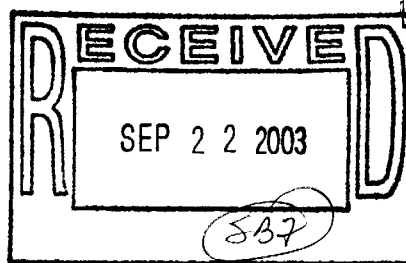




## STATE OF RHODE ISLAND AND PROVIDENCE PLANTATIONS

Rhode Island Department of Transportation  
ENGINEERING DIVISION  
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September 22, 2003

Mr. Rick Kerbel  
Town Manager  
80 Boston Neck Road  
North Kingstown, R.I. 02852

Subject: Reconstruction of Route 4 & U.S.1  
North Kingstown, Rhode Island  
R.I.F.A.P.: AF-0004(007)  
Intersection of Tower Hill Road/Gilbert Stuart Road/Shermantown Road

Dear Mr. Kerbel:

This letter is in response to your September 19, 2003 email sent to this office regarding the three alternatives for the Gilbert Stuart/Shermantown intersection on Tower Hill Road. Enclosed, for your review, please find 10 copies of each alternative (see attached sheet for a detailed description of each option). The three alternatives are as follows:

**Option #1:** Keep the intersection as it is today but add acceleration and deceleration lanes to the ingress and egress of Gilbert Stuart Road and Shermantown Road.

**Option #2:** In addition to the acceleration and deceleration lanes, **prohibit left turns out** of Gilbert Stuart Road and Shermantown Road to northbound and southbound Tower Hill Road (Route 1). This option will include closure of all median openings between SStar and the entrance to Westmoreland Farms excluding the Gilbert Stuart Road/Shermantown Road opening. A total of 10 median closures.

**Option #3:** In addition to the acceleration and deceleration lanes, **prohibit both left turns in and out** of Gilbert Stuart Road and Shermantown Road to northbound and southbound Tower Hill Road (Route 1). This option will include closure of all median openings between SStar and the entrance to Westmoreland Farms including the Gilbert Stuart Road/Shermantown Road intersection. A total of 11 median closures.

To: Rick Kerbel  
From: Edmund T. Parker, Jr., P.E.  
Date: September 22, 2003  
Page: 2 of 2

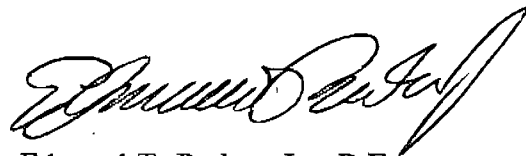
Based on the video prepared for the State Traffic Commission by the North Kingstown Police Department it appears that there is great difficulty in taking a left turn in and out of the approaching streets of Gilbert Stuart and Shermantown at certain times of the day. The video appears to reinforce many of the comments from the August 18, 2003 Work Session requesting that the intersection be redesigned in such a way to eliminate the left turn moves.

As such, we wholeheartedly agree with the North Kingstown Police Department that installation of a traffic signal is not the proper means of addressing issues at the intersection, and that Option #3 seems to be the best solution in addressing these issues. With the endorsement of the Town, the Department is prepared to include Option #3 in the upcoming Tower Hill Road improvement contract. Currently included in that contract is the completion of the Route 138 Loop Ramps, closure of three median turnarounds in the Shady Lea area of Tower Hill Road and minor improvements to the West Allentown Road intersection. This contract is currently at 90% with construction scheduled for 2004.

The work described in Option #3 can be designed quickly and added to this contract. Further work like installation of guardrail in the median and a wider median turnaround concept will remain in a future contract. Since the Shady Lea project will not commence until 2004, if more immediate safety measures are desired, the Department will take steps to close the existing openings through the use of temporary devices such as plastic barrels.

To summarize, we will, with your concurrence, include the aforementioned intersection improvements and the additional median closures that will accompany such a redesign in our upcoming contract. Again with your concurrence, we will also take immediate steps to close off the existing openings by using plastic barrels. If you have any questions or desire additional information, do not hesitate to contact this office.

Sincerely Yours,



Edmund T. Parker, Jr., P.E.  
Chief Engineer  
Transportation

ETP/mg  
attachments  
cc: Messrs. Parker, Farhoumand, Smith; File

## **Improvements to US Route 1 at Gilbert Stuart Road and Shermantown Road**

### Common to all Options

1. Acceleration and Deceleration lane lanes added to Gilbert Stuart Road and Shermantown Road. Lengths determined from AASHTO.
2. Roadway widened from two twelve-foot travel lanes and one ten-foot shoulder to two twelve-foot travel lanes, one twelve-foot acceleration or deceleration lane, and one two-foot shoulder.
3. Perimeter wetland impacts present for the Shermantown Road to southbound US Route 1 acceleration lane. Riverbank wetland impacts present for the southbound US Route 1 to Shermantown Road deceleration lane and the Gilbert Stuart Road to northbound US Route 1 acceleration lane. A Preliminary Determination will be required.

### Option 1

1. Left turns allowed from Shermantown Road and Gilbert Stuart Road to northbound and southbound US Route 1.
2. Left turns allowed from northbound and southbound US Route 1 to Shermantown Road and Gilbert Stuart Road.
3. Striping without islands is used to direct turning movements.
4. Two utility pole relocations.

### Option 2

1. Left turns prohibited from Shermantown Road and Gilbert Stuart Road to northbound and southbound US Route 1.
2. Left turns allowed from northbound and southbound US Route 1 to Shermantown Road and Gilbert Stuart Road.
3. Striping and islands are used to direct turning movements.
4. Four utility pole relocations.

### Option 3

1. Left turns prohibited from Shermantown Road and Gilbert Stuart Road to northbound and southbound US Route 1.
2. Left turns prohibited from northbound and southbound US Route 1 to Shermantown Road and Gilbert Stuart Road.
3. Striping and islands are used to direct turning movements.
4. Four utility pole relocations.