FHWA-RI-EIS-05-01-F

Improvements to the U.S. Route 6 / Route 10 Interchange

City of Providence
Providence County, Rhode Island

Final
Environmental
Impact Statement

December 2005

Volume I

Executive Summary
Final EIS Report

Rhode Island
Department of Transportation

U.S. Department of Transportation
Federal Highway Administration

FHWA–RI-EIS-05-01-F

IMPROVEMENTS TO THE U.S. ROUTE 6/ROUTE 10 INTERCHANGE

City of Providence
Providence County, Rhode Island

FINAL ENVIRONMENTAL IMPACT STATEMENT

Submitted Pursuant to 42 U.S.C. 4332 (2) (c)
by the
U.S. Department of Transportation
Federal Highway Administration
and the
Rhode Island Department of Transportation
and
Cooperating Agencies:

U.S. Environmental Protection Agency, Region I
R.I. Department of Environmental Management
R.I. Historical Preservation and Heritage Commission

R.I. State Planning Office
City of Providence, Rhode Island

12/5/05
Date of Approval

Edmund T. Parker Jr., P.E., Chief Engineer
Rhode Island Department of Transportation

12-05-05
Date of Approval

Lucy Carliauskas, Division Administrator
Federal Highway Administration, Providence, RI

The following persons may be contacted for additional information concerning this document:

Mr. Edmund T. Parker, Jr., P.E.
Chief Engineer
Rhode Island Department of Transportation
Capitol Hill
Providence, RI 02903
(401) 222-2023 x 4100

Mr. Ralph Rizzo
Transportation Planner
Federal Highway Administration
380 Westminster Mall
Providence, Rhode Island 02903
(401) 528-4548

Abstract: The purpose of this FEIS is to identify the recommended alternative for the U.S. Route 6/Route 10 Interchange in Providence, Rhode Island that will address the deterioration of the existing bridges, reduce congestion within the interchange, reduce interchange related traffic congestion in the adjacent communities, and improve north-to-west travel movement.

Comments on this Final Environmental Impact Statement are due by January 17, 2006 and should be sent to either, Mr. Edmund T. Parker, Jr., P.E. or Mr. Ralph Rizzo at the addresses shown above.

TABLE OF CONTENTS

Chapter **Page No.**

EXECUTIVE SUMMARY

ES.1	**Description of the Proposed Action**	**ES-1**
ES.2	**Alternatives Considered**	**ES-3**
ES.3	**Concurrent Projects and Studies in the Project Area**	**ES-8**
ES.4	**Summary of Impacts**	**ES-8**
ES.5	**Reasons for Identifying Alternatve 4 as the Recommended Alternative**	**ES-11**
ES.6	Other Actions Required	ES-12

PURPOSE AND NEED PN-1

1. PROJECT OVERVIEW AND BACKGROUND

1.1	**Project Overview**	**1-1**
1.2	Project Background	1-2
1.2.1	System Linkage	1-2
1.2.2	Deterioration of the Existing Infrastructure	1-2
1.2.3	Geometric Deficiencies	1-2
1.2.4	Traffic Operations	1-2
1.2.5	Modal Interrelationships	1-2
1.3	**Consistency with Local and Regional Plans**	**1-2**

2. ALTERNATIVES

2.1	Scoping Process	2-1
2.2	Alternatives	2-1
2.2.1	Alternatives Removed From Consideration	2-1
2.2.2	**Alternatives Under Consideration**	**2-1**
2.3	**Cost Estimates of Alternatives**	**2-5**
2.4	**Concurrent Projects in the Study Area**	**2-6**
2.5	**Financial Analysis (New Heading to FEIS)**	**2-6**

Subheadings in **Bold** text indicate sections that have been revised since the DEIS.

TABLE OF CONTENTS

Chapter **Page No.**

3. AFFECTED ENVIRONMENT

3.1	Land Use and Zoning	3-1
3.2	Socioeconomics and Demographics	3-1
3.2.1	Neighborhoods and Community Facilities	3-1
3.2.2	**Social and Demographic Characteristics**	**3-1**
3.3	Transportation Facilities	3-2
3.3.1	Traffic Patterns and Volumes	3-2
3.3.2	Freeway Capacity Analysis	3-2
3.3.3	Intersection Capacity Analysis	3-2
3.3.4	Accident History	3-2
3.3.5	Public Transportation	3-2
3.3.6	Pedestrian and Bicycle Facilities	3-2
3.4	Physical Environment	3-2
3.4.1	Topography, Soils and Geology	3-2
3.4.2	Wildlife	3-2
3.4.3	Climate	3-2
3.4.4	Air Quality	3-3
3.4.5	Noise	3-3
3.4.6	Petroleum and Hazardous Materials	3-3
3.4.7	Visual	3-3
3.5	Water Resources	3-3
3.5.1	**Water Quality**	**3-3**
3.5.2	Freshwater Wetlands	3-3
3.5.3	Floodplain	3-4
3.5.4	Groundwater	3-4
3.5.5	Ecology and Vegetation	3-4
3.6	Historic and Archaeological Resources	3-4
3.6.1	**Introduction**	**3-4**
3.6.2	Authority	3-4
3.6.3	Area of Potential Effect	3-4
3.6.4	Survey Methodology	3-4
3.6.5	**Survey Results**	**3-5**
3.7	Utilities	3-10

TABLE OF CONTENTS

Chapter **Page No.**

4. ENVIRONMENTAL CONSEQUENCES

4.1 Land Use Impacts 4-1
4.1.1 Consistency of Alternatives with Comprehensive Plan 4-1
4.1.2 Land Use Impacts 4-1
4.1.3 Indirect and Secondary Impacts 4-1
4.2 Social Impacts 4-1
4.2.1 Neighborhood Cohesion 4-1
4.2.2 Schools and Public Facilities 4-2
4.2.3 Social Groups and Environmental Justice 4-2
4.3 Relocation Impacts 4-5
4.3.1 Displacements 4-5
4.3.2 Available Relocation Properties 4-11
4.3.3 Special Groups Affected 4-12
4.3.4 Relocation Assistance Resources 4-12
4.4 Economic Impacts 4-13
4.5 Transportation Impacts 4-13
4.5.1 Traffic Operations 4-13
4.5.2 Freeway Capacity Analysis 4-22
4.5.3 Intersection Capacity Analysis 4-29
4.5.4 Public Transportation 4-32
4.5.5 Pedestrian and Bicycle Facilities 4-32
4.5.6 Mitigation Measures 4-32
4.6 Air Quality Impacts 4-32
4.6.1 Methodology 4-32
4.6.2 Impacts 4-32
4.6.3 Transportation Conformity 4-32
4.6.4 Construction Impacts 4-32
4.6.5 Conclusions 4-32
4.7 Noise Impacts 4-33
4.7.1 Future Noise Conditions with Proejct 4-33
4.7.2 Noise Barrier Analysis 4-33
4.7.3 Construction Noise 4-33
4.8 Water Resources Impacts 4-33
4.8.1 Future Stormwater Runoff 4-33
4.8.2 Water Quality Impacts 4-33
4.8.3 Water Quality Mitigation 4-39

TABLE OF CONTENTS

Chapter **Page No.**

4. ENVIRONMENTAL CONSEQUENCES (CONT'D)

4.9	Wetland Impacts	4-39
4.10	Water Body Modifications and Wildlife Impacts	4-39
	4.10.1 Water Body Modifications	4-39
	4.10.2 Wildlife Impacts	4-39
4.11	Floodplain Impacts	4-39
4.12	Threatened and Endangered Species Impacts	4-39
4.13	Cultural Resources Impacts	4-39
	4.13.1 Archaeological Sensitivity	4-39
	4.13.2 Above-Ground Resources	**4-39**
	4.13.3 Recommendations	**4-42**
	4.13.4 Section 4(f) Overview	**4-42**
4.14	**Hazardous Materials Impacts**	**4-43**
4.15	Visual Impacts	4-48
4.16	Energy Use	4-48
4.17	Construction Methods and Sequence	4-48
4.18	Short-Term Use and Long-Term Productivity Impacts	4-48
4.19	Irreversible and Irretrievable Commitment of Resources	4-48
4.20	Permits	4-48
4.21	Utility Impacts	4-48

5. EVALUATION OF ALTERNATIVES

5.1	**Summary of Environmental Consequences**	**5-1**
	5.1.1 Alternative 1: No-Build	5-3
	5.2.1 Alternative 2: Rehabilitate the Existing Bridges	5-3
	5.2.3 Alternative 3: Reconstruct the Existing Bridges	5-3
	5.1.4 Alternative 4: Reconstruct the Interchange on New Alignment	**5-3**
5.2	**Recommended Alternative**	**5-3**

6. LIST OF PREPARERS 6-1

TABLE OF CONTENTS

Chapter **Page No.**

7. DISTRIBUTION LIST 7-1

8. COMMENTS AND COORDINATION

8.1 DEIS Notice of Availability, Comment Period, Public Hearing, and Neighborhood Meeting **8-1**
8.2 Summary of Recurrent Comments Received on the DEIS **8-1**
8.3 Responses to Recurrent Comments **8-2**
8.4 Comments on DEIS **8-4**
Comment Summary/Response Log
Public Hearing Transcript and Public Hearing Responses
DEIS Comments with Response Letters

9. INDEX I-1

VOLUME II TECHNICAL REPORTS (Bound Separately)

1. Noise
2. Air Quality
3. Phase I (a/b) Archaeological Sensitivity Assessment
4. **Historic and Architectural Resources Assessment**
5. **Traffic Analyses**

LIST OF FIGURES

Fig. No.	EXECUTIVE SUMMARY		Page No.
S-1	Project Region Map	**FEIS**	**ES-2**
S-2	Alternatives 2 & 3 Plan	**FEIS**	**ES-4**
S-3	Alternative 4 Plan (Preferred Alternative) **REVISED**	**FEIS**	**ES-7**

CHAPTER 1

1-1	Project Region Map (Unchanged)	DEIS	1-2
1-2	Existing Bridges (Unchanged)	DEIS	1-5
1-3	Location of Unsatisfactory Traffic Operations (Unchanged)	DEIS	1-7

CHAPTER 2

2-1	Alternatives 2 & 3 Plan (Unchanged)	DEIS	2-4
2-2	Alternative 4 Plan **REVISED**	**FEIS**	**2-3**
2-3	Alternative 4 Northbound Route 10 Profile (Unchanged)	DEIS	2-7
2-4	Alternative 4 Southbound Route 10 Profile (Unchanged)	DEIS	2-8
2-5	Alternative 4 Eastbound Route 6 Profile (Unchanged)	DEIS	2-9
2-6	Alternative 4 Westbound Route 6 Profile (Unchanged)	DEIS	2-10
2-7	Alternative 4 Ramp NW Profile (Unchanged)	DEIS	2-11
2-8	Alternative 4 Ramp NWS Profile (Unchanged)	DEIS	2-12
2-9	Alternative 4 Ramp ES Profile (Unchanged)	DEIS	2-13
2-10	Alternative 4 Ramp SU Profile (Unchanged)	DEIS	2-14
2-11	Alternative 4 Ramp UN Profile (Unchanged)	DEIS	2-15
2-12	Alternative 4 Ramp BS Profile (Unchanged)	DEIS	2-16
2-13	Alternative 4 Frontage Road Profile **REVISED**	**FEIS**	**2-4**
2-14	Alternative 4 Route 6 Proposed Typical Section (Unchanged)	DEIS	2-18
2-15	Alternative 4 Route 10 Proposed Typical Section (Unchanged)	DEIS	2-19
2-16	Alternative 4 Single Lane Ramp Proposed Typical Section (Unchanged)	DEIS	2-20
2-17	Alternative 4 Two Lane Ramp Proposed Typical Section (Unchanged)	DEIS	2-21
2-18	Alternative 4 Frontage Road Proposed Typical Section (Unchanged)	DEIS	2-22

Subheadings in **Bold** text indicate Figures that have been revised since the DEIS.

LIST OF FIGURES

Fig. No.	CHAPTER 3		Page No.
3-1	Existing Zoning (Unchanged)	DEIS	3-2
3-2	Existing Land Use (Unchanged)	DEIS	3-3
3-3	Project Area Neighborhoods (Unchanged)	DEIS	3-5
3-4	Community Facilities (Unchanged)	DEIS	3-7
3-5	Project Area Census Tracts (Unchanged)	DEIS	3-8
3-6	2004 Average Daily Traffic Volumes (Unchanged)	DEIS	3-14
3-7	2004 AM Peak Hour Interchange Traffic Volumes - Existing Conditions (Unchanged)	DEIS	3-16
3-8	2004 AM Peak Hour Non-Interchange Intersection Traffic Volumes - Existing Conditions (Unchanged)	DEIS	3-17
3-9	2004 PM Peak Hour Interchange Traffic Volumes - Existing Conditions (Unchanged)	DEIS	3-18
3-10	2004 PM Peak Hour Non-Interchange Intersection Traffic Volumes - Existing Conditions (Unchanged)	DEIS	3-19
3-11	2004 Basic Freeway Segment Level of Service - Exiting Conditions (Unchanged)	DEIS	3-22
3-12	2004 Weaving Area Level of Service - Exiting Conditions (Unchanged)	DEIS	3-24
3-13	2004 Ramp Junction Level of Service - Exiting Conditions (Unchanged)	DEIS	3-26
3-14	2004 Intersection Level of Service - Exiting Conditions (Unchanged)	DEIS	3-28
3-15	Existing Soil Groups (Unchanged)	DEIS	3-35
3-16	Noise Measurement Receptor Locations (Unchanged)	DEIS	3-40
3-17	Stormwater Drainage Systems (Unchanged)	DEIS	3-45
3-18	Narragansett Bay Commission Systems (Unchanged)	DEIS	3-46
3-19	Existing Wetlands (Unchanged)	DEIS	3-49
3-20	100-Year Floodplain Map (Unchanged)	DEIS	3-51
3-21	National Register Listed and Eligible Properties **REVISED**	**FEIS**	**3-9**
3-22	Existing Utilities - Gas (Unchanged)	DEIS	3-60
3-23	Existing Utilities - Water (Unchanged)	DEIS	3-61
3-24	Existing Utilities - Electric (Unchanged)	DEIS	3-62
3-25	Existing Utilities - Cox Cable/Telephone (Unchanged)	DEIS	3-63

LIST OF FIGURES

Fig. No.	CHAPTER 4		Page No.
4-1	Alternative 4 Right-of-Way Impacts No. 1 **REVISED**	**FEIS**	**4-8**
4-2	Alternative 4 Right-of-Way Impacts No. 2 **REVISED**	**FEIS**	**4-9**
4-3	Alternative 4 Right-of-Way Impacts No. 3 (Unchanged)	**FEIS**	**4-10**
4-4	2010 AM Peak Hour Interchange Traffic Volumes - Alternatives 1, 2 and 3 (Unchanged)	DEIS	4-16
4-5	2010 AM Peak Hour Non-Interchange Intersection Traffic Volumes - Alts. 1, 2 and 3 (Unchanged)	DEIS	4-17
4-6	2010 PM Peak Hour Interchange Traffic Volumes - Alternatives 1, 2 and 3 (Unchanged)	DEIS	4-18
4-7	2010 PM Peak Hour Non-Interchange Intersection Traffic Volumes - Alts. 1, 2 and 3 (Unchanged)	DEIS	4-19
4-8	2030 AM Peak Hour Interchange Traffic Volumes - Alternatives 1, 2 and 3 (Unchanged)	DEIS	4-20
4-9	2030 AM Peak Hour Non-Interchange Intersection Traffic Volumes - Alt.s 1, 2 and 3 (Unchanged)	DEIS	4-21
4-10	2030 PM Peak Hour Interchange Traffic Volumes - Alternatives 1, 2 and 3 (Unchanged)	DEIS	4-22
4-11	2030 PM Peak Hour Non-Interchange Intersection Traffic Volumes - Alts. 1, 2 and 3 (Unchanged)	DEIS	4-23
4-12	2010 AM Peak Hour Interchange Traffic Volumes - Alternative 4 **REVISED**	**FEIS**	**4-14**
4-13	2010 AM Peak Hour Non-Interchange Intersection Traffic Volumes - Alternative 4 **REVISED**	**FEIS**	**4-15**
4-14	2010 PM Peak Hour Interchange Traffic Volumes - Alternative 4 **REVISED**	**FEIS**	**4-16**
4-15	2010 PM Peak Hour Non-Interchange Intersection Traffic Volumes- Alternative 4 **REVISED**	**FEIS**	**4-17**
4-16	2030 AM Peak Hour Interchange Traffic Volumes - Alternative 4 **REVISED**	**FEIS**	**4-18**
4-17	2030 AM Peak Hour Non-Interchange Intersection Traffic Volumes - Alternative 4 **REVISED**	**FEIS**	**4-19**
4-18	2030 PM Peak Hour Interchange Traffic Volumes - Alternative 4 **REVISED**	**FEIS**	**4-20**
4-19	2030 PM Peak Hour Non-Interchange Intersection Traffic Volumes - Alternative 4 **REVISED**	**FEIS**	**4-21**
4-20	2010 Basic Freeway Segment Level of Service - Alternatives 1, 2 and 3 (Unchanged)	DEIS	4-35

LIST OF FIGURES

4-21	2030 Basic Freeway Segment Level of Service - Alternatives 1, 2 and 3 (Unchanged)	DEIS	4-36
4-22	2010 Basic Freeway Segment Level of Service - Alternative 4 **REVISED**	**FEIS**	**4-23**
4-23	2030 Basic Freeway Segment Level of Service - Alternative 4 **REVISED**	**FEIS**	**4-24**
4-24	2010 Weaving Area Level of Service - Alternatives 1, 2 and 3 (Unchanged)	DEIS	4-40
4-25	2030 Weaving Area Level of Service - Alternatives 1, 2 and 3 (Unchanged)	DEIS	4-41
4-26	2010 Weaving Area Level of Service - Alternative 4 **REVISED**	**FEIS**	**4-25**
4-27	2030 Weaving Area Level of Service - Alternative 4 **REVISED**	**FEIS**	**4-26**
4-28	2010 Ramp Junction Level of Service - Alternatives 1, 2 and 3 (Unchanged)	DEIS	4-45
4-29	2030 Ramp Junction Level of Service - Alternatives 1, 2 and 3 (Unchanged)	DEIS	4-46
4-30	2010 Ramp Junction Level of Service - Alternative 4 **REVISED**	**FEIS**	**4-27**
4-31	2030 Ramp Junction Level of Service - Alternative 4 **REVISED**	**FEIS**	**4-28**
4-32	2010 Intersection Level of Service - Alternatives 1, 2 and 3 (Unchanged)	DEIS	4-50
4-33	2030 Intersection Level of Service - Alternatives 1, 2 and 3 (Unchanged)	DEIS	4-51
4-34	2010 Intersection Level of Service - Alternative 4 **REVISED**	**FEIS**	**4-30**
4-35	2030 Intersection Level of Service - Alternative 4 **REVISED**	**FEIS**	**4-31**
4-36	Bicycle Alternatives to Connect Washington Secondary Bike Path & Northwest Bike Trail (Unchanged)	DEIS	4-55
4-37	Air Quality Intersection and Receptor Locations (Unchanged)	DEIS	4-60
4-38	Alternative 4 Proposed Storm Drains **REVISED**	**FEIS**	**4-38**
4-39	Alternative 4 Hazardous Waste Priority Ratings No. 1 **REVISED**	**FEIS**	**4-46**
4-40	Alternative 4 Hazardous Waste Priority Ratings No. 2 **REVISED**	**FEIS**	**4-47**
4-41	Alternative 4 Hazardous Waste Priority Ratings No. 3 (Unchanged)	DEIS	4-85

LIST OF TABLES

Table No.	CHAPTER 2		Page No.
2-1	Alternatives Cost Estimate Summary **REVISED**	**FEIS**	**2-5**
	CHAPTER 3		
3-1	Population and Race Summary (Unchanged)	DEIS	3-9
3-2	Vacancy and Tenure by Age Summary (Unchanged)	DEIS	3-10
3-3	Employment Status for the Population 16 Years of Age and Older (Unchanged)	DEIS	3-11
3-4	Income Summary (Unchanged)	DEIS	3-12
3-5	Project Census Tracts Comparison with the City of Providence (Unchanged)	DEIS	3-13
3-6	Basic Freeway Segment Level of Service Criteria (Unchanged)	DEIS	3-21
3-7	Freeway Weaving Segment Level of Service Criteria (Unchanged)	DEIS	3-21
3-8	Merge and Diverge Area Level of Service Criteria (Unchanged)	DEIS	3-23
3-9	Signalized Intersection Level of Service Criteria (Unchanged)	DEIS	3-25
3-10	Un-signalized Intersection Level of Service Criteria (Unchanged)	DEIS	3-25
3-11	Interchange Accident Summary Table (Unchanged)	DEIS	3-29
3-12	Intersection Accident Summary Table (Unchanged)	DEIS	3-30
3-13	Percentage of Rear-End Accidents (Unchanged)	DEIS	3-31
3-14	Soil Type Summary (Unchanged)	DEIS	3-34
3-15	Predicted Maximum 1- and 8-Hour CO Concentrations (Unchanged)	DEIS	3-38
3-16	National Register Listed and Eligible Properties **REVISED**	**FEIS**	**3-6**

Subheadings in **Bold** text indicate tables that have been revised since the DEIS.

LIST OF TABLES

4-1	Census Tract 13 Comparison with Project Census Tracts and the City of Providence (Unchanged)	DEIS	4-4
4-2	Property Acquisition Summary **REVISED**	**FEIS**	**4-6**
4-3	Alternative 4 Property Acquisition Detail **REVISED**	**FEIS**	**4-6**
4-4	Predicted Maximum 1-Hour CO Concentrations (Unchanged)	DEIS	4-63
4-5	Predicted Maximum 8-Hour CO Concentrations (Unchanged)	DEIS	4-64
4-6	Summary of Predicted Traffic Noise Levels and Number of Impacted Receptors (Unchanged)	DEIS	4-66
4-7	Traffic Noise Barriers Recommended for Further Consideration (Unchanged)	DEIS	4-67
4-8	Alternative 4 Impervious Areas (Unchanged)	DEIS	4-70
4-9	Annual Sediment Volumes (Unchanged)	DEIS	4-72
4-10	Annual Pollutant Loadings **REVISED**	**FEIS**	**4-34**
4-10A	Fraction of Pollutants Associated with Each Particle Size Range **(NEW)**	**FEIS**	**4-35**
4-10B	Estimated Removal Percentages for Each Pollutant Constituent **(NEW)**	**FEIS**	**4-36**
4-11	Potential Impacts to National Register and National Register Eligible Properties **REVISED**	**FEIS**	**4-41**
4-12	Summary of Current & Historical Site Occupants & Abutters w/ RECs & EDI's **REVISED**	**FEIS**	**4-45**
4-13	Energy Use Rankings for the Build Alternatives (Unchanged)	DEIS	4-86
4-14	Alternative 4 Utility Impacts (Unchanged)	DEIS	4-92

CHAPTER 5

5-1	Summary of Environmental Consequences **REVISED**	**FEIS**	**5-2**

CHAPTER 8

8-1	Route 6 / Route 10 - DEIS Comments & Responses	**FEIS**	**8-6**

EXECUTIVE SUMMARY

EXECUTIVE SUMMARY

ES.1 Description of the Proposed Action

The Rhode Island Department of Transportation (RIDOT) and the Federal Highway Administration (FHWA) propose to improve the U.S. Route 6/Route 10 Interchange (the Interchange) in Providence, Rhode Island. This Final Environmental Impact Statement (FEIS) describes the proposed action, the alternatives considered, their impacts and mitigation measures. This FEIS is intended to meet the requirements of the National Environmental Policy Act (NEPA) and its implementing rules of FHWA and RIDOT.

The project study area includes Route 6 from approximately 1,000 feet west of the Hartford Avenue interchange easterly to Atwells Avenue, and Route 10 from the Cranston Viaduct to Route 6 (see Figure S-1). Within the project study area, Routes 6 and 10 are major expressways with two or more lanes in each direction providing access between downtown Providence and southern and western Rhode Island.

U.S. Route 6 (Route 6) is a major link for vehicles traveling between Interstate 295 and western Rhode Island and downtown Providence. It also serves as a transportation corridor between Connecticut and western Rhode Island to southeastern Massachusetts and Cape Cod, via I-95 and I-195. The study area environment is highly urbanized with mixed land uses.

Rhode Island State Route 10 (Route 10) links vehicles traveling between south-central Rhode Island and downtown Providence. This route also is used as an alternative to Interstate Route 95 during peak travel times.

The needs for the project are as follows:

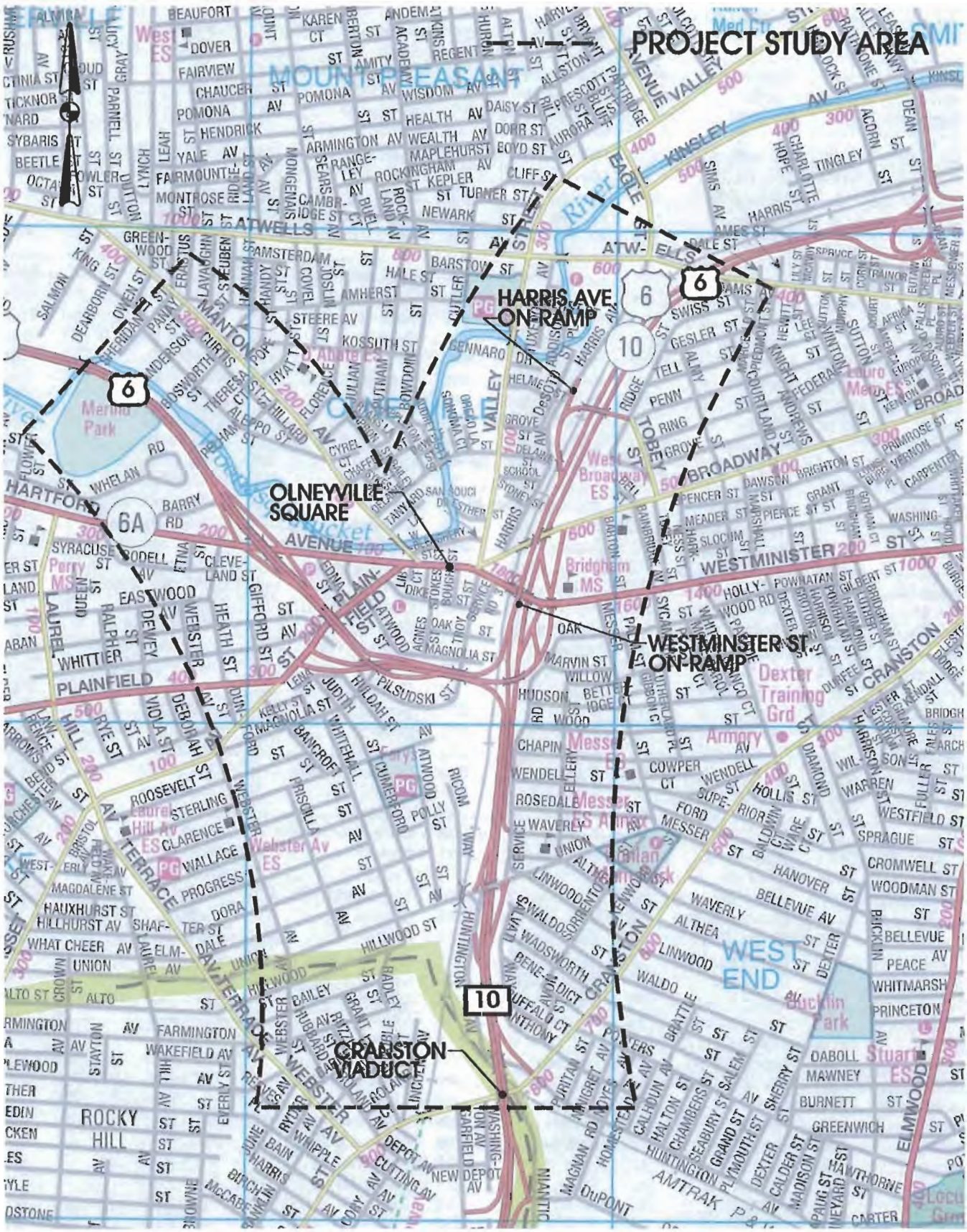
- Nine of the 11 bridges are approximately 50 years old and in deteriorated states, nearing the end of their useful lives.

- Inadequate lane capacity along with significant geometric deficiencies, such as substandard weaves and ramp connections, result in increased congestion, driver delays, and reduced air quality.

- Currently the motorist has no option to proceed westbound on Route 6 from northbound Route 10 other than through local streets, leading to reduced efficiency of the interchange. This also leads to increased traffic congestion in the surrounding communities.

The following objectives or purposes were developed to satisfy the project needs:

- Address the deterioration of the existing bridges.
- Reduce congestion within the Interchange.
- Reduce interchange-related traffic congestion in the adjacent communities.
- Improve the north-to-west travel movement.



Rhode Island Department of Transportation

Federal Highway Administration

PROJECT REGION MAP

IMPROVEMENTS TO US ROUTE 6/ROUTE 10 INTERCHANGE

SOURCE: USGS QUADRANGLE

SCALE: NOT TO SCALE

FIGURE NO. S-1

ES.2 Alternatives Considered

Before a detailed study of the project's alternatives began, other alternatives were evaluated but were eliminated from consideration because they did not meet design criteria nor had potentially significant impacts. Chapter 2 of this Final Environmental Impact Statement (FEIS) discusses in further detail why these alternatives were eliminated.

The alternatives identified and evaluated in detail in this FEIS are the following:

- Alternative 1: No-Build
- Alternative 2: Rehabilitate the Existing Bridges
- Alternative 3: Reconstruct the Existing Bridges
- Alternative 4: Reconstruct the Interchange on New Alignment

A description of the alternatives follows:

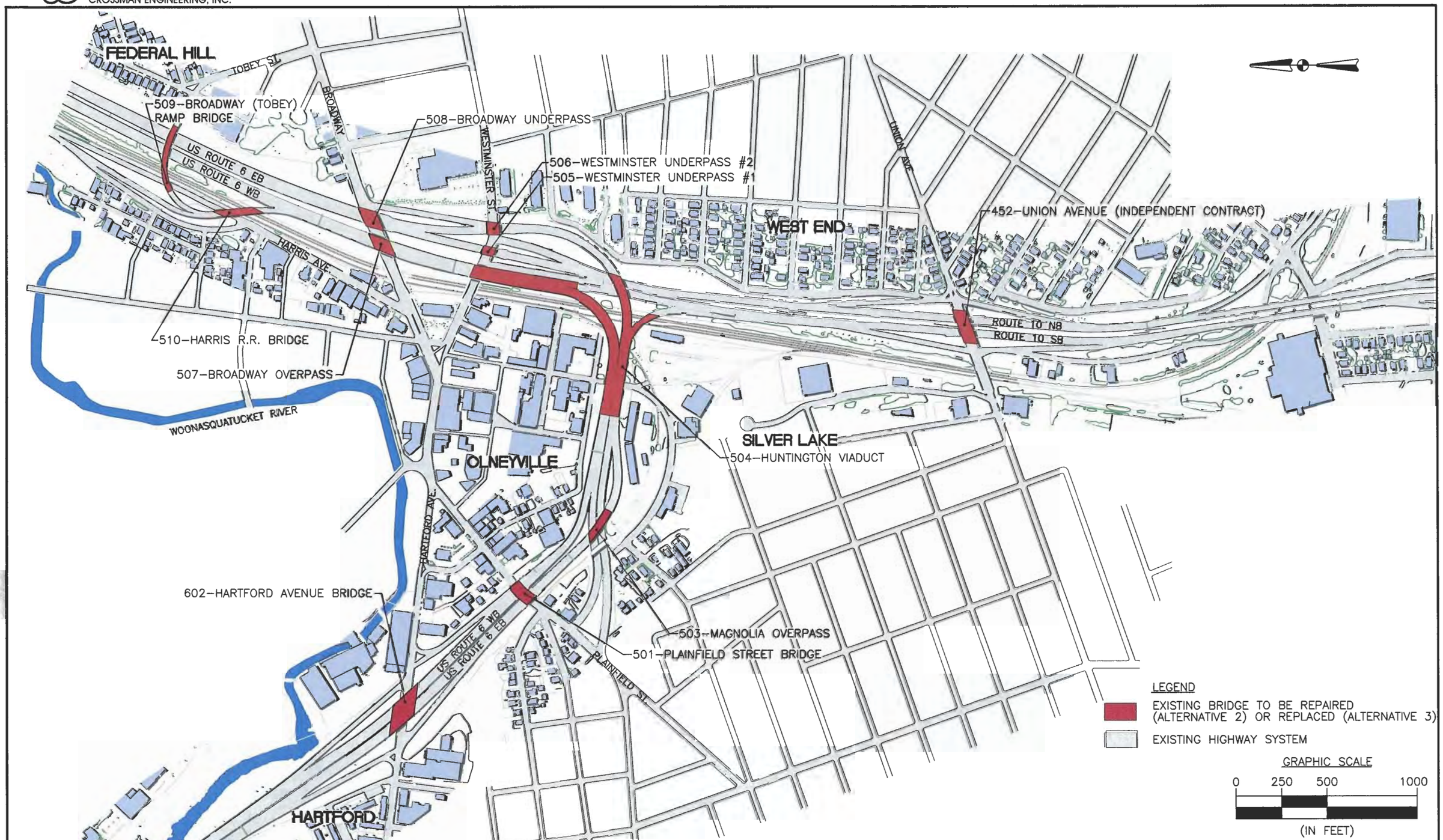
Alternative 1: No-Build

This alternative would include routine maintenance of the bridge infrastructure to provide continued operation of the Interchange roadways. Construction of a new Route 10 northbound to Route 6 westbound movement is not included. Repairs would be completed only as needed to address failing structural or functional elements. These repairs would generally include long-term shoring of beams, concrete upgrading, roadway expansion joint replacement, and under-deck shielding to catch falling concrete. Repairs would not address the lack of earthquake design requirements, inadequate cross slope of the roadways, substandard widths, or ever-increasing truck weights. Total replacement of the Interchange bridges would not be addressed.

