

Transportation Improvement Program

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



Contact Information

Entity/Organization Town of Tiverton

Contact Person **James Goncalo**

Address 343 Highland Road

City Tiverton

Rhode Island

Zip Code 02878

Phone (401) 625-6710

Email administrator@tiverton.ri.gov

Project Prioritization

[illegible]

Please use an additional sheet if necessary.

Applicant Certification

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

JAMES GONCALO

TOWN ADMINISTRATOR

Applicant

Title

Signature

Date _____

Official Certification - For Statewide Planning Use Only

Submission Date

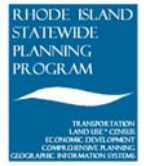
Accepted by

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 Tiverton

Contact Person James C. Goncalo, Town Administrator

Address 343 Highland Road

City Tiverton

Rhode Island

Zip Code 02878

Phone (401) 625-6710

Email townadministrator@townoftivertonri.com

PROJECT INFORMATION

Project Information

Project Title Main Road Enhancement Project

Location by Street Name Main Road

Project Limits - From Riverside Drive To Nanaquaket Road

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

Priority Proposal Number Four of a Total of Five Proposals

Regional Submission - ☐ Yes ☒ No Communities _____

Brief Description of Proposed Project

Remove and replace curbing, sidewalks, and pavement along Main Road from Riverside Drive to Nanaquaket Road. Repair retaining wall along shore side where deteriorated. Install crosswalks as necessary. Add striping for designating parking, crosswalks, bike lanes (where feasible) and to narrow traffic lanes as part of a traffic calming measure to decrease traffic speed and increase pedestrian and bicycle safety.

Describe Need for Proposed Project

The stretch of Main Road from Riverside Drive to Nanaquaket Road is an area of mixed use including a number of commercial businesses. On street parking needs to be better articulated, marked crosswalks are currently non-existent, and traffic speed is excessive for the environment. Southbound traffic enters this commercial area along a down grade slope, which increases speed. Northbound traffic enters the area after a long stretch of rural roadway. In addition, the area is hazardous to pedestrians and does not meet the requirements for handicap accessibility.

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

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

Project Estimates

PROJECT ESTIMATES

	ROW	Study	Design	Construction	Total
Estimated Project Costs	<i>\$35,000</i>	<i>\$75,000</i>	<i>\$165,000</i>	<i>1,650,000</i>	<i>\$1,925,500</i>
Total Cost					<i>\$1,925,500</i>
Amount Requested Through TIP Process					<i>\$1,925,500</i>

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

- ☐ 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

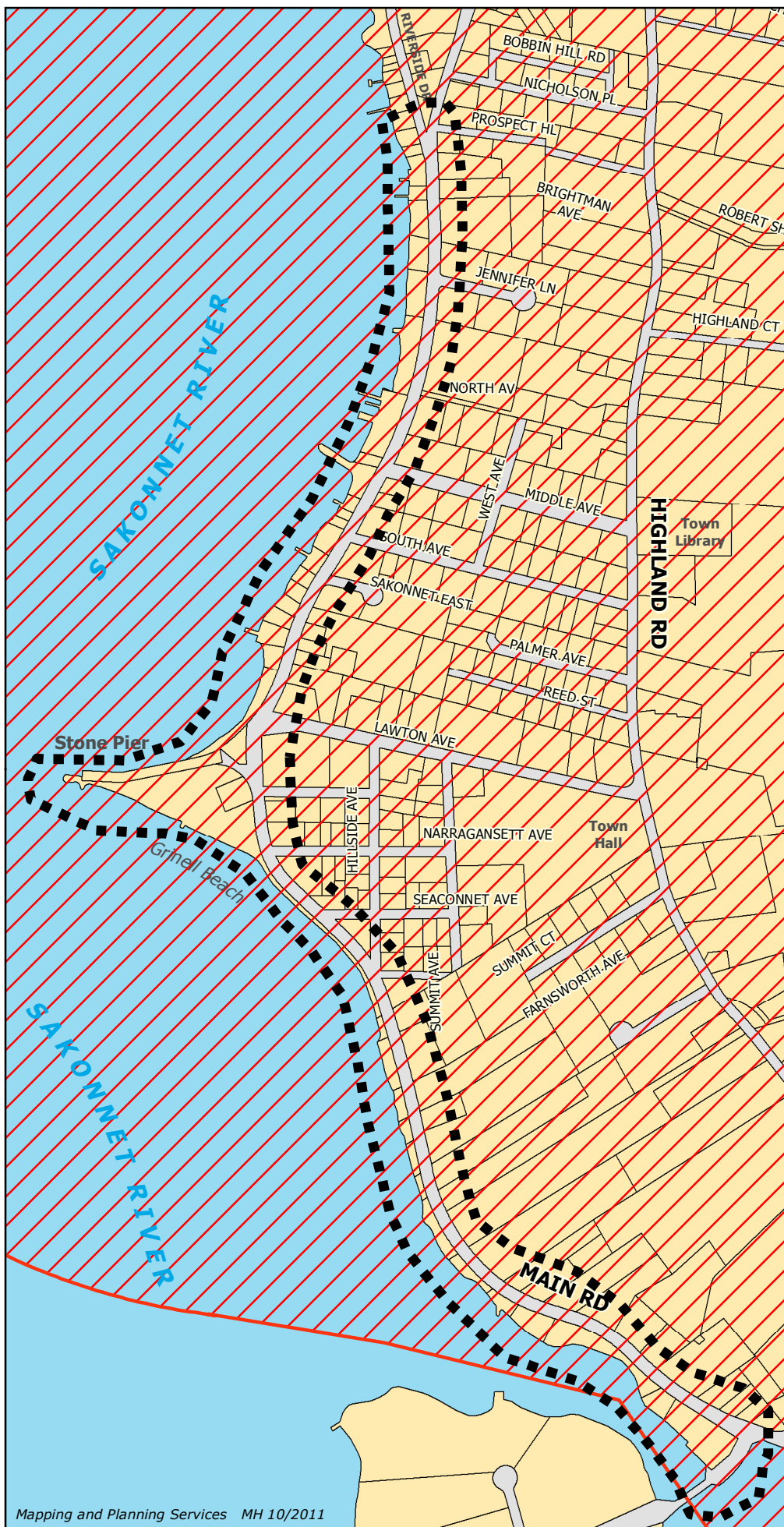
Applicant's Signature _____ Date *October 28, 2011*





