

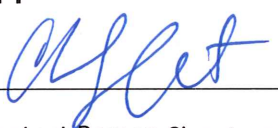
FFY 18-27 STIP Application Cover Sheet



South Kingstown

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

CONTACT	Contact Information
	Applicant Name: <u>Town of South Kingstown</u>
	Contact Person (if different): <u>Chelsea Siefert</u> Title: <u>Director of Planning</u>
	Mailing Address: <u>180 High Street</u>
	City: <u>Wakefield</u> Zip Code: <u>02879</u>
	Phone: <u>(401) 789-9331 x.1244</u> Email: <u>csiefert@southkingstownri.com</u>

CERTIFICATION	Applicant Certification
	<u></u> <u>8/8/17</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

South Kingstown



PROJECT PRIORITIZATION	Priority	Earliest Funded Year RIDOT/RIPTA 18-27 Ten Year Plan	Project Name	STIP ID	Bridge Group
	6	2018	US-1, Commodore Perry Hwy (550 ft east of Charlestown T/L to Succotash Rd)	1277	Non-Bridge
	17	2020	US-1, Tower Hill Rd (Government Center to Rt 4)	1279	Non-Bridge
	14	2018	Old Tower Hill Rd (Rt 108 to US-1)	1395	Non-Bridge
	2a	2020	Rt 138, Kingstown Rd Contract-2 (Route 2 to Fairgrounds)	1397	Non-Bridge
	31	2020	Flagg Rd (Plains Rd to Old North Rd)	1398	Non-Bridge
	2b	2018	Rt 138, Kingstown Rd Contract-1 (Railroad Ave to Rt 108)	1399	Non-Bridge
	16	2023	Post Rd (US-1 to US-1) - Camp Fuller area	1400	Non-Bridge
	15	2019	Bridgetown Rd (US-1 to Rt 1A)	1401	Non-Bridge
	6	2018	Roadway Departure Mitigation - Guardrail and Median Improvements to Route 1 RIDOT has committed to do this project with ID 1277	1469	Non-Bridge
	18	2024	Rt 2 - South County Trail (Rt 138 to Rt 102)	1576	Non-Bridge
	9	2018	URI/South County Bike Path Connector	5245	Non-Bridge
	19	2022	Asa Pond Bridge, RI 108 Kingstown Rd at Rocky Brook	6519	Bridge Group 25
	19	2022	Chickasheen Brook Bridge at RI 138	6520	Bridge Group 25
	11	2022	Chipuxet River Bridge at RI 138 Kingstown Rd	6521	Bridge Group 25
	13	2022	Church Street Bridge at Saugatucket River	6522	Bridge Group 25
	19	2022	Dugway Bridge Road at Queen River	6523	Bridge Group 25
	19	2022	Fiske Flat Bridge, High St at Rocky Brook	6524	Bridge Group 25
	19	2022	Indian Run Bridge at RI 108 Kingstown Rd	6525	Bridge Group 25
	19	2022	Middle Bridge at Pettaquamscutt River	6526	Bridge Group 25
19	2022	Mitchell Brook Bridge at RI 138 Moresfield Rd	6527	Bridge Group 25	
19	2022	Peacedale Mills Sluiceway, RI 108 Kingstown Rd at Mill Canal	6528	Bridge Group 25	
7	2022	Peacedale Stone Arch, RI 108 Kingstown Rd at Saugatucket River	6529	Bridge Group 25	
19	2022	Rocky Brook Bridge at RI 108 Kingstown Rd	6530	Bridge Group 25	
12	2022	Saugatucket Rd Culvert at Saugatucket River	6531	Bridge Group 25	

Project Prioritization

South Kingstown



PROJECT PRIORITIZATION	Priority	Earliest Funded Year RIDOT/RIPTA 18-27 Ten Year Plan	Project Name	STIP ID	Bridge Group
	19	2022	Usquepaug River Bridge at Old Usquepaugh Rd	6532	Bridge Group 25
	19	2022	Wakefield Cut-Off, Old Tower Hill Rd at US 1	6533	Bridge Group 25
	19	2026	Silver Lake Ave Bridge at Saugatucket River	6534	Bridge Group 45
	2c	2018	Kingston Station RR Bridge, RI 138 Kingstown Rd at Amtrak & Access Rd	6729	Bridge Group 54B
	31	2018	Train Station Maintenance and Repairs - RICAP	7901	Non-Bridge
	10	2018	Rt 108/Kingstown Road (Rt. 138/Mooresfield Rd to Saugatucket Rd/Curtis Corner Rd)	9509	Non-Bridge

FFY 18-27 STIP Application/Project Priority Form



South Kingstown

Newly Proposed Projects <i>(Please use an additional sheet if necessary)</i>			
PROJECT PRIORITIZATION	Priority	Project Name	STIP ID
	1	Matunuck Beach Road Sea Wall Extension	
	3	Route 138, Broad Rock Rd, Stony Fort Rd Intersection Improvements	
	4	Old Tower Hill Rd Traffic Safety and Pedestrian Accommodation Study	
	5	Route 108 Sidewalk Installation and Drainage Improvements	
	7	Route 108 Pedestrian Bridge at Peacedale Stone Arch	6529
	8	South Kingstown Commuter Rail Feasibility Study	

FFY 18-27 Project Application Form



State Transportation Improvement Program

CONTACT	Contact Information
	Applicant Name <u>Town of South Kingstown</u>
	Contact Person (if different) <u>Chelsea Siefert</u> Title <u>Planning Director</u>
	Mailing Address <u>180 High Street</u>
	City <u>Wakefield</u> Zip Code <u>02879</u>
	Phone <u>(401) 789-9311 x1244</u> Email <u>csiefert@southkingstownri.com</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>Resiliency, Asset Protection</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>Matunuck Beach Road Sea Wall Extension</u>				
Location by Street Name <u>Matunuck Beach Road</u>				
Project Limits - From <u>existing sea wall</u> To <u>400' west</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:				
<u>Extension of the existing sea wall protecting Matunuck Beach Road by approximately 400'.</u>				

Describe need for proposed project:

The Town of South Kingstown is in the final stages of installing the 202' sheet pile wall protecting a portion of Matunuck Beach Road, a Federal Aid eligible major collector. However, to the west, the road remains vulnerable to storm surge, erosion and overtopping and must be protected.