Alternative 2: Rehabilitate the Existing Bridges

This alternative would include repair and/or replacement of the major structural components of the infrastructure for the bridges (see Figure S-2). The scope of these tasks is outlined below:

- Repair
  - Steel beams
  - Concrete pier caps and columns
- Replace
  - Pavement and underlying waterproof membrane
  - Concrete deck
  - Paint
  - Beam bearing devices
  - Concrete pier caps and columns (where repair is deemed inappropriate)
  - Vehicular railings



Rhode Island Department of Transportation

Federal Highway Administration

SOURCE: CROSSMAN ENGINEERING

ALTERNATIVES 2 & 3 PLAN

IMPROVEMENTS TO US ROUTE 6/ROUTE 10 INTERCHANGE

SCALE: 1"=500'

FIGURE–NO. S–2

PAGE ES–4

Alternative 3: Reconstruct the Existing Bridges

This alternative would include full replacement of the Interchange bridges while maintaining the present alignment of the roadways. New foundations would be constructed between the existing ones, so that removal of the existing footings and piles would not be required. The existing bridges being rehabilitated or reconstructed under Alternatives 2 and 3 are shown in Figure S-2.

Alternative 4: Reconstruct the Interchange on New Alignment

This alternative would include full replacement of the Interchange bridges in such a way that the highway alignment and other deficiencies, discussed in Section 1.2.4, are resolved. This would mean that portions of the Interchange would be relocated for this purpose. Other sections of the Interchange, such as the area between Broadway and Westminster Streets, would be replaced on the current alignment. Construction of a new northbound Route 10 to westbound Route 6 movement (Ramp NW) is included in this alternative. This alternative is shown in Figure S-3 and includes the following elements:

- The three-lane section for eastbound Route 6 would be extended from Hartford Avenue to Broadway and the Plainfield Street on-ramp (Ramp PE) would be moved to access the highway from the right side.

- Westbound Route 6 will split from southbound Route 10 as a two-lane section that will combine with the Tobey Street/Harris Avenue on-ramp (Ramp TW/Ramp HT) to form a three-lane segment that will continue to the existing three-lane section at Hartford Avenue.

- Southbound Route 10 will be shifted east to follow a similar path as the current northbound Route 10 alignment. The vertical alignment for the proposed southbound lanes will be lowered to pass under Westminster Street and Broadway.

- Northbound Route 10 also will be shifted east to run parallel to the new southbound Route 10 alignment. The missing movement from northbound Route 10 to westbound Route 6 will be added as a two-lane exit from northbound Route 10. One lane will continue to westbound Route 6 (Ramp NW), while the other lane will exit to Westminster Street (Ramp NWS).

- The Union Avenue off-ramp (Ramp SU) from southbound Route 10 will exit Route 10 north of Broadway and continue along a path similar to the existing southbound Route 10 alignment.

- Traffic that previously used the Tobey Street/Harris Avenue ramps to access southbound Route 10 would use a new Broadway ramp (Ramp BS), which will replace the existing Westminster Street on-ramp. Vehicles will access this ramp from Broadway and pass under Westminster Street to enter southbound Route 10 from the right side. Traffic accessing southbound Route 10 from Harris Avenue will travel to

Broadway and make a left turn before making a right turn onto the new ramp. Traffic accessing southbound Route 10 from the Tobey street area will continue westbound on Broadway and make a left turn onto the new ramp. The Tobey Street Ramp/Harris Avenue ramps would be used to access westbound Route 6 only.

- The DEIS identified the frontage road that connects the local neighborhood streets on the east side of Route 10 from Union Avenue to Oak Street to be maintained as a two-lane, two-way, continuous roadway. Due to significant public opposition at the DEIS Public Hearing and through comments received, RIDOT and FHWA have reconfigured the frontage road in order to reduce residential impacts in the West End neighborhood.

  Refer also to revised Figure S-3 on page S-7 in this FEIS.

  There will be three separate frontage roads connecting Oak and Marvin Streets; Willow Street, Hudson Street, Wood Street and Chapin Avenue; and Rosedale, Waverly and Althea Streets. Wendell Street will dead-end with provisions for u-turns for automobiles and single unit trucks.

  The width of Salvati Way has been reduced in order to eliminate the need for three partial acquisitions.

CROSSMAN ENGINEERING, INC.

Rhode Island Department of Transportation

Federal Highway Administration

SOURCE: CROSSMAN ENGINEERING

ALTERNATIVE 4 PLAN

IMPROVEMENTS TO US ROUTE 6/ROUTE 10 INTERCHANGE

SCALE: 1"=400'

REVISED FIGURE-NO. S-3

PAGE ES-7

ES.3 Concurrent Projects and Studies in the Project Area

The following projects are under study and design or have begun construction within the project study area.

Cranston Viaduct/Cranston Street Bridge

The Cranston Viaduct, located south of the project limits and carries Route 10 over Cranston Street and Amtrak railroad tracks, is currently being replaced under a separate RIDOT construction project. The new viaduct will be initially configured to allow two travel lanes in each direction along Route 10. The width of the new structure, however, will accommodate three lanes in each direction, if required in the future. This project is being implemented independent of, and would not be affected by, the alternatives being considered in this FEIS.

Replacement of the Union Avenue Bridge No. 452
Cranston Street Traffic Signals

The Replacement of the Union Avenue Bridge No. 452 and Cranston Street Traffic Signals Project has been advertised for construction by RIDOT. The existing Union Avenue Bridge carries Union Avenue traffic over Route 10. The new bridge will be constructed in the same location. It will have greater vertical clearances and additional width for Route 10 and would not be affected by the alternatives being considered in this FEIS. The Cranston Street Traffic Signals portion of the project includes the replacement and interconnection of three traffic signal systems on Cranston Street at the intersections with Garfield Street, Niantic Avenue, and Huntington Avenue.

Cranston Street Bridge

The Cranston Street Bridge, located south of the project limits and carries Cranston Street over Amtrak railroad tracks, is currently being replaced under a separate RIDOT construction project. This project is being implemented independent of, and would not be affected by, the alternatives being considered in this FEIS.

ES.4 Summary of Impacts

Alternative 1: No-Build

This alternative does not satisfy the project's purposes and needs of identifying a transportation improvement that will address the deterioration of the existing bridges, reduce congestion within the Interchange, reduce interchange-related traffic congestion in the adjacent communities, and improve the north-to-west travel movement.

Future shoring and repairs to the existing bridges would cause traffic delays and would not address the structural deficiencies.

Transportation, noise, energy use, and long-term productivity impacts would be high; social, economic, water resources, and commitment of resources impacts would be medium, since congestion within the Interchange would not be reduced; Interchange-related congestion in the surrounding communities would not be reduced, and the north-to west travel movement would not be improved.

Land use and zoning, air quality, wetlands, wildlife, floodplains, threatened or endangered species, cultural resources, hazardous materials, and visual impacts would be low.

Alternative 1 would not require any property acquisitions.

Alternative 2: Rehabilitate the Existing Bridges

This alternative does not satisfy the project's purposes and needs of identifying a transportation improvement that will reduce congestion within the Interchange, reduce Interchange-related traffic congestion in the adjacent communities, and improve the north-to-west travel movement.

Rehabilitation of the bridges would only temporarily address the structural deficiencies, and future repairs would eventually be required, which would result in traffic delays.

Transportation, noise, energy use, and long-term productivity impacts would be high; social, economic, water resources, and commitment of resources impacts would be medium, since congestion within the Interchange would not be reduced; Interchange-related congestion in the surrounding communities would not be reduced, and the north-to west travel movement would not be improved.

Land use and zoning, air quality, wetlands, wildlife, floodplains, threatened or endangered species, cultural resources, hazardous materials, and visual impacts would be low.

Alternative 2 would not require any property acquisitions.

Noise impacts would be high with this alternative.

During construction, social, economic, transportation, energy use, and short-term productivity impacts would be high due to traffic delays caused by lane closures that would limit access to the surrounding areas.

Alternative 3: Reconstruct the Existing Bridges

This alternative does not satisfy the project's purposes and needs of identifying a transportation improvement that will reduce congestion within the Interchange, reduce interchange-related traffic congestion in the adjacent communities, and improve the north-to-west travel movement.

Transportation, noise, energy use, and long-term productivity impacts would be high; social, economic, water resources, and commitment of resources impacts would be medium, since congestion within the Interchange would not be reduced; Interchange-related congestion in the surrounding communities would not be reduced, and the north-to west travel movement would not be improved.

Land use and zoning, air quality, wetlands, wildlife, floodplains, threatened or endangered species, cultural resources, hazardous materials, and visual impacts would be low.

Alternative 3 would not require any property acquisitions.

Noise impacts would be high with this alternative. Existing noise levels are above FHWA noise abatement criteria. Cost effective and locally desired noise barriers would be considered during final design under this alternative.

During construction, social, economic, transportation, energy use, and short-term productivity impacts would be high as a result of traffic delays caused by lane closures that would limit access to the surrounding areas. Alternative 3 impacts would be higher than for Alternative 2 due to the longer construction time.

Alternative 4: Reconstruct the Interchange on New Alignment

This alternative satisfies the project's purposes and needs of identifying a transportation improvement that will reduce congestion within the Interchange, reduce interchange-related traffic congestion in the adjacent communities, and improve the north-to-west travel movement.

Land use and zoning, economic, transportation, air quality, water resources, wetland, wildlife, floodplain, threatened or endangered species, cultural resources, hazardous materials, energy use, long-term productivity, and commitment of resources impacts would be low since congestion within the Interchange would be reduced; Interchange-related congestion in the surrounding communities would be reduced, and north-to west travel movement would be improved.

The DEIS indicated that relocation impacts would be high, since seven residential (43 units) and four commercial acquisitions would be required. The DEIS also indicated that social impacts would be high since the relocations would affect a low-income elderly and minority community (West End). With the reconfiguration of the frontage road in the West End, only one residential (1 unit) acquisition would be required (the four commercial acquisitions would still be required). Therefore, relocation and social impacts would be medium for this alternative.

Visual impacts to the West End neighborhood would be high with the addition of the northwest flyover ramp, which would be visible from abutters.

Noise impacts would be high with this alternative. Existing noise levels are above FHWA noise abatement criteria. Cost effective and locally desired noise barriers would be considered during final design under this alternative.

During construction, land use and zoning, economic, transportation, energy use, and short-term productivity impacts would be low, since the existing number of travel lanes would remain open during construction.
Also during construction, hazardous materials mitigation would be high due to the excavation required for the roadways, drainage structures and pipes, wall foundations, and bridge substructures in areas of anticipated contamination.

ES.5 Reasons for Identifying Alternative 4 as the Recommended Alternative

Alternative 1 does not satisfy the project's purposes and needs of identifying a transportation improvement that will address the deterioration of the existing bridges, reduce congestion within the Interchange, reduce Interchange-related traffic congestion in the adjacent communities, and improve the north-to-west travel movement.

Alternatives 2 and 3 do not satisfy the project's purposes and needs of identifying a transportation improvement that will reduce congestion within the Interchange, reduce interchange-related traffic congestion in the adjacent communities, and improve the north-to-west travel movement.

Alternative 4 has been refined slightly in response to comments received on the DEIS during the public review period. The DEIS design showed a continuous frontage road that would connect the local neighborhood streets on the east side of Route 10 between Union Avenue and Oak Street.

The DEIS design reconfigured the frontage road into three separate frontage roads connecting Oak and Marvin Streets; Willow Street, Hudson Street, Wood Street and Chapin Avenue; and Rosedale, Waverly and Althea Streets. Wendell Street would dead-end with provisions for u-turns for automobiles and single-unit trucks. As a result, adverse impacts of the previous DEIS design have been substantially reduced without affecting the operations of the improvements to the Interchange. Alternative 4 would only displace 1 housing unit, down from 43 housing units displaced in the DEIS design.

Regardless of this design refinement, Alternative 4 still is the only alternative that fully addresses the purposes and needs of the project. While it has some relocation and hazardous materials impacts during construction, Alternative 4 has the best long-range impacts (economic, transportation, energy use, long-term productivity, and commitment of resources) due to improved traffic operations. It will have long-term noise impacts, but noise mitigation options will be considered during final design. Motorists would benefit from the elimination of problem weave areas and ramp terminals on Route 6 and Route 10, improved traffic flow in Olneyville, and the addition of a ramp for northbound Route 10 motorists to travel to westbound Route 6. Water quality would be improved since roadway runoff would be removed from the combined sewer system, thereby reducing the amount of untreated water from entering the Woonasquatucket River. Although none of the alternatives would exceed criteria limits for regulated air pollutants, air quality would improve at a majority of the intersections under Alternative 4 compared to those of the other alternatives. However, air quality results were worse

for Alternative 4 at the Broadway / Harris Avenue and Union Avenue / Route 10 SB Off-Ramp intersections in comparison with the other alternatives.

In conclusion, Alternative 4's positive benefits substantially outweigh its adverse impacts, all of which can be mitigated. Therefore, Alternative 4 with its revisions since the DEIS, Reconstruct the Interchange on New Alignment, has been identified as the recommended alternative in this FEIS (See Figure ES-2).

ES.6 Other Actions Required

The following permits are anticipated for Alternative 4:

- Rhode Island Department of Environmental Management (RIDEM) Office of Waste Management – Soil Contamination
- RIDEM Office of Water Resources – Rhode Island Pollution Discharge Elimination System General Permit for Construction Activity
- RIDEM Office of Freshwater Wetlands – Preliminary Determination
- Narragansett Bay Commission – Stormwater/Sewer Permit
- City of Providence – Department of Public Works
- Miscellaneous Utility Company Relocation Authorizations

PURPOSE AND NEED

PURPOSE AND NEED

Project Purpose

The purpose of the U.S. Route 6/Route 10 Interchange Project in Providence, Rhode Island is to identify a transportation improvement alternative that will:

- Address the deterioration of the existing bridges.
- Reduce congestion within the Interchange.
- Reduce interchange-related traffic congestion in the adjacent communities.
- Improve the north-to-west travel movement.

An environmental review process is being conducted by the Rhode Island Department of Transportation to evaluate the environmental impacts of proposed alternatives, and to identify a preferred alternative that would satisfy the project's purpose. This Draft Environmental Impact Statement has been prepared to meet Federal Highway Administration environmental regulations implementing the National Environmental Policy Act (NEPA). Alternatives to achieve these purposes will be evaluated in a manner that is sensitive to the community and the environment.

Project Need

- Nine of the eleven bridges are approximately fifty years old and in deteriorated states, nearing the end of their useful lives.
- Inadequate lane capacity along with significant geometric deficiencies, such as substandard weaves and ramp connections, result in increased congestion, driver delays, and reduced air quality.
- Currently the motorist has no option to proceed westbound on Route 6 from northbound Route 10 other than through local streets, leading to reduced efficiency of the Interchange and increased traffic congestion in the surrounding communities.

CHAPTER 1

PROJECT OVERVIEW AND BACKGROUND

CHAPTER 1
PROJECT OVERVIEW AND BACKGROUND

This chapter provides an overview of the proposed improvements to the existing U.S. Route 6/Rhode Island State Route 10 Interchange (the Interchange), the project background and the importance of this interchange in the State's transportation system. The proposed improvements are located in the city of Providence, which is in Providence County.

Please refer to the Draft Environmental Impact Statement (DEIS) pages indicated for DEIS Sections where no changes were required for this Final Environmental Impact Statement (FEIS).

1.1 Project Overview

This FEIS was prepared by the Federal Highway Administration (FHWA) and the Rhode Island Department of Transportation (RIDOT). The FEIS evaluates reasonable and prudent alternatives for RIDOT to improve the Interchange.

The "Y"-shaped project study area includes the segment of Route 6 from Atwells Avenue in the northeast to approximately 1,000 feet west of the Hartford Avenue interchange in the northwest. In addition, the project area includes the segment of Route 10, which is coincident with Route 6 north of the Interchange, between Atwells Avenue in the northeast and the Cranston Street Viaduct in the south. (Refer Figure 1-1 of the DEIS, Page 1-2.)

Within the project study area, Routes 6 and 10 are major expressways with two or more lanes in each direction providing access between downtown Providence and southern and western Rhode Island. Located approximately 1.5 miles west of Interstate I-95, the Interchange's present configuration results from four previous incremental highway construction contracts that were built independently, spanning a period of over 50 years:

- The Olneyville Square Project was built in the early 1950s to provide a bypass around Olneyville Square. Olneyville Square is a center of business activity for the Olneyville neighborhood on the west side of Providence. At the center of Olneyville, six roads intersect to form a major node in the city's roadway network.

- The Huntington Expressway (Route 10) was built in the late 1950s to connect the Olneyville bypass to Reservoir Avenue (Route 2), which is located south of the Interchange.

- The Route 6 Expressway (formerly Rhode Island State Route 195) was built in the late 1960s to provide direct access between the Providence area and western Rhode Island.

- The Route 6 Connector was constructed in the late 1970s to extend Route 6 to Dean Street near downtown Providence.

The eleven bridges in the Interchange have deteriorated beyond their usable life, requiring frequent emergency and short-term repairs. Combined with steady increases in traffic volumes beyond design capacity, significant deficiencies exist including substandard horizontal and vertical geometry, weaving sections and ramp acceleration/deceleration lanes. In addition, the traffic operational performance of the Interchange is limited, since the northbound Route 10 to westbound Route 6 movement was not provided. Accordingly, local streets are used for this movement.

1.2 Project Background

1.2.1 System Linkage

Refer to Section 1.2.1 of the DEIS (Page 1-3).

1.2.2 Deterioration of the Existing Infrastructure

Refer to Section 1.2.2 of the DEIS (Page 1-3).

1.2.3 Geometric Deficiencies

Refer to Section 1.2.3 of the DEIS (Page 1-6).

1.2.4 Traffic Operations

Refer to Section 1.2.4 of the DEIS (Page 1-6).

1.2.5 Modal Interrelationships

Refer to Section 1.2.5 of the DEIS (Page 1-8).

1.3 Consistency With Local And Regional Plans

Refer to Section 1.3.1 of the DEIS (Page 1-8).

The project conforms to the State Guide Plan Overview 2001 that was prepared by the Rhode Island Statewide Planning Program.

Specific references include Section 121.03 Policies (T1, T7, T9, T10, and T12) and Section 155.04 Policies (P-2, T-2).

CHAPTER 2

ALTERNATIVES

CHAPTER 2
ALTERNATIVES

This chapter describes the alternatives evaluated in this Final Environmental Impact Statement (FEIS). Alternatives that were initially studied and eliminated from further consideration are described first. Other alternatives that were considered feasible and reasonable and selected for further study are described second. The chapter also provides estimated construction costs for the alternatives considered and lists the concurrent projects in the study area.

A Recommended Alternative is identified in this FEIS. Alternative 4, Reconstruct Interchange on a New Alignment, was selected after a comparison of the alternatives' operations and impacts on the affected environment. This selection was based on the impact analyses of the alternatives in this FEIS and the Draft Environmental Impact Statement (DEIS). In addition, it was based on a thorough evaluation of the comments and suggestions received on the DEIS during the public review period, including those delivered in person at the public hearing on June 28, 2005..

Please refer to the DEIS pages indicated for sections where no changes were required for this FEIS.

2.1 Scoping Process

Refer to Section 2.1 of the DEIS (Page 2-1).

2.2 Alternatives

Refer to Section 2.2 of the DEIS (Page 2-1).

2.2.1 Alternatives Removed from Consideration

Refer to Section 2.2.1 of the DEIS (Page 2-1).

2.2.2 Alternatives Under Consideration

Alternative 1: No-Build

Refer to Section 2.2.2 of the DEIS (Page 2-3).

Alternative 2: Rehabilitate the Existing Bridges

Refer to Section 2.2.2 of the DEIS (Page 2-3).

Alternative 3: Reconstruct the Existing Bridges

This alternative would include full replacement of most of the components of the interchange bridges while maintaining the present alignment of the roadways. Construction of a new Route 10 northbound to Route 6 westbound movement is not included. New foundations would be constructed between the existing ones where possible, so that removal of the existing footings and piles would not be required.

Alternative 4: Reconstruct the Interchange on New Alignment

Refer to Section 2.2.2 of the DEIS (Page 2-5).

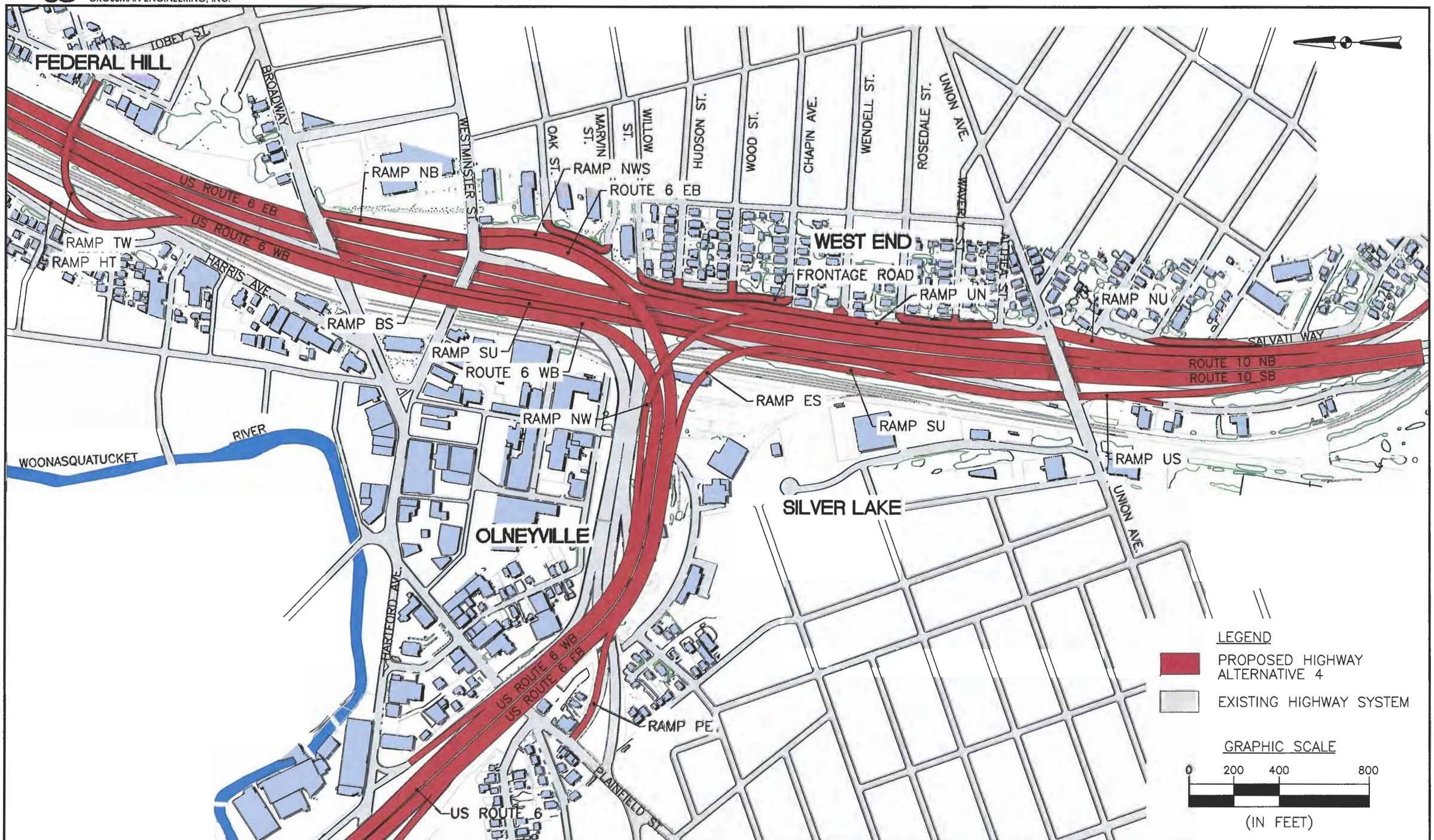
The design of this alternative has been revised since the DEIS in response to comments received during the public review period on the DEIS. The DEIS design showed a continuous frontage road that would connect the local neighborhood streets on the east side of Route 10 between Union Avenue and Oak Street. This frontage road would be maintained as a two-lane, two-way, continuous roadway. However, due to significant public opposition to this design, RIDOT and FHWA have reconfigured the frontage road in order to reduce residential displacements in the West End neighborhood. The new design reduces residential displacements from 43 units to one unit. See section 4.3.1 in this FEIS for detailed discussion on displacements.

Please see revised Figures 2-2 and 2-13 on pages 2-3 and 2-4, respectively, in this FEIS for the revised design.

The FEIS design includes three separate frontage roads connecting Oak and Marvin Streets; Willow Street, Hudson Street, Wood Street and Chapin Avenue; and Rosedale, Waverly and Althea Streets. Wendell Street would dead-end with provisions for u-turns for automobiles and single unit trucks.

The width of Salvati Way has been reduced in order to eliminate the need for three partial acquisitions.

CROSSMAN ENGINEERING, INC.



Rhode Island Department of Transportation

Federal Highway Administration

SOURCE: CROSSMAN ENGINEERING

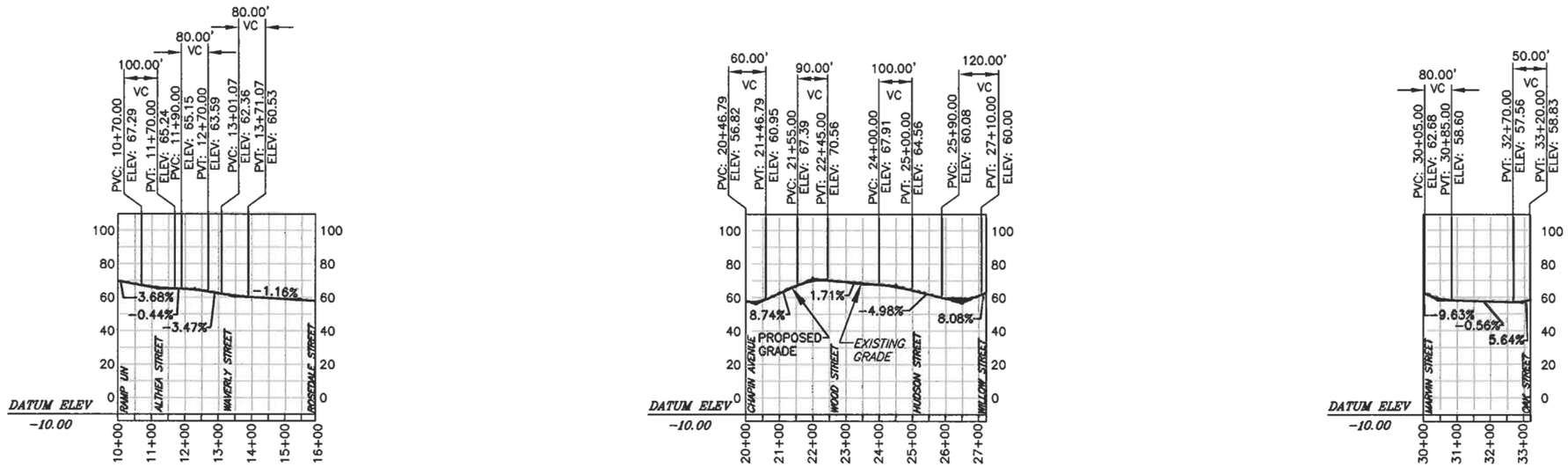
ALTERNATIVE 4 PLAN

IMPROVEMENTS TO US ROUTE 6/ROUTE 10 INTERCHANGE

SCALE: 1"=400'

REVISED FIGURE–NO. 2–2

PAGE 2–3



SCALE:
HOR. 1"=400'
VERT. 1"=80'

Rhode Island Department of Transportation

Federal Highway Administration

SOURCE: NGVD 1929

ALTERNATIVE 4 FRONTAGE ROAD PROFILES

IMPROVEMENTS TO US ROUTE 6/ROUTE 10 INTERCHANGE

SCALE: AS NOTED

REVISED FIGURE-NO. 2-13

PAGE 2-4

2.3 Cost Estimates of Alternatives

Refer to Section 2.3 of the DEIS (Page 2-23).

Note that Table 2-1 has been revised and is included in this FEIS. The cost estimate for Alternative 4 has been revised to incorporate the updated real estate acquisition cost.

Revised Table 2-1
Alternatives Cost Estimate Summary

Item	Alternative 1 No Build	Alternative 2 Rehabilitation	Alternative 3 Reconstruct	Alternative 4 New Interchange
Direct Costs				
Roadway	$0	$0	$0	$22,324,000
Bridge	$4,589,000	$24,153,000	$43,091,000	$92,943,000
Maintenance of Traffic	$1,148,000	$11,514,000	$15,419,000	$9,972,000
Storm/Sewer Separation	$0	$0	$0	$1,900,000
Olneyville Traffic Signal Improvements	$0	$0	$0	$1,700,000
Special Waste Mitigation	$0	$0	$0	$2,527,000
Utilities	$0	$0	$0	$8,200,000
Subtotal	**$5,737,000**	**$35,667,000**	**$58,510,000**	**$139,566,000**
Engineering Contingencies 15%	$861,000	$5,351,000	$8,777,000	$20,935,000
Mobilization 10%	$574,000	$3,567,000	$5,851,000	$13,957,000
Real Estate Acquisitions	$0	$0	$0	$3,635,000
Subtotal	**$7,172,000**	**$44,585,000**	**$73,138,000**	**$178,093,000**
Inflation to year 2010 (4%/yr)	$1,903,000	$11,830,000	$19,405,000	$47,252,000
Grand Total	$9,075,000	$56,415,000	$92,543,000	$225,345,000
Estimate	**$10,000,000**	**$57,000,000**	**$93,000,000**	**$226,000,000**
Indirect Costs				
Construction Delay Cost	N/A	$322,000,000	$386,400,000	$29,400,000

2.4 Concurrent Projects in the Study Area

The following projects are under study and design or have begun construction within the project study area.

Cranston Viaduct/Cranston Street Bridge

The Cranston Viaduct, located south of the project limits and carries Route 10 over Cranston Street and Amtrak railroad tracks, is currently being replaced under a separate RIDOT construction project. The new viaduct will be initially configured to allow two travel lanes in each direction along Route 10. The width of the new structure, however, will accommodate three lanes in each direction, if required in the future. This project is being implemented independent of, and would not be affected by, the alternatives being considered in this FEIS.

Replacement of the Union Avenue Bridge No. 452
Cranston Street Traffic Signals

The Replacement of the Union Avenue Bridge No. 452 and Cranston Street Traffic Signals Project has been advertised for construction by RIDOT. The existing Union Avenue Bridge carries Union Avenue traffic over Route 10. The new bridge will be constructed in the same location. It will have greater vertical clearances and additional width for Route 10 and would not be affected by the alternatives being considered in this FEIS. The Cranston Street Traffic Signals portion of the project includes the replacement and interconnection of three traffic signal systems on Cranston Street at the intersections with Garfield Street, Niantic Avenue, and Huntington Avenue.

Cranston Street Bridge

The Cranston Street Bridge, located south of the project limits and carries Cranston Street over Amtrak railroad tracks, is currently being replaced under a separate RIDOT construction project. This project is being implemented independent of, and would not be affected by, the alternatives being considered in this FEIS.

2.5 Financial Analysis (New Heading to FEIS)

The recommended alternative would most likely be subdivided into multiple construction contracts that would be incorporated into the Transportation Improvement Program (TIP). The specific level of yearly funding for these contracts will be determined in the future.

CHAPTER 3

AFFECTED ENVIRONMENT

CHAPTER 3
AFFECTED ENVIRONMENT

This chapter describes the existing social, economic, and environmental setting of the area affected by the alternatives presented in this Final Environmental Impact Statement (FEIS).

Please refer to the Draft Environmental Impact Statement (DEIS) pages indicated for sections where no changes were required for this FEIS.

3.1 Land Use and Zoning

Refer to Section 3.1 of the DEIS (page 3-1).

3.2 Socioeconomics and Demographics

Refer to Section 3.2 of the DEIS (page 3-4).

3.2.1 Neighborhoods and Community Facilities

Refer to Section 3.2.1 of the DEIS (page 3-4).

3.2.2 Social and Demographic Characteristics

Refer to Section 3.2.2 of the DEIS (page 3-6).

In response to comments from the U.S. Environmental Protection Agency (EPA), additional information about asthma is included in the FEIS. In addition to the Census data regarding demographics provided in the DEIS, additional data were obtained to determine asthma levels in the City of Providence compared to the State of Rhode Island as a whole. According to the EPA, asthma is a serious problem in our society. The EPA supports asthma prevention as part of its general commitment to environmental and health protection and its specific commitment to environmental justice for all Americans. Where people are living in unhealthful environments, EPA is working to protect them by trying to reduce or eliminate their exposures to pollution.

The City of Providence had a higher rate of childhood asthma hospitalization compared to the State as a whole for the years 1999 to 2001 (4.8 per 1000 vs. 2.7 per 1000). It could be concluded from these data that the City of Providence is a potential Environmental Justice area for air quality compared to the State as a whole. The source of these data is the *2003 Rhode Island KIDS COUNT Factbook*. Data were obtained for children since asthma is the leading chronic illness of children in the U.S. and the leading cause of school absenteeism due to chronic illness.

3.3 Transportation Facilities

Refer to Section 3.3 of the DEIS (page 3-13).

3.3.1 Traffic Patterns and Volumes

Refer to Section 3.3.1 of the DEIS (page 3-13).

3.3.2 Freeway Capacity Analysis

Refer to Section 3.3.2 of the DEIS (page 3-15).

3.3.3 Intersection Capacity Analysis

Refer to Section 3.3.3 of the DEIS (page 3-25).

3.3.4 Accident History

Refer to Section 3.3.4 of the DEIS (page 3-29).

