

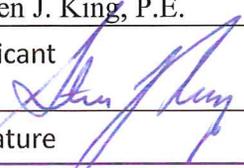
Project Prioritization Cover Sheet

Transportation Improvement Program



CONTACT	Contact Information		
	Agency/Organization	Quonset Development Corporation	
	Contact Person	Katherine Trapani	Title Planning Manager
	Mailling Address	95 Cripe Street	
	City	North Kingstown	Zip Code 02852
	Phone 401-295-0044 x205	Email ktrapani@quonset.com	

PROJECT PRIORITIZATION	Project Prioritization <i>please use an additional sheet if necessary</i>			
	Priority	Listed in TIP 2013-2016		Project Name
		Yes	No	
	1		X	Romano Vineyard Way Rail Crossing Improvements
	2		X	Route 403 Deferred Ramps (West Davisville and Post Road)

CERTIFICATION	Applicant Certification	
	The information provided on this application is in accordance with local regulations and ordinances.	
	Applicant	Steven J. King, P.E. <u>Managing Director</u>
	Signature	 <u>January 7, 2016</u>
	Title	Date

Submittal Checklist

- 3 collated copies of complete TIP submittal package
 - Project Prioritization Cover Sheet
 - New Project Application Form for each new project
 - 2-page narrative on evaluation criteria
 - 8.5" x 11" PDF map of project location
- Email a copy of complete TIP submittal package to Kimberly.Crabill@doa.ri.gov or provide on a CD
- Submit complete TIP submittal package to:
 - Rhode Island Statewide Planning Program
 - ATTN: Kimberly Crabill
 - One Capitol Hill
 - Providence, RI 02908

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

New Project Application

Transportation Improvement Program



CONTACT	Contact Information
	Agency/Organization <u>Quonset Development Corporation</u>
	Contact Person <u>Katherine Trapani</u> Title <u>Planning Manager</u>
	Mailling Address <u>95 Cripe Street</u>
	City <u>North Kingstown</u> Zip Code <u>02852</u>
	Phone <u>295-0044 x205</u> Email <u>ktrapani@quonset.com</u>

PROJECT INFORMATION	Type of Project <i>select all that apply</i>			
	<input type="checkbox"/> Bridge	<input type="checkbox"/> Pavement	<input type="checkbox"/> Drainage	<input type="checkbox"/> Planning
	<input type="checkbox"/> Traffic	<input type="checkbox"/> Transit	<input type="checkbox"/> Bicycle	<input type="checkbox"/> Pedestrian
	<input type="checkbox"/> Transportation Enhancement	<input checked="" type="checkbox"/> Other <u>Rail crossing safety</u>		
	Project Description			
	Project Title <u>Romano Vineyard Way Rail Crossing Improvements</u>			
	Location by Street Name <u>Romano Vineyard Way, North Kingstown</u>			
	Project Limits - From <u>Northrup Road</u> To <u>Commerce Park Road</u>			
	<i>Please include an 8.5" x 11" map of the site, indicating project limits.</i>			
	Provide a brief description of the proposed project:			
	<p>This is an at-grade rail crossing that serves a propane distributor. In late 2014 a new propane distributor co-located with the existing company, and the number of propane rail cars has increased by tenfold from 60 rail cars per year in 2014 to 640 rail cars in 2015. This presently is a passive crossing with signage only - no gates, lights, or bells. We would like to install some active crossing controls (to be determined).</p>			

Describe need for proposed project:

The tenfold increase in rail car traffic (all hazardous cargo), coupled with the increase in vehicular traffic warrants a study of this crossing to determine the combination of active crossing controls that should be installed. A 2015 traffic count on Romano Vineyard Way showed Annual Average Daily Traffic at 1,758. That number is growing as the three largest employers at Quonset (Electric Boat, Toray Plastics, and the National Guard) all use this road to get to Route 1, and they are all expanding. In addition, Edesia is a new tenant on Romano Vineyard Way. Construction of their new building is almost complete and that will add another 150 trips per day minimum over that crossing in the next few months.

