



TOWN OF JAMESTOWN
P.O. Box 377
93 Narragansett Ave.
JAMESTOWN, RHODE ISLAND 02835

August 10, 2017

Planning Office - 423-7210
Fax - 423-7226

Mr. Michael D'Alessandro
RI Statewide Planning Program
One Capitol Hill
Providence, RI 02908

Re: Jamestown Transportation Program Submission and Prioritization
for TIP FFY 2017-2025

Dear Mr. D'Alessandro,

Thank you for accepting The Town of Jamestown's TIP submission and project prioritization for FFY 2018-2027. Jamestown has 8 projects: 4 are existing projects that we want to ensure are still listed on the TIP and 4 are new projects that have both statewide and local significance. They are as follows (new projects listed with *):

- 1) Narragansett Avenue - West end to Southwest Avenue
- 2) Round Swamp Bridge - North Main Road at Tidal Inlet
- 3) * Beavertail Rd. at Mackerel Cove - inc. potential sea level rise impacts
- 4) * Ice Road Bike Path
- 5) * Sidewalk/Curbing Replacement on Walcott Ave from Hamilton Ave to Fort W.
- 6) Conanicut Bridge, East Shore Road at Brook
- 7) * Conanicus Avenue - raising remaining sea wall due to potential sea level rise
- 8) Jamestown Bridge Bike/Pedestrian Access (on and off Bridge inc. N. Road)

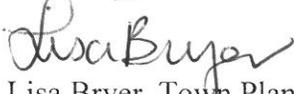
Jamestown is very concerned about future impacts related to sea level rise. Based on the report from Statewide Planning regarding impacts of sea level rise to the state's transportation assets, we are now able to look objectively at these assets on a statewide basis with a keen eye towards future reality. Jamestown has two of the top ten roads in the state vulnerable to sea level rise (#4 Conanicus Avenue and #6 North Road). Both projects are listed on the TIP this year. Our 8th priority is **Bicycle access on and off the Jamestown Bridge** has been a priority of Jamestown since it was listed in the 2006-2007 State Transportation Improvement Program (TIP) for both Bicycle Access on and off of the new Jamestown Bridge (listed for construction in 2008) as well as Phase I of the Conanicut Island Greenway Trail System (listed as study and design) which were subsequently merged. This project continues to be a priority to Jamestown but is ranked lower based on the fact that we believe that we need to have facilities for bicycles here on the island to connect to before we start funneling them off the bridge into Jamestown. Our hope is

that once we complete our connector across the island (Ice Road Bike Path), the State will have a solution to getting people over the bridge and onto the island.

Jamestown has met with RIDOT Director Alviti regarding ways that we can partner on projects understanding that RIDOT and the State of Rhode Island have limited funding and Jamestown has a responsibility to maintain a safe transportation network for its residents and visitors. Several projects in this submission suggest such partnering (Walcott Avenue and Ice Road Bike Path).

Thank you for consideration of our submission. We look forward to discussing our projects with you.

Sincerely,

A handwritten signature in black ink that reads "Lisa Bryer". The signature is written in a cursive, flowing style.

Lisa Bryer, Town Planner

Attachments: Cover Letter and 3 copies of: Project Priority List, 4 new TIP applications with Narrative and Map of each project

C: Andrew Nota, Town Administrator

FFY 18-27 STIP Application Cover Sheet



Jamestown

Please complete this form and the project prioritization sheets on the following pages.

CONTACT	Contact Information
	Applicant Name: <u>Town of Jamestown</u>
	Contact Person (if different): <u>Lisa Bryer</u> Title: <u>Town Planner</u>
	Mailing Address: <u>93 Narragansett Avenue</u>
	City: <u>Jamestown</u> Zip Code: <u>02835</u>
	Phone: <u>401-423-7209</u> Email: <u>lbryer@jamestownri.net</u>

CERTIFICATION	Applicant Certification
	<u>Lisa W. Bryer</u> <u>8/10/17</u> Contact Person Signature Date

