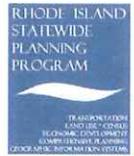


Transportation Improvement Program

Project Prioritization Cover Sheet

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



CONTACT

Contact Information

Entity/Organization Town of Narragansett

Contact Person Michael DeLuca

Address 25 Fifth Avenue

City Narragansett Rhode Island Zip Code 02882

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

PROJECT PRIORITIZATION

Project Prioritization

Priority	Listed in TIP 2009 - 2012		Regional Project		Project Name
	Yes	No	Yes	No	
1	✓			✓	Ocean Road Beautification - Phase I
2		✓		✓	Ocean Road Beautification - Phase II
3		✓		✓	Boston Neck Road Beautification - South
4		✓		✓	William C. O'Neill Bicycle Path - Contract 4
5		✓		✓	South Pier Road Reconstruction

Please use an additional sheet if necessary.

CERTIFICATION

Applicant Certification

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

Michael J. DeLuca
Applicant

Community Development Dir.
Title

Michael J. DeLuca
Signature

October 28, 2011
Date

Official Certification - For Statewide Planning Use Only

Submission Date _____ Accepted by _____

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 Town of Narragansett

Contact Person Michael DeLuca

Address 25 Fifth Avenue

City Narragansett

Rhode Island

Zip Code 02882

Phone (401) 782-0602

Email mdeluca@narragansettri.gov

PROJECT INFORMATION

Project Information

Project Title Ocean Road Beautification - Phase I

Location by Street Name Ocean Road

Project Limits - From Historic Towers To Beach Street (inc. Memorial Square)

Location Maps - 8 1/2" x 11" Attach Map of Site Indicating Project Limits

Priority Proposal Number 1 of a Total of 8 Proposals

Regional Submission - Yes No Communities _____

Brief Description of Proposed Project

This project would focus on roadway enhancements to include new period lighting, sidewalks, crosswalks, and appurtenances. This project is currently in the 2009-2012 TIP but not guaranteed to be retained (Project ID: TEAC 065).

Describe Need for Proposed Project

The proposed improvements will provide repairs to heavily used pedestrian facilities in Narragansett's Pier Area. These enhancements will address ADA requirements for Town residents and tourists who visit the area for work and/or pleasure. New lighting and ancillary elements such as benches and landscaping will significantly improve the day to day experience of Town residents and this large tourist population.

Enterprise Zone - Yes No Details _____

Located Within State Land Use Plan 2025 Map's Designated Growth Center - Yes No

Located Within State Land Use Plan 2025 Map's Urban Services Boundary - Yes No

Consistent with Local Comprehensive Plan - Yes No

Consistent with State Guide Plan Transportation 2030 - Yes 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	0	0	\$10,000	\$140,000	\$150,000
Total Cost					\$150,000
Amount Requested Through TIP Process					\$150,000

Funding from other sources committed to this project - Yes No

Source	Amount
Total	

NOTIFICATION / CERTIFICATION

Notification / Certification

Date of Local Public Hearing October 17, 2011

Municipal & Regional Planning Agency Projects Only

Preferred TAC Public Hearing

- | | |
|--|--|
| <input checked="" 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 *Michael DeLuca* Date 10/28/11

Chief Executive Official's Signature *Greg Miller* Date 10-28-2011

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	

NARRAGANSETT TIP PROJECTS - EVALUATION CRITERIA

PRIORITY #1 - OCEAN ROAD BEAUTIFICATION - PHASE 1

- Description: This project would focus on roadway enhancements to include new period lighting, sidewalks, crosswalks, and appurtenances. Currently it is in the 2009-2012 TIP but not guaranteed to be retained (Project ID: TEAC 065).
- Project Limits: Historic Towers to Beach Street including Memorial Square
- Cost Estimate: \$150,000

- Mobility Criteria
 - o *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.
 - 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 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.
 - 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; \$0.75/ 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.
 - 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 and colored materials for maximum life span and visibility.
 - o *Infrastructure maintenance* - Existing granite curbing will be re-used.

- Economic Development Impact
 - o *Movement of Goods* – Very little enhancement of good movement. This project will improve the visual understanding between the pedestrian and the vehicle operator.
 - o *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.
 - o *Disadvantaged Populations* – Very little improvement that will benefit economically disadvantaged people.
 - o *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 - #1.
 - *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.

