

Project Prioritization *(continued)*

PROJECT PRIORITIZATION

Priority	Listed in TIP 2013-2016		Project Name
	Yes	No	

Required Public Hearing

The required public hearing was held on _____

Applicant Certification

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

Applicant

Title

Chief Executive Officer Signature

Date

CERTIFICATION

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

CHECKLIST

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

Transportation Improvement Program

Application - New Projects Only

State Planning Council
One Capitol Hill
Providence, RI 02908
www.planning.ri.gov



CONTACT	Contact Information
	Entity / Organization _____
	Contact Person _____
	Address _____
	City _____ Rhode Island Zip Code _____
	Phone _____ Email _____

PROJECT INFORMATION	Project Information
	Project Title _____
	Location by Street Name _____
	Project Limits - From _____ To _____
	Location Maps - <input type="radio"/> 8 1/2" x 11" Attach Map of Site Indicating Project Limits
	Priority Proposal Number _____ of a Total of _____ Proposals
	Regional Submission - <input type="radio"/> Yes <input type="radio"/> No Communities _____
	Brief Description of Proposed Project
	Describe Need for Proposed Project
	Enterprise Zone - <input type="radio"/> Yes <input type="radio"/> No Details _____
Located Within State Land Use Plan 2025 Map's Designated Growth Center - <input type="radio"/> Yes <input type="radio"/> No	
Located Within State Land Use Plan 2025 Map's Urban Services Boundary - <input type="radio"/> Yes <input type="radio"/> No	
Consistent with Local Comprehensive Plan - <input type="radio"/> Yes <input type="radio"/> No	
Consistent with State Guide Plan Transportation 2030 - <input type="radio"/> Yes <input type="radio"/> No	

INFORMATION

Additional Information

Information addressing the following categories of review criteria as described in the Transportation Improvement Program, Guidance on Applying Criteria for Evaluation of Project Proposals should be provided separately. Submission must **not exceed** 2 pages, single spaced, 12-point font:

- | | |
|--------------------------------|--|
| 1. Mobility Benefits | 4. Environmental Impact |
| 2. Cost-Effectiveness | 5. Degree of Support to Local and State Goals and Plan |
| 3. Economic Development Impact | 6. Safety, Security, and Technology |

PROJECT ESTIMATES

Project Estimates

	ROW	Study	Design	Construction	Total
Estimated Project Costs					
Total Cost					
Amount Requested Through TIP Process					

Funding from other sources committed to this project - Yes No

Source	Amount
Total	

NOTIFICATION / CERTIFICATION

Notification / Certification

Date of Local Public Hearing _____
Municipal & Regional Planning Agency Projects Only

Preferred TAC Public Hearing

- | | |
|--|--|
| <input type="radio"/> November 7 at 6:00 pm - South Kingstown Town Hall | <input type="radio"/> November 8 at 9:00 am - Department of Administration |
| <input type="radio"/> November 9 at 6:00 pm - Blackstone Valley Corridor | <input type="radio"/> November 10 at 6:00 pm - Middletown Town Hall |

Attest: The information provided on this application is true and accurate

Applicant's Signature _____ Date _____

Chief Executive Official's Signature _____ Date _____

ADMINISTRATIVE

Application Checklist - Submitted by October 28, 2011 at 3:00 p.m.

- 8 Collated Copies of Completed Application
 - Forms - Project Prioritization & Application
 - Attached 2-page narrative
 - Location Maps as PDF files
- Email a copy of completed application to linsey.cameron@doa.ri.gov or provide on a CD
- Mail to:

Rhode Island Statewide Planning Program	Statewide Planning Official Use Only
ATTN: Linsey Cameron, Supervising Planner	Submission Date _____
One Capitol Hill	Accepted by _____
Providence, RI 02908	

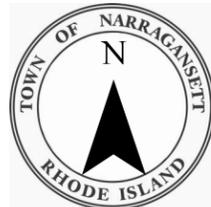
**TOWN OF
NARRAGANSETT**
Rhode Island

**South Pier Road
Reconstruction Project**

Legend

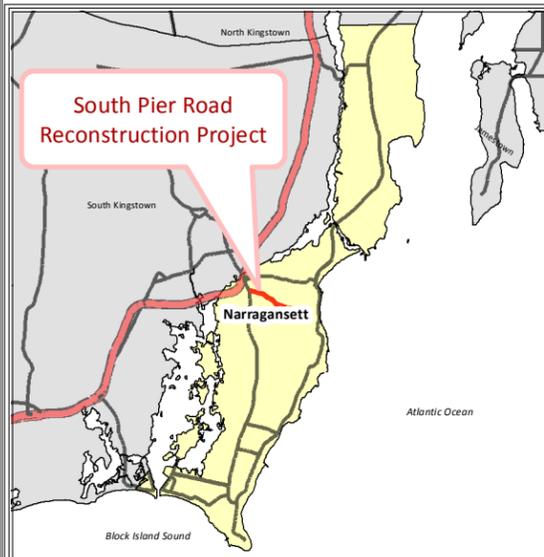
Project

-  South Pier Road Reconstruction
-  Photo Location
-  Photo Direction



1 inch = 500 feet

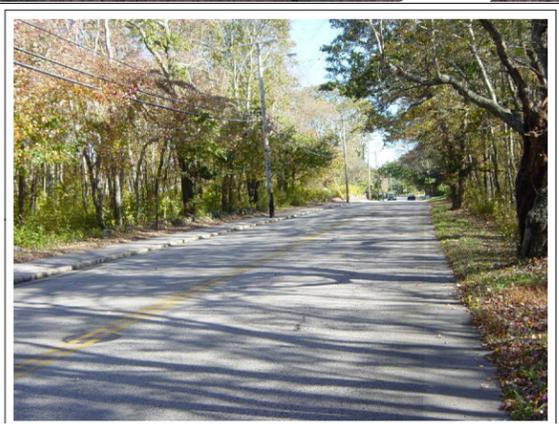
The Town of Narragansett has produced these maps for informational and representative purposes only and makes no claims concerning the accuracy of this map nor assumes any liability from the use of the information herein.



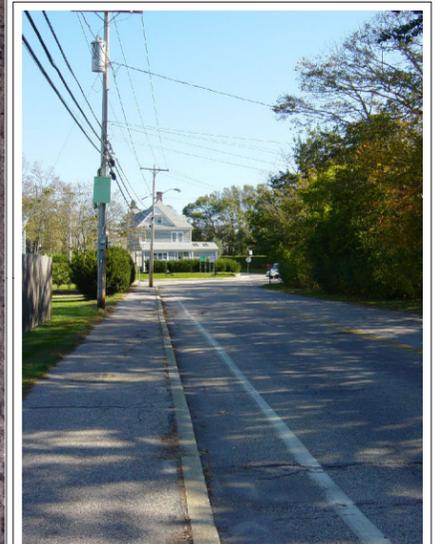
View from this location looking west of South Pier Road towards Narragansett High School.



View from this location looking east of South Pier Road towards Narragansett High School.



View from this location looking east of South Pier Road towards Boon Street.



View from this location looking east of South Pier Road at its intersection with Boon Street.

New Project Application

Transportation Improvement Program



CONTACT

Contact Information

Agency/Organization _____

Contact Person _____ Title _____

Mailing Address _____

City _____ Zip Code _____

Phone _____ Email _____

PROJECT INFORMATION

Type of Project *select all that apply*

Bridge

Pavement

Drainage

Planning

Traffic

Transit

Bicycle

Pedestrian

Transportation Enhancement

Other _____

Project Description

Project Title _____

Location by Street Name _____

Project Limits - From _____ To _____

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

Provide a brief description of the proposed project:

Describe need for proposed project:

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

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					
				Total Cost	
				Amount Requested through TIP Process	

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.

Applicant's Signature

Date

Chief Executive Officer's Signature

Date

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

Peacedale Counter

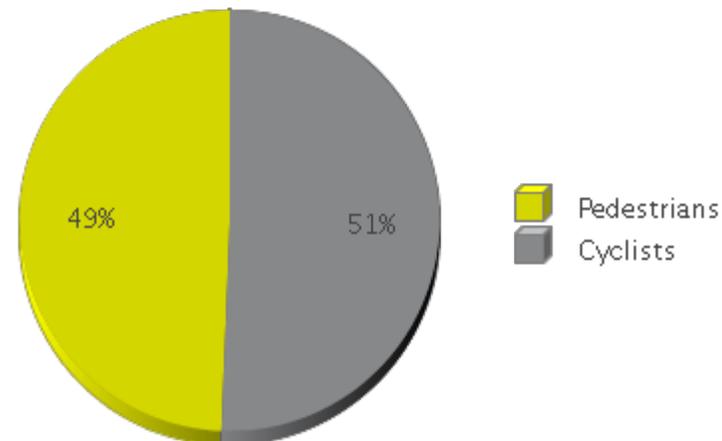
Period Analyzed: Wednesday October 01, 2014 to Tuesday September 15, 2015

GPS coordinates not filled-in.
You can enter GPS coordinates in
the counter's Eco-Visio file.

	Total Traffic for the Analyzed Period	Daily Average	Busiest Day of the Week	Busiest Month of the Year	Distribution	
					IN	OUT
Pedestrians	56,268	168	Wednesday	July 15 : 10,264	72	28
Cyclists	57,708	172	Sunday	July 15 : 12,157	54	46

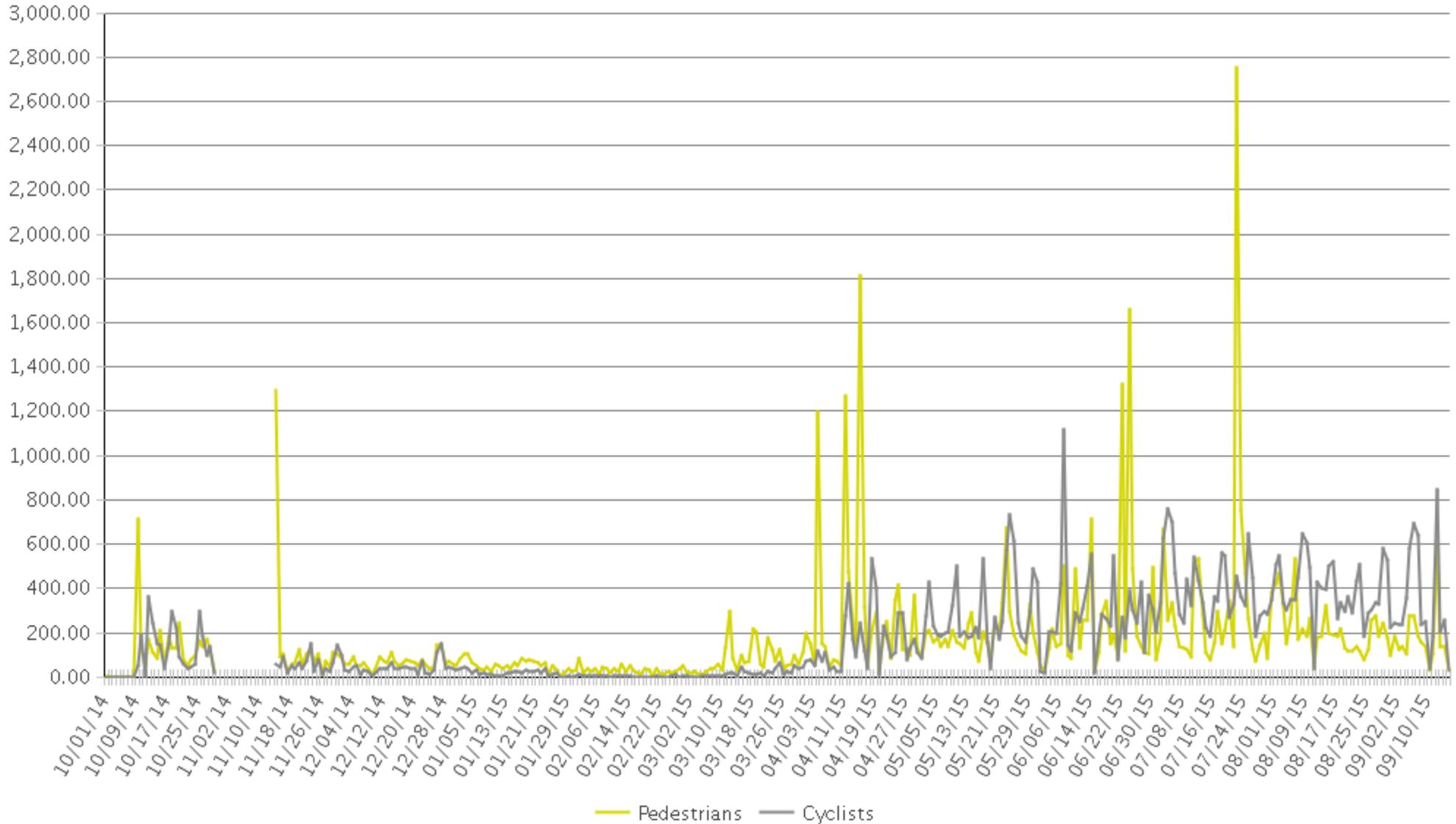


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in the counter's Eco-Visio file.



Peacedale Counter

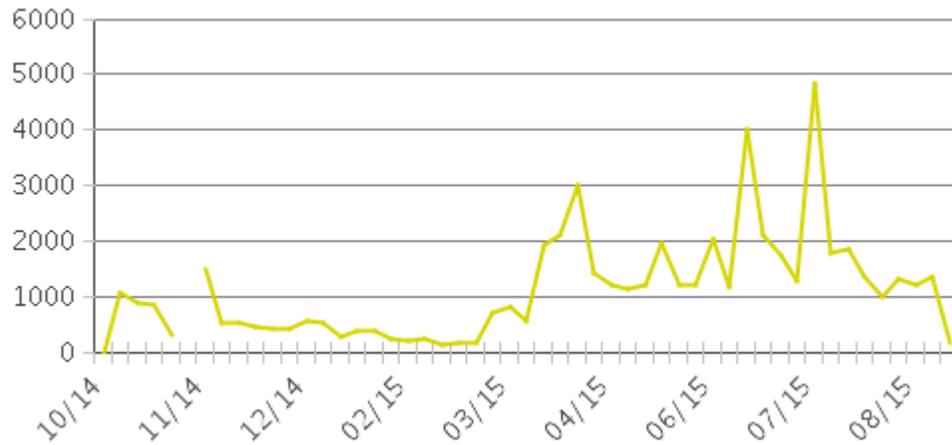
Period Analyzed: Wednesday October 01, 2014 to Tuesday September 15, 2015



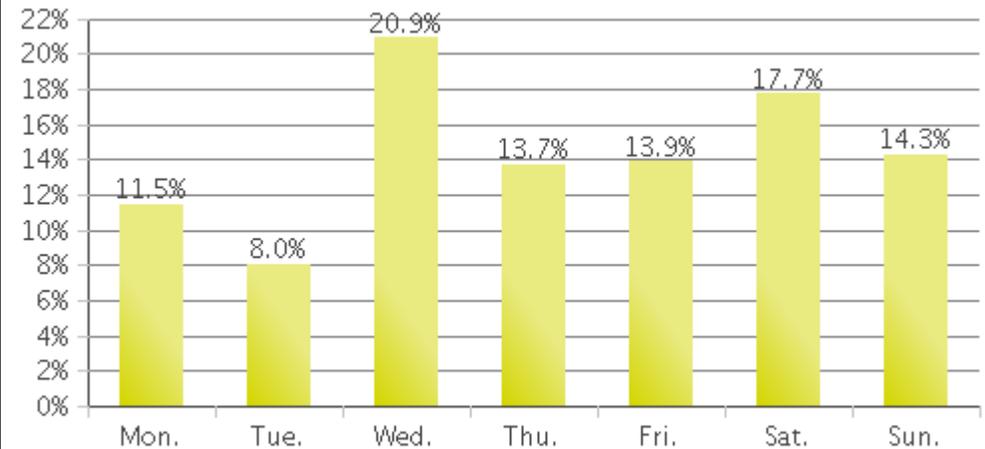
Peacedale Counter (Pedestrians)