CHECKLIST	Submittal Checklist
	<input checked="" type="checkbox"/> 3 collated copies of complete STIP submittal package, including:
	<input checked="" type="checkbox"/> Project Prioritization cover sheet
	<input checked="" type="checkbox"/> New Project Application Form for each new or updated project
	<input checked="" type="checkbox"/> 2-page narrative on evaluation criteria
	<input checked="" type="checkbox"/> 8.5" x 11" PDF map of project location
	<input checked="" type="checkbox"/> Email a copy of complete STIP submittal package to Michael.DAlessandro@doa.ri.gov or provide on a CD
<input checked="" type="checkbox"/> Submit complete STIP submittal package to:	
	Rhode Island Statewide Planning Program ATTN: Michael D'Alessandro One Capitol Hill Providence, RI 02908

ALL APPLICATIONS ARE DUE BY 3:00PM ON FRIDAY AUGUST 11, 2017

Project Prioritization

Jamestown



PROJECT PRIORITIZATION	Priority	Earliest Funded Year RIDOT/RIPTA 18-27 Ten Year Plan	Project Name	STIP ID	Bridge Group
	1	2022	Narragansett Ave (End to Southwest Ave)	1336	Non-Bridge
	8	2022	Jamestown Bridge Bike/Pedestrian Access	5060	Non-Bridge
	6	2021	Conanicut Bridge, East Shore Rd at Brook	6215	Bridge Group 44
	2	2021	Round Swamp Bridge, North Main Rd at Tidal Inlet	6216	Bridge Group 44

FFY 18-27 STIP Application/Project Priority Form



Jamestown

Newly Proposed Projects *(Please use an additional sheet if necessary)*

PROJECT PRIORITIZATION	Priority	Project Name	STIP ID
	1	Narragansett Avenue - West end to Southwest Avenue	1336
	2	Round Swamp Bridge, North Main Road at Tidal Inlet	6216
	3	Beavertail Rd. at Mackerel Cove - inc. potential sea level rise impacts	
	4	Ice Road Bike Path	
	5	Sidewalk/Curbing Replacement on Walcott Ave from Hamilton Ave to Fort W.	
	6	Conanicut Bridge, East Shore Road at Brook	6215
	7	Conanicus Avenue - raising remaining sea wall due to potential sea level rise	
	8	Jamestown Bridge Bike/Pedestrian Access (on and off Bridge inc. N. Road)	5060

FFY 18-27 Project Application Form



State Transportation Improvement Program

CONTACT	Contact Information	
	Applicant Name <u>Town of Jamestown - Lisa Bryer Contact</u>	
	Contact Person (if different) _____	Title <u>Town Planner</u>
	Mailing Address <u>93 Narragansett Avenue</u>	
	City <u>Jamestown</u>	Zip Code <u>02835</u>
	Phone <u>401-423-7210</u>	Email <u>lbryer@jamestownri.net</u>

PROJECT INFORMATION	Type of Project <i>select all that apply</i>	
	<input type="checkbox"/> Bridge	<input type="checkbox"/> Pavement
	<input type="checkbox"/> Traffic	<input type="checkbox"/> Transit
	<input type="checkbox"/> Transportation Enhancement	<input type="checkbox"/> Drainage
		<input type="checkbox"/> Bicycle
		<input checked="" type="checkbox"/> Planning
		<input type="checkbox"/> Pedestrian
		<input type="checkbox"/> Other <u>Study</u>
	Project Description	
	Was this project previously submitted during the FFY17-25 STIP development process? <input type="radio"/> Yes / <input checked="" type="radio"/> No <i>If you selected no, please continue to the "Current Project Title" Section</i> <i>If you selected yes, please answer the following:</i>	
What was the Project Title? _____		
What was the TIP ID# assigned to the project at that time (4-digit number)? _____		
Current Project Title <u>Beavertail Road at Mackerel Cove - Potential Sea Level Rise Impacts</u>		
Location by Street Name <u>Beavertail Road</u>		
Project Limits - From <u>Hamilton Avenue</u> To <u>Ft. Getty 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>Beavertail Road is an isthmus connecting Conanicut Island's larger downtown and northern areas to the Beavertail area. This isthmus area is flanked by Mackerel Cove to the east and Sheffield Cove to the west and washes over during extreme storm events, on average once every 8-10 years.</p> <p>Impending sea level rise will only exacerbate this unstable situation with the inevitable result being a permanent breach of that area, destruction of the roadway and cutting off access to the homes and public facilities. The first step would be for the State to study alternative solutions to this foreseeable problem and allow the Town to be part of the conversation and ultimate resolution.</p>		