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

This is purely a safety project to minimize the chance of train/vehicle accidents.

QDC has successfully administered two previous rail safety projects in the Business Park using RIDOT/FHWA rail safety funds for which we provided the design, local match, and managed construction and inspection.

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

Is the project on the Federal Aid System? Yes No

Is the project on the National Highway System? Yes No

CRITERIA

Evaluation Criteria

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

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

PROJECT ESTIMATES

Project Estimates

	ROW	Study	Design	Construction	Total
Estimated Project Costs			\$35,000	\$165,000	\$200,000
				Total Cost	\$200,000
				Amount Requested through TIP Process	\$165,000

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

Source	Amount
QDC is willing to fund the design cost.	\$35,000
	Total
	\$35,000

Estimated date of construction w/in 1 year of fund

CERTIFICATION

Applicant Certification

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

Applicant's Signature	Date <u>1/6/16</u>
Chief Executive Officer's Signature	Date <u>1/7/16</u>

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

ROMANO VINEYARD WAY RAIL CROSSING IMPROVEMENTS

submitted by Quonset Development Corporation

2. Cost effectiveness

Like most safety projects, “an ounce of prevention is worth a pound of cure.” The modest cost of this safety improvement could prevent a truck collision with a full propane tank car. This could be a major disaster with extensive property damage and loss of life.

5. State and local goals

This project is consistent with the following:

- Transportation 2035 recommends full transportation infrastructure to the Quonset Business Park. Consistent with safety policies and recommendations.
- State Rail Plan: Consistent with safety policies and recommendations.
- Land Use 2025: The Quonset Business Park and Post Road Corridor in North Kingstown are growth centers within the Urban Service Boundary.

The Town of North Kingstown is supportive of this project as evidenced by the letter from the interim town manager.

6. Safety and Security

This primary benefit of this project is safety. This rail spur services Suburban Propane and Crestwood Energy with increasing numbers of propane cars and crosses Romano Vineyard Way (an urban collector) just west of Northrup Road.

Romano Vineyard Way is one of two ways to get from the Quonset side of the Park to Gate Road and Post Road. Anyone trying to avoid the traffic lights on Roger Williams Way will use this alternative route if they are going to Post Road. The employees of the Park’s three largest employers (Electric Boat, Toray Plastics, and the National Guard) use this route for commuting and at lunch time. Additionally Edesia (just east of this rail crossing) will be opening in the spring of 2016 with 75 new employees. This new traffic added to the network combined with increased traffic volumes from ongoing expansion projects by the three aforementioned tenants will push the current AADT of 1,758 to likely over 2,750. Weekday daily traffic would be higher. Although this is not a primary trucking route within the Park, there is definitely truck traffic on this road.

The rail traffic on this spur has increased dramatically in the last year with the addition of Crestwood Energy to the Park (another propane distributor) next to Suburban Propane. Suburban received 72 rail cars in 2013 and 60 cars in 2014. **In 2015, Suburban and Crestwood together received 642 cars – an increase of more than 10-fold over the prior year.** The rail traffic is double that when you include taking empty tank cars away. When it is dark out, a train of black tank cars is nearly invisible.

The existing crossing is passive – crossbuck signage only. A yet-to-be-determined combination of active crossing controls (swing-arm gates, flashing lights, and bells) should be installed at this crossing to minimize the risk for accidents.



Town of North Kingstown, Rhode Island

80 Boston Neck Road
North Kingstown, RI 02852-5762
Phone: (401) 294-3331
Fax: (401) 885-7373
Web: www.northkingstown.org

January 6, 2016

Steven J. King, P.E.
Managing Director
Quonset Development Corporation
95 Cripe Street
North Kingstown, RI 02852

RE: Letter of support for Quonset rail crossing improvements

Dear Mr. King:

It is our understanding the Quonset Development Corporation is submitting a proposal to Statewide Planning for inclusion in the Transportation Improvement Program to improve safety at the rail crossing on Romano Vineyard Way. This rail spur services Suburban Propane and Crestwood Energy and has seen a dramatic increase in rail traffic in the last year. Please know that the Town of North Kingstown supports safety improvements at this location.