Preservation of this key collector road is imperative to maintain access to 240 residential units situated east of the potential breach point. In addition, a twelve inch (12") public water supply line is located within the Matunuck Beach Road right-of-way. In the event the barrier beach water main is compromised, this water supply line is the only remaining water supply line serving residential and commercial structures within the South Shore Public Water System between the recently constructed sheet pile seawall and Matunuck Point. This project proposes to continue the existing sheet pile wall to the west by approximately 400', preserving access and protecting the critical infrastructure within the road base.

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

This project will preserve access to 240 residential units situated east of the most vulnerable sections of Matunuck Beach Road, as well as the 3 businesses located in this area. Were this road to be compromised, the 240 residential units and 3 businesses would be completely disconnected from the local road network.

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
- 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			\$ 0.06	\$ 2.94	\$ 3.00

Amount Requested through TIP Process

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

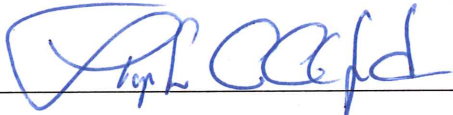
Source	Amount
Total	\$ 0.00

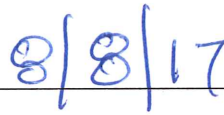
Estimated date of construction _____

CERTIFICATION

Municipal Applications

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





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



**FY 18-27 STIP Project Application
Town of South Kingstown**

**MATUNUCK BEACH ROAD SEA WALL EXTENSION
Evaluation Criteria**

1. Mobility Benefits

This project is essential to maintaining the mobility of residents situated east of the potential breach point in Matunuck Beach Road. Should the road be eroded, there would be no means of access to the 240 residential units situated to the east of the existing sea wall.

2. Cost Effectiveness

Installation of the sea wall extension is seen by the Town as the most cost effective option, given the previous investment in the existing sea wall and the cost that would be associated with repair of the road and water line should the road be compromised. Assuming that reconstruction of Matunuck Beach Road is possible after a catastrophic storm event, the Town estimates that replacement of the roadway and the water line that lies beneath could cost between \$500,000 and \$750,000. The design, land acquisition, and installation of the existing 202' sheet pile wall cost \$1.6 million, funded by RIDOT. Extension of the wall will serve to further protect Matunuck Beach Road, building on the existing investment.

3. Economic Development

Matunuck Beach Road serves as the only access to the State's Deep Hole Fishing area, which is a prime spot for catching striped bass and bluefish, and is a known surfing location given its open exposure to the Atlantic. Were Matunuck Beach Road to be compromised, the eco-tourism benefits of this area would be lost.

4. Environmental Impact

Project design and permitting will be in accord with RIDEM and CRMC requirements, and will provide best management practices for mitigation of any environmental impacts.

5. Supports Local and State Goals

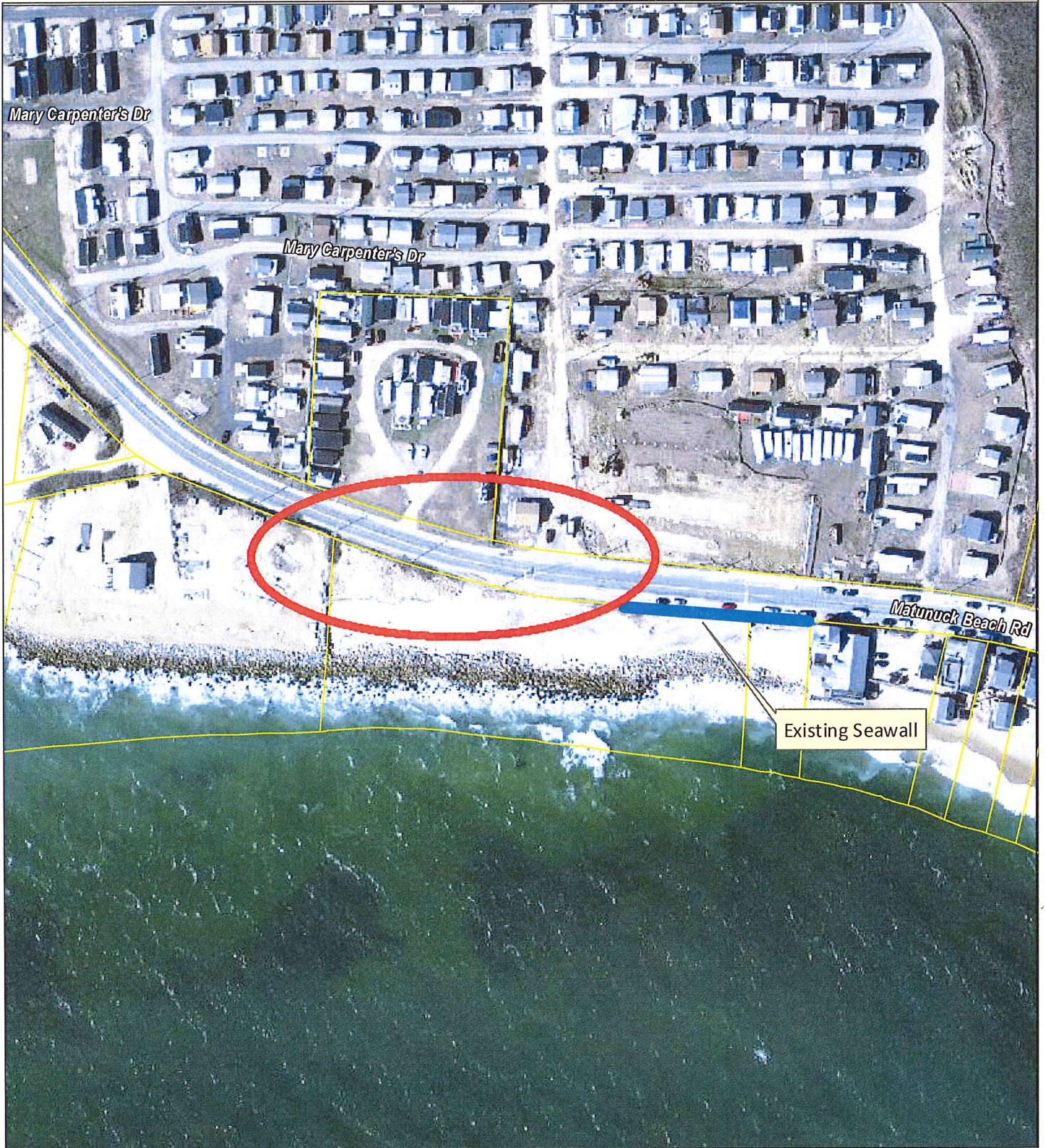
The project is consistent with the South Kingstown Comprehensive Community Plan's Circulation Element, specifically Goals 1, 3, and 4, and Policies 1.5, 3.4, 4.1, and 4.2. The project is also consistent with many aspects of the State's Transportation Guide Plan.