Period Analyzed: Wednesday October 01, 2014 to Tuesday September 15, 2015

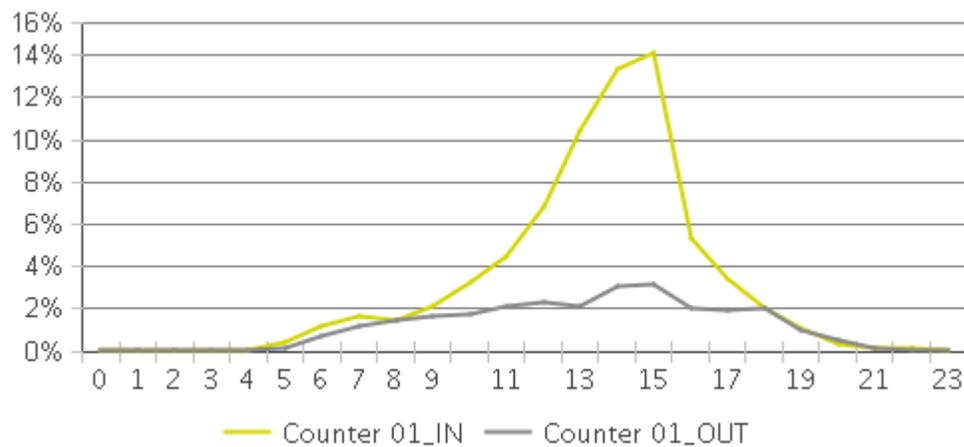
Weekly Traffic



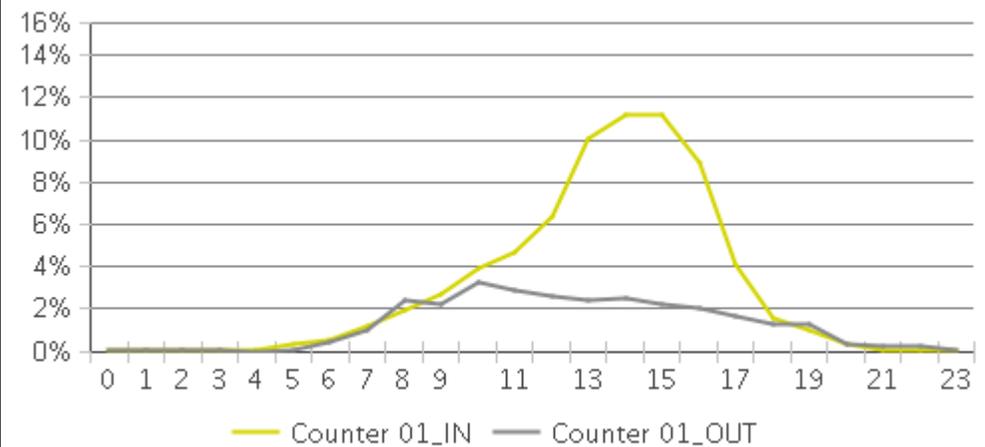
Weekly Profile



Hourly Profile during Weekdays



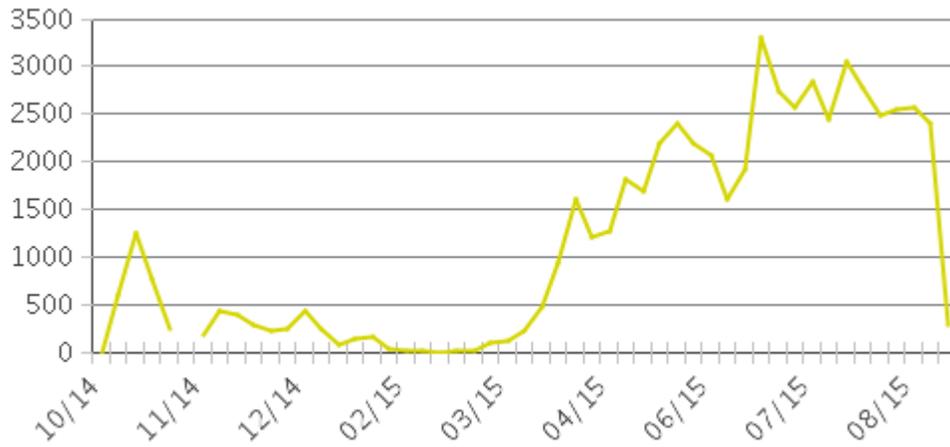
Hourly Profile during the Weekend



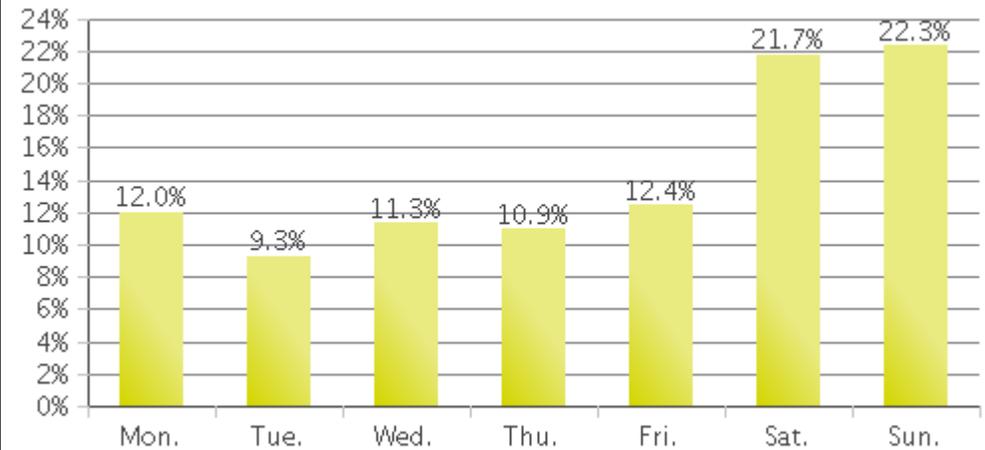
Peacedale Counter (Cyclists)

Period Analyzed: Wednesday October 01, 2014 to Tuesday September 15, 2015

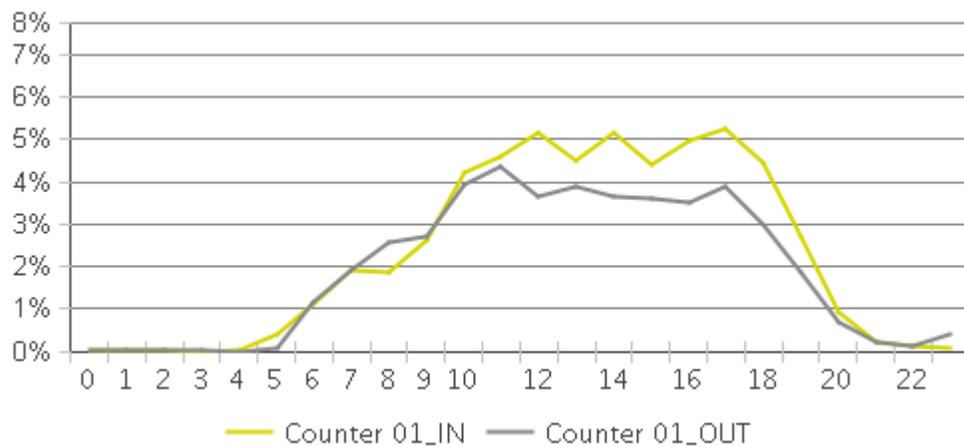
Weekly Traffic



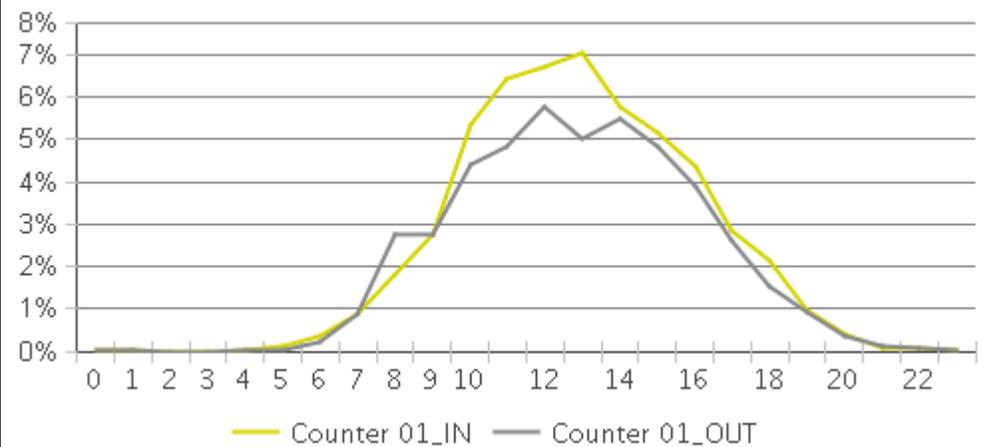
Weekly Profile



Hourly Profile during Weekdays



Hourly Profile during the Weekend



Peacedale Counter

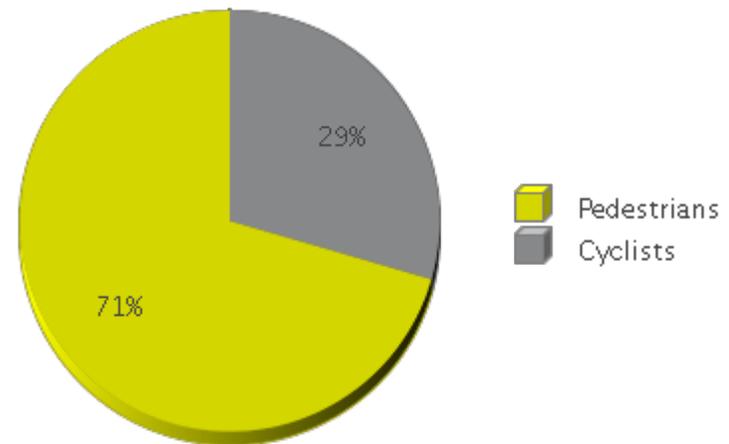
Period Analyzed: Saturday November 15, 2014 to Tuesday March 31, 2015

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You can enter GPS coordinates in
the counter's Eco-Visio file.

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					IN	OUT
Pedestrians	8,253	60	Thursday	March 15 : 2,475	58	42
Cyclists	3,448	25	Sunday	December 14 : 1,310	50	50

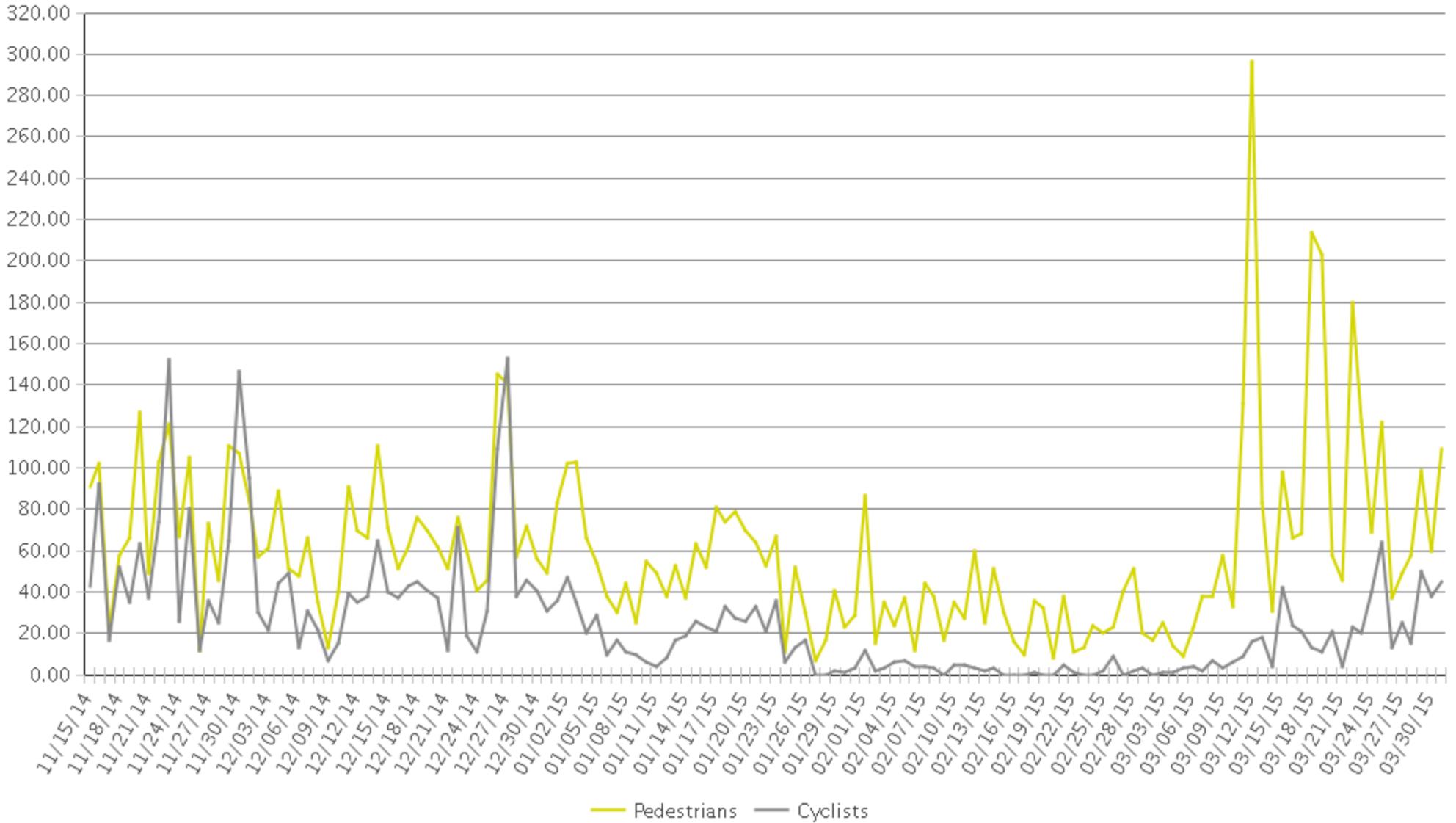


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Peacedale Counter

Period Analyzed: Saturday November 15, 2014 to Tuesday March 31, 2015



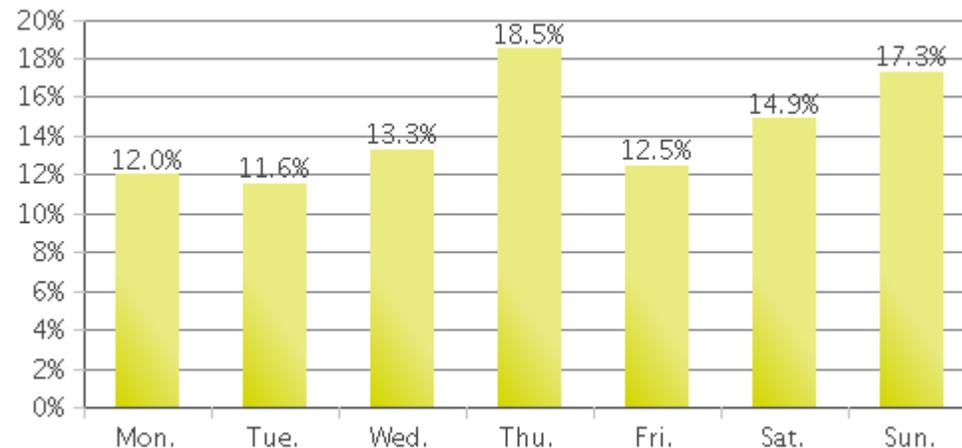
Peacedale Counter (Pedestrians)