Describe need for proposed project:

Beavertail Road provides sole access to Beavertail State Park, Fort Getty Park, Hull Cove recreational area, Conanicut Battery Historic Park, Jamestown Vineyard, and 152 homes, housing approximately 349 residents with a potential for 65 additional homes at buildout for a total of 217 homes and approximately 500 residents. Beavertail Road is classified as a Major Collector Road in the state roadway system and is the fourth most vulnerable roadway in Jamestown to sea level rise and 9th most vulnerable roadway to storm surge (Vulnerability to Municipal Transportation Assets to Sea Level Rise and Storm Surge, RI Statewide Planning Program)

With each storm event that compromises the road the town is forced to remove the sand and place it back onto the beach. The dune and plantings always suffer in the process and sand washed over into Sheffield Cove is lost forever, changing the ecology of that cove. The last event, Superstorm Sandy destroyed the protective dune where replanting of at least 50% was necessary.

During storm events where it is anticipated that access will be cut off, emergency vehicles are staged on Beavertail for the duration of the event at a private residence. This is becoming more and more common and is only a stop gap measure where many emergencies may not be adequately handled without access to advanced medical care.

The State and Town need to plan for future access to Beavertail.

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

Access to Beavertail is critical to the State Park network for the thousands of visitors that it receives each year. It is also critical to access the additional recreational facilities and existing and future homes in that area. Jamestown's business district derives significant economic benefit from the day-trippers traveling to and from Beavertail State Park. The loss of access to that park would significantly reduce the windfall of commerce for our businesses.

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

Has the project been the subject of a properly conducted municipal public hearing? 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		\$ 100,000.00			\$ 100,000.00

Amount Requested through TIP Process \$ 100,000.00

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

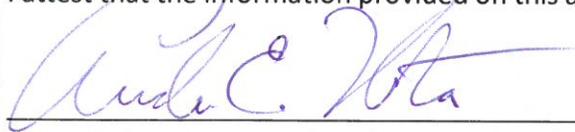
Source	Amount
Total	\$ 0.00

Estimated date of construction 04/01/2025

CERTIFICATION

Municipal Applications

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



8/11/17

Chief Executive or Elected Municipal Official Signature Date

Non-Municipal Applications

I attest that the municipality in which the project is located has been notified of the proposed project.

Chief Executive or Elected Municipal Official Signature Date

ALL APPLICATIONS ARE DUE BY 3:00PM ON FRIDAY, AUGUST 11, 2017

TIP Project Priority #7 Narrative – Beavertail Road at Mackerel Cove – Potential Sea Level Rise Impacts

1. Mobility Benefits

It is estimated that tens of thousands of visitors visit Beavertail State Park each year and it is estimated that 500 residents will call Beavertail home in the future. Continued access to the Beavertail peninsula is critical from public safety as well as public benefit standpoint. Sea level is expected to rise 10+ feet by 2100 and Beavertail Road will most likely be impassable in half that time (40+ years), or by 2058.

2. Cost Effectiveness

Being proactive in this issue is most cost effective where funding for a new roadway can be spread over many years. Each storm event cost the Town, State and Federal Government thousands of dollars and will eventually get to the point where more money being spent for maintenance should be going toward a permanent solution.

3. Economic Development Impact

Please note above the economic impact to Jamestown.

4. Environmental Impact

Sheffield Cove is a poorly flushed estuary that becomes shallower with each storm that washes over and deposits sand from Mackerel Cove to Sheffield Cove. This has and will continue to impact and change the environmental of Sheffield cove. It used to be a viable recreational, shellfishing and fishing cove. It is now less than one foot deep in most areas due to the siltation effect.