6. Safety and Security

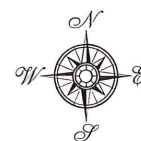
Matunuck Beach Road is the only evacuation route for the 240 homes situated to the east of the existing sea wall. The continued operation of this roadway is critical for maintaining public safety access to this area.

7. Equity

Installation of the wall will provide broad based community benefits for all persons who visit Matunuck and Deep Hole Fishing Area.



Town of South Kingstown
2018-2027 STIP Proposed Projects
Matunuck Beach Road Seawall Extension



Aerial Photo Flown April 2014

*Geographic
Information
System*

PL17-57 cpb 6/17

FFY 18-27 Project Application Form



State Transportation Improvement Program

CONTACT

Contact Information

Applicant Name Town of South Kingstown

Contact Person (if different) Chelsea Siefert

Title Planning Director

Mailing Address 180 High Street

City Wakefield

Zip Code 02879

Phone (401) 789-9311 x1244

Email csiefert@southkingstownri.com

PROJECT INFORMATION

Type of Project *select all that apply*

Bridge

Pavement

Drainage

Planning

Traffic

Transit

Bicycle

Pedestrian

Transportation Enhancement

Other Traffic Safety Program

Project Description

Was this project previously submitted during the FFY17-25 STIP development process? Yes / No

If you selected no, please continue to the "Current Project Title" Section

If you selected yes, please answer the following:

What was the Project Title? Route 138 (Broad Rock Rd/Stony Fort Rd) Intersection Safety Improvements

What was the TIP ID# assigned to the project at that time (4-digit number)? 5248

Current Project Title Route 138 (Broad Rock Rd/Stony Fort Rd) Intersection Safety Improvements

Location by Street Name Route 138 intersection at Broad Rock and Stony Fort Roads

Project Limits - From Route 138 (Mooresfield Rd) To Stony Fort and Broad Rock Rd

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

Provide a brief description of the proposed project:

Realignment of off-set intersection, installation of traffic control signal, addition of new signage, striping, and guard rail work, as identified necessary in a 2015 Road Safety Assessment conducted by VHB on behalf of RIDOT and the Town of South Kingstown.

Describe need for proposed project:

The intersection of Route 138 (Moorefield Road), Broad Rock Road and Stony Fort Road has experienced a large number of accidents over the past several years, with 182 accidents in the past ten years (June 2007 to June 2017). The intersection was the subject of a Road Safety Assessment (RSA) completed in 2015 on behalf of RIDOT, which concluded that realignment of the intersection, installation of a traffic control signal, and addition of new signage, striping, and guard rail work were necessary to increase safety. The RSA determined that the intersection meets all of the required warrants to justify the addition of a traffic control signal.

While this intersection functions as a south to north means of travel by area residents, the majority of the crashes occurring at this intersection are attributable to vehicles making a left-hand turn from Route 138 onto these minor streets. Speeds along Route 138, the topography of the area, and the existing design of the intersection exacerbate the safety concerns presented. The RSA also notes sight distance issues, particularly with the Broad Rock Road intersection at 138 looking east. Signalization of the intersection will provide significant safety improvements and serve to calm traffic on Route 138, which would contribute an overall benefit to the area.

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

Safety improvements to this intersection will improve the municipal and state transportation networks. This roadway acts as a connector between Route 1 and the University of Rhode Island, which is located westerly on Route 138.

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	\$ 0.25	\$ 0.05	\$ 0.10	\$ 1.10	\$ 1.50

Amount Requested through TIP Process \$ 1.50

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

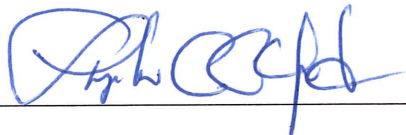
Source	Amount
Total	\$ 0.00

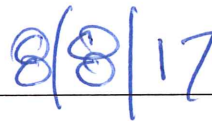
Estimated date of construction _____

CERTIFICATION

Municipal Applications

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





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



**FY 18-27 STIP Project Application
Town of South Kingstown**

**ROUTE 138 (BROAD ROCK RD/STONY FORT RD) INTERSECTION SAFETY IMPROVEMENTS
Evaluation Criteria**

1. Mobility Benefits

Route 138 is one of the major east-west thoroughfares in South Kingstown. Traffic volumes are high, and vehicles queue on Broad Rock Road and Stony Fort Road waiting to turn onto Route 138. The realignment of Broad Rock Road and Stony Fort Road and the installation of a traffic signal will decrease congestion and increase mobility in this area.

2. Cost Effectiveness

This intersection was the subject of a Road Safety Assessment (RSA), conducted by VHB on behalf of RIDOT and the Town, in 2015. This assessment provides the basis for this project to proceed to design, permitting and construction. Initial project steps have been completed, including a warrant analysis for signalization at this intersection, which demonstrated that all applicable warrants were met. Realignment and installation of the signal is the most cost effective option for this intersection.

3. Economic Development

As a major east-west thoroughfare, and the primary route to the University of Rhode Island from the north, increased mobility on Route 138 will facilitate the movement of goods, and provide better connections to the employment center that is URI.

