



Quonset Business Park / Town of North Kingstown

Please complete this form and the project prioritization sheets on the following pages.

CONTACT INFORMATION

Applicant Name: Quonset Development Corporation

Contact Person (if different): Katherine Trapani Title: Planning Manager

Mailing Address: _____

City: North Kingstown Zip Code: 02852

Phone: 401-295-0044 x-205 Email: _____

APPLICANT CERTIFICATION

[Signature] 7/26/17

Contact Person Signature Date

SUBMITTAL CHECKLIST

- 3 collated copies of complete STIP submittal package, including:
 - Project Prioritization cover sheet
 - New Project Application Form for each new or updated project
 - 2-page narrative on evaluation criteria
 - 8.5" x 11" PDF map of project location
- Email a copy of complete STIP submittal package to Michael.DAlessandro@doa.ri.gov or provide on a CD
- Submit complete STIP submittal package to:

Rhode Island Statewide Planning Program
ATTN: Michael D'Alessandro
One Capitol Hill
Providence, RI 02908

ALL APPLICATIONS ARE DUE BY 3:00PM ON FRIDAY, AUGUST 11, 2017

Quonset Business Park / Town of North Kingstown

Newly Proposed Projects *(Please use an additional sheet if necessary)*

PROJECT PRIORITIZATION	Priority	Project Name	STIP ID
	1	Route 403 Deferred Ramps (West Davisville and Post Road ramps)	
	2	Quonset Business Park - Transit Flex Service (per RIPTA's 2016 Study)	
	3	Rail Safety Improvements - Compass Circle Crossings	
	4	Rail Safety Improvements - Burlingham Avenue Crossing	
	5	Quonset Commuter Rail Study (potential future stop in West Davisville)	

FFY 18-27 Project Application Form



State Transportation Improvement Program

CONTACT	Contact Information
	Applicant Name <u>Quonset Development Corporation</u>
	Contact Person (if different) _____ Title <u>Katherine Trapani, Planning Manager</u>
	Mailing Address <u>95 Cripe Street</u>
	City <u>North Kingstown</u> Zip Code <u>02852</u>
	Phone <u>401-295-0044 x-205</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			
	Was this project previously submitted during the FFY17-25 STIP development process? <input checked="" type="radio"/> Yes / <input type="radio"/> No			
	<i>If you selected no, please continue to the "Current Project Title" Section</i>			
	<i>If you selected yes, please answer the following:</i>			
	What was the Project Title? <u>Route 403 Deferred Ramps (West Davisville and Post Road)</u>			
	What was the TIP ID# assigned to the project at that time (4-digit number)? <u>n/a</u>			
Current Project Title <u>Route 403 Deferred Ramps (West Davisville and Post Road)</u>				
Location by Street Name <u>Route 403 - West Davisville and Post Road interchanges</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 104 acres of developable land remain at West Davisville (in addition to the 117 acres already developed) and therefore volume of traffic in that district is likely to double. Miozzi Asphalt has recently relocated their plant from Coventry to West Davisville, and this has increased the truck traffic there. Without the new ramps, trucks and asphalt trucks are forced to travel on Devil's Foot Road for certain trips in the local area. Additionally, QDC is working with RIDOT, DMV, and CCRI to locate a new permanent Commercial Driver's License testing range in West Davisville further contributing to increases in truck volumes.

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

Economic development benefits include better highway access to 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

Has the project been the subject of a properly conducted municipal public hearing? Yes No

Is the project on the Federal Aid System? Yes No

Is the project on the National Highway System? Yes No

CRITERIA

Evaluation Criteria

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

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

PROJECT ESTIMATES

Project Estimates

	ROW	Study	Design	Construction	Total
Estimated Project Costs	\$ 100,000.00	\$ 0.00	\$ 576,000.00	\$ 2,776,000.00	\$ 3,452,000.00

Amount Requested through TIP Process \$ 2,876,000.00

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

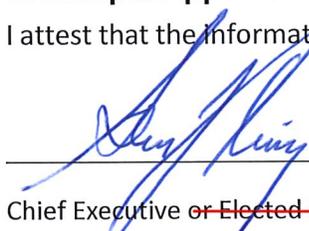
Source	Amount
QDC is willing to fund design and permitting costs.	\$ 576,000.00
Total	\$ 576,000.00

Estimated date of construction 03/01/2019

CERTIFICATION

Municipal Applications

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

 _____ 7/26/17 _____
 Chief Executive or Elected Municipal Official Signature Date

Non-Municipal Applications

I attest that the municipality in which the project is located has been notified of the proposed project.

 _____ 8/8/2017 _____
 Chief Executive or Elected Municipal Official Signature Date

ALL APPLICATIONS ARE DUE BY 3:00PM ON FRIDAY, AUGUST 11, 2017

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:** An asphalt plant has recently opened in West Davisville. Any truck trips to Post Road must use Devil's Foot Road. With new ramps in place, these 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 65% 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. Wear and tear on Devil's Foot Road due to heavy truck traffic will be reduced.

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 2016 by Bryant University estimated that at full-buildout the Park will generate \$648 million annually in direct employee earnings and \$72 million annually in state tax revenues.

Economic development benefits of this project include better highway access to 60 acres of pre-permitted property in West Davisville (including the single largest parcel) which may support up to 1000 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, manufacturers, and distribution centers.

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 was recently adopted.

The Town of North Kingstown, the NK Chamber of Commerce, and Crossroads RI are supportive of this project. Previous letters of support are attached. The project was reviewed by the North Kingstown Planning Commission on June 27, 2017 and the North Kingstown Town Council on July 17, 2017 at a public hearing 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 sidewalks and wide shoulders and is conducive to walking and bicycling.

7. Equity

By diverting industrial traffic from Devils Foot Road onto the Route 403 (including asphalt 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

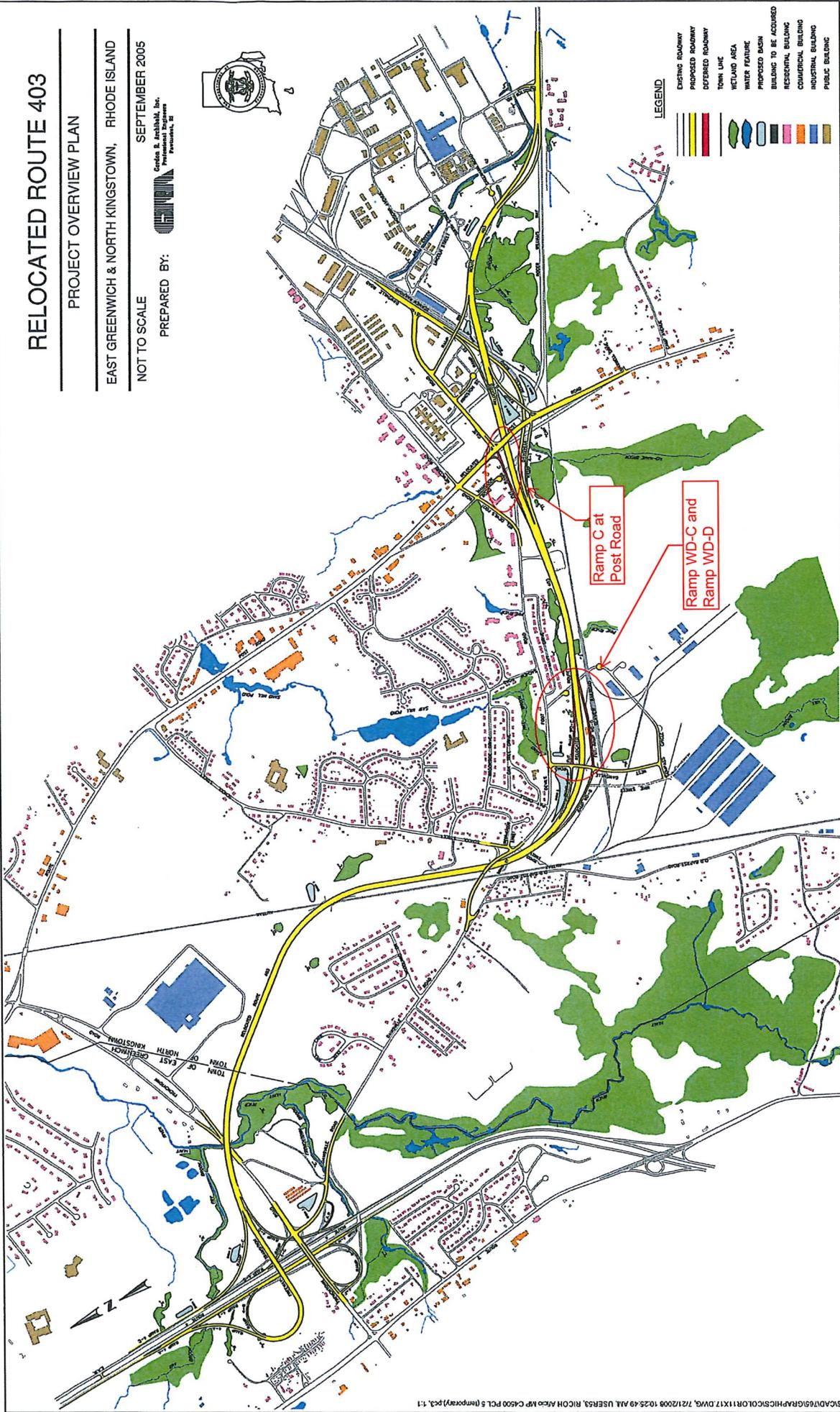
EAST GREENWICH & NORTH KINGSTOWN, RHODE ISLAND