5. Supports Local and State Goals

Both the Jamestown Comprehensive Community Plan and the State Guide Plan Element 611 – Transportation 2035 which advocates to plan for impacts to our infrastructure from sea-level rise as well as protecting our cultural and historical resources from the impacts to sea level rise.

6. Safety and Security

This project considers public safety and security at its forefront.

7. Equity

This stretch of roadway is available for all and should continue to be so.



Transportation Improvement Program

Priority 3: Beavertail Road at Mackerel Cove

Potential Sea Level Rise Impacts



Jamestown GIS 8/8/2017

FFY 18-27 Project Application Form

State Transportation Improvement Program



CONTACT	Contact Information
	Applicant Name <u>Town of Jamestown - Lisa Bryer Contact</u>
	Contact Person (if different) _____ Title <u>Town Planner</u>
	Mailing Address <u>93 Narragansett Avenue</u>
	City <u>Jamestown</u> Zip Code <u>02835</u>
Phone <u>401-423-7210</u> Email <u>lbryer@jamestownri.net</u>	

PROJECT INFORMATION	Type of Project <i>select all that apply</i>
	<input type="checkbox"/> Bridge <input type="checkbox"/> Pavement <input type="checkbox"/> Drainage <input type="checkbox"/> Planning
	<input type="checkbox"/> Traffic <input type="checkbox"/> Transit <input checked="" type="checkbox"/> Bicycle <input checked="" type="checkbox"/> Pedestrian
	<input type="checkbox"/> Transportation Enhancement <input type="checkbox"/> Other <u>Enter Other Project Type</u>
	Project Description
	Was this project previously submitted during the FFY17-25 STIP development process? <input checked="" type="radio"/> Yes / <input type="radio"/> No
	<i>If you selected no, please continue to the "Current Project Title" Section</i>
	<i>If you selected yes, please answer the following:</i>
	What was the Project Title? <u>Ice Road Bike Path</u>
	What was the TIP ID# assigned to the project at that time (4-digit number)? <u>2013-2016</u>
Current Project Title <u>Ice Road Bicycle/Pedestrian Path</u>	
Location by Street Name <u>North Road and Eldred Avenue</u>	
Project Limits - From <u>North Road</u> To <u>Eldred 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>The "Ice Road" bicycle/pedestrian path provides a critical transportation/recreation pedestrian and bicycle connection across Jamestown from North Road to East Shore Road. The majority of this bicycle/pedestrian path will be "off-road", beginning just south of the Jamestown reservoir, connecting to the former "ice-road" that was once used to transport ice from the reservoir to the nearby ice storage building for subsequent use around the island, and then connecting to Eldred Avenue and finally connecting to East Shore Road which leads safely to Jamestown Village.</p> <p>The Town has allocated \$116,000 to the project design and engineering since 2011. This has funded the wetland permitting, bridge and bike/ped. path design and engineering. The Town has prioritized this project over the "Jamestown Bridge Bike/Pedestrian Access (on and off Bridge including North Road)" at this time since the town wants to make sure when that link is finalized, there is a safe way to get into the village. The Town is in favor of reallocating some of the green infrastructure funding linked to the Bridge project to this project at this time for that reason.</p>	

Describe need for proposed project:

Approximately half of Jamestown's population, including children, reside in the Jamestown Shores neighborhood; north of Rt. 138 and west of North Road. This area is approximately 2-3 miles north of the commercial and civic center of Jamestown, which includes the two schools. Jamestown has two major roads that provide north-south access around the island; North Road on the west side and East Shore Road on the east side of the island. North Road is narrow, with little or no shoulder and ditches or wetlands flanking much of the road. East Shore Road is wider than North Road and has opportunities for safe bicycle/pedestrian travel through re-striping or a shared road/bike path which connects to the village area. There is, however, no easy access from the north-west side of Jamestown to East Shore Road. This project would provide that safe, off-road connection.