**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.

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 Town of Narragansett
Contact Person Michael DeLuca
Address 25 Fifth Avenue
City Narragansett Rhode Island Zip Code 02882
Phone (401) 782-0602 Email mdeluca@narragansettri.gov

PROJECT INFORMATION

Project Information

Project Title Ocean Road Beautification - Phase II
Location by Street Name Ocean Road
Project Limits - From Historic Towers To South Pier Road Intersection
Location Maps - 8 1/2" x 11" Attach Map of Site Indicating Project Limits
Priority Proposal Number 2 of a Total of 8 Proposals
Regional Submission - Yes No Communities _____

Brief Description of Proposed Project

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

Describe Need for Proposed Project

The proposed improvements will provide repairs to heavily used pedestrian facilities in Narragansett's Pier Area. These enhancements will address ADA requirements for Town residents and tourists who visit the area for work and/or pleasure. New lighting and ancillary elements such as benches and landscaping will significantly improve the day to day experience of Town residents and this large tourist population.

Enterprise Zone - Yes No Details _____
Located Within State Land Use Plan 2025 Map's Designated Growth Center - Yes No
Located Within State Land Use Plan 2025 Map's Urban Services Boundary - Yes No
Consistent with Local Comprehensive Plan - Yes No
Consistent with State Guide Plan Transportation 2030 - Yes No

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

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

Funding from other sources committed to this project - Yes No

Source	Amount
Total	

Notification / Certification

Date of Local Public Hearing October 17, 2011
Municipal & Regional Planning Agency Projects Only

Preferred TAC Public Hearing

November 7 at 6:00 pm - South Kingstown Town Hall November 8 at 9:00 am - Department of Administration
 November 9 at 6:00 pm - Blackstone Valley Corridor November 10 at 6:00 pm - Middletown Town Hall

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

Applicant's Signature *Michael DeRosa* Date _____

Chief Executive Official's Signature *Linsey Cameron* Date 10-28-2011

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

NARRAGANSETT TIP PROJECT DESCRIPTIONS/NEED/RESPONSE TO CRITERIA

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

- Description: This project would focus on roadway enhancements to include new lighting, sidewalks, crosswalks, and appurtenances.
- Project Limits: Historic Towers to South Pier Road Intersection. (0.55 miles).
- Cost Estimate: \$500,000

- Mobility Criteria
 - o *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.
 - 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 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.
 - 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; \$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.
 - 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.
 - o *Infrastructure maintenance* - Existing granite curbing will be re-used.

- Economic Development Impact
 - o *Movement of Goods* – Very little enhancement of goods movement. This project will improve the visual understanding between the pedestrian and the vehicle operator.
 - o *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.
 - o *Disadvantaged Populations* – Very little improvement that will benefit economically disadvantaged people.

- Environmental Impact
 - o *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 - #2
- *Past Commitment* – None noted
- *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.



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*

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.

- Legend**
- Project**
- Ocean Road - Phase II
 - Photo Location
 - Photo Direction



1 inch = 230 feet

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 Town of Narragansett

Contact Person Michael DeLuca

Address 25 Fifth Avenue

City Narragansett

Rhode Island

Zip Code 02882

Phone (401) 782-0602

Email mdeluca@narragansettri.gov

PROJECT INFORMATION

Project Information

Project Title Boston Neck Road - South

Location by Street Name Boston Neck Road

Project Limits - From Beach Street

To Northern end of divided highway in front of Town Beach

Location Maps - 8 1/2" x 11" Attach Map of Site Indicating Project Limits

Priority Proposal Number 3 of a Total of 8 Proposals

Regional Submission - Yes No Communities _____

Brief Description of Proposed Project

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 Beach facilities, signage, landscaping and appurtenances.

Describe Need for Proposed Project

The proposed improvements will provide repairs to heavily used pedestrian facilities in the vicinity of the Narragansett Town Beach. Due to the heavy traffic generated in this area, median improvements will allow traffic to move more efficiently and understandably for visitors. These enhancements will address ADA requirements for Town residents and tourists who visit the Town Beach and nearby Canonchet Farm. New lighting and ancillary elements such as benches and landscaping will significantly improve the day to day experience of Town residents and this large tourist population.