Chief Executive Official's Signature _____ Date *October 28, 2011*

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

ADMINISTRATIVE

- ☒ 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
ATTN: Linsey Cameron, Supervising Planner
One Capitol Hill
Providence, RI 02908
- Statewide Planning Official Use Only**
Submission Date _____
Accepted by _____



-  PROPOSED TRAFFIC IMPROVEMENT AREA
-  RI URBAN SERVICES BOUNDARY (2006-2025)
-  PARCELS
-  ROADS



0 200 400 600 800 Feet

This map is not the product of a Professional Land Survey. The information depicted on this map is for general planning purposes only. It is not adequate for legal boundary definition or regulatory interpretation.

Date Sources: RIGIS/RIDOA RI Urban Services Boundary 2006-2025 and Tiverton GIS Parcels as of 12/31/2010.



TIP Area MAIN ROAD, TIVERTON

MOBILITY
BENEFITS

The Main Road Enhancement Project, involving a section of Main Road in Tiverton between Riverside Avenue and Nanaquaket Road, seeks to make improvements to vehicular, pedestrian, and bicycle traffic and safety—thereby making this a more complete street. This section of roadway falls into the ADT for most 2-lane highways of 2,000 - 20,000 and is the primary linkage between Little Compton and Route 24. The new Sakonnet Bridge will provide bicycle and pedestrian access to Portsmouth and points south while the restoration of the Stone Bridge abutment and dock will provide access to waterfront communities in the region.

The improvements being proposed would increase pedestrian and bicycle traffic in the area, while easing traffic flow by introducing better articulation between parking and travel lanes, marked cross-walks and bike lanes and new curbs and sidewalks. Currently there are a number of areas where cars park along the sidewalk area (due to a lack of curbs) and pedestrians walk within the roadway. This project will also improve the accessibility for those with disabilities and will include a number of traffic calming measures, adding to the comfort and convenience for all users, and allowing for safer and more pleasant travel for all modes of transportation or users of the project area. By increasing pedestrian and bicycle safety, this project will increase the mobility benefits for those individuals that do not use personal motor vehicles.

COST
EFFECTIVENESS

This Project, will relieve congestion, decrease travel time, and improve comfort and safety for vehicular, pedestrian and bicycle users, while providing economic benefits to a struggling commercial area that is often avoided due to the safety issues under the current conditions. This project would involve the reconstruction of existing infrastructure. Sidewalks and curbing would be replaced where deteriorated or constructed in areas where they are non existent, but within paved roadway shoulder areas. New concrete curbing and sidewalks would reduce the maintenance over the existing bituminous curbing and sidewalks that tend to sustain major damage from plows during the winter season. The project will utilize alternative materials for cost savings, and has been scaled back to exclude lighting, benches and more costly materials.

ECONOMIC DEVELOPMENT
IMPACT

This Project, which is within a state designated enterprise zone, along with recently enacted smart-growth zoning and a new tax stabilization for the development and redevelopment of underutilized commercial lots dovetails with the goals of creating a more pedestrian friendly environment that enhances the public realm and “Main Street” aspects to this commercial area of Main Road. By better organizing parking areas, reducing curb cuts, and creating a safer vehicular, pedestrian, and vehicular corridor, the movement and delivery of goods to local businesses will be greatly enhanced.

The proposed Main Road enhancement project will provide improved access to the adjacent Grinnell’s Beach and historic Stone Bridge Abutment. This abutment serves as a a natural breakwater and storm surge structure—protecting the properties to the north. This historic structure is currently being is being restored for recreational use and will link to the Harbor Commission dock—providing access to the Stone Bridge, Grinnell’s Beach, and surrounding commercial area along Main Road to recreational boaters from other coastal communities.

ENVIRON-
MENTAL

Because this project will increase pedestrian and bicycle safety, it is likely that more people will access this commercial area or pass through on foot or by bicycle than is currently the case, thus reducing carbon emissions. By increasing pedestrian and bicycle traffic and safety, people accessing the businesses in the are by those modes rather than by automobile, the project will promote energy conservation. By decreasing the number of vehicles,sitting, parking or idling, this project will reduce contamination to groundwater through stormwater runoff from these sources.