4. Environmental Impact

Project design and permitting will be in accord with RIDEM requirements and will provide best management practices for mitigation of any environmental impact.

5. Supports Local and State Goals

The project is consistent with the South Kingstown Comprehensive Community Plan's Circulation Element, including Goals 2, and 4, and Policies 4.1, 4.2, and 4.3. The project is also consistent with many aspects of the State's Transportation Guide Plan.

6. Safety and Security

The intersection of Route 138 (Moorefield Road), Broad Rock Road and Stony Fort Road has experienced a large number of accidents over the past several years, with 182 accidents in the past ten years (June 2007 to June 2017). The RSA conducted for this intersection concluded that there are problems related to the complexity of the off-set intersection, limited sight distances on Broad Rock Road looking east, lack of warning for vehicles on the Broad Rock Road approach to Route 138, and non-compliant guardrails. Improvements in all of these areas will improve the safety of users at this accident-prone intersection.

7. Equity

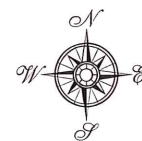
The improvements will provide broad based community benefits for all classes of users at this intersection.



Town of South Kingstown

2018-2027 STIP Proposed Projects

**Route 138 (Moorsfield Road)
at Broad Rock and Stony Fort Roads
Intersection Safety Improvements**



*Geographic
Information
System*

Aerial Photo Flown April 2014

0 200 400 Feet

PL17-55 cpb 6/17

FFY 18-27 Project Application Form



State Transportation Improvement Program

CONTACT

Contact Information

Applicant Name Town of South Kingstown

Contact Person (if different) Chelsea Siefert Title Planning Director

Mailing Address 180 High Street

City Wakefield

Zip Code 02879

Phone (401) 789-9311 x1244

Email csiefert@southkingstownri.com

PROJECT INFORMATION

Type of Project *select all that apply*

Bridge

Pavement

Drainage

Planning

Traffic

Transit

Bicycle

Pedestrian

Transportation Enhancement

Other Traffic Safety Program

Project Description

Was this project previously submitted during the FFY17-25 STIP development process? Yes / No

If you selected no, please continue to the "Current Project Title" Section

If you selected yes, please answer the following:

What was the Project Title? _____

What was the TIP ID# assigned to the project at that time (4-digit number)? _____

Current Project Title Old Tower Hill Road Traffic Safety and Pedestrian Accommodation Study

Location by Street Name Old Tower Hill Road

Project Limits - From Route 1 To Route 108

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

Provide a brief description of the proposed project:

Undertaking of a traffic safety and pedestrian accommodation study for Old Tower Hill Road, from Route 1 to Route 108. The study is to identify safety and other transportation enhancements for the corridor, with conceptual designs for various options.

Describe need for proposed project:

Old Tower Hill Road, from Route 1 to Route 108, is the major access point to Wakefield, while also servicing the community's Commercial Highway district. As such, this corridor is an important gateway for the community and a major thoroughfare for residents and visitors. This segment of Old Tower Hill Road experienced 1,031 accidents over the past ten years (June 2007 to June 2017).

The high number of accidents indicates a problem with the traffic pattern within the corridor, which needs to be analyzed to determine appropriate mitigation measures. Additionally, much of the sidewalk along the corridor is in need of repair or replacement. Such pedestrian improvements would provide a better connection between the commercial district of Old Tower Hill Road and the core area of Main Street and the surrounding residential neighborhoods. The Town would also like to see additional landscaping incorporated into the design of this stretch of road, given its significance as a major gateway into South Kingstown. If designed as a landscaped median, a dual purpose may be served as such could provide both traffic calming and drainage mitigation.

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

Old Tower Hill Road serves important transportation and economic development functions for South Kingstown. The roadway services the major commercial districts of South Kingstown, and provides connection from Route 1 to downtown Wakefield. This street is the primary gateway into South Kingstown's commercial district and historic Wakefield.

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		\$ 0.10			\$ 0.10

Amount Requested through TIP Process

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

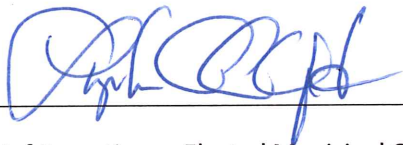
Source	Amount
Total	\$ 0.00

Estimated date of construction _____

CERTIFICATION

Municipal Applications

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




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



**FY 18-27 STIP Project Application
Town of South Kingstown**

**OLD TOWER HILL ROAD TRAFFIC SAFETY AND PEDESTRIAN ACCOMMODATION STUDY
Evaluation Criteria**

1. Mobility Benefits

Old Tower Hill Road is the primary means of access from Route 1 to downtown Wakefield, and as such is a major gateway into the community. This roadway also services the community's major commercial district, and is a heavily used thoroughfare for residents and visitors. Proposed improvements will improve vehicular and pedestrian access to the Town's major commercial activity centers. With 1,031 accidents reported in the past ten years, this segment of roadway is clearly in need of improved functionality. The study proposed will identify design solutions for improving said functionality, while increasing vehicular and pedestrian comfort, convenience, and safety.

2. Cost Effectiveness

Study of this corridor, in advance of any proposed improvements, and development of conceptual design solutions is a cost effective method for determining the best use of limited transportation dollars.

3. Economic Development

Old Tower Hill Road is the primary commercial corridor in South Kingstown. This corridor is also the primary connection between Route 1 and Main Street in Wakefield. Improvements to the traffic safety of this corridor will support local businesses.

4. Environmental Impact

This project proposes the development of conceptual designs to include stormwater management and additional landscaping. Stormwater improvements will improve water quality in the Saugatucket River watershed. The inclusion of landscaping in this

area will improve air quality and enhance the permeability of this heavily hardscaped area.

5. Supports Local and State Goals

This project is supported by and consistent with the South Kingstown Comprehensive Community Plan, particularly the Circulation Element, Goals 1, 2, 3, and 4, and Policies, 1.3, 2.1, 3.2, 3.4, and 4.2. The proposed study is also consistent with the State Guide Plan for Transportation.