Period Analyzed: Saturday November 15, 2014 to Tuesday March 31, 2015

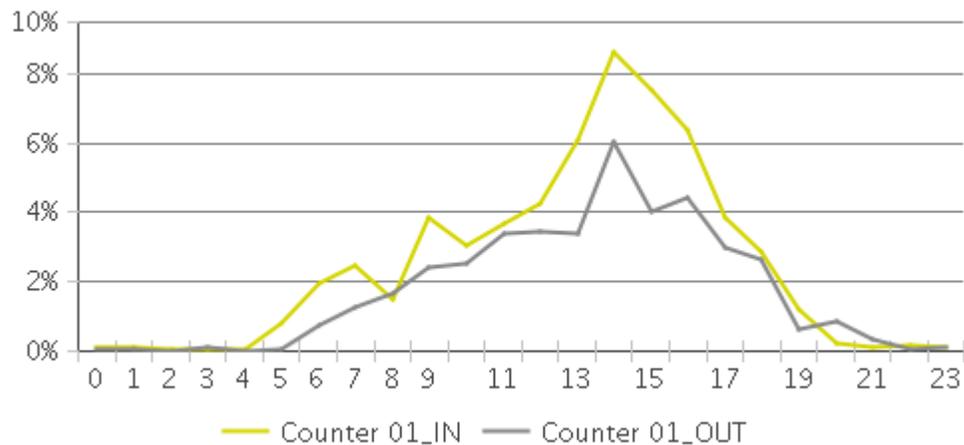
Weekly Traffic



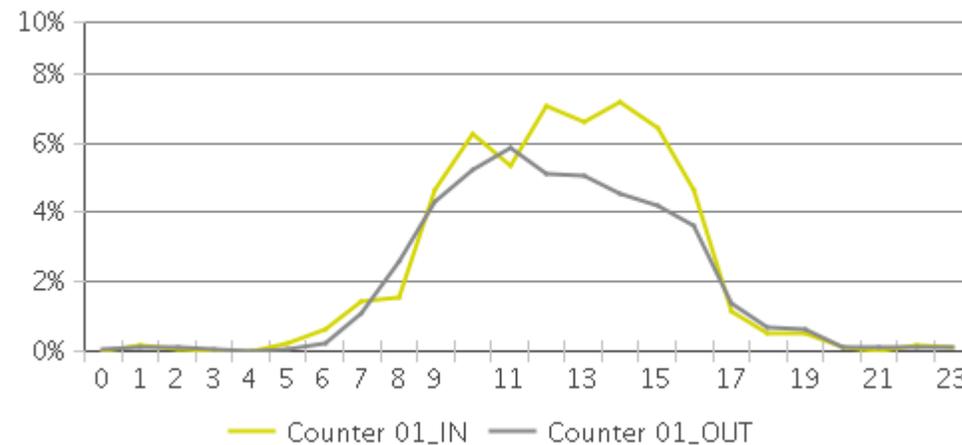
Weekly Profile



Hourly Profile during Weekdays



Hourly Profile during the Weekend



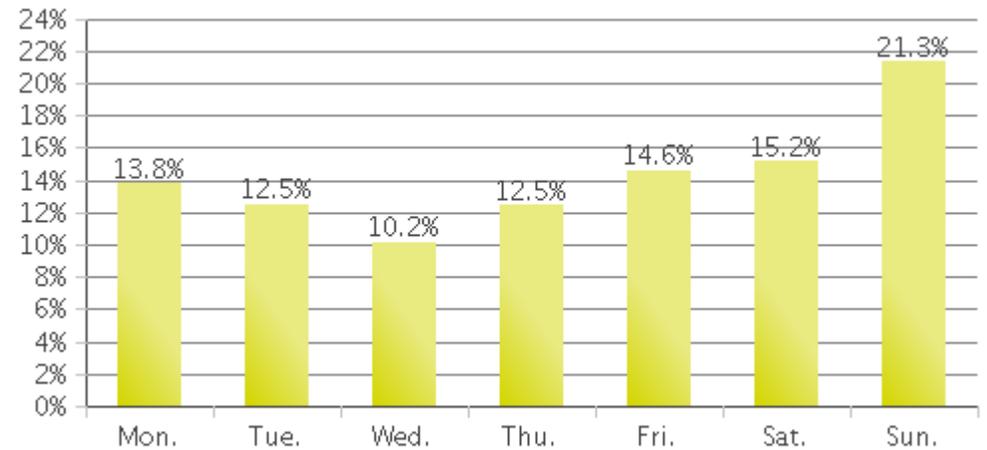
Peacedale Counter (Cyclists)

Period Analyzed: Saturday November 15, 2014 to Tuesday March 31, 2015

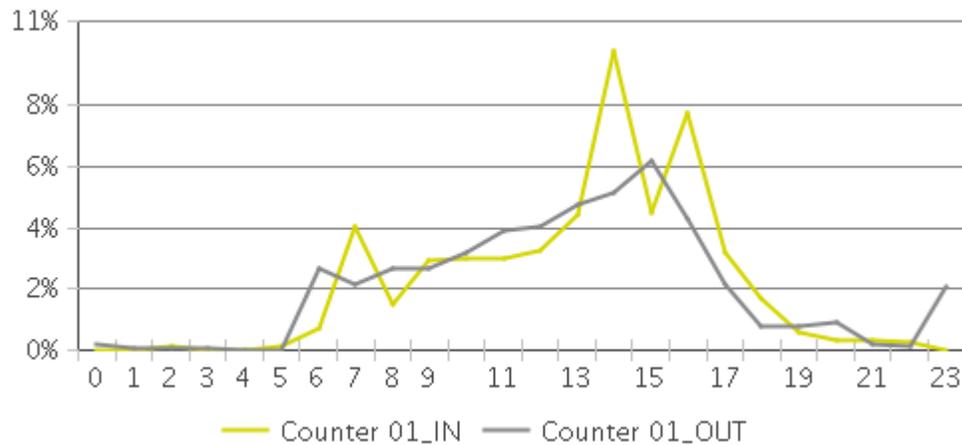
Weekly Traffic



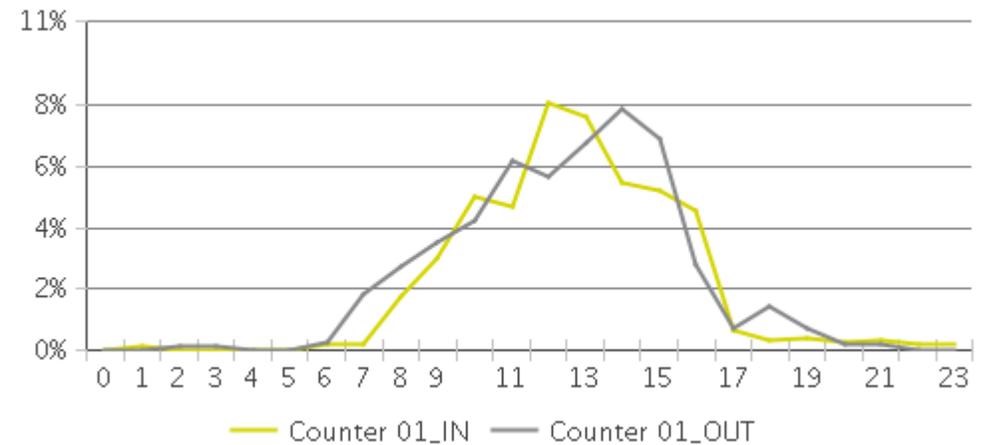
Weekly Profile



Hourly Profile during Weekdays



Hourly Profile during the Weekend



Peacedale Counter

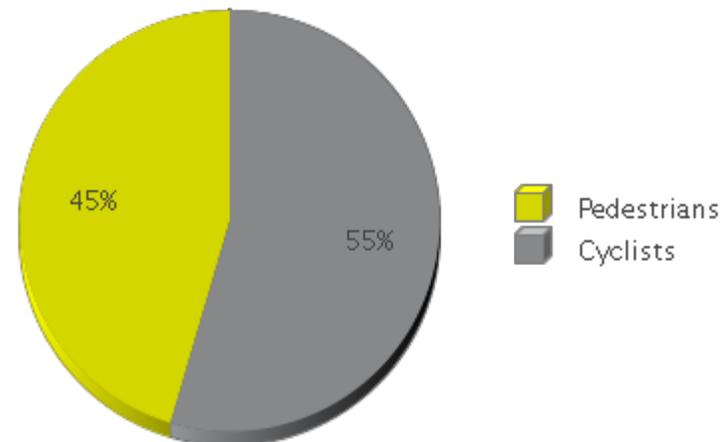
Period Analyzed: Wednesday April 01, 2015 to Tuesday September 29, 2015

GPS coordinates not filled-in.
You can enter GPS coordinates in
the counter's Eco-Visio file.

	Total Traffic for the Analyzed Period	Daily Average	Busiest Day of the Week	Busiest Month of the Year	Distribution	
					IN	OUT
Pedestrians	45,867	252	Wednesday	July 15 : 10,264	76	24
Cyclists	55,064	303	Saturday	July 15 : 12,157	54	46

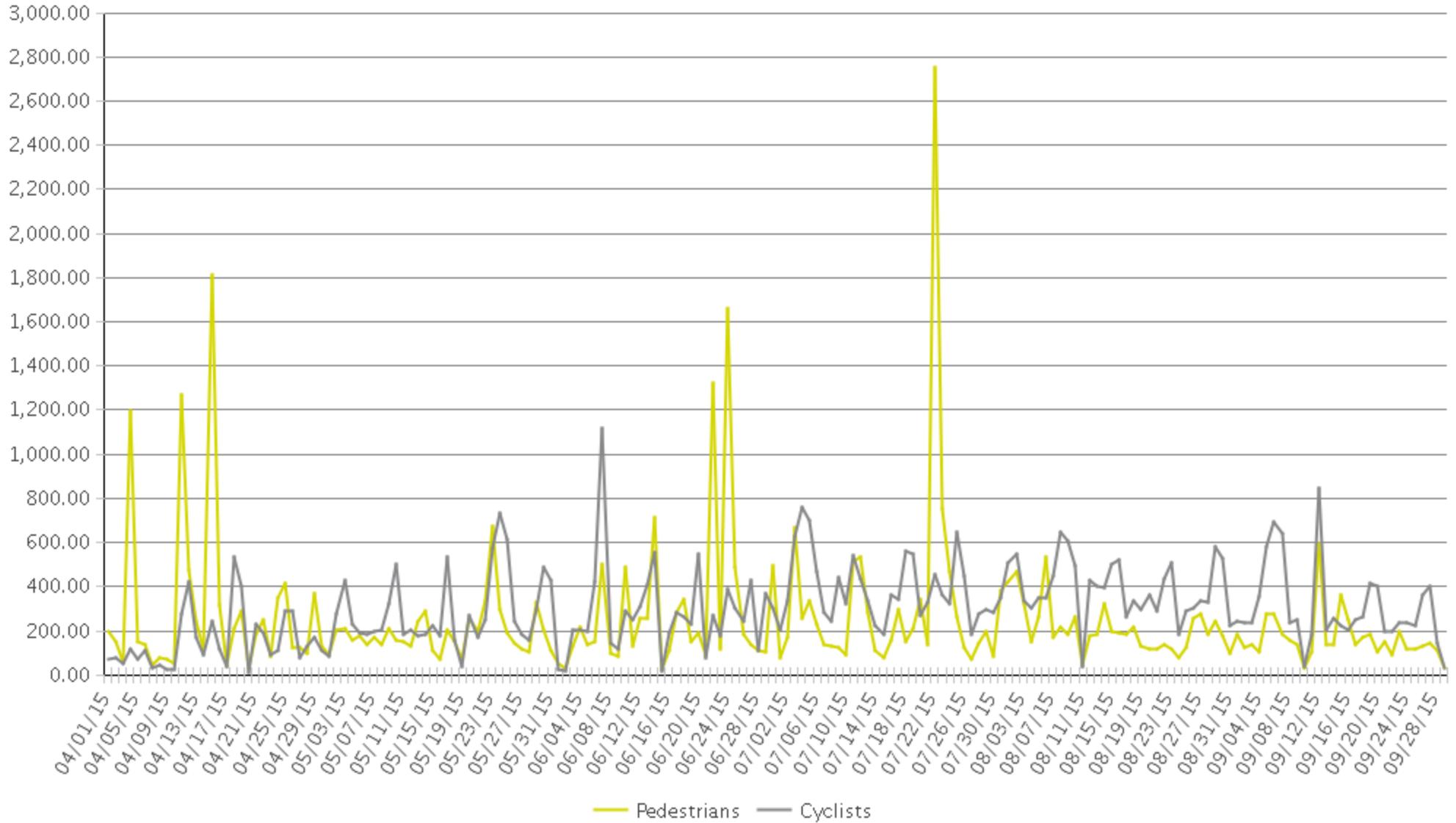


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Peacedale Counter

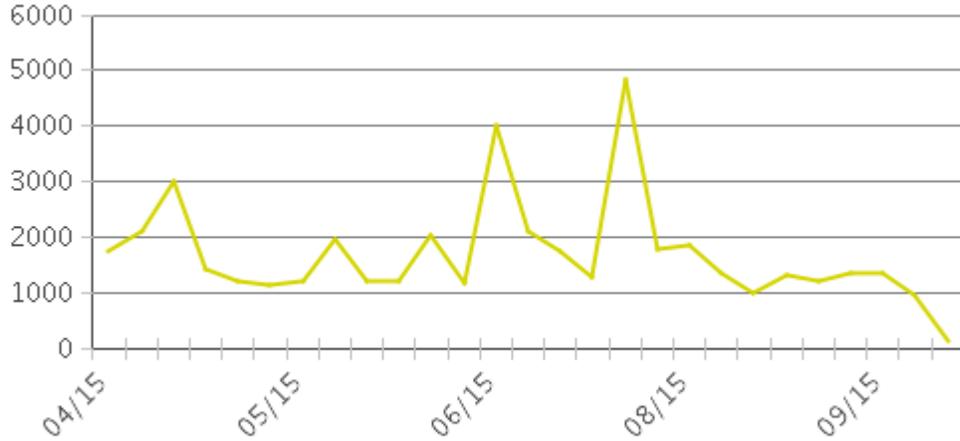
Period Analyzed: Wednesday April 01, 2015 to Tuesday September 29, 2015



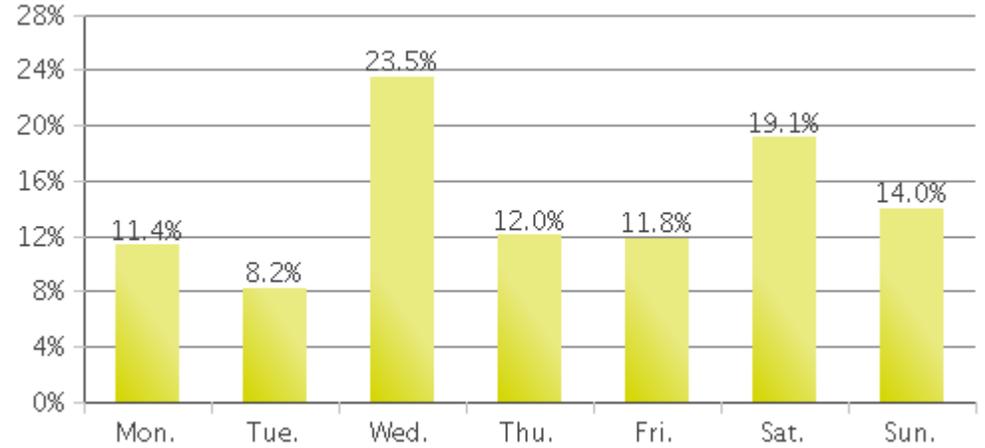
Peacedale Counter (Pedestrians)