ENVIRONMENTAL IMPACT

This project would enhance the viewscales through the repair of historic stone walls along the waterfront, and improve the overall visual appeal of the area by organizing parking, reducing curbcuts, and delineating and rebuilding sidewalks. By providing greater public access to recreation areas nearby, the project will serve to protect and enhance the environmental resources in the area. By organizing parking, creating crosswalks, narrowing vehicular travel lanes and providing for bike lanes or shared roads in effort to promote traffic calming, the project will promote walkability and bikeability within the neighborhood and provide better linkages to surrounding well-established residential neighborhoods—helping to retain and improve community and quality of life values.

Rather than a single town center, Tiverton is more aptly described as a town comprised of a series of commercial hamlets or villages connected to small neighborhoods, surrounded by farms and agricultural activities. This project will improve the village are of Stone Bridge by improving parking, bicycle and pedestrian connections—all of which will improve the village center and intensify development within this center—thereby preserving more open space.

DEGREE OF SUPPORT TO LOCAL AND STATE GOALS AND PLANS

This project is adjacent to the abutment of the old Stone Bridge, which serves as a breakwater, protecting much of Tiverton basin, including sections of the street involved in this application. Tiverton will be embarking on a \$2.3 million dollar major restoration and re-stabilization of the structure, which will also serve as a recreation fishing pier. Both the restoration of the abutment and this proposed project have widespread community support.

The Main Road Enhancement Project is consistent with the Town of Tiverton's Comprehensive Community Plan. The project area is identified as a Study Area (currently underway) in the Future Land Use section of the Plan. Policy 5b suggests that the town "Complete improvements to the Stone Bridge area, including the expansion of Grinnell's Beach, and Independence Park..." which are both adjacent to the Project area. This project would further the following goal and objective from the Circulation element of the Comprehensive plan to, *Provide for the safe and efficient management of automobile traffic while encouraging alternative forms of circulation that complement the community's special character and quality of place.* The project is also consistent with Policy 7: *Maintain and update local priorities for local pedestrian , bicycle and roadway improvements based on the adopted Transportation Improvement Program. These priorities should be submitted for consideration in the state's biennial Transportation Improvement Program (TIP).*

The project is consistent with the State Land Use Policies and Plan, Land Use 2025 and Transportation 2030, including the following goal: *Create and maintain safe and attractive walkable communities to encourage more walking trips, enhance transit usage, improve public health, and reduce auto congestion and dependency.*

SAFETY, SECURITY AND TECHNOLOGY

This project would correct a number of significant safety problems and enhance safety by providing curbs to eliminate cars parked in the pedestrian zones, keeping the travel lanes unobstructed by parked cars, and narrowing lanes to slow traffic entering this commercial area. The project would also enhance the safety of children walking to nearby Fort Barton Elementary School by providing for appropriate crosswalks.

The project would relieve congestion and provide greater order along this stretch of roadway, which is connected to and runs parallel to other hurricane evacuation routes.

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 Tiverton Department of Public Works

Contact Person Stephen Berlucchi, P.E. Director

Address 50 Industrial Way

City Tiverton

Rhode Island

Zip Code 02878

Phone 401-265-0492

Email dpwdirector@townoftivertonri.com

PROJECT INFORMATION

Project Information

Project Title Fish Road #1 Resurfacing & Drainage Improvements

Location by Street Name Fish Road

Project Limits - From Rte. 24 Interchange To Mass. State Line

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

Priority Proposal Number _____ of a Total of _____ Proposals

Regional Submission - ☐ Yes ☒ No Communities _____

Brief Description of Proposed Project

Cold Planing and Resurfacing of roadway and minor drainage improvements.
New pavement markings.

Describe Need for Proposed Project

Fish Road is on the Federal Aid System. It is in serious need of resurfacing with minor drainage improvements. This section of Fish Road connects Tiverton households with the only major shopping center in the area. There are no shopping centers in Tiverton. It is also a major route connecting to the Town's Industrial Park which we are trying to market for business and commercial interests.

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			\$10,000.	\$700,000.	\$710,000.
Total Cost					\$710,000
Amount Requested Through TIP Process					\$710,000

Funding from other sources committed to this project - ☐ Yes ☒ No

Source	Amount
Total	

NOTIFICATION / CERTIFICATION

Notification / Certification

Date of Local Public Hearing To be determined.
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 [Signature] Date 10/18/11

Chief Executive Official's Signature [Signature] Date 10/28/11

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
 ATTN: Linsey Cameron, Supervising Planner
 One Capitol Hill
 Providence, RI 02908

