

# Project Prioritization Cover Sheet | Town of North Kingstown



## Transportation Improvement Program

<b>CONTACT</b>	<b>Contact Information</b>		
	Contact Person	<u>Maura Harrington</u>	Title <u>Supervising Planner</u>
	Mailing Address	<u>80 Boston Neck Road</u>	
	City	<u>North Kingstown</u>	Zip Code <u>02852</u>
	Phone	<u>(401) 268-1573</u>	Email <u>mharrington@northkingstown.org</u>

<b>PROJECT PRIORITIZATION</b>	<b>Project Prioritization</b> <i>(please use an additional sheet if necessary)</i>			
	Priority	Listed in TIP 2013-2016		Project Name
		Yes	No	
H	✓		Intersection Safety Improvements to Route 2 at Route 102 - Roundabout	
H		✓	Resurfacing Rt 102, Philips St (Rt 1A to US-1)	
M		✓	Resurfacing Rt 1A, Boston Neck Rd (Brown St to Rt 138)	
H	✓		Resurfacing Rt 1A, West Main St (US-1 to Brown St)	
H		✓	Resurfacing Rt 2 - South County Trail (Rt 138 to Rt 102)	
M		✓	Resurfacing Rt 4 (Lafeyett Rd to Rt 403)	
H		✓	Resurfacing US-1, Post Rd (Rt 1A to Maxwell Dr)	
M		✓	Resurfacing US-1, Tower Hill Rd (Government Center to Rt 4)	
M		✓	Goosenest Brook Bridge at Lang Dr	
M		✓	James L. Baldwin-Second Lieutenant Matthew C Bridge, US 1A Boston Neck Rd at RI 138	
L		✓	Gilbert Stuart Road Bridge at RI 138	
L		✓	Briarbrook Dr South Bridge at Sandhill Brook	
L		✓	Stony Lane Bridge, RI 4 NB & SB at Stony Lane and Scrabbletown Brook	
M		✓	Silver Spring Mill Brook at US 1 Tower Hill Rd	
M		✓	Hunt River Bridge at US 1 Post Rd SB	
L		✓	Babbitt Farm Bridge, US 1 Post Rd at Cocumussoc Brook	
M		✓	Route 102 Bridge at RI 4 Col Rodman Hwy	
L		✓	Hamilton Canal Bridge, US 1A Boston Neck Rd at Mill Canal	

**Project Prioritization** (continued)

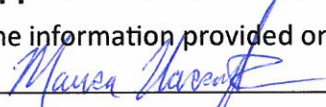

Priority	Listed in TIP 2013-2016		Project Name
	Yes	No	
L		✓	Davisville RR Bridge at Devils Foot Rd
M		✓	Hamilton Mill Bridge, US 1A Boston Neck Rd at Annaquatucket River
M		✓	Route 4 Culvert 1 at Annaquatucket River
M		✓	Lafayette RR Bridge at RI 4 Col Rodman Hwy
M		✓	Sandhill Brook Bridge at Chadsey Rd
H		✓	Potowomut River Bridge at Potowomut Rd
Repeated		✓	<del>Route 4 Culvert 1 at Annaquatucket River</del>
H		✓	Sandhill Pond Bridge at US 1 Post Rd
L		✓	Gilbert Stuart Mill Bridge, Gilbert Stuart Rd at Gilbert Stuart Stream
L		✓	Stony Lane RR Bridge
L		✓	Gilbert Stuart Bridge, Gilbert Stuart Rd at Mattatuxet River
M		✓	Austin Farm Bridge, US 1 Post Rd NB at Hunt River
L		✓	North Quidnessett Rd Bridge at Sandhill Brook
L		✓	Slocum Bridge, Rail Road Ave at Cattle Pass
H		✓	Wickford Bridge, US 1A Boston Neck Rd at Academy Cove
L		✓	Hatchery Road RR Bridge
L		✓	Wickford Hill RR Bridge at Exeter Rd
L		✓	Tower Hill Road Bridge at RI 138
L		✓	Lafayette Road Bridge at RI 4 NB & SB
M		✓	Essex Bridge, Austin Rd at Potowomut Pond
H		X	Post Road Curbing and Sidewalks (Camp Ave-Rt.1A)
H		X	Resurfacing of Rt.1A, West Main Street(Rt.1 to Newtown Ave)& Sidewalks
H		X	High Hazard Intersection at Ferry Rd. and Boston Neck Rd.
H		X	Forge Bridge, Forge Rd at Potowomut River
M		X	Post Road (Maxwell Drive to West Main Street):Bike Route
H		X	Belleville House to Wickford sidewalk and crosswalk improvements.

PROJECT PRIORITIZATION

Project Prioritization <i>(continued)</i>			
Priority	Listed in TIP 2013-2016		Project Name
	Yes	No	
H		X	Resurfacing of Rt 102, Phillips Street (Rt 1A to Rt.2)
H		X	Sidewalks on Post Road North from East Greenwich Line to School Street
L	X		Smith Castle Enhancements
M		X	Sidewalks on 102 from Home Depot to Wickford Junction
H		X	Drainage issue at the Essex Rd. Intersection of Post Road

**Required Public Hearing**  
 The required public hearing was held on December 15, 2015

**Applicant Certification**  
 The information provided on this application is in accordance with local regulations and ordinances.

	<u>January 07, 2016</u>
Applicant	Title
	<u>January 07, 2016</u>
Chief Executive Officer Signature	Date

**Submittal Checklist**

- 3 collated copies of complete TIP submittal package
  - Project Prioritization Cover Sheet
  - New Project Application Form for each new project
    - 2-page narrative on evaluation criteria
    - 8.5" x 11" PDF map of project location
- Email a copy of complete TIP submittal package to Kimberly.Crabill@doa.ri.gov or provide on a CD
- Submit complete TIP submittal package to:
 

Rhode Island Statewide Planning Program  
 ATTN: Kimberly Crabill  
 One Capitol Hill  
 Providence, RI 02908

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



# New Project Application

## Transportation Improvement Program



CONTACT

### Contact Information

Agency/Organization Town of North Kingstown  
Contact Person Maura Harrington Title Supervising Planner  
Mailing Address 80 Boston Neck Rd.  
City North Kingstown Zip Code 02852  
Phone (401) 268-1573 Email mharrington@northkingstown.org

PROJECT INFORMATION

### Type of Project *select all that apply*

- |  |                                      |                                   |  |
|--|--------------------------------------|-----------------------------------|--|
| <input type="checkbox"/> Bridge                                | <input type="checkbox"/> Pavement    | <input type="checkbox"/> Drainage | <input checked="" type="checkbox"/> Planning   |
| <input type="checkbox"/> Traffic                               | <input type="checkbox"/> Transit     | <input type="checkbox"/> Bicycle  | <input checked="" type="checkbox"/> Pedestrian |
| <input checked="" type="checkbox"/> Transportation Enhancement | <input type="checkbox"/> Other _____ |                                   |  |

### Project Description

Project Title Post Road Curbing and Sidewalks (Camp Ave- Rt. 1A)  
Location by Street Name Post Road  
Project Limits - From Camp Ave To Rt. 1A

*Please include an 8.5" x 11" map of the site, indicating project limits.*

Provide a brief description of the proposed project:

The proposed project includes the installation of 5' concrete sidewalks and curbing on both sides of Post Road from Camp Ave to Rt. 1 A.

**Describe need for proposed project:**

This is a heavily trafficked road which provides key access to Rt. 403 and access to Wickford Village and also provides bus routes. Due to the narrow 4 lane configuration with no sidewalks in place, this is a high accident route and an extremely dangerous route for pedestrians, who oftentimes end up walking on the road. As part of the road diet there will be temporary re-stripping and a reduction in travel lanes which will allow for room to install sidewalks and improve the pedestrian experience and improve safety.

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

Sewers are currently being installed along this portion of Post Road and resurfacing of this area will be done as part of the sewer project by the Town. This will help to attract businesses to the Post Road area and provide economic benefits to the area. There is also commitment from DOT in place to carry out a temporary re-stripping as part of the Post Road Diet. These improvements will put the town in a position whereby they could install sidewalks. The installation of sidewalks and curbing would greatly improve pedestrian traffic along this corridor, would allow access to public transport (bus services) in a safe manner, would enhance walkability and access to many state owned and municipal properties and recreational facilities.

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	N/A	N/A	300,000	1,700,000	2,000,000
				Total Cost	2,000,000
				Amount Requested through TIP Process	2,000,000

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

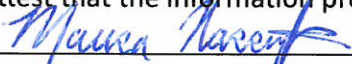
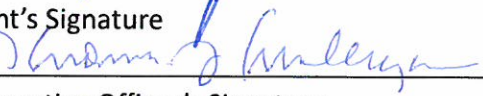
Source	Amount
Total	

Estimated date of construction \_\_\_\_\_

CERTIFICATION

**Applicant Certification**

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

	January 07, 2016
Applicant's Signature	Date
	January 07, 2016
Chief Executive Officer's Signature	Date

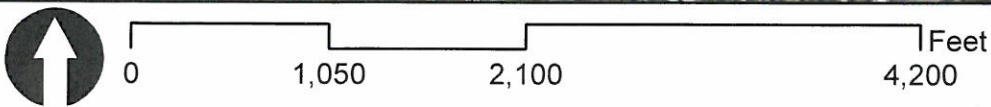
ALL APPLICATIONS ARE DUE BY 3:00PM ON FRIDAY, JANUARY 8, 2016







Project #1: Post Road Curbing  
and Sidewalks (Camp Ave. - Rt. 1A)  
Project Limits



This map is for reference purposes only.  
The Planning Department utilizes this  
information as a reference tool for review.  
This map is not intended for use as a site plan.





## 1. Mobility Benefits

The installation of sidewalks and curbing along Post Road from Camp Ave- Rt. 1A would improve the pedestrian path system from Post Road to Wickford. This would increase mobility choices and provide residents with the ability to walk to and between various markets, shops, recreational facilities and services. This would help to promote walkability of the nearby neighborhoods and encourage pedestrian activity along the corridor. This improved pedestrian corridor would link to the RIPTA bus routes. Easy pedestrian access to these RIPTA stops would encourage more walking and transit use.

## 2. Cost-Effectiveness

The installation of sidewalks along this route would improve the choice for residents. At present there are no sidewalks along this section of Post Road. This improved walkability would lead to improved health for residents as they would now be given the opportunity to walk this corridor, it would improve safety greatly for those who have to walk this corridor at present and increase connectivity to the existing sidewalks along Post Road. This will also extend the life of sidewalk system and provide a better performing more durable material than the asphalt, dirt or crumbling cement that exists in several places.