Sincerely,

Chief Thomas J. Mulligan
Interim Town Manager

New Project Application

Transportation Improvement Program



CONTACT	Contact Information
	Agency/Organization <u>Quonset Development Corporation</u>
	Contact Person <u>Katherine Trapani</u> Title <u>Planning Manager</u>
	Mailling Address <u>95 Cripe Street</u>
	City <u>North Kingstown</u> Zip Code <u>02852</u>
	Phone <u>295-0044 x205</u> Email <u>ktrapani@quonset.com</u>

PROJECT INFORMATION	Type of Project <i>select all that apply</i>
	<input type="checkbox"/> Bridge <input type="checkbox"/> Pavement <input type="checkbox"/> Drainage <input type="checkbox"/> Planning
	<input type="checkbox"/> Traffic <input type="checkbox"/> Transit <input type="checkbox"/> Bicycle <input type="checkbox"/> Pedestrian
	<input type="checkbox"/> Transportation Enhancement <input checked="" type="checkbox"/> Other <u>Highway ramps</u>
	Project Description
	Project Title <u>Route 403 Deferred Ramps</u>
	Location by Street Name <u>West Davisville interchange; Post Road interchange in North Kingstown</u>
	Project Limits - From <u>West Davisville Road</u> To <u>Post Road</u>
	<i>Please include an 8.5" x 11" map of the site, indicating project limits.</i>
	Provide a brief description of the proposed project:
<p>The Route 403 project from Route 4 to the Quonset Business Park was mostly completed in 2008; however, construction of three ramps was deferred in an effort to contain costs. This proposal is for the construction of the two deferred ramps at the West Davisville interchange (WD-C and WD-D) and one ramp at the Post Road interchange (Ramp C) with the following objectives:</p> <ul style="list-style-type: none">- Accommodate industrial park traffic between West Davisville and the remainder of the Port and Business Park- Remove industrial and highway bound traffic from Devil's Foot Road- Improve flow of traffic on Post Road at Gate Road and Devil's Foot Road intersections	

Describe need for proposed project:

The result of deferring these ramps in 2008 is that Park traffic between West Davisville and points east (Post Road, the Gateway, the Port of Davisville, and the eastern parts of the Business Park) must travel on Devil's Foot Road. Forcing industrial traffic onto the local roads defeats the purpose and intent of building Route 403.

For example, oversize timbers piles for marine construction that are offloaded at the Port of Davisville and bound for BB&S Lumber in West Davisville are placed on trucks which leave the Park via Gate Road, turn north onto Post Road, and then left onto Devil's Road for almost a mile and then left onto West Davisville Road rather than using the highway.

Post Road serves local commuters, and is also a very busy lunchtime destination, but this traffic also uses Devils Foot Road because of the absence of the ramps. This increases congestion at two signalized intersections on Post Road (Gate Road and Devil's Foot/Newcomb Roads).

Approximately 88 acres of developable land remain at West Davisville (in addition to the 127 acres already developed) and therefore volume of traffic in that district is likely to increase by 70%. Development prospects include a food waste-to-energy plant (developer has an option on 8 acres) and an asphalt plant (company has a letter of intent for 10 acres of land). Without the new ramps, local food waste and asphalt trucks will be forced to travel on Devil's Foot Road.

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

Economic development benefits include better highway access to 88 acres of pre-permitted property in West Davisville which may support up to 1400 jobs. (Source: Site Readiness Parcel analysis). Additionally better connections to the Port of Davisville will enhance the marketability of these parcels.

Transportation network benefits include fully functional interchanges, less traffic at signalized intersections on Post Road, less industrial traffic on a local road with a large subsidized housing development.