Enterprise Zone - Yes No Details _____

Located Within State Land Use Plan 2025 Map's Designated Growth Center - Yes No

Located Within State Land Use Plan 2025 Map's Urban Services Boundary - Yes No

Consistent with Local Comprehensive Plan - Yes No

Consistent with State Guide Plan Transportation 2030 - Yes 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			\$25,000	\$225,000	\$250,000
Total Cost					\$250,000
Amount Requested Through TIP Process					\$250,000

Funding from other sources committed to this project - Yes No

Source	Amount
Total	

NOTIFICATION / CERTIFICATION

Notification / Certification

Date of Local Public Hearing October 17, 2011

Municipal & Regional Planning Agency Projects Only

Preferred TAC Public Hearing

- | | |
|--|--|
| <input checked="" 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 *Michael J. DeBacco* Date 10/28/11

Chief Executive Official's Signature *Jay Miller* Date 10-28-2011

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	

NARRAGANSETT TIP PROJECT DESCRIPTIONS/NEED/RESPONSE TO CRITERIA

Priority #3 - BOSTON NECK ROAD – SOUTH: BEACH AREA BEAUTIFICATION – New Project

- Description: This project is intended to provide roadway enhancements along Route 1A which may include new lighting, crosswalks, median turning lanes for three Beach facilities, signage, landscaping and appurtenances.
- Project Limits: Beach Street to Northern terminus of divided highway in front of Town Beach (0.63 miles)
- Cost Estimate: \$250,000

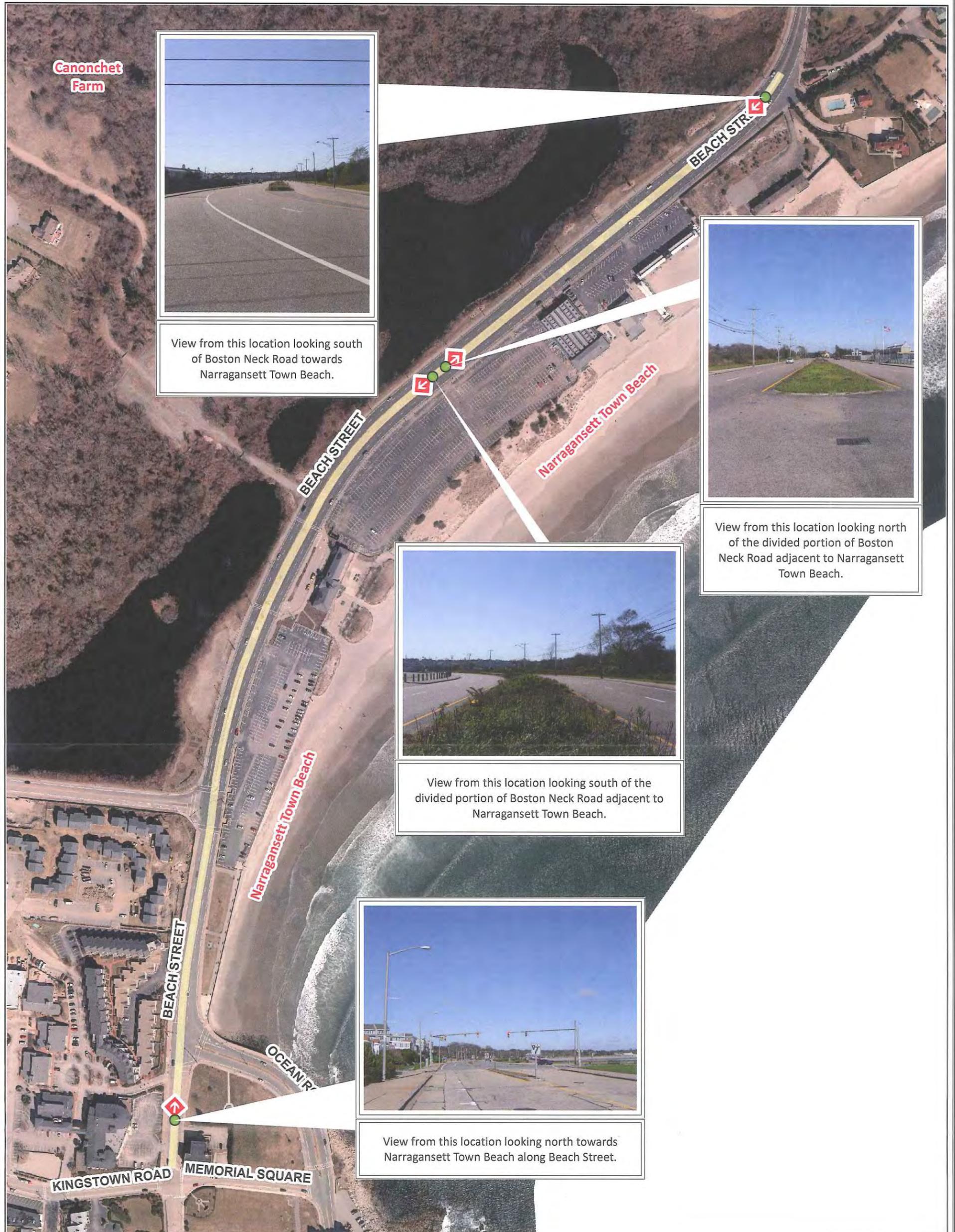
- Mobility Criteria
 - o *Travelers served*: This project will serve the 450,000-plus annual visitors to the Town Beach as well as those utilizing Route 1A to access points south. This calculates to traffic generation of 5,000 or more each day above ambient background traffic of approximately 9,200 as 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.