Statewide Planning Official Use Only

Submission Date _____

Accepted by _____

Fish Rd. Reconstr. & DRAINAGE Project Limits

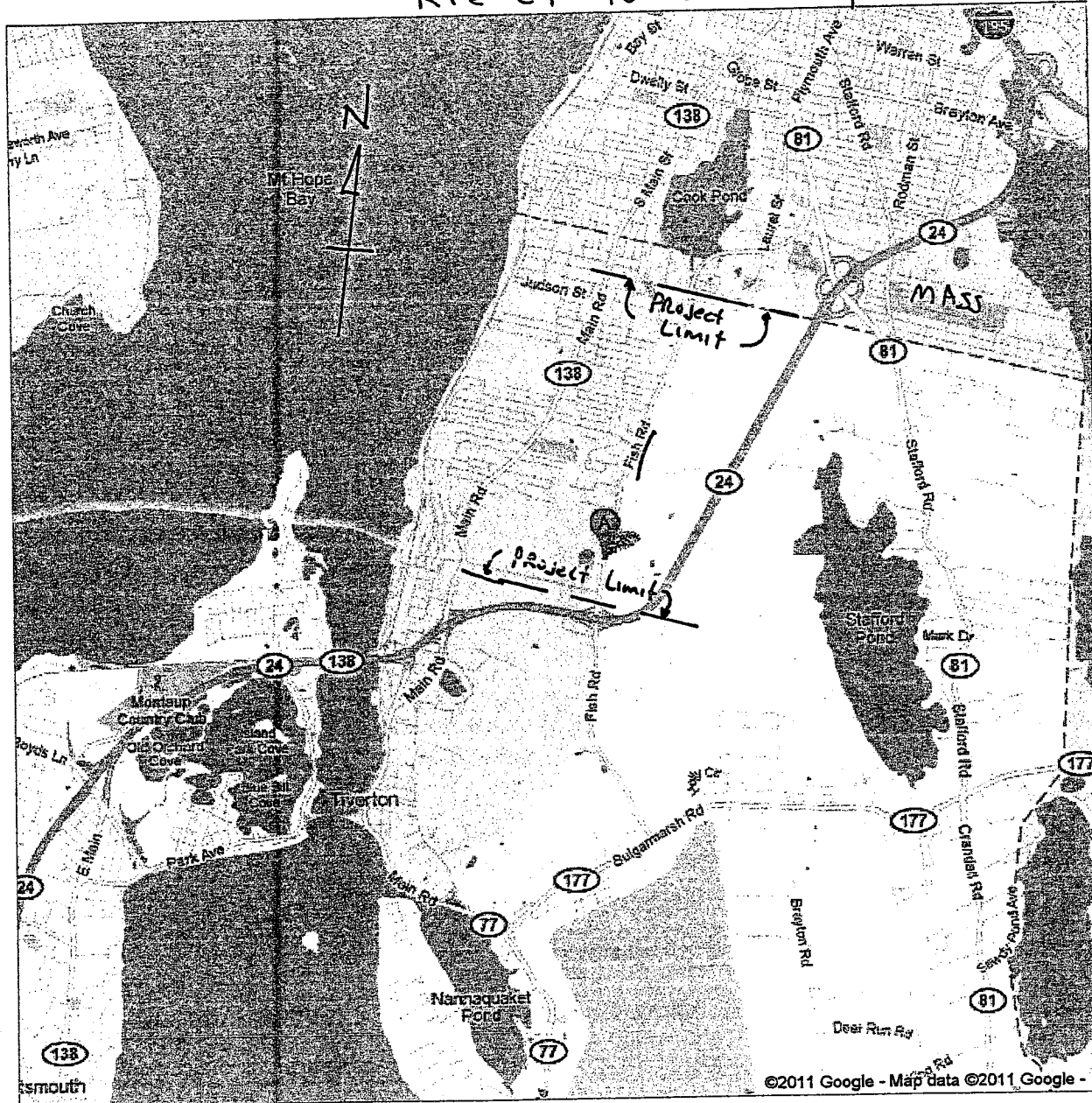
#1

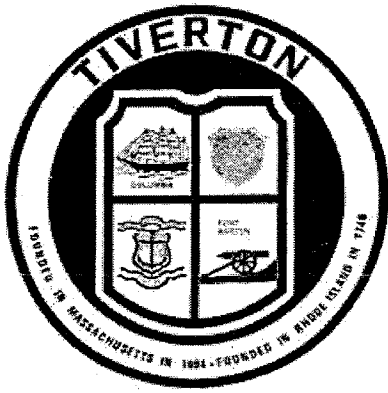
Google

Address Fish Rd
Tiverton, RI 02878

Get Google Maps on your phone
Text the word "GMAPS" to 466453

Rte 24 to Fall River, MA. Line





**TOWN OF TIVERTON
DEPARTMENT OF PUBLIC WORKS
50 INDUSTRIAL WAY
TIVERTON, RI 02878**

**PHONE: 401-625-6760 FAX 401-625-6783
E-MAIL: dpwdirector@townoftivertonri.com
Stephen Berlucchi, P.E., Director**

This institution is an equal opportunity provider, and employer.

Rhode Island State Planning Council
TIVERTON (2013-2016) Transportation Improvement Program
Additional Project Information

October 26, 2011

Ref: Fish Road #1 Resurfacing and Drainage Improvements
Fish Road #2 Resurfacing and Drainage Improvements

Fish Road, from Rte. 177 (Bulgarmarsh Rd.) to the Massachusetts State Line, is our most heavily traveled town road. It is on the Federal Aid System, intersects with the Rte. 24 interchange, and is in need of resurfacing/rehabilitation and minor drainage improvements.