3.3.5 Public Transportation

Refer to Section 3.3.5 of the DEIS (page 3-31).

3.3.6 Pedestrian and Bicycle Facilities

Refer to Section 3.3.6 of the DEIS (page 3-32).

3.4 Physical Environment

Refer to Section 3.4 of the DEIS (page 3-33).

3.4.1 Topography, Soils and Geology

Refer to Section 3.4.1 of the DEIS (page 3-33).

3.4.2 Wildlife

Refer to Section 3.4.2 of the DEIS (page 3-36).

3.4.3 Climate

Refer to Section 3.4.3 of the DEIS (page 3-36).

3.4.4 Air Quality

Refer to Section 3.4.4 of the DEIS (page 3-37).

3.4.4.1 Air Quality Standards

Refer to Section 3.4.1.1 of the DEIS (page 3-37).

3.4.4.2 Existing Conditions

Refer to Section 3.4.1.2 of the DEIS (page 3-37).

3.4.5 Noise

Refer to Section 3.4.5 of the DEIS (page 3-39).

3.4.6 Petroleum and Hazardous Materials

Refer to Section 3.4.6 of the DEIS (page 3-41).

3.4.7 Visual

Refer to Section 3.4.7 of the DEIS (page 3-43).

3.5 Water Resources

Refer to Section 3.5 of the DEIS (page 3-43).

3.5.1 Water Quality

Refer to Section 3.5.1 of the DEIS (page 3-43).

Two additional facts about the Woonasquatucket River have been added to the FEIS, in response to conmments on the DEIS by the Rhode Island Statewide Planning Program and the EPA. Pursuant to the River Policy and Classification Plan, the Rhode Island Rivers Council has designated the Woonasquatucket River as a recreational multiple use river in the project area (Class B1{a}). In addition, the Woonasquatucket River is listed for excess algal growth/chlorophyll-A and low dissolved oxygen (Group 5 in the *Rhode Island Department of Environmental Management State of Rhode Island 2002, 303(d) List of Impaired Waters).*

3.5.2 Freshwater Wetlands

Refer to Section 3.5.2 of the DEIS (page 3-47).

3.5.3 Floodplain

Refer to Section 3.5.3 of the DEIS (page 3-50).

3.5.4 Groundwater

Refer to Section 3.5.4 of the DEIS (page 3-50).

3.5.5 Ecology and Vegetation

Refer to Section 3.5.5 of the DEIS (page 3-50).

3.6 Historic and Archaeological Resources

Refer to Section 3.6 of the DEIS (page 3-52).

3.6.1 Introduction

This section summarizes the findings of separate aboveground historic and archaeological reconnaissance surveys conducted for the proposed project. The results and recommendations of these surveys are intended to provide information that will facilitate consultation between the project proponent and the responsible review agencies to determine whether the construction of the project has the potential to adversely affect any properties judged to be potentially eligible for listing in the National Register of Historic Places (National Register). The detailed results of these surveys are contained in Technical Memoranda that were submitted to the Rhode Island Historical Preservation and Heritage Commission (RIHPHC) for review, along with the RIHPHC's comments and requests to address additional properties.

3.6.2 Authority

Refer to Section 3.6.2 of the DEIS (page 3-52).

3.6.3 Area of Potential Effect

Refer to Section 3.6.3 of the DEIS (page 3-52).

3.6.4 Survey Methodology

Refer to Section 3.6.4 of the DEIS (page 3-53).

3.6.4.1 Archaeological Survey

Refer to Section 3.6.4.1 of the DEIS (page 3-53).

3.6.4.2 Historic Structures Survey

Refer to Section 3.6.4.2 of the DEIS (page 3-54).

3.6.5 Survey Results

Refer to Section 3.6.5 of the DEIS (page 3-54).

3.6.5.1 Archaeological Resources

Refer to Section 3.6.5.1 of the DEIS (page 3-54).

3.6.5.2 Above-Ground Resources

The historic architectural assessment determined that the Interchange project APE contains a portion of one National Register Partial Inventory study area, a portion of one National Register historic district, five properties individually listed in the National Register, one property formally determined eligible for National Register listing, two districts and two properties determined eligible for National Register listing through consensus, and 13 properties that may be eligible for National Register listing. (Please see Table 3-16, which has been revised since the DEIS to reflect the above information). The project study area also includes portions of two local historic districts (LHD) and 40 industrial or commercial buildings or complexes included in the ICBD overlay district. The literature review identified over 300 previously surveyed buildings within the APE without National Register eligibility determinations. Revised Figure 3-21 indicates the location and boundaries of the National Register listed and eligible properties.

Revised Table 3-16. National Register listed and eligible properties and City of Providence Industrial and Commercial Buildings District (Local Landmark) resources within the project APE

Property Name	Address/Boundaries	NR Status/Date	Comments	Figure 3-21
National Register Listed Properties				
Historic and Architectural Resources of Elmwood, Partial Inventory	Southwest corner of Providence, bounded by Broad Street to east, Interstate 95/ Cranston line to south, city line/ Route 10 to west, and Westminster/ Cranston/Messer streets to north	Listed 1/7/1980	Southern portion of APE overlaps Inventory area in West Elmwood neighborhood. One individually listed property in Inventory area is located in APE: Josephine White Block (see below). *	1
Broadway–Armory Historic District	L-shaped area on west side of Providence, bounded by Grove/ Federal/Kenyon streets on north, Dean/Bridgham streets on east, Carpenter/Fountain/ Durfee/Cranston/ Superior/Wendell streets to south, and Messer/Barton streets to west	Listed 5/1/1974	Eastern portion of APE overlaps District, outside area of proposed direct impact, and contains 11 contributing properties. One individually listed property in District is located in APE: Bell Street Chapel (see below).	2
Bell Street Chapel	5 Bell Street, Providence	Listed 3/14/1973	Located outside the area of proposed direct construction impacts.	3
Josephine White Block	737-739 Cranston Street, Providence	Listed 1/7/1980	Located outside the area of proposed direct construction impacts. Also in Providence ICBD	4
National and Providence Worsted Co.	166 Valley Street, Providence	Listed 7/11/2003	Located outside the area of proposed direct construction impacts. Also in Providence ICBD	5
Plain Farm House	108 Webster Street, Providence	Listed 06/27/1980	Located outside the area of proposed direct construction impacts.	6
Providence Dyeing, Bleaching and Calendering Co.	46-60 Valley Street, 80 Delaine Street, Providence	Listed 10/18/2004	Located outside the area of proposed direct construction impacts. Also in Providence ICBD	7
Determined Eligible for Listing in The National Register				
Atwells Avenue Bridge	Atwells Avenue over Routes 6/10	Determined Eligible by the Keeper of the National Register 03/29/1989	Located outside the area of proposed direct construction impacts.	8
Determined Eligible Through Consensus				

Revised Table 3-16. National Register listed and eligible properties and City of Providence Industrial and Commercial Buildings District (Local Landmark) resources within the project APE

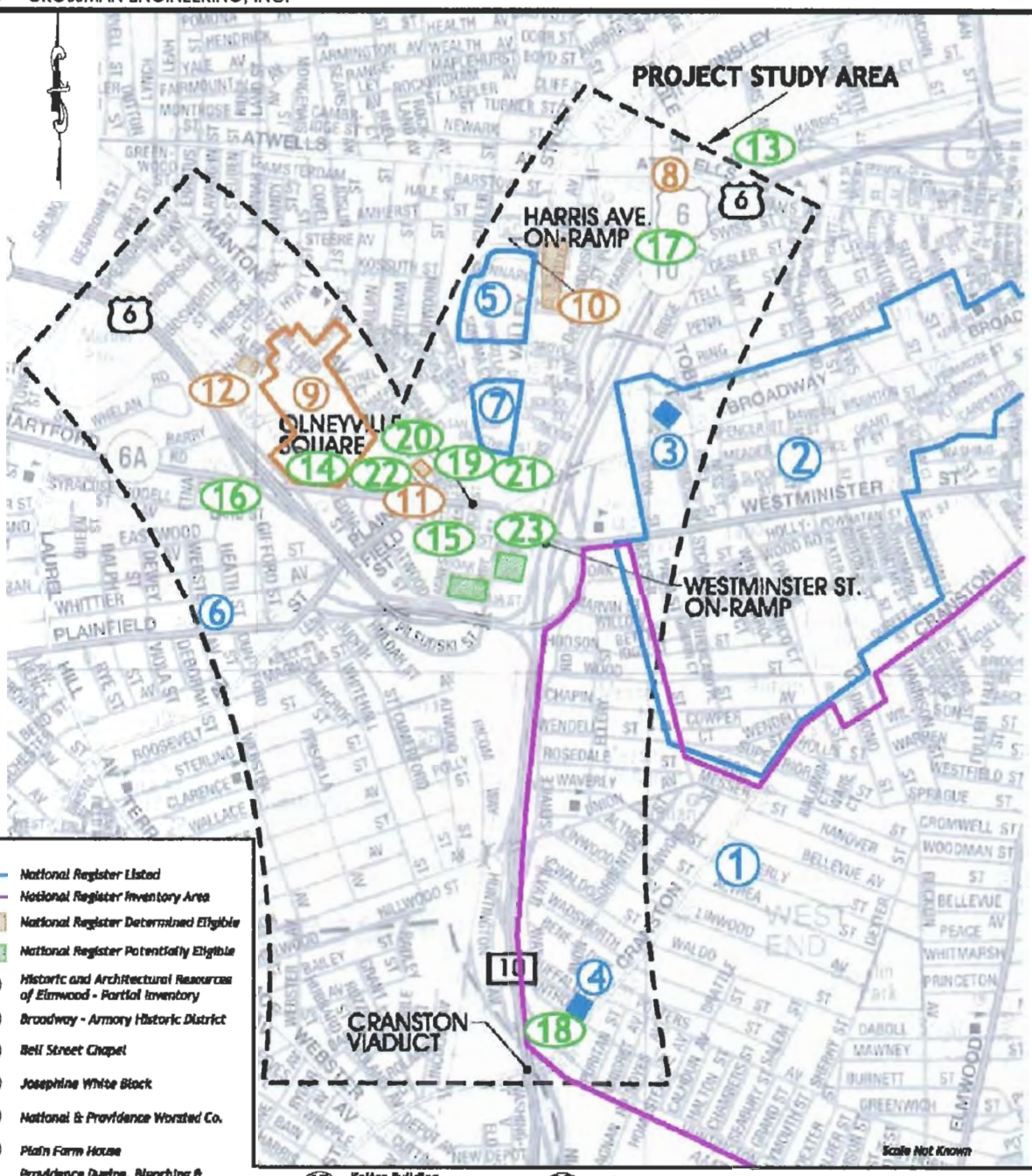
Property Name	Address/Boundaries	NR Status/Date	Comments	Figure 3-21
Atlantic Delaine Mill Village Historic District	Manton and Hartford avenues, Providence	Determined Eligible through consensus 2/20/2003	Located outside the area of proposed direct construction impacts. 25 and 46 Aleppo Street components Also in Providence ICBD	9
Woonasquatucket Meadows Plat Historic District	Amherst & Tuxedo Streets, Providence	Draft Determination of Eligibility through consensus	Located outside the area of proposed direct construction impacts.	10
Paragon Worsted Mills	25 Manton Avenue, Providence	Determined Eligible through consensus 2/20/2003	Located outside the area of proposed direct construction impacts. Also in Providence ICBD	11
Riverside Mills Administration Building	50 Aleppo Street, Providence	Determined Eligible through consensus 2/20/2003	Located outside the area of proposed direct construction impacts. Also in Providence ICBD	12
Possibly National Register Eligible Properties				
American Brewing Co. (Capitol Records)	386 Harris Avenue, Providence	Possibly Eligible 7/05/2005	Located outside the area of proposed direct construction impacts. Also in Providence ICBD	13
American Multiple Fabric Company	91 Hartford Avenue, Providence	Possibly Eligible 7/05/2005	Located outside the area of proposed direct construction impacts. Also in Providence ICBD	14
Colonial Knife Company	28 Agnes Street, Providence	Possibly Eligible 7/05/2005	Located outside the area of proposed direct construction impacts. Also in Providence ICBD	15
Colwell Worsted Company	204 Hartford Avenue	Possibly Eligible 7/05/2005	Located outside the area of proposed direct construction impacts. Also in Providence ICBD	16
Hingeco Manufacturing Company	4 Addison Place	Possibly Eligible 7/05/2005	Located outside the area of proposed direct construction impacts. Also in Providence ICBD	17

Revised Table 3-16. National Register listed and eligible properties and City of Providence Industrial and Commercial Buildings District (Local Landmark) resources within the project APE

Property Name	Address/Boundaries	NR Status/Date	Comments	Figure 3-21
Koltar Building	743 Cranston Street, Providence	Possibly Eligible 7/05/2005	Located outside the area of proposed direct construction impacts. Also in Providence ICBD	18
Loeber Building	98 Plainfield Street, Providence	Possibly Eligible 7/05/2005	Located outside the area of proposed direct construction impacts. Also in Providence ICBD	19
Providence Police Precinct #6	36 Chaffee Street	Possibly Eligible 7/05/2005	Located outside the area of proposed direct construction impacts. Also in Providence ICBD	20
Tommy Tucker Baking Company	114 DeLaine Street	Possibly Eligible 7/05/2005	Located outside the area of proposed direct construction impacts. Also in Providence ICBD	21
Wales Building	28 Olneyville Square	Possibly Eligible 7/05/2005	Located outside the area of proposed direct construction impacts. Also in Providence ICBD	22
Weybosset Mills No. 1, 2, 3, and 4 and associated buildings	Block bounded by Dike/Troy/Oak streets and Amtrak, Providence (20, 34, 46 Dike Street; 217, 233, 239 Oak Street) and block bounded by Oak/Troy/Magnolia/Agnes streets, Providence (244 Oak Street, 30 Agnes Street, 33 Magnolia Street)	Possibly Eligible 6/12/1995	Located outside the area of proposed direct construction impacts. Also in Providence ICBD	23

* The DEIS reference to the direct impact on Salvati Way has been removed since it is no longer applicable.

CROSSMAN ENGINEERING, INC.



KEY:

- National Register Listed
- National Register Inventory Area
- National Register Determined Eligible
- National Register Potentially Eligible

1. Historic and Architectural Resources of Elmwood - Partial Inventory
2. Broadway - Armory Historic District
3. Bell Street Chapel
4. Josephine White Block
5. National & Providence Worsted Co.
6. Plain Farm House
7. Providence Dyeing, Bleaching & Calendering Co.
8. Atwells Avenue Bridge
9. Atlantic Delaine Mill Historic District
10. Woonasquatucket Meadows Plat Historic District
11. Paragon Worsted Mills
12. Riverside Mills Administration Building
13. American Brewing Company
14. American Multiple Fabric Company
15. Colonial Knife Company
16. Colwell Worsted Company
17. Hingeco Manufacturing Company
18. Koltar Building
19. Loeber Building
20. Providence Police Precinct #6
21. Tommy Tucker baking Company
22. Wales Building
23. Weybosset Mills No. 1,2,3,&4 and associated buildings

PAL

Revisions / Modifications / Source	Date
PAL revised:	10-28-05
PAL modified: indicate historic resources	04-06-05
Map data received from: Crossman Engineering, Inc.	04-05
Map source: Crossman Engineering, Inc.	NA

The base information contained in this map was supplied to PAL as a professional courtesy for informational and illustrative purposes only. PAL makes no warranties, either express or implied, regarding the fitness or suitability of this map for any other purpose than to depict the location and/or results of cultural resource investigations conducted by PAL.

Rhode Island Department of Transportation

Federal Highway Administration

NATIONAL REGISTER LISTED AND ELIGIBLE PROPERTIES

IMPROVEMENTS TO US ROUTE 6/ROUTE 10 INTERCHANGE

SOURCE: AS SHOWN

SCALE: NOT TO SCALE

REVISED FIGURE NO. 3–21

3.7 Utilities

Refer to Section 3.7 of the DEIS (page 3-59).

CHAPTER 4

ENVIRONMENTAL CONSEQUENCES

CHAPTER 4
ENVIRONMENTAL CONSEQUENCES

This chapter describes the potential beneficial and adverse social, economic, and environmental effects of the alternatives under consideration and describes the measures proposed to mitigate adverse impacts.

Please refer to the Draft Environmental Impact Statement (DEIS) pages indicated for sections where no changes were required for this Final Environmental Impact Statement (FEIS).

4.1 Land Use Impacts

Refer to Section 4.1 of the DEIS (page 4-1).

4.1.1 Consistency of Alternatives with Comprehensive Plan

Refer to Section 4.1 of the DEIS (page 4-1).

4.1.2 Land Use Impacts

Alternatives 1, 2 and 3 would not change the current configuration of the Interchange and would not have any effect on adjacent land uses. For example, these alternatives will not reduce the land available for development. Alternative 4, however, will reduce the land available for development because of the required land acquisitions (see Section 4.3) in the West End and Silver Lake. As a result of these minor land acquisitions, the proposed project will improve the transportation network, and such improvements are consistent with the Comprehensive Plan. They support the City's redevelopment efforts with a more efficient transportation system.

No farmlands exist within the project area and therefore are unaffected by the project.

4.1.3 Indirect and Secondary Impacts

Refer to Section 4.1.3 of the DEIS (page 4-2).

4.2 Social Impacts

4.2.1 Neighborhood Cohesion

Alternatives 1, 2 and 3 would not affect neighborhood cohesion because the proposed improvements remain within the existing highway alignment and would not split any existing neighborhoods. Alternative 4, however, would have a minor affect on neighborhood cohesion because it is on a new alignment and will displace one housing unit along the edge of an established residential neighborhood. The displaced persons would no longer be part of the neighborhood, and a new neighborhood "edge" would be created that would be affected by highway visibility and noise. The displacement is primarily due to the new northbound Route 10

to westbound Route 6 movement, an on-ramp and new service road connections. The remaining mainline roadways would still be within the existing corridor in Alternative 4 and some of the ramps will be reconfigured, but they would not separate any existing neighborhoods.

During construction, most of the work would be completed within the existing roadway corridor; therefore, disruptions to community cohesion would be minimal.

Traffic patterns would remain the same under Alternatives 1, 2 and 3. As a result, future traffic increases would restrict mobility in the project area. Alternative 4 would improve access to the surrounding areas by reducing congestion within the Interchange and reducing traffic within the nearby neighborhoods.

4.2.2 Schools and Public Facilities

Refer to Section 4.2.2 of the DEIS (page 4-4).

The DEIS stated that there would be a 900 square foot reduction to the parking lot area of the Jehovah's Witness of Providence Church as a result of the easterly shift in alignment towards Salvati Way for Alternative 4. Revisions to Alternative 4 eliminated the need for any property acquisitions from this church.

4.2.3 Social Groups and Environmental Justice

Refer to Section 4.2.3 of the DEIS (page 4-4).

The DEIS stated that Alternative 4 would result in 43 residential displacements and relocations in the West End, which were confined to Census Tract 13. As discussed in Section 2.2 of this FEIS, the layout for the Frontage Road located in the West End has been revised to reduce the number of residential displacements from 43 units to 1 unit. As a result, there is no longer an Environmental Justice concern for relocations resulting from the implementation of Alternative 4.

Noise Analysis

The purpose of the traffic noise analysis was to objectively define and evaluate the significance of potential traffic noise impact conditions at noise-sensitive receptor locations, and to evaluate the feasibility and reasonability of traffic noise mitigation measures that may be warranted for consideration. The methodology used for this process is described in *FHWA's Procedure for Abatement of Traffic Noise*, Title 23 CFR Part 772 (July 1982).

In this case the traffic noise analysis was performed using the approved FHWA Traffic Noise Model (TNM) version 2.5. The TNM model uses input data including roadway geometries, traffic volumes and speeds, consistency of the vehicle fleet mix, coordinates of noise receptor locations, and the presence of any natural or man-made obstructions that may influence the propagation path of the traffic noise. Notably there was no consideration given to the socio-economic status of the receptors, nor any attempt to differentiate the results based on race, creed,

color or religious persuasion of the receptors.

Because many of the approximately 400 receptors evaluated for the DEIS were found to be potentially impacted by traffic noise, candidate noise mitigation measures, primarily consisting of traffic noise barriers, were developed and assessed for feasibility and reasonability. In this case six of the ten noise barriers considered in this study were found to be both feasible and reasonable in accordance with RIDOT's policy because their Cost Efficiency Indexes (CEI) were calculated to be below $2500 per decibel of insertion loss per dwelling unit ($2500/dBIL/DU). Other potential traffic noise mitigation measures such as vehicle restrictions, highway alignment alternatives, land acquisition for buffer zones, and residential soundproofing are typically not considered because they are expensive and may conflict with the intent of the highway improvement project. Through the mitigation consideration process there was no distinction made among receptors based on their socio-economic or other status.

The actual receptors in this project area that are anticipated to be impacted by traffic noise differ by alternative. However, since the project area is already a heavily used highway corridor, the change in noise level at any given receptor location will be relatively small regardless of build alternative.. For example, the worst-case changes (increases) in noise level at any given receptor is expected to be as follows:

- An increase of 1.7 dBA from 2004 Existing to 2030 No-Build, Alt 1, Alt 2 and Alt 3 .
- An increase of 4.4 dBA from the 2030 No-Build, Alt 1, Alt 2 and Alt 3 to 2030 Alt 4 .
- An increase of 4.7 dBA from 2004 Existing to 2030 Alt 4 .

Whereas most human beings can barely hear a change in noise level of 3 dBA and can more likely hear a change of 5 dBA, the results above indicate that the vast majority, if not all, of the receptors in this study will not perceive any changes in traffic noise level under any of these alternatives.

Air Quality Analysis

An air quality study was completed to evaluate the existing air quality conditions in the project area and the consequent air quality impacts of the US Route 6/Route 10 Interchange project. The air quality study included a microscale analysis that calculates carbon monoxide (CO) concentrations at sensitive receptor locations at study area intersections (refer to DEIS Section 4.6 for specific locations).

The air quality study is intended to respond to the transportation conformity requirement that a proposed transportation project demonstrate compliance with the Clean Air Act Amendments (CAAA). The CAAA and the Rhode Island State Implementation Plan (SIP) require that a proposed project not cause any new violation of the National Ambient Air Quality Standards (NAAQS) for pollutants of concern, or increase the frequency or severity of any existing violations, or delay attainment of any NAAQS. The microscale analysis evaluated CO concentrations at sensitive receptor locations in the study area from motor vehicles, which are the primary source of CO emissions from the proposed project.

All of the 2004 Existing Condition 1-hour an 8-hour CO concentrations were found to be below the NAAQS of 35 ppm and 9 ppm, respectively. The air quality analysis indicates that all of the 2010 and 2030 Alternative CO concentrations would be lower than the 2004 Existing Conditions. The future CO concentrations would be lower because the individual vehicle emission rates are lower due to new car standards and emission control programs, such as the statewide Inspection and Maintenance (I/M) Program and the Stage II Vapor Recovery System. Therefore it could be concluded that no Environmental Justice concerns are warranted for air quality.

Public Outreach

Since the project area includes a high percentage of low-income and minority population, extensive outreach has been conducted to inform the public regarding the proposed project and to generate and receive comments about the project. The following is a summary of this public outreach since the project began:

1. Scoping Meeting

   The scoping meeting was held on Wednesday, June 16, 2004, at 10:00 A.M., at the Rhode Island Department of Transportation Maintenance Headquarters, 360 Lincoln Avenue, Warwick, Rhode Island 02888.

   The purpose of the meeting was to introduce the project to Federal, State, City of Providence, and City of Cranston Agencies and Officials.

2. City of Providence Meeting

   The meeting was held on Thursday, October 7, 2004, at 1:30 P.M., at the Rhode Island Department of Transportation, Transportation Operations Center, 2 Capitol Hill, Providence, Rhode Island 02903.

   The purpose of the meeting was to introduce the project to the City of Providence and to discuss coordination with neighborhood groups.

3. Elected Officials and Neighborhood Groups Meeting

   The meeting was held on Wednesday, November 17, 2004, at 7:00 P.M., at the Textron/ Chamber of Commerce, 130 Broadway, Providence, RI 02903.

   The purpose of the meeting was to introduce the project to Elected Officials and Neighborhood Groups.

4. City of Providence Mayor’s Office Meeting

   The meeting was held on Friday, April 29, 2005, at 2:00 P.M., at Providence City Hall, 25 Dorrance Street, Providence, RI 02903.

The purpose of the meeting was to introduce the project to the City of Providence Mayor's Office and to discuss coordination with neighborhood groups.

5. Draft Environmental Impact Public Hearing

   The meeting was held on Tuesday, June 28, 2005, at 7:00 P.M., at the Textron/ Chamber of Commerce, 130 Broadway, Providence, RI 02903.

   The purpose of the meeting was to review the project exhibits and solicit comments on the Draft Environmental Impact Statement that had previously been issued. Brochures were mailed to every address in the project area in both English and Spanish.

6. West Broadway Neighborhood Association Meeting

   The meting was held on September 6, 2005 at the West Broadway Neighborhood Association, 1560 Westminster Street, Providence, Rhode Island 02909.

   The purpose of the meeting was to discuss the current design for Alternative 4, including the revised Frontage Road layout and traffic impacts resulting from the new Broadway On-ramp, followed by a questions and answers session.

It is the intention of the Federal Highway Administration and the Rhode Island Department of Transportation to continue public outreach for the duration of the project to solicit input.

4.3 Relocation Impacts

This section identifies displacements, available relocation properties, special groups affected, and relocation assistance resources for the project alternatives. Alternatives 1, 2, and 3 would not require any additional land (right-of-way) from the surrounding area. Alternative 4 requires additional right-of-way to construct and would require the displacement and relocation of residential, commercial and industrial properties. The property acquisitions and relocation impacts discussed in this section are preliminary estimates, and are not based on actual appraisals. The proposed acquisitions may change from what is discussed/shown in this report as the project design is refined.

4.3.1 Displacements

A summary of the property acquisitions for the alternatives is presented in Revised Table 4-2.

Revised Table 4-2
Property Acquisition Summary

Alternative	Description	Residential Acquisitions			Commercial/ Manufacturing Acquisitions	
		Total	Total Units	Partial	Total	Partial
1	No-Build	0	0	0	0	0
2	Rehabilitate the Existing Bridges	0	0	0	0	0
3	Reconstruct the Existing Bridges	0	0	0	0	0
4	New Interchange	1	1	1	4	2

Residential property acquisitions for Alternative 4 will be along the proposed frontage road segments on the east side of Route 10 from Union Avenue to Oak Street. Commercial/Manufacturing acquisitions will be along the south side of the Huntington Viaduct.

A detailed list of the estimated property acquisitions for Alternative 4 is presented in Revised Table 4-3 and the locations of the properties are shown in Revised Figures 4-1 and 4-2 and Figure 4-3.

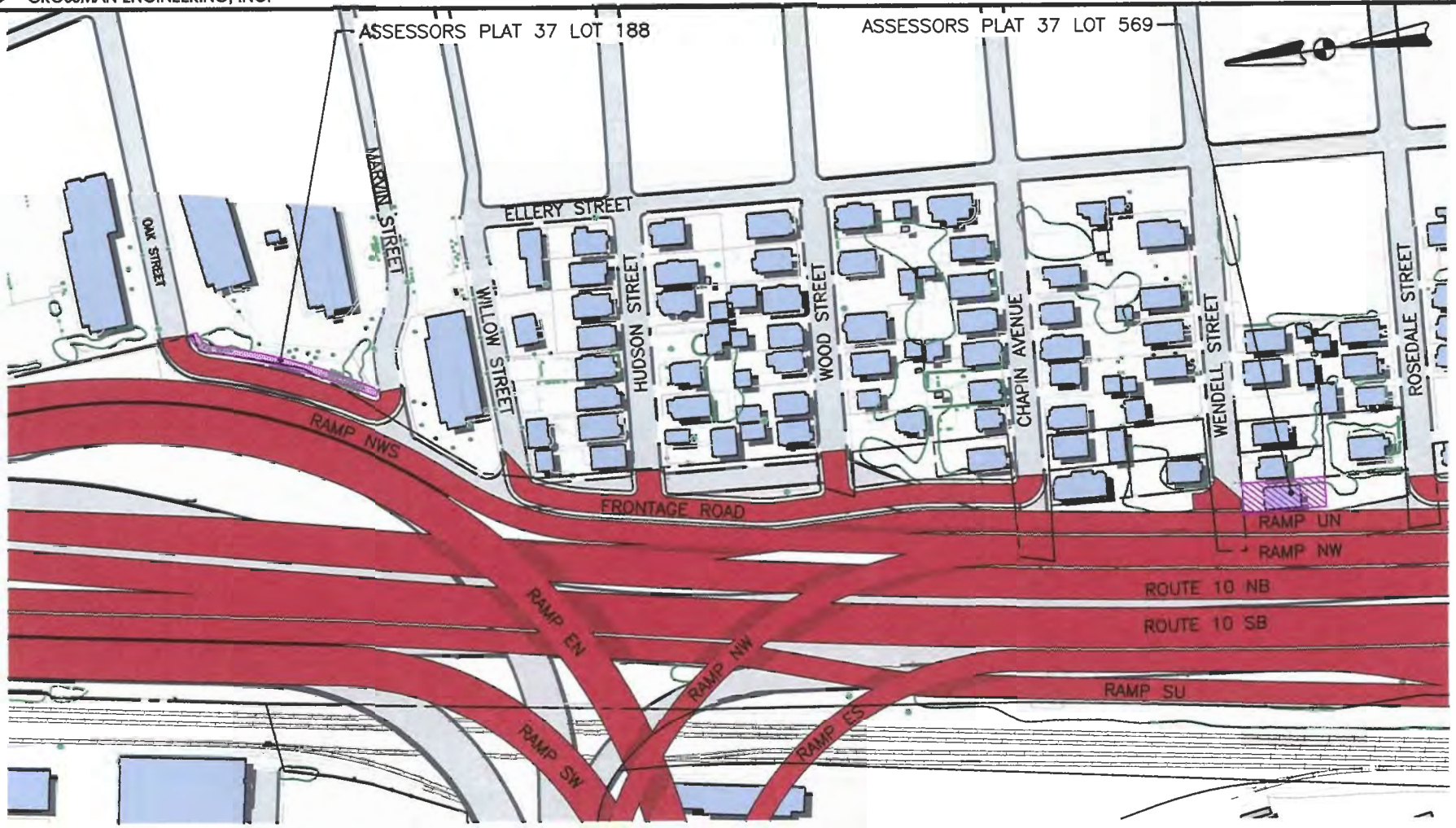
Revised Table 4-3
Alternative 4 Property Acquisition Detail (Estimation)

No.	Plat	Lot	Zoning	Residential Units	Total Parcel Area (acres)	Acquisition Area (sf)	Permanent Easement Area (sf)
1	105	452	Commercial	N/A	0.135	500	
2	105	80	Manufacturing	N/A	1.928	Total	
3	105	38	Manufacturing	N/A	1.300	Total	
4	37	821	Manufacturing	N/A	0.299	Total	
5	37	804	Manufacturing	N/A	3.343	Total	
6	37	44	(Railroad, N/A)	N/A	6.101	2,200	5,500 (aerial)
7	37	822	Manufacturing	N/A	0.425	4,078	
8	37	188	Residential	N/A	1.923	2,877	
10	37	569	Residential	1	0.092	Total	

Based on the above data, Alternative 4 would result in four total and one partial (4,078 square feet) manufacturing acquisitions and one partial (500 square feet) commercial acquisition. Only one total residential unit would be displaced and residents relocated. One partial (2,877 square feet) residential acquisition would be required. Acquisitions required from the railroad property

(No. 6) include one partial acquisition (2,200 square feet) and one permanent aerial easement for bridges over the railroad (5,500 square feet). The estimated real estate acquisition cost is approximately $3,120,000 and the estimated relocation cost is approximately $515,000.

CROSSMAN ENGINEERING, INC.