Period Analyzed: Wednesday April 01, 2015 to Tuesday September 29, 2015

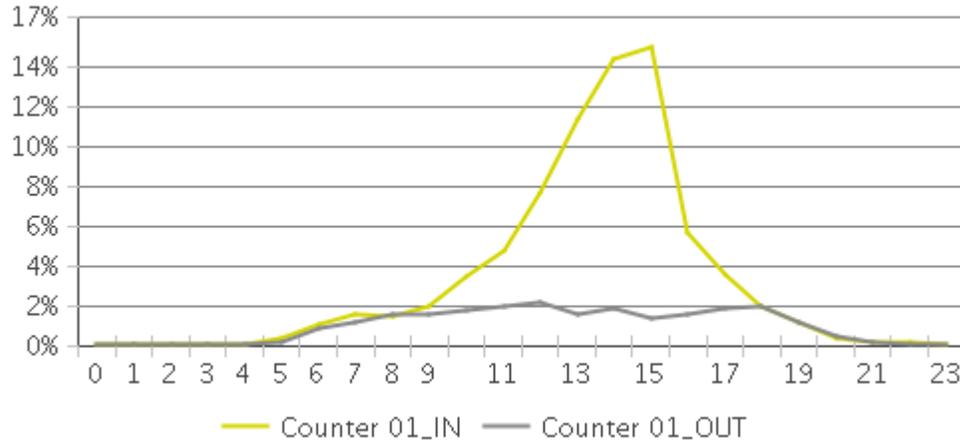
Weekly Traffic



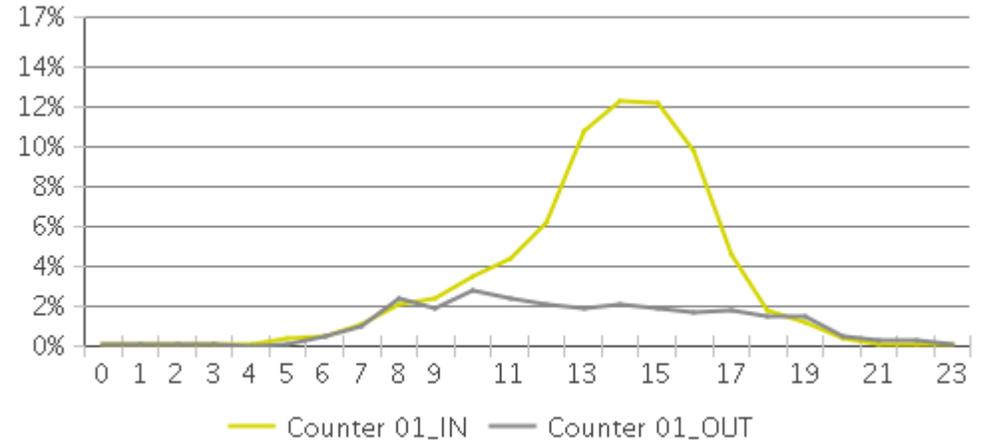
Weekly Profile



Hourly Profile during Weekdays



Hourly Profile during the Weekend



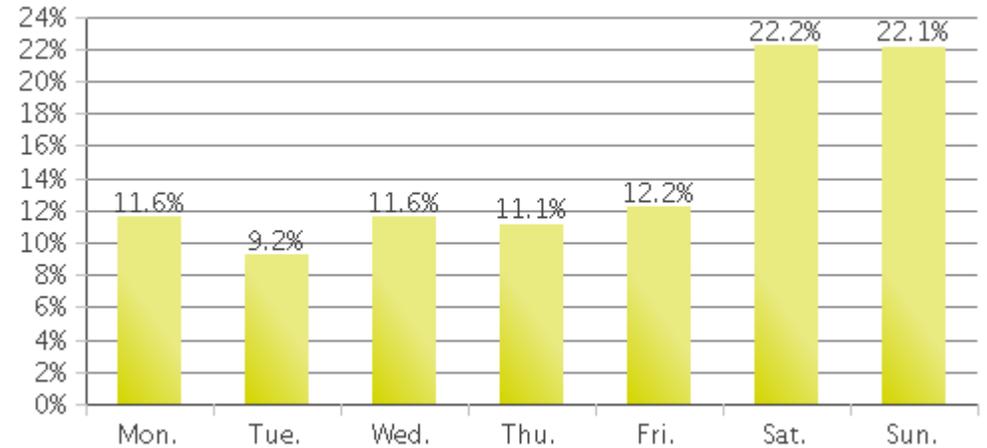
Peacedale Counter (Cyclists)

Period Analyzed: Wednesday April 01, 2015 to Tuesday September 29, 2015

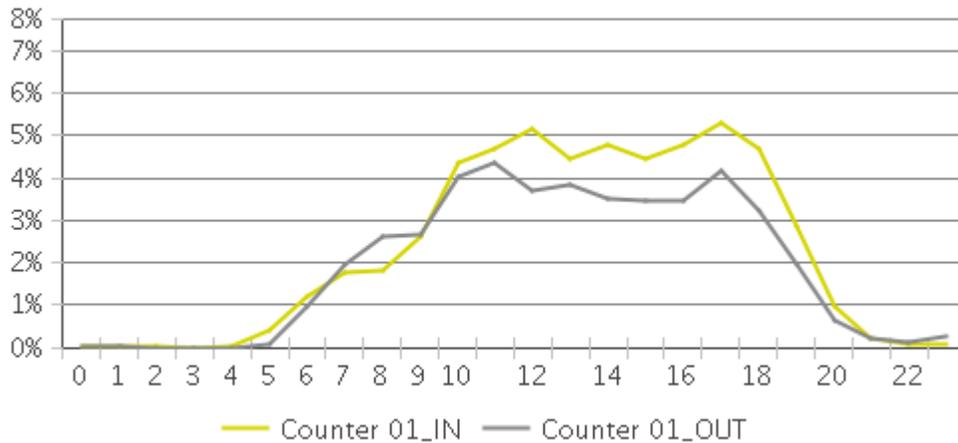
Weekly Traffic



Weekly Profile



Hourly Profile during Weekdays



Hourly Profile during the Weekend



New Project Application

Transportation Improvement Program



CONTACT	Contact Information
	Agency/Organization <u>Town of Narragansett</u>
	Contact Person <u>Michael DeLuca</u> Title <u>Community Development Director</u>
	Mailling Address <u>25 Fifth Avenue</u>
	City <u>Narragansett, RI</u> Zip Code <u>02882</u>
	Phone <u>401-782-0602</u> Email <u>mdeluca@narragansettri.gov</u>

PROJECT INFORMATION	Type of Project <i>select all that apply</i>
	<input checked="" type="checkbox"/> Bridge
	<input checked="" type="checkbox"/> Pavement
	<input checked="" type="checkbox"/> Drainage
	<input type="checkbox"/> Traffic
	<input type="checkbox"/> Transit
<input type="checkbox"/> Transportation Enhancement	
<input checked="" type="checkbox"/> Bicycle	
<input checked="" type="checkbox"/> Pedestrian	
<input checked="" type="checkbox"/> Other <u>Evacuation Route</u>	

PROJECT INFORMATION	Project Description
	Project Title <u>Bonnet Point Road Causeway Reconstruction</u>
	Location by Street Name <u>Bonnet Point Road</u>
	Project Limits - From <u>Lake Street</u> To <u>Dunes 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:

Full removal, reconstruction and repaving of over 1/2 mile of Bonnet Point Road including 800 feet of new elevated viaduct over Wesquage Pond. This project will include planning, design, permitting, and the construction of the elevated roadway, and drainage upgrades to Wesquage Pond culverts, to replace existing Bonnet Point Road. Also includes reconstructing approximately 2,200 feet of roadway approaches on the east and west ends.

The proposed funding will cover the estimated cost of design, permitting, and construction for the 0.57 mile section of Bonnet Point Road. This section of road, a Federal Aid highway, is prone to period flooding and associated closures. This limits access to and from a large portion of Bonnet Shores. A new elevated road will provide for improved regular and emergency access for this densely-populated neighborhood.

Describe need for proposed project:

This project is needed due to the age and condition of the existing causeway which was built in the early 20th century. Documents available through the Bonnet Shores Fire District indicate the original causeway was constructed of several thousand yards of unconsolidated fill. The make-up of that fill is unknown. This causeway provides one of only 2 roadways for access and egress of the Bonnet Shores neighborhood.

The cost and effectiveness of adding fill to raise the causeway 4-6 feet is considered a less viable alternative for the long term. Due to continuously high water levels the base of the causeway has become unstable. The road shoulders are waterlogged most of the time resulting in frequent stranding of vehicles that pull over to pass pedestrians or to park. Roadway surface continually breaks down and receives periodic patching. Severe rain events in the recent past have resulted in numerous incidences of Wesquage Pond over-topping the roadway with flood waters. Town DPW has closed the causeway in numerous winters when the pond water has flooded over and frozen on the roadway surface making it unsafe for vehicular travel.

Additionally, the two culverts that connect the main pond to the smaller pond on the west of the causeway have become clogged at numerous times thus causing a deterioration of water quality in the smaller half. In light of the growing concern for sea level rise (estimated at 6 feet by 2100 by CRMC), the Town requests the State fund its complete replacement with an elevated structure.

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

Over 600 of the 900+ households in Bonnet Shores rely on this road as their primary route to and from Boston Neck Road. As such it also serves as a primary evacuation route in the event of a hurricane. Added to this is the reliance placed on the causeway by the Bonnet Shores Beach Club, (BSBC). The BSBC has 930 cabanas in addition to a restaurant and other facilities that attract 2,000 - 3,000 visitors on a typical summer day. This facility is in the process of pursuing local and state permits to install a sewer force main to replace its current on-site sewerage treatment system. This commitment of funds along with the site's appraised value in excess of \$70 million for its tangible assets alone make the BSBC one of the major commercial entities in the Town.

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

Is the project on the Federal Aid System? Yes No

Is the project on the National Highway System? Yes No

Evaluation Criteria

CRITERIA

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

- | | |
|-------------------------|-----------------------------------|
| 1. Mobility Benefits | 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	\$478,241	\$412,963	\$1,500,000	\$11,860,370	\$14,251,574
				Total Cost	\$14,251,574
				Amount Requested through TIP Process	\$14,251,574

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

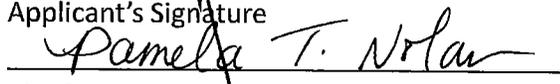
Source	Amount
Total	

Estimated date of construction _____

Applicant Certification

CERTIFICATION

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

	January 8, 2016
Applicant's Signature	Date
	January 8, 2016
Chief Executive Officer's Signature	Date

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

NARRAGANSETT TIP PROJECT DESCRIPTIONS – EVALUATION CRITERIA

HIGH PRIORITY – BONNET POINT ROAD – CAUSEWAY RECONSTRUCTION

- **Mobility Criteria**

- *Travelers served* – Bonnet Point Road serves as a minor arterial roadway carrying traffic between the outer Bonnet Shores Peninsula and Route 1A. While no traffic counts are available through RIDOT, Town staff estimates between 1,600 – 3,200 vehicle trips per day are generated by properties located in this area. This figure more than doubles in the summer when the Bonnet Shores Beach Club (BSBC) is open to its 900+ cabana owners.
- Planning staff estimates the ambient ADT to be 2,500 and the summer ADT to be 5,000.
- *Modes* – This road carries a great deal of vehicular traffic. It also serves as a favorite bicycling and pedestrian route and should accommodate a wider multi-use curb lane.
- *Transit mobility* - This area of Town supports a high percentage of elderly residents which create significant demand for special service buses (*i.e.*, RIPTA/Flex).
- *Walkability / Bikeability* – This roadway is currently less than 20 feet wide with no sidewalk or useable shoulder. A modest widening of the lane width would significantly improve conditions for bicycling. Addition of a sidewalk on at least one side of the road would enhance the pedestrian users safety and comfort significantly.
- *Activity Centers* – With its 930 cabanas, in-ground pool and restaurant, the BSBC attracts thousands of people on a hot summer day. Without this improvement these beach goers and the 600+ households on the outer Bonnet peninsula would be relegated to a single access corridor on nearby Bonnet Shores Road.
- *Connectivity* – This road segment is a key piece in the primary road loop road that serves Bonnet Shores' 2,000 + residents.

- **Cost Effectiveness**

- *Capital Cost* – Staff estimates 5,000 trips per day of summer traffic would directly benefit from this project. Using the figures noted above and estimating the lifespan of the causeway to be at least 30 years, the cost per person benefitted is very low; about \$100/ user. This figure does not address tourists and their guests renting in Bonnet Shores in the summer. It would be lowered even more when this population is calculated into the result.
- *Budget* – The project budget anticipates complete removal of the causeway and replacement with an elevated roadway on piers. This \$15m budget is considered efficient when the environmental and safety benefits are factored into the equation.
- *Infrastructure efficiency* - This roadway has served as a primary route to Bonnet Shores since the 1920's. The road base has deteriorated over time and would be exceedingly expensive to expand and elevate to address current standards and sea level rise.
- *Complements other projects* – Construction of the elevated roadway would allow for placement of a sewer pipe within the structure to serve the BSBC, which is currently engaged in design and permitting for said facility.
- *Resiliency* – Elevation of the causeway would eliminate concern for impacts of sea level rise and provide the State an opportunity to re-unite the two ponds into one, as it was pre-1920.

- **Economic Development Impact**

- *Employment Centers & Opportunities* – Rebuilding the causeway will ensure ease of access to the BSBC which seasonally employs 100+ individuals.

- *Movement of Goods* – Reconstruction of this road will significantly enhance the movement of goods. Along with Bonnet Shores Road, this road is an essential component of the primary roadway network serving Bonnet Shores
- *Tourism* – This project will vastly improve tourist access to the BSBC and the Bonnet Shores neighborhood beach on Dunes Road along with the access trail to Bonnet Point which is a CRMC-designated right-of-way to the water.
- *Urban Services Boundary* – This road is located within the USB.

- **Environmental Impact**

- *Air Quality & Energy Conservation*– Improved conditions will enhance use of this roadway by pedestrians and bikers, which will translate into a small reduction in vehicle miles travelled.
- *Water Quality* – Reunification of the two ponds into one will improve the quantity of dissolved oxygen in the water column balance the salinity and reduce eutrophication.
- *Protect Natural Resources /Greenways* – This road will protect Wesquage Pond by eliminating the intrusion caused by the current causeway and including updated stormwater management components.