NOT TO SCALE SEPTEMBER 2005

PREPARED BY:



Green & Associates, Inc.
PLANNING & ENGINEERING
PROVIDENCE, RI



LEGEND

- EXISTING ROADWAY
- PROPOSED ROADWAY
- DEFERRED ROADWAY
- TOWN LINK
- WETLAND AREA
- WATER FEATURE
- PROPOSED BASIN
- BUILDING TO BE ACQUIRED
- RESIDENTIAL BUILDING
- COMMERCIAL BUILDING
- INDUSTRIAL BUILDING
- PUBLIC BUILDING



Town of North Kingstown, Rhode Island

Office of the Town Manager
100 Fairway Drive
North Kingstown, RI 02852-6202
Phone: (401) 268-1501
Fax: (401) 583-4140
Web: www.northkingstown.org

August 8, 2017

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:

I understand that the Quonset Development Corporation is submitting a proposal to Statewide Planning for inclusion in the State Transportation Improvement Program (STIP) to construct the Route 403 highway ramps in West Davisville and Post Road. These ramps were deferred in an effort to contain costs during the impressive Route 403 Project.

The Town of North Kingstown fully supports this request and the construction of these ramps. This proposal would provide a number of benefits to the Town, its residents and the employers and employees within the Industrial Park.

- The Park has grown by thousands of employees since this deferment and continues to grow today. One of the results of this progress is significant increase in traffic volume. These ramps will decrease the current and future Industrial Park traffic.
- Investment in transportation infrastructure within the Park has proven to be an effective economic generator. It helps attract new companies, creates jobs and generates local tax revenue.
- The construction of these ramps will remove traffic from Devils Foot Road and improve the traffic flow along Post Road, two items that are important to North Kingstown.
- The construction of these ramps will be a benefit to the vision and revitalization of Post Road.

Thank you for your consideration in this matter. We sincerely feel that this proposed project would positively address many of the efforts and proposals being put forth by both the Town of North Kingstown and Quonset Development Corporation.

Sincerely,



A. Ralph Mollis
Town Manager

FFY 18-27 Project Application Form

State Transportation Improvement Program

CONTACT	Contact Information	
	Applicant Name <u>Quonset Development Corporation</u>	
	Contact Person (if different) _____	Title <u>Katherine Trapani, Planning Manager</u>
	Mailing Address <u>95 Cripe Street</u>	
	City <u>North Kingstown</u>	Zip Code <u>02852</u>
	Phone <u>401-295-0044 x-205</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"/> Traffic	<input checked="" type="checkbox"/> Transit
	<input type="checkbox"/> Transportation Enhancement	<input type="checkbox"/> Other <u>Enter Other Project Type</u>
	<input type="checkbox"/> Drainage	<input type="checkbox"/> Planning
	<input type="checkbox"/> Bicycle	<input type="checkbox"/> Pedestrian
	Project Description	
	Was this project previously submitted during the FFY17-25 STIP development process? <input type="radio"/> Yes / <input checked="" type="radio"/> No	
	<i>If you selected no, please continue to the "Current Project Title" Section</i>	
	<i>If you selected yes, please answer the following:</i>	
What was the Project Title? _____		
What was the TIP ID# assigned to the project at that time (4-digit number)? _____		
Current Project Title <u>Quonset Business Park Flex Transit Service</u>		
Location by Street Name <u>Quonset Business Park</u>		
Project Limits - From <u>CCRI - Warwick</u> To <u>Roger Williams Way</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>RIPTA and QDC, in cooperation with RIDOT, completed the "Quonset Transit Market Study and Service Plan" in November 2016. Several transit and alternative commuting modes were evaluated. The preferred alternative is a Flex Service from the Business Park to the Community College of Rhode Island (CCRI) in Warwick. Several other bus routes serving the Park's laborshed area connect here, and RIPTA plans to further increase the number of connecting routes and create a mini-hub at CCRI. It would also connect to RIPTA Route 14 at the entrance to the Park. The service would consist of two simultaneously operating 16 passenger vehicles during morning and afternoon peak periods and would start early enough to get first shift workers in on time. The first morning inbound trip would originate in Kennedy Plaza. The study estimates that the new service would support 110 trips per day.</p>		

Describe need for proposed project:

RIPTA bus service in the Quonset Business Park is very limited. Route 14 stops at the Gateway retail district which is 2-3 miles from the largest employers in the Park (Electric Boat, Toray Plastics, Senesco, RI National Guard). There are a number of new companies in the Park (such as Edesia and Greencore) which tend to have lower skilled and lower paying jobs than the defense and shipbuilding companies. The newer companies have demonstrated a greater need for transit for their employees, many of whom reside in South Providence.

The Transit Study mapped out areas in Rhode Island with the greatest need for public transportation. Quonset employee residence data was overlaid with census data that demonstrates propensity for transit (access to vehicles, income, etc.). This block level analysis enabled us to identify neighborhoods and potential connecting bus routes.

The Quonset Business Park has 11,000 employees working at 200 companies and with varying shift times. It is 3,200 acres (5 square miles), has large sprawling industrial campuses, and is difficult to serve effectively with traditional "big bus" transit. A more flexible solution that can serve more places of business than a typical fixed route was deemed to be the preferred solution. We believe that public transportation is a necessity for a large business park and is critical for allowing all Rhode Islanders the opportunity to work here.

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

This proposed Transit Flex Service is all about economic development. A Quonset employer focus group convened as part of the Transit Study reported that lack of public transportation diminishes their ability to recruit and retain new employees. Providence, Warwick, and Cranston are the cities they most wanted to recruit from. This service will expand employment opportunities for individuals who may not have access to a car every day a way to get to work.

The service operating cost is estimated at \$410,000 per year.

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

Has the project been the subject of a properly conducted municipal public hearing? Yes No

Is the project on the Federal Aid System? Yes No

Is the project on the National Highway System? Yes No

Evaluation Criteria

CRITERIA

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

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

Project Estimates

PROJECT ESTIMATES

	ROW	Study	Design	Operations	Total
Estimated Project Costs				\$ 410,000.00	\$ 410,000.00

Amount Requested through TIP Process \$ 410,000.00

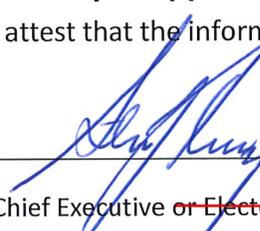
Is there funding from other sources committed to this project? Yes No

Source	Amount
Total	\$ 0.00

Estimated date of Operation 01/01/2018

~~Municipal Applications~~

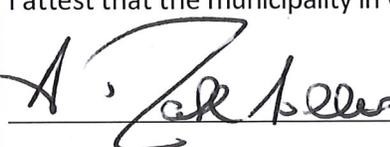
I attest that the information provided on this application is true and accurate.