## 3. Economic Development

The improved sidewalk infrastructure will improve access to businesses along Post Road, recreational facilities such as Wilsons Park and would lead to improved access to Wickford village, a historic main street center with a mix of retail, residential, municipal, waterfront and office uses. The improved sidewalks will encourage pedestrian activity at this location and will help support local businesses and recreational facilities.

## 4. Environmental Impact

Encouraging walking connections will decrease congestion and increase environmental-related benefits of the transportation system such as improved air quality. There will also be energy conservation benefits through increased walking and transit use versus additional single-user automobile travel. Not only will these sidewalk improvements improve the pedestrian experience but it will also enhance the visual appeal of the area.

## 5. Supports Local and State Goals

This sidewalk project will link Post Road to the historic Wickford village area. Both are important growth centers for the town and access and connectivity to the retail areas, offices, municipal, residential and recreational facilities along this corridor is vital for the Town. The project will also help to implement the following goals, objectives and actions of the North Kingstown Comprehensive Plan: Goal C.1 Provide for the adequate movement of traffic on a regional and local basis through North Kingstown. C.1.3 Improve local circulation. C.1.8.2 Establish site-specific means to improve safety and adequate movement in conformance with applicable roadway corridor design standards such as sidewalk construction. C.2.8.4 Connect

schools, residential areas, recreation areas and commercial areas via bikeways and walkways. C.2.8.5 Link the pedestrian trails and bikeways with other transportation modes. Objective P.3.1 Increase pedestrian and traffic safety. Action P.3.4.1 Require sidewalk or multiuse path construction adjacent to Post Road to facilitate pedestrian connections to bus stops. Action P.3.1.4 Encourage sidewalks and pedestrian paths along Post Road that connect adjacent commercial buildings and properties, as well as nearby parcels. Objective P.1.1 Implement the Post Road Corridor Plan. Action P.3.1.2 Create an Access Management Plan to control and coordinate curb openings along Post Road.

## **6. Safety and Security**

This is a heavily trafficked road which provides key access to Rt. 403, Quonset and access to Wickford Village and also provides bus routes. Due to the narrow 4 lane configuration with no sidewalks in place, this is a high accident route and an extremely dangerous route for pedestrians, who oftentimes end up walking on the road. As part of the road diet there will be temporary re-striping and a reduction in travel lanes which will allow for room to install sidewalks and improve the pedestrian experience and improve safety. Improving the sidewalks and pedestrian connections along this portion of the Post Road Corridor will create a safer walking environment and alleviate many of the safety concerns due to the deteriorating pathways.

# New Project Application

## Transportation Improvement Program



CONTACT	<b>Contact Information</b>
	Agency/Organization <u>Town of North Kingstown</u>
	Contact Person <u>Maura Harrington</u> Title <u>Supervising Planner</u>
	Mailing Address <u>80 Boston Neck Road</u>
	City <u>North Kingstown</u> Zip Code <u>02852</u>
Phone <u>(401) 268-1573</u> Email <u>mharrington@northkingstown.org</u>	

PROJECT INFORMATION	<b>Type of Project</b> <i>select all that apply</i>
	<input type="checkbox"/> Bridge <input checked="" type="checkbox"/> Pavement <input type="checkbox"/> Drainage <input checked="" type="checkbox"/> Planning
	<input type="checkbox"/> Traffic <input type="checkbox"/> Transit <input type="checkbox"/> Bicycle <input checked="" type="checkbox"/> Pedestrian
	<input type="checkbox"/> Transportation Enhancement <input type="checkbox"/> Other _____
	<b>Project Description</b>
Project Title <u>Resurfacing of Rt. 1A, West Main Street (Rt.1 to Newtown Avenue) and Sidewalks</u>	
Location by Street Name <u>Rt. 1 A (West Main Street) &amp; Newtown Avenue</u>	
Project Limits - From <u>Rt.1 A</u> To <u>Newtown Avenue</u>	
<i>Please include an 8.5" x 11" map of the site, indicating project limits.</i>	
Provide a brief description of the proposed project:	
<p>This project includes the resurfacing of Rt. 1A (West Main Street) from Rt.1 to Newtown Ave and the installation and repair of sidewalks along this route to provide for the continuation of sidewalks into Wickford Village.</p>	

**Describe need for proposed project:**

This section of road receives an extremely high volume of complaints from the local residents. Their concerns relate to the condition of the road, the number of potholes and the unevenness of the road. This stretch of road includes numerous residential and commercial properties and is also within the Historic District for the Town. Residents complain that due to the unevenness of the road that there are road vibrations which is causing damage to some of these historic structures.

The improvement of sidewalks at this location is important to provide for connectivity to Wilson Park from Brown Street and to increase walkability into Wickford village.

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

This State Road provides the primary access point to Wickford Village from Post Road. It serves numerous businesses, municipal buildings, residents, recreational amenities (Wilson Park), provides access to the waterfront and the Historic District. This also serves as an emergency route for many residents, business owners and staff in the Town.

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

### Evaluation Criteria

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	N/A	N/A	9,000	51,000	60,000
				Total Cost	60,000
				Amount Requested through TIP Process	60,000

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

Source	Amount
Total	

Estimated date of construction \_\_\_\_\_

### Applicant Certification

CERTIFICATION

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

*Marcus Harrah* January 07, 2016  
Applicant's Signature Date  
*Sherron J. Anderson* January 07, 2016  
Chief Executive Officer's Signature Date

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





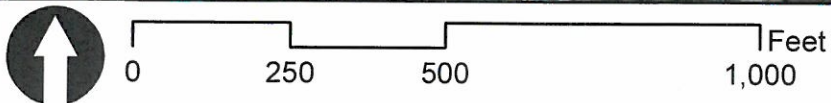


Resurfacing of Rt. 1A, West Main Street  
(Rt. 1 to Newtown Avenue)  
Project Limits

POST RD

Newtown Avenue

W MAIN ST



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The Planning Department utilizes this  
information as a reference tool for review.  
This map is not intended for use as a site plan.





### 1. Mobility Benefits

West Main St. provides the primary access point to Wickford Village from Post Road. It serves numerous businesses, municipal buildings, residents, recreational amenities (Wilson Park), provides access to the waterfront and the Historic District. This also serves as an emergency route for many residents, business owners and staff in the Town. The resurfacing and upkeep of West Main is critical to gaining access to Wickford village. Apart from vehicular traffic this also provides an important pedestrian route to the village of Wickford.

Installing and restoring sidewalks along West Main will allow residents easier access to continuous, wider and more level sidewalks. This will provide residents with the ability to walk to and between various markets, shops, services, and municipal buildings. It will allow the students who live in nearby neighborhoods to access the middle school and would provide access to Wilson Park.

### 2. Cost-Effectiveness

The existing sidewalks along West Main St. and are in a deteriorated condition and not present in many locations along this route. The Town would like to improve and preserve these existing sidewalks and add new segments of sidewalks where needed to allow for a continuous connection from West Main St. to Wickford village. This project would restore these facilities to functional, safe use for existing users and attract new users and visitors to the Wickford area. Once in place, the maintenance costs would be reduced and the need for temporary fixes would be eliminated. This will also extend the life of sidewalk system and provide a better performing more durable material than the asphalt, dirt or crumbling cement that exists in several places.

This section of road receives an extremely high volume of complaints from the local residents. Their concerns relate to the condition of the road, the number of potholes and the unevenness of the road. This stretch of road includes numerous residential and commercial properties and is also within the Historic District for the Town. Residents complain that due to the unevenness of the road that there are road vibrations which is causing damage to some of these historic structures. The resurfacing of this section of West Main St. would be cost-effective in the long term as it would aid in preserving these many historic commercial and residential properties.

### 3. Economic Development

The improved sidewalk infrastructure will improve access to Wickford village, a historic main street center with a mix of retail, residential, municipal, waterfront and office uses. It is a visitor destination and draws a significant tourist population throughout the spring and summer months and over the holiday season. The improved sidewalks will encourage pedestrian activity in the village and help support the businesses of Wickford. The resurfacing will aid in preserving the historic buildings as mentioned within. Higher quality roads and better conditions will make the approach into Wickford more attractive and inviting for those visiting. This is also a main evacuation route for many businesses and residents in town.

#### **4. Environmental Impact**

Encouraging walking connections will decrease congestion and increase environmental-related benefits of the transportation system such as improved air quality. There will also be energy conservation benefits through increased walking and transit use versus additional single-user automobile travel. Not only will these sidewalk improvements improve the pedestrian experience but it will also enhance the visual appeal of the area. The existing sidewalks are in very poor condition and consist of dirt paths and crumbling concrete in some places. This connection to Wickford will provide better access to the Wickford Historic District as well.

#### **5. Supports Local and State Goals**

The town will be providing an in kind contribution in staff time to oversee the implementation of the project. The improved sidewalk infrastructure will allow these residents greater mobility as well. In addition, the sidewalk project will link to the historic Wickford village area. This is an important locale for retail, office, municipal, residential and waterfront activity. The project will also help to implement the following goals, objectives and actions of the North Kingstown Comprehensive Plan: Goal C.1 Provide for the adequate movement of traffic on a regional and local basis through North Kingstown. C.1.3 Improve local circulation. C.1.8.2 Establish site-specific means to improve safety and adequate movement in conformance with applicable roadway corridor design standards such as sidewalk construction. C.2.1.6 Implement affordable housing projects in areas served by public transportation and other alternatives to private vehicles. C.2.8.4 Connect schools, residential areas, recreation areas and commercial areas via bikeways and walkways. C.2.8.5 Link the pedestrian trails and bikeways with other transportation modes. These improvements also implement portions of the Wickford Village Plan. Action P.3.4.2 Provide pedestrian connections from adjacent neighborhoods, including designated Villages Objective ED.2.5 Seek alternate modes of transportation to and from employment centers, retail and office areas.

#### **6. Safety and Security**

Improving the sidewalks along West Main will create a safer walking environment and alleviate many of the safety concerns due to the deteriorating pathways. The new sidewalks will allow safer access to the school, library and municipal facilities in Wickford. The security of the historical structures within the HDC is impacted by the current road conditions. The resurfacing of West Main will alleviate structural concerns and will improve safety for those residents and business owners who occupy these structures.