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

Is the project on the Federal Aid System? Yes No

Is the project on the National Highway System? Yes No

CRITERIA

Evaluation Criteria

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

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

PROJECT ESTIMATES

Project Estimates

	ROW	Study	Design	Construction	Total
Estimated Project Costs	\$100,000	\$0	\$576,000	\$2,776,000	\$3,452,000
				Total Cost	\$3,452,000
				Amount Requested through TIP Process	\$2,876,000

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

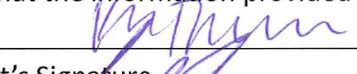
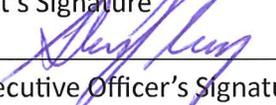
Source	Amount
QDC is willing to fund the design cost.	\$576,000
	Total
	\$576,000

Estimated date of construction w/in 1 year of funding

CERTIFICATION

Applicant Certification

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

Applicant's Signature		Date	4/6/16
Chief Executive Officer's Signature		Date	1/6/16

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

ROUTE 403 DEFERRED RAMPS

submitted by Quonset Development Corporation

1. Mobility benefits

The result of deferring construction of these ramps in 2008 is that Park traffic (both freight and passenger) between West Davisville and points east (Post Road, the Gateway, the Port of Davisville, and the eastern parts of the Business Park) must travel on Devil's Foot Road which is largely residential. Forcing this traffic onto the local roads defeats the purpose and intent of building Route 403 and also increases congestion at two signalized intersections on Post Road (Gate Road and Devil's Foot/Newcomb Roads). The mobility benefits of this project include:

a. Passenger

- i. **Park employees:** Employees who work in West Davisville and commute via Post Road would not be forced to use Devil's Foot Rd – they would simply hop on Route 403. Likewise, workers headed to Post Road for lunch which is a very busy time, can jump on the highway.
- ii. **Local commuters:** North Kingstown residents commuting to points north or going to Route 4 south would be able to access Route 403 directly from Post Road. There is also a possibility in coming years of a commuter rail station at West Davisville that would be better connected by having fully functional highway interchanges.

b. Freight

- i. **Intra-park and port traffic:** Some examples of freight movements within the Park that would no longer have to go on Devil's Foot Road include: oversize timber piles for marine construction that are offloaded at the Port of Davisville and bound for BB&S Lumber in West Davisville and Electric Boat components and materials that are stored in warehouses in West Davisville.
- ii. **Local freight trucks:** There are two companies which have agreements on property in West Davisville. One will collect food waste from local grocery stores, restaurants, and manufacturers to create renewable energy through anaerobic digestion. The other is an asphalt plant that will undoubtedly have local projects in North Kingstown. With new ramps, these waste and construction material trucks can stay off the local residential roads.

Transportation network benefits include fully functional interchanges, less industrial traffic on a local road, and better level of service at signalized intersections on Post Road. User convenience and travel times will be improved by the ability to bypass traffic lights and use the limited access highway rather than local streets. The new infrastructure would accommodate future growth in West Davisville (freight and employee traffic is expected to increase by approximately 70% over existing volumes when the Park is built out).

2. Cost effectiveness

These 3 ramps were deferred prior to the start of construction of the original project in order to achieve a cost savings, which was desirable at the time but perhaps short-sighted, as the cost to build these ramps will continue to increase. QDC is willing to fund the design of this project which would be the majority of the 20% state share.

3. Economic development

The Quonset Business Park is a major regional employment center in the State. One of every 50 jobs in Rhode Island is located at Quonset. In 1998 when the decision to defer the ramps was made, there were 5,000 jobs and 90 companies at Quonset. Today there are 11,000 jobs and 200 companies. An Economic Impact Study of the Quonset Business Park completed in 2012 by Bryant University estimated that at full-buildout the Park will generate \$630 million annually in direct employee earnings and \$40 million annually in state tax revenue. This study, as well as the Quonset Business Park Master Plan, are currently being updated.

Economic development benefits of this project include better highway access to 88 acres of pre-permitted property in West Davisville (including the single largest parcel) which may support up to 1400 new jobs. (Source: Site Readiness Parcel analysis). A direct highway connection to the Port of Davisville will enhance the marketability of these parcels to companies moving freight internationally, including wind energy companies and manufacturers.