1. **Mobility Benefits** - Fish Road is a moderately travelled 2-lane roadway that services a substantial part of the town's central area. It is a primary route to the town schools, connects to the entrance to the Town's Industrial Park (which we are actively marketing), and provides access to the Rte. 24 interchange, a State owned park and ride lot, and a major shopping center over the state line in Massachusetts. Tiverton does not have any shopping centers or markets so the preservation of this roadway is especially important.
2. **Cost-Effectiveness** - The roadway currently needs cold planing and surfacing/rehabilitation but in the near future it will continue to deteriorate and will need total reconstruction.
3. **Economic Development Impact** - Fish Road is the only access to the Town's Industrial Park, via Industrial Way. The Town is in the process of subdividing the Park into usable lot sizes and will be marketing lots in the near future for purchase. Fish Road and the condition thereof, is an intricate part of the marketing strategy for the Town. The development of the park and the businesses it will attract will provide construction jobs and future long-term employment for the businesses choosing to make Tiverton their home.
4. **Safety, Security, & Technology** - The Town's Police Department and the Department of Public Works are located off Fish Rd. on Industrial Way. Industrial Way provides the only access/egress to both of these emergency service providers.

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 Tiverton

Contact Person James C. Goncalo, Town Administrator

Address 343 Highland Road

City Tiverton

Rhode Island

Zip Code 02878

Phone (401) 625-6710

Email townadministrator@townoftivertonri.com

PROJECT INFORMATION

Project Information

Project Title Bliss Corners Enhancement Project

Location by Street Name Bulgarmarsh Road / Stafford Road / Crandall Road

Project Limits - From Above intersection To 400' in all directions

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

Priority Proposal Number Two of a Total of Five Proposals

Regional Submission - ☐ Yes ☒ No Communities _____

Brief Description of Proposed Project

Intersection improvements and reconfiguration with the installation of new curbing, new sidewalks new traffic striping, new traffic signals (including left turn signal and left turn lanes), ADA compliant crosswalks, bike lanes (where feasible), signage improvement and consolidation and elimination of redundant or hazardous curbcuts in the area.

Describe Need for Proposed Project

The need for improvements as enumerated above was identified through a road safety audit conducted September 13 & 14, 2010 in accordance with the Federal Highway Administration Road Safety Audit Guidelines.

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

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

Project Estimates

PROJECT ESTIMATES

	ROW	Study	Design	Construction	Total
Estimated Project Costs	<i>\$12,000</i>	<i>\$50,000</i>	<i>\$125,000</i>	<i>\$730,000</i>	<i>\$917,000</i>
Total Cost					<i>\$917,000</i>
Amount Requested Through TIP Process					<i>\$917,000</i>

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

- ☐ 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

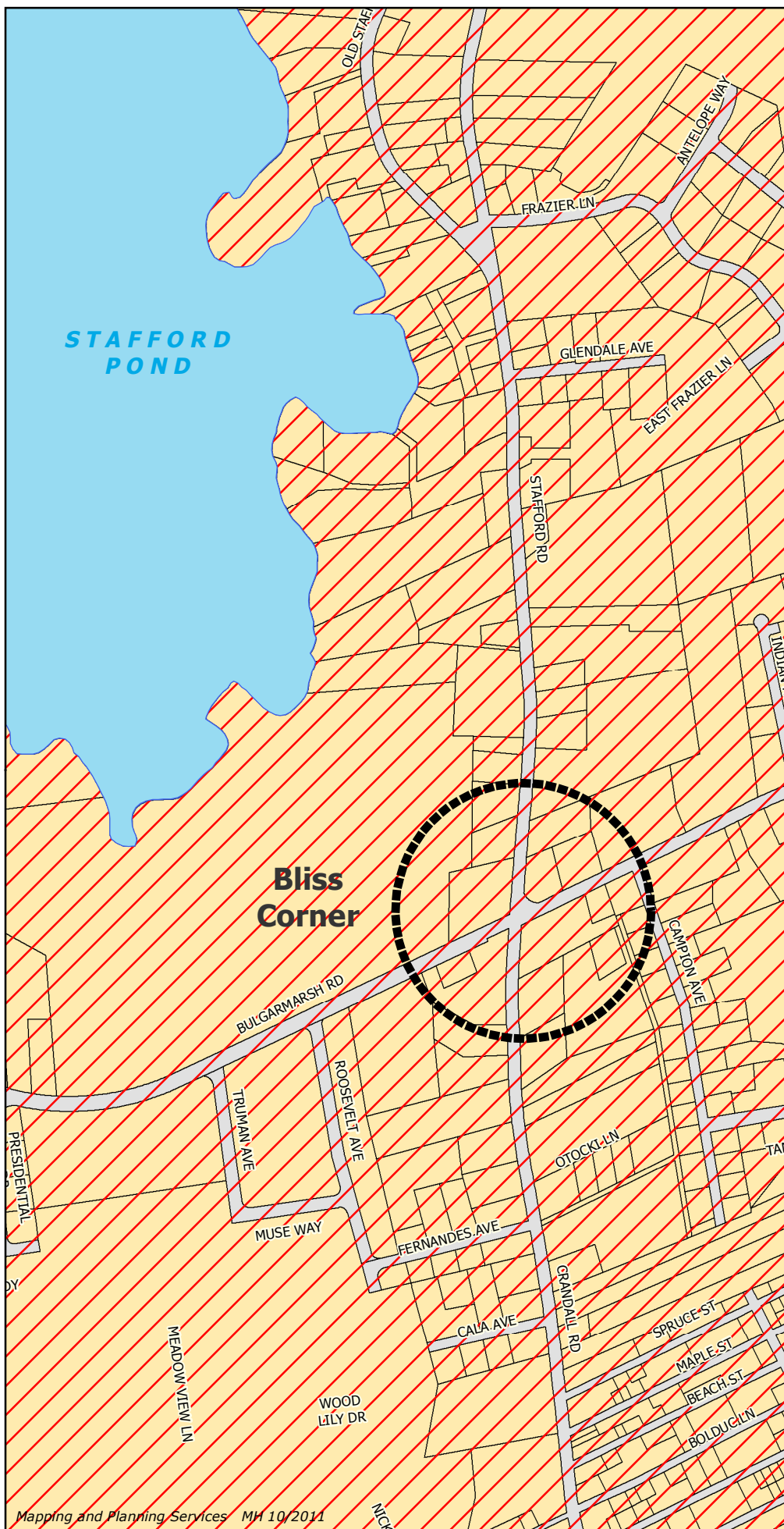
Applicant's Signature _____ Date *October 28, 2011*