6. Safety and Security

The high number of accidents within this corridor (1,031 over a ten year period) indicates a problem with the traffic pattern within the corridor, which needs to be analyzed to determine appropriate mitigation measures. Improved traffic flow will improve the safety of all road users, including visitors to the area and pedestrians.

7. Equity

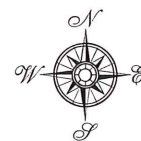
Sidewalk improvements in this area will improve access for those without access to a vehicle, and persons with a disability.



Town of South Kingstown

2018-2027 STIP Proposed Projects

Old Tower Hill Road Traffic Safety and Pedestrian Accommodation Study



Aerial Photo Flown April 2014

Geographic Information System

PL17-60 cpb 6/17

FFY 18-27 Project Application Form



State Transportation Improvement Program

CONTACT	Contact Information
	Applicant Name <u>Town of South Kingstown</u>
	Contact Person (if different) <u>Chelsea Siefert</u> Title <u>Planning Director</u>
	Mailing Address <u>180 High Street</u>
	City <u>Wakefield</u> Zip Code <u>02879</u>
	Phone <u>(401) 789-9311 x1244</u> Email <u>csiefert@southkingstownri.com</u>

PROJECT INFORMATION	Type of Project <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 checked="" type="checkbox"/> Pedestrian
	<input checked="" type="checkbox"/> Transportation Enhancement	<input type="checkbox"/> Other _____		
	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>Rt. 108 (Kingstown Road), Sidewalk Installation/Drainage Improvements</u>		
		What was the TIP ID# assigned to the project at that time (4-digit number)? <u>524</u>		
		Current Project Title <u>Route 108 Sidewalk Installation and Drainage Improvements</u>		
	Location by Street Name <u>Route 108 (Kingstown Road)</u>			
	Project Limits - From <u>Meadowbrook Apartments</u> To <u>Route 138</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>Installation of sidewalks, drainage improvements, and landscaping along approximately 1.8 miles of Route 108. Sidewalks would be installed along the easterly side of the road beginning at the Meadowbrook housing complex, to the intersection with Curtis Corner Road/Saugatucket Road, thence transitioning to the westerly side of the road to the intersection with Route 138. The approximate length of the segment is 1.8 miles.</p>			

Describe need for proposed project:

This road segment is heavily traveled as a main transit route to and from the University of Rhode Island, both by private vehicles and via RIPTA's Route 66. Existing bus stops along this stretch of road are not accessible by sidewalk, and the lack of such causes pedestrians to traverse the highway shoulder, creating a dangerous condition. Pedestrians and bicyclists utilize this road segment on a frequent basis, and the current roadway configuration does not provide for a safe or convenient multi-modal usage environment. Average daily traffic on this State Highway is 13,220 VPD (2004-2008 average). Over the past fifteen years, multiple residential developments have been built along this corridor, a number of which serve mobility impaired or special needs populations.

Additionally, stormwater courses down the highway corridor to Peace Dale without treatment or comprehensive management, contributing to drainage problems in the Peace Dale Flats area. Adding sidewalks, improved access management, and best management practices for stormwater mitigation would enhance the area's function, safety, environmental quality, and aesthetics.

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

In 2018, RIDOT will undertake improvements to the intersection of Route 108, Curtis Corner Road, and Saugatucket Road, including limited installation of sidewalks and drainage improvements. Beginning shortly thereafter, RIDOT will undertake the reconstruction of Route 138, including the intersection of such with Route 108. Installation of sidewalks and drainage improvements along Route 108 will improve the transportation network in this area, particularly given the other projects to be completed in the near future.

This corridor also serves the Kingstown Road local commercial district, one of South Kingstown's few retail and service districts.

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
- 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		\$ 0.10	\$ 0.20	\$ 1.45	\$ 1.75

Amount Requested through TIP Process

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

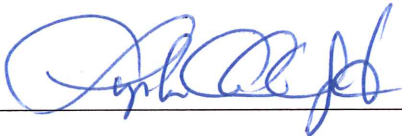
Source	Amount
Total	\$ 0.00

Estimated date of construction _____

CERTIFICATION

Municipal Applications

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



8/8/17

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



**FY 18-27 STIP Project Application
Town of South Kingstown**

**ROUTE 108 SIDEWALK INSTALLATION AND DRAINAGE IMPROVEMENTS
Evaluation Criteria**

1. Mobility Benefits

Route 108 carries the main RIPTA bus route through South Kingstown, Route 66. Existing bus stops along this stretch of road are not accessible by sidewalk, and the lack of such causes pedestrians to traverse the highway shoulder, creating a dangerous condition. Pedestrians and bicyclists utilize this road segment on a frequent basis, and the current roadway configuration does not provide for a safe or convenient multi-modal usage environment. The proposed sidewalks will improve pedestrian and transit mobility, increase user comfort and safety, and improve the overall transportation network in South Kingstown.

2. Cost Effectiveness

This project complements other projects currently proposed for funding by RIDOT, including the improvements proposed for construction in 2018 relative to the intersection of Route 108, Curtis Corner Road and Saugatucket Road, and the reconstruction of Route 138 from Route 2 to Route 108 proposed for funding beginning in 2018. Both of these projects include limited upgrades to pedestrian infrastructure, which would be enhanced by the pedestrian infrastructure proposed by this project.

Improved stormwater management in this area will address problems that are not currently managed in a comprehensive fashion. Addressing these issues before they become a larger problem improves the cost effectiveness of the system. The improvements will also assist with flood management in the low lying areas of Peace Dale, increasing resiliency to the stronger, more frequent precipitation events that are associated with the changing climate.

3. Economic Development

Pedestrian and drainage improvements to this corridor will better support the existing business community situated along Kingstown Road. These improvements will also

improve the connection of the local workforce with employment opportunities along the corridor, at the University, and in Providence.

4. Environmental Impact

The addition of stormwater management improvements to this corridor will improve the water quality of the Saugatucket River watershed, an identified TMDL water body.