LEGEND

PARTIAL QCQUISITION

TOTAL ACQUISITION

SHEET SUMMARY OF RIGHT OF WAY IMPACTS

PARTIAL ACQUISITION: 1 RESIDENTIAL LOT (A.P. 37/LOT 188)

TOTAL ACQUISITION: 1 RESIDENTIAL LOT (A.P. 37/LOT 569)

Rhode Island Department of Transportation

Federal Highway Administration

ALTERNATIVE 4 RIGHT-OF-WAY IMPACTS NO. 1

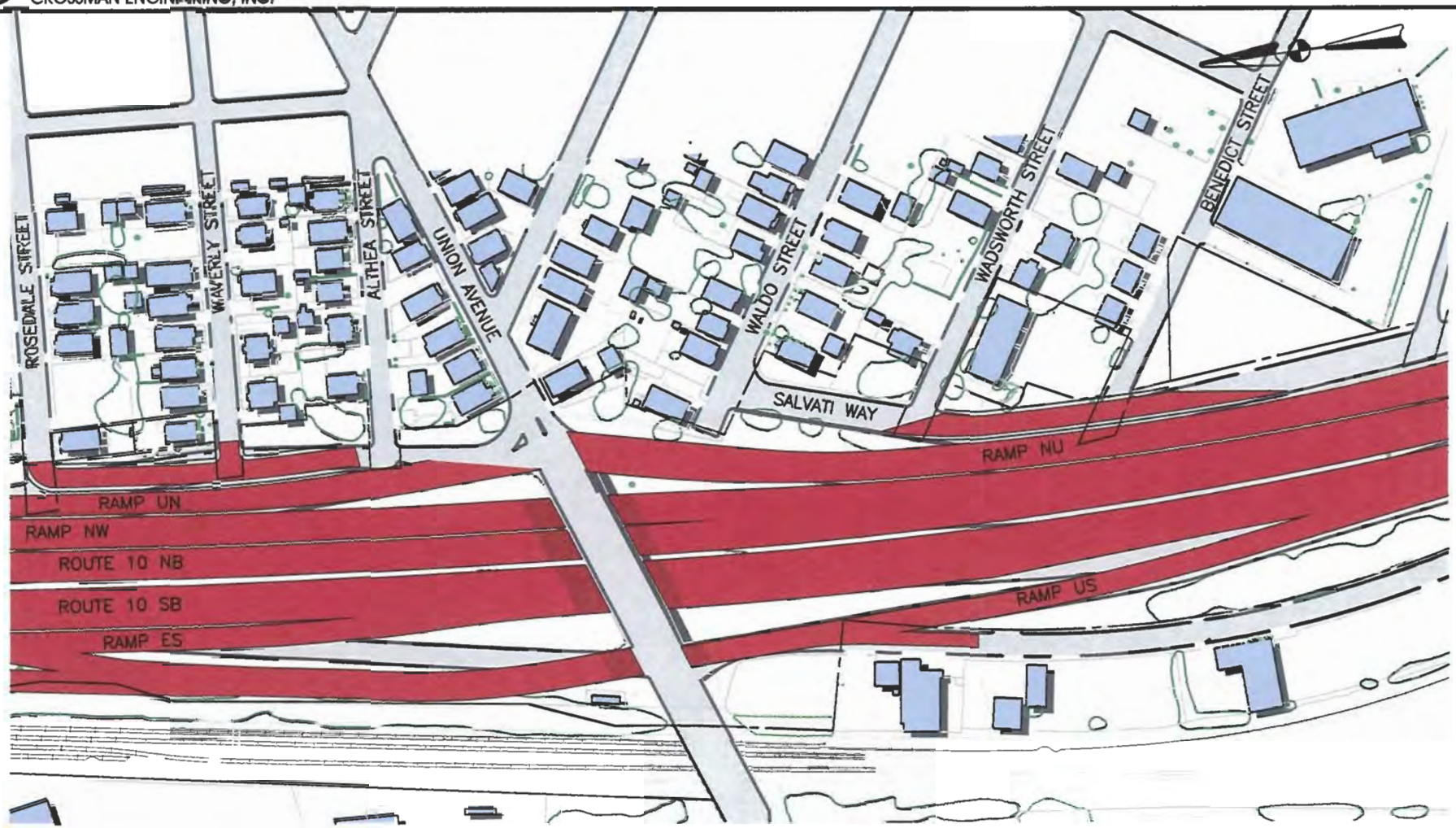
IMPROVEMENTS TO US ROUTE 6/ROUTE 10 INTERCHANGE

SOURCE: CITY OF PROVIDENCE ASSESSORS PLATS

SCALE: 1"=200'

REVISED FIGURE NO. 4-1

CROSSMAN ENGINEERING, INC.



LEGEND

PARTIAL ACQUISITION

TOTAL ACQUISITION

SHEET SUMMARY OF RIGHT OF WAY IMPACTS

PARTIAL ACQUISITION: 0 RESIDENTIAL LOTS

TOTAL ACQUISITION: 0 RESIDENTIAL LOTS

Rhode Island Department of Transportation

Federal Highway Administration

ALTERNATIVE 4 RIGHT-OF-WAY IMPACTS NO. 2

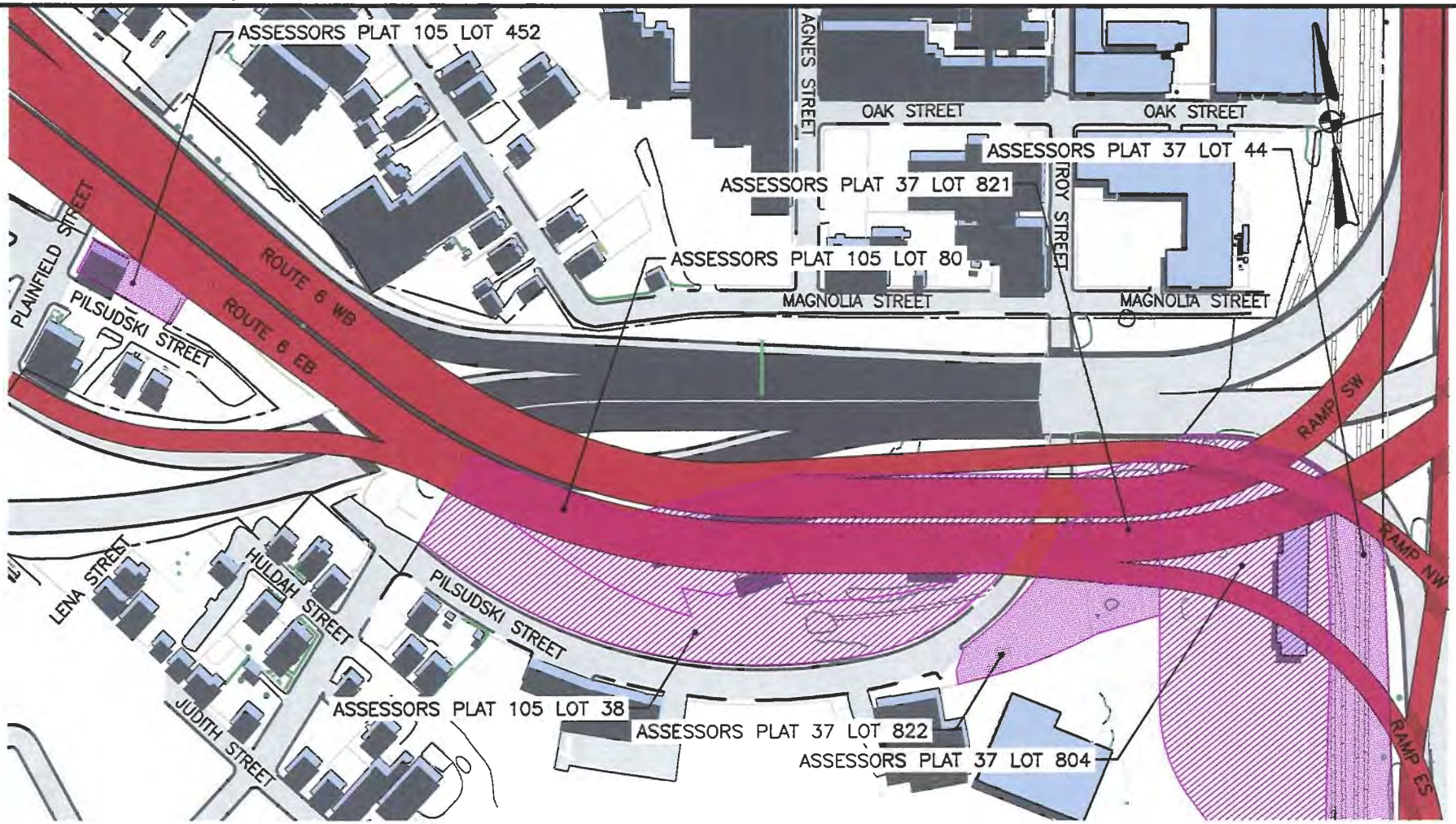
IMPROVEMENTS TO US ROUTE 6/ROUTE 10 INTERCHANGE

SOURCE: CITY OF PROVIDENCE ASSESSORS PLATS

SCALE: 1"=200'

REVISED FIGURE NO. 4–2

CROSSMAN ENGINEERING, INC.



LEGEND

PARTIAL ACQUISITION

TOTAL ACQUISITION

SHEET SUMMARY OF RIGHT OF WAY IMPACTS

PARTIAL ACQUISITION: 1 COMMERCIAL LOT
1 RAILROAD LOT
1 MANUFACTURING LOTS

TOTAL ACQUISITION: 4 MANUFACTURING LOTS

Rhode Island Department of Transportation

Federal Highway Administration

ALTERNATIVE 4 RIGHT-OF-WAY IMPACTS NO. 3

IMPROVEMENTS TO US ROUTE 6/ROUTE 10 INTERCHANGE

SOURCE: CITY OF PROVIDENCE ASSESSORS PLATS

SCALE: 1"=200'

FIGURE NO. 4-3

4.3.2 Available Relocation Properties

The following reflects the current supply of potential relocation properties in the project area. The appraisal process during the subsequent Final Design process will result in a more in-depth assessment and a more detailed Relocation Plan will be developed. Individual interviews will begin during Final Design to determine the specific needs of each relocatee. Property acquisitions will be made upon the determination that relocation properties are available for each displaced person or business.

Residential Relocations

The current supply of housing in the project area is adequate. There is only one proposed residential taking so finding a replacement unit will not be difficult. The appraised value of the property along with a cost differential payment to the displacee will afford a choice of similar housing in a number of locations within the City of Providence as well as the surrounding communities.

Commercial Relocations

Relocation of certain industrial properties to be displaced by the project within the project area may be difficult. The characteristics of the businesses to be taken and the limited amount of M-1 zoning present a challenge. There are currently properties available in the area, but few with similar characteristics and that may conform to the needs of these businesses.

National Lumber Company (Plat 105/Lots 38 and 80) is a lumber sales and distribution business that also sells various related sundries. It employs eight people full time. This business will require approximately three acres with industrial zoning, plus the transfer of licenses and permits if relocated within the City of Providence. The potential impact of taking this business could be adverse to the project area as well, as relocating this business within the City of Providence is not probable and will present a net loss to the City in terms of property and inventory taxes.

Student Bus Line (Plat 37/Lot 804) is a school bus leasing company which contracts exclusively with the Providence School Department. The company currently employs over 400 people. The company requires parking space for 200 school busses, as well as space for a maintenance facility. The proposed acquisition would include the office facilities for the company, but will preserve most of the parking. The entire facility would not have to be relocated, but the office uses would have to be relocated elsewhere on the existing property. There is no other location in the city that could meet the requirement of parking for 200 buses, and conform to the proper zoning. During Final Design, alternative possibilities will be identified, including adjusting the alignment, to avoid the initial takings and any problems associated with the relocation.

The acquisition and relocation program will be conducted in accordance with the Uniform Relocation Assistance and Real Property Acquisition Policies Act of 1970, as amended, and relocation resources are available to all residential and business relocates without discrimination.

Adequate staff will be available to assist each individual displacee providing advisory services as needed. If necessary, besides administering payments and assuring compliance with the Federal regulations, staff will be available to provide services such as property listings, make referrals to brokers, mortgage companies and movers.

Conclusion

Based on a review of available property listings by the Statewide Multiple Listing Service, a field survey of the project area, and familiarity with the current housing market, it is assumed that there is adequate housing that can accommodate most displacees.

The number of available and appropriate single-family homes in Providence is somewhat limited. Recent escalations in overall real estate values have made affordable housing even more limited, especially for low-income families, based on recent sales and rental trends Statewide. There has been an escalation in the volume of listings, which will affect values. The extent of this effect cannot be determined. New listings have remained on the market for approximately 80 days, according to annual statistics of the Greater Providence Board of Realtors.

Although there may be some unanticipated complexities which surface at the time of the right of way (ROW) acquisition and relocation, RIDOT expects to complete relocation assistance functions in strict conformance with the Uniform Act. If necessary, resources outside RIDOT can be accessed to make certain that there is a positive transition for all displacees.

4.3.3 Special Groups Affected

Based on a review of the demographics of the City of Providence and initial contacts with the project's design personnel, this project will have no adverse impact on the low-income housing supply and racial or ethnic minorities. Census data, demographics and housing characteristics, which have been reviewed, are included in Section 3.2.2.

4.3.4 Relocation Assistance Resources

Refer to Section 4.3.4 of the DEIS (page 4-12).

4.4 Economic Impacts

Refer to Section 4.4 of the DEIS (page 4-15).

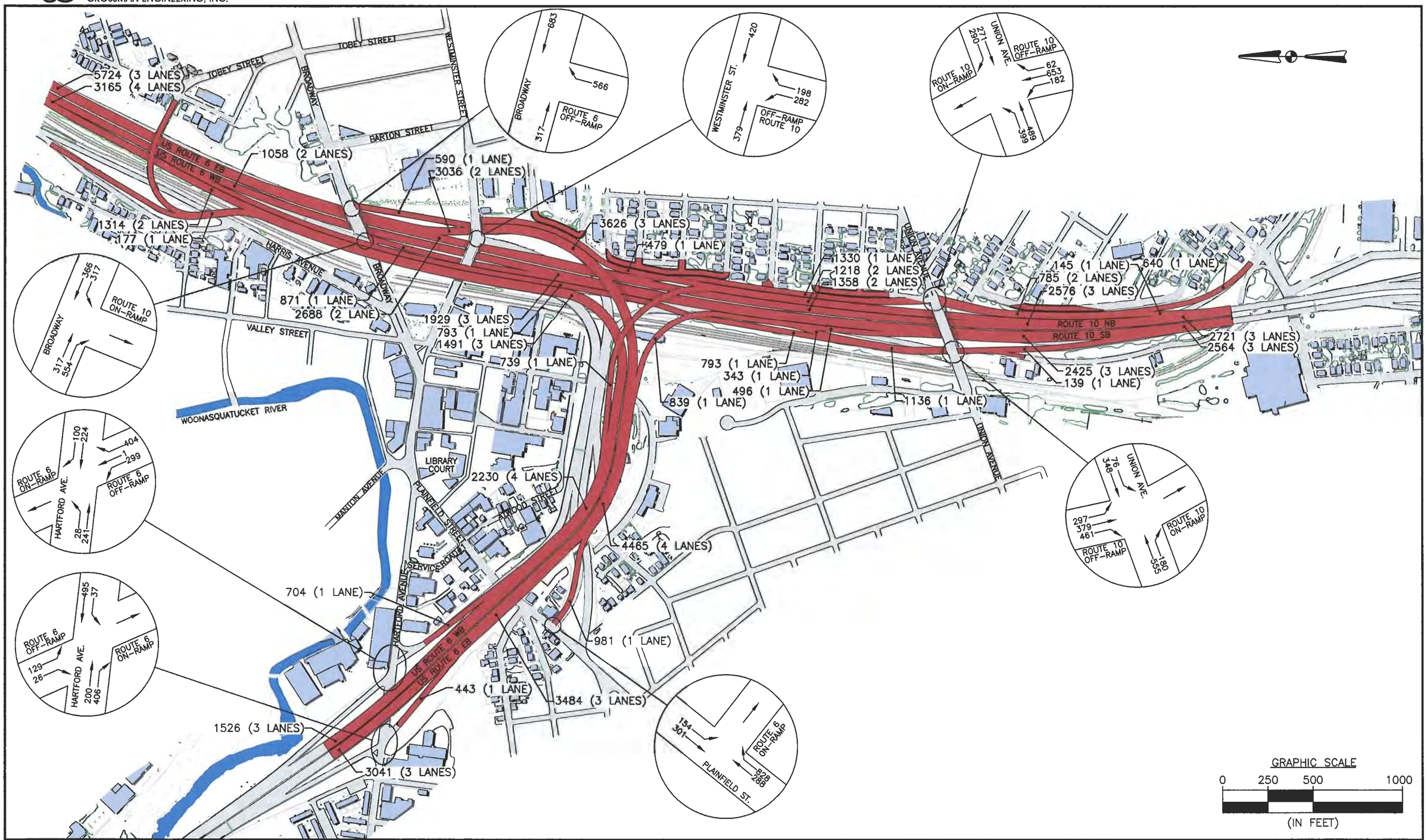
4.5 Transportation Impacts

Refer to Section 4.5 of the DEIS (page 4-15).

4.5.1 Traffic Operations

Refer to Section 4.5.1 of the DEIS (page 4-15).

The proposed traffic volumes for Alternative 4 have been revised mostly due to revisions in the traffic distribution in the Broadway and Westminster Street area. The Frontage Road configuration for Alternative 4 has also changed. Revised Figures 4-12 to 4-19 showing these changes are included in this FEIS.



Rhode Island Department of Transportation

Federal Highway Administration

2010 AM PEAK HOUR INTERCHANGE TRAFFIC VOLUMES - ALTERNATIVE 4

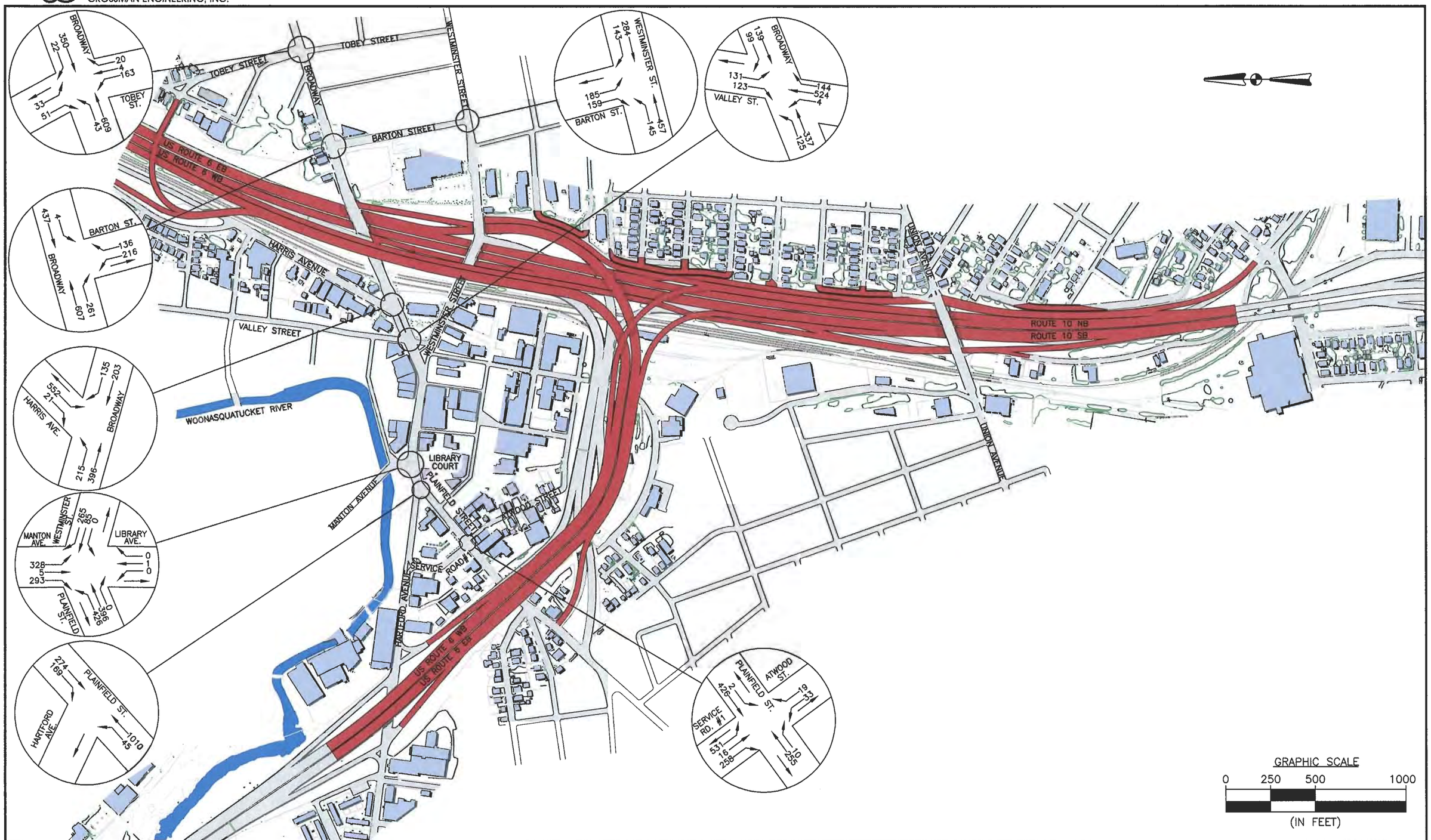
IMPROVEMENTS TO US ROUTE 6/ROUTE 10 INTERCHANGE

SOURCE: CROSSMAN ENGINEERING, INC.

SCALE: 1"=500'

REVISED FIGURE-NO. 4-12

PAGE 4-14



GRAPHIC SCALE

0 250 500 1000

(IN FEET)

Rhode Island Department of Transportation

Federal Highway Administration

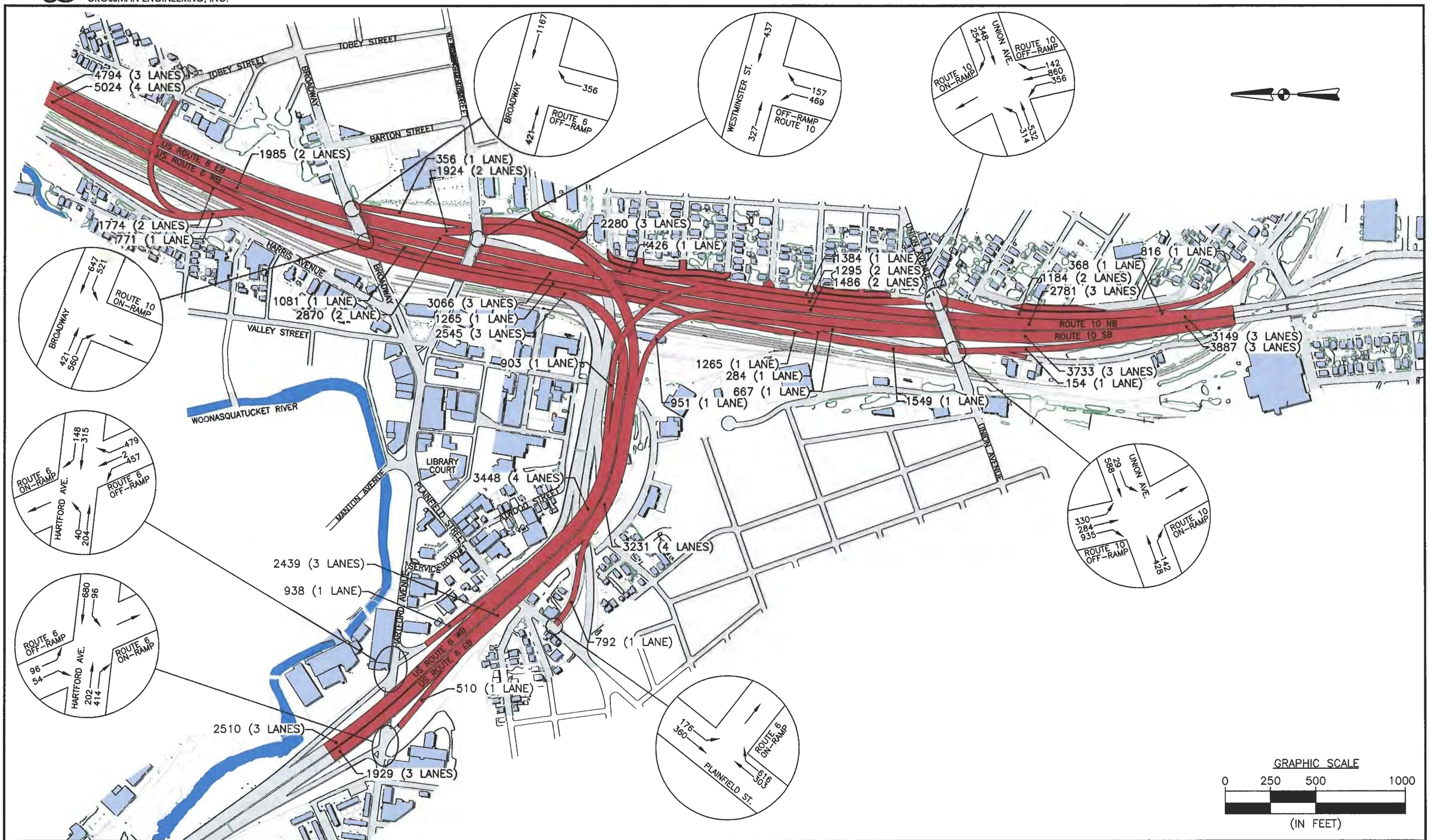
2010 AM PEAK HOUR NON-INTERCHANGE INTERSECTION TRAFFIC VOLUMES - ALTERNATIVE 4

IMPROVEMENTS TO US ROUTE 6/ROUTE 10 INTERCHANGE

SOURCE: CROSSMAN ENGINEERING, INC.

SCALE: 1"=500'

REVISED FIGURE–NO. 4–13



Rhode Island Department of Transportation

Federal Highway Administration

2010 PM PEAK HOUR INTERCHANGE TRAFFIC VOLUMES - ALTERNATIVE 4

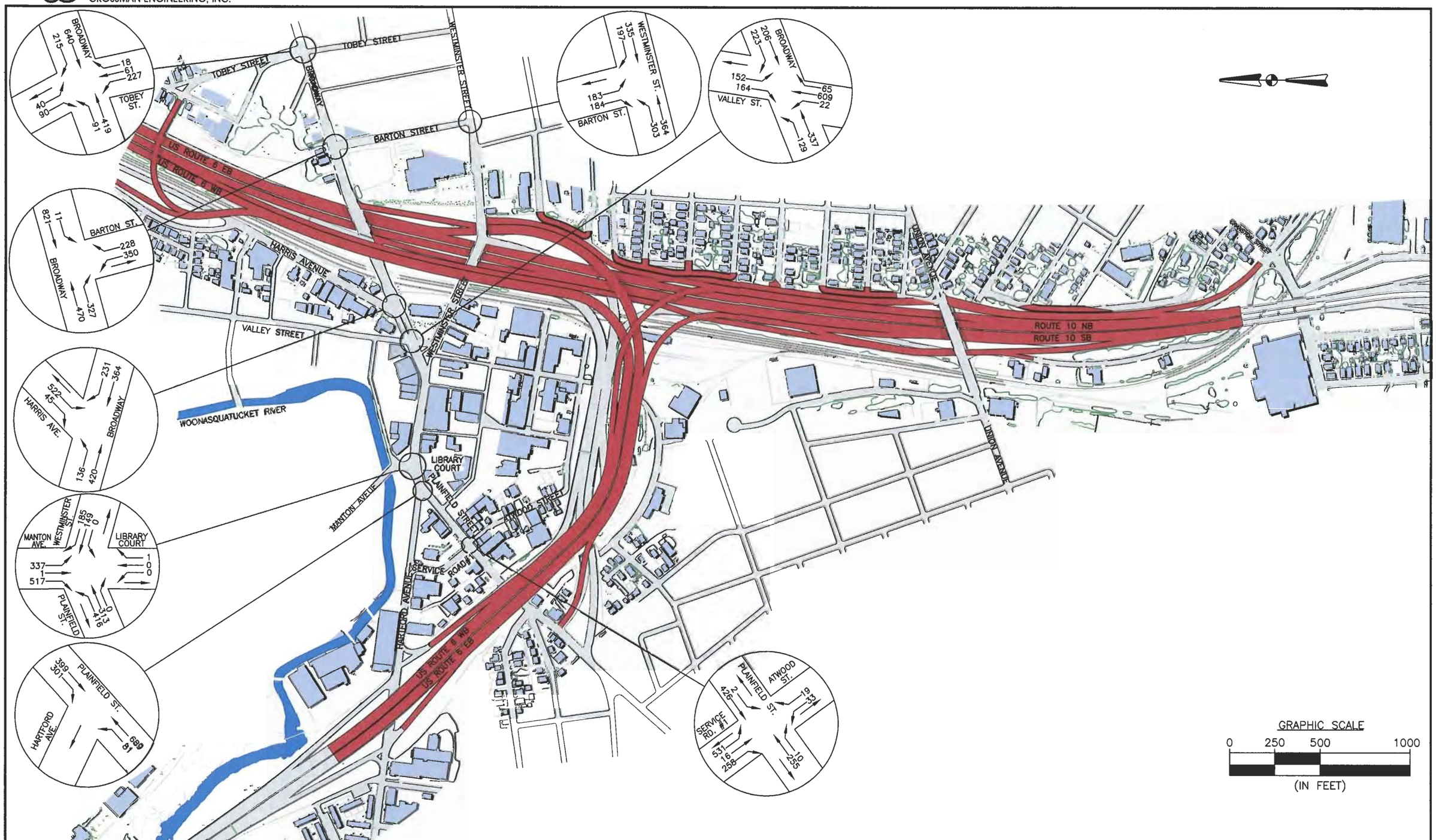
IMPROVEMENTS TO US ROUTE 6/ROUTE 10 INTERCHANGE

SOURCE: CROSSMAN ENGINEERING, INC.

SCALE: 1"=500'

REVISED FIGURE-NO. 4-14

PAGE 4-16



Rhode Island Department of Transportation

Federal Highway Administration

2010 PM PEAK HOUR NON-INTERCHANGE INTERSECTION TRAFFIC VOLUMES - ALTERNATIVE 4

IMPROVEMENTS TO US ROUTE 6/ROUTE 10 INTERCHANGE

SOURCE: CROSSMAN ENGINEERING, INC.

SCALE: 1"=500'

REVISED FIGURE–NO. 4–15

Rhode Island Department of Transportation

Federal Highway Administration

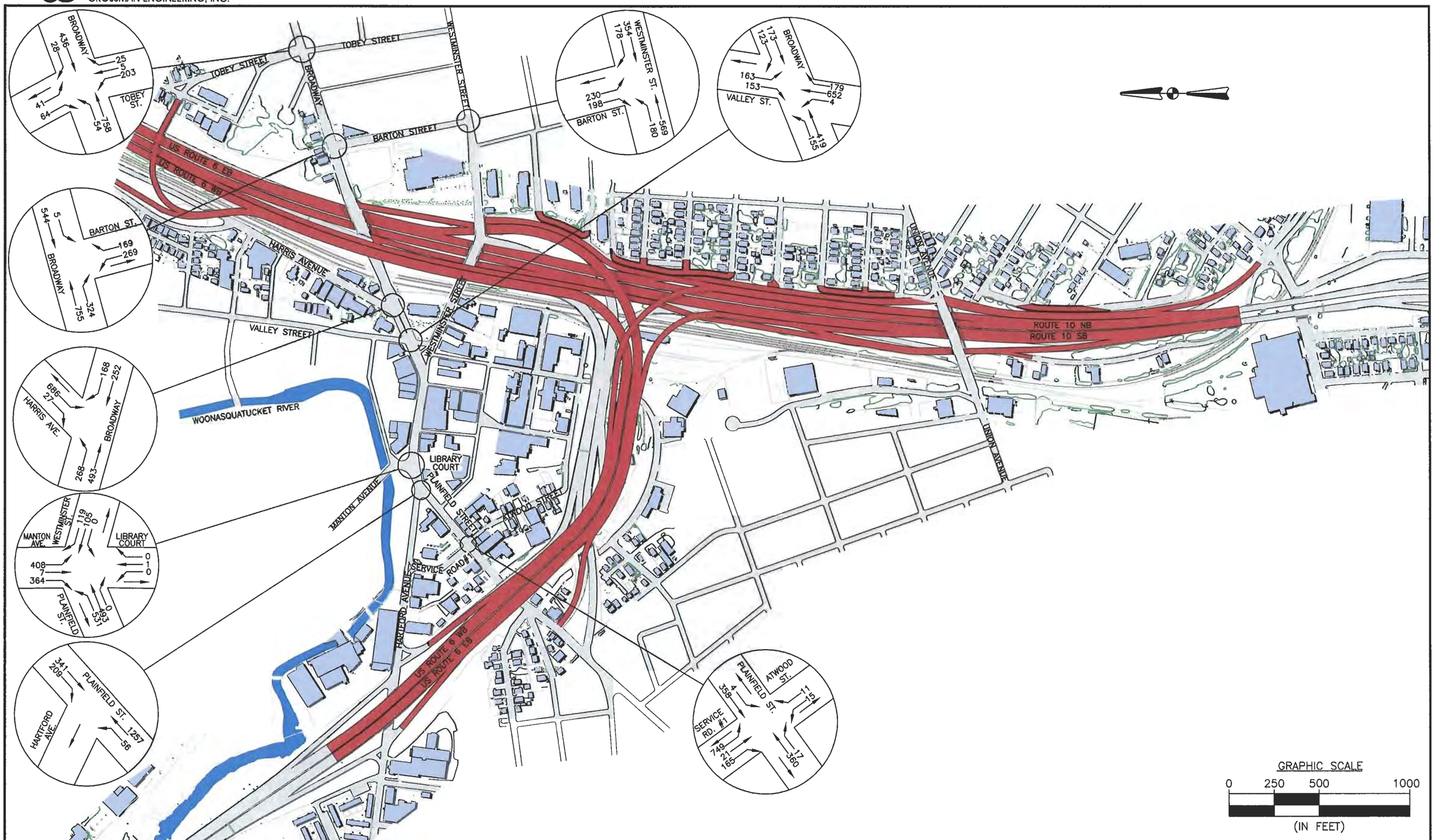
2030 AM PEAK HOUR INTERCHANGE TRAFFIC VOLUMES - ALTERNATIVE 4

IMPROVEMENTS TO US ROUTE 6/ROUTE 10 INTERCHANGE

SOURCE: CROSSMAN ENGINEERING, INC.