# New Project Application

## Transportation Improvement Program



CONTACT

### Contact Information

Agency/Organization Town of North Kingstown  
Contact Person Maura Harrington Title Supervising Planner  
Mailing Address 80 Boston Neck Road  
City North Kingstown Zip Code 02852  
Phone (401) 268-1573 Email mharrington@northkingstown.org

PROJECT INFORMATION

### Type of Project *select all that apply*

- |  |                                      |                                   |                                     |
|--|--------------------------------------|-----------------------------------|-------------------------------------|
| <input type="checkbox"/> Bridge                                | <input type="checkbox"/> Pavement    | <input type="checkbox"/> Drainage | <input type="checkbox"/> Planning   |
| <input checked="" type="checkbox"/> Traffic                    | <input type="checkbox"/> Transit     | <input type="checkbox"/> Bicycle  | <input type="checkbox"/> Pedestrian |
| <input checked="" type="checkbox"/> Transportation Enhancement | <input type="checkbox"/> Other _____ |                                   |                                     |

### Project Description

Project Title High Hazard Intersection: Ferry Road & Boston Neck Road  
Location by Street Name Ferry Road & Boston Neck Road  
Project Limits - From Ferry Road To Boston Neck Road

*Please include an 8.5" x 11" map of the site, indicating project limits.*

Provide a brief description of the proposed project:

The proposal is to improve the existing 135 degree intersection at the corner of Ferry Road and Boston Neck Road to form a T-junction by including a triangular portion of land in the ownership of the State. The current intersection allows for northbound vehicles to speed onto Ferry Rd. A T-junction would make for a much safer intersection.

Describe need for proposed project:

The need for this improvement would improve safety at this intersection. Police data has indicated that there have been 22 accidents at this intersection over the last 5 years. It would also improve sight distances for those turning north from Ferry Road to Boston Neck Rd. as the current intersection impacts sight distances.

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

Improvements to this intersection would be beneficial as it would lead to less accidents at this location and improved safety. This intersection also provides access to a municipal library.

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

### Evaluation Criteria

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	N/A	N/A	7,500	42,500	50,000
				Total Cost	50,000
				Amount Requested through TIP Process	50,000

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

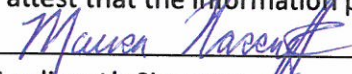
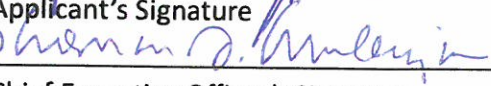
Source	Amount
Total	

Estimated date of construction \_\_\_\_\_

### Applicant Certification

CERTIFICATION

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

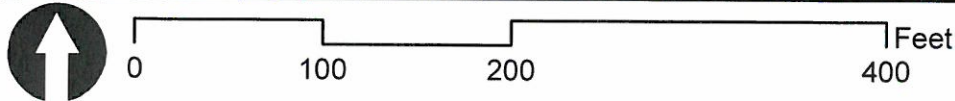
	January 07, 2016
Applicant's Signature	Date
	January 07, 2016
Chief Executive Officer's Signature	Date

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





High Hazard Intersection:  
Ferry Road and Boston Neck Road  
Project Limits



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# New Project Application

## Transportation Improvement Program



CONTACT

### Contact Information

Agency/Organization Town of North Kingstown

Contact Person Maura Harrington Title Supervising Planner

Mailing Address 80 Boston Neck Road

City North Kingstown Zip Code 02852

Phone (401) 268-1573 Email mharrington@northkingstown.org

PROJECT INFORMATION

### Type of Project *select all that apply*

- |  |                                      |                                   |                                     |
|--|--------------------------------------|-----------------------------------|-------------------------------------|
| <input checked="" type="checkbox"/> Bridge                     | <input type="checkbox"/> Pavement    | <input type="checkbox"/> Drainage | <input type="checkbox"/> Planning   |
| <input type="checkbox"/> Traffic                               | <input type="checkbox"/> Transit     | <input type="checkbox"/> Bicycle  | <input type="checkbox"/> Pedestrian |
| <input checked="" type="checkbox"/> Transportation Enhancement | <input type="checkbox"/> Other _____ |                                   |                                     |

### Project Description

Project Title Forge Bridge, Forge Road at Potowomut River

Location by Street Name Forge Road

Project Limits - From Forge Road Bridge To Forge Road Bridge

*Please include an 8.5" x 11" map of the site, indicating project limits.*

Provide a brief description of the proposed project:

This proposed project includes the need to fix the retaining walls and the abutments, particularly on the Warwick side (upstream) of the Forge Rd. Bridge as they are becoming increasingly deteriorated.

Describe need for proposed project:

The Forge Rd. Dam has eroded under the Forge Rd. Bridge and is not holding water back as it should. As a result the abutments are becoming particularly eroded and unsafe raising concern for the bridge.

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

This is a major transportation link between Warwick and North Kingstown. It provides access to some major recreation areas, such as Goddard Park and it forms the last Bridge over the Potowomut River

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	N/A	N/A	150,000	850,000	1,000,000
				Total Cost	1,000,000
				Amount Requested through TIP Process	1,000,000

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

Source	Amount
	Total

Estimated date of construction \_\_\_\_\_

CERTIFICATION

### Applicant Certification

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

*Marcia ...* January 07, 2016  
 Applicant's Signature Date

*Thomas ...* January 07, 2016  
 Chief Executive Officer's Signature Date

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



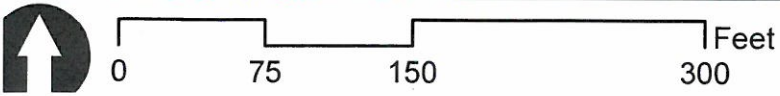


Forge Bridge, Forge Road  
at Potowomut River  
Project Limits

WARWICK

Potowomut River

Forge Road



This map is for reference purposes only.  
The Planning Department utilizes this  
information as a reference tool for review.  
This map is not intended for use as a site plan.







# New Project Application

## Transportation Improvement Program



CONTACT	<b>Contact Information</b>
	Agency/Organization <u>Town of North Kingstown</u>
	Contact Person <u>Maura Harrington</u> Title <u>Supervising Planner</u>
	Mailing Address <u>80 Boston Neck Road</u>
	City <u>North Kingstown</u> Zip Code <u>02852</u>
Phone <u>(401) 268-1573</u> Email <u>mharrington@northkingstown.org</u>	

PROJECT INFORMATION	<b>Type of Project</b> <i>select all that apply</i>
	<input type="checkbox"/> Bridge <input type="checkbox"/> Pavement <input type="checkbox"/> Drainage <input checked="" type="checkbox"/> Planning
	<input type="checkbox"/> Traffic <input type="checkbox"/> Transit <input checked="" type="checkbox"/> Bicycle <input type="checkbox"/> Pedestrian
	<input type="checkbox"/> Transportation Enhancement <input type="checkbox"/> Other _____
	<b>Project Description</b>
Project Title <u>Post Road, Maxwell Drive to West Main Street - Bicycle Route</u>	
Location by Street Name <u>Post Road, Maxwell Drive to West Main Street</u>	
Project Limits - From <u>Maxwell Drive</u> To <u>West Main Street</u>	
<i>Please include an 8.5" x 11" map of the site, indicating project limits.</i>	
Provide a brief description of the proposed project:	
<p>This project involves the creation of a on-road bicycle route from Maxwell Drive on Post Road to West Main Street, approximately 1.8 miles in length.</p>	

## Describe need for proposed project:

The Wickford to Maxwell Drive bicycle route would increase biking opportunities for residents, provide a bicycle and pedestrian connection between Wickford and Maxwell Drive including the surrounding neighborhoods, provide access to local destinations, and offer the community a multi-modal alternative to the private vehicle along the Post Road Corridor. At present there is not adequate room for cyclists to cycle along this corridor and presents serious safety issues.

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

There is a need to support all non-motorized modes of transportation to facilitate community connectivity and to increase the bikeability options for residents. This supports the Healthy Places by Design and Comprehensive Plan objectives of expanding access to support healthy living. Improving the bikeability of Post Road may also help to reduce vehicular traffic along the Corridor.

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

### Evaluation Criteria

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			20,000	120,000	140,000
				Total Cost	140,000
				Amount Requested through TIP Process	140,000

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

Source	Amount
Total	

Estimated date of construction \_\_\_\_\_

### Applicant Certification

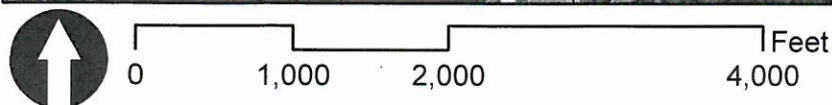
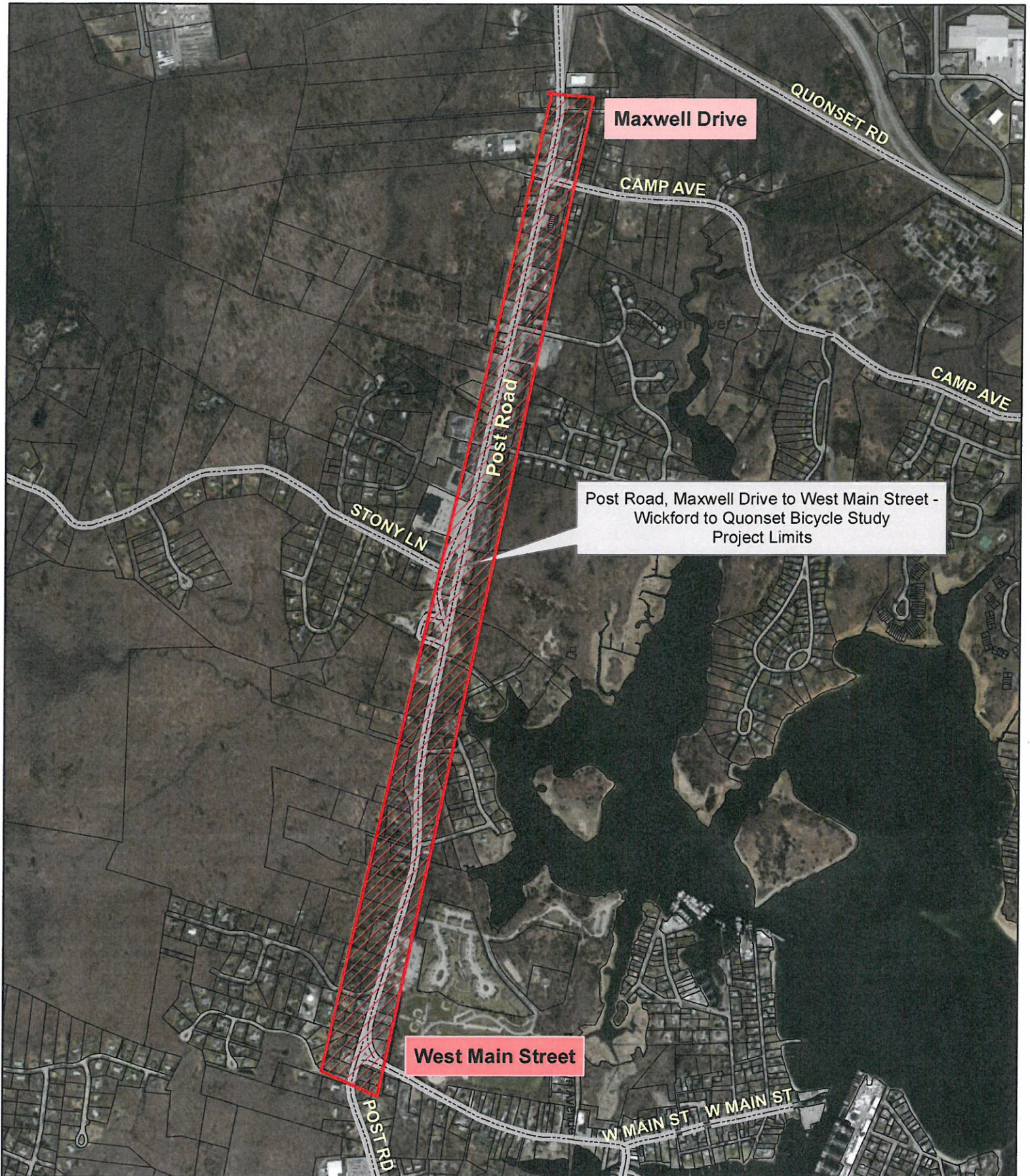
CERTIFICATION

