

Project Prioritization Cover Sheet | Town of North Kingstown



Transportation Improvement Program

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

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

Project Prioritization (continued)

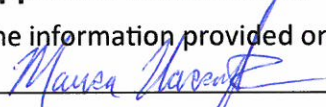

Priority	Listed in TIP 2013-2016		Project Name
	Yes	No	
L		✓	Davisville RR Bridge at Devils Foot Rd
M		✓	Hamilton Mill Bridge, US 1A Boston Neck Rd at Annaquatucket River
M		✓	Route 4 Culvert 1 at Annaquatucket River
M		✓	Lafayette RR Bridge at RI 4 Col Rodman Hwy
M		✓	Sandhill Brook Bridge at Chadsey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

PROJECT PRIORITIZATION

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

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

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

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

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

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

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

New Project Application

Transportation Improvement Program



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

PROJECT INFORMATION	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 type="checkbox"/> Transit <input type="checkbox"/> Bicycle <input checked="" type="checkbox"/> Pedestrian
	<input checked="" type="checkbox"/> Transportation Enhancement <input type="checkbox"/> Other _____
	Project Description
Project Title <u>Post Road Curbing and Sidewalks (Camp Ave- Rt. 1A)</u>	
Location by Street Name <u>Post Road</u>	
Project Limits - From <u>Camp Ave</u> To <u>Rt. 1A</u>	
<i>Please include an 8.5" x 11" map of the site, indicating project limits.</i>	
Provide a brief description of the proposed project:	
<p>The proposed project includes the installation of 5' concrete sidewalks and curbing on both sides of Post Road from Camp Ave to Rt. 1 A.</p>	

Describe need for proposed project:

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

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

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

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

Is the project on the Federal Aid System? Yes No

Is the project on the National Highway System? Yes No

CRITERIA

Evaluation Criteria

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

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

PROJECT ESTIMATES

Project Estimates

	ROW	Study	Design	Construction	Total
Estimated Project Costs	N/A	N/A	300,000	1,700,000	2,000,000
				Total Cost	2,000,000
				Amount Requested through TIP Process	2,000,000

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

Source	Amount
	Total

Estimated date of construction _____

CERTIFICATION

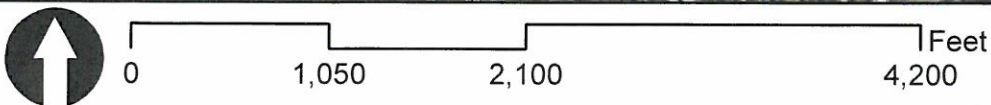
Applicant Certification

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

Maura Nascent January 07, 2016
 Applicant's Signature Date

Andrew J. Mulvey January 07, 2016
 Chief Executive Officer's Signature Date

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



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



1. Mobility Benefits

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

2. Cost-Effectiveness

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

3. Economic Development

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

4. Environmental Impact

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

5. Supports Local and State Goals

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

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

6. Safety and Security

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