SCALE: 1"=500'

REVISED FIGURE–NO. 4–16



Rhode Island Department of Transportation

Federal Highway Administration

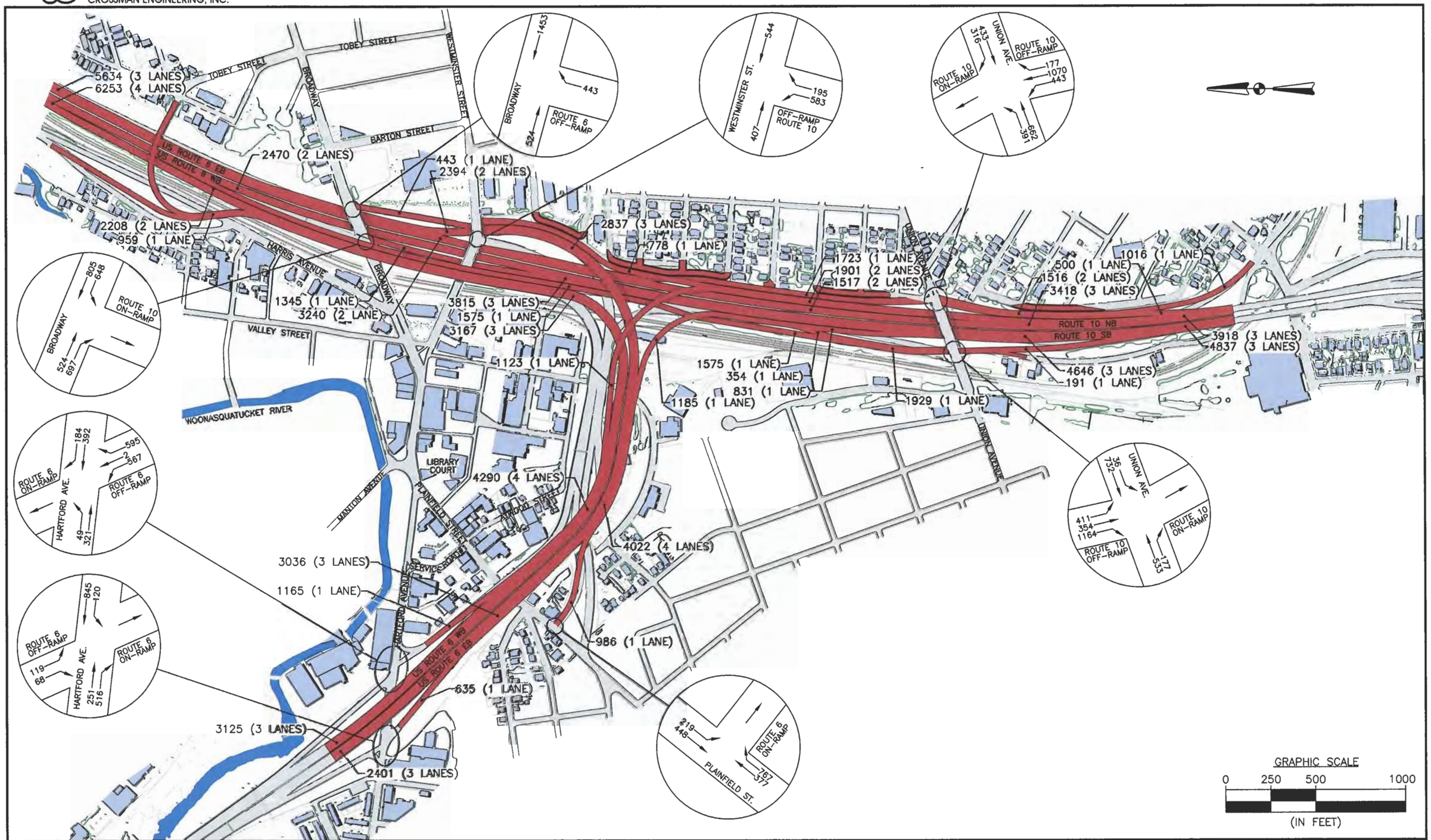
2030 AM PEAK HOUR NON-INTERCHANGE INTERSECTION TRAFFIC VOLUMES - ALTERNATIVE 4

IMPROVEMENTS TO US ROUTE 6/ROUTE 10 INTERCHANGE

SOURCE: CROSSMAN ENGINEERING, INC.

SCALE: 1"=500'

REVISED FIGURE-NO. 4-17



Rhode Island Department of Transportation

Federal Highway Administration

2030 PM PEAK HOUR INTERCHANGE TRAFFIC VOLUMES - ALTERNATIVE 4

IMPROVEMENTS TO US ROUTE 6/ROUTE 10 INTERCHANGE

SOURCE: CROSSMAN ENGINEERING, INC.

SCALE: 1"=500'

REVISED FIGURE-NO. 4-18

GRAPHIC SCALE

0 250 500 1000

(IN FEET)

Rhode Island Department of Transportation

Federal Highway Administration

2030 PM PEAK HOUR NON-INTERCHANGE INTERSECTION TRAFFIC VOLUMES - ALTERNATIVE 4

IMPROVEMENTS TO US ROUTE 6/ROUTE 10 INTERCHANGE

SOURCE: CROSSMAN ENGINEERING, INC.

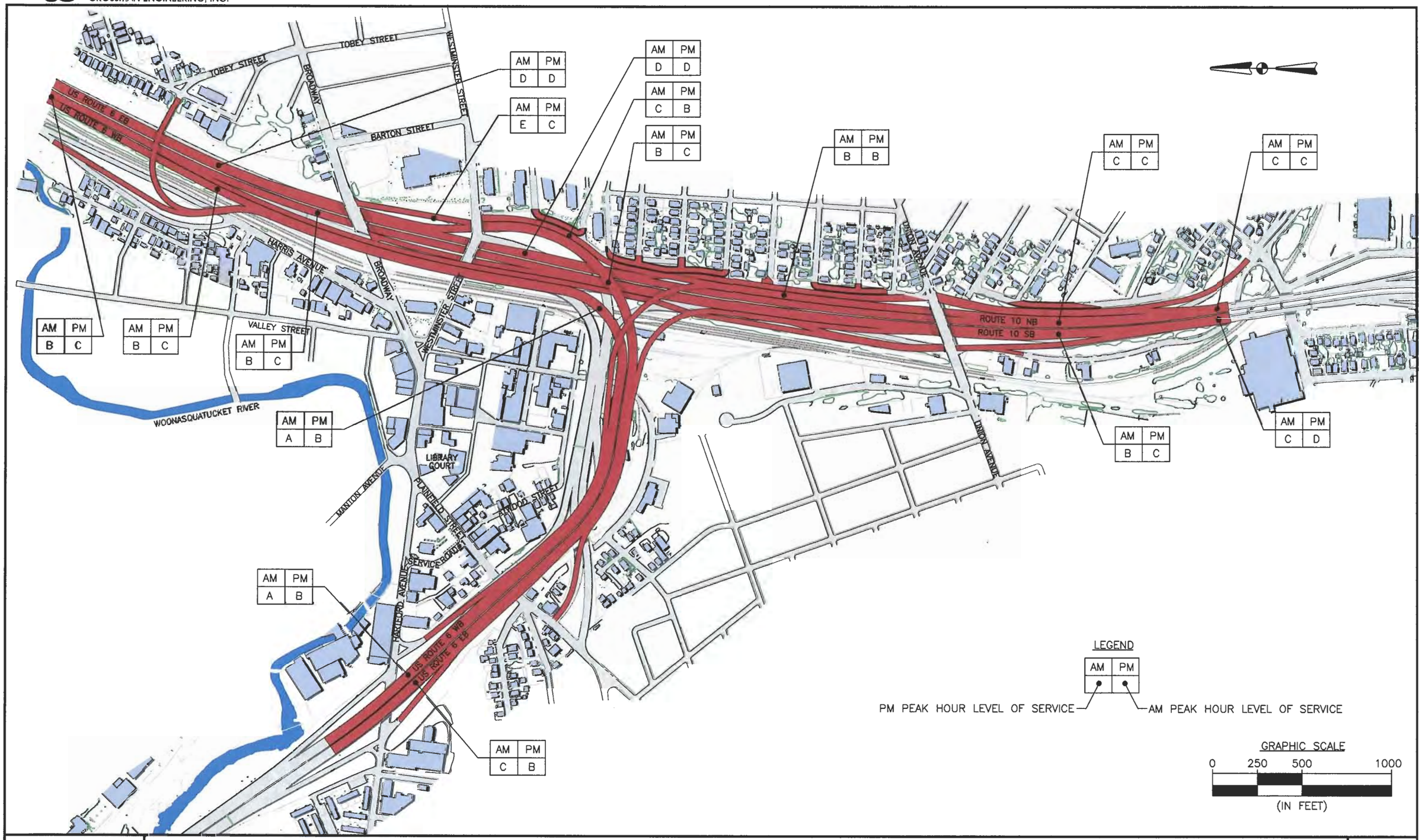
SCALE: 1"=500'

REVISED FIGURE-NO. 4-19

4.5.2 Freeway Capacity Analysis

Refer to Section 4.5.2 of the DEIS (page 4-33).

Note that the Frontage Road configuration and capacity analysis results for Alternative 4 have changed. Revised Figures 4-22, 4-23, 4-26, 4-27, 4-30 and 4-31 showing these changes are included in this FEIS. The revised Freeway Capacity Analysis printouts for Alternative 4 are included in Volume II of the FEIS under the Technical Report – Traffic section.



Rhode Island Department of Transportation

Federal Highway Administration

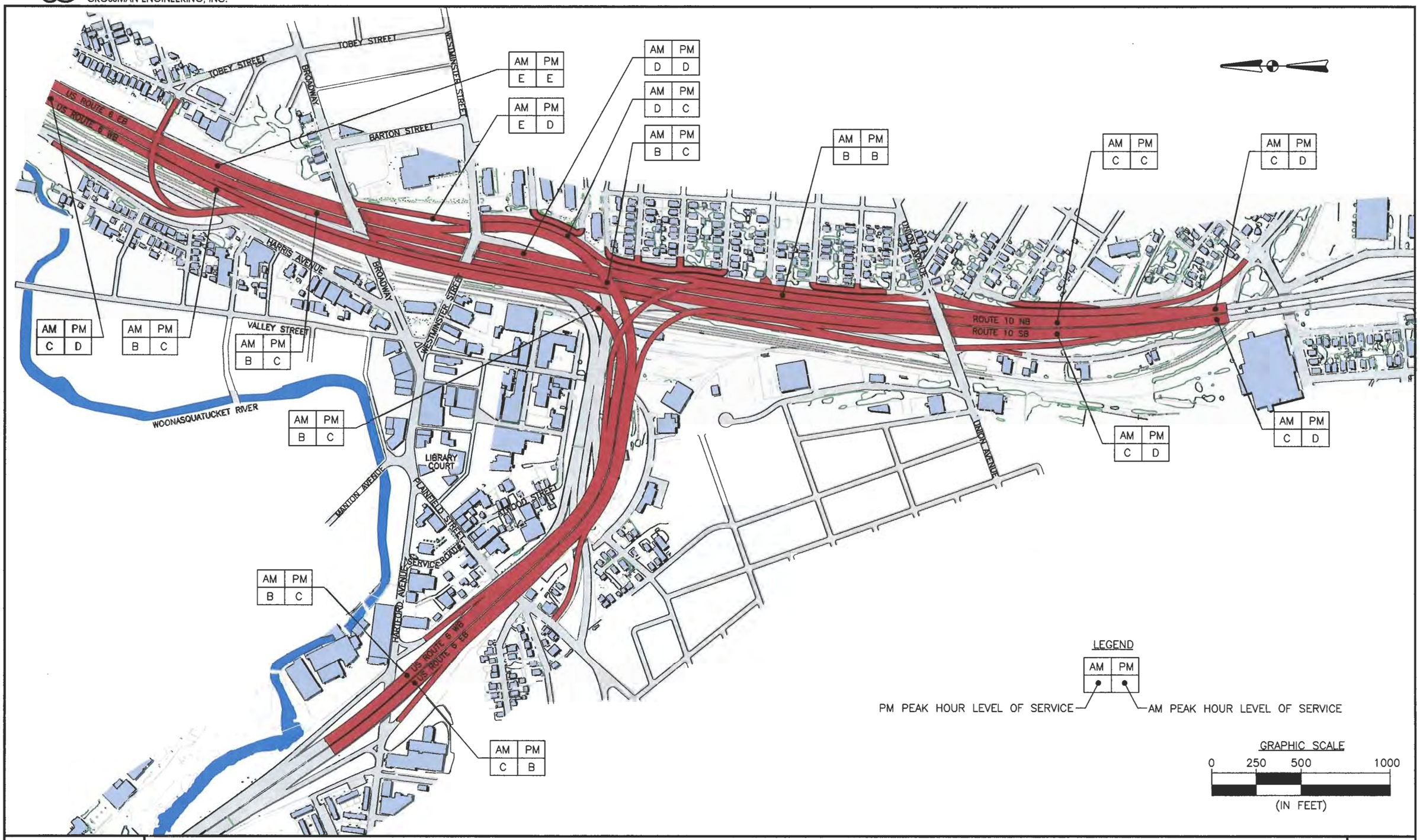
2010 BASIC FREEWAY SEGMENT LEVEL OF SERVICE - ALTERNATIVE 4

IMPROVEMENTS TO US ROUTE 6/ROUTE 10 INTERCHANGE

SOURCE: CROSSMAN ENGINEERING, INC.

SCALE: 1"=500'

REVISED FIGURE–NO. 4–22



Rhode Island Department of Transportation

Federal Highway Administration

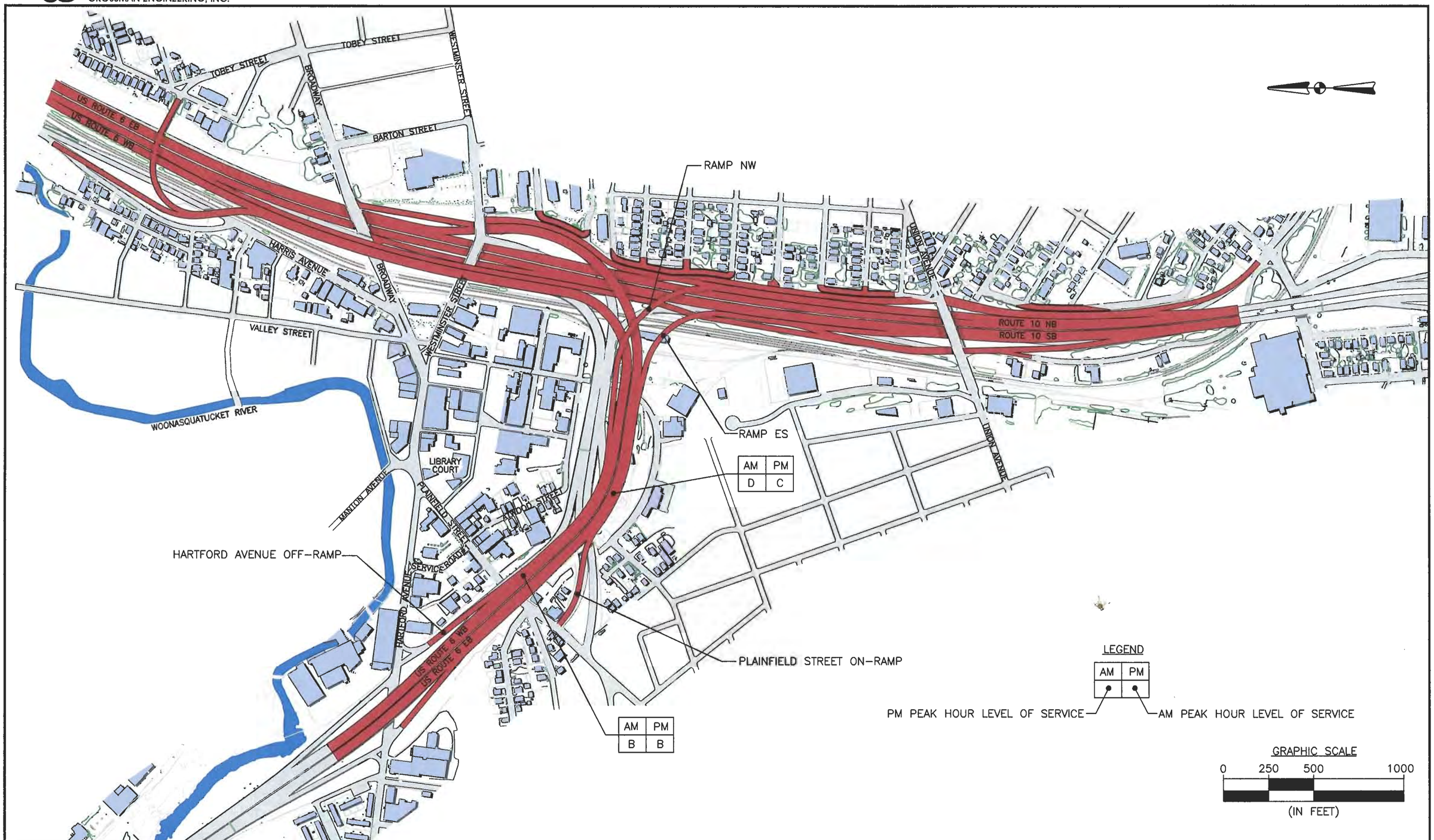
2030 BASIC FREEWAY SEGMENT LEVEL OF SERVICE - ALTERNATIVE 4

IMPROVEMENTS TO US ROUTE 6/ROUTE 10 INTERCHANGE

SOURCE: CROSSMAN ENGINEERING, INC.

SCALE: 1"=500'

REVISED FIGURE-NO. 4-23



Rhode Island Department of Transportation

Federal Highway Administration

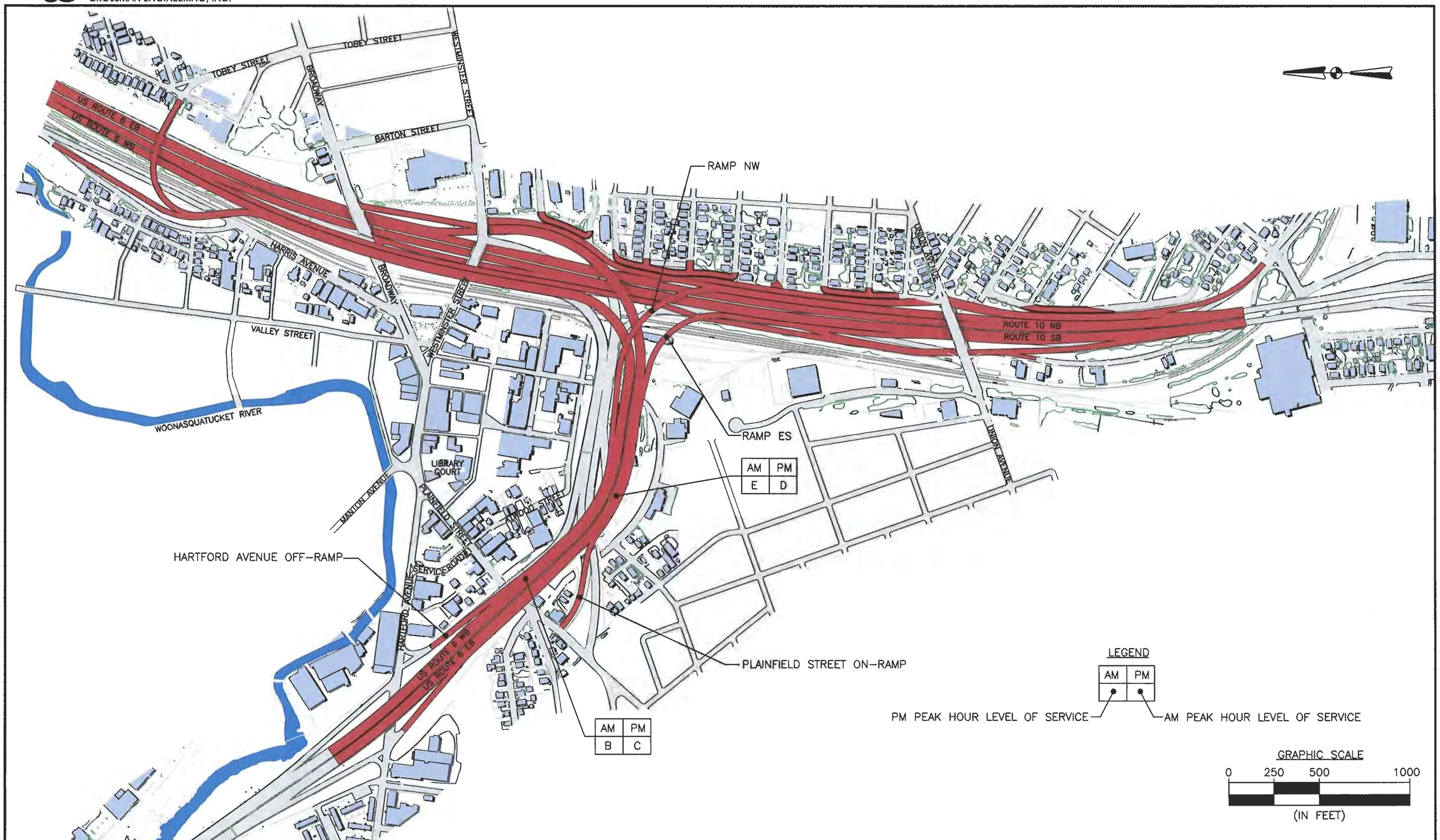
2010 WEAVING AREA LEVEL OF SERVICE - ALTERNATIVE 4

IMPROVEMENTS TO US ROUTE 6/ROUTE 10 INTERCHANGE

SOURCE: CROSSMAN ENGINEERING, INC.

SCALE: 1"=500'

REVISED FIGURE-NO. 4-26



Rhode Island Department of Transportation

Federal Highway Administration

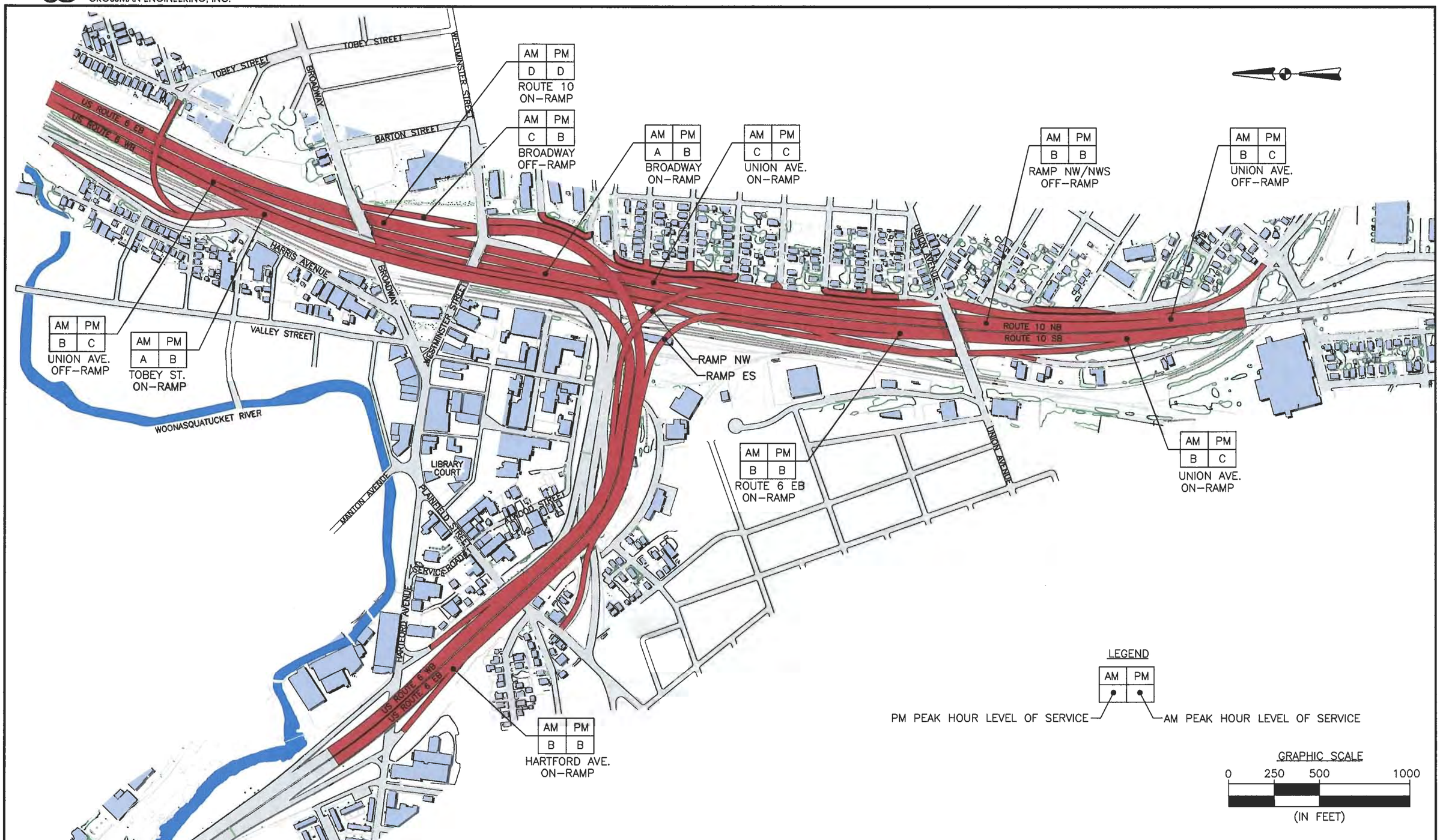
2030 WEAVING AREA LEVEL OF SERVICE - ALTERNATIVE 4

IMPROVEMENTS TO US ROUTE 6/ROUTE 10 INTERCHANGE

SOURCE: CROSSMAN ENGINEERING, INC.

SCALE: 1"=500'

REVISED FIGURE-NO. 4-27



Rhode Island Department of Transportation

Federal Highway Administration

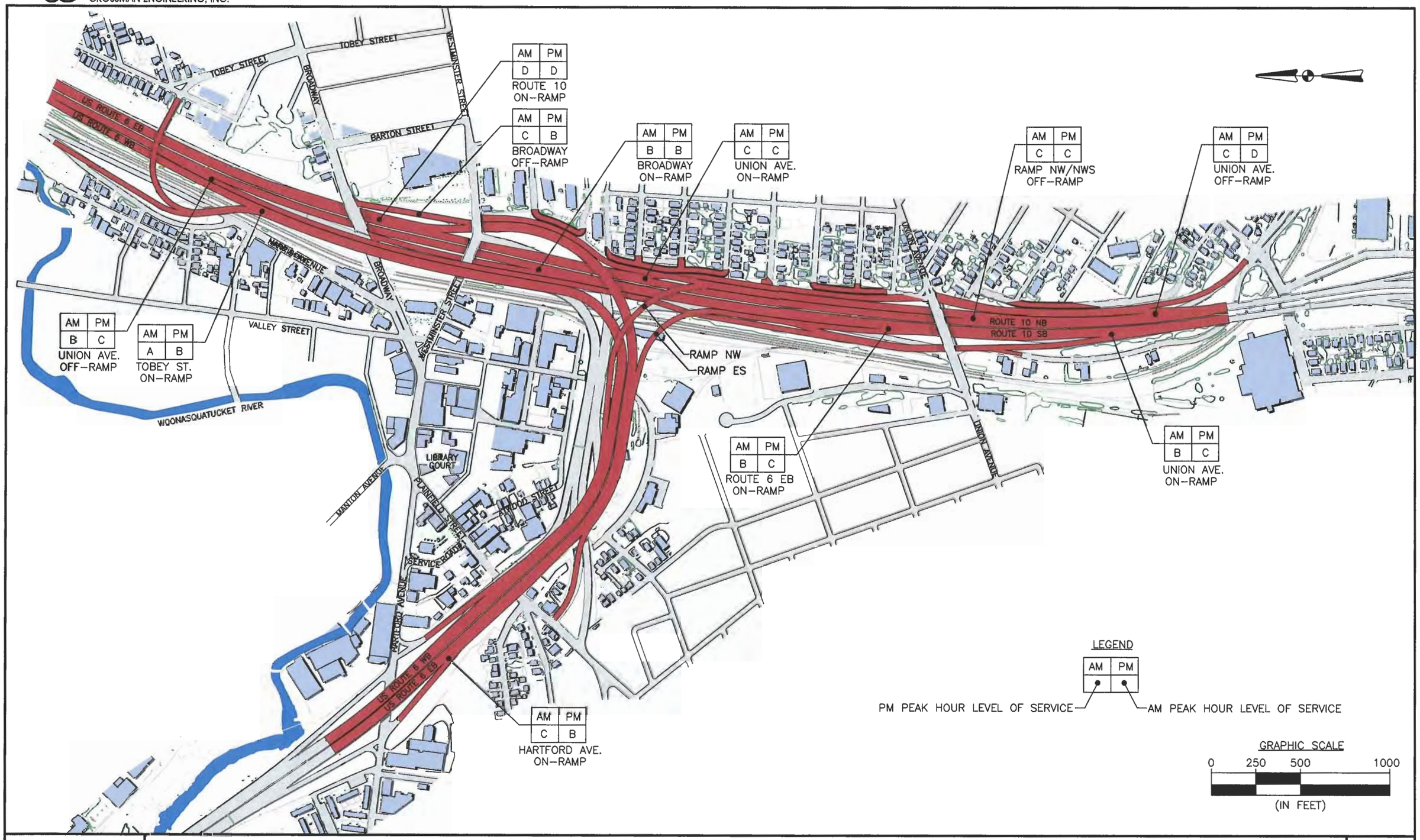
2010 RAMP JUNCTION LEVEL OF SERVICE - ALTERNATIVE 4

IMPROVEMENTS TO US ROUTE 6/ROUTE 10 INTERCHANGE

SOURCE: CROSSMAN ENGINEERING, INC.

SCALE: 1"=500'

REVISED FIGURE-NO. 4-30



Rhode Island Department of Transportation

Federal Highway Administration

2030 RAMP JUNCTION LEVEL OF SERVICE - ALTERNATIVE 4

IMPROVEMENTS TO US ROUTE 6/ROUTE 10 INTERCHANGE

SOURCE: CROSSMAN ENGINEERING, INC.

SCALE: 1"=500'

REVISED FIGURE-NO. 4-31

4.5.3 Intersection Capacity Analysis

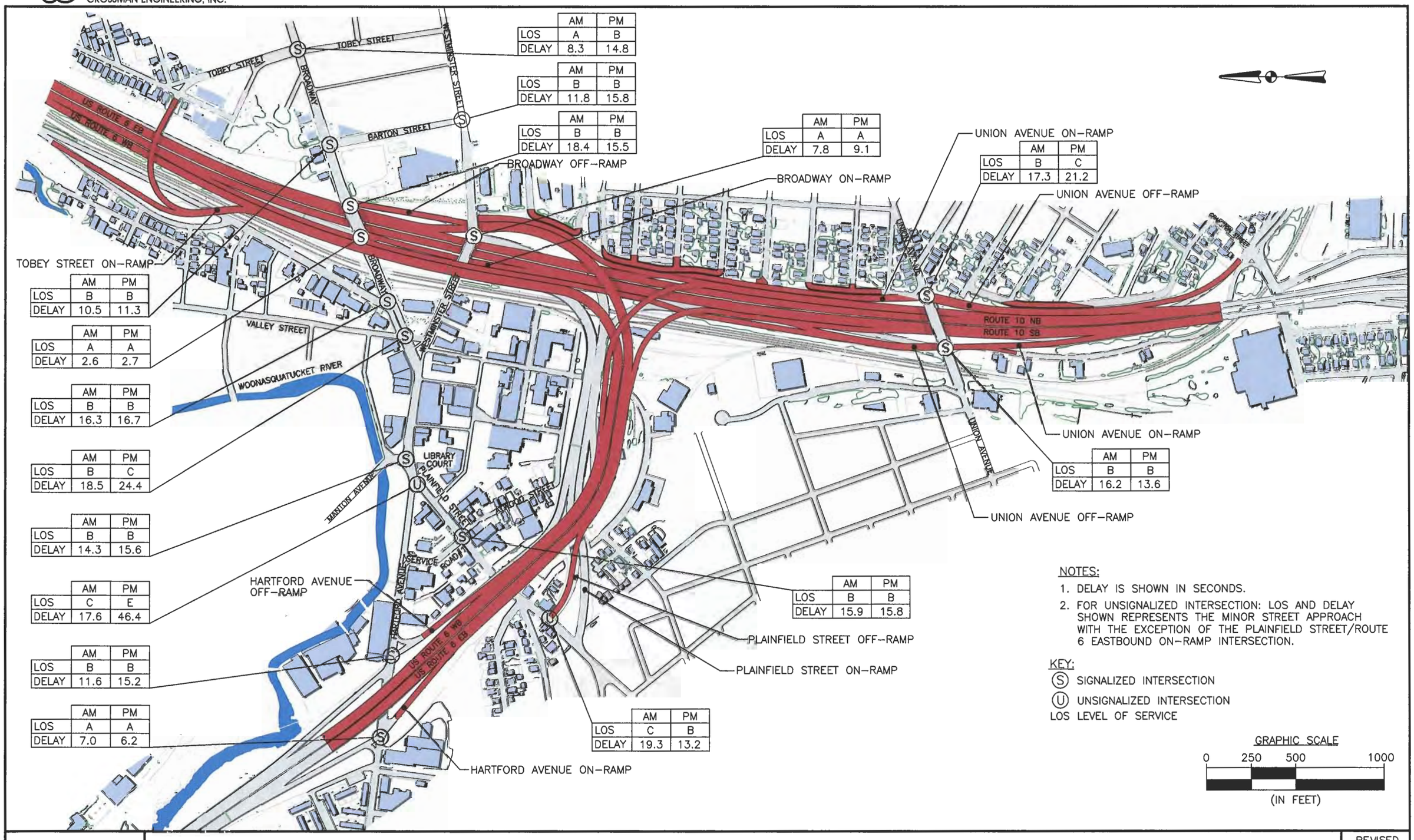
Refer to Section 4.5.3 of the DEIS (page 4-49).

The intersection capacity analysis for Alternative 4 was revised mostly due to the redistribution of traffic under proposed conditions in the Broadway and Westminster Street areas. The first paragraph on Page 4-54 of the DEIS is revised as follows:

In 2030, there is a reduction in level of service during the AM and/or PM peak hours at nine of the signalized intersections and two of the unsignalized intersections. As indicated in Figure 4-35, all of the intersections analyzed during the AM peak hour operate at LOS D or better with the exception of one unsignalized intersection. During the PM peak hour all of the intersections analyzed operate at LOS D with the exception of one. Although the following four signalized intersections operate at LOS D during the PM peak hour, one or more approaches and/or movements at each of the intersections operate at LOS E:

- Broadway/Tobey Street
- Union Avenue/Route 10 Northbound Off-ramp
- Westminster Street/Manton Street/Plainfield Street
- Westminster Street/Valley Street/Broadway

The results, as well as the Frontage Road configuration for Alternative 4 are shown on Revised Figures 4-34 and 4-35 and are included in this FEIS. The revised Intersection Capacity Analysis printouts for Alternative 4 are included in Volume II of the FEIS under the Technical Report – Traffic section.