- **Support to Local and State Goals**

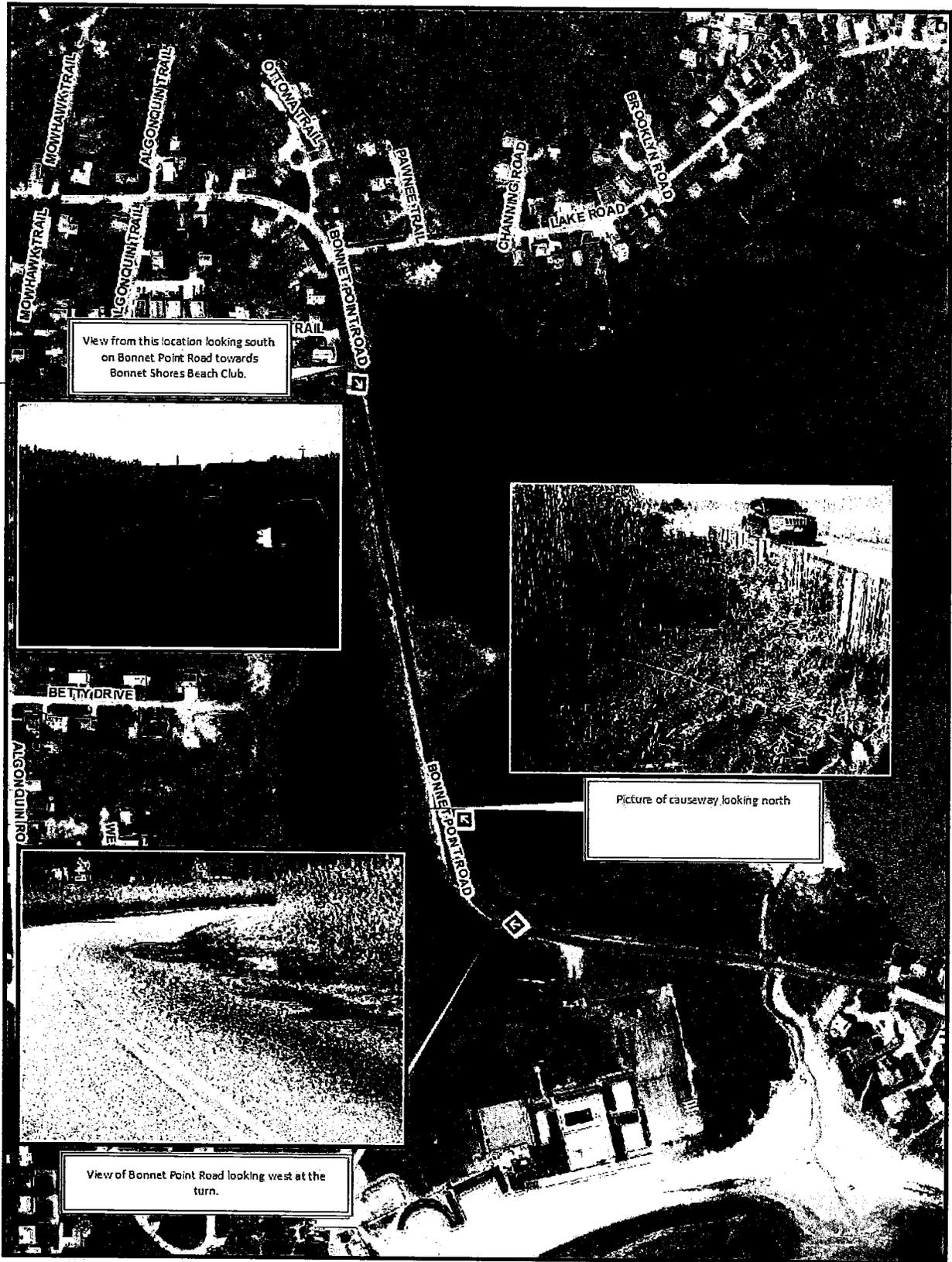
- *Priority* –High (1 of 4)
- *Comprehensive Plan* –This project will respond to the goal of improving and maintaining a safe convenient traffic circulation system and the goal to correct road deficiencies and improve traffic safety. (See Comprehensive Plan at page 90).
- *State Transportation Plan* – This project addresses and implements the following goals and policies from Transportation 2035: B.2.d, B.3.a, D.1.b, D.1.d, D.2.a, D.2.d, D.2.f, ED.1.a, ED.2.h, ER.1.a, ER.2.f, ER.3.b, EN.1.b, En.2.d, EN.2.e, EN.2.f, EQ.1.a, EQ.2.b, H.1.b, H.2.b, LU.1.c, PE. 1.b, PE. 2.a, PE.2.c, PE.3.j, PL.2.g, S.1.b, S.1.c, S.2.c, S.3.q, S.4.h.
- *Public Support* – This project was heard on December 7, 2015 and was supported by the public and the Town Council.

- **Safety, Security & Tech**

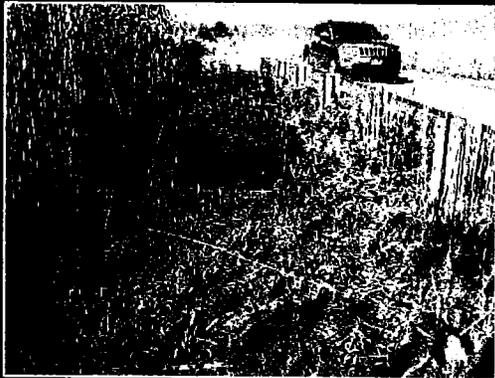
- *Enhances Safety* – Project will replace a roadway that is past its useful life with a new elevated structure that will enhance safety for drivers, bikers and pedestrians.
- *Public Safety & Emergency Response* – This roadway serves as one of only two immediate and direct routes for emergency response vehicles into and out of the Bonnet Shores district. Fire, EMS, & Police response is often diverted around this flooded-closed causeway resulting in delayed on scene emergency services and extended EMS patient transports to the hospital.
- *Improves Evacuation Route* – In its current unreliable condition due to over-flooding, and/or ice coverage, there are many times when the road is closed to vehicular traffic. As a result, this roadway cannot be designated as a local evacuation route. Its replacement at an elevated level will improve public safety and dramatically enhance the evacuation routes for the Bonnet Shores residents and BSBC.
- *Passenger safety* – This will improve safety for vehicle passengers and walkers by replacing the narrow, deteriorated surface with a new facility designed to 21st century standards. Biking safety will vastly improve with a nominal widening.

- **Equity**

- *Elderly and Disabled* - This replaced roadway will enhance access to the transportation network for persons aged 65 and older and those with disabilities by ensuring that a safe, secure and well-constructed roadway is in place to serve daily and emergency travel needs.



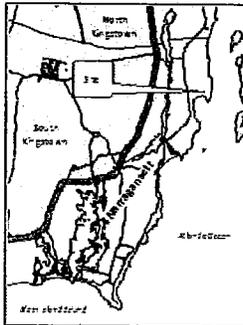
View from this location looking south on Bonnet Point Road towards Bonnet Shores Beach Club.



Picture of causeway looking north



View of Bonnet Point Road looking west at the turn.



Bonnet Point Road Causeway Reconstruction

TOWN OF
NARRAGANSETT
Rhode Island

TIP Project

-  Bonnet Point Road
-  Photo Location
-  Photo Direction



The Town of Narragansett has produced these maps for informational and representative purposes only and makes no claims concerning the accuracy of this map nor assumes any liability from the use of the information herein.

1 inch = 250 feet

**Bonnet Shores Causeway Replacement
Narragansett, Rhode Island**

New Viaduct

Length 800 ft
 Width 28 ft
 22400 sf x \$ 375.00 /sf = \$ 8,400,000

Approach Roadway 1 ls x \$500,000.00 /ls = \$ 500,000

Demolition 800 ft
28 ft
10 ft
 8296 cy x \$ 50.00 /sf = \$ 414,815

Water Control 1 ls x \$250,000.00 /ls = \$ 250,000
 Subtotal \$ 9,564,815

Contingency	15%	\$ 1,434,722
Traffic Management / Police	7%	\$ 669,537
Contract Admin	20%	\$ 1,912,963
ROW	5%	\$ 478,241
Inflation	3 years at 2%	\$ 191,296
Total		\$ 14,251,574

SAY \$ 15,000,000

New Project Application

Transportation Improvement Program



CONTACT

Contact Information

Agency/Organization Town of Narragansett

Contact Person Michael DeLuca Title Community Development Director

Mailling Address 25 Fifth Avenue

City Narragansett, RI Zip Code 02882

Phone 401-782-0602 Email mdeluca@narragansettri.gov

Type of Project *select all that apply*

- | | | | |
|---|--|--|--|
| <input type="checkbox"/> Bridge | <input checked="" 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 type="checkbox"/> Transportation Enhancement | <input type="checkbox"/> Other _____ | | |

Project Description

Project Title Reconstruction of Mettatuxet Road

Location by Street Name Mettatuxet Road

Project Limits - From Boston Neck Road To South River Drive

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

Provide a brief description of the proposed project:

Remove and dispose flex pavement, excavate unsatisfactory road base to a depth of 12", apply geotextile filter fabric with reinforcement grid and new 8" compacted gravel sub-base and 4" of new compacted asphalt.

- Project Limits: Boston Neck Road to South River Drive (0.66 miles)
- Project Scope: Planning, design, permitting, and re-construction of a major arterial road.
- Cost Estimate: \$525,000.00

PROJECT INFORMATION

Describe need for proposed project:

Mettatuxet Road is one of 2 collector roads serving the Mettatuxet Neighborhood located west of Boston Neck Road about 1/2 mile south of Bonnet Shores. This neighborhood is made up of in excess of 600 dwellings, (mostly single family units). It also has a playground, a yacht club and a primary overhead transmission line located within its perimeter. While no ADT's are available from RIDOT, this road likely carries in excess of 1,000 vehicles daily. This neighborhood is primarily a family neighborhood made up of 3 and 4 bedroom medium cost housing.

Like many other old roads in Narragansett, the road foundation is of unknown material and construction. Due to the high watertable soils in this area of Town, (primarily Pittstown Silt Loam for the eastern 80% of its length), the road has suffered from repetitive frost heaving and subsidence. In the past year Mettatuxet Road deteriorated severely. Town DPW has applied several patches which do not last for any significant amount of time. Our Pavement Management consultant, (Beta Engineering) has determined this roadway to be in poor condition and targeted for full reconstruction.

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

In terms of transportation network and/or economic development benefits, the full reconstruction of this road will serve approximately 10% of the Town's population. If this road is not rebuilt soon the entire neighborhood will become dependent on just one avenue of access/egress (Old Pine Road).

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

Is the project on the Federal Aid System? Yes No

Is the project on the National Highway System? Yes No

Evaluation Criteria

CRITERIA

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

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

Project Estimates

PROJECT ESTIMATES

	ROW	Study	Design	Construction	Total
Estimated Project Costs	-0-	-0-	\$100,000	\$425,000	\$525,000
				Total Cost	\$525,000
				Amount Requested through TIP Process	\$425,000

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

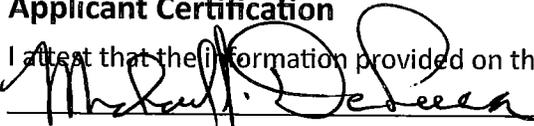
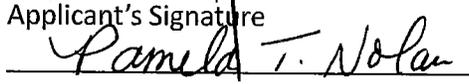
Source	Amount
Town DPW funds	\$100,000
	Total

Estimated date of construction Summer, 2016

Applicant Certification

CERTIFICATION

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

	<u>January 8, 2016</u>
Applicant's Signature	Date
	<u>January 8, 2016</u>
Chief Executive Officer's Signature	Date

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

NARRAGANSETT TIP PROJECT DESCRIPTIONS – EVALUATION CRITERIA

HIGH PRIORITY – METTATUXET ROAD – RECONSTRUCTION

- **Mobility Criteria**

- *Travelers served* – Mettatuxet Road serves as a major collector roadway carrying traffic between the Mettatuxet neighborhood and Route 1A. mettatuxet is made up of roughly 600 primarily single family houses. While no traffic counts are available through RIDOT, Town staff estimates between 1,200 – 2,000 vehicle trips per day are generated by properties located in this area. Planning staff estimates the ambient ADT to be 1,500.
- *Modes* – This road carries a great deal of vehicular traffic in the morning and afternoon. It also serves as a favorite bicycling and pedestrian route and has a sidewalk on one side of the street.
- *Transit mobility* - This area of Town supports a high percentage of elderly residents which create significant demand for special service buses (i.e., RIPTA/Flex).
- *Walkability / Bikeability* –This roadway averages about 25 feet in width with a 4 foot sidewalk on the northern side of the road. A modest widening of the lane width would significantly improve conditions for bicycling.
- *Activity Centers* – With its 65 slips and large clubhouse the Mettatuxet Yacht Club on South River Drive attracts hundreds of people on a hot summer day. Mettatuxet Road serves as a primary access to this facility.
- *Connectivity* – This road segment is a key piece in the primary road configuration that serves the Mettatuxet Neighborhood's 1,500+ residents.

- **Cost Effectiveness**

- *Capital Cost* –Staff estimates 1,500 trips per day of traffic would directly benefit from this project. Using the figures noted above and estimating the lifespan of the reconstructed road to be at least 20 years, the cost per person benefitted is very low; about \$17 / user / year.
- *Budget* – The project budget anticipates complete removal of the roadway and sidewalk with replacement of gravel base and pavement. This \$525,000 budget is considered reasonable when the importance of the road's service as a collector and improved safety benefits are factored into the equation.
- *Infrastructure efficiency* - This roadway has served as a primary route to Mettatuxet since the 1950's. The road base has deteriorated over time and would be a waste to merely resurface.
- *Complements other projects* – Reconstruction of the roadway would enhance the pedestrian improvements anticipated for a nearby segment of Boston Neck road.

- **Economic Development Impact**

- *Movement of Goods* – Reconstruction of this road will significantly enhance the movement of goods. Along with Old Pine Road, this road is an essential component of the primary roadway network serving Mettatuxet.
- *Tourism* – This project will vastly improve tourist access to the Mettatuxet Yacht Club
- *Leverages Local Investment* – The Town DPW Director has committed local funding up to 20% of the total cost of reconstruction
- *Urban Services Boundary* – This road is located within the USB.

- **Environmental Impact**

- *Air Quality & Energy Conservation*– Improved conditions will enhance use of this roadway by pedestrians and bikers, which will translate into a small reduction in vehicle miles travelled.
- *Water Quality* – Reconstruction will allow for improved grading to direct runoff to the existing stormwater drainage facility removing and better treating runoff water..
- *Protect Natural Resources /Greenways* – This road will protect Narrow River by mitigating the impacts of stormwater runoff into the river

- *Enhances the Greenway System* – Road reconstruction will help in protecting the large wetland south of the central portion of the road. This property, owned by the US government is a major component of the Town's Greenbelt System.

- **Support to Local and State Goals**

- *Priority* –High (1 of 4)
- *Comprehensive Plan* –This project will respond to the goal of improving and maintaining a safe convenient traffic circulation system and the goal to correct road deficiencies and improve traffic safety. (See Comprehensive Plan at page 90).
- *State Transportation Plan* – This project addresses and implements the following goals and policies from Transportation 2035: B.2.e, B.2.f, D.1.b, D.1.d, D.2.a, D.2.d, D.2.f, D.3.d, ED.1.a, ER.1.a, ER.1.b, ED.2.f, ER.3.b, EN.1.b, EN.2.e, EQ.1.a, EQ.2.b, F.3.p, H.1.b, H.2.b, LU.1.c, LU.3.h, PE. 1.a, PE. 2.a, PE.2.b, PE.3.d, PL.3.s, S.1.b, S.1.c, S.2.c, S.3.q, S.4.h.
- *Public Support* – This project was heard on December 7, 2015 and was supported by the public and the Town Council.

- **Safety, Security & Tech**

- *Enhances Safety* – Project will replace a roadway that is past its useful life with a new base and surface including badly needed sidewalks that will enhance safety for drivers, bikers and pedestrians.
- *Public Safety & Emergency Response* – This roadway serves as one of only two immediate and direct routes for emergency response vehicles into and out of the Mettatuxet Neighborhood.
- *Improves Evacuation Route* – In its current unreliable condition due to severe deterioration, this roadway does not serve well as a local evacuation route.
- *Passenger safety* – This will improve safety for vehicle passengers and walkers by replacing the deteriorated surface with a new facility designed to 21st century standards. Biking and pedestrian safety will vastly improve with a nominal widening.

- **Equity**

- *Elderly and Disabled* - This replaced roadway will enhance access to the transportation network for persons aged 65 and older and those with disabilities by ensuring that a safe, secure and well-constructed roadway is in place to serve daily and emergency travel needs.



Mettatuxet Road

Reconstruction

TOWN OF NARRAGANSETT Rhode Island

Tip Project

- Mettatuxet Road
- Photo Location
- Photo Direction



The Town of Narragansett has produced these maps for informational and representative purposes only and makes no claims concerning the accuracy of this map nor assumes any liability from the use of the information herein.