7/26/17

Chief Executive or ~~Elected Municipal Official~~ Signature Date

Non-Municipal Applications

I attest that the municipality in which the project is located has been notified of the proposed project.


8/8/2017

Chief Executive or Elected Municipal Official Signature Date

CERTIFICATION

ALL APPLICATIONS ARE DUE BY 3:00PM ON FRIDAY, AUGUST 11, 2017

QUONSET FLEX TRANSIT SERVICE

submitted by Quonset Development Corporation

1. Mobility benefits

This project provides mobility benefits to populations who may not have access to a car, allowing them the opportunity to commute to jobs in the Quonset Business Park. A “Quonset Transit Market Study and Service Plan” was completed in 2016 by RIPTA and QDC with assistance from RIDOT. As part of the study, employee residences were mapped to provide a geographic “laborshed area.” The map included data from some of the newer companies which have known clusters of employees in some Providence neighborhoods. This map was overlaid on a “heat map” of census data that indicates propensity for transit (based on household income, number of vehicles, etc.). This composite map identified target neighborhoods. The proposed flex service uses Community College of RI in Warwick as a mini-hub to connect with routes in target areas of Providence, Cranston, Warwick, and West Warwick. The nature of the flex service allows small deviations in the “fixed route” with a 24-hour reservation so more of the Business Park can be served as needed. Quonset is a very large facility (5 times the size of Central Falls) and fixed route big bus service is a challenge. The Study estimated that this service will support 110 trips per day.

2. Cost effectiveness

A flex service model was identified as the most cost effective means to provide transit service. The smaller 16 passenger vehicles have much lower capital and operating costs than traditional full-size busses. By operating two small vehicles simultaneously the frequency can be increased two-fold (every half-hour instead of hourly) providing a service that is usable and reasonably convenient.

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. Today there are 11,000 jobs and 200 companies. An Economic Impact Study of the Quonset Business Park completed in 2016 by Bryant University estimated that at full-buildout the Park will generate \$648 million annually in direct employee earnings and \$72 million annually in state tax revenues. Adding transit service will open up job opportunities to more Rhode Islanders.

4. Environmental impact

Transit service has energy and air quality benefits compared to single occupant vehicle commuting.

5. State and local goals

This project is the QDC’s second 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.

- North Kingstown Comprehensive Plan: Supports alternative modes of transportation. If the Quonset Flex Service is successful, it is possible that it could be expanded to Wickford and/or Wickford Junction in the off-peak hours.

The project was reviewed by the North Kingstown Planning Commission on June 27, 2017 and the North Kingstown Town Council on July 17, 2017 at a public hearing along with other Town projects.

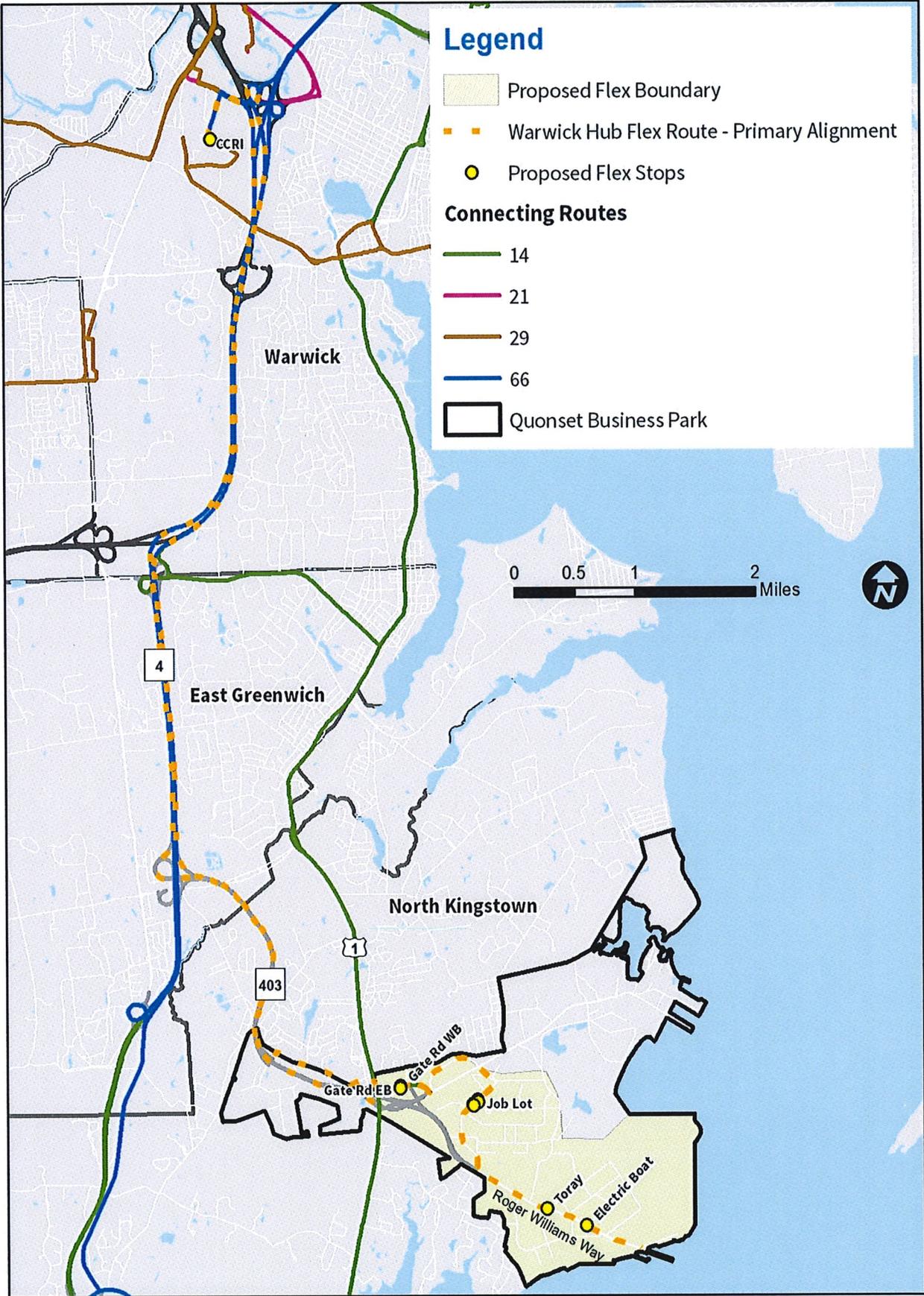
6. Safety and Security

Transit is inherently safer than single occupant vehicle commuting.

7. Equity

This Flex Service is intended to open up Quonset jobs to disadvantaged residents of the State who lack reliable access to an automobile. The service area includes the Crossroads affordable housing complex on Devil's Foot Road in North Kingstown and other multi-family units in the area.

2. QUONSET FLEX TRANSIT SERVICE TO WARWICK HUB



FFY 18-27 Project Application Form



State Transportation Improvement Program

CONTACT	Contact Information
	Applicant Name <u>Quonset Development Corporation</u>
	Contact Person (if different) _____ Title <u>Katherine Trapani, Planning Manager</u>
	Mailing Address <u>95 Cripe Street</u>
	City <u>North Kingstown</u> Zip Code <u>02852</u>
	Phone <u>401-295-0044 x-205</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 Safety</u>		
	Project Description	Was this project previously submitted during the FFY17-25 STIP development process? <input type="radio"/> Yes / <input checked="" type="radio"/> No		
		<i>If you selected no, please continue to the "Current Project Title" Section</i>		
		<i>If you selected yes, please answer the following:</i>		
		What was the Project Title? _____		
		What was the TIP ID# assigned to the project at that time (4-digit number)? _____		
		Current Project Title <u>Compass Circle Crossings</u>		
	Location by Street Name <u>Compass Circle</u>			
	Project Limits - From <u>All American Way</u> To <u>Bonneau 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>There are two at-grade crossings on Compass Circle approximately 125' apart in the West Davisville district of the Quonset Business Park. One crossing is a spur track that serves BB&S Lumber which receives 700-825 railcars of lumber per year. The other crossing is a spur track that serves All American Foods (less than 10 railcars per year) and an 8.3 acre developable parcel. The Railroad approach to this at grade crossing is around a curve and the trains are not visible until the train is about 75 feet from the crossing. Both crossings have only passive controls (crossbucks signage). This proposal is for the installation of flashing lighted LED warning devices at this at grade rail crossing. The flashing warning devices would be constructed with a single signal mast with dual LED lights; no overhead cantilever mounted warning lights. Gates are not being requested for this crossing. The track and roadway interface at this crossing is in good condition, and there is no need to replace or repair any track infrastructure at this at grade crossing.</p>			

Describe need for proposed project:

Current rail traffic over the crossings is steady with potential to grow in the future. Vehicular traffic (trucks and passenger vehicles) over the crossing has grown substantially in the past year and has potential to more than double. Vehicles travelling west to east on Compass Circle go around a slight curve which does reduce sight distance to a degree and the proposed LED lights will significantly mitigate the reduced visibility.