	AM	PM
LOS	A	B
DELAY	8.3	14.8

	AM	PM
LOS	B	B
DELAY	11.8	15.8

	AM	PM
LOS	B	B
DELAY	18.4	15.5

	AM	PM
LOS	A	A
DELAY	7.8	9.1

	AM	PM
LOS	B	C
DELAY	17.3	21.2

	AM	PM
LOS	B	B
DELAY	10.5	11.3

	AM	PM
LOS	A	A
DELAY	2.6	2.7

	AM	PM
LOS	B	B
DELAY	16.3	16.7

	AM	PM
LOS	B	C
DELAY	18.5	24.4

	AM	PM
LOS	B	B
DELAY	14.3	15.6

	AM	PM
LOS	C	E
DELAY	17.6	46.4

	AM	PM
LOS	B	B
DELAY	11.6	15.2

	AM	PM
LOS	A	A
DELAY	7.0	6.2

	AM	PM
LOS	B	B
DELAY	16.2	13.6

	AM	PM
LOS	B	B
DELAY	15.9	15.8

	AM	PM
LOS	C	B
DELAY	19.3	13.2

NOTES:

1. DELAY IS SHOWN IN SECONDS.
2. FOR UNSIGNALIZED INTERSECTION: LOS AND DELAY SHOWN REPRESENTS THE MINOR STREET APPROACH WITH THE EXCEPTION OF THE PLAINFIELD STREET/ROUTE 6 EASTBOUND ON-RAMP INTERSECTION.

KEY:

(S) SIGNALIZED INTERSECTION

(U) UNSIGNALIZED INTERSECTION

LOS LEVEL OF SERVICE

GRAPHIC SCALE

0 250 500 1000

(IN FEET)

Rhode Island Department of Transportation

Federal Highway Administration

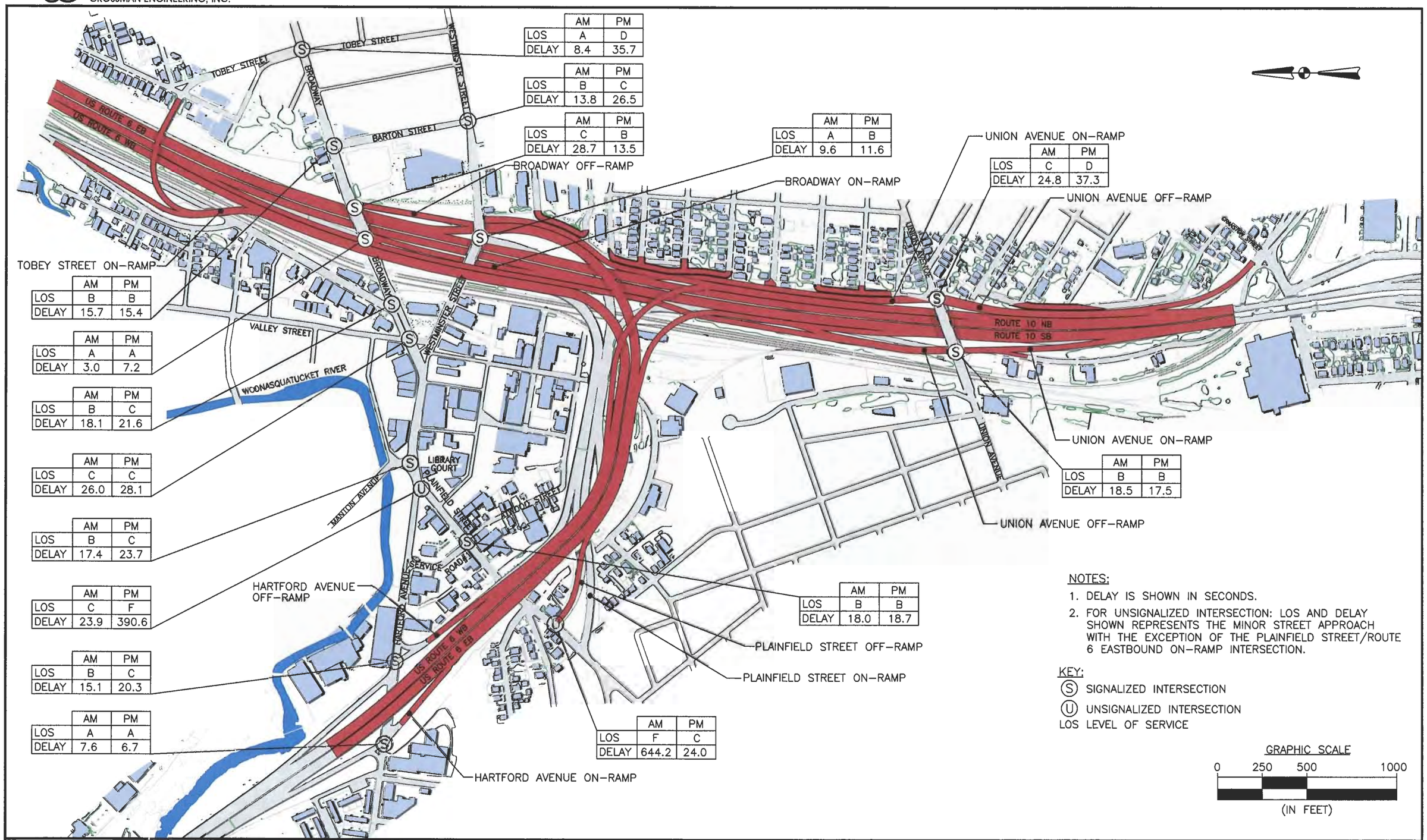
2010 INTERSECTION LEVEL OF SERVICE - ALTERNATIVE 4

IMPROVEMENTS TO US ROUTE 6/ROUTE 10 INTERCHANGE

SOURCE: CROSSMAN ENGINEERING, INC.

SCALE: 1"=500'

REVISED FIGURE-NO. 4-34



	AM	PM
LOS	A	D
DELAY	8.4	35.7

	AM	PM
LOS	B	C
DELAY	13.8	26.5

	AM	PM
LOS	C	B
DELAY	28.7	13.5

	AM	PM
LOS	A	B
DELAY	9.6	11.6

	AM	PM
LOS	C	D
DELAY	24.8	37.3

	AM	PM
LOS	B	B
DELAY	15.7	15.4

	AM	PM
LOS	A	A
DELAY	3.0	7.2

	AM	PM
LOS	B	C
DELAY	18.1	21.6

	AM	PM
LOS	C	C
DELAY	26.0	28.1

	AM	PM
LOS	B	C
DELAY	17.4	23.7

	AM	PM
LOS	C	F
DELAY	23.9	390.6

	AM	PM
LOS	B	C
DELAY	15.1	20.3

	AM	PM
LOS	A	A
DELAY	7.6	6.7

	AM	PM
LOS	B	B
DELAY	18.5	17.5

	AM	PM
LOS	B	B
DELAY	18.0	18.7

	AM	PM
LOS	F	C
DELAY	644.2	24.0

NOTES:

1. DELAY IS SHOWN IN SECONDS.
2. FOR UNSIGNALIZED INTERSECTION: LOS AND DELAY SHOWN REPRESENTS THE MINOR STREET APPROACH WITH THE EXCEPTION OF THE PLAINFIELD STREET/ROUTE 6 EASTBOUND ON-RAMP INTERSECTION.

KEY:

(S) SIGNALIZED INTERSECTION

(U) UNSIGNALIZED INTERSECTION

LOS LEVEL OF SERVICE

GRAPHIC SCALE

0 250 500 1000

(IN FEET)

Rhode Island Department of Transportation

Federal Highway Administration

2030 INTERSECTION LEVEL OF SERVICE - ALTERNATIVE 4

IMPROVEMENTS TO US ROUTE 6/ROUTE 10 INTERCHANGE

SOURCE: CROSSMAN ENGINEERING, INC.

SCALE: 1"=500'

REVISED FIGURE-NO. 4-35

4.5.4 Public Transportation

Refer to Section 4.5.4 of the DEIS (page 4-54).

4.5.5 Pedestrian and Bicycle Facilities

Refer to Section 4.5.5 of the DEIS (page 4-54).

4.5.6 Mitigation Measures

Refer to Section 4.5.6 of the DEIS (page 4-56).

4.6 Air Quality Impacts

Refer to Section 4.6 of the DEIS (page 4-58).

4.6.1 Methodology

Refer to Section 4.6.1 of the DEIS (page 4-58).

4.6.2 Impacts

Refer to Section 4.6.2 of the DEIS (page 4-61).

4.6.3 Transportation Conformity

This project is listed in the Transportation Improvement Program (TIP) for Fiscal Years 2006-2007 in the "Study and Development" section as "Route 6/10 Bridges." On October 3, 2005, the Federal Highway Administration and the Federal Transit Administration jointly found the TIP to conform to the State Implementation Plan (SIP) for air quality. The project was included in the regional emissions analysis that was used to find that the TIP conforms. The TIP is drawn from the State's Long Range Plan "Ground Transportation 2025," which was also found to conform to the SIP on October 18, 2004. Because this project comes from a conforming plan and TIP, no further regional emissions analysis is required.

4.6.4 Construction Impacts

Refer to Section 4.6.4 of the DEIS (page 4-65).

4.6.5 Conclusions

Refer to Section 4.6.5 of the DEIS (page 4-65).

4.7 Noise Impacts

Refer to Section 4.7 of the DEIS (page 4-65).

4.7.1 Future Noise Conditions with the Project

Refer to Section 4.7.1 of the DEIS (page 4-65).

4.7.2 Noise Barrier Analysis

Refer to Section 4.7.2 of the DEIS (page 4-66).

4.7.3 Construction Noise

Refer to Section 4.7.2 of the DEIS (page 4-67).

4.8 Water Resources Impacts

Refer to Section 4.8 of the DEIS (page 4-69).

4.8.1 Future Stormwater Runoff

Refer to Section 4.8.1 of the DEIS (page 4-69).

4.8.2 Water Quality Impacts

Refer to Section 4.8.2 of the DEIS (page 4-70).

Note that the Frontage Road configuration for Alternative 4 has changed. Revised Figure 4-38 showing this change is included in this FEIS.

Comments from the U.S. EPA stated that the FEIS should include additional detail regarding the RIDOT's ability to meet the removal rates of additional pollutant loads resulting from the increased impervious area associated with Alternative 4.

Calculations for the pollutant loadings are included in Revised Table 4-10. Note that the loadings shown for CSO 1 Alternative 4 have been updated and are lower than the loadings shown in the DEIS.

Revised Table 4-10
Annual Pollutant Loadings from Project Area (lbs)

Watershed	Alternative	P	A	Impervious Area (Acres)	I	Total Phosphorus	Total Nitrogen	Copper	Lead	Zinc
CSO 1	1-3	44	8.18	4.5	55.01	**16.0**	**103.7**	**2.2**	**16.0**	**13.2**
CSO 1	4	44	8.18	4.34	53.06	**15.5**	**100.3**	**2.1**	**15.5**	**12.7**
D2	1-3	44	6.48	4.19	64.66	**14.7**	**95.2**	**2.0**	**14.7**	**12.1**
D2	4	44	8.87	5.57	62.80	**19.6**	**126.9**	**2.6**	**19.6**	**16.1**
CSO 3	1-3	44	27.83	16.12	57.92	**57.1**	**369.6**	**7.7**	**57.1**	**47.0**
CSO 3	4	44	27.64	21.59	78.11	**74.7**	**483.9**	**10.1**	**74.7**	**61.5**
D4	1-3	44	34.82	16.46	47.27	**59.4**	**384.9**	**8.0**	**59.4**	**48.9**
D4	4	44	36.14	19.72	54.57	**70.2**	**454.6**	**9.5**	**70.2**	**57.7**

Pollutant	**C**
Phosphorus	0.400
Nitrogen	2.590
Copper	0.054
Lead	0.400
Zinc	0.329

L = [(P) (Pj) (Rv) / 12] (C) (A) (2.72)
Rv = 0.05 + 0.009(I)

L = ANNUAL POLLUTANT EXPORT (POUNDS)
P = ANNUAL RAINFALL FOR PROVIDENCE, RI (INCHES)
Pj = RAINFALL CONCENTRATION FACTOR (0.9 STANDARD)
Rv = RUNOFF COEFFICIENT
I = PERCENT OF SITE IMPERVIOUSNESS
C = FLOW WEIGHTED MEAN CONCENTRATION FACTOR (mg/L)**
A = WATERSHED AREA (ACRES)

* Calculations from the *State of Rhode Island Stormwater Design and Installation Standards Manual* (09/01/93)
** From Table 14.1 of the *State of Rhode Island Stormwater Design and Installation Standards Manual* (09/01/93)

Typically, the higher concentration of pollutants in stormwater runoff have been found to be associated with the finer particles (<100 micron), while the mass of pollutants are associated with particles >100 micron. However, based upon a highly recognized and cited study conducted, which measured the fraction of pollutants associated with particle size ranges, this is not true for total Phosphorous, total Nitrogen, Copper, Lead and Zinc. New Table 4-10A highlights the results of that highly quoted study by Sartor and Boyd (1972), which measured the percent of each aforementioned pollutant in street surface runoff, relative to their Particle size.

New Table 4-10A
Street Surface Contaminants
Fraction Of Pollutants Associated With Each Particle Size Range

	Particle Size, Micron (µm) (% by Weight)				
	< 104	104 – 246	246-840	840-2000	> 2000
Total Solids	15	28	25	8	24
Heavy Metals (a)	25	20	16	20	19
Phosphates	28	24	7	1	0
Nitrogen (b)	38	20	20	12	10

(a) Chromium, Copper, Zinc, Nickel & Mercury [and Lead by implication]
(b) Kjeldahl Nitrogen
Ref. Sartor and Boyd (1972)

In the study conducted by Sartor, street surface runoff contaminants, in storm water runoff, were investigated and the study found about 6% of the total solids were less than 43 micron, 37% ranged from 43 to 246 micron and 57% were greater than 246 micron. Shaheen (1975a) in similar studies of material deposited on highways found that about 10% of the particles to be less than 75 micron, 32 % between 75 and 250 micron, 24% between 250 and 420 micron, 19 % between 420 and 850 micron and 15% between 850 and 3350 micron.

In another study Sansalone (1997) which amplifies the Sartor study showed that rainfall runoff from a freeway contained 10% of the mass in the less than 100 micron particle size range, 25% in the 100 to 400 micron particle size range, 15% in the 400 to 600 micron particle size range, 20% in the 600 to 1,000 micron particle size range and 30% in the 1000 to 10,000 micron particle size range.

These studies suggest that the majority of the total Phosphorous, total Nitrogen, Copper, Lead and Zinc found in urban street and highway runoff, are present in the mass of suspended material coagulated together at sizes larger than 100-micron. Vortechnics Water Quality Chambers, or similar Best Management Practice (BMP) technology, can remove, on average, 90%± of the mass of suspended material greater than 50-micron in particle size depending on the inflow flow rate. This is accomplished through the physical process of sedimentation.

Therefore, a safe estimate is that 10% of suspended pollutants, such as total Phosphorous, total Nitrogen, Copper, Lead and Zinc, pass-through the stormwater BMP treatment system. However, 90% are typically captured due to the sedimentation occurring with the Vortechnics Stormwater Treatment chamber or similar BMP technology.

Based upon the literature cited, New Table 4-10B shows the estimated removal percentages for each pollutant constituent of concern prior to entering the Woonasquatucket River.

New Table 4-10B
Estimated Removal Percentages For Each Pollutant Constituent

	Calculated Annual Pollutant Loadings from Table 4-10 (lbs)	Stormwater Influent Concentration (mg/L) [1]	Concentration Removed by Vortechnics Sedimentation (mg/L) [2]	Stormwater Effluent Concentration (mg/L)
Zinc				
CSO 1 - Alt. 1-3	13.2	1.58	1.42	0.16
CSO 1 - Alt. 4	13.2	1.58	1.42	0.16
D2 - Alt. 1-3	12.1	1.45	1.31	0.14
D2 - Alt. 4	16.1	1.93	1.74	0.19
CSO 4 - Alt. 1-3	47	5.64	5.08	0.56
CSO 4 - Alt. 4	61.5	7.37	6.63	0.74
D4 - Alt. 1-3	48.9	5.86	5.28	0.58
D4 - Alt. 4	57.8	6.93	6.24	0.69
Phosphates				
CSO 1 - Alt. 1-3	16	1.92	1.73	0.19
CSO 1 - Alt. 4	16	1.92	1.73	0.19
D2 - Alt. 1-3	14.7	1.76	1.59	0.18
D2 - Alt. 4	19.6	2.35	2.12	0.24
CSO 4 - Alt. 1-3	57.1	6.85	6.16	0.68
CSO 4 - Alt. 4	74.7	8.96	8.06	0.90
D4 - Alt. 1-3	59.4	7.12	6.41	0.71
D4 - Alt. 4	70.2	8.42	7.58	0.84
Total Nitrogen				
CSO 1 - Alt. 1-3	103.7	12.43	11.19	1.24
CSO 1 - Alt. 4	103.7	12.43	11.19	1.24
D2 - Alt. 1-3	95.2	11.41	10.27	1.14
D2 - Alt. 4	126.9	15.22	13.69	1.52
CSO 4 - Alt. 1-3	369.6	44.32	39.88	4.43
CSO 4 - Alt. 4	483.9	58.02	52.22	5.80
D4 - Alt. 1-3	384.9	46.15	41.54	4.62
D4 - Alt. 4	454.6	54.51	49.06	5.45
Copper				
CSO 1 - Alt. 1-3	2.2	0.26	0.24	0.03
CSO 1 - Alt. 4	2.2	0.26	0.24	0.03
D2 - Alt. 1-3	2	0.24	0.22	0.02
D2 - Alt. 4	2.6	0.31	0.28	0.03
CSO 4 - Alt. 1-3	7.7	0.92	0.83	0.09
CSO 4 - Alt. 4	10.1	1.21	1.09	0.12
D4 - Alt. 1-3	8	0.96	0.86	0.10
D4 - Alt. 4	9.5	1.14	1.03	0.11

New Table 4-10B (continued)
Estimated Removal Percentages For Each Pollutant Constituent

	Calculated Annual Pollutant Loadings from Table 4-10 (lbs)	Stormwater Influent Concentration (mg/L) [1]	Concentration Removed by Vortechnics Sedimentation (mg/L) [2]	Stormwater Effluent Concentration (mg/L)
Lead				
CSO 1 - Alt. 1-3	16	1.92	1.73	0.19
CSO 1 - Alt. 4	16	1.92	1.73	0.19
D2 - Alt. 1-3	14.7	1.76	1.59	0.18
D2 - Alt. 4	19.6	2.35	2.12	0.24
CSO 4 - Alt. 1-3	57.1	6.85	6.16	0.68
CSO 4 - Alt. 4	74.7	8.96	8.06	0.90
D4 - Alt. 1-3	59.4	7.12	6.41	0.71
D4 - Alt. 4	70.2	8.42	7.58	0.84

1. $1xe^6$ gal/day stormwater (assumed)* X mg/l * 8.34 = Y lbs/day
2. 90% taken of total influent concentration based on literature cited

Summary

The additional pollutant loadings due to the proposed improvements associated with Alternative 4 would be managed by incorporating BMPs. The BMP measures proposed and pollutant-loading reductions anticipated are consistent with the State's Water Quality Regulations and Stormwater Manual, which require Best Available Technologies to be used to achieve reductions in identified pollutants to receiving waters.

Literature Cited

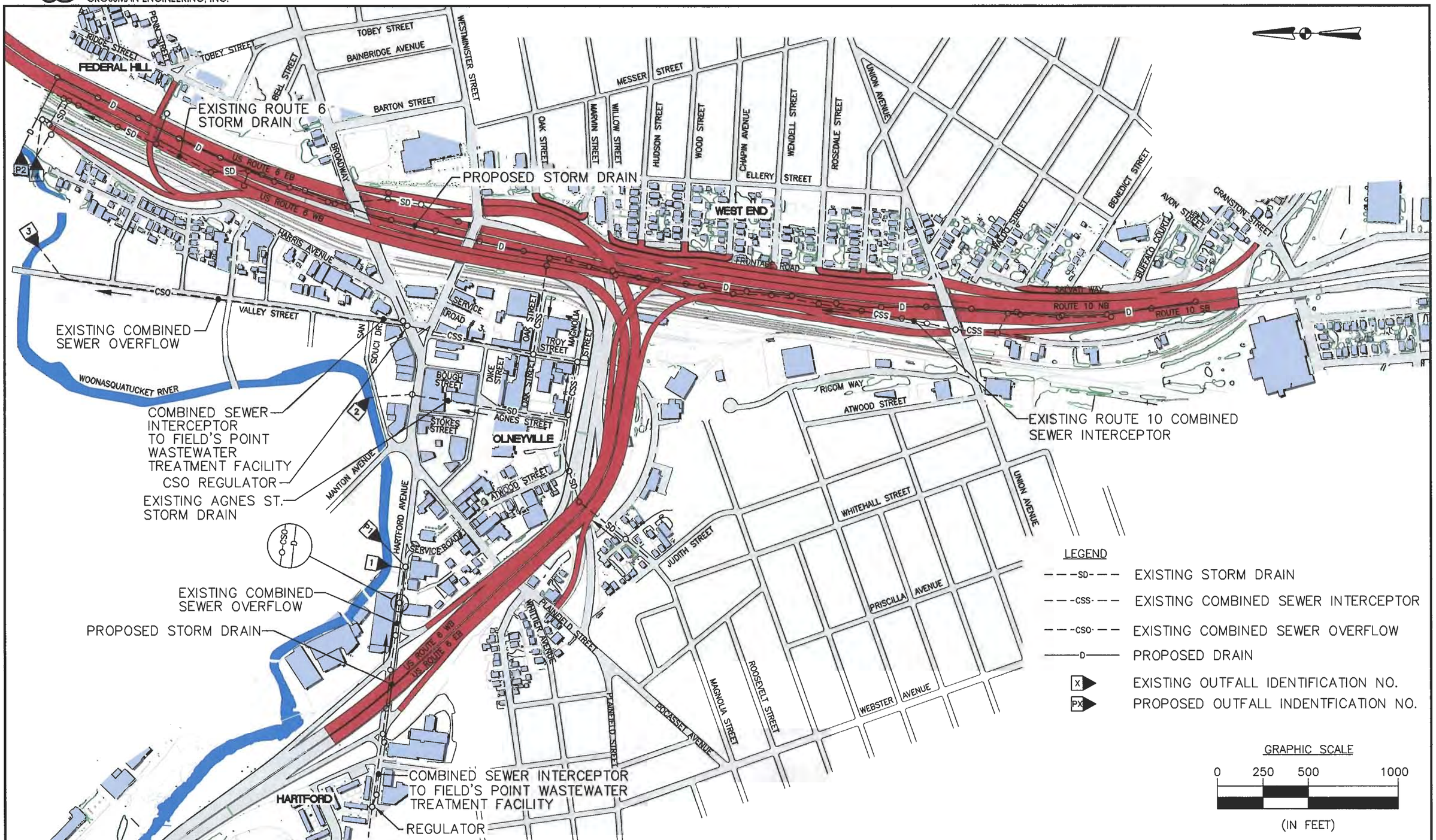
Sartor, J.D. and G.B. Boyd. 1972. Water Pollution Aspects of Street Surface Contaminants. EPAR2-72-081

Sansalone, John J., Koran, Joseph M., Smithson, Joseph A., Buchberger, Steven G. 1997a. Characterization of Solids Transported from an Urban Roadway Surface. WEFTEC '97

Sansalone, John J., Buchberger, Steven G., February 1997b. Partitioning and First Flush of Metals in Urban Roadway Storm Water, Journal of Environmental Engineering

Shaheen, Donald G. 1975. Contribution of Urban Roadway Usage to Water Pollution. EPA-600/2-75-004

CROSSMAN ENGINEERING, INC.



Rhode Island Department of Transportation

Federal Highway Administration

ALTERNATIVE 4 PROPOSED STORM DRAINS

IMPROVEMENTS TO US ROUTE 6/ROUTE 10 INTERCHANGE

SOURCE: CROSSMAN ENGINEERING, INC.

SCALE: 1"=500'

REVISED FIGURE-NO. 4-38

PAGE 4-38

4.8.3 Water Quality Mitigation

Refer to Section 4.8.3 of the DEIS (page 4-74).

4.9 Wetland Impacts

Refer to Section 4.9 of the DEIS (page 4-74).

4.10 Water Body Modifications and Wildlife Impacts

Refer to Section 4.10 of the DEIS (page 4-74).

4.10.1 Water Body Modifications

Refer to Section 4.10.1 of the DEIS (page 4-74).

4.10.2 Wildlife Impacts

Refer to Section 4.10.2 of the DEIS (page 4-74).

4.11 Floodplain Impacts

Refer to Section 4.11 of the DEIS (page 4-75).

4.12 Threatened and Endangered Species Impacts

Refer to Section 4.12 of the DEIS (page 4-75).

4.13 Cultural Resources Impacts

Refer to Section 4.13 of the DEIS (page 4-75).

4.13.1 Archaeological Sensitivity

Refer to Section 4.13.1 of the DEIS (page 4-75).

4.13.2 Above-Ground Resources

The historic architectural assessment determined that the Interchange project APE contains a portion of one National Register Partial Inventory study area, a portion of one National Register historic district, five properties individually listed in the National Register, one property formally determined eligible for National Register listing, two districts and two properties determined eligible for National Register listing through consensus, and 13 properties that may be eligible for National Register listing. The project study area also includes portions of two local historic districts (LHD) and 40 industrial or commercial buildings or complexes included in the ICBD

overlay district. The literature review identified over 300 previously surveyed buildings within the APE without National Register eligibility determinations. The Interchange was constructed as part of local and regional State highway improvements associated with the construction of I-95 through Providence and Rhode Island in the early to mid-1950s. However, the interchange is not eligible for inclusion in the National Register, in accordance with the 1997 *Nationwide Programmatic Agreement Among the Federal Highway Administration (FHWA), the National Conference of State Historic Preservation Officers (National Conference of SHPOS), and the Advisory Council on Historic Preservation (ACHP), for Implementation of Transportation Enhancement Activities*.

Alternatives 1 through 3 would involve various levels of construction within the existing interchange alignment, from maintenance to construction and are not expected to have impacts on the surrounding areas. Alternative 4 would require additional right-of-way. A total of 5 total acquisitions (one residential and four commercial) and three partial acquisitions (one residential and two commercial) would be required under this alternative. (Note that the partial acquisitions involve land only, no buildings.) Field inspections of the proposed acquisitions reveal that none meet the criteria for inclusion in the National Register of Historic Places.

The proposed Interchange project does not directly impact any significant historic properties. Revised Table 4-11 provides a summary of potential impacts by property. A small strip taking of land along Salvati Way for right-of-way will not impact any structures and is considered a minor taking. The majority of significant historic properties are located well outside of the area of direct impacts associated with the Interchange. Two properties in the Olneyville area, Weybosset Mills No. 1 and 2, and Weybosset Mills No. 3/Telephone Building, which may comprise a historic district, are located immediately adjacent to the existing Interchange. However, these resources will not be directly impacted.

The Rhode Island State Historic Preservation Office has reviewed the Phase I (a/b) Archaeological Sensitivity Assessment Report and the Historic and Architectural Assessment Report and related project information on each alternative and per their July 5, 2005 correspondence (See Chapter 8), they find that the four alternatives will not directly impact any National Register listed, eligible, or potentially eligible historic properties.

The Narragansett Indian Tribal Historic Preservation Officer (NITHPO) has also reviewed the above-referenced reports and per his October 25, 2005 review letter (See Chapter 8), he indicated that the project area is sensitive for Narragansett Indian cultural resources. The NITHPO will be involved in subsequent design development review and monitoring of the project during construction.

Revised Table 4-11
Potential impacts to National Register and National Register eligible properties within the Route 6/10 Interchange study area.

Property Name	Figure 3-21, Map No.	Potential Impacts
National Register Listed Properties		
Historic and Architectural Resources of Elmwood, Partial Inventory	1	No direct impact
Broadway–Armory Historic District	2	No direct impact
Bell Street Chapel	3	No direct impact
Josephine White Block	4	No direct impact
National and Providence Worsted Co.	5	No direct impact
Plain Farm House	6	No direct impact
Providence Dyeing, Bleaching and Calendering Company	7	No direct impact
Determined Eligible for Listing in The National Register		
Atwells Avenue Bridge	8	No direct impact
Determined Eligible Through Consensus		
Atlantic Delaine Mill Village Historic District	9	No direct impact
Woonasquatucket Meadows Plat Historic District	10	No direct impact
Paragon Worsted Mills	11	No direct impact
Riverside Mills Administration Building	12	No direct impact
Possibly National Register Eligible Properties		
American Brewing Co. (Capitol Records)	13	No direct impact
American Multiple Fabric Company	14	No direct impact
Colonial Knife Company	15	No direct impact
Colwell Worsted Company	16	No direct impact
Hingeco Manufacturing Company	17	No direct impact
Koltar Building	18	No direct impact

Revised Table 4-11
Potential impacts to National Register and National Register eligible properties within the Route 6/10 Interchange study area.

Property Name	Figure 3-21, Map No.	Potential Impacts
Loeber Building	19	No direct impact
Providence Police Precinct #6	20	No direct impact
Tommy Tucker Baking Company	21	No direct impact
Wales Building	22	No direct impact
Weybosset Mills No. 1, 2, 3 and 4 and associated buildings	23	No direct impact

4.13.3 Recommendations

Correspondence from the Rhode Island Historical Preservation and Heritage Commission / Rhode State Historic Preservation Office (RIHPHC/RISHPO) recommends further coordination and consultation to identify and evaluate significant historic resources and to determine potential impacts to such resources from the proposed improvements to the Interchange. This recommendation is strongly encouraged to further define the Area of Potential Effect (APE) for the project and to further identify potential indirect impacts from the build alternatives. This coordination and consultation will continue through final design once the indirect impacts, if any, can be more clearly identified.

4.13.4 Section 4(f) Overview

Section 4(f) of the Department of Transportation Act of 1966 stipulates that prior to taking any action that uses land from a public park, recreation area, wildlife or waterfowl refuge, or from a historic property listed in or eligible for the National Register of Historic Places, the agency proposing the action must determine that there is no feasible and prudent alternative to the use of the property and that the proposed action includes all possible planning to minimize harm to the property resulting from such use.

The Route 6/10 Interchange study area contains a number of historic Section 4(f) properties. Within the APE are one National Register Partial Inventory study area (Historic and Architectural Resources of Elmwood, Partial Inventory), one National Register Historic District (Broadway–Armory Historic District), and five individually listed National Register properties (Providence Dyeing, Bleaching and Calendering Co., Plain Farm House; National and Providence Worsted Co., Bell Street Chapel, and Josephine White Block). The project APE includes four properties previously determined eligible for the National Register (Atlantic Delaine Mill Village Historic District, Atwells Avenue Bridge; Paragon Worsted Mills, and

Woonasquatucket Meadows Plat Historic District), and twelve that are potentially eligible. No listed or eligible archaeological resources are located in the study area and the potential for locating intact archaeological properties within the study area is considered low.

Four alternatives are being considered as part of the DEIS: 1) No Build, 2) Rehabilitate the Existing Bridges, 3) Reconstruct the Existing Bridges, and 4) Reconstruct the Interchange on New Location. Alternatives 1 through 3 would involve various levels of construction within the existing interchange alignment, from maintenance to construction and are not expected to have any impacts on the surrounding areas and therefore avoid any use of any listed or eligible National Register historic properties under Section 4(f). Alternative 4 would include full replacement of the interchange, which would require additional right-of-way. A total of 1 total acquisition and one partial acquisition would be required under this alternative (Note that the partial acquisitions involve land only, no buildings). Field inspections of the proposed acquisitions reveal that none meet the criteria for inclusion in the National Register of Historic Places.

The Section 4(f) and Section 106 consultation process will involve continual coordination and consultation with the SHPO. Measures to avoid or mitigate any harm to any significant properties will be investigated during the Section 106 consultation process. Stipulations to mitigate impacts will be incorporated into any required Memorandum of Agreement (MOA) among FHWA, RIDOT, and RISHPO, with concurrence from the Advisory Council on Historic Preservation. None of the project's alternatives are expected to directly impact any existing historic property, public parks or conservation areas. During Final Design, indirect impacts on historic properties will be able to be determined.

4.14 Hazardous Materials Impacts

Refer to Section 4.14 of the DEIS (page 4-79).

Right-of-way acquisitions identified in the DEIS have changed. Revised Table 4-12 "Environmental Impacts Summary Table" denotes each parcel's specific Providence Tax Assessor's plat and lot number, the site address, current and past site use, and the presence of the specific parcel's presence on USEPA and RIDEM environmental databases. In addition, each parcel was ranked (high, medium, low) relative to the extent of known or potential oil and or hazardous material impacts and the future need for additional subsurface investigation (i.e., collection of soil and/or groundwater samples for laboratory analyses). The updated project parcels are shown on Revised Figures 4-37 and 4-38 depicting their applicable ranking.

Alternative 4: Reconstruct the Interchange on New Alignment

One residential property is proposed to be acquired along the eastern side of Route 10. This property has been given a "Low" priority relative to the potential for a release of oil and/or hazardous materials; however, based on the location in a dense urban area, it should be assumed that the upper two feet of soil (on average) may be impacted with elevated levels of Lead,

Arsenic, and polyaromatic hydrocarbons that exceed RIDEM and RIDOH Standards based on the likely presence of coal, coal ash, and lead-based paints.