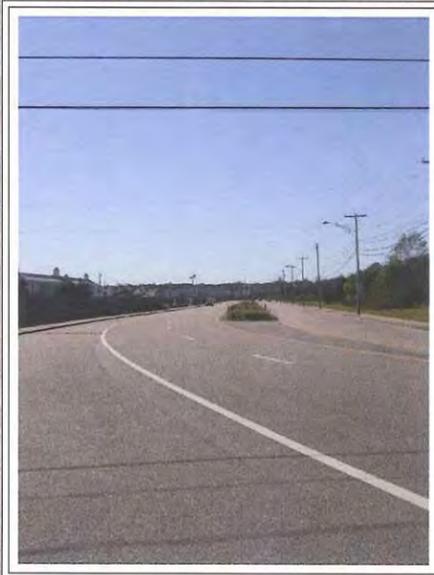
- Economic Development Impact
 - o *Movement of Goods* – This project will improve the movement of goods and people past the beach parking lots during the heavy summer traffic season. Pedestrian improvements will enhance safety and the visual understanding between the pedestrian and the vehicle operator.
 - 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

- *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 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 and vehicular traffic.
- Support to Local and State Goals
 - Priority - #3
 - *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 2030: 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.



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

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.

Legend

- Project**
- Boston Neck Road - South
- Photo Location
- Photo Direction



1 inch = 250 feet

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 Town of Narragansett
Contact Person Michael DeLuca
Address 25 Fifth Avenue
City Narragansett Rhode Island Zip Code 02882
Phone (401) 782-0602 Email mdeluca@narragansettri.gov

PROJECT INFORMATION

Project Information

Project Title William C. O'Neill Bike Path Extension
Location by Street Name Mumford Road
Project Limits - From Narragansett Elementary School To Narragansett Town Beach
Location Maps - 8 1/2" x 11" Attach Map of Site Indicating Project Limits
Priority Proposal Number 4 of a Total of 8 Proposals
Regional Submission - Yes No Communities _____

Brief Description of Proposed Project

Planning, design and construction of final phase of bike path. Design to include route selection, necessary environmental permits and engineering. Construction to include right-of-way clearing, site preparation, paving including any special construction methods (such as elevated segments), and appurtenances.

Describe Need for Proposed Project

The proposed funding will fill a funding gap between existing funds earmarked for this project and the estimated cost of design and construction of the final 1.1 mile segment of the bike path. This gap has been generated from cost overruns on previous segments and the natural increase in the construction costs since the original funds were targeted to this facility a decade ago.

Enterprise Zone - Yes No Details _____
Located Within State Land Use Plan 2025 Map's Designated Growth Center - Yes No
Located Within State Land Use Plan 2025 Map's Urban Services Boundary - Yes No
Consistent with Local Comprehensive Plan - Yes No
Consistent with State Guide Plan Transportation 2030 - Yes 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			\$250,000	\$2,500,000	\$2,750,000
Total Cost					\$2,750,000
Amount Requested Through TIP Process					\$1,550,000

Funding from other sources committed to this project - Yes No

Source	Amount
Current Funding	\$1,200,000
Total	\$1,200,000

NOTIFICATION / CERTIFICATION

Notification / Certification

Date of Local Public Hearing October 17, 2011

Municipal & Regional Planning Agency Projects Only

Preferred TAC Public Hearing

- | | |
|--|--|
| <input checked="" 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 *Michael P. DePina* Date 10/28/11

