through the "Village District". The overall goal is to connect Westerly to South Kingstown by way of the larger bikeway/multiuse path. The portion which is the subject of this application is most important because it connects the Chamber of Commerce with the business center and provides a safe link to Ninigret Park, a major draw.
- ◆ The RIDOT Ten Year Strategic Plan has identified a portion of Old Post Road for resurfacing (from Route 1 at the Chamber of Commerce east to Route 1 near the South Shore Mental Health Center). Incorporation of the pathway into this project could be done by providing bike lanes or wider shoulders with bicycle marking in order to establish this roadway as bicycle friendly, a first step toward developing the multiuse pathway.
- ◆ The timing of this project is particularly important because Charlestown's citizens voted \$1,000,000 in June 2015 to fund improvements to Ninigret Park, a commitment to actualizing the potential of this major asset to the community. The park and the village area will be linked by this pathway.

## **ECONOMIC DEVELOPMENT:**

- ◆ Multiuse trails have become major attractions throughout the country. Charlestown's economic base is its reliance on tourism from Memorial Day to Labor Day. This multiuse path will provide alternative recreational opportunities extending tourism into the spring and fall.
- ◆ The portion of Old Post Road designated for resurfacing serves Charlestown's Chamber of Commerce. The pathway will enhance access to the Chamber for tourists and the business community.
- ◆ Economic benefits could extend to service and rental businesses, restaurants and accommodations, as well as generating sales taxes on all of the above.

## **LOCAL AND STATE GOALS:**

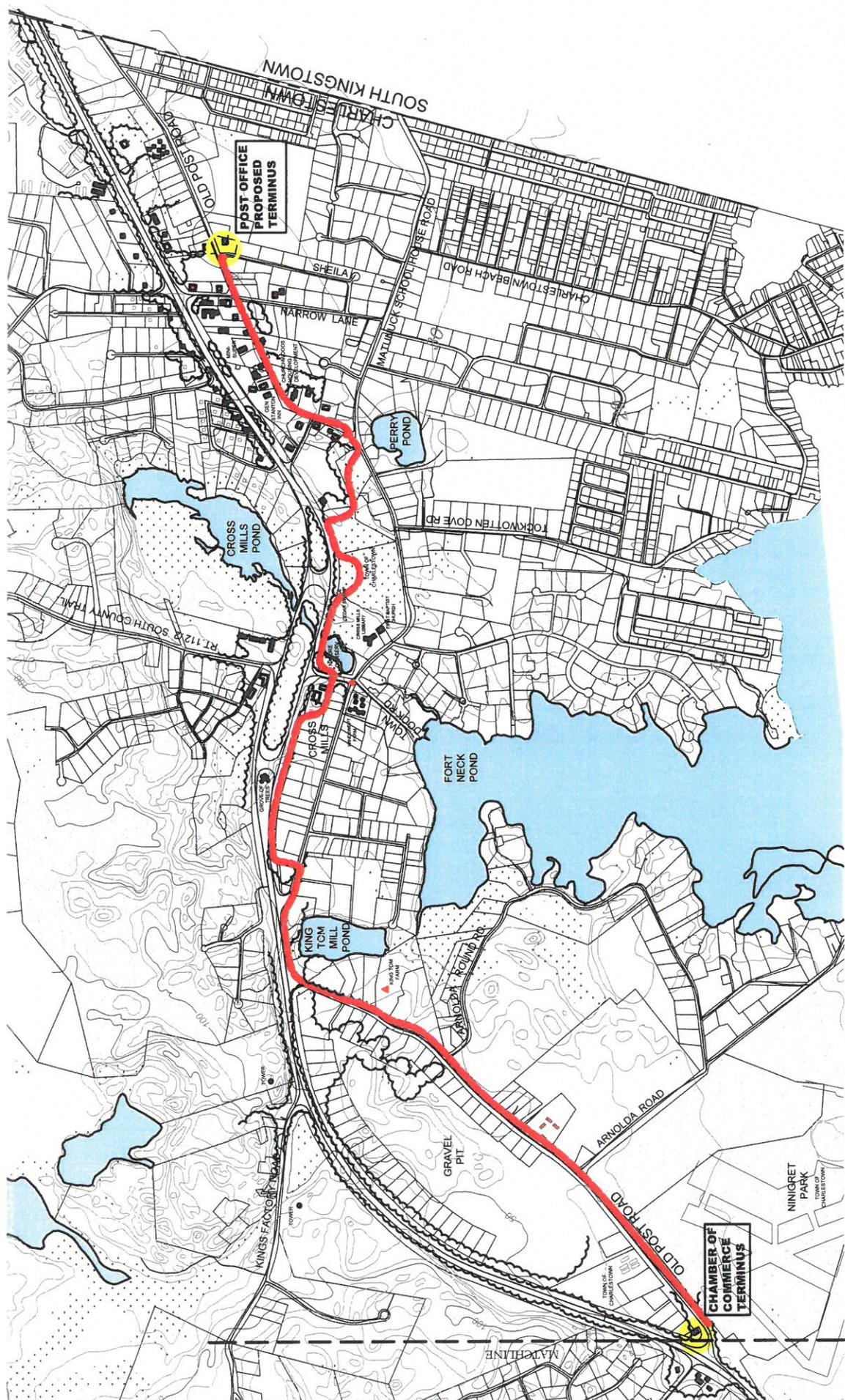
- ◆ The development of the proposed pathway is consistent with the Charlestown Comprehensive Plan in the areas of circulation, recreation and open space and economic development.
- ◆ Charlestown's multiuse path would become part of Rhode Island's extensive and impressive system of bikeways and trails. The state's bike paths, in particular, are not only alternative transportation systems, but major recreational facilities, magnets for tourists and facilitators of economic development. Charlestown has not yet been part of the Ocean State's bikeway program, despite a major portion of the south county shoreline.

## **HEALTH, SAFETY AND SECURITY:**

- ◆ The pathway is intended to be multiuse. Recently the US Surgeon General, Dr. Vivek Murthy, called for "walkable communities". The surgeon general wants communities to make it easier and safer for people of all ages and abilities to walk to their destinations. The pathway does exactly what Dr. Murthy advocates as a way to address a critical health issue, sedentary Americans.
- ◆ Well-designed bikeways will ease the transportation limitations in Charlestown whose residents and visitors must rely solely on personal vehicles.
- ◆ The pathway will serve the South Shore Mental Health Center on this portion of Old Post Road. Presently, patients must walk on roads unsuited to safe travel to access the village area.
- ◆ This multiuse path is intended to be a safe and low tension pathway which would allow access by youth to the recreational activities at Ninigret Park.

## **EQUITY:**

- ◆ As a multiuse path, it will serve youth, elderly, handicapped, South Shore Mental Health Center residents, general population and tourists.
- ◆ Multiuse paths are safe facilities for pedestrians and bicyclists providing mobility options as an alternative to roadways for both transportation and recreation purposes.



**OLD POST ROAD  
MULTI-USE PATH**  
 FEASIBILITY STUDY PROJECT AREA  
 CHARLESTOWN, RHODE ISLAND  
 SCALE: AS SHOWN  
 DRAWN BY: NP  
 DATE: 01/16/16

- LEGEND**
-  Significant Building
  -  Conceptual Bike-Way/Multi-Use Path (approx. 3 mi. in length)
  -  Proposed Terminus

**SOURCE**

1. RIGIS
2. USGS Topographic Map
3. US R-1 Intersection Improvements-GPA
4. Parcel and Zoning from Town of Charlestown

0 1000'