Revised Table 4-12 Summary of Current Historical Site Occupants Abutters w/ Recognized Environmental Conditions (RECs) Environmental Database Inclusions

Priority Rating	Plat/Lot	Street Address	Current Use	Historical Site Use	Current Abutters	Historical Abutters
MED	105-452	160 Plainfield St.	Office Building	Small shop; passenger RR station, possible railroad siding [REC]	**N** - Route 6 Ramps **S** - Restaurant **E** - Undeveloped, Tenement; **W** - Retail	**N, S** - Small shops, **E, W** - Residential, RR siding [REC]
HIGH	105-38	85 Pilsudski St.	Undeveloped-Electric Co.	Railroad sidings [REC]; Undeveloped	**N** - National Lumber Co. [LUST] [REC] **S** - Sal's Amoco Station (vacant) [UST], Atlantic Bays Auto Sales & Service [Active SHWS, RCRA-SQG] **E** - Mobile Storage & Atlantic Coal Co. [REC] **W** - vacant property, Route 6	**N** - National Lumber Co. [LUST] [REC}, Undeveloped **S** - Filling Station [REC]; CJ Wheldon Metal Dealer [SHWS] [REC] **E** - Atlantic Coal Co. [REC] **W** - Undeveloped, Residential
HIGH	105-80	81 Troy St.	National Lumber Co. [LUST] [REC]	National Lumber Co.; Coal & Wood Yard, RR Siding [REC]	**N**-Abuttments Beneath Route 6 and Colonial Knive Co. [UST-RCRA-SQG] [REC] **S**-Undeveloped **E**-Mobile Storage, Atlantic Coal Co. [REC] **W**-Undeveloped, Route 6 Ramp	**N** - RR Siding [REC], Colonial Knive Co.[REC], American Woolen Co., Sausage Factory, Welsh Optical Mfg. **S** - Undeveloped (Lot 105-38), **E** - Atlantic Coal Co. [REC] **W** - Undeveloped, Residential
HIGH	37-822	"Vacant Property"	Vacant beneath Route 6 w/ stored equipment & materials	Vacant and/or portion of Pilsudski St.	**N** - Undeveloped Lot 37-821 **S** - Mobile Storage w/Auto Service [REC] **E** - NYNH Railroad corridor [REC] **W** - Atlantic Sales & Service [Active SHWS, RCRA-SQG] [REC]	See Lot 105-80
HIGH	37-821	75R Pilsudski St.	Unpaved/ Beneath Route 6	Vacant and/or portion of Pilsudski St.	**N** - Nu Lustre Finishing; Gaudette Industrial Rentals [Inactive SHWS], Thergen Inc.[RCRA-SQG] **S** - Lot 37-822 **E** - RR Corridor [REC] **W** - Abuttments beneath Route 6	**N** - American Woolen Co.; Welsh Optical Goods - Sausage Factory **S** - Atlantic Coal Co. **E** - RR Corridor **W**-National Lumber Co.
HIGH	37-804	77R Pilsudski St.	Portion of Mobile Storage; Atlantic Coal Co. [REC]	Coal Shed & Coal Pile [REC]; NYNH RR sidings and freight house [REC] Atlantic Coal & Oil Co. [REC]; Eastern States Farmers Exchange	**N** - See Plat 37/Lot 821 **S** - Mobile Storage, Complete Cleaning Systems, First Student (buses), First Group America **E** - NYNH RR corridor [REC] **W** - Lots 37-821 & 822 & Mobil Storage	**N** - See Lot 105-80 **S** - Atlantic Coal Co., Concrete & Roofing Co., Box Co., Metal Goods Manufacturing **E** - Railroad corridor, Huntington Avenue **W** - Atlantic Coal Co.
HIGH	37-44	Railroad Corridor	Rail Road Corridor	Rail Road Corridor	**E** - Huntington Avenue, Route 10 **W** - Nu Lustre Finishing, Atlantic Coal, Mobil Storage, Complete Cleaning Systems, First Student (buses), First Group America	**E**- See * below & Huntington Avenue [REC] **W**- Americans Woolen Company, Atlantic Co. Company [REC], RR Siding [REC], Metal Goods Mfg.
MED	37-188	21 Marvin St.	Apartment Building [UST]	Dwelllings & Central Coat & Apron Supply (mid 1900s)	**N** - Apartments **S** - Apartments (Plat 37/Lot 142) **E** - Apartments; **W** - Route 10	Residential
LOW	37-259	204 Chapin Ave.	3-Family Tenement	3-Story Tenement	**N, S, E** -Residential; **W** - Route 10	Residential

Notes:

HUNTINGTON AVE (west side) abutting RR corridor (Lot 37-44) include dwellings and retail shops, as well as a Filling Station,opposite entrace to Chapin Ave.; Used Auto Sales @ Union & Huntington; Auto Service @ Althea; Machine Shop; then factory @ Waverly. Note these properties no longer exist and were replaced by improvements to Huntington Avenue and/or construction of Route 10. These areas are RECs.

HUNTINGTON AVE (east side) include filling stations @ intersections w/ Wadsworth -N; Union-N: Waverly -N. These properties were in the area of the current Route 10 which abuts Plat 42/Lots 50, 279, 427 and Plat 37/Lots 557, 569, 258, 259, 279, 142, 188; however, none appears to directly abut the subject project sites. A "shop" with UST depicted at int w/ Waldo St. Note these properties no longer exist and were replaced by improvements to Huntington Avenue and/or construction of Route 10. These areas are considered RECs.

Environmental Databases:

[SHWS] RIDEM Hazardous Waste Site

[LUST] RIDEM Leaking Underground Storage Tank (LUST) facility

[UST] Registered RIDEM Underground Storage Tank (UST) facility

[REC] Recognized Environmental Condition as defined by ASTM 1527-00 Guidelines

CROSSMAN ENGINEERING, INC.

LEGEND

LOW

MEDIUM

HIGH

Rhode Island Department of Transportation

Federal Highway Administration

ALTERNATIVE 4 HAZARDOUS WASTE PRIORITY RATINGS NO. 1

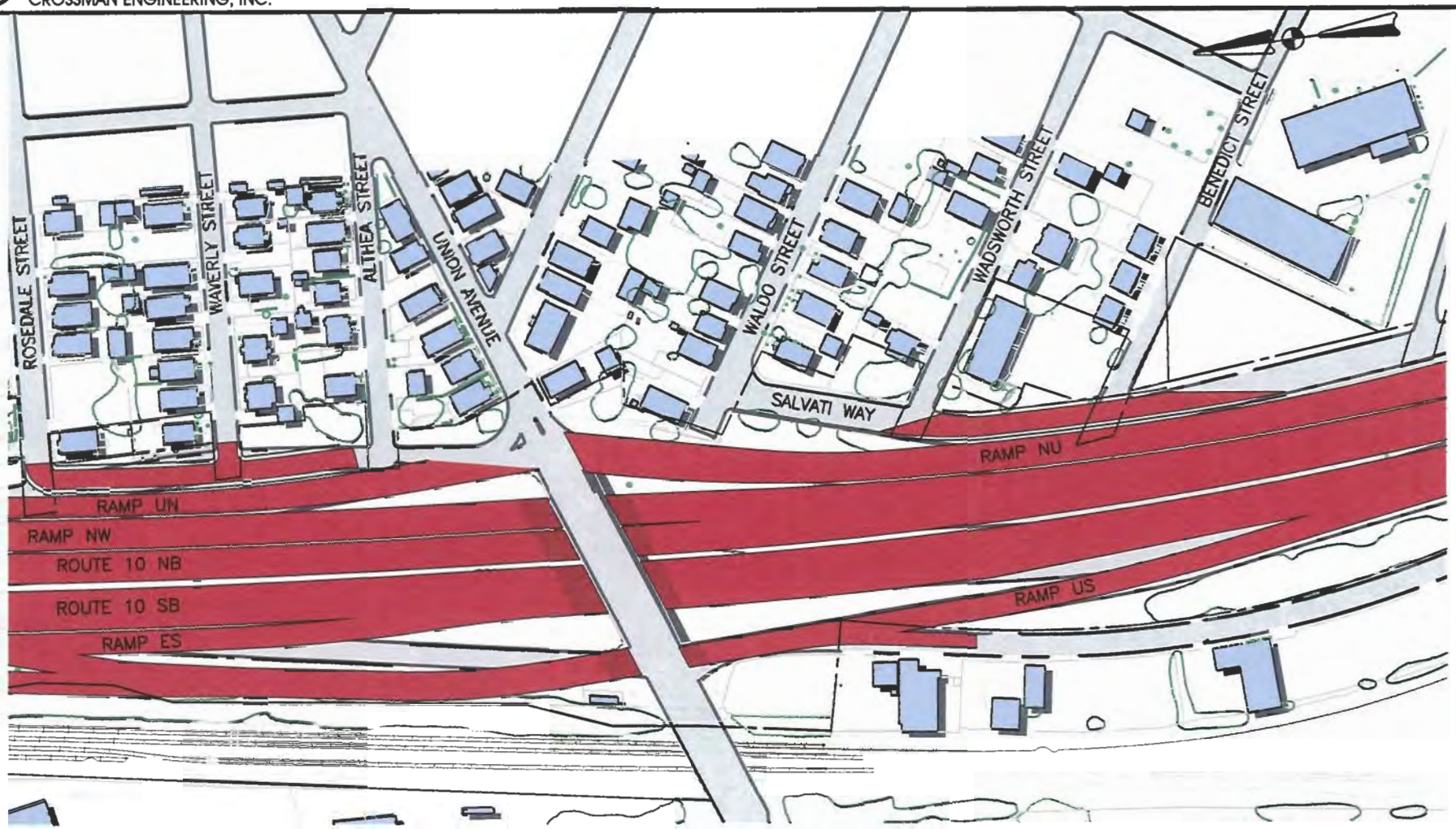
IMPROVEMENTS TO US ROUTE 6/ROUTE 10 INTERCHANGE

SOURCE: HOFFMAN ENGINEERING, INC.

SCALE: 1"=200'

REVISED FIGURE NO. 4-39

CROSSMAN ENGINEERING, INC.



LEGEND

LOW

MEDIUM

HIGH

Rhode Island Department of Transportation

Federal Highway Administration

ALTERNATIVE 4 HAZARDOUS WASTE PRIORITY RATINGS NO. 2

IMPROVEMENTS TO US ROUTE 6/ROUTE 10 INTERCHANGE

SOURCE: HOFFMAN ENGINEERING, INC.

SCALE: 1"=200'

REVISED FIGURE NO. 4-40

4.15 Visual Impacts

Refer to section 4.15 of the DEIS (page 4-86).

4.16 Energy Use

Refer to section 4.16 of the DEIS (page 4-86).

4.17 Construction Methods and Sequence

Refer to Section 4.17 of the DEIS (page 4-87).

4.18 Short Term and Long Term Productivity Impacts

Refer to Section 4.18 of the DEIS (page 4-90).

4.19 Irreversible and Irretrievable Commitment of Resources

Refer to Section 4.19 of the DEIS (page 4-90).

4.20 Permits

Refer to Section 4.20 of the DEIS (page 4-91).

4.21 Utility Impacts

Refer to Section 4.21 of the DEIS (page 4-91).

CHAPTER 5

EVALUATION OF ALTERNATIVES

CHAPTER 5
EVALUATION OF ALTERNATIVES

This chapter summarizes the environmental consequences presented in Chapter 4, evaluates the alternatives in terms of operations and impacts and identifies a recommended alternative based on this evaluation of the alternatives and their impacts.

Please refer to the Draft Environmental Impact Statement (DEIS) pages indicated for sections where no changes were required for this Final Environmental Impact Statement (FEIS).

5.1 Summary of Environmental Consequences

The environmental consequences identified in Chapter 4 have been evaluated in accordance with the FHWA Guidance for Preparing and Processing Environmental and Section 4(f) Documents (T6640.8A). To compare the impacts of the alternatives, the following criteria were used to rank the degree of impact:

- Low: There would be little or no impact on the environment. No avoidance or mitigation is considered necessary.
- Medium: There would be some impact on the environment. Avoidance or mitigation may be necessary.
- High: There would be impacts on the environment. Avoidance or mitigation should be discussed if the alternative is considered.

A summary of the temporary construction period and long term environmental consequences is presented in revised Table 5-1 and described in Sections 5.1.1 through 5.1.4.

Revised Table 5-1
Summary of Environmental Consequences

Adverse Environmental Consequences	Alternative 1		Alternative 2		Alternative 3		Alternative 4	
	Construction	Long-Term	Construction	Long-Term	Construction	Long-Term	Construction	Long-Term
Land Use and Zoning	N/A	N/A	Low	N/A	Low	N/A	Low	Low
Social Impacts	N/A	Med	High	Med	High	Med	Low	Med
Relocation Impacts	N/A	N/A	N/A	N/A	N/A	N/A	Med	N/A
Economic Impacts	N/A	Med	High	Med	High	Med	Low	Low
Transportation Impacts	N/A	High	High	High	High	High	Low	Low
Air Quality	N/A	Low	Low	Low	Low	Low	Low	Low
Noise Impacts	N/A	High	Med	High	Med	High	Med	High
Water Resources Impacts	N/A	Med	N/A	Med	N/A	Med	N/A	Low
Wetland Impacts	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A
Waterbody Modifications and Wildlife Impacts	N/A	N/A	Low	Low	Low	Low	Low	Low
Floodplain Impacts	N/A	N/A	N/A	N/A	N/A	N/A	Low	Low
Threatened or Endangered Species Impacts	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A
Cultural Resources Impacts	N/A	N/A	N/A	N/A	Low	N/A	Low	Low
Hazardous Materials Impacts	N/A	N/A	N/A	N/A	Low	N/A	High	N/A
Visual Impacts	N/A	N/A	Low	Low	Low	Low	Low	High
Energy Use	N/A	High	High	High	High	High	Low	Low
Construction Period Impacts	N/A	N/A	High	N/A	High	N/A	Low	N/A
Short Term/Long Term Productivity Impacts	N/A	High	High	High	High	High	Low	Low
Irreversible and Irretrievable Commitment of Resources	N/A	Med	Low	Med	Low	Med	Low	Low

5.1.1 Alternative 1: No-Build

Refer to Section 5.1.1 of the DEIS (page 5-3).

5.1.2 Alternative 2: Rehabilitate the Existing Bridges

Refer to Section 5.1.2 of the DEIS (page 5-3).

5.1.3 Alternative 3: Reconstruct the Existing Bridges

Refer to Section 5.1.3 of the DEIS (page 5-4).

5.1.4 Alternative 4: Reconstruct the Interchange on New Alignment

Refer to Section 5.1.4 of the DEIS (page 5-4).

The DEIS indicated that relocation impacts would be high, since seven residential (43 units) and four commercial acquisitions would be required. The DEIS also indicated that social impacts would be high since the relocations would affect a low-income elderly and minority community (West End). With the reconfiguration of the frontage road in the West End, only one residential (1 unit) acquisition would be required (the four commercial acquisitions would still be required). Therefore, relocation and social impacts have been revised from high to medium for this alternative.

5.2 Recommended Alternative

Alternative 1 does not satisfy the project's purposes and needs of identifying a transportation improvement that will address the deterioration of the existing bridges, reduce congestion within the Interchange, reduce interchange-related traffic congestion in the adjacent communities, and improve the north-to-west travel movement.

Alternatives 2 and 3 do not satisfy the project's purposes and needs of identifying a transportation improvement that will reduce congestion within the Interchange, reduce interchange-related traffic congestion in the adjacent communities, and improve the north-to-west travel movement.

Alternative 4 is best able to satisfy the purposes and needs of the project. While it has preliminary relocation and hazardous materials impacts during construction, Alternative 4 has the best long-range impacts (economic, transportation, energy use, long-term productivity, and commitment of resources) due to improved traffic operations. It will have long-term noise impacts, but mitigation measures will be considered during final design. Motorists would benefit from the elimination of problem weave areas and ramp terminals on Route 6 and Route 10, improved traffic flow in Olneyville, and the addition of a ramp for northbound Route 10 motorists to travel to westbound Route 6. Also, water quality would be improved since roadway runoff would be removed from the combined sewer system, thereby reducing the amount of

untreated water from entering the Woonasquatucket River. Although none of the alternatives exceeded criteria limits for air quality, air quality improved in a majority of the intersections under Alternative 4 compared to Alternatives 1, 2 and 3. However, air quality results were worse for Alternative 4 at the Broadway / Harris Avenue and Union Avenue / Route 10 SB Off-Ramp intersections. In conclusion, Alternative 4's positive benefits outweigh its adverse impacts, all of which can be mitigated. Therefore, Alternative 4 with its revisions outlined in this FEIS, Reconstruct the Interchange on New Alignment, has been identified as the recommended alternative in this FEIS (See Figure S-2).

CHAPTER 6

LIST OF PREPARERS

CHAPTER 6
LIST OF PREPARERS

The following individuals had primary responsibility for conducting environmental studies, preparing technical reports, and developing and reviewing this FEIS.

APPLIED BIO-SYSTEMS

Linda A. Steere
MS-Natural Resources-University of Rhode Island
BS-Zoology-University of Rhode Island
Preparation of EIS sections for Wetlands, Wildlife and Habitats

COMMONWEALTH ENGINEERING AND CONSULTANTS, INC.

Mark S. Greenleaf, P.E.
BSCE - University of Rhode Island
Preparation of report sections related to bridge infrastructure, and review and critique of document

CROSSMAN ENGINEERING, INC.

E. Raymond Crossman, P.E.
BSCET – Roger Williams University
Overall review of the EIS

Steven M. Cabral, P.E., President
BSCE – University of Rhode Island
MSCE – University of Rhode Island
MBA – University of Rhode Island
Overall review of the EIS

Robert J. Kalunian, P.E., Director of Highway Engineering
BSCE – Worcester Polytechnic Institute
Project Manager

Natile Urso, P.E. PTOE, Principal Traffic Engineer
BS Civil and Environmental Engineering – University of Rhode Island
Traffic Studies

Christine Palmer, PE, PTOE, Managing Engineer
BSCE – Old Dominion University
Traffic Studies

Matthew Crowley, Design Engineer
BSCE – University of Rhode Island
Drainage Studies

FEDERAL HIGHWAY ADMINISTRATION – RHODE ISLAND DIVISION OFFICE

John McAvoy, P.E.
Design & Construction Management Engineer
FHWA-RI Division Office
Bachelor of Engineering Technology
University of Connecticut
FHWA Review

Colin F. McCarthy, EIT
BCE - The Catholic University of America
FHWA - Review and Critique of EIS

J. Michael Butler, Environmental Officer
MSA – Bentley College
BSBA – Bentley College
FHWA – Review and comment EIS Process

HOFFMAN ENGINEERING, INC.

Robert L. Hoffman, PE, President Hoffman Engineering Inc.
BSCE – University of Rhode Island
Project Manager
Hazardous Waste Studies

Bonnie L. Romano
BA – University of Rhode Island
Environmental Analyst
Hazardous Waste Studies

PUBLIC ARCHAEOLOGY LABORATORY, INC.

A. Peter Mair, II., RPA, Project Manager and Senior Archaeologist
MA Anthropology – State University of New York at Binghamton
BA Anthropology – State University College of New York, Oswego
Cultural Resource Sections of EIS
Archaeological Assessment Survey

Virginia H. Adams, Senior Architectural Historian
BA Art History – Brown University
MA Anthropology – Brown University
Reconnaissance Survey – Above-Ground Resources

Matthew A. Kierstead, Industrial Historian
BA Art History – Framingham State College
MA Public History – West Virginia University
Reconnaissance Survey – Above-Ground Resources

PARSONS BRINCKERHOFF QUADE AND DOUGLAS, INC. (PB)

Erich Thalheimer, INCE Bd. Cert., Senior Acoustical Engineer for Parsons Brinckerhoff
BSME - University of Massachusetts, Amherst
Performance and writing of Traffic Noise and Construction Noise Sections

Allan Hodges, FAICP, Senior Supervising Planner
Parsons Brinckerhoff PlaceMaking
MUP, Michigan State University
BSc. Community Development, Southern Illinois University
Project Role: Quality Control, Regulatory Compliance and Technical Writing/Editing

RHODE ISLAND DEPARTMENT OF TRANSPORTATION

Edmund T. Parker, Jr., P.E., Chief Engineer
MSCE – University of Rhode Island
BSCE – University of Rhode Island
Overall review of the EIS

Kazem Farhoumand, PE, Deputy Chief Engineer
MSCE – University of Rhode Island
BSCE – University of Rhode Island
Engineering review of the EIS

Michael Gannon
BSCE – University of Rhode Island
RIDOT Project Manager for the EIS

Ed Szymanski, P.E., Associate Chief Engiener
BS Civil and Environmental Engineering – University of Rhode Island
RIDOT environmental review of EIS

Emilie Holland, Senior Environmental Scientist
BS – University of Rhode Island
AS – Johnson & Wales University
Coordination of reviews with State and Federal Agencies

Mike Hebert, Principal Historic Preservation Specialist
MA Anthropology – New York University
Coordination and Review of Historic and Archaeological Studies

VANASSE HANGEN BRUSTLIN, INC.

Thomas F. Wholley, Director of Air Quality and Noise Services
BSCE – Lowell Technical Institute
Preparation of Air Quality Analysis

Tricia Lenihan, Environmental Engineer
BSCE – Lehigh University
Preparation of Air Quality Analysis

CHAPTER 7

DISTRIBUTION LIST

CHAPTER 7
DISTRIBUTION LIST

This FEIS has been distributed to the following agencies, organizations, and people.

7.1 FEDERAL AGENCIES

Army Corps of Engineers
Department of Housing and Urban Development
Department of the Interior
Environmental Protection Agency
Federal Emergency Management Agency, Region 1
Federal Highway Administration
Federal Railroad Administration
Federal Transit Administration, Region 1
Fish & Wildlife Service
National Railroad Passenger Corporation
US House of Representatives
US Senate

7.2 STATE AGENCIES

Coastal Resource Management Council
Narragansett Bay Commission
Office of the Governor
Rhode Island Department of Administration
Rhode Island Departmetn of Environmental Management
Rhode Island Economic Development Corporation
Rhode Island Historic Preservation and Heritage Commission
Rhode Island House of Representatives
Rhode Island Public Transit Authority
Rhode Island Senate
Rhode Island State Police
Rhode Island Water Resources Board

7.3 CITIES AND TOWNS

7.3.1 City of Cranston

City Clerk
City Council
City Engineer
Cranston Public Library
Cranston School Department
Fire Department
Office of the Mayor
Planning Department
Police Department
Public Works
Zoning Administration

7.3.2 City of Providence

City Engineer
City Clerk
Department of Inspection and Standards
Department of Public Works
First Student, Inc.
Greater Providence Chamber of Commerce
Office of Neighborhood Services
Policy & Legislative Affairs
Providence City Council
Providence Department of Planning and Development
Providence Fire Department
Providence Housing Authority
Providence Police Department
Providence Preservation Society
Providence Public Library
Providence Water Supply Board
Office of the Mayor
School Department
Traffic Engineer

7.4 ORGANIZATIONS AND INDIVIDUALS

AAA Southern New England
Audubon Society of Rhode Island
Bonanza Bus Lines
Federal Hill Housing Association

Federal Hill Merchants Association
Greyhoud Lines, Inc.
Groundwork Providence
Narragansett Bay Wheelmen
Olneyville Housing Corporation
Providence and Worcester Railroad
Providence Foundation
Save the Bay
Sierra Club – RI Chapter
The Providence Plan
West Broadway Neighborhood Association
Woonasquatucket River Watershed Council

7.5 UTILITY COMPANIES

AT & T
Cox Communications
MCI Telecommunications
Narragansett Electric Company
New England Gas Company
Providence Water Supply Board
Sprint Communications
Verizon Communications
WilTel Communications, LLC

7.6 NATIVE AMERICAN TRIBES

Narragansett Indian Tribe

CHAPTER 8

COMMENTS AND COORDINATION

CHAPTER 8
COMMENTS AND COORDINATION

This chapter describes meetings held after publication of the Draft Environmental Impact Statement (DEIS) and summarizes comments received on the DEIS for Improvements to the Route 6/Route 10 Interchange (The Interchange). Also included are summarized comments and responses received by the Rhode Island Department of Transportation (RIDOT) from agencies, organizations, and individuals in reference to the Draft Environmental Impact Statement (DEIS).

8.1 DEIS Notice of Availability, Comment Period, Public Hearing, and Neighborhood Meeting

The Notice of Availability (NOA) for the Interchange was published on June 10, 2005 (Volume 70, Number 111, EIS No. 20050226). The official public comment period, as specified in the NOA, ran from June 10, 2005 to August 1, 2005. A public hearing was held on June 28, 2005.

A neighborhood meeting was held on September 6, 2005 at the West Broadway Neighborhood Association, 1560 Westminster Street, Providence, Rhode Island 02909. The purpose of the meeting was to discuss the current design for Alternative 4, including the Revised Frontage Road layout and to discuss traffic impacts resulting from the new Broadway On-ramp.

8.2 Summary of Recurrent Comments Received on the DEIS

The RIDOT invited interested persons to submit comments on the project either in writing or by testimony at the Public Hearing. A total of 62 individuals offered comments.

Recurrent comments were as follows:

- Opposition to the number of residential property acquisitions in the West End neighborhood, including the Marvin Gardens apartment building
- Interest in the connection between the Washington Secondary Bike Path and the Woonasquatucket River Bikeway
- Support for the addition of a direct connection from northbound Route 10 to westbound Route 6
- Opposition to the location of the new entrance ramp from Broadway to southbound Route 10

- Interest in noise abatement for the West End neighborhood
- Interest in a landscaping plan for the project.

8.3 Responses to Recurrent Comments

The following responses addressed substantive comments and questions submitted during and after the Public Hearing:

Residential Acquisitions

Comment: For many reasons, there was opposition to the number of residential property acquisitions in the West End neighborhood due to the identified preferred alternative (Alternative 4, Reconstruct Interchange in a New Alignment). This was especially true for the acquisition of Marvin Gardens, which includes 26 low-income, subsidized units.

Response: The DEIS design for the Preferred Alternative had substantial displacement impacts resulting from reconstruction of the interchange including full replication of the existing Frontage Road. The design showed a continuous Frontage Road replicated with a two-lane, two-way design. Comments received indicated that the existing frontage road is used sparingly, encourages high speeds, and is unattractive. Based on these comments, alternative designs were investigated which would eliminate the continuous roadway, and replace it with smaller segments that would connect to the neighborhood streets. Such a design is included in the FEIS Recommended Alternative. The Recommended Alternative design eliminates all but one residential acquisition in the West End; acquisition of Marvin Gardens is unnecessary. In addition, RIDOT will work with the City of Providence and the local emergency agencies to make sure adequate access is still provided for general use and any emergency situations that could arise.

Bikeway Connection Comments

Comment: Many people recognized the opportunity that this project would provide a good opportunity to explore the connection between the Washington Secondary Bike Path and the Woonasquatucket River Bikeway.

Response: RIDOT agrees that the project provides a good opportunity for the connection to be made between the two bicycle facilities, and will investigate this connection of the two bike paths as part of the project as it advances into final design.

Northbound Route 10 to Westbound Route 6 Connection Comments

Comment: Many people agreed that it would be prudent to provide the missing traffic movement for the interchange from northbound Route 10 to westbound Route 6.

Response: RIDOT agrees that the new northbound Route 10 to westbound Route 6 ramp proposed for Alternative 4 is needed to provide the missing movement. This also affords the added benefit of reducing interchange related traffic in the surrounding neighborhoods.

Broadway Entrance Ramp Comments

Comment: There were concerns regarding the location of the new entrance ramp from Broadway to southbound Route 10 for the preferred alternative.

Response: The new Broadway on-ramp would replace the Tobey Street and Westminster Street on-ramps as the access route to southbound Route 10 for motorists from the Federal Hill and West End neighborhoods. This change in access eliminates the weaving problem for the Tobey Street on-ramp, which will remain as an entrance ramp to provide access to westbound Route 6 only. There would no longer be access to Route 10 from Westminster Street. Also, as a result of the new Broadway ramp, left turns would not be permitted from the Broadway off-ramp that exits eastbound Route 6.

This access change, in combination with the addition of the new northbound Route 10 to westbound Route 6 ramp, would result in a traffic volume increase on Broadway and a traffic volume decrease on Westminster Street west of Tobey Street.

Noise Abatement Comments

Comment: Some people suggested that methods for noise abatement should be explored.

Response: Once RIDOT settles on the final alternative layout for Alternative 4, including modifications to the West End, noise abatement measures will be explored during Final Design according to RIDOT policy.

Project Landscaping Comments

Comment: Some people suggested that landscaping and other beautification methods be provided for the entire interchange, including the vicinity of the frontage road in the West End.

Response: Landscaping and architectural treatments will be provided for the entire interchange, including plantings as a visual buffer between the West End neighborhood and the

interchange and architectural treatments for the new northbound Route 10 to westbound Route 6 flyover ramp.

8.4 Comments on the DEIS

This section contains logs of comments received by letters, public comment forms, e-mail, telephone, and those submitted at the Public Hearing. Table 8.1 presents a summary of the comments received and responses to those comments.

Copies of the letters, public comment forms, e-mail, telephone logs, and the proceedings from the Public Hearing follow the logs.

Table 8.1
Route 6 / Route 10 – DEIS Comments & Responses

LOG	DATE	COMMENTOR	COMMENT SUMMARY/RESPONSES
Ltr-1	05/24/05	Mr. Thomas Brueckner. P.E. Engineering Manager Narragansett Bay Commission One Service Road Providence, RI 02905	**Comment Summary:** No direct or indirect connections of stormwater are allowed to a public sewer unless it is determined that a combined sewer is the only means available. Access to the interceptor located in the median of Route 10 between the interchange and Union Avenue should be carefully considered in any future alternatives. **Response:** Thank you for offering comments regarding this project. We have reviewed all questions and concerns received during the Public Hearing and the comment period. There were a number of common issues that were shared by many respondents. We have compiled the enclosed Summary of Recurrent Comments in an effort to collectively address these concerns. In response to your specific comments, under the preferred alternative two new stormdrains are proposed to capture runoff that currently contributes to the existing combined sewers as well as any additional runoff from increased impervious areas. Access to the present interceptor located in the median of Route 10 will be carefully considered during final design. The Final Environmental Impact Statement (FEIS), which will incorporate comments received regarding the Draft Environmental Impact Statement (DEIS), should be completed this fall. A 30-day comment period will be available after the completion of the FEIS. Should you have any additional comments or concerns, please feel free to contact this office.
Ltr-2	05/31/05	Mr. Stephen DiLorenzo Senior Project Manager US Army Corps of Engineers New England District 696 Virginia Road Concord, MA 01742-2751	**Comment Summary**: A permit is required under Section 10 for all work seward of mean high water in navigable waters of the United States. Permits are also required under Section 404 for discharges of dredged or fill material into all waters of the United States, including navigable waters, inland river, lakes, streams, and wetlands, as well as the excavation/grading within these waters/wetlands. **Response:** Thank you for offering comments regarding this project. We have reviewed all questions and concerns received during the Public Hearing and the comment period. There were a number of common issues that were shared by many respondents. We have compiled the enclosed Summary of Recurrent Comments in an effort to collectively address these concerns.

Legend
Ltr : Letter
PCP : Public Comment Form
EM : Email
Tel: Telephone Conversation
PH : Public Hearing

Table 8.1
Route 6 / Route 10 – DEIS Comments & Responses

LOG	DATE	COMMENTOR	COMMENT SUMMARY/RESPONSES
Ltr-2		Mr. Stephen D. DiLorenzo (Continued)	In response to your specific comments, the following permits are anticipated foir the preferred atlernative: • RIDEM Office of Waste Management – Soil Contamination • RIDEM Office of Water Resources – Rhode Island Pollution Discharge Elimination System General Permit for Construction Activity • RIDEM Office of Freshwater Wetlands – Preliminary Determination • Narragansett Bay Commission – Stormwater/Sewer Alterations • City of Providence – Department of Public Works • Miscellaneous Utility Company Relocation Authorizations The project file number will be included in all ACOE correspondence. The Final Environmental Impact Statement (FEIS), which will incorporate comments received regarding the Draft Environmental Impact Statement (DEIS), should be completed this fall. A 30-day comment period will be available after the completion of the FEIS. Should you have any additional comments or concerns, please feel free to contact this office.
Ltr-3	06/13/05	Mr. Grover J. Fugate Executive Director Coastal Resource Management Council Oliver H. Stedman Government Center 4808 Tower Hill Road, Suite 3 Wakefield, RI 02879-1900	**Comment Summary:** This project is predominantly outside the 200' CRMC jurisdiction. This jurisdictional statement is valid for one year unless CRMC regulations change. Any alteration or construction within 200' of the inland edge of the coastal feature, on the coastal feature, or in coastal waters, must be reviewed by CRMC prior to initiation. The project must comply with all applicable local, state, and federal ordinances and regulations. All runoff from additional impervious surfaces that may eventually discharge to tidal waters or a tributary thereto must be pretreated in accordance with the standards contained in the State of Rhode Island Stormwater Design and Installations Standards Manual (80% TSS removal required). Runoff from existing impervious surfaces should also be pretreated where possible. **Response:** Thank you for offering comments regarding this project. We have reviewed all questions and concerns received during the Public Hearing and the comment period. There were a number of common issues that were shared by many respondents. We have compiled the

Legend
Ltr : Letter
Tel: Telephone Conversation
PCP : Public Comment Form
PH : Public Hearing
EM : Email

Table 8.1
Route 6 / Route 10 – DEIS Comments & Responses

LOG	DATE	COMMENTOR	COMMENT SUMMARY/RESPONSES
Ltr-3		Mr. Grover J. Fugate (Continued)	enclosed Summary of Recurrent Comments in an effort to collectively address these concerns. In response to your specific comments, we concur that the project is predominently outside of CRMC jurisdiction and that the jurisdictional statement provided is valid for one year after the date of your letter. If any work occurs within the CRMC jurisdiction, documents will be filed with CRMC prior to the initiation of the activity. We will comply with all applicable local, state, and federal ordinances and regulations. All runoff from additional impervious surfaces and existing impervious surfaces, where possible, will be pretreated in accordance with the Standards contained in the *State of Rhode Island Stormwater Design and Installations Manual* and coordinated with the RI Department of Environmental Management. The Final Environmental Impact Statement (FEIS), which will incorporate comments received regarding the Draft Environmental Impact Statement (DEIS), should be completed this fall. A 30-day comment period will be available after the completion of the FEIS. Should you have any additional comments or concerns, please feel free to contact this office.
Ltr-4	06/27/05	Mr. John P. O'Brien Chief Rhode Island Department of Administration Statewide Planning Program One Capitol Hill Providence, RI 02908-5872	**Comment Summary:** Given the adverse impact of this alternative on the City's low-income housing supply, we recommend that this issue be addressed with Rhode Island Housing in order to locate suitable housing for displaced households. A major concern is the potential impact of the preferred alternative on existing housing available for low and moderate income residents. We encourage design solutions that will avoid or minimize the impact of the project on the available supply of low and moderate income housing units in the project area. The DEIS should recommend that the bikeway connection between the Washington Secondary Bike Path and the Woonasquatucket River Greenway (bikeway) be accomplished as part of the project, including route selection, design and construction as an intermodal aspect of the proposed project. It is recommend that features such as the proposed free right hand turns from highway off-ramps be carefully designed so as to not impact the pedestrian environment, and that the final project also include features that enhance the pedestrian, transit user, and on-street cycling environment of the surface street network within the project area.