1 inch = 400 feet

New Project Application

Transportation Improvement Program



CONTACT	Contact Information
	Agency/Organization <u>Town of Narragansett</u>
	Contact Person <u>Michael DeLuca</u> Title <u>Community Development Director</u>
	Mailling Address <u>25 Fifth Avenue</u>
	City <u>Narragansett, RI</u> Zip Code <u>02882</u>
Phone <u>401-782-0602</u> Email <u>mdeluca@narragansettri.gov</u>	

PROJECT INFORMATION	Type of Project <i>select all that apply</i>			
	<input type="checkbox"/> Bridge	<input checked="" type="checkbox"/> Pavement	<input type="checkbox"/> Drainage	<input type="checkbox"/> Planning
	<input checked="" type="checkbox"/> Traffic	<input type="checkbox"/> Transit	<input checked="" type="checkbox"/> Bicycle	<input type="checkbox"/> Pedestrian
	<input type="checkbox"/> Transportation Enhancement	<input type="checkbox"/> Other _____		
	Project Description			
	Project Title <u>Resurfacing of Beach Street</u>			
	Location by Street Name <u>Beach Street</u>			
	Project Limits - From <u>Narragansett Ave.</u> To <u>Kingstown Rd.</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:			
<ul style="list-style-type: none">- Beach Street is a short connecting roadway between the southern terminus of Boston Neck Road and the northern terminus of Ocean Road. It extends between Narragansett Avenue and Kingstown Road.- Project Limits: Narragansett Avenue to Kingstown Road (0.19 miles)- Project Scope: Planning, design, permitting, & re-surfacing of a major roadway link in the Pier area.- Cost Estimate : \$150,000- Description: A new road layout design for the turn lane at Beach St. and Ocean Rd. heading southbound, and a 2" mill and overlay.				

Describe need for proposed project:

Beach Street is located within feet of the Atlantic Ocean at Narragansett Town Beach. In addition to being a heavily traveled thoroughfare in the summer, this stretch of road also suffers damage from large storms, and heavy surf. Currently, this 1,000 foot stretch of road has two needs for repair. One is the roadway surface itself is deteriorating due to the impacts of surf and periodic flooding. The second is related to the need for simplifying the channelization of traffic. The striping and traffic signals located in this short segment need to be corrected and upgraded.

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

Repair of this critical segment of roadway in Narragansett Pier will enhance the movement of vehicles, pedestrians and bicycles through a very congested area when ADT's increase by a factor of 5X or more in the summer. This key segment of roadway connects visitors to the Town Beach and the Pier Village commercial area along with popular restaurants such as the Coast Guard House, Trio, Turtle Soup and the Historic Towers.

Adjustments in channelization will enhance safety for bicyclists who make up a significant portion of summer traffic as well as pedestrians many of which walk from nearby hotels, rental houses and B&B's to the Beach located adjacent to this segment of road.

With improvements in the travel surface and lane striping it is expected that traffic will flow more easily and safely through this heavily travelled roadway thus easing congestion in a measurable degree. Enhanced sequencing of the two traffic signals located in this road segment will further reduce roadway congestion.

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

Is the project on the Federal Aid System? Yes No

Is the project on the National Highway System? Yes No

Evaluation Criteria

CRITERIA

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

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

Project Estimates

PROJECT ESTIMATES

	ROW	Study	Design	Construction	Total
Estimated Project Costs	-0-	-0-	-0-	\$150,000	\$150,000
				Total Cost	\$150,000
				Amount Requested through TIP Process	\$125,000

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

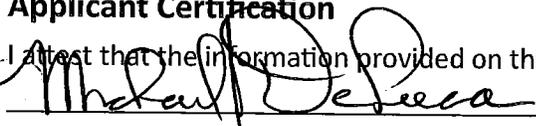
Source	Amount
Town DPW Operating funds	\$25,000
Total	\$25,000

Estimated date of construction Fall 2017

Applicant Certification

CERTIFICATION

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

	January 8, 2016
Applicant's Signature	Date
	January 8, 2016
Chief Executive Officer's Signature	Date

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

NARRAGANSETT TIP PROJECT DESCRIPTIONS – EVALUATION CRITERIA

MODERATE PRIORITY – BEACH STREET – RESURFACING

- **Mobility Criteria**

- *Users* – Beach Street serves as a major arterial roadway carrying traffic between Boston Neck Road and ocean Road. It is located directly in front of the Narragansett Town Beach and carries an average of 9,200 vehicles per day. While no summer traffic counts are available through RIDOT, Town staff estimates this figure to increase to 15,000 – 18,000 vehicle trips per day in June, July and August.
- *Congestion Relieved* – Repaving and slight re-alignment of the lanes will enhance roadway use by bicyclists.
- *Modes* – This road carries a great deal of vehicular traffic in the summer months. It also serves as a favorite bicycling and pedestrian route and has a sidewalk on both sides of the street.
- *Transit mobility* - This segment of roadway is part of Route 1A and serves the RIPTA Route 14
- *Walkability / Bikeability* – This roadway ranges between 50 and 70 feet in width from curb to curb with a 6-10 foot sidewalk on the each side of the road. Unfortunately, the travel lanes deflect 10-15 feet just south of the Narragansett Avenue intersection. As a result, the curb lane becomes reduced and impacts the bikeability of this area. A modest narrowing of the lane width would allow for a wider curb lane & significantly improve conditions for bicycling.
- *Activity Centers* – This stretch of road is in the civic and commercial heart of the Town. In addition to the Town Beach and its 1,078 space parking area, Beach Street serves as access to the Pier Village residential/commercial area. This site is home to the Aqua Blue Hotel and Conference Center, Trio Restaurant, 120+ residential condominiums, 20+ small businesses a vacant grocery store and one of the Town's 4 liquor stores.
- *Connectivity* – This road segment is a key piece in the primary road configuration that connects Boston Neck Road with Ocean Road.

- **Cost Effectiveness**

- *Capital Cost* – Staff estimates 15,000 trips per day of traffic would directly benefit from this project. Using the figures noted above and estimating the lifespan of the reconstructed road to be at least 10 years, the cost per person benefitted is very low; about \$1 / user / year.
- *Budget* – The project budget of \$150,000 anticipates complete removal of the roadway surface, repaving and re-striping with improved layout design for the turn lane and for bicycle travel space. This budget is considered reasonable when the importance of the road's service as a major local arterial and improved safety benefits are factored into the equation.
- *Infrastructure efficiency* - The new lane channelization will enhance movement for motorized vehicles and bicycles through this often congested section of town.
- *Complements other projects* – Resurfacing of the roadway will dovetail with the three enhancement projects proposed for the nearby sections of Route 1A.

- **Economic Development Impact**

- *Access* – This project will remove and replace confusing lane alignments with new more visually understandable alignment.
- *Movement of Goods* – Resurfacing of this road will significantly enhance the movement of goods into and out of the Pier marketplace and the Town facilities by providing a reliable and consistent surface for large trucks to navigate.
- *Tourism* – This project will vastly improve tourist access to the Narragansett Town Beach and the many functions that take place at Veterans Park and Casino Park.

- *Leverages Local Investment* - Town Department of Public Works has committed to payment of up to 20% of the cost of this project.
- *Urban Services Boundary* – This road is located within the USB.

- **Environmental Impact**

- *Air Quality & Energy Conservation*– Improved conditions will enhance use of this roadway by pedestrians and bikers, which will translate into a small reduction in vehicle miles travelled.
- *Water Quality* – Reconstruction will allow for improved grading to direct runoff to the existing stormwater catch basins located along the curblineline.
- *Protect Natural Resources /Greenways* – This road resurfacing will protect the Town Beach by mitigating the impacts of stormwater runoff from the roadway.
- *Enhances the Greenway System* –This road is located within the Town’s Pier Greenbelt District and as such, must be regularly maintained to minimize pollution impacts to the beach and nearby Canonchet Lake and Little Neck Pond.

- **Support to Local and State Goals**

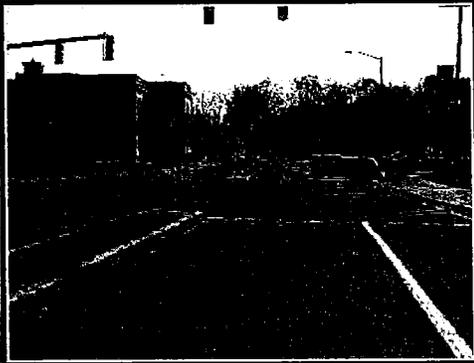
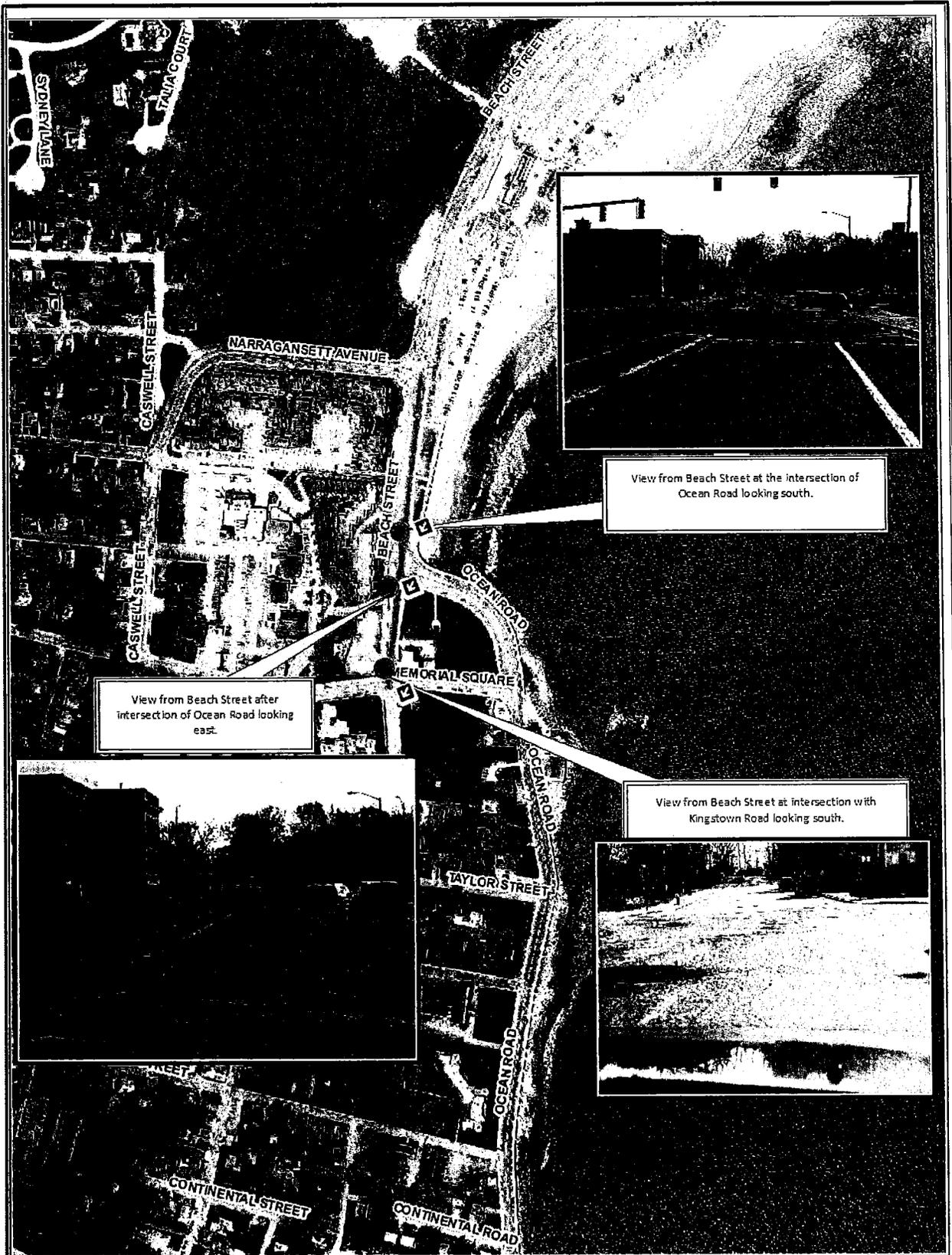
- *Priority* –Moderate
- *Comprehensive Plan* –This project will respond to several goals including “support of tourism , recreation, boating cluster (pg 38-39); “improving and maintaining a safe convenient traffic circulation system and the goal to correct road deficiencies and improve traffic safety” (pg 89); and to “encourage the State to work with the Town to identify transportation improvement projects”, (pg 90);
- *State Transportation Plan* – This project addresses and implements the following goals and policies from Transportation 2035: B.2.d, B.2.e, B.2.f, D.1.b, D.1.d, D.2.a, D.2.c, D.3.e, ED.1.a., ED.1.b, ED.2.g, ED.2.h, ER.1.a, ER.3.c, EQ.1.a, EQ.2.b, F.3.p, H.1.a, H.1.b, H.2.b, PE. 1.a, PE. 2.a, PE.2.b, PE.3.d, PL.3.s, S.1.b, S.1.c, S.2.c, S.3.o, S.3.q, S.4.h, S.4.i, .
- *Public Support* – This project was heard on December 7, 2015 and was supported by the public and the Town Council.

- **Safety, Security & Tech**

- *Enhances Safety* – Project will replace a roadway surface that is significantly eroded with a consistent surface for the many vehicles, pedestrian and bicycle users that it serves primarily in the summer months when many users are from outside the local region and unfamiliar with our roadway system.
- *Public Safety & Emergency Response* – This roadway serves as the direct route for emergency response vehicles into and out of Station #1 located on Caswell Street one block away.
- *Improves Evacuation Route* – This road improvement will ensure consistent conditions for drivers evacuating from the area in the event of a major natural catastrophe.
- *Passenger safety* – This will improve safety for vehicle passengers, bicyclists and walkers by replacing the deteriorated surface with a new facility designed to 21st century standards. Biking and pedestrian safety will vastly improve with realignment of the lane striping.

- **Equity**

- *Elderly and Disabled* - This replaced roadway will enhance access to the transportation network for persons aged 65 and older and those with disabilities by ensuring that a safe, secure and well-constructed roadway is in place to serve daily and emergency travel needs.

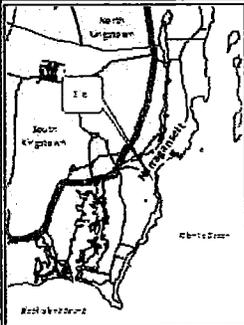


View from Beach Street at the intersection of Ocean Road looking south.

View from Beach Street after intersection of Ocean Road looking east.



View from Beach Street at intersection with Kingstown Road looking south.



Beach Street Resurfacing

TOWN OF NARRAGANSETT Rhode Island

TIP Project

- Beach Street
- Photo Location
- Photo Direction



1 inch = 300 feet

The Town of Narragansett has produced these maps for informational and representative purposes only and makes no claims concerning the accuracy of this map nor assumes any liability from the use of the information herein.

New Project Application

Transportation Improvement Program



CONTACT	Contact Information
	Agency/Organization <u>Town of Narragansett</u>
	Contact Person <u>Michael DeLuca</u> Title <u>Community Development Director</u>
	Mailling Address <u>25 Fifth Avenue</u>
	City <u>Narragansett, RI</u> Zip Code <u>02882</u>
Phone <u>401-782-0602</u> Email <u>mdeluca@narragansettri.gov</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 checked="" type="checkbox"/> Transportation Enhancement	
<input type="checkbox"/> Other _____	

PROJECT INFORMATION	Project Description
	Project Title <u>Ocean Road Beautification Phase 1</u>
	Location by Street Name <u>Ocean Road.</u>
	Project Limits - From <u>Beach Street</u> To <u>Historic Towers</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:	

PROJECT INFORMATION	This project will focus on roadway enhancements to include new period lighting, sidewalks, crosswalks, and appurtenances.
----------------------------	---

Describe need for proposed project:

The proposed improvements will provide repairs to very heavily used pedestrian facilities in the Narragansett Pier area. These enhancements will address ADA requirements for Town residents and the thousands of tourists who visit the area for work or pleasure.