Chief Executive Official's Signature *Shay Miller* Date 10-28-2011

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	

NARRAGANSETT TIP PROJECT DESCRIPTIONS/NEED/RESPONSE TO CRITERIA

PRIORITY #4 – WILLIAM C. O'NEILL BIKE PATH EXTENSION – (CONTRACT 4)

- Description: Planning, design and construction of final phase of bike path. Design to include route selection, necessary environmental permits and engineering. Construction to include right-of-way clearing, site preparation, paving including any special construction methods (such as elevated segments), and appurtenances.
 - Project Limits: Narragansett Elementary School to Narragansett Town Beach (1.1 miles)
 - Cost estimate: \$1,550,000
 - \$ 250,000 Planning & Design
 - \$ 2,500,000 Construction
 - \$ 2,750,000 TOTAL
- (CURRENT FUNDING: \$1.2M EARMARK...THIS REQUEST: \$1.55M)
- Mobility Criteria
 - o *Travelers served* - This bike path has been open for over a decade and has generated thousands of trips per year. The recent extension into Narragansett has been heavily used since its opening in July, 2011. To date no ADT figures are available.
 - o *Modes* – The proposed extension will connect to at least three parking lots where modes of travel may be changed; Narragansett Elementary School, Narragansett Community Center; South County Museum. In the summer a trolley serves the Pier area emanating from the Elementary School site.
 - o *Transit mobility* - The aforementioned trolley serves a loop connecting the Elementary School to several Pier area shops, the Town Beach and the South County museum.
 - o *Comfort Etc.* – Additional street furniture and other appurtenances will enhance the cycling environment for residents and visitors alike. At least one (possibly two) informational kiosks would be installed on this segment to guide travelers in and out of the Pier Area.
 - Cost Effectiveness
 - o *Capital Cost* – Without ADT's it is difficult to assess the cost effectiveness of this project. It is noted that this bike path has become one of the most popular in the State and will increase yet again when direct access to the Town Beach becomes a reality. The amount requested in this submittal is necessary to cover the anticipated shortfall between the existing funded earmark and a rough estimate of the total cost to design and construct this last mile of bike facility.
 - o *Innovation* – This project will consider a range of possible surface treatments including porous pavement and elevated wooden segments. Decisions will ultimately be dependent on best estimate of long-term performance.
 - o *Infrastructure maintenance* - One of the three possible alignments for this bike path would re-use a half-mile segment of the old Seaview Railroad. If chosen as the preferred route, it is estimated that base preparation would be minimized for about half its overall length.
 - o *Leverage of Federal Funds* – The existing earmarked funds provide a valuable resource in keeping this project within reasonable pricing limits. A very small source of local funds may also be available for enhancements.
 - o *Scaled-back* – The project has three optional alignments. The Town Council has expressed a preference for either of the two alignments targeted to traverse the

Canonchet Farm site. The third option (across Sprague playground) may offer lower cost potential but utilizes a lengthy segment of on-street usage, which is not preferred.

- Economic Development Impact

- *Movement of Goods* – Very little enhancement of goods movement.
- *Tourism* – This project will vastly improve bicycle & pedestrian access to the South County Museum, the Canonchet Farm site and the Town Beach– all of which attract thousands of visitors each day in the summer.

- Environmental Impact

- *Air Quality* – The improvement of this bicycle facility will have a positive, although unmeasured, impact on air quality. As noted above, dozens to thousands of tourists and residents alike utilize the existing bike path for enjoyment every day of the year.
- *Energy conservation* – The prospect of removing 2-3 vehicular trips per 100 from the road onto bicycles, provides a nominal energy saving.
- *Scenic & Historic Resources* – This project is projected to run directly adjacent to the historic South County Museum. As such it will enhance the visibility of this important cultural resource. Additionally, the two preferred alignments through the Canonchet Farm site provide for expansive views of Pettaquamscutt Cove and the John H Chafee Wildlife Refuge.
- *Greenways* – This site is located in the Narragansett Pier Greenbelt Planning District. By its nature, the bike path will enhance the greenbelt by providing access to areas not currently accessible.
- *Walk & Bikeability* – The bike path will significantly improve the walkability and bikeability of the 160 acre Canonchet Farm site and nearby elementary school and playground.
- *Village Center* – Uniquely, this project is located in the urban core of Narragansett as well as its cultural center. The enhancement proposed will expand opportunities for residents and visitors to enjoy and benefit by the near proximity of the areas numerous attractions.