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

This bicycle and walking path will serve both local residents and the State of Rhode Island transportation network. We anticipate up to 15,000 people will utilize this path yearly, both from on the island as well as regional users. The bicycle/pedestrian path will provide an interconnection between the Jamestown Bridge/west side of Jamestown and the Newport Bridge/east side of Jamestown. This project, along with existing TIP project "Jamestown Bridge Bike/Pedestrian Access on and off Bridge including North Road", will provide a safe linkage into the Village and across Jamestown to the Newport Bridge, where you can travel by bus with your bicycle to the Newport area.

The Town has committed capital funding and resources to develop a partnership with RIDOT to complete this project. We presently have Town funding available to complete design and permitting of the project and the Jamestown Department of Public Works will provide in-kind services during construction. We are requesting construction funding from RIDOT.

This will allow people to safely access Jamestown's retail and civic center by walking and bicycling from the Jamestown Bridge and/or the north end of Jamestown.

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

Has the project been the subject of a properly conducted municipal public hearing? 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			\$ 116,000.00	\$ 300,000.00	\$ 416,000.00

Amount Requested through TIP Process \$ 300,000.00

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

Source	Amount
Town of Jamestown FYs 11-17	\$ 116,000.00
Town of Jamestown, GIS, Engineering and Planning Support (200 hours)	\$ 0.00
Total	\$ 116,000.00

Estimated date of construction 09/03/2018

CERTIFICATION

Municipal Applications

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



8/11/17

Chief Executive or Elected Municipal Official Signature Date

Non-Municipal Applications

I attest that the municipality in which the project is located has been notified of the proposed project.

Chief Executive or Elected Municipal Official Signature Date

ALL APPLICATIONS ARE DUE BY 3:00PM ON FRIDAY, AUGUST 11, 2017

TIP Project Priority #3 Narrative– “Ice Road” Bicycle/Pedestrian Path from North Road to East Shore Road

1. Mobility Benefits

This bicycle and walking path will serve both local residents and the general public. We anticipate up to 15,000 people will utilize this path yearly, both from on the island as well as regional users. The bicycle/pedestrian path will provide an interconnection between the Jamestown Bridge/west side of Jamestown and the Newport Bridge/east side of Jamestown.

2. Cost Effectiveness

The Town has committed capital funding and resources to develop a partnership with RIDOT to complete this project. We presently have Town funding available to complete design and permitting of the project and the Jamestown Department of Public Works will provide in-kind services during construction. We are requesting construction funding from RIDOT.

3. Economic Development Impact

This will allow people to safely access Jamestown’s retail and civic center by walking and bicycling from the north end of Jamestown.

4. Environmental Impact

This project will increase bicycle and pedestrian activity and have positive impacts to air quality on the island. This linkage is part of the Conanicut Island Greenway Trail System as endorsed by the Jamestown Town Council in 2002; an adjacent section of which was funded in the current TIP cycle.

5. Supports Local and State Goals

Both the Jamestown Comprehensive Community Plan and the State Guide Plan Element 611 – Transportation 2035 strongly support the proposed bicycle/pedestrian path from North Road to East Shore Road. This project has received significant public support through the creation of a Jamestown Bicycle Path Committee that researched alternative routes and prepared a Report to the Town Council on this recommended alignment. The Town Council and Jamestown residents have approved capital funding through the yearly budget process (FY11-12, FY12-13, FY15-16 and FY16-17) to develop engineering plans and necessary permitting documents.

6. Safety and Security

Presently there is not an east/west linkage that allows safe bicycle/pedestrian travel from east to west. This project would provide that safe, off-road connection.

7. Equity

This bike/pedestrian path will be paved and be handicap and accessible to all ages, races, religion, socioeconomic and linguistic status. Parking will be available on Eldred Avenue.