4. Environmental impact

Improved intersection functionality on Post Road will provide incremental air quality benefits.

5. State and local goals

This project is the QDC's highest priority and is consistent with the following:

- Transportation 2035 recommends full transportation infrastructure to the Quonset Business Park.
- Land Use 2025: The Quonset Business Park and Post Road Corridor in North Kingstown are growth centers within the Urban Service Boundary.
- State Freight Plan: Route 403 ramps are included as a state freight project in this plan which is under development.

The Town of North Kingstown, the NK Chamber of Commerce, and Crossroads RI are supportive of this project. Letters of support are attached. The project was presented at a public hearing before the NK Planning Commission on December 15, 2015 along with other Town projects.

6. Safety and Security

Removing industrial traffic from Devils Foot Road will improve safety for local residents. Improved functionality of Post Road signalized intersections will also enhance safety. Construction of this project will improve walking and bicycling on Devil's Foot Road which has many multi-family housing units. There is a significant amount of pedestrian traffic from this area to Post Road, Gateway Shops, and RIPTA Route 14. Additionally the terminus of the Davisville Bike Path is on the corner of Post Road and Newcomb Road, attracting bicycle traffic from Devils Foot Road, which has wide shoulders and is conducive to walking and bicycling.

7. Equity

By diverting industrial traffic from Devils Foot Road onto the Route 403 (soon to include asphalt trucks and food waste trucks), local traffic volumes (particularly trucks) will be reduced to the benefit of the new Crossroads affordable housing complex on Navy Drive and other multi-family units in the area.