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

New lighting and ancillary elements including benches and landscaping will significantly improve the day-to-day experience of Town residents and its large tourist population who visit the Historic Towers, the Casino Courtyard, several nearby restaurants, the 2 adjacent parks, the Town Beach and those who walk the seawall for exercise.

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	-0-	-0-	\$10,000	\$140,000	\$150,000
				Total Cost	\$150,000
				Amount Requested through TIP Process	\$150,000

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

Source	Amount
Total	

Estimated date of construction Fall 2016

CERTIFICATION

Applicant Certification

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

Michael J. DeLuca January 8, 2016
 Applicant's Signature Date

Pamela T. Nolan January 8, 2016
 Chief Executive Officer's Signature Date

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

NARRAGANSETT TIP PROJECTS - EVALUATION CRITERIA

PRIORITY MODERATE - OCEAN ROAD BEAUTIFICATION – PHASE 1

- Mobility Criteria

- *Travelers served* - Chamber of Commerce estimates over 200,000 room nights rented to tourists visiting Narragansett each summer. Notable attractions in the project area include the Historic Towers which books over 100 private functions and 90-100 public events annually, Veterans Park which hosts 5-6 large festivals every summer, and the Ocean Road Sea Wall which serves as a daily attraction for walkers and tourists. It is estimated that this heavily travelled pedestrian area of Narragansett Pier may serve over 50,000 pedestrians each year. The Towers Committee estimates that the Towers alone generate over 14,000 visitors to this area annually.
- *Modes* – Sidewalk and crosswalk orientation will be improved for the safety of pedestrians.
- *Transit mobility* - In this case the improved sidewalks and crosswalks will enhance mobility for the many pedestrians who choose to walk over driving due to summer congestion, particularly on weekends. These improvements will also serve the thousands of summer tourists renting rooms at Narragansett's 6 hotels and 15 B&B's.
- *Comfort* – Additional street furniture and other appurtenances will enhance the walking environment for residents and visitors alike.

- Cost Effectiveness

- *Capital Cost* – using the figures noted above the cost per person benefitted is very low; \$0.75/ person. This figure only addresses those individuals visiting the Town overnight. It would be lowered even more when the “day trippers” and local population is calculated into the result.
- *Innovation* – New light fixtures will be state of the art to make most efficient use of the illumination capacity. Crosswalks will be constructed of decorative stamped and colored materials for maximum life span and visibility.
- *Infrastructure maintenance* - Existing granite curbing will be re-used.

- Economic Development Impact

- *Movement of Goods* – Very little enhancement of good movement. This project will improve the visual understanding between the pedestrian and the vehicle operator.
- *Tourism* – This project will vastly improve pedestrian access to the Historic Towers, Veterans Park, Casino Park, the Narragansett Post Office and the Sea Wall – all of which attract hundreds of pedestrians each day, particularly in the summer.
- *Disadvantaged Populations* – Very little improvement that will benefit economically disadvantaged people.
- *Brownfield Site* – This is not a brownfield site (although parts of two nearby parks are the site of a massive fire in 1900).

- Environmental Impact

- *Air Quality* – The improvement of these pedestrian facilities will have a positive, although unmeasured, impact on air quality. As noted above, dozens to thousands of tourists and residents alike utilize the sidewalks and crosswalks in Narragansett Pier for enjoyment every day of the year.
- *Energy conservation* – New light fixtures will be designed to use the most efficient and maintenance free bulbs available.
- *Scenic & Historic Resources* – This project is located in the local “Towers Historic District”. As such it will enhance the cultural character of the entire area.

- *Greenways* – This site is located in the Narragansett Pier Greenbelt Planning District.
- *Walk & Bikeability* – The improvements anticipated in the project will significantly improve conditions for walkers in the Pier area.
- *Village Center* – Uniquely, this project is located in the urban core of Narragansett as well as its cultural center. The enhancements proposed will correct local deficiencies that hinder free flow of pedestrian traffic.

- **Support to Local and State Goals**

- Priority - Moderate.
- *Past Commitment* – This project has been listed in the current TIP as under design and targeted for action in 2012.
- *Linkage* – This project will connect directly to priority project #2 and #3 as shown on attached proposals (Ocean Road Beautification Phase 2, Boston neck Road Beautification)
- *Comprehensive Plan* – This project will respond to the goal of assuring that transportation of all types is provided with a safe efficient circulation system. It will aid the Town to implement three items from the Comprehensive Plan
 - Item 27. Complete TEA Beautification project for Ocean Road
 - Item 52. Seek to maintain and enhance character of local roads
 - Item 65. Work with the State to develop bike paths and pedestrian facilities.
- *State Transportation Plan* – This project addresses and implements the following goals and policies from Transportation 2030: B.2.f, D.1.b, D.1.d, D.2.a, D.2.e, D.3.d, ED.1.c, ED.3.s, EN.2.c, H.2.c, H.2.d, I.3.j, LU.3.h, PE.1.a, PE. 1.b, PE. 2.a, PE.2.b, PE.2.c, PE.3.a, PE.3.c, PE.3.d, PE.3.i, PE.3.k, PE.3.l, PE.3.n, PE.3.p, PL.3.g, S.1.c, S.3.m, S.3.q, S.4.h.
- *Public Support* – This project was heard on October 17, 2011 and was supported by the public and the Town Council.

- **Safety, Security & Tech**

- *Corrects a problem* – Project will enhance overall safety; no crash data available.
- *Improves walking safety* – This project was supported in the Town comprehensive Plan at three sections and in the implementation plan.

- **Equity**

- *Elderly and Disabled* - This project will enhance access to the transportation network for persons aged 65 and older and those with disabilities by ensuring that safe, secure and well-constructed pedestrian amenities are in place to serve daily travel needs.

TOWN OF
NARRAGANSETT
Rhode Island

**Ocean Road
 Beautification Project**

Phase I

Legend

TIP Project

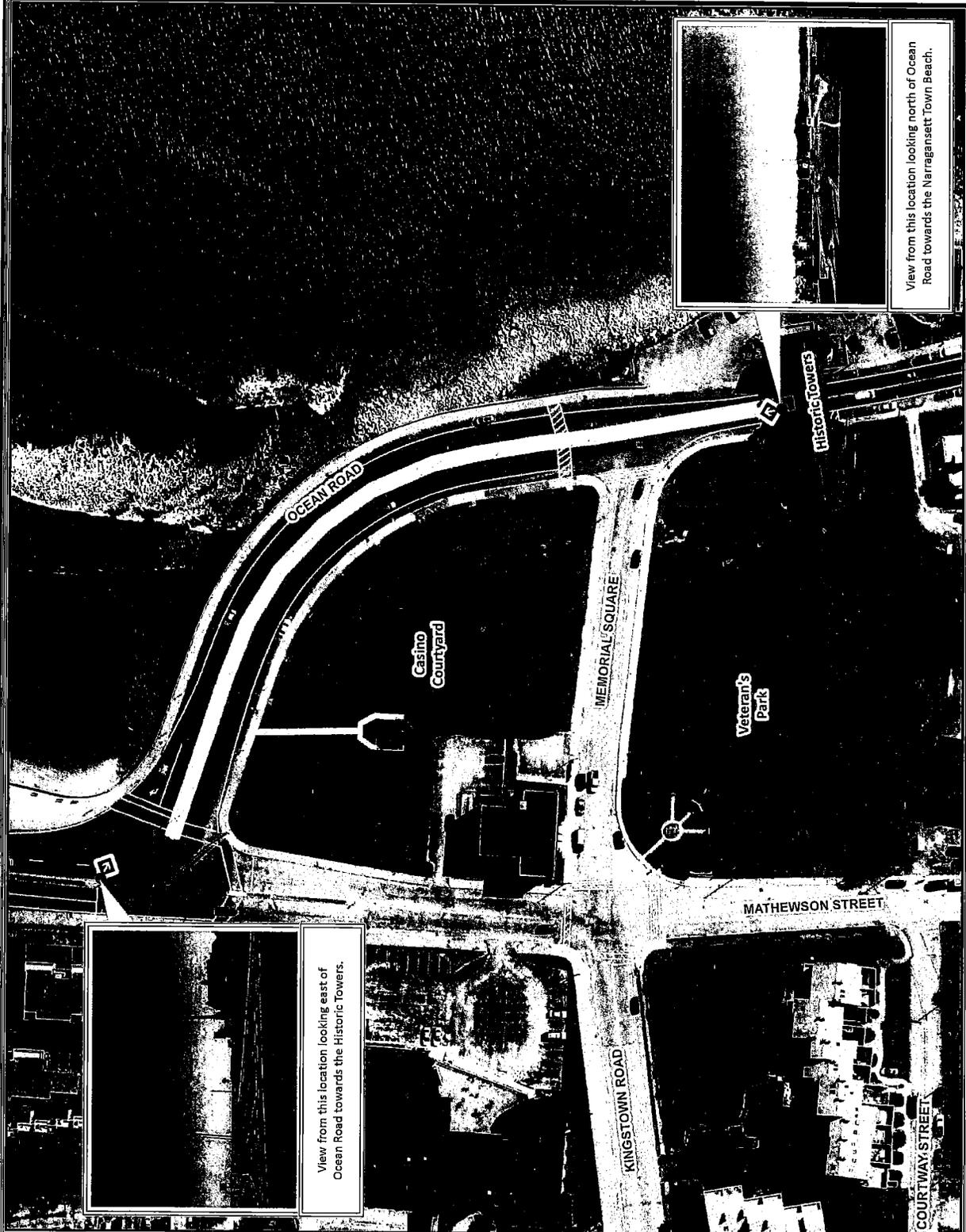
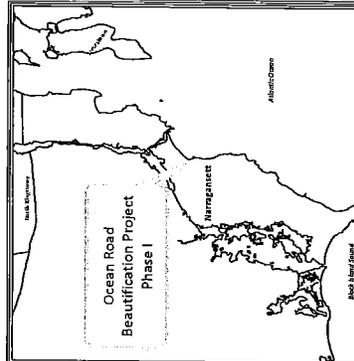
Ocean Road - Phase I

- Photo Location
- ◊ Photo Direction

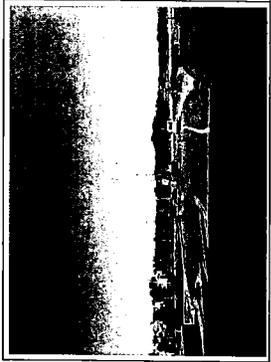


1 inch = 80 feet

The Town of Narragansett has produced these maps for informational and representative purposes only and makes no claims concerning the accuracy of this map nor assumes any liability from the use of the information herein.



View from this location looking east of Ocean Road towards the Historic Towers.



View from this location looking north of Ocean Road towards the Narragansett Town Beach.

New Project Application

Transportation Improvement Program



CONTACT

Contact Information

Agency/Organization Town of Narragansett

Contact Person Michael DeLuca Title Community Development Director

Mailing Address 25 Fifth Avenue

City Narragansett, RI Zip Code 02882

Phone 401-782-0602 Email mdeluca@narragansettri.gov

PROJECT INFORMATION

Type of Project *select all that apply*

- | | | | |
|--|--------------------------------------|-----------------------------------|--|
| <input type="checkbox"/> Bridge | <input type="checkbox"/> Pavement | <input type="checkbox"/> Drainage | <input type="checkbox"/> Planning |
| <input 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 Ocean Road Beautification Phase 2

Location by Street Name Ocean Road.

Project Limits - From Historic Towers To South Pier Road

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

Provide a brief description of the proposed project:

This project would focus on 0.55 miles of roadway enhancements to include new lighting, crosswalks and appurtenances.

Describe need for proposed project:

The proposed improvements will provide repairs to very heavily used pedestrian facilities in the Narragansett Pier area. These enhancements will address ADA requirements for Town residents and the thousands of tourists who visit the area for work or pleasure.

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

New lighting and ancillary elements including benches and landscaping will significantly improve the day-to-day experience of Town residents and its large tourist population who visit the Historic Towers, the Casino Courtyard, several nearby restaurants, the 2 adjacent parks, the Town Beach and those who walk the seawall for exercise.

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

Is the project on the Federal Aid System? Yes No

Is the project on the National Highway System? Yes No

Evaluation Criteria

CRITERIA

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

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

Project Estimates

PROJECT ESTIMATES

	ROW	Study	Design	Construction	Total
Estimated Project Costs	-0-	-0-	\$50,000	450,000	\$500,000
				Total Cost	\$500,000
				Amount Requested through TIP Process	\$500,000

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

Source	Amount
Total	

Estimated date of construction Fall, 2016

Applicant Certification

CERTIFICATION

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

<u><i>Michael J. DeLuca</i></u>	<u>January 8, 2016</u>
Applicant's Signature	Date
<u><i>Pamela T. Nolan</i></u>	<u>January 8, 2016</u>
Chief Executive Officer's Signature	Date

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

NARRAGANSETT TIP PROJECT DESCRIPTIONS - EVALUATION CRITERIA

PRIORITY MODERATE - OCEAN ROAD BEAUTIFICATION – PHASE 2 – New Project

- Mobility Criteria

- *Travelers served* - Chamber of Commerce estimates over 200,000 room nights rented to tourists visiting Narragansett each summer. Notable attractions in the project area include the Historic Towers which books over 100 private functions and 90-100 public events annually, Veterans Park which hosts 5-6 large festivals every summer, and the Ocean Road Sea Wall which serves as a daily attraction for walkers and tourists. It is estimated that this heavily travelled pedestrian area of Narragansett Pier may serve over 50,000 pedestrians each year.
- *Modes* – Sidewalk and crosswalk orientation will be improved for the safety of pedestrians.
- *Transit mobility* - In this case the improved sidewalks and crosswalks will enhance mobility for the many pedestrians who choose to walk over driving due to summer congestion, particularly on weekends. These improvements will also serve the thousands of summer tourists renting rooms at Narragansett's 6 hotels and 15 B&B's.
- *Comfort* – Additional street furniture and other appurtenances will enhance the walking environment for residents and visitors alike.

- Cost Effectiveness

- *Capital Cost* – using the figures noted above the cost per person benefitted is very low; \$2.50/ person. This figure only addresses those individuals visiting the Town. It would be lowered even more when "day trippers" and the local population are calculated into the result.
- *Innovation* – New light fixtures will be state of the art to make most efficient use of the illumination capacity. Crosswalks will be constructed of decorative stamped, colored material for maximum life span and visibility.
- *Infrastructure maintenance* - Existing granite curbing will be re-used.