5. Supports Local and State Goals

The project is consistent with the South Kingstown Comprehensive Community Plan's Circulation Element, particularly Goals, 1, 2, and 4, and Policies 1.3, 2.1, and 4.1. the project is also consistent with many aspects of the State's Transportation Guide Plan element.

6. Safety and Security

The installation of sidewalks on this stretch of Route 108 will connect Peace Dale to Kingston, providing a safe and convenient means for pedestrians to navigate the corridor. Route 108 also services RIPTA Route 66, and pedestrians utilizing this transit service are currently placed in harm's way due to the necessity to walk on, and wait within, the road shoulder.

7. Equity

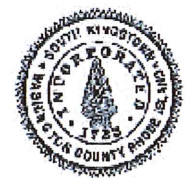
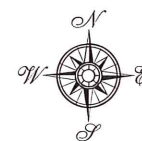
The project will enhance access to transportation for low-income, elderly, and mobility impaired residents within the area, as well as those who utilize RIPTA Route 66. Multiple low- and moderate-income housing units are located adjacent to this stretch of Route 108, as are senior housing complexes, and the police station. Sidewalks in this area will increase mobility for all of the sensitive populations of the area.



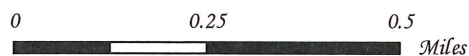
Town of South Kingstown

2018-2027 STIP Proposed Projects

Rte 108 Sidewalk Construction Project



Geographic
Information
System



Aerial Photo Flown April 2014

PL17-56 cpb 6/17

FFY 18-27 Project Application Form



State Transportation Improvement Program

CONTACT	Contact Information
	Applicant Name <u>Town of South Kingstown</u>
	Contact Person (if different) <u>Chelsea Siefert</u> Title <u>Planning Director</u>
	Mailing Address <u>180 High Street</u>
	City <u>Wakefield</u> Zip Code <u>02879</u>
	Phone <u>(401) 789-9311 x1244</u> Email <u>csiefert@southkingstownri.com</u>

PROJECT INFORMATION	Type of Project <i>select all that apply</i>			
	<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 checked="" type="checkbox"/> Pedestrian
	<input type="checkbox"/> Transportation Enhancement	<input type="checkbox"/> Other _____		
	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>Route 108 Pedestrian Bridge at Peace Dale Stone Arch</u>		
	Location by Street Name <u>Route 108 (Kingstown Road)</u>			
	Project Limits - From <u>Peace Dale Stone Arch</u> To _____			
	<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>Incorporation of the pedestrian bridge associated with the Peace Dale Stone Arch bridge into bridge preservation work, which is included in the current STIP as part of Bridge Group 25, STIP ID 6529.</p>			

Describe need for proposed project:

RIDOT's 2018-2027 Ten Year Plan includes preservation of the 'Peace Dale Stone Arch, RI 108 Kingstown Rd at Saugatucket River' as STIP ID 6529, funded in 2022 as part of Bridge Group 25. Preservation of this bridge is to include repointing and deck work. The Peace Dale Stone Arch, situated northerly of the Palisades Mill Complex on Route 108, incorporates a cantilever wooden pedestrian bridge, which is in poor condition and in need of replacement. The Town is seeking to include this pedestrian bridge within the planned bridge preservation project. Replacement of the pedestrian bridge would significantly enhance pedestrian access between the eastern section of Peace Dale, including the Village Green and the Peace Dale Library, and the central core of Peace Dale, including the William C. O'Neill Bike Path and Peace Dale Elementary School.

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

The village of Peace Dale is one of the central business, civic, and residential districts of South Kingstown. The village includes Peace Dale Elementary school, connection to the William C. O'Neill Bike Path, the Peace Dale Library, the Village Green playground and recreational areas, the Neighborhood Guild building which houses recreational programs, and multiple businesses, including those within the historic Palisades Mill complex. Repair/replacement of the pedestrian bridge at the Peace Dale Stone Arch is critical to maintaining connectivity between all of the important destinations within Peace Dale.

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
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		\$ 0.02	\$ 0.05	\$ 0.43	\$ 0.50

Amount Requested through TIP Process

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

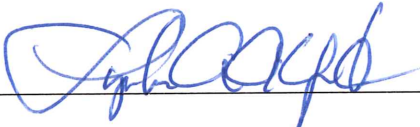

Source	Amount
Total	\$ 0.00

Estimated date of construction _____

CERTIFICATION

Municipal Applications

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

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



**FY 18-27 STIP Project Application
Town of South Kingstown**

**ROUTE 108 PEDESTRIAN BRIDGE AT PEACE DALE STONE ARCH
Evaluation Criteria**

1. Mobility Benefits

Repair or replacement of the pedestrian bridge at the Peace Dale Stone Arch on Route 108 will improve mobility within the village of Peace Dale, one of South Kingstown central business, residential, and civic districts. The bridge lies in close proximity to the William C. O'Neill bike path, which currently connects to Kingston Station and Narragansett, and is in the process of being extended to URI and Narragansett Beach. Improvement of this bridge will provide better pedestrian connection between the Peace Dale Library, the Village Green Park, and the Guild building, where recreational programs are held, and Peace Dale Elementary School, the businesses at the Peace Dale rotary, and the bike path.

2. Cost Effectiveness

The Peace Dale Stone Arch is to undergo preservation activities as part of Bridge Group 25. The addition of the pedestrian bridge to this project is the most cost effective means of repair/replacement.

3. Economic Development

Improved pedestrian connectivity in this area will better support the businesses of Peace Dale, including those located within the historic Palisades and Peace Dale mills.

4. Environmental Impact

Better pedestrian connections within Peace Dale will impact the number of short vehicle trips taken, which has implications for air and water quality.

5. Supports Local and State Goals

Commuter rail service in South Kingstown is supported by and consistent with the South Kingstown Comprehensive Community Plan, particularly the Circulation Element, Goals 1, 2, 3, and 4, and Policies, 1.3, 1.5, 2.1, 3.2, 4.1, and 4.2. The proposed study is also consistent with the connectivity goals and policies found within the State Guide Plan for Transportation.

6. Safety and Security

The right-of-way width at the Peace Dale Stone Arch is very narrow and traffic is fast moving. Should this pedestrian bridge become unusable, pedestrians would be forced to walk on the pavement, which would be a severe safety concern.