Chief Executive Official's Signature _____ Date *October 28, 2011*

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

ADMINISTRATIVE

- ☒ 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
ATTN: Linsey Cameron, Supervising Planner
One Capitol Hill
Providence, RI 02908
- Statewide Planning Official Use Only**
Submission Date _____
Accepted by _____



-  PROPOSED TRAFFIC IMPROVEMENT AREA
-  RI URBAN SERVICES BOUNDARY (2006-2025)
-  PARCELS
-  ROADS



0 200 400 600 800 Feet

This map is not the product of a Professional Land Survey. The information depicted on this map is for general planning purposes only. It is not adequate for legal boundary definition or regulatory interpretation.

Date Sources: RIGIS/RIDOA RI Urban Services Boundary 2006-2025 and Tiverton GIS Parcels as of 12/31/2010.



TIP Area
BLISS CORNER, TIVERTON

MOBILITY
BENEFITS

AADT (Average Annual Daily Traffic) for the subject location ranges from 8,530 to 12,000. ATR counts were performed in 2010. Subsequently, additional development has occurred and further development is anticipated. A recent traffic impact analysis predicted a level of service (LOS) of “F” at the intersection by the year 2013.

Proposed improvements will enhance access and safety for non-vehicular traffic. Route 81 and Route 177 are classified as *suitable roads* in the 2011-12 “Guide to Cycling in the Ocean State.” Pedestrian activity will continue to increase based on development. Improved signage will facilitate interstate movement. Route 177 and Route 81 connects the area to Adamsville, Rhode Island and Westport and Fall River, Massachusetts.

New affordable housing developments, not included in current census data (2010,) may increase the number of those with no access to motor vehicles. Additionally, the close proximity to three (3) public schools supplies a high number of pedestrians, which will only increase with construction of the new Tiverton Public Library nearby.

Proposed enhancements, such as sidewalks which are currently lacking, would directly impact user comfort, convenience and safety. Reconfigured travel lanes and improved signalization would increase order, comfort and safety for all modes of transportation. Relocation and reconfiguration of signage would benefit older drivers and drivers those not familiar with the area.

COST
EFFECTIVENESS

Delay is an obvious concern with an intersection anticipated to degrade to a LOS “F”. However, with seventy (70) [reported] vehicle crashes occurring in 2007-2009, and numbers trending upwards, delay caused by traffic accidents is also a concern. Economic benefit would be realized through the increased safety of the area, encouraging more consumers to visit the area businesses by vehicle on foot or by bicycle.

Many aspects of the proposed improvements are low cost. The proposed improvements are the product of a recent FHWA Road Safety Audit (RSA) Peer to Peer program. It is anticipated that another Road Safety Audit would be performed after implementation of the proposed improvements, which would further quantify the results and benefits of the TIP investment. New or reinstalled curbing in the area and a restriped intersection, will decrease the frequency of vehicles driving into the pedestrian areas, causing further damage. Future maintenance costs will be reduced by creating a defined pedestrian area. Several improvements recommended through the RSA process have been eliminated from this TIP application due to cost concerns.

ECONOMIC DEVELOPMENT
IMPACT

The subject location is within a state-designated enterprise zone. The proposed activities would encourage preservation and improvement of existing employment opportunities, and encourage economic growth through greater utilization of businesses by users without vehicular transportation access. Employment opportunities would increase due to increased performance of the existing commercial area, and opportunities would be expanded to nearby residents walking or biking to work.

Improving the Level of Service (LOS) of the intersection will facilitate truck traffic through this important intersection, eliminating costly delays. Tourism would be encouraged through increased access to the abutting Bulgarmarsh Park Recreation Area, the new library and the Sandywoods Farm artist and agricultural center.

A number of economically disadvantaged children attend the neighboring public schools, and would benefit through improved safety and non-vehicular access improvements. The nearby proposed public library will also serve economically disadvantaged populations throughout the region. The subject location is located within the urban services boundary, and is in the general vicinity of the state designated growth center, as identified in Land Use 2025.

Reduced congestion and traffic delays caused by crashes will reduce vehicle emissions. as will encouraging non-vehicular traffic and reliance on automobiles. Improved walkability will encourage customers walk from one business to another rather than driving. These improvements will encourage nearby residents to access the area through non-vehicular modes. Encouraging non-vehicular traffic and reducing idling vehicles would benefit the neighboring water supply (Stafford Pond) by reducing emissions and runoff.

The proposed improvements would greatly enhance the visual appeal of the area by adding pedestrians and pedicyclists to the landscape. Visual clutter would be reduced, and the area would be restored to its historical use as a commercial crossroads and community gathering space. Improvements to the safety of the commercial area, will allow for additional commercial developed in a more compact area—decreasing the likelihood of sprawl.