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

*Marcia Karyte* January 07, 2016  
Applicant's Signature Date  
*Shannon D. Amley* January 07, 2016  
Chief Executive Officer's Signature Date

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





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### 1. Mobility Benefits

The Wickford to Maxwell Drive bicycle route would increase biking opportunities for residents, provide a bicycle connection between Wickford and Maxwell Drive including the surrounding neighborhoods, provide access to local destinations, and offer the community a multi-modal alternative to the private vehicle along the Post Road Corridor. At present there is not adequate room for cyclists to cycle along this corridor and presents serious safety issues.

### 2. Cost-Effectiveness

The installation of bicycle lane along this route would improve transportation choice for residents. Improved bikeability would lead to improved health for residents as they would now be given the opportunity to cycle this corridor, it would improve safety greatly for those who currently cycle this corridor. This would improve bikeability throughout the Town and would be an addition to the recent Calf Pasture Point trail. This could result in potential linkage routes in the future.

### 3. Economic Development

Improved bikeability along this section of the Post Road Corridor will improve access to businesses along Post Road, recreational facilities such as Wilsons Park and would lead to improved access to Wickford village, a historic main street center with a mix of retail, residential, municipal, waterfront and office uses. This will encourage cycling at this location and will help support local businesses and recreational facilities.

### 4. Environmental Impact

Encouraging biking connections will decrease congestion and increase environmental-related benefits of the transportation system such as improved air quality. There will also be energy conservation benefits through increased walking and transit use versus additional single-user automobile travel. The creation of a bicycle lane along Post Road Corridor will also enhance the visual appeal of the area.

### 5. Supports Local and State Goals

There is a need to support all non-motorized modes of transportation to facilitate community connectivity and to increase the bikeability options for residents. This supports the Healthy Places by Design and Comprehensive Plan objectives and State Goals of expanding access to support healthy living. Improving the bikeability of Post Road may also help to reduce vehicular traffic along the Corridor.

This bicycle lane project will link Post Road to the historic Wickford village area. Both are important growth centers for the town and access and connectivity to the retail areas, offices, municipal, residential and recreational facilities along this corridor is vital for the Town. The

project will also help to implement the following goals, objectives and actions of the North Kingstown Comprehensive Plan: Goal C.1 Provide for the adequate movement of traffic on a regional and local basis through North Kingstown. C.1.3 Improve local circulation. C.1.8.2 Establish site-specific means to improve safety and adequate movement in conformance with applicable roadway corridor design standards such as sidewalk construction. C.2.8.4 Connect schools, residential areas, recreation areas and commercial areas via bikeways and walkways. C.2.8.5 Link the pedestrian trails and bikeways with other transportation modes.

Objective P.1.1 Implements the Post Road Corridor Plan. Action P.1.7.7 Continue to work with RIDOT to include bikeways, streetscapes, under-ground utilities and traffic calming techniques in Post Road reconstruction. Action P.3.1.6 Requires that RIDOT integrate pedestrian and bicycle circulation improvements with the reconstruction of Post Road, including construction of a multiuse bike path connecting Hopedale Drive with Camp Avenue (within the Post Road right of way on the east side) as a segment of the Wickford to Quonset bike path. Objective ED.2.5 Seeks alternate modes of transportation to and from employment centers, retail and office areas.

### **Safety and Security**

This is a heavily trafficked road which provides key access to Rt. 403, Quonset and access to Wickford Village and also provides bus routes. Due to the narrow 4 lane configuration with no bicycle lanes in place, this is a high accident route and an extremely dangerous route for pedestrians, who oftentimes end up cycling on the road. Creating bicycle lane along this portion of the Post Road Corridor will create a safer cycling environment and alleviate many of the safety concerns.



# New Project Application

## Transportation Improvement Program



CONTACT

### Contact Information

Agency/Organization Town of North Kingstown  
Contact Person Maura Harrington Title Supervising Planner  
Mailing Address 80 Boston Neck Road  
City North Kingstown Zip Code 02852  
Phone (401) 268-1573 Email mharrington@northkingstown.org

PROJECT INFORMATION

### Type of Project *select all that apply*

- |   |                                      |                                   |  |
|---|--------------------------------------|-----------------------------------|--|
| <input type="checkbox"/> Bridge                     | <input type="checkbox"/> Pavement    | <input type="checkbox"/> Drainage | <input checked="" type="checkbox"/> Planning   |
| <input type="checkbox"/> Traffic                    | <input type="checkbox"/> Transit     | <input type="checkbox"/> Bicycle  | <input checked="" type="checkbox"/> Pedestrian |
| <input type="checkbox"/> Transportation Enhancement | <input type="checkbox"/> Other _____ |                                   |  |

### Project Description

Project Title Belleville House to Wickford village sidewalk and crosswalk improvements  
Location by Street Name Tower Hill Road and Phillips Street  
Project Limits - From Belleville House on Tower Hill Rd To Phillips St. to Brown St.

*Please include an 8.5" x 11" map of the site, indicating project limits.*

Provide a brief description of the proposed project:

This project includes the installation of new sidewalks and improvement of existing sidewalks to connect the recently constructed affordable housing (Belleville Senior Housing- 202 apartments) to Wickford Village. The proposal would include new sidewalks on the eastern side of Tower Hill Rd from Belleville Senior Housing to the intersection of Tower Hill Rd and Phillips St. and the improvement of existing sidewalks on the northern side of Phillips St to Wickford Village. This proposal also includes crosswalk improvements to the crosswalk at the lights at the intersection of Tower Hill Rd. and Rt. 102

## Describe need for proposed project:

There is a need to have a continued sidewalk from Belleville House to Wickford Village to allow for the safe movement of pedestrian traffic along this highly trafficked route. Belleville House is surrounded by high-traffic state roads, including Route 1 (Tower Hill Road) and Route 102 (Phillips/Ten Rod Road). There is a small segment of sidewalk in front of Belleville House at present; this should be raised for improved safety. There are also much needed improvements to the crosswalk at the intersection of Tower Hill and Rt. 102 and the repair of the sidewalks along the northern portion of Phillips St. from the intersection of Rt. 102 to Wickford Village. Many of these sidewalks are deteriorating and there are gaps in the network. This improvements are key in promoting and encouraging safe pedestrian movement and walkability to and from Wickford Village and the many services and businesses in the immediate area.

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

There would be municipal and economic development benefits as a result of this project. The installation and improvement of the sidewalks follows a route of many key services and businesses. It includes Wickford Middle School and the former Wickford Elementary Site. It provides access to the Town's municipal buildings (Town Library at Boone St.) Town Hall Annex (Brown St) and the Town Hall building (Boston Neck Rd) and the many services and businesses located along this route and within Wickford Village. The enhancement of safe pedestrian movement for school children and residents to Town Services and businesses in a heavily trafficked area is important to the Town.

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	N/A	N/A	\$40,000	\$260,000	\$300,000
				Total Cost	\$300,000
				Amount Requested through TIP Process	\$300,000

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

Source	Amount
	Total

Estimated date of construction \_\_\_\_\_

**CERTIFICATION**

**Applicant Certification**

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

*Nauman Kaseem* January 07, 2016  
 Applicant's Signature Date

*Thomas D. Kulevich* January 07, 2016  
 Chief Executive Officer's Signature Date

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





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## **1. Mobility Benefits**

Restoring sidewalks and improving the pedestrian path system from the Belleville House to Wickford village will allow residents easier access to continuous, wider and more level sidewalks. This will provide residents with the ability to walk to and between various markets, shops, services, and municipal buildings. Better sidewalks will allow the residents who live in the 40 senior apartments at the Belleville House to safely walk or utilize their wheel chairs to access these same destinations. The residents of the Wickford Village Housing development will also benefit from the improved pedestrian access to the medical office building and other businesses on Phillips Street. It will allow the students who live in nearby neighborhoods to access the middle school and library as well. All of these improvements will encourage pedestrian activity along the corridor. This improved pedestrian corridor would link to the RIPTA bus route in Wickford on Route 1A. This bus route links Kennedy Plaza to Newport and Narragansett. Easy pedestrian access to these RIPTA stops would encourage more walking and transit use.

## **2. Cost-Effectiveness**

The existing sidewalks along Phillips Street are in a deteriorated condition. The Town would like to improve and preserve these existing sidewalks and add new segments of sidewalks where needed to allow for a continuous connection from the Belleville House to Wickford village. This project would restore these facilities to functional, safe use for existing users and attract new users including those from the Belleville House, members of the library, students and teachers from the nearby school and visitors to the Wickford area. Once in place, the maintenance costs would be reduced and the need for temporary fixes would be eliminated. This will also extend the life of sidewalk system and provide a better performing more durable material than the asphalt, dirt or crumbling cement that exists in several places.

## **3. Economic Development**

The improved sidewalk infrastructure will improve access to Wickford village, a historic main street center with a mix of retail, residential, municipal, waterfront and office uses. It is a visitor destination and draws a significant tourist population throughout the spring and summer months and over the holiday season. The improved sidewalks will encourage pedestrian activity in the village and help support the businesses of Wickford. The sidewalks will also link to the medical office building and businesses on Phillips Street as well as North Kingstown Free Library and the former Wickford Elementary School and playground. The project is also located in the state urban services boundary.