- Support to Local and State Goals

- *Priority - #4*
- *Past Commitment* – This bike path has been funded through past TIP programs for contracts #1 - #3. The RIDOT expended funds to conduct a feasibility analysis in year 2000 by Fay, Spofford & Thorndike.
- *Linkage* – This project will connect directly to priority project #3 as shown on attached proposals (Boston Neck Road – South - Beautification). Additionally, this project would complement a recent walking trail rehabilitation program being conducted by a local volunteer group on the Canonchet Farm site. The Town has used outside funding recently to map wetlands at Canonchet Farm which is expected to be useful in determining the final bike path alignment.
- *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 two items from the Comprehensive Plan
 - Item 65. Work with the State to develop bike paths and pedestrian facilities.

- Item 110. Continue to maintain Canonchet Farm as an open space/recreational resource.
- *State Transportation Plan* – This project addresses and implements the following goals and policies from Transportation 2030: B.1.a, B.1.c, B.2.b, B.2.f,B.2.g, B.3.b, B.3.c, B.3.i, D.3.a, ED.2.h, ED.3.c, ED. 3.r, EN.3.a, EN.4.a, LU.1.b, PE.3.j, PE. 3.m., S.1.c, S.3.q.
- *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 biking safety* – This project was supported in the Town Comprehensive Plan at three sections and in the implementation plan.

**TOWN OF
NARRAGANSETT**
Rhode Island

William C. O'Neill

Bike Path Extension

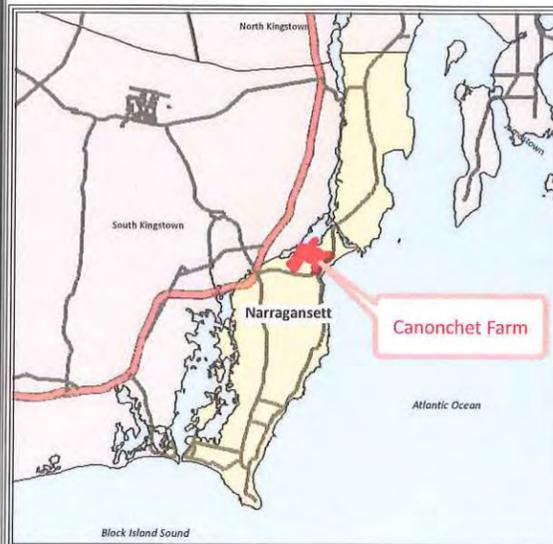
Legend

- Canonchet Farm Sections**
- Canonchet Farm Boundary
- Existing Hiking Trail**
- Existing Hiking Trail
- Bike Path - Option 1**
- Bike Path - Option 1
- Bike Path - Option 2**
- Bike Path - Option 2
- Off-Site Bike Path - Option 3**
- Off-Site Bike Path - Option 3
- Brady-Bivona Bike Paths**
- Primary
 - Alternate
- Fence/Wall**
- Stone Wall
 - Wall



1 inch = 500 feet

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Transportation Improvement Program

Application - New Projects Only

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CONTACT

Contact Information

Entity / Organization Town of Narragansett

Contact Person Michael DeLuca

Address 25 Fifth Avenue

City Narragansett

Rhode Island

Zip Code 02882

Phone (401) 782-0602

Email mdeluca@narragansettri.gov

PROJECT INFORMATION

Project Information

Project Title South Pier Road Reconstruction

Location by Street Name South Pier Road

Project Limits - From Boon Street To Point Judith Road

Location Maps - 8 1/2" x 11" Attach Map of Site Indicating Project Limits

Priority Proposal Number 5 of a Total of 8 Proposals

Regional Submission - Yes No Communities _____

Brief Description of Proposed Project

Full removal, reconstruction and repaving of South Pier Road. This project will complement the Town's project to repave the segment of South Pier Road from Boon Street to Ocean Road slated for completion by December 31, 2011.

Describe Need for Proposed Project

The proposed improvements will bring one of Narragansett's most deteriorated and heavily travelled local arterials up to appropriate condition. South Pier Road qualifies for this funding due to its placement on the Federal Aid System Map. The existence of two (2) Town schools on this road, as well as the proximity of an extensive wetland associated with Crooked Brook, necessitate these improvements be made.