7. Equity

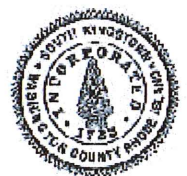
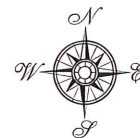
The project will enhance pedestrian access to recreation, the library, goods and services, and the bike path for those without a vehicle.



Town of South Kingstown

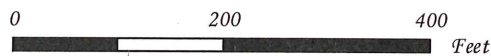
2018-2027 STIP Proposed Projects

Route 108 Pedestrian Bridge at Palisades Mill Stone Arch



Geographic
Information
System

Aerial Photo Flown April 2014



PL17-58 cpb 6/17

FFY 18-27 Project Application Form



State Transportation Improvement Program

CONTACT	Contact Information
	Applicant Name <u>Town of South Kingstown</u>
	Contact Person (if different) <u>Chelsea Siefert</u> Title <u>Planning Director</u>
	Mailing Address <u>180 High Street</u>
	City <u>Wakefield</u> Zip Code <u>02879</u>
	Phone <u>(401) 789-9311 x1244</u> Email <u>csiefert@southkingstownri.com</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 checked="" type="checkbox"/> Planning
	<input type="checkbox"/> Traffic	<input checked="" type="checkbox"/> Transit	<input type="checkbox"/> Bicycle	<input type="checkbox"/> Pedestrian
	<input type="checkbox"/> Transportation Enhancement	<input type="checkbox"/> Other _____		
	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>Kingston Station and Vicinity Connectivity Corridor Study</u>		
		What was the TIP ID# assigned to the project at that time (4-digit number)? <u>5249</u>		
		Current Project Title <u>South Kingstown Commuter Rail Feasibility Study</u>		
	Location by Street Name <u>n/a</u>			
	Project Limits - From _____ To _____			
	<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>A feasibility study of the commuter rail options in South Kingstown, both at Kingston Station and the potential station at URI. Study to include an assessment of the land use and environmental constraints of both options, consideration of th regional impacts of both stations, and recommendations fo the regional commuter rail station, including any land use changes that would be required.</p>			

Describe need for proposed project:

Kingston Station currently serves as an Amtrak rail station, connecting southern Rhode Island to Providence, Boston, New York City, and points beyond. Riders from throughout southern Rhode Island used this station as a means of transportation, with 161,157 boardings and alightings in FY16. While the Town has historically seen this station as transitioning to a more substantial multi-modal transit hub, and has included language within the Community Comprehensive Plan supporting the extension of commuter rail to Kingston Station, there are several considerations that must be looked at before commuter rail could become a viable option. To increase transit service to a level that would work for commuter rail, ridership would need to increase. An increase in ridership could be generated in a number of ways, including the provision of additional parking areas, better transit connections to existing population centers, and/or increased density in the immediate vicinity of the station. All of these options should be studied when determining the future of this station. The Town recognizes limitations with increasing density in the immediate vicinity of the station, as the station sits within one of the Town's only remaining industrial areas and several parcels surrounding the station are environmentally constrained. Additionally, while parking decks could be installed to increase the amount of parking provided, there is little room around Kingston Station to expand existing parking lots. However, Kingston Station is located along Route 138, and is in close proximity to URI, the village of West Kingston, and the William C. O'Neill Bike Path, which could serve to feed ridership if transit connections were improved.

It has been brought to the Town's attention that URI is interested in creating a commuter rail station on campus, which would be serviced by a rail spur off the main line. (See the University of Rhode Island Proposed Projects section, below.) Town staff has concerns with this proposal and the effects that such a station would have on the existing Amtrak service at Kingston Station. Also, staff of RIDOT have indicated that if a commuter rail spur were to service URI, it would be unlikely that commuter rail service would then also extend to Kingston Station.

Given these concerns and constraints, the Town feels it important to conduct a feasibility study of the commuter rail options in South Kingstown, both at Kingston Station and a potential station at URI. The study should include an assessment of the land use and environmental constraints of both options, consideration of the regional impacts of both stations, and recommendations for the regional commuter rail station, including any land use changes that would be required.

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

This study has major implications for the future of rail transit in Rhode Island, including the ability of employees to commute to and from Providence and other employment centers via transit. The results of the study will direct future investment in South Kingstown, including within the industrial area immediately surrounding Kingston Station. If commuter rail is to become a viable option in South County, this study is imperative.

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		\$ 0.04			\$ 0.04

Amount Requested through TIP Process \$ 0.04

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

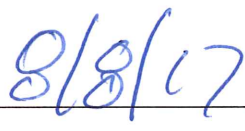
Source	Amount
Total	\$ 0.00

Estimated date of construction _____

CERTIFICATION

Municipal Applications

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

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



**FY 18-27 STIP Project Application
Town of South Kingstown**

**SOUTH KINGSTOWN COMMUTER RAIL FEASIBILITY STUDY
Evaluation Criteria**

1. Mobility Benefits

Kingston Station had approximately 157,000 users in 2015, continuing its role as one of the busiest train station facilities in the northeast. The ridership figures indicate that Kingston Station currently serves as the primary rail station for all of southern Rhode Island. Determination of the best option for providing commuter rail in South Kingstown, whether through improvements to Kingston Station and vicinity or through the development of a new station at URI, will have significant impacts on the population of Washington County.

Development of a commuter rail station in South Kingstown, whether at Kingston Station or on the URI campus, will improve linkages between rail, bicycle, and automobile modes, and will increase mobility choice for southern Rhode Islanders. The study is intended also to recommend land use changes that would make commuter rail feasible in South Kingstown, which would improve convenience of rail as a transportation mode through more supportive land use, and improved train scheduling.

2. Cost Effectiveness

The proposed study is estimated to require \$40,000 to engage appropriate consulting services. The outcome of the study would be identification of the most feasible commuter rail option for South Kingstown, which will in turn direct investment in rail in the most appropriate way possible.