Compass Circle was recently extended toward the east with a grant from the Economic Development Administration to a large new parcel of land that was purchased by QDC and added to the Business Park. Thusfar, 10.1 acres of the new property have been leased to Miozzi Asphalt, and a 38 acre developable parcel remains. Miozzi generates 200 truck trips per week in addition to commuting trips for their 40 employees. Development of the vacant parcel will likely generate hundreds of trips per day.

Active rail crossing signals will improve safety and reduce the likelihood of an accident.

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. The existence of a safe and reliable freight rail network is critical in supporting the operations of our existing Business Park tenants (particularly BB&S Lumber in West Davisville which employs approximately 62 people), and attractive to certain businesses who may wish to locate here.

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, and managed construction and inspection. A third project at the Romano Vineyard Way crossing is ready to go out to bid.

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

Has the project been the subject of a properly conducted municipal public hearing? 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			\$ 25,000.00	\$ 190,000.00	\$ 215,000.00

Amount Requested through TIP Process \$ 190,000.00

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

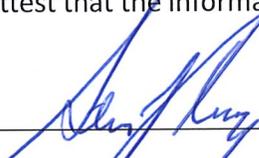
Source	Amount
QDC is willing to fund design.	\$ 25,000.00
Total	\$ 25,000.00

Estimated date of construction 05/01/2019

CERTIFICATION

~~Municipal Applications~~

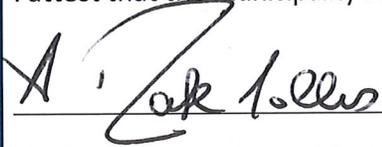
I attest that the information provided on this application is true and accurate.


7/26/17

 Chief Executive ~~or Elected Municipal Official~~ Signature Date

Non-Municipal Applications

I attest that the municipality in which the project is located has been notified of the proposed project.


8/8/2017

 Chief Executive or Elected Municipal Official Signature Date

ALL APPLICATIONS ARE DUE BY 3:00PM ON FRIDAY, AUGUST 11, 2017

COMPASS CIRCLE 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 car or truck collision with a rail car that would result in personal injury and property damage.

5. State and local goals

This project is consistent with the following:

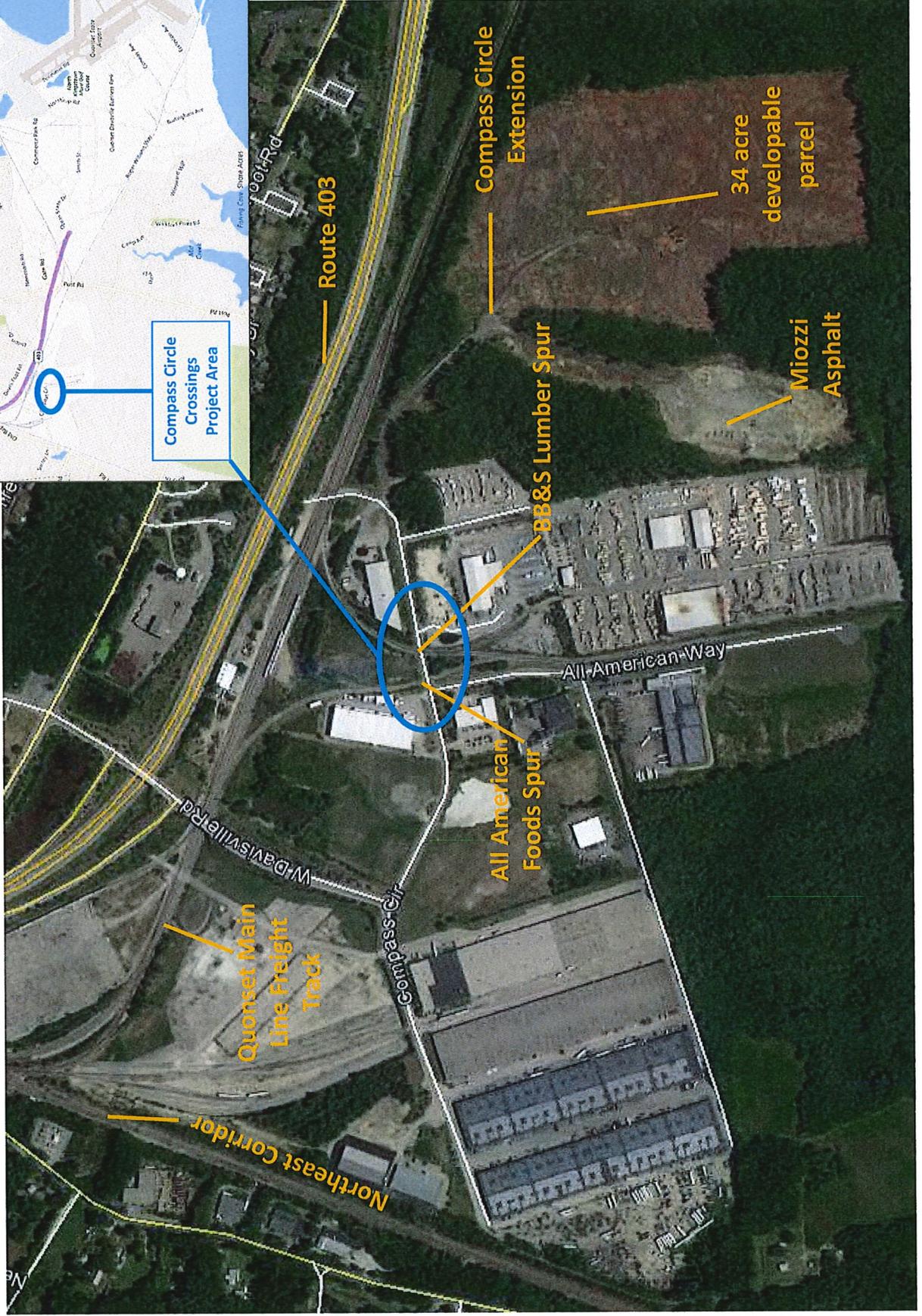
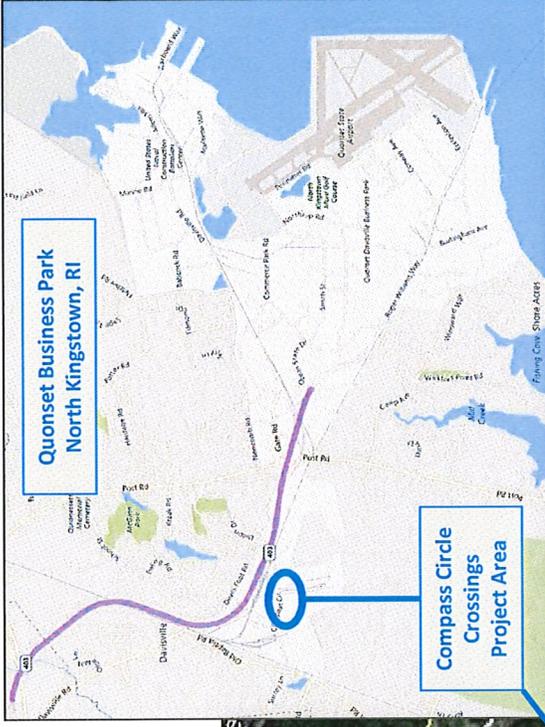
- State Freight Plan: Safety and Environment Policy Recommendation #5 – “Safety for Rhode Island’s residents, businesses, and visitors is of the highest priority. Increased freight activity may generate delays and increase conflicts where modes intersect (e.g., rail crossings).”
- State Economic Development Plan: safe and reliable freight rail supports manufacturers which is one of RI’s strengths.
- 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 project was reviewed by the North Kingstown Planning Commission on June 27, 2017 and the North Kingstown Town Council on July 17, 2017 at a public hearing along with other Town projects.