Enterprise Zone - Yes No Details _____

Located Within State Land Use Plan 2025 Map's Designated Growth Center - Yes No

Located Within State Land Use Plan 2025 Map's Urban Services Boundary - Yes No

Consistent with Local Comprehensive Plan - Yes No

Consistent with State Guide Plan Transportation 2030 - Yes 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			\$150,000	\$1,350,000	\$1,500,000
Total Cost					\$1,500,000
Amount Requested Through TIP Process					\$1,500,000

Funding from other sources committed to this project - Yes No

Source	Amount
Total	

NOTIFICATION / CERTIFICATION

Notification / Certification

Date of Local Public Hearing October 17, 2011
Municipal & Regional Planning Agency Projects Only

Preferred TAC Public Hearing

- | | |
|--|--|
| <input checked="" 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 *Michael DePues* Date 10/28/11

Chief Executive Official's Signature *Andy Hill* Date 10-28-20

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	

NARRAGANSETT TIP PROJECT DESCRIPTIONS/NEED/RESPONSE TO CRITERIA

PRIORITY #5 - SOUTH PIER ROAD RECONSTRUCTION – New Project

- Description: Full removal, reconstruction and repaving of South Pier Road. This project will complement the Town's project to repave the segment of South Pier Road from Boon Street to Ocean Road slated for completion by December 31, 2011.
- Project Limits: Boon Street to Point Judith Road (1.1 miles)
- Cost Estimate: \$1,500,000
- Mobility Criteria
 - o *Travelers served* - South Pier Road serves as a minor arterial roadway carrying traffic between Route 108 and Route 1A. While no traffic counts are shown for this roadway on the 2009RIDOT Traffic Flow Map it is estimated that a significant proportion of vehicles from Route 108 (18,000 ADT) and Boston Neck Road (9,200 ADT) utilize this connection. For planning purposes staff estimates the ambient ADT to be 4,500.
 - o *Modes* – This road carries a great deal of bus traffic for the high school, middle school and RIPTA Route 14. It also serves as a favorite bicycling route and should be re-designed to accommodate a wider multi-use curb lane. Sidewalk and crosswalk orientation will be improved for the safety of pedestrians.
 - o *Transit mobility* - This segment of road supports two multi-family developments which create significant demand for special service buses (*i.e.*, RIPTA/Flex).
 - o *Comfort* – Sidewalk currently exists on one side only. Addition of a sidewalk on the south side of the road would enhance the pedestrian users comfort significantly.
- Cost Effectiveness
 - o *Capital Cost* –Staff estimates 4,500 trips per day of ambient traffic plus another 1,500 generated from the 250 people who live on/near this road along with the 1,000 students and staff of the 2 schools located on South Pier Road would directly benefit. Using the figures noted above the cost per person benefitted is very low; \$250/ person. This figure does not address tourists visiting the Town in the summer. It would be lowered even more when this population is calculated into the result.
 - o *Innovation* – State of the art drainage design would be used. Crosswalks will be constructed of colored stamped concrete for maximum life span and visibility.
 - o *Infrastructure maintenance* - This roadway has served as a primary route to the shore for well over 200 years. The road surface has deteriorated to the point of rutting and gaitoring in several places. The drainage facilities located in 3 points along the ROW are in dire need of repair; currently experiencing flooding & icing after major storms. Two of these drainage areas are located on curves in the road which can become dangerous when iced over.
 - o *Funding Leverage* – The Town has committed \$250,000 to and will begin construction on a repaving project for the eastern segment of this road; from Boon Street east to Ocean Road.
- Economic Development Impact
 - o *Movement of Goods* – Repair of South Pier Road will significantly enhance the movement of goods. This road is one of only two that connect the Pier Village and Town Beach area to Caswell's Corner, the Wakefield business area and Route 1.