Transportation Improvement Program
 Priority 4: Ice Road Bike Path
 Connecting North Main Road to East Shore Road



Jamestown GIS 8/8/2017

FFY 18-27 Project Application Form

State Transportation Improvement Program



CONTACT	Contact Information	
	Applicant Name <u>Town of Jamestown - Lisa Bryer Contact</u>	
	Contact Person (if different) _____	Title <u>Town Planner</u>
	Mailing Address <u>93 Narragansett Avenue</u>	
	City <u>Jamestown</u>	Zip Code <u>02835</u>
Phone <u>401-423-7210</u>	Email <u>lbryer@jamestownri.net</u>	

PROJECT INFORMATION	Type of Project <i>select all that apply</i>	
	<input type="checkbox"/> Bridge	<input type="checkbox"/> Pavement
	<input type="checkbox"/> Traffic	<input type="checkbox"/> Transit
	<input type="checkbox"/> Transportation Enhancement	<input type="checkbox"/> Drainage
		<input type="checkbox"/> Bicycle
		<input type="checkbox"/> Other <u>Enter Other Project Type</u>
		<input type="checkbox"/> Planning
		<input checked="" type="checkbox"/> Pedestrian
	Project Description	
	Was this project previously submitted during the FFY17-25 STIP development process? <input checked="" type="radio"/> Yes / <input type="radio"/> No	
<i>If you selected no, please continue to the "Current Project Title" Section</i>		
<i>If you selected yes, please answer the following:</i>		
What was the Project Title? <u>Sidewalk and Curbing Replacement on Walcott Avenue from Hamilton Ave to Fort Wetherill</u>		
What was the TIP ID# assigned to the project at that time (4-digit number)? _____		
Current Project Title <u>Sidewalk and Curbing Replacement on Walcott Avenue from Hamilton Ave to Fort Wetherill</u>		
Location by Street Name <u>Walcott Avenue</u>		
Project Limits - From <u>Hamilton Avenue</u> To <u>Fort Wetherill State Park</u>		
<i>Please include an 8.5" x 11" map of the site, indicating project limits.</i>		
Provide a brief description of the proposed project:		
<p>The goal of this project is to have a continuous, safe sidewalk from Hamilton Avenue to Fort Wetherill State Park, on at least one side of the roadway. There are currently sidewalks on the east and west side of Walcott Avenue (state road) from Hamilton Avenue to the intersection of Highland Drive in varying conditions. There are no sidewalks from the intersection of Highland Drive to Fort Wetherill State Park and this stretch of roadway has a blind sharp curve and a steep hill and is very dangerous for the frequent walkers and bikers in the area. The entire stretch of sidewalk from Hamilton Avenue has no ADA curbing at the intersections.</p> <p>The existing bituminous sidewalk on Walcott Avenue from Hamilton Avenue to Highland Drive on the west side has adequate curbing (in most places) and acceptable asphalt surface (in most places) but is missing ADA ramps at all intersections. The condition of the sidewalk on the east side is poor to failed asphalt surface and the curbing is crumbling and non-existent in sections causing an unsafe condition for walkers including physically disabled.</p> <p>This request is for replacement of the bituminous sidewalk including ADA ramps from Hamilton Avenue to Racquet Road on the east side and complete construction of 1,225 linear feet of bituminous sidewalk on the west/south side of Walcott Avenue/Fort Wetherill Road including ADA ramps linking into the state park infrastructure. The section of sidewalk from Racquet Road to Highland Drive on the east side can be demolished and loamed and seeded by the Town or slated for reconstruction by the state at another time.</p>		

Describe need for proposed project:

The sidewalk in this stretch of roadway is missing in a critical link and where it exists, the surface is fair to failing and curbing is fair to failing on this highly utilized sidewalk that connects the downtown of Jamestown to Ft. Wetherill State Park. The sidewalk is not accessible to those with disabilities and/or wheelchairs.

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

The sidewalk from downtown Jamestown to Ft. Wetherill State Park is a major walking route in Jamestown for residents and visitors. It is estimated that 10,000 pedestrians utilize this sidewalk per year. The condition of the sidewalk surface is poor to failed and the curbing is crumbling and non-existent in sections causing an unsafe condition for walkers including physically disabled. There are no handicap ramps at the intersections in this stretch of Walcott Avenue. Thousands of people visit Jamestown each year to visit the state parks. These visitors provide a tremendous economic development benefit to Jamestown through shopping, dining and use of personal services at local establishments.