RELOCATED ROUTE 403

PROJECT OVERVIEW PLAN

EAST GREENWICH & NORTH KINGSTOWN, RHODE ISLAND

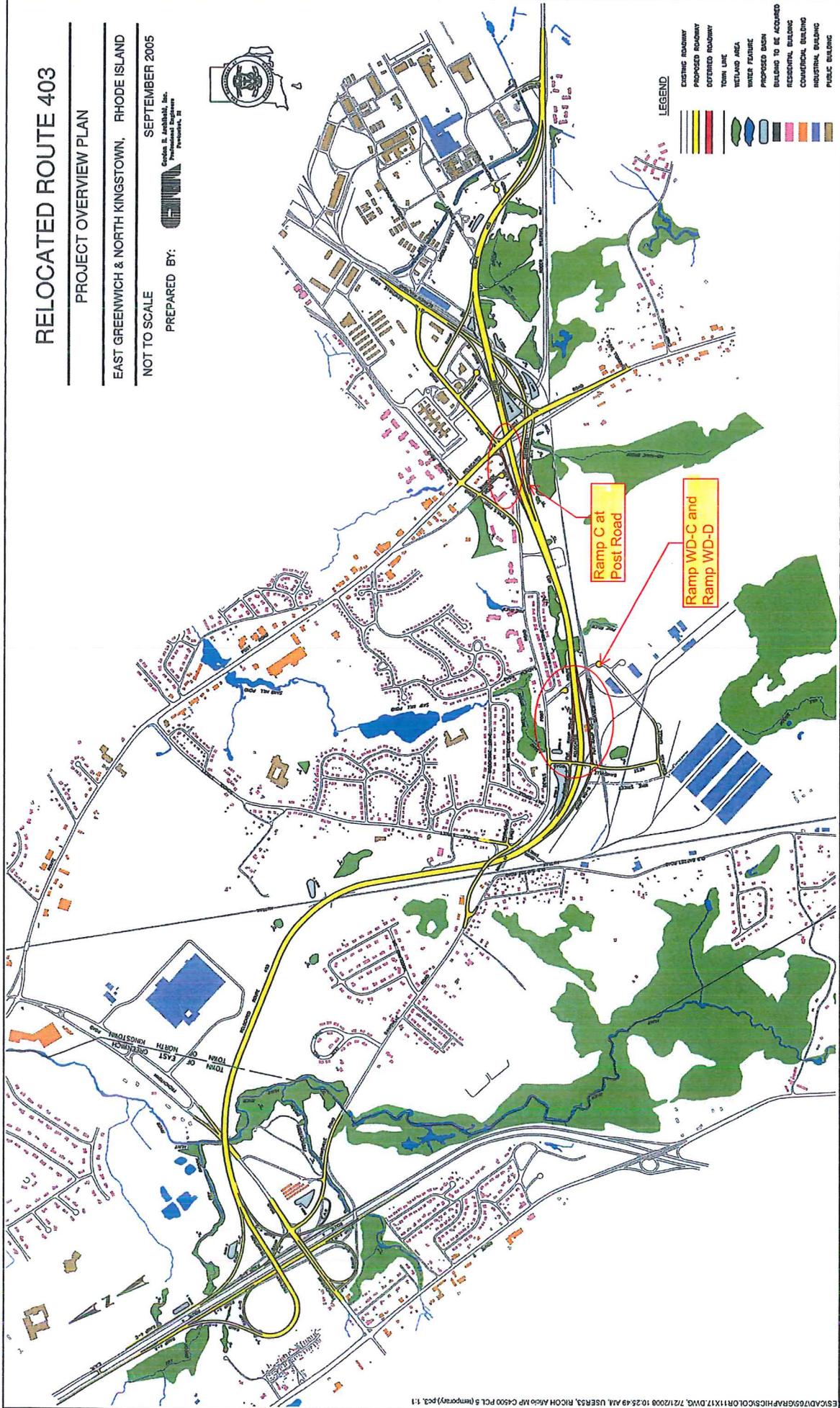
NOT TO SCALE

PREPARED BY:



SEPTEMBER 2005

Gordon & Ambush, Inc.
Professional Engineers
Providence, RI





Town of North Kingstown, Rhode Island

80 Boston Neck Road
North Kingstown, RI 02852-5762
Phone: (401) 294-3331
Fax: (401) 885-7373
Web: www.northkingstown.org

January 4, 2016

Steven J. King, P.E.
Managing Director
Quonset Development Corporation
95 Cripe Street
North Kingstown, RI 02852

RE: Letter of support for construction of Route 403 ramps

Dear Mr. King:

It is our understanding the Quonset Development Corporation is submitting a proposal to Statewide Planning for inclusion in the Transportation Improvement Program to construct the Route 403 highway ramps in West Davisville and Post Road that were deferred as the result of a value engineering study conducted by RIDOT in 1998.

The Town of North Kingstown supports the construction of the ramps for the following reasons:

1. The Park has grown by thousands of employees since the decision was made to defer the ramps, and will continue to grow, resulting in a corresponding increase in traffic volumes.
2. Investment in transportation infrastructure in the Park has proven to be effective at attracting jobs, new companies, and generating local tax revenues.
3. The lunch hour traffic on Post Road is getting to be challenging, particularly at the Gate Road intersection, which is not functioning as intended without the Route 403 on-ramp.
4. Industrial traffic continues to use Devil's Foot Road, a 2 lane residential road, which is inconsistent with the purpose and need of Route 403. (This includes traffic travelling between Quonset and West Davisville, West Davisville and Post Road).
5. Local thru traffic and emergency vehicles continue to use Devils Foot Road also (Post Road traffic getting on to Route 403) when they could be using the highway instead.

As much attention has been given to the revitalization of Post Road from various stakeholders, we believe in continuing with the construction of the original (deferred) ramps for this roadway would further contribute toward those efforts, and therefore we support this project.

Sincerely,

Chief Thomas J. Mulligan
Interim Town Manager



North Kingstown Chamber of Commerce

8045 Post Road, North Kingstown, RI 02852

401/295-5566

Fax 401/295-5582

Martha M. Pughe

E-mail: mpughe@northkingstown.com

www.northkingstown.com

info@northkingstown.com

DIRECTORS

Betsy Alexander
RI Real Estate Services

Thomas Alexander, Jr., Esq.
Lightship Group

Pastor Peter Atkin
Living Hope Christian Church

Jordan Becker
Pier Pizza

Joe Bell
BankNewport

James Halley, Ed. D
Educational Consultant

Lt. Col. Peter Horne
143rd Air National Guard

Kerrie Lanoie
Sonoma Bistro & WineBar

Scott P. Libman, CPA
Libman & Associates, Ltd.