- *Tourism* – This project will vastly improve tourist access to the Historic Towers, Veterans Park, Casino Park, the Narragansett Beach and the Sea Wall – all of which collectively attract thousands of tourists in the summer.
- *Disadvantaged Populations* – Very little improvement that will benefit economically disadvantaged people.
- Environmental Impact
 - *Air Quality* – The improvement of this roadway will have a positive, although unmeasured, impact on air quality. As noted above, thousands of tourists and residents alike utilize the roads, sidewalks and crosswalks in the Narragansett Pier neighborhood for enjoyment every day of the year. Improved conditions will enhance use of this roadway by bikers also. A Safe Routes To School Program is currently using this roadway 1 day each week. With two of the Town’s 3 schools located on South Pier Road, this roadway carries hundreds of bus trips each week. The Town may see reductions in needed bus repairs if the road conditions are improved.
 - *Water Quality* – Repair to the three drainage facilities along this corridor will significantly improve the water quality of the Crooked Brook wetland complex located on both sides of the road.
 - *Greenways* – This road is located partially in the Narragansett Pier Greenbelt planning district and partially in the Central Greenbelt District. It is Town policy to make extra effort to preserve the natural resources in these areas by special design treatments or preservation as open space. Improved drainage facilities will significantly improves the conditions in these areas.
 - *Walk & Bikeability* – Modest widening to accommodate a broader curb lane is anticipated in the project and will significantly improve conditions for bicyclists in the Pier area. New sidewalks will also serve walkers attending the high school, middle school and those residents and tourists walking for pleasure.
 - *Village Center* – Uniquely, this project will improve one of two main roads accessing the urban core of Narragansett as well as its cultural center. The enhancements proposed will correct local deficiencies that hinder free flow of traffic.
- Support to Local and State Goals
 - *Priority - #5*
 - *Past Commitment* – Town DPW drafted a preliminary cost estimate for repaving this road 3 years ago for a Safe Routes to School application.
 - *Linkage* – This project will connect to the pending repair project for the easternmost 1,400 feet of South Pier Road due for construction in the next few weeks. Cost estimate for that project is: \$250,000. Another related project is the 160 foot segment of sidewalk and new crosswalk to be constructed under the 2009 SRTS grant for the Narragansett Middle School. Cost estimate for that project is \$35,000. This new segment will serve a recently developed neighborhood on the south side of the street.
 - *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 also directly responds to a major goal of implementing Phase II NPS stormwater improvements. It will also aid the Town to implement three items from the Comprehensive Plan

- Item 28. Continue to manage runoff and drainage issues in the community.
 - Item 52. Seek to maintain and enhance character of local roads
 - Item 63. Maintain & improve transportation infrastructure.
- *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 correct a deteriorated well-used roadway that has experienced over 236 accidents between 2005 and 2010, (source: Narr. PD).
 - *Improves walking safety* – This will improve walking safety by reconstructing the sidewalks to ADA standards and replacing the existing deteriorated surface with new material. Biking safety will vastly improve with a nominal widening.
 - *Evacuation Route* – This project will improve evacuation route from the center of town.
 - *Public Safety* - This road project will improve access to the Town's Emergency Shelter located at Narragansett High School.

**TOWN OF
NARRAGANSETT**
Rhode Island

**South Pier Road
Reconstruction Project**

Legend

Project

- South Pier Road Reconstruction
- Photo Location
- Photo Direction



1 inch = 500 feet

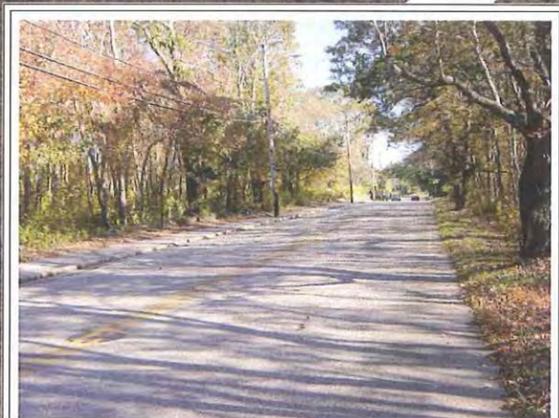
The Town of Narragansett has produced these maps for informational and representative purposes only and makes no claims concerning the accuracy of this map nor assumes any liability from the use of the information herein.



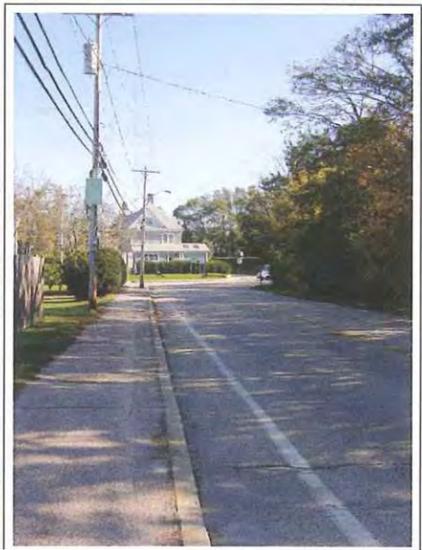
View from this location looking west of South Pier Road towards Narragansett High School.



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.