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

Has the project been the subject of a properly conducted municipal public hearing? 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			\$ 30,000.00	\$ 100,000.00	\$ 130,000.00

Amount Requested through TIP Process \$ 130,000.00

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

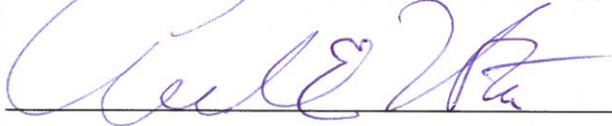
Source	Amount
The Town of Jamestown is available to partner with RIDOT on demo/construction for this project	
Total	\$ 0.00

Estimated date of construction 08/01/2018

CERTIFICATION

Municipal Applications

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



8/11/17

Chief Executive or Elected Municipal Official Signature Date

Non-Municipal Applications

I attest that the municipality in which the project is located has been notified of the proposed project.

Chief Executive or Elected Municipal Official Signature Date

ALL APPLICATIONS ARE DUE BY 3:00PM ON FRIDAY, AUGUST 11, 2017

TIP Project Priority #4 Narrative – Sidewalk and Curbing Replacement on Walcott Avenue from Hamilton Avenue to Fort Wetherill State Park

1. Mobility Benefits

It is estimated that 10,000 pedestrians walk this stretch of roadway per year. It is the major route to Ft. Wetherill State Park in Jamestown. The condition of the sidewalk on the east side is poor to failed and the curbing is crumbling and non-existent in sections causing an unsafe condition for walkers including physically disabled. There are no handicap ramps at the intersections in this stretch of Walcott Avenue. There is no sidewalk from the intersection of Walcott with Highland Drive to the State Park.

2. Cost Effectiveness

Reconstruction of this sidewalk will reduce future maintenance costs and minimize liability. The Town has had discussions with RIDOT regarding potential shared maintenance of certain state assets in Jamestown. The Town of Jamestown Department of Public Works Department is willing to discuss shared construction of this project in areas where the Town has the capability to offer support such as demolition and grading.

3. Economic Development Impact

Improvement of this facility will provide safe walking access for residents and tourists from the village area to the State Park at Ft. Wetherill.

4. Environmental Impact

This project will promote walkability in Jamestown and improve community character. This project will also have a positive impact to air quality by increasing walking or vehicular use.

5. Supports Local and State Goals

Both the Jamestown Comprehensive Community Plan and the State Guide Plan Element 611 – Transportation 2030 strongly support the projects that promotes walkability and air quality improvements such as this sidewalk replacement project.

6. Safety and Security

This project corrects safety and mobility issues for pedestrians.

7. Equity

This stretch of sidewalk has crumbling curbing and uneven, failing asphalt, making it impossible to accommodate physically disabled residents and visitors to Jamestown and Ft. Wetherill State Park. The proposed improvements will promote equity access for all users.



Transportation Improvement Program
Priority 5: Sidewalk and Curbing Replacement
on Walcott Avenue from
Hamilton Avenue to Fort Wetherill State Park



Jamestown GIS 8/8/2017

FFY 18-27 Project Application Form

State Transportation Improvement Program



CONTACT	Contact Information
	Applicant Name <u>Town of Jamestown - Lisa Bryer Contact</u>
	Contact Person (if different) _____ Title <u>Town Planner</u>
	Mailing Address <u>93 Narragansett Avenue</u>
	City <u>Jamestown</u> Zip Code <u>02835</u>
Phone <u>401-423-7210</u> Email <u>lbryer@jamestownri.net</u>	