6. Safety and Security

This primary benefit of this project is safety. One Compass Circle crossing leads to All American Foods which is not a heavy rail user (8-10 cars per year in the last 4 years). The other crossing leads to BB&S Treated Lumber which has the 3rd highest rail car volume in the Park behind Toray Plastics and NORAD (727-854 rail cars per year in the last 4 years). Including removal of empty cars, that crossing sees up to 1700 rail cars per year traverse this crossing. With the additional vehicular traffic (cars and trucks) from new development in West Davisville (Miozzi Asphalt), the probability of an incident increases. More development is anticipated in the future for over 100 acres of vacant land in West Davisville, and safe crossings are important for businesses and their employees.

Quonset Development Corporation #3. Compass Circle Crossings Improvements Project Proposal - 2017

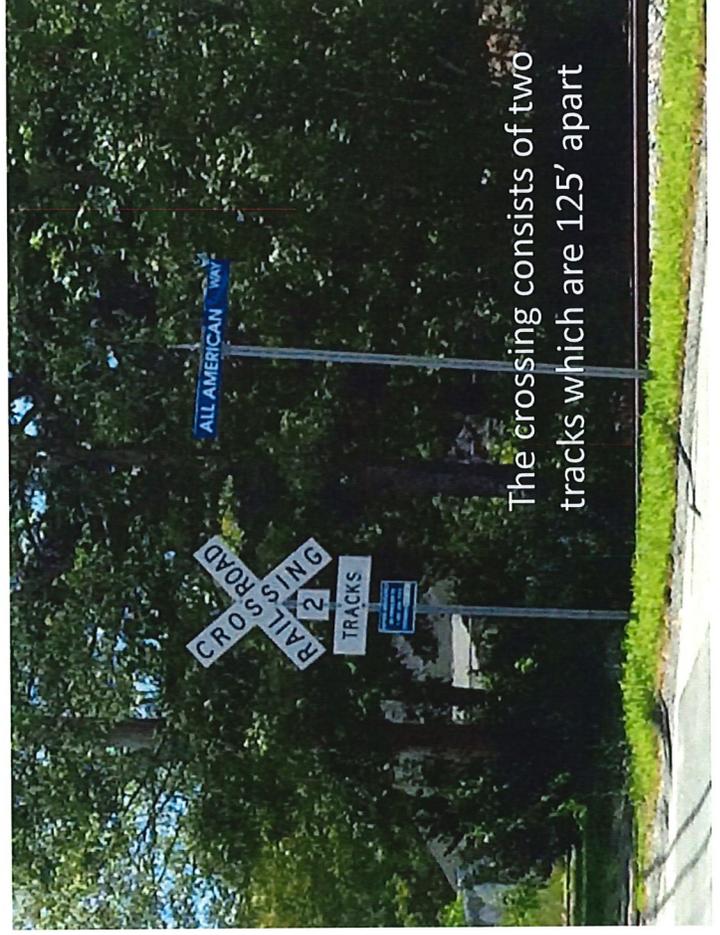




Compass Circle looking east



Compass Circle looking west



The crossing consists of two tracks which are 125' apart

FFY 18-27 Project Application Form



State Transportation Improvement Program

CONTACT	Contact Information
	Applicant Name <u>Quonset Development Corporation</u>
	Contact Person (if different) _____ Title <u>Katherine Trapani, Planning Manager</u>
	Mailing Address <u>95 Cripe Street</u>
	City <u>North Kingstown</u> Zip Code <u>02852</u>
	Phone <u>401-295-0044 x-205</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 Safety</u>
	Project Description
	Was this project previously submitted during the FFY17-25 STIP development process? <input type="radio"/> Yes / <input checked="" type="radio"/> No
	<i>If you selected no, please continue to the "Current Project Title" Section</i>
	<i>If you selected yes, please answer the following:</i>
	What was the Project Title? _____
	What was the TIP ID# assigned to the project at that time (4-digit number)? _____
Current Project Title <u>Burlingham Crossing Safety Improvements</u>	
Location by Street Name <u>Burlingham Avenue</u>	
Project Limits - From <u>Roger Williams Way</u> To <u>Circuit Drive</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>Burlingham Avenue - This crossing is currently only protected by cross bucks signs; there are no flashing devices. The crossing is located at the intersection of Burlingham Avenue and Roger Williams Way and is activated when Toray-bound rail cars cross Roger Williams Way (nearly 1000 cars per year). With only a cross buck to protect the crossing, we are proposing to add flashing lighted warning devices with an approach light prior to the curve on the north bound side of Burlingham Avenue. This will inform the driver a train is on the crossing, thus mitigating a blind spot on the curve when approaching the crossing from the south by road. The flashing warning devices would be constructed with a single signal mast with dual LED lights, no overhead cantilever mounted warning lights. Gates are not being requested for this crossing. The track and roadway interface at this crossing is in good condition, and there is no need to replace or repair any track infrastructure at this at grade crossing.</p>	

Describe need for proposed project:

This project is needed because of higher traffic volumes, and the geometry of the roadway limits driver visibility.

Electric Boat constructed a new employee parking lot on Burlingham Avenue in 2013. Additionally, Shoreline Business Solutions is adding 23,000 SF of building space and is also planning to increase employment. This economic activity has resulted in increased peak hour traffic at this rail crossing.

Toray rail car traffic (nearly 1000 cars per year carrying plastic pellets and liquid ethylene glycol) has been steady the last few years, however they do have plans to expand, and they have recently upgraded their electric generating capacity.

There is a slight curve in Burlingham Avenue as it approaches the main line at-grade crossing at Roger Williams Way which reduces the sight distance, presenting a potentially dangerous situation, especially with the higher traffic volumes. The approach light that is proposed will help to mitigate the sight distance.

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. The existence of a safe and reliable freight rail network is critical in supporting the operations of our existing Business Park tenants (particularly Toray Plastics which employs approximately 650 people), and attractive to certain businesses who may wish to locate here.

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, and managed construction and inspection. A third project at the Romano Vineyard Way crossing is ready to go out to bid.

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

Has the project been the subject of a properly conducted municipal public hearing? 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			\$ 30,000.00	\$ 210,000.00	\$ 240,000.00

Amount Requested through TIP Process \$ 210,000.00

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

Source	Amount
QDC will fund design costs	\$ 30,000.00
Total	\$ 30,000.00

Estimated date of construction 05/01/2019

CERTIFICATION

~~Municipal Applications~~

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

Kevin M Barry 8/10/2017
 Chief Executive or Elected Municipal Official Signature Date

Non-Municipal Applications

I attest that the municipality in which the project is located has been notified of the proposed project.

[Signature] 8/8/2017
 Chief Executive or Elected Municipal Official Signature Date

ALL APPLICATIONS ARE DUE BY 3:00PM ON FRIDAY, AUGUST 11, 2017

BURLINGHAM AVENUE 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 car or truck collision with a rail car that would result in personal injury and property damage.