Ian Manning
OrthoCore Physical Therapy

Ann-Marie Murphy
South County Hospital

Fred Scholz
The Scholz Group

Craig Sipe
General Dynamics Electric Boat

Cathleen Studley
The Washington Trust Co.

Katherine Trapani
Quonset Development Corp.

Reggie Wilcox
South County Nursing & Rehab

EX-OFFICIO

Michael Embury
NK Town Manager

Dr. Phil Auger
Superintendent, NK School Dept.

October 9, 2014

Steven J. King, P.E.
Managing Director
Quonset Development Corporation
95 Cripe Street
North Kingstown, RI 02852

RE: Letter of support for construction of Route 403 ramps

Dear Mr. King:

It is our understanding the Quonset Development Corporation is working with the RI Department of Transportation to construct the Route 403 highway ramps in West Davisville and Post Road that were deferred as the result of a value engineering study conducted by RIDOT in 1998.

The North Kingstown Chamber of Commerce wholeheartedly supports the construction of the ramps for the following reasons:

1. The Park has grown by 5,000 employees and 95 tenants since 1998 when the decision was made to defer the ramps, and will continue to grow, resulting in a corresponding increase in traffic volumes.
2. Investment in transportation infrastructure in the Park has proven to be effective at attracting jobs, new companies, and generating state and local tax revenues.
3. Many of our members are tenants of the Business Park, as well as vendors and suppliers to those companies.
4. The lunch hour traffic on Post Road is getting to be challenging, particularly at the Gate Road intersection, which is not functioning as intended without the Route 403 on-ramp.
5. Industrial traffic continues to use Devil's Foot Road, a 2 lane residential road, which is inconsistent with the purpose and need of Route 403. (This includes traffic travelling between Quonset and West Davisville, West Davisville and Post Road).
6. Local thru traffic continues to use Devils Foot Road also (Post Road traffic getting on to Route 403).
7. Construction of the West Davisville ramps will allow QDC to market West Davisville parcels to port users without interfering with local traffic patterns. The largest remaining parcel at the Park is in West Davisville.

The full benefits of having a 4 lane limited access highway are not being realized due to the absence of these ramps, and therefore we support this project.

Sincerely,

Peter Atkin

Chairman of the Board of Directors

October 24, 2011

Steven J. King, P.E.
Quonset Development Corporation
95 Cripe Street
North Kingstown, RI 02852

RE: Route 403 Deferred Ramps

Dear Mr. King,

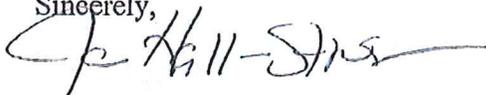
It has come to my attention that the Quonset Development Corporation is submitting a proposal for the State's Transportation Improvement Program for construction of the deferred Route 403 ramps at West Davisville and Post Road.

Crossroads RI is in the midst of a major reconstruction of 58 low income housing units off Devils Foot Road which, at completion, will be a home for more than 260 people, mostly children. Although the new Route 403 has removed industrial and truck traffic from Devils Foot Road, we still see a significant amount of truck traffic to and from West Davisville. It is concerning because the children from our complex are now crossing Devils Foot Road to attend school and visit the local parks and other amenities. We have had several close calls with cars and trucks in this area.

Pedestrian and bicycle traffic on Devils Foot Road has also increased due to the completion of the Quonset bike path just across Post Road and the new Dave's Marketplace in the Quonset Business Park Gateway District. Removing unnecessary truck traffic will enhance bicycle and pedestrian travel.

The full benefits of having a 4 lane limited access highway are not being realized due to the absence of these ramps, and therefore we support your proposal.

Sincerely,



Jan Hall-Stinson
Director of Housing