## **4. Environmental Impact**

Encouraging walking connections will decrease congestion and increase environmental-related benefits of the transportation system such as improved air quality. There will also be energy conservation benefits through increased walking and transit use versus additional single-user automobile travel. Not only will these sidewalk improvements improve the pedestrian experience but it will also enhance the visual appeal of the area. The existing sidewalks are in very poor condition and consist of dirt paths and crumbling concrete in some places. This

connection to Wickford will provide better access to the Wickford Historic District as well. The proposed sidewalk improvements will connect to the southwestern boundary of the historic district at Elam Street. The walkability of the village is an attractive feature that must be fostered and preserved, supporting the cohesiveness of the village. In addition, the sidewalks will allow better access to a town-owned greenway adjacent to the Belleville House.

#### **5. Supports Local and State Goals**

The town will be providing an in kind contribution in staff time to oversee the implementation of the project. The improved sidewalk infrastructure will allow these residents greater mobility as well. In addition, the sidewalk project will link to the historic Wickford village area. This is an important locale for retail, office, municipal, residential and waterfront activity. The project will also help to implement the following goals, objectives and actions of the North Kingstown Comprehensive Plan: Goal C.1 Provide for the adequate movement of traffic on a regional and local basis through North Kingstown. C.1.3 Improve local circulation. C.1.8.2 Establish site-specific means to improve safety and adequate movement in conformance with applicable roadway corridor design standards such as sidewalk construction. C.2.1.6 Implement affordable housing projects in areas served by public transportation and other alternatives to private vehicles. C.2.8.4 Connect schools, residential areas, recreation areas and commercial areas via bikeways and walkways. C.2.8.5 Link the pedestrian trails and bikeways with other transportation modes. These improvements also implement portions of the Wickford Village Plan.

#### **6. Safety and Security**

Improving the sidewalks and pedestrian connections along the Phillips Street and Tower Hill Road corridor will create a safer walking environment and alleviate many of the safety concerns due to the deteriorating pathways. Phillips Street and Tower Hill Road are quite congested during peak hour traffic. Repaired sidewalks and the installation of crosswalks along Phillips Street will provide a clearly defined pathway free of any damage or deterioration so pedestrians and drivers alike understand which part of the road is for vehicles and which part is for pedestrians. The new sidewalks will allow safer access to the school, library and municipal facilities in Wickford. It will also allow better access to these areas for the elderly residents of the Belleville House. Phillips Street is designated as a town evacuation route and Wickford Middle School is designated as a Red Cross Shelter. Any improved access to this school will benefit those in need of a shelter. If local roadways are not passable, the pedestrian access to the shelter is all the more important.



# New Project Application

## Transportation Improvement Program



CONTACT

### Contact Information

Agency/Organization Town of North Kingstown  
Contact Person Maura Harrington Title Supervising Planner  
Mailing Address 80 Boston Neck Road  
City North Kingstown Zip Code 02852  
Phone (401) 268-1573 Email mharrington@northkingstown.org

PROJECT INFORMATION

### Type of Project *select all that apply*

- |  |  |                                   |                                     |
|--|--|-----------------------------------|-------------------------------------|
| <input type="checkbox"/> Bridge                                | <input checked="" type="checkbox"/> Pavement | <input type="checkbox"/> Drainage | <input type="checkbox"/> Planning   |
| <input type="checkbox"/> Traffic                               | <input type="checkbox"/> Transit             | <input type="checkbox"/> Bicycle  | <input type="checkbox"/> Pedestrian |
| <input checked="" type="checkbox"/> Transportation Enhancement | <input type="checkbox"/> Other _____         |                                   |                                     |

### Project Description

Project Title Resurfacing of Rt.102, Phillips Street (Rt. 1A to Rt.2)  
Location by Street Name Phillips Street  
Project Limits - From Rt. 1A To Plain Road on 102

*Please include an 8.5" x 11" map of the site, indicating project limits.*

Provide a brief description of the proposed project:

This project includes the resurfacing of Rte. 102 and extends from Rt. 1A Phillips St. to just before Rt. 2 and 102 intersection at Plain Rd. This would exclude the intersection of Lang Drive on the north of Rte.102 and Autumn Drive on the south of Rt. 102 and the Rotary area of Rte 2 & 102 as indicated on the attached map.

## Describe need for proposed project:

This road is in very poor condition in a number of areas. It is a route that is heavily increasing in traffic due to number of developments that have occurred in this area over the last 10 years and provides a major access route to highways and is a main evacuation route.

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

This route is an important infrastructural route for the Town and its residents as well as the wider transportation network. It is heavily trafficked, provides access to Rt 4 and Rt. 2, north and south and is particularly important route for daily commuters in all directions. It provides public transportation (bus routes) and is the primary access to Wickford Junction. There are also a number of commercial shopping plazas (Stop and Shop, Home Depot and Walmart) and businesses in the area that rely on traffic utilizing this road network to access them. This is also a major evacuation route for the Town.

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

### Evaluation Criteria

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	N/A	N/A	300,000	1,700,000	2,000,000
				Total Cost	2,000,000
				Amount Requested through TIP Process	2,000,000

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

Source	Amount
	Total

Estimated date of construction \_\_\_\_\_

### Applicant Certification

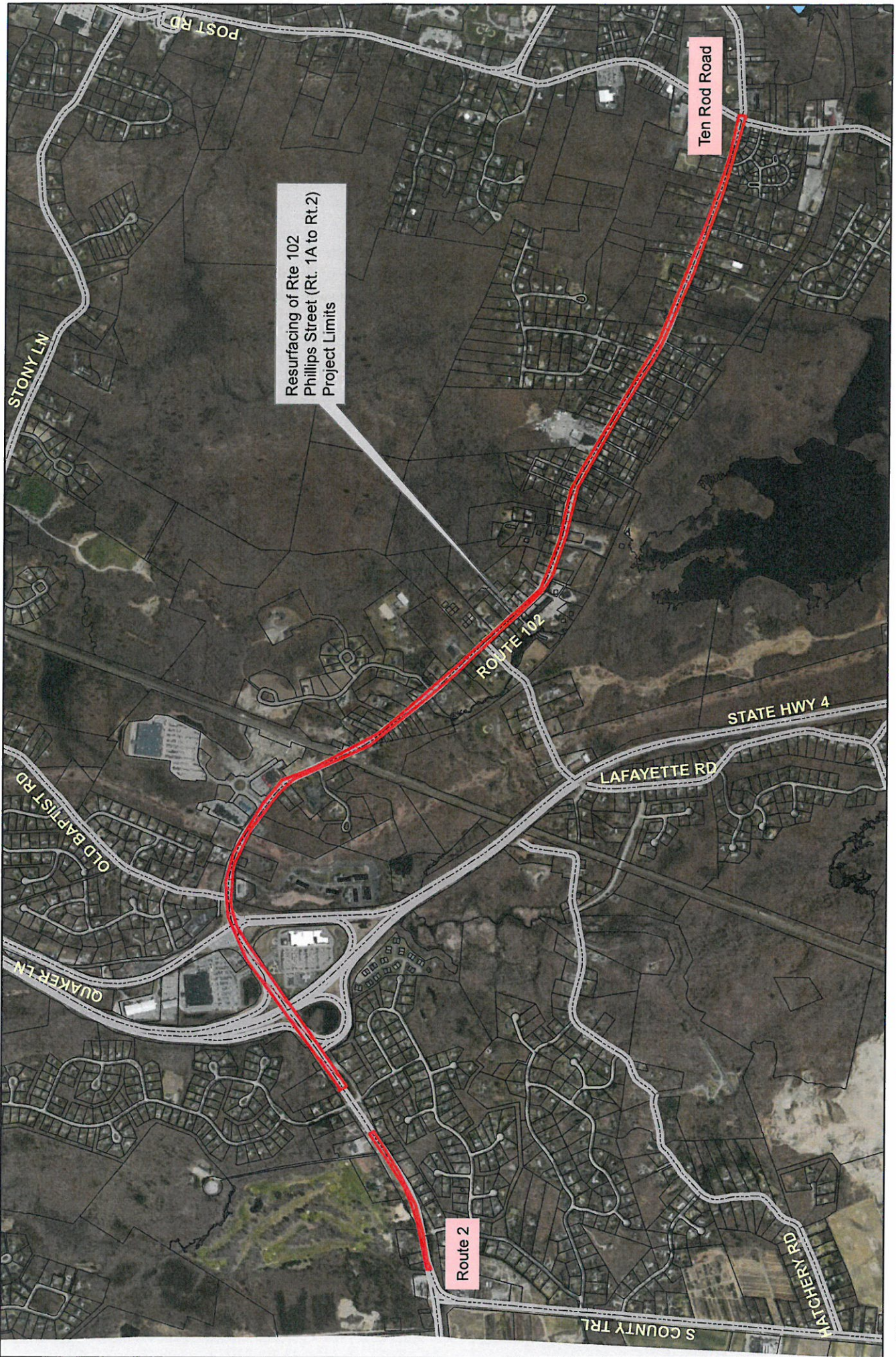
CERTIFICATION

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

*Marcus Harvey* January 07, 2016  
Applicant's Signature Date  
*Shannon D. Anderson* January 07, 2016  
Chief Executive Officer's Signature Date

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





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# New Project Application

## Transportation Improvement Program



CONTACT	<b>Contact Information</b>
	Agency/Organization <u>Town of North Kingstown</u>
	Contact Person <u>Maura Harrington</u> Title <u>Supervising Planner</u>
	Mailling Address <u>80 Boston Neck Rd.</u>
	City <u>North Kingstown</u> Zip Code <u>02852</u>
Phone <u>(401) 268-1573</u> Email <u>mharrington@northkingstown.org</u>	

PROJECT INFORMATION	<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 type="checkbox"/> Bicycle <input checked="" type="checkbox"/> Pedestrian
	<input type="checkbox"/> Transportation Enhancement <input type="checkbox"/> Other _____
	<b>Project Description</b>
Project Title <u>Sidewalks along the northern part of Post Rd. – from the East Greenwich line to School St.</u>	
Location by Street Name <u>Post Road</u>	
Project Limits - From <u>East Greenwich line on Post Road</u> To <u>School Street</u>	
<i>Please include an 8.5" x 11" map of the site, indicating project limits.</i>	
Provide a brief description of the proposed project:	
<p>This proposal would include the installation of 5' concrete sidewalks on the northern portion of Post Road. The specific area includes from the East Greenwich Line to School Street. This would involve the installation of sidewalks on both the eastern and western sides of this section of Post Road. The eastern side of Post Road does have sidewalks in place from School Street to above the Quidnessett Baptist Church, so the sidewalks on this side would only extend to before the Quidnessett Baptist Church.</p>	

## Describe need for proposed project:

There is a need for sidewalks in this location to allow for the safe movement of pedestrians along this stretch of northern Post Road. This would increase the connectivity to the existing sidewalk network further south on Post Road.