5. State and local goals

This project is consistent with the following:

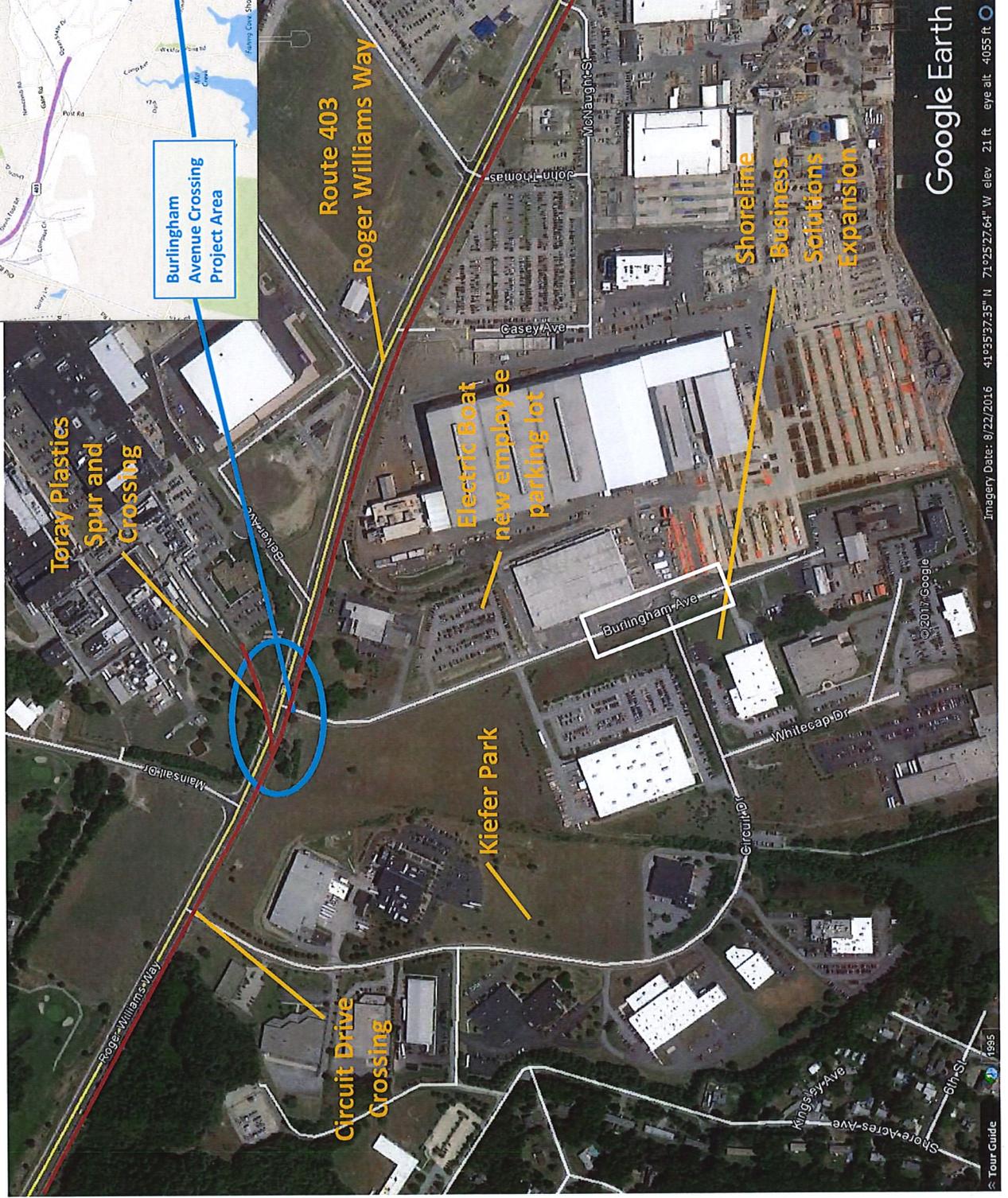
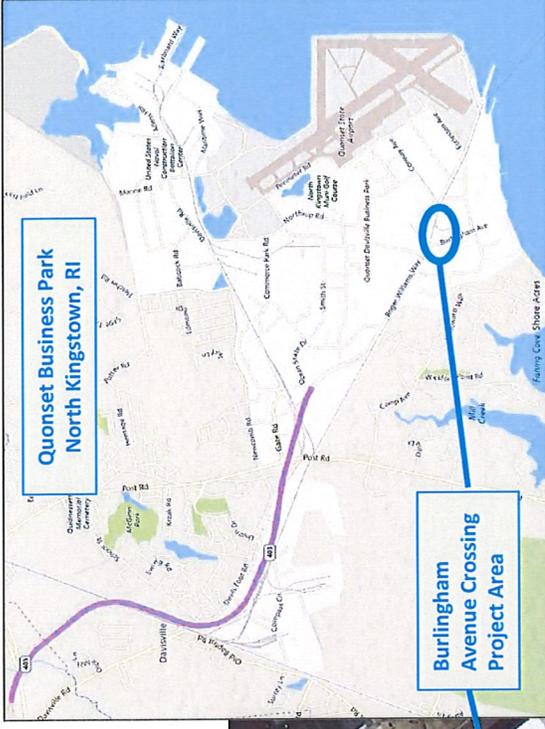
- State Freight Plan: Safety and Environment Policy Recommendation #5 – “Safety for Rhode Island’s residents, businesses, and visitors is of the highest priority. Increased freight activity may generate delays and increase conflicts where modes intersect (e.g., rail crossings).”
- State Economic Development Plan: safe and reliable freight rail supports manufacturers which is one of RI’s strengths.
- 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.

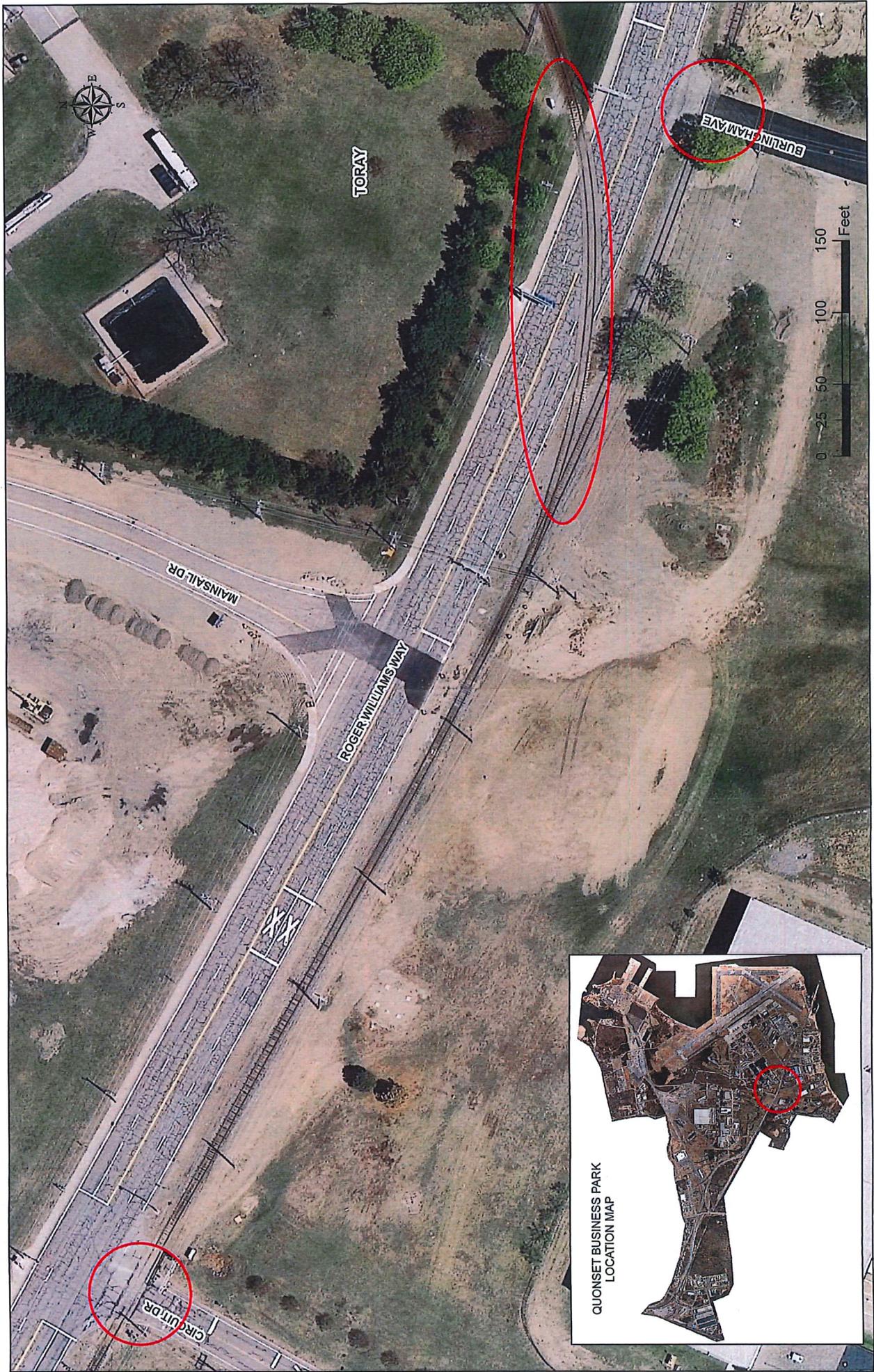
The project was reviewed by the North Kingstown Planning Commission on June 27, 2017 and the North Kingstown Town Council on July 17, 2017 at a public hearing along with other Town projects.