PROJECT INFORMATION	Type of Project <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 type="checkbox"/> Pedestrian
	<input type="checkbox"/> Transportation Enhancement	<input checked="" type="checkbox"/> Other <u>Sea Wall</u>		
	Project Description			
	Was this project previously submitted during the FFY17-25 STIP development process? <input type="radio"/> Yes / <input checked="" type="radio"/> No			
	<i>If you selected no, please continue to the "Current Project Title" Section</i>			
	<i>If you selected yes, please answer the following:</i>			
	What was the Project Title? _____			
	What was the TIP ID# assigned to the project at that time (4-digit number)? _____			
Current Project Title <u>Conanicus Avenue - raise remaining portion of sea wall due to sea level rise</u>				
Location by Street Name <u>Conanicus Avenue</u>				
Project Limits - From <u>Boat Ramp near Knowles Court</u> To <u>End of Sea Wall near Bay View Dr.</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>Conanicus Avenue is the northern entrance to Jamestown Village's waterfront and is directly adjacent to Narragansett Bay. The existing sea wall flanks the entire town owned waterfront from Veterans Square/Marina to Bay View Drive. The Town and RIDOT raised the sea wall several years ago from the marina to the boat ramp. It has successfully protected that area from major storm events. The remainder of the sea wall is in need of the same treatment since sea level will continue to rise.</p>				

Describe need for proposed project:

Conanicus Avenue experiences splash over at the sea wall at a normal full or new moon tide and is flooded from storm surge above the sea wall during extreme storm events. It is not uncommon for this stretch of roadway to be closed due to storm surge. The only alternate route is through Shoreby Hill Subdivision, which have private roads and we need permission to open those roads to the public. Raising the remaining sea wall will hold back the splash over and storm surge during future events.

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

Conanicus Avenue is a state road is classified as a Minor Arterial Road in the state roadway system and is the first most vulnerable roadway in Jamestown to sea level rise and third most vulnerable roadway to storm surge (Vulnerability to Muncipal Transportation Assets to Sea Level Rise and Storm Surge, RI Statewide Planning Program).

Conanicut Avenue is one of two primary routes to Jamestown Village commercial district and the main route from the east, directly off Route 138 and the Newport Pell Bridge. Conanicus Avenue is on the RIPTA Bus Line.

Maintaining this primary and alternate vehicular connection to Jamestown is vital for the commerce as well as residential access in Jamestown.

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

Has the project been the subject of a properly conducted municipal public hearing? 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			\$ 200,000.00	\$ 2,000,000.00	\$ 2,200,000.00

Amount Requested through TIP Process \$ 2,200,000.00

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

Source	Amount
Total	\$ 0.00

Estimated date of construction 04/01/2020

CERTIFICATION

Municipal Applications

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



8/11/17

Chief Executive or Elected Municipal Official Signature Date

Non-Municipal Applications

I attest that the municipality in which the project is located has been notified of the proposed project.

Chief Executive or Elected Municipal Official Signature Date

ALL APPLICATIONS ARE DUE BY 3:00PM ON FRIDAY, AUGUST 11, 2017

TIP Project Priority #8 Narrative – Conanicus Avenue – Raise remaining portion of sea wall due to sea level rise

1. Mobility Benefits

As one of the major access points to Jamestown’s Village commercial district, Conanicus Avenue provides direct and easy access to the east ferry waterfront when traveling from the east. When Conanicus Avenue is impassable, private roads must be traversed with police detail to man the closed roadway. Sea level is expected to rise 10+ feet by 2100 and Conanicus Avenue will most likely be impassable in half that time (40+ years), or by 2058.

2. Cost Effectiveness

Being proactive in this issue is most cost effective where raising the sea wall will protect the roadway and prevent future scouring under the road and sidewalk.

3. Economic Development Impact

Please note above the economic impact to Jamestown.

4. Environmental Impact

Conanicus Avenue is currently armored with a sea wall. There will be no additional environmental impact from the proposed project.

5. Supports Local and State Goals

Both the Jamestown Comprehensive Community Plan and the State Guide Plan Element 611 – Transportation 2035 support this project which advocates to plan for impacts to our infrastructure from sea-level rise.

6. Safety and Security

This project considers public safety and security at its forefront.

7. Equity

This stretch of roadway and adjacent sidewalk is available for all and will continue to be so.



Transportation Improvement Program
 Priority 8: Conanicus Avenue
 Raising Remaining Portions of Sea Wall
 Potential Sea Level Rise Impacts



Jamestown GIS 8/8/2017