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

This would increase connectivity in an area where walkability is difficult due to lack of sidewalks currently in place. There are multiple bus stops along this stretch of road (Bus Route 14) whereby users would benefit from having sidewalks in place. Sidewalk improvements and installation has been and remains a key planning requirement for any new development application or redevelopment application along this section of Post Road.

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



### Evaluation Criteria

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	N/A	N/A	180,000	1,020,000	1,200,000
				Total Cost	1,200,000
				Amount Requested through TIP Process	1,200,000

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


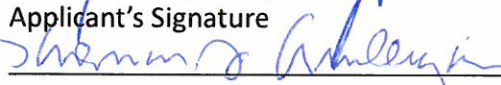
Source	Amount
	Total

Estimated date of construction \_\_\_\_\_

### Applicant Certification

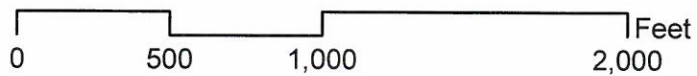
CERTIFICATION

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

	January 07, 2016
Applicant's Signature	Date
	January 07, 2016
Chief Executive Officer's Signature	Date

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





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## **1. Mobility Benefits**

The installation of sidewalks and curbing along Post Road North from School Street to the East Greenwich Line would improve the pedestrian path system for the northern portion of Post Road. This would increase mobility choices and provide residents with the ability to walk to and between various shopping plazas, restaurants, services, offices and mobile home parks. This would help to promote walkability of the nearby neighborhoods and encourage pedestrian activity along the corridor. This would increase connectivity in an area where walkability is difficult due to lack of sidewalks currently in place. There are multiple bus stops along this stretch of road (Bus Route 14) whereby users would benefit from having sidewalks in place. This improved pedestrian corridor would link to the RIPTA bus routes. Easy pedestrian access to these RIPTA stops would encourage more walking and transit use.

## **2. Cost-Effectiveness**

The installation of sidewalks along this route would improve the choice for residents. At present there are no sidewalks along most of this section of Post Road. This improved walkability would lead to improved health for residents as they would now be given the opportunity to walk this corridor, it would improve safety greatly for those who have to walk this corridor at present and increase connectivity to the existing sidewalks along Post Road. This will also extend the life of sidewalk system and provide a better performing more durable material than the asphalt, dirt or crumbling cement that exists in several places.

## **3. Economic Development**

Sidewalk infrastructure at this location will improve access to businesses along northern Post Road. It will also provide a sidewalk network for residents in the three mobile home parks located along this portion of Post Road and will aid in improving the aesthetics of this section of Post Road which will play an important role in the economic revival of Post Road.

## **4. Environmental Impact**

Encouraging walking connections will decrease congestion and increase environmental-related benefits of the transportation system such as improved air quality. There will also be energy conservation benefits through increased walking and transit use versus additional single-user automobile travel. Not only will these sidewalk improvements improve the pedestrian experience but it will also enhance the visual appeal of the area.

## **5. Supports Local and State Goals**

This project will help to implement the following goals, objectives and actions of the North Kingstown Comprehensive Plan: Goal C.1 Provide for the adequate movement of traffic on a regional and local basis through North Kingstown. C.1.3 Improve local circulation. C.1.8.2 Establish site-specific means to improve safety and adequate movement in conformance with applicable roadway corridor design standards such as sidewalk construction. C.2.8.4 Connect

schools, residential areas, recreation areas and commercial areas via bikeways and walkways. C.2.8.5 Link the pedestrian trails and bikeways with other transportation modes. Sidewalk improvements and installation has been and remains a key planning requirement for any new development application or redevelopment application along this section of Post Road in an effort to support local and State Goals. Objective P.3.1 Increase pedestrian and traffic safety. Action P.3.4.1 Require sidewalk or multiuse path construction adjacent to Post Road to facilitate pedestrian connections to bus stops. Action P.3.1.4 Encourage sidewalks and pedestrian paths along Post Road that connect adjacent commercial buildings and properties, as well as nearby parcels.

## **6. Safety and Security**

This is a heavily trafficked road which provides key access to I -95 and to East Greenwich and also serves bus routes. Sidewalks at this location would increase connectivity in an area where walkability is difficult due to lack of sidewalks currently in place. There are multiple bus stops along this stretch of road (Bus Route 14) whereby users would benefit from having sidewalks in place.

# New Project Application

## Transportation Improvement Program



CONTACT

### Contact Information

Agency/Organization The Town of North Kingstown  
Contact Person Maura Harrington Title Supervising Planner  
Mailing Address 80 Boston Neck Rd.  
City North Kingstown Zip Code 02852  
Phone (401) 268-1573 Email mharrington@northkingstown.org

PROJECT INFORMATION

### Type of Project *select all that apply*

- |  |                                      |   |  |
|--|--------------------------------------|---|--|
| <input type="checkbox"/> Bridge                                | <input type="checkbox"/> Pavement    | <input type="checkbox"/> Drainage           | <input checked="" type="checkbox"/> Planning   |
| <input checked="" type="checkbox"/> Traffic                    | <input type="checkbox"/> Transit     | <input checked="" type="checkbox"/> Bicycle | <input checked="" type="checkbox"/> Pedestrian |
| <input checked="" type="checkbox"/> Transportation Enhancement | <input type="checkbox"/> Other _____ |   |  |

### Project Description

Project Title Smith's Castle Transportation Alternative Project  
Location by Street Name Richard Smith Drive  
Project Limits - From Richard Smith Drive To Smith's Castle

*Please include an 8.5" x 11" map of the site, indicating project limits.*

### Provide a brief description of the proposed project:

The proposal is for site improvements to enhance the visitor experience at the Historic Smith Castle site. This proposal is requesting the remainder of previously approved TIP funds from the 2013-2016 TIP to carry out as much of the projects that the funds will allow. The proposed project includes: the widening of the entrance where Richard Smith Drive meets Post Road - Rt. 1, the creation of a loop road and associated storm water system; and a new, but downsized parking area suitable for bus parking. There is a master plan prepared which has been submitted to CRMC for a Preliminary Determination. The project is ready for detailed design and engineering.

Describe need for proposed project:

Smith's Castle is an important historical landmark for the Town and there is a need to protect this historical resource. There is also a need to ensure that the traffic movement at the entrance point on Post Road and throughout the site is one which is safe to visitors to improve safety throughout the site.

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

There will be an array of economic development benefits as a result of the proposed improvements to include: the redesign of the site to make the parking and traffic patterns less confusing to the visitor, improving the overall visitor experience. Improvements to the historic grounds will expand the visitor base. There is also potential for the improved facilities to expand the use of the site for special events which could bring wider economic benefits to the locality.

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



### Evaluation Criteria

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				167,500	167,500
				Total Cost	167,500
				Amount Requested through TIP Process	167,500

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

Source	Amount
Previous funding received (see attached letter from The Cocumscussoc Association)	
Total	

Estimated date of construction \_\_\_\_\_

### Applicant Certification

CERTIFICATION

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

<u>Maura Hancock</u>	<u>January 07, 2016</u>
Applicant's Signature	Date
<u>Thomas D. Anderson</u>	
Chief Executive Officer's Signature	Date

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



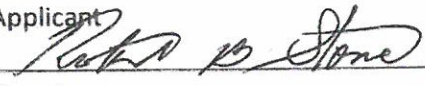
# Project Prioritization Cover Sheet

## Transportation Improvement Program



CONTACT	<b>Contact Information</b>		
	Agency/Organization	The Cocumscussoc Association/Smith's Castle	
	Contact Person	Marilyn Cohen	Title Site Committee
	Mailling Address	55 Richard Smith Drive	
	City	North Kingstown	Zip Code 02852
	Phone	401-789-1452 (M.Cohen)	Email marilynfcohen@hotmail.com

PROJECT PRIORITIZATION	<b>Project Prioritization</b> <i>please use an additional sheet if necessary</i>			
	Priority	Listed in TIP 2013-2016		Project Name
		Yes	No	
	High	X		Smith's Castle Transportation Alternative Project

CERTIFICATION	<b>Applicant Certification</b>	
	The information provided on this application is in accordance with local regulations and ordinances.	
	Robert Stone	President
	Applicant 	Title December 31, 2015
	Signature	Date

## Submittal Checklist

- CHECKLIST
- 3 collated copies of complete TIP submittal package
    - Project Prioritization Cover Sheet
    - New Project Application Form for each new project
      - 2-page narrative on evaluation criteria
      - 8.5" x 11" PDF map of project location
  - Email a copy of complete TIP submittal package to [Kimberly.Crabill@doa.ri.gov](mailto:Kimberly.Crabill@doa.ri.gov) or provide on a CD
  - Submit complete TIP submittal package to:
    - Rhode Island Statewide Planning Program
    - ATTN: Kimberly Crabill
    - One Capitol Hill
    - Providence, RI 02908

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



The Cocumscussoc Association  
55 Richard Smith Drive  
Wickford, Rhode Island 02852

December 30, 2015

Rhode Island Transportation Advisory Committee  
C/o Rhode Island Statewide Planning Program  
ATTN: Kimberly Crabill  
One Capitol Hill  
Providence, Rhode Island 02908

RE: TIP 2017-2025 Transportation Alternative Project (TAP)  
Smith's Castle/The Cocumscussoc Association

To the Members of the Rhode Island Transportation Advisory Committee:

The Cocumscussoc Association is pleased to submit a request for continued listing on the State Transportation Improvement Program as a Transportation Alternative Project. Smith's Castle is an iconic historic site in Rhode Island and one of its earliest settlements. An early trading post, it reflects the historic transportation network existing in the 17<sup>th</sup> century. It is individually listed on the National Register of Historic Places and is designated a National Historical Landmark based on archaeological work at the site.

In 2002 Smith's Castle was awarded an enhancement grant of \$200,000 for improvements designed to expand and facilitate the visitor experience at the site. The Association was informed recently that to continue receiving funding for the grant, it would need to formally resubmit an application. In late 2005 TCA was granted permission to hire a consultant to prepare a Cultural Landscape Report (CLR), the basic historical and cultural documentation for the site. Over the past decade over \$135,000 has been invested in the preliminary planning and analysis necessary to fully implement the enhancement grant award; only \$32,500 of the enhancement funds have been expended with the remainder leveraged from other public and private sources. The narrative attached demonstrates the methodical approach to bringing the project to a successful completion and the extent of volunteer time devoted to the project.