6. Safety and Security

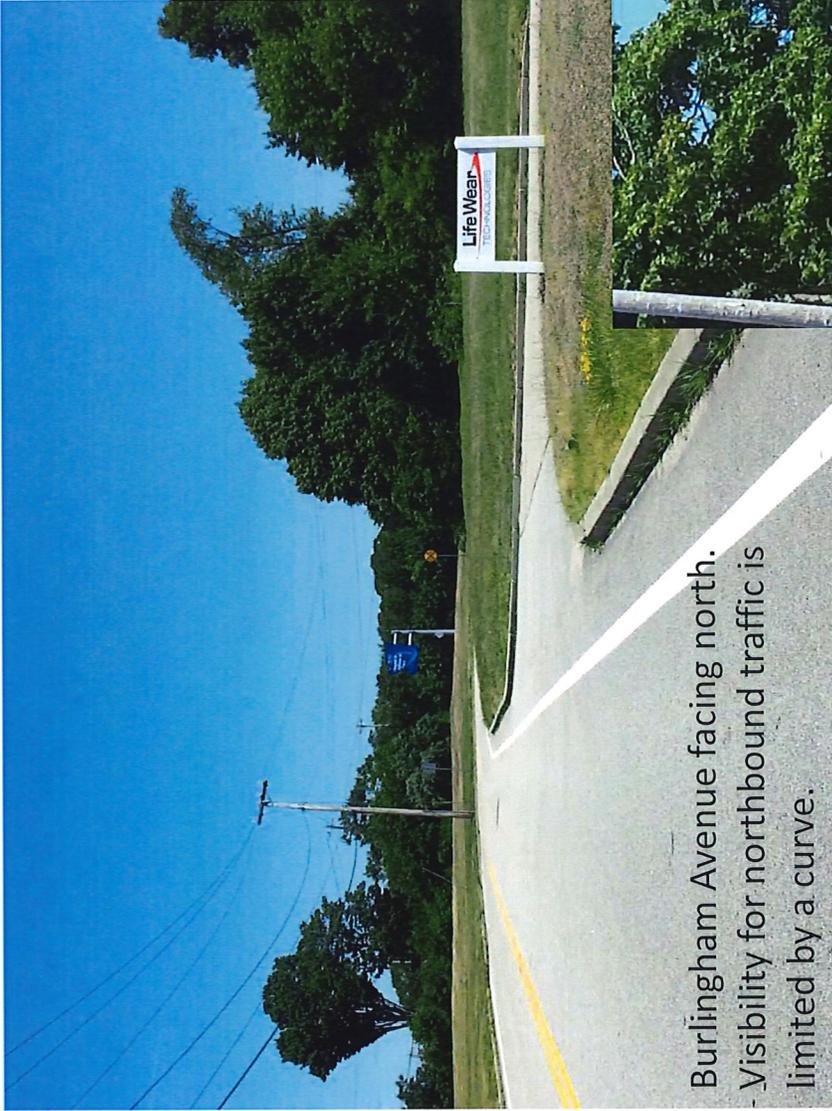
This primary benefit of this project is safety. This crossing is activated for Toray rail car crossings of Roger Williams Way. Toray has received nearly 1000 rail cars per year in the six years (low of 927, high of 993). Including the removal of empty cars, nearly 2000 rail cars per year traverse this crossing. The Toray spur is labeled on the map.

Quonset Development Corporation #4. Burlingham Avenue Crossing Improvements Project Proposal - 2017



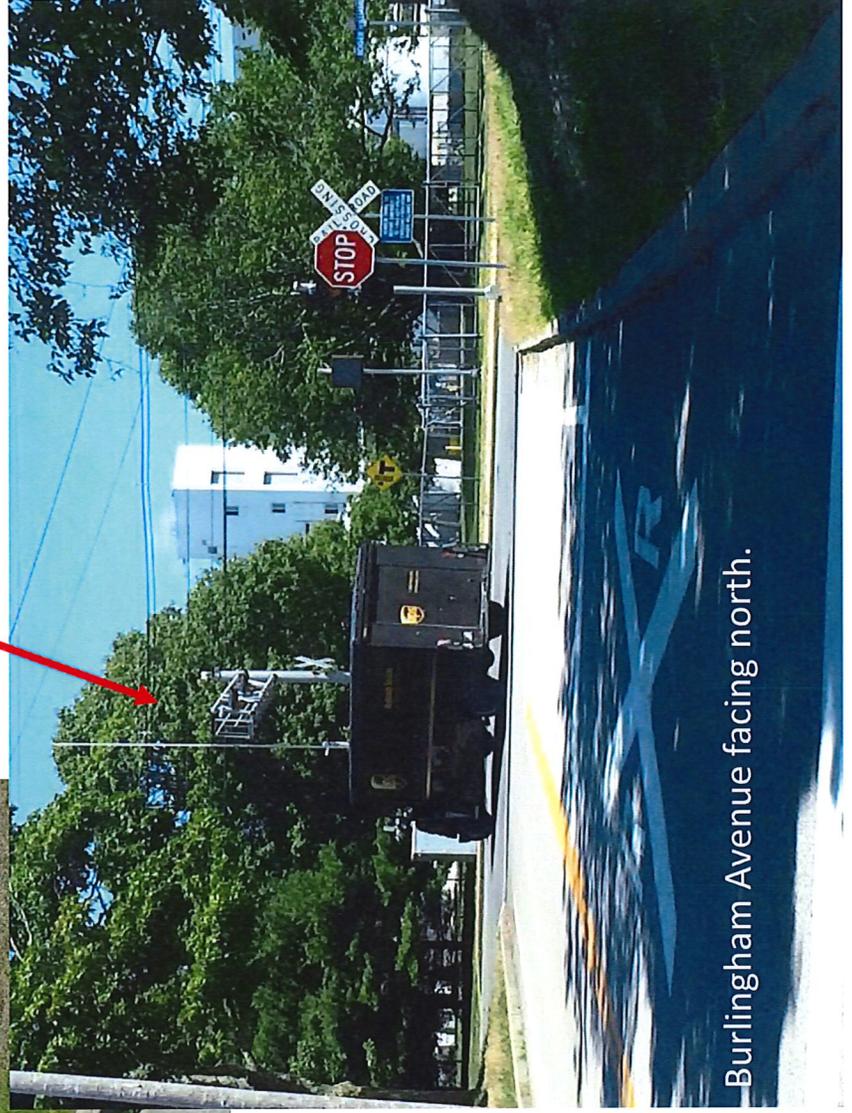


QUONSET BUSINESS PARK
LOCATION MAP



Burlingham Avenue facing north.
- Visibility for northbound traffic is limited by a curve.

Lights and gates on Roger Williams Way at the Toray spur crossing.



Burlingham Avenue facing north.



FFY 18-27 Project Application Form

State Transportation Improvement Program

CONTACT

Contact Information

Applicant Name Quonset Development Corporation
 Contact Person (if different) _____ Title Katherine Trapani, Planning Manager
 Mailing Address 95 Cripe Street
 City North Kingstown Zip Code 02852
 Phone 401-295-0044 x-205 Email ktrapani@quonset.com

PROJECT INFORMATION

Type of Project *select all that apply*

- | | | | |
|---|--|-----------------------------------|--|
| <input type="checkbox"/> Bridge | <input type="checkbox"/> Pavement | <input type="checkbox"/> Drainage | <input checked="" 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 type="checkbox"/> Other <u>Enter Other Project Type</u> | | |

Project Description

Was this project previously submitted during the FFY17-25 STIP development process? Yes / No

If you selected no, please continue to the "Current Project Title" Section

If you selected yes, please answer the following:

What was the Project Title? _____

What was the TIP ID# assigned to the project at that time (4-digit number)? _____

Current Project Title Quonset Commuter Rail Feasibility Study

Location by Street Name Quonset Business Park

Project Limits - From _____ To _____

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

Provide a brief description of the proposed project:

As the State considers alternative commuter rail operating models in the future, and plans for potential growth and expansion of the existing commuter rail service, QDC wants to ensure that the Quonset Business Park is included in the discussion. The western edge of the Park abuts the Northeast Corridor, and current rail service to Wickford Junction goes right by without stopping. It is a logical future stop for any future service enhancements. Additionally, the possibility of trains coming into the Park to a stop within walking distance of the Park's largest employers should be looked at as well in light of Electric Boat's proposed expansion and hiring of 2000-3000 more people in the next 10 years. The employment density in the Quonset and Kiefer Park Districts may be conducive to commuter rail in the future. The first two years of commuter rail service to the RI Air Show have been successful and have demonstrated that the infrastructure inside the Park is supportive of passenger rail operations.