According to the Amtrak Fact Sheet, Fiscal Year 2016, for the State of Rhode Island, Amtrak and RIDOT are beginning work on a \$41 million improvement project at Kingston to improve train operations and passenger experience. The project features two new high-level platforms and construction of a third track through Kingston to enable the Acela Express trains to bypass regional trains stopping in Kingston. The fact sheet references that these improvements "could accommodate expanded commuter rail

service in the future." This study will build on the investments being made RIDOT and Amtrak.

3. Economic Development

This project will have both direct and indirect impacts on economic development. The results of the proposed study will indicate the commuter rail option that is best suited for South Kingstown. Kingston Station is currently situated within the Town's only major industrial area, and so any further development of Kingston Station will have implications on the future of the industrial uses in Town. If a station at URI is recommended from the study, the economic development impacts will relate to increased development at the University. In general, the development of commuter rail in South Kingstown will provide better access to the major employment centers of Providence, Quonset, and Warwick City Center.

4. Environmental Impact

Increased rail service to South Kingstown will increase ridership, meaning that less automobile trips will be generated. The study may also identify means of improving infrastructure for the station, which is in the Town's Groundwater Protection Overlay District.

5. Supports Local and State Goals

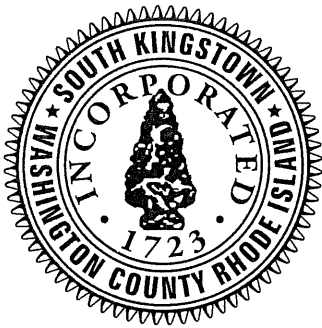
Commuter rail service in South Kingstown is supported by and consistent with the South Kingstown Comprehensive Community Plan, particularly the Circulation Element, Goals 1, 2, and 4, and Policies, 1.1, 1.2, 1.4, 2.1, and 4.2. The proposed study is also consistent with the State Guide Plan for Transportation.

6. Safety and Security

A commuter rail option in South Kingstown will increase resiliency of the overall transportation network, by providing a more feasible additional mode of transport. Better integration of rail transit with the community will, in general, improve the safety and security of the travelling public.

7. Equity

The study will recommend ways to achieve better integration of transit modes with the recommended commuter rail station, including with RIPTA service. This integration will benefit persons of low and moderate income, and those who do not have access to a private automobile.



Town of South Kingstown, Rhode Island

TOWN CLERK'S OFFICE

180 High Street
Wakefield, RI 02879
Tel. 401-789-9331

At a REGULAR SESSION of the Town Council of the Town of South Kingstown, County of Washington, in the State of Rhode Island, held at the Town Hall, in and for said Town on the 24th day of July A.D., 2017 at 7:30 PM.

PRESENT: Margaret M. Healy, President
Abel G. Collins, Vice President
Bryant DaCruz
Liz Gledhill
Joe Viele

UNANIMOUSLY VOTED: to approve the Town's local priority assignments and authorize the submittal of a complete application package to the State Planning Council for consideration in the development of the 2017 update to the State Transportation Improvement Program for Federal Fiscal Years 2018-2027. In addition, the Council urges the State Planning Council to include positive consideration for two of the projects proposed by the University of Rhode Island, namely the Upper College Road and Plains Road Reconstruction projects.

A TRUE COPY

ATTEST: 
Dale S. Holberton, Town Clerk

**South Kingstown Priorities for the 2017
State Transportation Improvement Program (STIP) Update**

(where a project has been included in the current STIP, the STIP ID has been provided)

1. Matunuck Beach Road Sea Wall Extension
2. Route 138 Reconstruction, from Route 2 to Route 108, STIP IDs 1397, 1399, and 6729
3. Route 138, Broad Rock Road, Stony Fort Road Intersection Improvements
4. Old Tower Hill Road Traffic Safety and Pedestrian Accommodation Study
5. Route 108 Sidewalk Installation and Drainage Improvements
6. US-1, Commodore Perry Highway (550 feet east of Charlestown T/L to Succotash Rd) STIP ID 1277, and Roadway Departure Mitigation – Guardrail and Median Improvements to Route 1, STIP ID 1469
7. Route 108 Pedestrian Bridge at Peace Dale Stone Arch, STIP ID 6529
8. South Kingstown Commuter Rail Feasibility Study
9. URI/South County Bike Path Connector, STIP ID 5245
10. Route 108/Kingstown Road (Route 138/Mooresfield Road to Saugatucket Road/Curtis Corner Road), STIP ID 9509
11. Chipuxet River Bridge at Route 138 Kingstown Road, STIP ID 6521
12. Saugatucket Road Culvert at Saugatucket River, STIP ID 6531
13. Church Street Bridge at Saugatucket River, STIP ID 6522
14. Old Tower Hill Road (Route 108 to US-1), STIP ID 1395
15. Bridgetown Road (US-1 to Route 1A), STIP ID 1401
16. Post Road (US-1 to US-1) – Camp Fuller Area, STIP ID 1400
17. US-1, Tower Hill Road (Government Center to Route 4), STIP ID 1279
18. Route 2 – South County Trail (Route 138 to Route 102), STIP ID 1576
19. All remaining bridges programmed in current STIP:
 - Asa Pond Bridge, Route 108 Kingstown Road at Rocky Brook, STIP ID 6519
 - Chickasheen Brook Bridge at Route 138, STIP ID 6520
 - Dugway Bridge Road at Queen River, STIP ID 6523
 - Fiske Flat Bridge, High Street at Rocky Brook, STIP ID 6524
 - Indian Run Bridge at Route 108 Kingstown Road, STIP ID 6525
 - Middlebridge Road Bridge at Pettaquamscutt River, STIP ID 6526
 - Mitchell Brook Bridge at Route 138 Mooresfield Road, STIP ID 6527
 - Peace Dale Mills Sluiceway, Route 108 Kingstown Road at Mill Canal, STIP ID 6528
 - Rocky Brook Bridge at Route 108 Kingstown Road, STIP ID 6530
 - Usquepaugh River Bridge at Old Usquepaugh Road, STIP ID 6532
 - Wakefield Cut-Off, Old Tower Hill Road at US- 1, STIP ID 6533
31. Train Station Maintenance and Repairs – RICAP, STIP ID 7901