One of the primary goals of this project is to promote walkability and bikeability and increase quality-of-life for all of those utilizing the intersection by reducing the number of vehicle crashes. Nearby low income populations would benefit from increased access to local businesses. Increased intersection efficiency would encourage a higher utilization of the existing commercial space, further benefiting low income population through increased access to services without the need for a vehicle and through local employment opportunities.

Local in-kind match hours would be provided both for the implementation of the proposed improvements, and for the post-construction evaluation through a repeat RSA. Pedestrian facilities would be linked to those proposed for construction by a private developer as part of a residential subdivision located to the west of the subject intersection. Improvements would also be directly linked to the neighboring Sandywoods Farm development, Bulgarmarsh Park Recreation Area and the proposed new public library. The proposed activities are fully compliant with the goals and policies of the Tiverton Comprehensive Community Plan. The subject intersection was specifically identified in the Plan as one of the four most problematic intersections in Tiverton. Automobile crash frequency has increased since this designation.

The proposed activities contained within this application are directly derived from the RSA. The RSA Report and proposed activities were discussed in detail at a public Town Council meeting, which was noticed and open to the public. The Town Council voted unanimously to support the recommendation of the Report, and no objections were voiced from any member of the audience. The RSA Report has been published on the Town's website and made available through the Planning Office. No objections have been heard to any of the proposed activities.

An accident report summary was compiled for the years 2007 through 2009. While no fatalities were reported, there were seventy (70) motor vehicle crashes reported during this time period. (This figure would not include crashes occurring on private property without Police involvement.) This figure includes fourteen (14) crashes resulting in personal injury and fifty-six (56) crashes resulting in property damage.

The proposed activities have been identified in a Road Safety Audit report as measures needed to improve walking and bicycling safety for both children and the elderly. Close proximity to three (3) public schools (elementary, middle and high school) and the location of the proposed new public library ensure that both children and the elderly will benefit from improved safety and accessibility measures. The subject intersection is identified as a traffic control point on the evacuation route to the Town's Hurricane Approved Shelter at the Tiverton Middle School. The proposed activities would reduce congestion and crash potential at the intersection, therefore improving traffic flow to this emergency shelter. Tiverton Fire Station #3 is located directly to the south of the subject intersection.

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 Tiverton Department of Public Works

Contact Person Stephen Berlucchi, P.E. Director

Address 50 Industrial Way

City Tiverton

Rhode Island

Zip Code 02878

Phone 401-265-0492

Email dpwdirector@townoftivertonri.com

Project Information

Project Title Fish Road #2 Resurfacing & Drainage Improvements

Location by Street Name Fish Road

Project Limits - From Rte.177 Bulgarmarsh Rd. To Rte. 24 Interchange

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

Priority Proposal Number _____ of a Total of _____ Proposals

Regional Submission - ☐ Yes ☒ No Communities _____

Brief Description of Proposed Project

Cold Planing and Resurfacing of roadway and minor drainage improvements.
New pavement markings.

PROJECT INFORMATION

Describe Need for Proposed Project

Fish Road is on the Federal Aid System. It is in serious need of resurfacing with minor drainage improvements. This section of Fish Road connects Tiverton households with the only major shopping center in the area. There are no shopping centers in Tiverton. It is also a major route connecting to the Town's Industrial Park which we are trying to market for business and commercial interests.

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			\$10,000.	\$475,000.	\$485,000.
Total Cost					\$485,000
Amount Requested Through TIP Process					\$485,000

Funding from other sources committed to this project - ☐ Yes ☒ No

Source	Amount
Total	

Notification / Certification

Date of Local Public Hearing To be determined

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 checked="" 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 *J. Berlucci* Date 10/18/11