Describe need for proposed project:

People in Rhode Island need jobs, and employers in the Quonset Business Park need people. Sometimes the only gap in connecting the right people to the right jobs is transportation.

Most people commute to the Park by car, and public transportation in the Park is very limited. RIPTA Route 14 stops at the Gateway retail district which is 2-3 miles from the largest employers in the Park (Electric Boat, Toray Plastics, Senesco, RI National Guard). There are a number of other companies in the Park that have demonstrated a greater need for transit for their employees, many of whom reside in the Providence metro area.

The Quonset Business Park has 11,000 employees working at 200 companies and with varying shift times. It is 3,200 acres (5 square miles), has large sprawling industrial campuses, and is difficult to serve effectively with traditional "big bus" transit. In a separate application, QDC has requested funding for RIPTA to implement a flex service. This service (which is a more immediate need) could eventually connect to Commuter Rail stops and function as an internal Park shuttle as well as connect to CCRI. We believe that transportation options are a necessity for a large business park and for allowing more Rhode Islanders the opportunity to work here.

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

Commuter Rail Service to the Park is all about economic development. Quonset employers have reported that lack of public transportation diminishes their ability to recruit and retain new employees. This service would expand employment opportunities for individuals who may not have access to a car every day a way to get to work as well provide choices and options for those who do have access to cars. Additionally, Commuter Rail would connect the Park to the Boston Metro Area (with its wealth of new companies, higher education institutions, hospitals, and talent pool). Better transportations connections expand and enhance the economic region.

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

Has the project been the subject of a properly conducted municipal public hearing? Yes No

Is the project on the Federal Aid System? Yes No

Is the project on the National Highway System? Yes No

CRITERIA

Evaluation Criteria

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

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

PROJECT ESTIMATES

Project Estimates

	ROW	Study	Design	Construction	Total
Estimated Project Costs		\$ 100,000.00			\$ 100,000.00

Amount Requested through TIP Process **\$ 80,000.00**

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

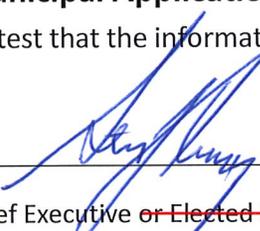
Source	Amount
Quonset Development Corporation	\$ 20,000.00
Total	\$ 20,000.00

Estimated date of construction 01/01/2025

CERTIFICATION

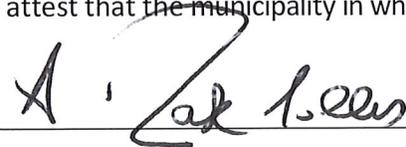
Municipal Applications

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

 _____
 Chief Executive or Elected Municipal Official Signature Date 7/26/17

Non-Municipal Applications

I attest that the municipality in which the project is located has been notified of the proposed project.

 _____
 Chief Executive or Elected Municipal Official Signature Date 8/8/2017

ALL APPLICATIONS ARE DUE BY 3:00PM ON FRIDAY, AUGUST 11, 2017

QUONSET COMMUTER RAIL FEASIBILITY

submitted by Quonset Development Corporation

1. Mobility benefits

A commuter rail station at the Business Park would provide mobility benefits to people who commute to jobs in the Quonset Business Park, and expand the laborshed area for the Park up to the southern Boston suburbs and perhaps even the Blackstone Valley.

2. Cost effectiveness

As Commuter Rail matures in Rhode Island, and the State considers an operating model other than contracting service to the MBTA, a Feasibility Study for a station in the Quonset Business Park could be included in a statewide commuter rail operations plan in a cost-effective manner.

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. Today there are 11,000 jobs and 200 companies. An Economic Impact Study of the Quonset Business Park completed in 2016 by Bryant University estimated that at full-buildout the Park will generate \$648 million annually in direct employee earnings and \$72 million annually in state tax revenues. Adding commuter rail service will open up job opportunities to more Rhode Islanders as well as tap into the southeastern Massachusetts labor market.

4. Environmental impact

Transit service has energy and air quality benefits compared to single occupant vehicle commuting.

5. State and local goals

This project is consistent with the following:

- State Rail Plan (2014) lists Davisville as a potential future stop.
- Transportation 2035 recommends full transportation infrastructure to the Quonset Business Park.
- Rhode Island State Rail Plan: West Davisville shown as a potential future station.
- Land Use 2025: The Quonset Business Park and Post Road Corridor in North Kingstown are growth centers within the Urban Service Boundary.
- North Kingstown Comprehensive Plan: Supports alternative modes of transportation.

The project was reviewed by the North Kingstown Planning Commission on June 27, 2017 and the North Kingstown Town Council on July 17, 2017 at a public hearing along with other Town projects.

6. Safety and Security

Transit is inherently safer than single occupant vehicle commuting.

7. Equity

Commuter rail service goes through Rhode Island's urban core cities of Providence, Pawtucket, and Central Falls. By adding more stops and more fully developing intra-state service, residents of the urban core would have improved access to a wealth of job opportunities at Quonset.

Rhode Island State Rail Plan 2014



rail extension from Providence to Wickford Junction examined in Phase I, and would require an additional 24-mile extension to reach Westerly. However, Phase II service would most likely provide intrastate service to the existing and added stations within Rhode Island and not MBTA service to Boston. The study is also looking into potential connections to Connecticut's Shoreline East commuter service. Figure 6-1 depicts potential Northeast Corridor (NEC) commuter rail stations in Rhode Island, including Phase II South County commuter rail stations and the potential Pawtucket/Central Falls Station described under Section 6.4.

6.1.3 COMMUTER STATIONS

The following commuter station locations have been evaluated in the South County Commuter Rail plans.

6.1.3.1 EXISTING STATIONS

Kingston

Located three miles from the University of Rhode Island in South Kingstown, the historic Kingston station was renovated by RIDOT in 1998. The station currently serves as an Amtrak station stop and as the trailhead for the South County Bike Trail. In 2012, 162,837 Amtrak passengers used Kingston Station (boardings and alightings). Kingston is in the top 50 Amtrak stations for ridership out of the total 500 stations nationwide. With a coordinated RIPTA connection between URI and Kingston station, adequate demand may exist for a more frequent and affordable commuter service.

Westerly

The renovated historic Westerly Station is located near the Connecticut state line and serves as an Amtrak station stop. Commuter rail service could potentially support transit-oriented development around the station due to its densities and proximity to the Downtown Westerly Historic District. In 2012, 42,023 Amtrak passengers used Westerly Station (boardings and alightings).

6.1.3.2 POTENTIAL NEW STATIONS UNDER STUDY

Cranston

The City of Cranston proposed a potential station in an underutilized industrial area of the City bounded by Park Avenue to the north, Elmwood Avenue to the east, and Wellington Avenue to the south and west. Amtrak's Northeast Corridor bisects the project area. The station is one of the major concepts that emerged from a series of public workshops conducted as part of Cranston's Comprehensive Plan outreach process.

East Greenwich

The Town of East Greenwich proposed a station bounded by Rocky Hollow Road to the north, the Maskerchugg River to the south, Greenwich Boulevard to the west, and the Amtrak Northeast Corridor

to the east. Town officials believe that providing better transit connections to Boston and Providence would help support smart growth within the town.

West Davisville

A potential station has been proposed for West Davisville in North Kingstown by the Quonset Development Corporation. This area is part of the Quonset Business Park, the state's largest industrial park, with 164 companies and more than 8,800 employees.

Figure 6-1