If additional information is needed or members of the TAC have questions about the submittal, please feel free to contact our Site Committee member Marilyn Cohen by telephone 401-789-1452 or by email [marilyncohen@hotmail.com](mailto:marilyncohen@hotmail.com)

Sincerely,

Robert Stone, President

e

Cc: MCohen; MSkenyon, SDanforth DBoule  
Attachments

Smith's Castle, North Kingstown  
Transportation Alternative Project (TAP) Narrative  
December 2015

Smith's Castle is an iconic historic site in Rhode Island and one of its earliest settlements. An early trading post, it reflects the historic transportation network that existed in the 17<sup>th</sup> century. It is individually listed on the National Register of Historic Places and designated a National Historical Landmark based on archaeological study. As such, the preliminary work required prior to an infrastructure investment was extensive. The Cultural Landscape Report (CLR), prepared between 2006 and 2009, proved to be an important document for the Smith's Castle site. Traditionally The Cocumscussoc Association (TCA) had focused primarily on the historic castle structure, to the relative exclusion of the acres of woodland and water that surrounded it. The CLR fostered a new look at the landscape that surrounds the house and an assessment of environmental issues, including the effect of climate change and site resiliency. Historic farm trails have been cleared for walking and future plans include interpreting the remains of several centuries of built structures and using surrounding woodlands to educate the public on the nature of the transformation of landscape, in this case, from intensive agricultural use to fallow land. This TAP, then, is the cornerstone of a larger plan to provide enhanced public access to the natural and built features that tell the story of the 23-acre historic site.

Project History

In 2002 Smith's Castle was awarded an enhancement grant of \$200,000 for site improvements to expand and facilitate the visitor experience. Project components included the preparation of a Cultural Landscape Report (CLR), design/engineering for a widened entrance at US Route 1, a bus drop-off area and loop road, pedestrian walkways, parking, improved signage, lighting, and drainage, and landscape improvements. In late 2005 TCA was granted permission to hire a consultant to prepare the CLR, the basic historical and cultural documentation for the site.

- 2006-2007: CLR (Phase 1), for the entire site. \$19,990 RIDOT Enhancement funds
- 2008: Geophysical Archaeology Scan and Excavation. \$70,000 RIDOT Historic Preservation Office
- 2009: CLR (Phase 2). \$7,500 RIDOT Enhancement funds; \$4,000 National Trust for Historic Preservation
- 2010: Priorities Preservation Plan \$6,000 RHPHC; wetlands delineation and topographic work RIDOT Enhancement funds \$4,500;
- 2013: Completion of wetlands delineation and mapping \$18,590 CRMC.

Between 2011 and 2013, Smith's Castle endeavored to find funding to prepare a site master plan to properly integrate the enhancement grant elements consistent with the CLR findings and the use of the site in to the future; finding the funds proved more challenging than anticipated. By late 2013, discussions with the University of Rhode Island Landscape Architecture Department led to a master planning effort begun June 2014 and completed in 2015, funded by the URI Transportation Center and a grant from the Felicia Fund. That portion of the master plan relevant to the TAP is attached.

Over \$150,000, \$32,500 from the enhancement grant, has been invested in the CLR and baseline studies along with thousands of hours of time devoted by Smith's Castle volunteers, many of

them with professional links to historic preservation; North Kingstown staff also contributed input to the master plan. The Rhode Island Historic Preservation and Heritage Commission has been involved with the process for the last decade and CRMC staff have reviewed the master plan and provided direction. The full master plan has been submitted to CRMC for a Preliminary Determination. The project is ready for detailed design and engineering.

The goal of The Cocumscusoc Association is to secure the remaining funds for implementation of as much of the project as funds will allow. Most recently TCA has been 1) working with RIDOT to assess the costs of the improvements and 2) prioritizing the improvements. To that end, TCA has determined the following priorities: the widened entrance; the loop road and associated storm water system; and a new, but downsized, parking area suitable for bus parking.

### Project Selection Criteria

#### Cost Effectiveness

- The proposed Smith's Castle entrance improvements support the Post Road upgrade.

#### Safety and Security

- This project will correct the current dangerous and poorly designed entrance/exit onto Post Road (Rt. 1) from Richard Smith Drive, a public thoroughfare.
- It will create safe, lighted pedestrian access to Smith's Castle along Richard Smith Drive from the proposed parking area.
- The project will minimize current conflict points between pedestrian and vehicular traffic and improve the internal circulation pattern on site.
- A widened entrance will facilitate turns for buses and the general public in and out of the site.
- The loop road will eliminate the need for buses to back up on site.
- The loop road provides greater accessibility for handicapped visitors.

#### Environmental Impact

- The master plan enhancement elements reflect the input from CRMC relative to storm water management and minimizing the impact on property wetlands.
- Storm runoff from parking areas and roadways will be directed to natural filtering areas/basins.
- The project will enhance the visitor experience to one of Rhode Island's earliest settlements and trading posts.

#### Economic Development

- Currently, the entrance to the Smith's Castle site is poorly marked and easily missed by potential visitors to the site, while parking and traffic patterns are confusing. The project's re-design of these elements will make this historic site more accessible to tourists, school groups, and other visitors.
- A focus on the historic house AND its landscape will expand the visitor base.
- Improved facilities will expand the use of the site for special events such as weddings and the like.
- Enhancement funds used to date, \$32,500, have leveraged in excess of \$100,000 in other public and private funds.

#### Support for Local and State Transportation Goals

- Upgrade of the Post Road corridor is a high priority for North Kingstown's economic development plan.
- Support by Town of North Kingstown is demonstrated as the project is listed on the Town's TIP 2017-2025 submittal.
- The project supports the Town's goal of protecting its historic resources and telling the story of how transportation in The 17<sup>th</sup> Century led to the trading post location.
- The site master plan provides off-road bicycle connections and a link to the trails in Cocumscussoc State Park.



ed Signage (MS)