Chief Executive Official's Signature *J. Alfonso* Date 10/28/11

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	

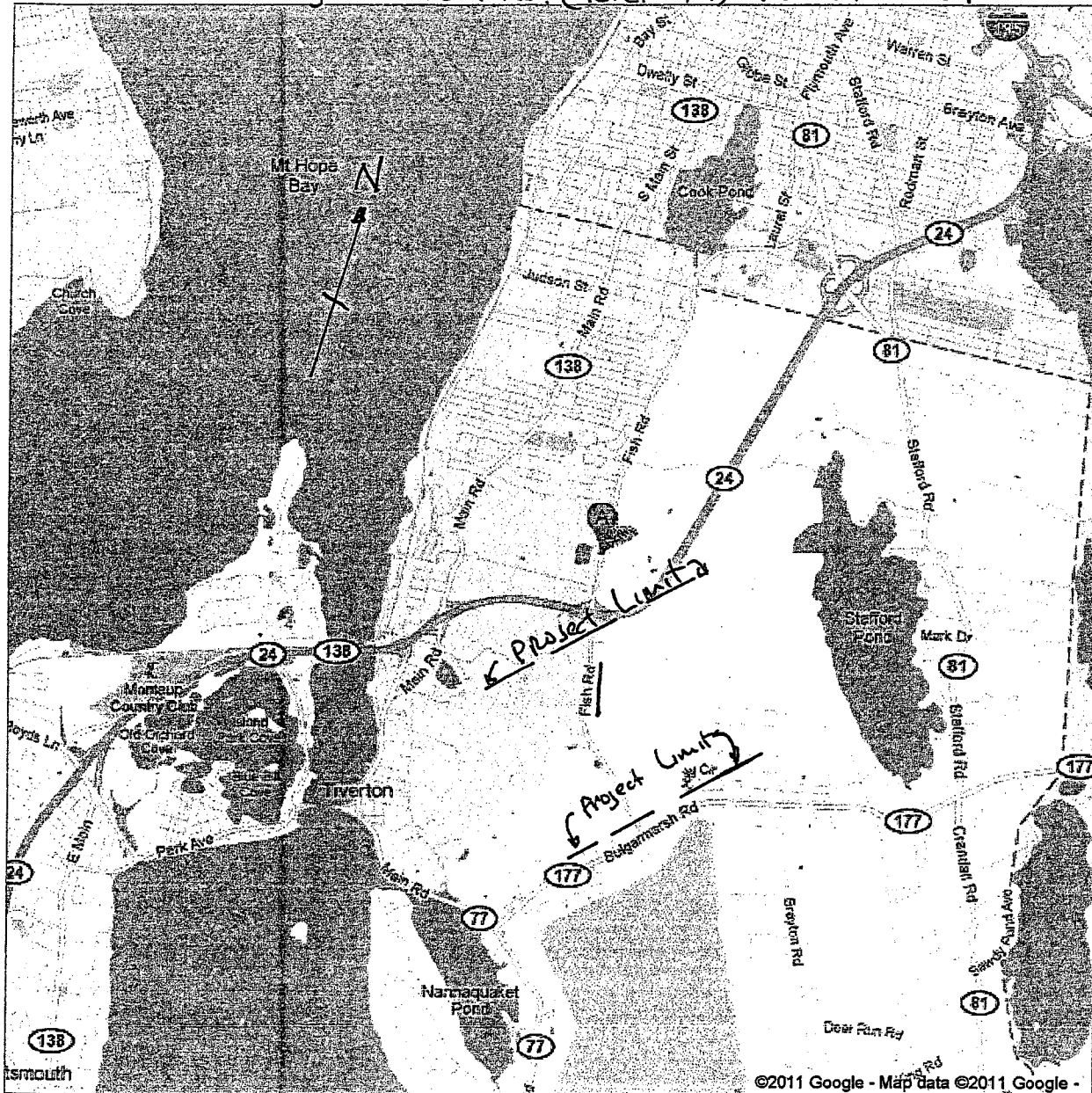


Address Fish Rd
Tiverton, RI 02878

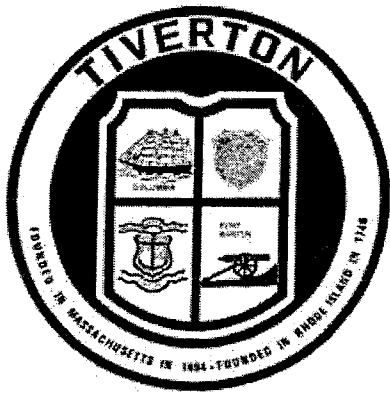
Get Google Maps on your phone
Text the word "GMAPS" to 466453



Bulgarmarsh Rd. (Rte. 177) to Rte. 24



©2011 Google - Map data ©2011 Google -



TOWN OF TIVERTON
DEPARTMENT OF PUBLIC WORKS
50 INDUSTRIAL WAY
TIVERTON, RI 02878

PHONE: 401-625-6760 FAX 401-625-6783

E-MAIL: dpwdirector@townoftivertonri.com

Stephen Berlucchi, P.E., Director

This institution is an equal opportunity provider, and employer.

Rhode Island State Planning Council
TIVERTON (2013-2016) Transportation Improvement Program
Additional Project Information

October 26, 2011

Ref: Fish Road #1 Resurfacing and Drainage Improvements
Fish Road #2 Resurfacing and Drainage Improvements

Fish Road, from Rte. 177 (Bulgarmarsh Rd.) to the Massachusetts State Line, is our most heavily traveled town road. It is on the Federal Aid System, intersects with the Rte. 24 interchange, and is in need of resurfacing/rehabilitation and minor drainage improvements.

1. **Mobility Benefits** - Fish Road is a moderately travelled 2-lane roadway that services a substantial part of the town's central area. It is a primary route to the town schools, connects to the entrance to the Town's Industrial Park (which we are actively marketing), and provides access to the Rte. 24 interchange, a State owned park and ride lot, and a major shopping center over the state line in Massachusetts. Tiverton does not have any shopping centers or markets so the preservation of this roadway is especially important.
2. **Cost-Effectiveness** - The roadway currently needs cold planing and surfacing/rehabilitation but in the near future it will continue to deteriorate and will need total reconstruction.
3. **Economic Development Impact** - Fish Road is the only access to the Town's Industrial Park, via Industrial Way. The Town is in the process of subdividing the Park into usable lot sizes and will be marketing lots in the near future for purchase. Fish Road and the condition thereof, is an intricate part of the marketing strategy for the Town. The development of the park and the businesses it will attract will provide construction jobs and future long-term employment for the businesses choosing to make Tiverton their home.
4. **Safety, Security, & Technology** - The Town's Police Department and the Department of Public Works are located off Fish Rd. on Industrial Way. Industrial Way provides the only access/egress to both of these emergency service providers.