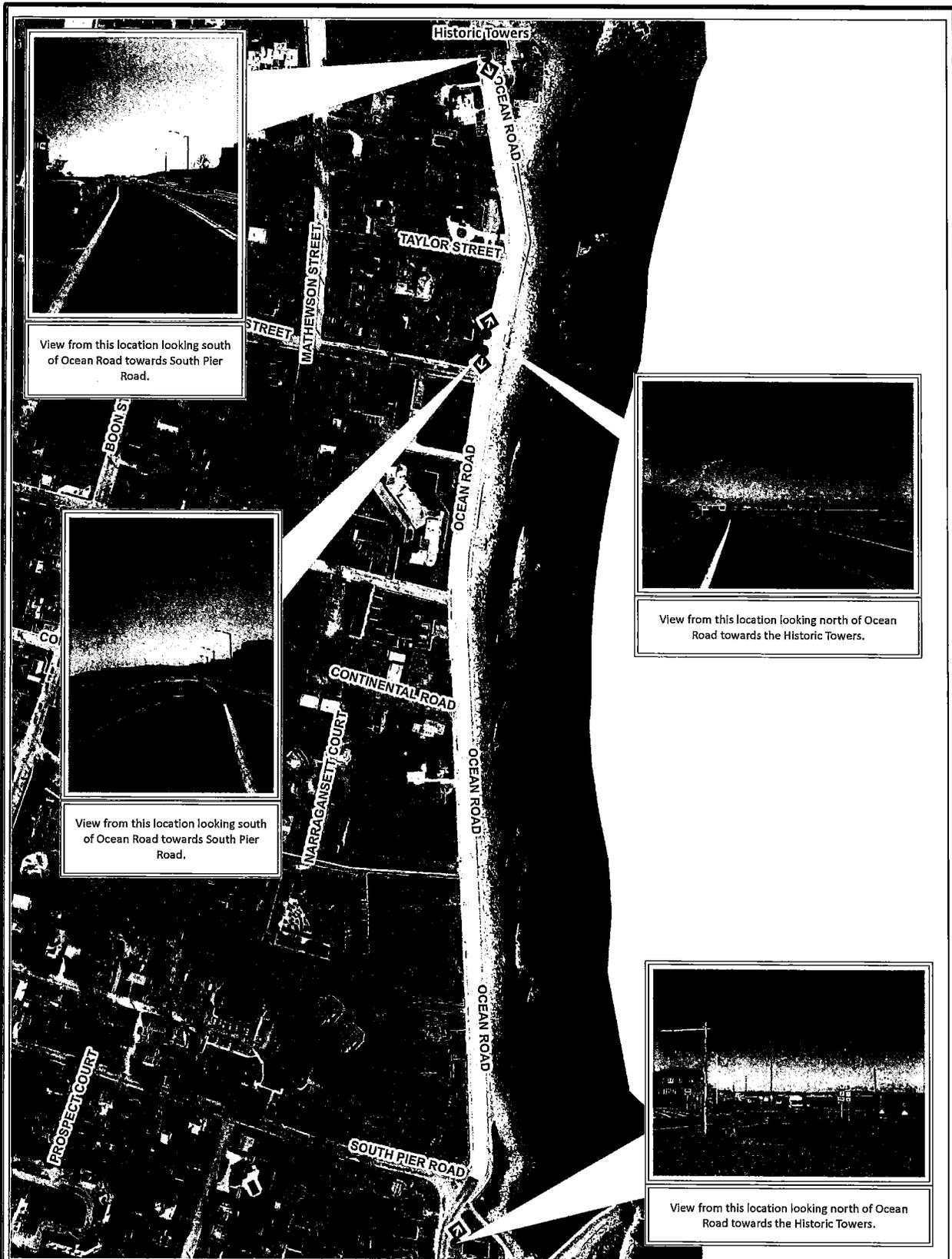
- Economic Development Impact

- *Movement of Goods* – Very little enhancement of goods movement. This project will improve the visual understanding between the pedestrian and the vehicle operator.
- *Tourism* – This project will vastly improve pedestrian access to the Historic Towers, Pier Five and the Sea Wall – all of which attract hundreds of pedestrians each day, particularly in the summer.
- *Disadvantaged Populations* – Very little improvement that will benefit economically disadvantaged people.

- Environmental Impact

- *Air Quality* – The improvement of these pedestrian facilities will have a positive, although unmeasured, impact on air quality. As noted above, dozens to thousands of tourists and residents alike utilize the sidewalks and crosswalks in Narragansett Pier for enjoyment every day of the year.
- *Energy conservation* – New light fixtures will be designed to use the most efficient and maintenance free bulbs available.
- *Scenic & Historic Resources* – This project will enhance the cultural character of the entire area.
- *Greenways* – This site is not located in the Narragansett Pier Greenbelt planning district.
- *Walk & Bikeability* – The improvements anticipated in the project will significantly improve conditions for walkers in the Pier area.

- *Village Center* – Uniquely, this project is located in the urban core of Narragansett as well as its cultural center. The enhancements proposed will correct local deficiencies that hinder free flow of pedestrian traffic.
- **Support to Local and State Goals**
 - Priority - Moderate
 - *Linkage* – This project will connect directly to priority project #1 as shown on attached proposals (Ocean Road Beautification Phase 1) and it will directly connect to the pending resurfacing project the Town is undertaking next month on the eastern end of South Pier Road (Ocean Road to Boon Street - Cost est: \$250,000).
 - *Comprehensive Plan* – This project will respond to the goal of assuring that transportation of all types is provided with a safe efficient circulation system. It will aid the Town to implement three items from the Comprehensive Plan
 - Item 27. Complete TEA Beautification project for Ocean Road
 - Item 52. Seek to maintain and enhance character of local roads
 - Item 65. Work with the State to develop bike paths and pedestrian facilities.
 - *State Transportation Plan* – This project addresses and implements the following goals and policies from Transportation 2030: B.2.f, D.1.b, D.1.d, D.2.a, D.2.e, D.3.d, ED.1.c, ED.3.s, EN.2.c, H.2.c, H.2.d, I.3.j, LU.3.h, PE.1.a, PE.1.b, PE.2.a, PE.2.b, PE.2.c, PE.3.a, PE.3.c, PE.3.d, PE.3.i, PE.3.k, PE.3.l, PE.3.n, PE.3.p, PL.3.g, S.1.c, S.3.m, S.3.q, S.4.h.
 - *Public Support* – This project was heard on October 17, 2011 and was supported by the public and the Town Council.
- **Safety, Security & Tech**
 - *Corrects a problem* – Project will enhance overall safety; no crash data available.
 - *Improves walking safety* – This project was supported in the Town Comprehensive Plan at three sections and in the implementation plan.
- **Equity**
 - *Elderly and Disabled* - This project will enhance access to the transportation network for persons aged 65 and older and those with disabilities by ensuring that safe, secure and well-constructed pedestrian amenities are in place to serve daily travel needs.



View from this location looking south of Ocean Road towards South Pier Road.



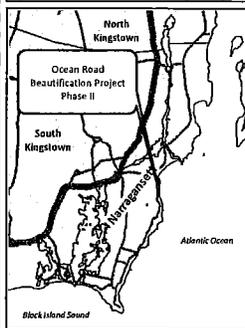
View from this location looking south of Ocean Road towards South Pier Road.



View from this location looking north of Ocean Road towards the Historic Towers.



View from this location looking north of Ocean Road towards the Historic Towers.



Ocean Road Beautification Project

Phase II

TOWN OF
NARRAGANSETT
Rhode Island

Legend

Project

Ocean Road - Phase II

● Photo Location

◊ Photo Direction



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New Project Application

Transportation Improvement Program



CONTACT	Contact Information
	Agency/Organization <u>Town of Narragansett</u>
	Contact Person <u>Michael DeLuca</u> Title <u>Community Development Director</u>
	Mailing Address <u>25 Fifth Avenue</u>
	City <u>Narragansett, RI</u> Zip Code <u>02882</u>
Phone <u>401-782-0602</u> Email <u>mdeluca@narragansettri.gov</u>	

PROJECT INFORMATION	Type of Project <i>select all that apply</i>
	<input type="checkbox"/> Bridge <input checked="" type="checkbox"/> Pavement <input type="checkbox"/> Drainage <input type="checkbox"/> Planning
	<input type="checkbox"/> Traffic <input type="checkbox"/> Transit <input type="checkbox"/> Bicycle <input checked="" type="checkbox"/> Pedestrian
	<input checked="" type="checkbox"/> Transportation Enhancement <input type="checkbox"/> Other _____
	Project Description
Project Title <u>Boston Neck Road - South - Beautification</u>	
Location by Street Name <u>Boston Neck Road</u>	
Project Limits - From <u>Wood Ave.</u> To <u>Beach Street</u>	
<i>Please include an 8.5" x 11" map of the site, indicating project limits.</i>	
Provide a brief description of the proposed project:	
<p>This project is intended to provide 0.63 miles of roadway enhancements along Route 1A which may include new lighting, crosswalks, median turning lanes for three (3) beach facilities, signage, landscaping and appurtenances.</p>	

Describe need for proposed project:

The proposed improvements will provide repairs to heavily used pedestrian facilities in the vicinity of Narragansett Town Beach. Due to the heavy traffic generated in this area median improvement are intended to allow traffic to move more freely and understandably for the many visitors to the beach and Canonchet Farm sites.

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

These improvements will address ADA requirements to improve access and safety to the beach and its many facilities and the proposed linear park along the west side of Boston Neck Road . New lighting and ancillary elements including benches, and landscaping will significantly improve th e day-to-day experience of Town residents and the large tourist population attracted to the area.

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

Is the project on the Federal Aid System? Yes No

Is the project on the National Highway System? Yes No

Evaluation Criteria

CRITERIA

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

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

Project Estimates

PROJECT ESTIMATES

	ROW	Study	Design	Construction	Total
Estimated Project Costs	-0-	-0-	\$35,000	\$315,000	\$350,000
				Total Cost	\$350,000
				Amount Requested through TIP Process	\$350,000

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

Source	Amount
Total	

Estimated date of construction Summer 2017

Applicant Certification

CERTIFICATION

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

Melany DeSua

January 8, 2016

Applicant's Signature

Date

Pamela T. Nolan

January 8, 2016

Chief Executive Officer's Signature

Date

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

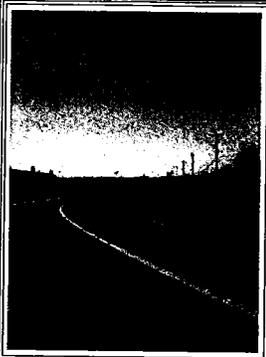
NARRAGANSETT TIP PROJECT DESCRIPTIONS/NEED/RESPONSE TO CRITERIA

Priority LOW - BOSTON NECK ROAD – SOUTH: BEACH AREA BEAUTIFICATION – New Project

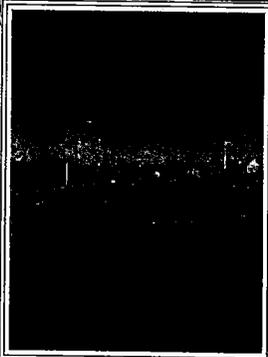
- **Mobility Criteria**
 - o *Travelers served*: This project will serve the 450,000-plus annual visitors to the Town Beach as well as those utilizing Route 1A to access points south. This calculates to traffic generation of 5,000 or more each day above ambient background traffic of approximately 9,200 as noted on the 2009 RIDOT Traffic flow Map.
 - o *Modes* – Sidewalk and crosswalk orientation will be improved for the safety of pedestrians.
 - o *Transit mobility* - In this case the improved sidewalks and crosswalks will enhance mobility for the many pedestrians who choose walking over driving due to summer congestion, particularly on weekends. These improvements will also serve the thousands of summer tourists renting rooms at Narragansett's 6 hotels and 15 B&B's.
 - o *Comfort* – Additional street furniture and other appurtenances will enhance the walking environment for residents and visitors alike.
- **Cost Effectiveness**
 - o *Capital Cost* – using the figures noted above the cost per person benefitted is very low; \$0.55/ person. This figure only addresses those individuals visiting the Town beach. It would be lowered even more if the entire Town population were calculated into the result.
 - o *Innovation* – New light fixtures will be state of the art to make most efficient use of the illumination capacity. Crosswalks will be constructed of decorative, stamped colored material for maximum life span and visibility. Turning lane re-design will enable a better flow of traffic into and past the four Town beach parking lots.
 - o *Infrastructure maintenance* – Access lanes to the beach lots will be coordinated with an ongoing rehabilitation of the two beach pavilions and their parking areas. Existing granite curbing will be re-used. Sidewalk surfaces will improve sorely needed, heavily used, dilapidated facilities.
- **Economic Development Impact**
 - o *Movement of Goods* – This project will improve the movement of goods and people past the beach parking lots during the heavy summer traffic season. Pedestrian improvements will enhance safety and the visual understanding between the pedestrian and the vehicle operator.
 - o *Tourism* – This project will vastly improve pedestrian access to the Town Beach, Casino Park, Veterans Park and the Sea Wall – all of which attract hundreds of pedestrians each day, particularly in the summer.
- **Environmental Impact**
 - o *Energy conservation* – New light fixtures will be designed to use the most efficient and maintenance free bulbs available.
 - o *Scenic & Historic Resources* – This project will enhance the cultural character of the entire area.
 - o *Greenways* – This site is located in the Narragansett Pier Greenbelt planning district.
 - o *Walk & Bikeability* – The improvements anticipated in the project will significantly improve conditions for walkers in the Pier area.
 - o *Village Center* – Uniquely, this project is located in the urban core of Narragansett as well as its cultural center. The enhancements proposed will correct local deficiencies that hinder free flow of pedestrian and vehicular traffic.
- **Support to Local and State Goals**

- Priority - LOW
 - *Past Commitment* – This project will complement the ongoing rehabilitation of the Town Beach pavilions and beach front. The Town has spent over \$2,524,000 on four projects since 2009:
 - South Beach Pavilion: \$ 460,000
 - North Beach Clubhouse: \$1,800,000
 - North Beach Pavilion: \$ 225,000
 - Beach Replenishment: \$ 39,000 (study only)
 - *Linkage* – This project will connect directly to priority project #1 as shown on attached proposals (Ocean Road Beautification Phase 1). It will also dovetail with the “Linear Park” element of the proposed new Canonchet Farm Master Plan. This component intends to seek state permits to remove invasive plant species along the shores of lake Canonchet and Little Neck Pond; add a pedestrian walk along the west side of the road that closely follows the shoreline of the ponds and to enhance the site with benches, receptacles, special plantings and lighting.
 - *Comprehensive Plan* – This project will respond to the goal of assuring that transportation of all types is provided with a safe efficient circulation system. It will aid the Town to implement three items from the Comprehensive Plan
 - Item 27. Complete TEA Beautification project for Ocean Road
 - Item 52. Seek to maintain and enhance character of local roads
 - Item 65. Work with the State to develop bike paths and pedestrian facilities.
 - *State Transportation Plan* – This project addresses and implements the following goals and policies from Transportation 2035 B.2a, B.2.f, D.1.b, D.1.d, D.2.a, D.2.e, D.3.a, D.3.d, ED.3.s, EN.2.c, ER.2.a, F.3.s, H.2.c, H.2.d, H.3.r, I.3.j, LU.1.b, LU.3.h, PE.1.a, PE.1.b, PE.2.a, PE.2.b, PE.2.c, PE.3.a, PE.3.c, PE.3.d, PE.3.i, PE.3.k, PE.3.l, PE.3.n, PE.3.p, PL.3.g, PL.3.v, S.1.c, S.3.m, S.3.q, S.4.h.
 - *Public Support* – This project was heard on October 17, 2011 and was supported by the public and the Town Council.
- **Safety, Security & Tech**
- *Corrects a problem* – Project will enhance overall safety; no crash data available.
 - *Improves walking safety* – This project was supported in the Town Comprehensive Plan at three sections and in the implementation plan.
- **Equity**
- *Elderly and Disabled* - This project will enhance access to the transportation network for persons aged 65 and older and those with disabilities by ensuring that safe, secure and well-constructed pedestrian amenities are in place to serve daily travel needs.

Canonchet Farm



View from this location looking south of Boston Neck Road towards Narragansett Town Beach.



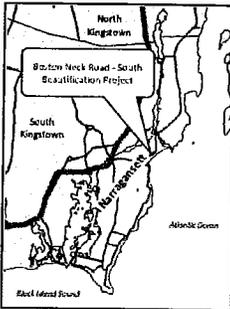
View from this location looking north of the divided portion of Boston Neck Road adjacent to Narragansett Town Beach.



View from this location looking south of the divided portion of Boston Neck Road adjacent to Narragansett Town Beach.



View from this location looking north towards Narragansett Town Beach along Beach Street.



Boston Neck Road - South Beautification Project

TOWN OF
NARRAGANSETT
Rhode Island

- Legend**
- Project**
- Boston Neck Road - South
 - ⊙ Photo Location
 - ◊ Photo Direction



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