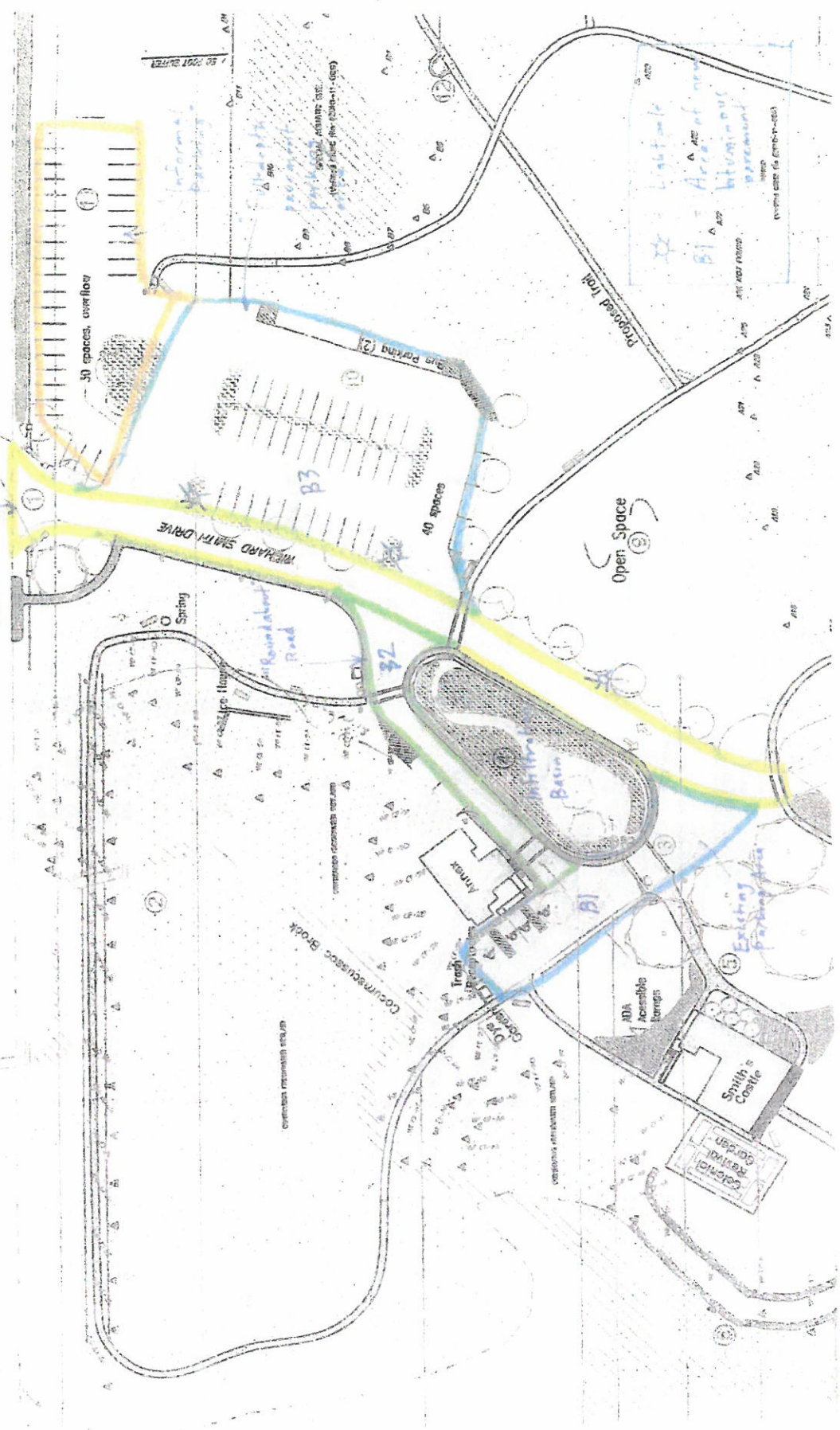
Proposed Trash Can

Planned by

# POST ROAD (ROUTE 1)

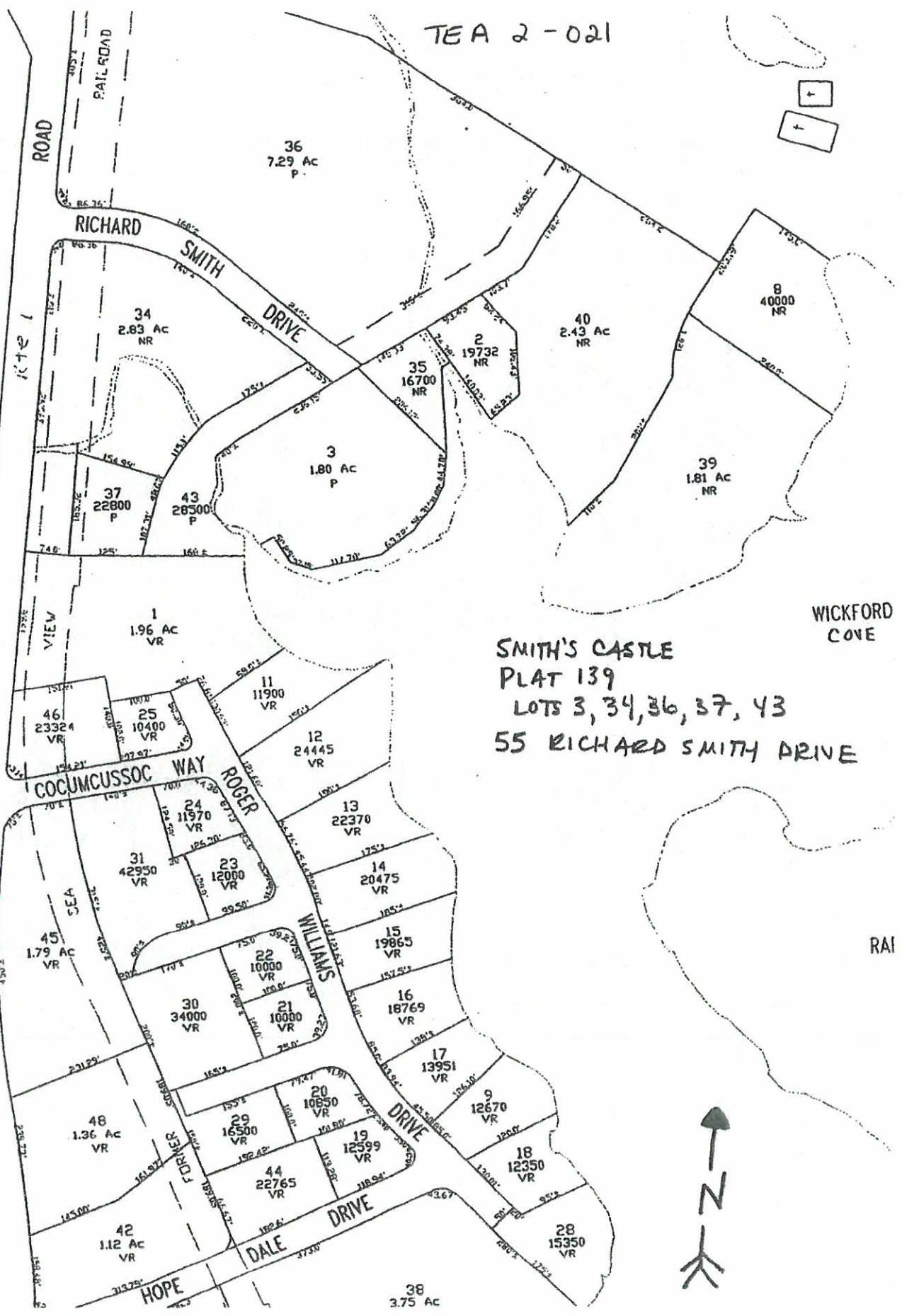
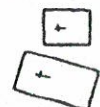
Welcome Signs to Smith's Castle: Historic House

Prop. "Smith's Castle Abundant" signage



TEA 2-021

1.250' = 1" (vertical scale)



SMITH'S CASTLE  
 PLAT 139  
 LOTS 3, 34, 36, 37, 43  
 55 RICHARD SMITH DRIVE



WICKFORD COVE

RAI

POST



Smith's Castle  
Project Limits



# New Project Application

## Transportation Improvement Program



CONTACT	<b>Contact Information</b>
	Agency/Organization <u>Town of North Kingstown</u>
	Contact Person <u>Maura Harrington</u> Title <u>Supervising Planner</u>
	Mailling Address <u>80 Boston Neck Road</u>
	City <u>North Kingstown</u> Zip Code <u>02852</u>
Phone <u>(401) 268-1573</u> Email <u>mharrington@northkingstown.org</u>	

PROJECT INFORMATION	<b>Type of Project</b> <i>select all that apply</i>
	<input type="checkbox"/> Bridge <input type="checkbox"/> Pavement <input type="checkbox"/> Drainage <input checked="" type="checkbox"/> Planning
	<input type="checkbox"/> Traffic <input type="checkbox"/> Transit <input type="checkbox"/> Bicycle <input checked="" type="checkbox"/> Pedestrian
	<input type="checkbox"/> Transportation Enhancement <input type="checkbox"/> Other _____
	<b>Project Description</b>
Project Title <u>Sidewalks on 102 from Home Depot- Wickford Junction</u>	
Location by Street Name <u>Ten Rod Road</u>	
Project Limits - From <u>Home Depot Plaza on Rt. 102</u> To <u>Wickford Junction Plaza on Rt. 102</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:	
<div style="border: 1px solid black; padding: 10px; min-height: 300px;">This proposal includes the installation of 5' concrete sidewalks to connect the Home Depot Plaza to the Wickford junction plaza along the northern side of Rt. 102</div>	

Describe need for proposed project:

There is a need for sidewalks in place along this route for increased safety for those walking to Wickford Junction. At present it is a very dangerous walking route along a highly trafficked stretch of road. Train frequency has recently increased at Wickford Junction and the promotion of increased walkability to Wickford Junction should be promoted and made easier and safer in an effort to help increase ridership.

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

This proposal would increase pedestrian movement and the pedestrian experience to and from Wickford Junction and between two major commercial plaza's in North Kingstown. This would result in economic and transportation network benefits as it would provide increased connectivity and would make access safer for pedestrians wishing to utilize the increased train services, potentially leading to increased ridership.

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	N/A	N/A	66,000	374,000	440,000
				Total Cost	440,000
				Amount Requested through TIP Process	440,000

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

Source	Amount
	Total

Estimated date of construction \_\_\_\_\_

**CERTIFICATION**

**Applicant Certification**

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

*[Signature]* \_\_\_\_\_ January 07, 2016  
 Applicant's Signature Date

*[Signature]* \_\_\_\_\_ January 07, 2016  
 Chief Executive Officer's Signature Date

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







Installation of Sidewalks  
Route 102 - Home Depot to Wickford Junction  
Project Limits

Wickford Junction

Home Depot



This map is for reference purposes only.  
The Planning Department utilizes this  
information as a reference tool for review.  
This map is not intended for use as a site plan.





## **1. Mobility Benefits**

The installation of sidewalks to connect the Home Depot Plaza to the Wickford Junction plaza would improve access between commercial plazas and would improve access to the transit services at Wickford Junction. This would increase mobility choices and has potential to increase the ridership to the services at Wickford Junction if access is made easier. This would increase connectivity in along a heavily trafficked route in an area where walkability is difficult due to lack of sidewalks currently in place.

## **2. Cost-Effectiveness**

The installation of sidewalks along this route would improve the choice for residents. This improved walkability would lead to improved health for residents as they would now be given the opportunity to walk to and from Wickford Junction and could help increase ridership. This will also extend the life the of sidewalk system and improve connectivity.

## **3. Economic Development**

Sidewalk infrastructure at this location will improve access to and from Wickford Junction. This will allow for more people to utilize the train and bus services and will aid in increasing ridership numbers and will contribute to the long term success of these services at Wickford Junction and will support the Transit Orientated Development concept.

## **4. Environmental Impact**

Encouraging walking connections will decrease congestion and increase environmental-related benefits of the transportation system such as improved air quality. There will also be energy conservation benefits through increased walking and transit use versus additional single-user automobile travel

## **5. Supports Local and State Goals**

This project will help to implement the following goals, objectives and actions of the North Kingstown Comprehensive Plan: Goal C.1 Provide for the adequate movement of traffic on a regional and local basis through North Kingstown. C.1.3 Improve local circulation. C.1.8.2 Establish site-specific means to improve safety and adequate movement in conformance with applicable roadway corridor design standards such as sidewalk construction. C.2.8.4 Connect schools, residential areas, recreation areas and commercial areas via bikeways and walkways. C.2.8.5 Link the pedestrian trails and bikeways with other transportation modes. Objective ED.2.5 Seek alternate modes of transportation to and from employment centers, retail and office areas.

**6. Safety and Security**

This is a heavily trafficked road which provides access to Rte 4, Wickford Junction and Wickford Village for vehicular traffic. Sidewalks at this location would increase connectivity in an area where walkability is difficult due to lack of sidewalks currently in place. The installation of sidewalks at this location would improve safety greatly for those who currently do attempt to walk along this stretch of road.

# New Project Application

## Transportation Improvement Program



<b>CONTACT</b>	<b>Contact Information</b>	
	Agency/Organization	<u>Town of North Kingstown</u>
	Contact Person	<u>Maura Harrington</u> Title <u>Supervising Planner</u>
	Mailing Address <u>80 Boston Neck</u>	
	City	<u>North Kingstown</u> Zip Code <u>02852</u>
	Phone	<u>(401) 268-1573</u> Email <u>mharrington@northkingstown.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>Drainage issue at the Essex Rd. intersection of Post Rd.</u>			
	Location by Street Name <u>Essex Road</u>			
	Project Limits - From <u>Essex Rd</u> To <u>Post Road</u>			
	<i>Please include an 8.5" x 11" map of the site, indicating project limits.</i>			
	Provide a brief description of the proposed project:			
<p>At present there are no drainage measures in place and as a result there is a pooling area at the intersection of Essex St. and Post Rd. This is the result of drainage accumulation for many properties from the Quiddnessett Baptist Church located at 6356 Post Road situated to the south of the Essex and Post Road intersection.</p> <p>A study would need to be conducted to identify the extent of the drainage issues. A design would then need to be prepared and construction carried out to address the drainage issues. The project estimates for this project has only been included for the study at \$200,000 as further costs are unknown until such a time as this study is carried out.</p>				

## Describe need for proposed project:

The need for drainage measures to be addressed at this location was expressed by members of the public at the public hearing. DOT installed a pit on the western side of Post Road approximately 5 years ago before Roberts Automotive property. The installation of this pit has not addressed any drainage issues and many locals expressed concerns with the need for this to be addressed as it is a traffic hazard during periods of heavy rain.

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

This would improve safety for vehicular traffic at the Essex and Post Road intersection and improve the local and state transportation network.

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

### Evaluation Criteria

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	unknown	200,000	unknown	unknown	unknown
				Total Cost	unknown
				Amount Requested through TIP Process	

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

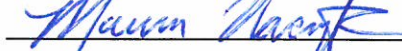

Source	Amount
	Total

Estimated date of construction \_\_\_\_\_

### Applicant Certification

CERTIFICATION

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

	January 07, 2016
Applicant's Signature	Date
	January 07, 2016
Chief Executive Officer's Signature	Date

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







Drainage Issue - Intersection of  
Essex Road and Post Road  
Project Limits



This map is for reference purposes only.  
The Planning Department utilizes this  
information as a reference tool for review.  
This map is not intended for use as a site plan.