Legend
Ltr : Letter
PCP : Public Comment Form
EM : Email
Tel: Telephone Conversation
PH : Public Hearing

Table 8.1
Route 6 / Route 10 – DEIS Comments & Responses

LOG	DATE	COMMENTOR	COMMENT SUMMARY/RESPONSES
Ltr-4		Mr. John P. O'Brien, Chief (Continued)	*DEIS Page 1-8:* The "Plan Consistency" section should include appropriate references to applicable State Guide Plan elements and policies. *DEIS Page 3-32:* We recommend that the DEIS incorporate a bicycle facility connecting the northern terminus of the Washington Secondary Bikeway with the Woonasquatucket River Greenway (bikeway) within the project area. (see general comment) *DEIS Page3-47:* The discussion of water quality should also include the use classification designation(s) for the Woonasquatucket River (within the project area) established in the RI Rivers Policies and Classification Element of the State Guide Plan. *DEIS Page 4-1:* The "Consistency of Alternatives with Comprehensive Plan" section should cite the requirements of RI General Laws 45-22-10(E) as the basis for this consistency determinant. A statement in the FEIS that the City of Providence concurs with the consistency findings presented in the document relative to its plan would be appropriate. *DEIS Page 4-2:* The "Land Use Impacts" section does not address land reuse opportunities which future disposition of existing ROW that may not be needed due to the reconfiguration of the interchange. In particular, some of the area currently occupied by Route 6 between Plainfield Street and Route 10 appears likely to become surplus to transportation needs in the future if the preferred alternative is implemented. This area immediately adjoins the commercial / industrial uses I the Olneyville Square area. Reuse potential of this land should be discussed. Reuse for open space (which could help buffer noise impacts of the adjoining highway) and/or for construction of new affordable housing opportunities (if appropriate noise buffering could be provided) could help address some of the possible detrimental impacts of the preferred alternative (noise, impact on supply of affordable housing). We suggest that the DEIS recommend coordinated planning what the City of Providence relative to the disposition of any surplus land within this area to ensure that future re-usage potential is maximized consistent with the City's Comprehensive Plan. *DEIS Page 4-5 – 4-10:* "Relocation Impacts": The preferred alternative has high potential impacts upon existing residential units, particularly affecting the existing supply of low and moderate income units. The displacement of a substantial number of existing low and moderate income residents would be a significant negative impact, create potential conflicts with State Guide Plan policies, and, as acknowledged in the DEIS, be very difficult to mitigate via provision

Legend
Ltr : Letter
Tel: Telephone Conversation
PCP : Public Comment Form
PH : Public Hearing
EM : Email

Table 8.1
Route 6 / Route 10 – DEIS Comments & Responses

LOG	DATE	COMMENTOR	COMMENT SUMMARY/RESPONSES
Ltr-4		Mr. John P. O'Brien, Chief (Continued)	of comparable replacement units. We encourage design solutions that will avoid or minimize the impact of the project on the available supply of low and moderate income housing units in the project area. *DEIS Page 4-56-57:* Section 4.5.5 – We recommend that the DEIS incorporate a bicycle facility connecting the northern terminus of the Washington Secondary Bikeway with the Woonasquatucket River Greenway (bikeway) within the project area. (see general comment in attached letter) *DEIS Page 4-66 – 67:* "Noise Barrier Analysis" To inform the decision-making process, the EIS should include graphics identifying potential locations and configurations (elevations) of noise barriers to be considered. While we recognize that noise barriers have positive and negative features, and may, in and of themselves, be controversial; the requirement for 75% support seems quite substantial, and a standard not applied to other project features. We recommend that the EIS provide more detail on the decision-making process on the inclusion of specific noise-mitigation measures, for example, how the level of public support would be measured, and how the recommendations of the municipal government would be factored into the decisions. *DEIS 4-86:* "Visual Impacts" As acknowledge here, the preferred alternative's Northwest Flyover Ramp would be a prominent addition to the visual landscape of the project area. Potential impacts (visual, shading) upon the adjoining neighborhoods and properties should be carefully considered and addressed during design. **Response:** Thank you for offering comments regarding this project. We have reviewed all questions and concerns received during the Public Hearing and the comment period. There were a number of common issues that were shared by many respondents. We have compiled the enclosed Summary of Recurrent Comments in an effort to collectively address these concerns. In response to your specific comments, the original design demonstrated the worst-case scenario of impacts resulting from reconstruction of the interchange including full replication of the existing Frontage Road. The plans showed the entire road replicated with a two-lane, two-way frontage road. Comments received indicated that the frontage road is used sparingly, condones high speeds, and is aesthetically poor. Based on these comments, alternative designs will be investigated that will eliminate this continuous roadway, and connect the side roads with smaller sections. RIDOT will work with the City of Providence and the local emergency agencies to

Legend
Ltr : Letter
PCP : Public Comment Form
EM : Email
Tel: Telephone Conversation
PH : Public Hearing

Table 8.1
Route 6 / Route 10 – DEIS Comments & Responses

LOG	DATE	COMMENTOR	COMMENT SUMMARY/RESPONSES
Ltr-4		Mr. John P. O'Brien, Chief (Continued)	make sure adequate access is still provided for general use and any emergency situations that could arise. We are confident that the alternative designs eliminate almost all residential acquisitions in the West End, including the need to acquire Marvin Gardens. RIDOT agrees that the project provides a good opportunity for the connection to be made between Washington Secondary Bike Path and the Woonasquatucket River Bikeway. It is RIDOT's intention to investigate completion of the connection as part of this project. The design for the preferred alternative will improve the pedestrian, transet-user, and on-street cycling environment on the local streets where feasible within the project area. The "Plan Consistency" section will include references to the State Guide Plan elements and policies. The discussion of water quality will include the use classification designation for the Woonasquatucket River established in the State Guide Plan. It is our intention to receive concurrence with the City of Providence regarding consistency with their Comprehensive Plan regarding any surplus land resulting from construction of the preferred alternative. Once RIDOT settles on the final alternative layout for Alternative 4, including modifications to the West End, noise abatement measures will be explored during Final Design according to Department policy. RIDOT agrees that the new northbound Route 10 to westbound Route 6 ramp proposed for Alternative 4 is needed to provide the missing movement. This also affords the added benefit of reducing interchange related traffic in the surrounding neighborhoods. Landscaping and architectural treatments shall be provided for the entire interchange, including plantings to buffer the West End neighborhood and architectural treatments for the new northbound Route 10 to westbound Route 6 flyover ramp. The Final Environmental Impact Statement (FEIS), which will incorporate comments received regarding the Draft Environmental Impact Statement (DEIS), should be completed this fall. A 30-day comment period will be available after the completion of the FEIS. Should you have any additional comments or concerns, please feel free to contact this office.

Legend
Ltr : Letter
PCP : Public Comment Form
EM : Email
Tel: Telephone Conversation
PH : Public Hearing

Table 8.1
Route 6 / Route 10 – DEIS Comments & Responses

LOG	DATE	COMMENTOR	COMMENT SUMMARY/RESPONSES
Ltr-5 PH-1	06/28/05	Mr. Michael V. Milito Deputy Assistant Director for Law and Human Resources Rhode Island Housing and Mortgage Finance Corporation 44 Washington St. Providence, RI 02903	**Comment Summary:** We are very concerned about Alternative 4, which would result in the loss of 43 residential units. Even more troubling is that Alternative 4 apparently will lead to the demolition of Marvin Gardens, a Section 8 assisted housing development that provides housing to 26 low-income, elderly families. The relocation assistance proposed for current occupants will be inadequate to fully compensate the residents, particularly those living in Marvin Gardens. The acquisition of Marvin Gardens impacts not only the current residents, but also reduces the supply of affordable housing available for occupancy by low and moderate income families. If there is no feasible alternative to the acquisition of Marvin Gardens, the RIDOT and FHWA should condition approval of this approach on a one-for-one replacement of all lot units by new housing with comparable rent subsidies in the surrounding community. The acquisition of Marvin Gardens should not be permitted to begin until the development of the replacement units is completed. **Response:** Thank you for offering comments regarding this project. We have reviewed all questions and concerns received during the Public Hearing and the comment period. There were a number of common issues that were shared by many respondents. We have compiled the enclosed Summary of Recurrent Comments in an effort to collectively address these concerns. The original design demonstrated the worst-case scenario of impacts resulting from reconstruction of the interchange including full replication of the existing Frontage Road. The plans showed the entire road replicated with a two-lane, two-way frontage road. Comments received indicated that the frontage road is used sparingly, condones high speeds, and is aesthetically poor. Based on these comments, alternative designs will be investigated that will eliminate this continuous roadway, and connect the side roads with smaller sections. RIDOT will work with the City of Providence and the local emergency agencies to make sure adequate access is still provided for general use and any emergency situations that could arise. We are confident that the alternative designs eliminate almost all residential acquisitions in the West End, including the need to acquire Marvin Gardens. The Final Environmental Impact Statement (FEIS), which will incorporate comments received regarding the Draft Environmental Impact Statement (DEIS), should be completed this fall. A 30-day comment period will be available after the completion of the FEIS. Should you have any additional comments or concerns, please feel free to contact this office.

Legend
Ltr : Letter
PCP : Public Comment Form
EM : Email
Tel: Telephone Conversation
PH : Public Hearing

Table 8.1
Route 6 / Route 10 – DEIS Comments & Responses

LOG	DATE	COMMENTOR	COMMENT SUMMARY/RESPONSES
Ltr-6 PH-2	06/28/05	Mr. Thomas E. Deller, AICP Director Providence Department of Planning and Development 400 Westminster Street Providence, RI 02903 cc: Robert Azar	**Comment Summary:** We oppose any taking of residential property, and urge a reevaluation of the alignment to reduce or eliminate the need for these acquisitions. To avoid the taking of Assessor's Plat 37, Lot 142, RIDOT should consider realigning the frontage road to avoid encroaching on the structure. If this is not feasible, the section of frontage road between Willow and Marvin Streets should be eliminated. To avoid the other residential takings (besides AP 37, Lot 142), RIDOT should consider combining Ramp UN with the frontage road between Union Avenue and Chapin Avenue. Concerned about the proposed acquisition of four commercial and manufacturing properties and that there is little available land in the City for relocation of these businesses. Would object to any relocation outside the City of Providence. Urges RIDOT to work with the City to find appropriate locations in the city to relocate these businesses, and when the project is complete, to create new parcels suitable for business uses on surplus land. A connection between the Northwest Bike Trail and the Washington Secondary Bike Path should be created as part of this project. Any reconfiguration of the interchange must improve pedestrian movements wherever possible, especially those that pass under the highway at Plainfield Street, Westminster Street and Broadway. The conclusion that noise impacts would be high with Alternative 4 indicates a need to explore methods of noise abatement, including barriers and landscaping. The negative visual impacts from the construction of Alternative 4 should be mitigated through landscaping and creative design. Urges that the frontage road buffering the highway from the West End neighborhood be built in the manner of a city street. There should be a clear signal to motorists that they have entered a neighborhood, and that they should behave appropriately. The street should not be unnecessarily wide, and there should be ample sidewalks and street trees. Dwellings adjacent to the frontage road should be supplied with fencing to buffer them from the interchange. There must be an extensive landscaping plan for the project.

Legend
Ltr : Letter
PCP : Public Comment Form
EM : Email
Tel: Telephone Conversation
PH : Public Hearing

Table 8.1
Route 6 / Route 10 – DEIS Comments & Responses

LOG	DATE	COMMENTOR	COMMENT SUMMARY/RESPONSES
Ltr-6 PH-2		Mr. Thomas Deller, AICP (Continued)	Advocates for a pleasing and unifying urban design for the entire project. **Response:** Thank you for offering comments regarding this project. We have reviewed all questions and concerns received during the Public Hearing and the comment period. There were a number of common issues that were shared by many respondents. We have compiled the enclosed Summary of Recurrent Comments in an effort to collectively address these concerns. The original design demonstrated the worst-case scenario of impacts resulting from reconstruction of the interchange including full replication of the existing Frontage Road. The plans showed the entire road replicated with a two-lane, two-way frontage road. Comments received indicated that the frontage road is used sparingly, condones high speeds, and is aesthetically poor. Based on these comments, alternative designs will be investigated that will eliminate this continuous roadway, and connect the side roads with smaller sections. RIDOT will work with the City of Providence and the local emergency agencies to make sure adequate access is still provided for general use and any emergency situations that could arise. We are confident that the alternative designs eliminate almost all residential acquisitions in the West End, including the need to acquire Marvin Gardens. The Department is concerned about the proposed acquisition of commercial and manufacturing properties. Two specific businesses are affected: National Lumber and First Student Bus. RIDOT will work with your department to find appropriate locations for these businesses in the City of Providence and, if possible, within the interchange area. RIDOT agrees that the project provides a good opportunity for the connection to be made between Washington Secondary Bike Path and the Woonasquatucket River Bikeway. It is RIDOT's intention to investigate completion of the connection as part of this project. Any reconfiguration of the interchange will improve pedestrian movements wherever possible. Once RIDOT settles on the final alternative layout for Alternative 4, including modifications to the West End, noise abatement measures will be explored during Final Design according to Department policy. Landscaping and architectural treatments shall be provided for the entire interchange, including plantings to buffer the West End neighborhood and architectural treatments for the new

Legend
Ltr : Letter
PCP : Public Comment Form
EM : Email
Tel: Telephone Conversation
PH : Public Hearing

Table 8.1
Route 6 / Route 10 – DEIS Comments & Responses

LOG	DATE	COMMENTOR	COMMENT SUMMARY/RESPONSES
Ltr-6 PH-2		Mr. Thomas Deller, AICP (Continued)	northbound Route 10 to westbound Route 6 flyover ramp. The Frontage Road, where it will remain, will be designed in the manner of a city street, with trees and sidewalks included were possible, and fencing provided to buffer residents from the interchange, if feasible. Urban design options will be investigated during final design. The Final Environmental Impact Statement (FEIS), which will incorporate comments received regarding the Draft Environmental Impact Statement (DEIS), should be completed this fall. A 30-day comment period will be available after the completion of the FEIS. Should you have any additional comments or concerns, please feel free to contact this office.
Ltr-7	06/29/05	Ms. Martina Windels Martina & Company 120 North Main Street Providence, RI 02903	**Comment Summary:** In favor of improving the traffic flow on both Route 6 and 10, but concerned that some of the changes will lead to increased traffic volume by encouraging more people to travel on these routes rather than just making the existing traffic flow more smoothly. Also concerned about the size of the project and its potential impact on the Armory District/West End and Olneyville. Route 6 and 10 separate two residential neighborhoods and these improvements should not result in stronger separations by enlarging the area covered by more highway-like roads. Get rid of the Service Road (Frontage Road) on the eastern side of Route 10 entirely. This street does not get used very much and does not do anything to help with any of the existing traffic problems. It has become a local dumping ground for tires/furniture, etc. It runs parallel to the highway and does not get you anywhere – it is actually quite redundant. Turn all the streets that run between Messer and Frontage Street and would deadend if you remove Frontage Street and connect them in U-shaped configurations so that for example Oak Street will connect with Marvin Street to form a U, Willow Street will joining Hudson Street to make a U, Wood Street with Chapin, Wendell with Rosedale Street and so on. This will add to a quiet residential feeling instead of deadend streets, which tend to become dark, inhospitable places that nobody will use. Plant the area freed up by removing Frontage Road and heavily to provide a shield against noise and exhaust fumes from Route 10. Consider incorporating a bike path in the planted area. Provide lots of Landscaping/Planting throughout the entire interchange – this will make a project like this much more likely to be well received by the residents. At the next public hearing, provide a photograph with a superimposed image of what this revised

Legend
Ltr : Letter
PCP : Public Comment Form
EM : Email
Tel: Telephone Conversation
PH : Public Hearing

Table 8.1
Route 6 / Route 10 – DEIS Comments & Responses

LOG	DATE	COMMENTOR	COMMENT SUMMARY/RESPONSES
Ltr-7		Ms. Martina Windels (Continued)	interchange will actually look like. It will be must easier to visualize all the proposed changes and will help to explain the impact the project will have (especially height of the new bridges). **Response:** Thank you for offering comments regarding this project. We have reviewed all questions and concerns received during the Public Hearing and the comment period. There were a number of common issues that were shared by many respondents. We have compiled the enclosed Summary of Recurrent Comments in an effort to collectively address these concerns. In response to your specific comments, a goal of this project is to reduce congestion within the interchange and its surrounding neighborhoods. As a result, capacity would increase within the interchange, which would reduce the potential for accidents. Capacity for Route 6 and Route 10 beyond the interchange, however, would remain the same. The original design demonstrated the worst-case scenario of impacts resulting from reconstruction of the interchange including full replication of the existing Frontage Road. The plans showed the entire road replicated with a two-lane, two-way frontage road. Comments received indicated that the frontage road is used sparingly, condones high speeds, and is aesthetically poor. Based on these comments, alternative designs will be investigated that will eliminate this continuous roadway, and connect the side roads with smaller sections. RIDOT will work with the City of Providence and the local emergency agencies to make sure adequate access is still provided for general use and any emergency situations that could arise. We are confident that the alternative designs eliminate almost all residential acquisitions in the West End, including the need to acquire Marvin Gardens. It is RIDOT's intention to investigate completion of the connection between the Washington Secondary Bike Path and the Woonsuatucket River Bikeway as part of this project. The final alighments for the connection will be determined during Final Design. Landscaping and architectural treatments shall be provided for the entire interchange, including plantings to buffer the West End neighborhood and architectural treatments for the new northbound Route 10 to westbound Route 6 flyover ramp. Additional graphics will be developed as the project progresses so it will be easier to visualize the proposed changes. The Final Environmental Impact Statement (FEIS), which will incorporate comments received

Legend
Ltr : Letter
Tel: Telephone Conversation
PCP : Public Comment Form
PH : Public Hearing
EM : Email

Table 8.1
Route 6 / Route 10 – DEIS Comments & Responses

LOG	DATE	COMMENTOR	COMMENT SUMMARY/RESPONSES
Ltr-7		Ms. Martina Windels (Continued)	regarding the Draft Environmental Impact Statement (DEIS), should be completed this fall. A 30-day comment period will be available after the completion of the FEIS. Should you have any additional comments or concerns, please feel free to contact this office.
Ltr-8	07/12/05	Mr. Louis S. Gautieri, Jr. Treasurer Nine Eighty Nine Corp./National Lumber 81 Troy Street Providence, RI 02909	**Comment Summary:** The owners of National Lumber feel that they will loose their business in Olneyville, which was established in 1965 and that no one else will be affected but them. They do not think this is fair and asks to use Alternative 3 or move the new road (Alternative 4) 160 feet back to the present road bed. National Lumber is one of two lumber yards serving builders of the City of Providence. To relocate in the City and have three acres with all the needed permits and Zoning is next to impossible. They will need a lot of help to relocate in the Olneyville section of the City if Alternative 4 is used without making a few minimal adjustments. **Response:** Thank you for offering comments regarding this project. We have reviewed all questions and concerns received during the Public Hearing and the comment period. There were a number of common issues that were shared by many respondents. We have compiled the enclosed Summary of Recurrent Comments in an effort to collectively address these concerns. In response to your specific comments, Alternate 3 will not satisfy all of the purposes for the project, including reducing congestion within the interchange, reducing interchange-related traffic congestion in the adjacent communities, and improving north-to-west travel movement. Moving the road 160 feet back would not be feasible, since the new bridge structures could not be constructed while maintaining exiting traffic. If your property, or any portion thereof, is acquired to accommodate this project, the Department of Transportation is required to pay "just compensation." You will be compensated in an amount not less than 100 percent of the fair market value of the real estate based on an appraisal. Additionally, the Department is obligated to offer relocation assistance (and payments) in accordance with the Uniform Relocation Assistance and Real Property Acquisition Policies Act of 1970 as amended and will provide advisory services to assist you in finding a location. Although a replacement site in the immediate vicinity is not guaranteed, an effort will be made to find a replacement site suitable for conducting business. The Department will reimburse the business owner for actual, reasonable, and necessary moving expenses and for eligible

Legend
Ltr : Letter
PCP : Public Comment Form
EM : Email
Tel: Telephone Conversation
PH : Public Hearing

Table 8.1
Route 6 / Route 10 – DEIS Comments & Responses

LOG	DATE	COMMENTOR	COMMENT SUMMARY/RESPONSES
Ltr-8		Mr. Louis S. Gautieri, Jr. (Continued)	reestablishment expenses as outlined in the Act. The Final Environmental Impact Statement (FEIS), which will incorporate comments received regarding the Draft Environmental Impact Statement (DEIS), should be completed this fall. A 30-day comment period will be available after the completion of the FEIS. Should you have any additional comments or concerns, please feel free to contact this office.
Ltr-9 PH-3	07/27/05	Ms. Kari Lang Executive Director Organization West Broadway Neighborhood Association 1560 Westminster St. Providence, RI 02909	**Comment Summary:** Believes the scale and cost of the project go far beyond what is needed to achieve the intended goals and are incompatible with the parts of the road system that it would link to. US Route 6/Route 10 serve as local access roads for the western edge of Providence. Alternative 4, in contrast, would be built to a scale similar to I-95. Yet the roads that Route 6/10 lead into and other parts of Route 10 do not have the capacity to handle the traffic that would feed into it under Alternative 4. The impacts from this project could be very detrimental to the neighborhood and Olneyville. Traffic would likely increase on Broadway and in Olneyville near Valley Street. We are concerned about effects such as changes to local traffic patterns. We do not see how moving the off-ramp from Westminster Street to Broadway will improve the quality of life for the neighborhood. Specific features of Alternative 4 that WBNA opposes include: • The taking of residential and commercial property and demolition and/or encroachment into the neighborhood; • The 30-foot high flyover ramp; • The increased noise and visual blight that would come of this project; • The long construction process that would be required and the safety and noise issues that come with the construction. <u>For all these reasons, the board voted on July 27, 2005 to support Alternative 2 which proposes to rehabilitate the existing bridges in the project area of the Draft Environmental Impact Statement .</u> We ask that no further action be taken except for the below listed suggestions for provisions we feel are necessary in the planned improvements:

<u>Legend</u>
Ltr : Letter
Tel: Telephone Conversation
PCP : Public Comment Form
PH : Public Hearing
EM : Email

Table 8.1
Route 6 / Route 10 – DEIS Comments & Responses

LOG	DATE	COMMENTOR	COMMENT SUMMARY/RESPONSES
Ltr-9 PH-3		Ms. Kari Lang (Continued)	• Installation of a bike path along Rte 10 to downtown and a path to connect the Woonasquatucket River Greenway tot eh Washington Secondary bike path in Cranston and pedestrian provisions in the study area; • Aesthetic improvements to transform Rtes 10/6 to a boulevard or parkway. The southern end of Route 10 is nicely landscaped with naturalistic plantings of trees and shrubs. We ask that similar treatments be extended along the length of the route); • Improvement to the timing of the lights in Olneyville and on Westminster and Broadway; • Nosier abatement barriers and landscaping; • Many of the City's recommendations in their 6/28/05 letter including building the frontage road like a city street that is not too wide, and that provides sidewalks, street tress, and fencing along the frontage road. It has been requested that RIDOT use a portion of the $231 million proposed for the Rt 6/10 Alternative 4 project and use it for a scaled down option that includes safety measures, a bike path, context-sensitive design, tree planning and landscaping. It is also request that a portion of the funds for Alternative 4 be reallocated to other neighborhood transportation projects that include the removal and relocation of the Bishop McVinney Auditorium, improving the Westminster, Broadway, and Atwells I-95 service road bridges and their connectivity and pedestrian-access to downtown, and reconfiguration of Olneyville Square for improved circulation and a "neighborhood downtown pedestrian experience." **Response:** Thank you for offering comments regarding this project. We have reviewed all questions and concerns received during the Public Hearing and the comment period. There were a number of common issues that were shared by many respondents. We have compiled the enclosed Summary of Recurrent Comments in an effort to collectively address these concerns. In response to your specific comments, as discussed at the September 6, 2005 WBNA meeting, a goal of this project is to reduce congestion within the interchange and its surrounding neighborhoods. As a result, capacity would increase within the interchange, which would reduce the potential for accidents. Capacity for Route 6 and Route 10 beyond the interchange, however, would remain the same. It is RIDOT's intention to continue to use Route 10 as alternate route to Providence if problems arise on the primary route (I-95).

Legend
Ltr : Letter
PCP : Public Comment Form
EM : Email
Tel: Telephone Conversation
PH : Public Hearing

Table 8.1
Route 6 / Route 10 – DEIS Comments & Responses

LOG	DATE	COMMENTOR	COMMENT SUMMARY/RESPONSES
Ltr-9 PH-3		Ms. Kari Lang (Continued)	The new Broadway on-ramp would replace the Tobey Street and Westminster Street on-ramps as the access route to southbound Route 10 for motorists from the Federal Hill and West End neighborhoods. This change in access eliminates the weaving problem for the Tobey Street on-ramp, which will remain as an entrance ramp to provide access to westbound Route 6 only. There would no longer be access to Route 10 from Westminster Street. Also, as a result of the new Broadway ramp, left turns would not be permitted from the Broadway off-ramp that exits eastbound Route 6. This access change, in combination with the addition of the new northbound Route 10 to westbound Route 6 ramp, would result an increase in traffic volume on Broadway and a decrease in traffic volume on Westminster Street west of Tobey Street. Refer to the Summary of Recurrent Comments for projected traffic in numbers for Alternative 4. The original design demonstrated the worst-case scenario of impacts resulting from reconstruction of the interchange including full replication of the existing Frontage Road. The plans showed the entire road replicated with a two-lane, two-way frontage road. Comments received indicated that the frontage road is used sparingly, condones high speeds, and is aesthetically poor. Based on these comments, alternative designs will be investigated that will eliminate this continuous roadway, and connect the side roads with smaller sections. RIDOT will work with the City of Providence and the local emergency agencies to make sure adequate access is still provided for general use and any emergency situations that could arise. We are confident that the alternative designs eliminate almost all residential acquisitions in the West End, including the need to acquire Marvin Gardens. For the preferred alternative, two businesses are direclty affected by the proejct: National Lumber and First Student Bus. RIDOT will be working with the City of Providence to find new locations for these businesses in the City and, if possible, within the interchange area. Once RIDOT settles on the final alternative layout for Alternative 4, including modifications to the West End, noise abatement measures will be explored during Final Design according to Department policy. Landscaping and architectural treatments shall be provided for the entire interchange, including plantings to buffer the West End neighborhood and architectural treatments for the new northbound Route 10 to westbound Route 6 flyover ramp.

Legend
Ltr : Letter
PCP : Public Comment Form
EM : Email
Tel: Telephone Conversation
PH : Public Hearing

Table 8.1
Route 6 / Route 10 – DEIS Comments & Responses

LOG	DATE	COMMENTOR	COMMENT SUMMARY/RESPONSES
Ltr-9 PH-3		Ms. Kari Lang (Continued	A considerable amount of construction for Alternative 4 will be performed outside the limits of the existing roadway, resulting in less delay to motorists compared to Alternatives 2 and 3. Construction noise mitigation measures are warranted for consideration and will be investigated for potential inclusion in the construction contract documents. Improvements to the timing of the traffic signals in Olneyville and on Westminster Street and Broadway will be incorporated into the project. The Frontage Road, were it will remain, will be designed in the manner of a city street, with trees and sidewalks included, where possible, and fencing provided to buffer residents for the interchange, if feasible. The Final Environmental Impact Statement (FEIS), which will incorporate comments received regarding the Draft Environmental Impact Statement (DEIS), should be completed this fall. A 30-day comment period will be available after the completion of the FEIS. Should you have any additional comments or concerns, please feel free to contact this office.
Ltr-10	8/19/05	Mr. Ronald Gagnon, P.E. Chief Office of Technical & Customer Assistance Rhode Island Department of Environmental Management 235 Promenade Street Providence, RI 02908-5767	**Comment Summary:** The submittal was found to meet the Office of Air Resources protocol requirements for Carbon Monoxide (CO) hot spot analysis. The traffic intersections evaluated in the CO analysis included those agreed on in the January/February correspondence, which were considered the worse-case scenario. The project was included in the regional analysis for transportation conformity for Volatile Organic Compounds and Nitrogen Oxides. Requested that all of the diesel off-road equipment used for construction be controlled with diesel oxidation catalysts and fueled with ultra low sulfur fuel. **Response:** Thank you for offering comments regarding this project. We have reviewed all questions and concerns received during the Public Hearing and the comment period. There were a number of common issues that were shared by many respondents. We have compiled the enclosed Summary of Recurrent Comments in an effort to collectively address these concerns. In response to your specific comments, we appreciate your comments from the Office of Air

Legend
Ltr : Letter
PCP : Public Comment Form
EM : Email
Tel: Telephone Conversation
PH : Public Hearing

Table 8.1
Route 6 / Route 10 – DEIS Comments & Responses

LOG	DATE	COMMENTOR	COMMENT SUMMARY/RESPONSES
Ltr-10		Mr. Ronald Gagnon, P.E. (continued)	Resources and their concurrence with the Air Quality analysis. RIDOT is committed to improving air quality whenever possible. RIDOT will further evaluate the inclusion of appropriate construction equipment retrofitting devices during final design. The Final Environmental Impact Statement (FEIS), which will incorporate comments received regarding the Draft Environmental Impact Statement (DEIS), should be completed this fall. A 30-day comment period will be available after the completion of the FEIS. Should you have any additional comments or concerns, please feel free to contact this office.
Ltr-11	7/5/05	Mr. Edward F. Sanderson Executive Director Historal Preservation & Heritage Commission Old State House 150 Benefit Street Providence, RI 02903-1209	**Comment Summary:** Phase I assessment satisfies the RIHP&HC Standards. Concurs with archaeologist's conclusions that the project area is not sensitive for archaeological resources. Identified additional properties in Area of Potential Effect listed, eligible, or potentially eligible for the National Register of Historic Places: 1. Plain Farm House, 108 Webster Avenue (NR) 2. Woonasquatucket Meadows Plat Historic District, Ahmerst & Tuxedo Streets (Draft CDOE) 3. Atwells Avenue Bridge No. 975 (DOE) 4. Hingeco Manufacturing Co., 4 Addison Place (Providence ICBD) 5. Colonial Knife Co., 28 Agnes Street (Providence ICBD) 6. Providence Police Precinct #6, 36 Chaffee Street (Providence ICBD) 7. Koltar Building, 743 Cranston Street (Providence ICBD) 8. Tommy Tucker Baking Co., 114 DeLaine Street (Providence ICBD) 9. American Brewing Co. (Capital Records), 386 Harris Avenue (Providence ICBD) 10. American Multiple Fabric Co., 91 Hartford Avenue (Providence ICBD) 11. Colwell Worsted Co., 204 Hartford Avenue (Providence ICBD) 12. Wales Building, 28 Olneyville Square (Providence ICBD) 13. Loeber Building, 98 Plainfield Street (Providence ICBD) The L. Sweet Lumber Company buildings, the Second Presbyterian Church, and the cottage at the southwest corner of Grove Street on Harris Avenue are properties that would need to be evaluated

Legend
Ltr : Letter
Tel: Telephone Conversation
PCP : Public Comment Form
PH : Public Hearing
EM : Email

Table 8.1
Route 6 / Route 10 – DEIS Comments & Responses

LOG	DATE	COMMENTOR	COMMENT SUMMARY/RESPONSES
Ltr-11		Mr. Edward F. Sanderson (Continued)	if they were directly impacted. The Union Traction Depot and Repair Shop on Cranston Street was recently demolished and should be eliminated in any future inventories. Concurs with the author's conclusions that the eleven resources acquired under Alternative 4 do not appear to be eligible for the National Register and no further research on these properties is warranted. Agreed that none of the historic resources identified in the report or listed above would be directly impacted by any of the four alternatives, with the exception of the interchange itself, which is part of the 1952 Dennis J. Roberts Expressway. Agreed that consultation with FHWA should be made to determine if further evaluation of the Expressway might be warranted. Expressed the need to see more information on the potential for indirect effects from Alternative 4 on a number of resources in Olneyville. **Response:** Thank you for offering comments regarding this project. We have reviewed all questions and concerns received during the Public Hearing and the comment period. There were a number of common issues that were shared by many respondents. We have compiled the enclosed Summary of Recurrent Comments in an effort to collectively address these concerns. In response to your specific comments, the additional properties mentioned in your letter will be added to the list of historic resources in the Area of Potential Effect. The United Traction Depot and Repair Shop will be eliminated from future inventories. Our consultant is currently preparing a Consensus Determination of Eligibility (CDOE) for the Weybossett Mills in Olneyville. A determination of effect for this property will be performed once the CDOE is completed. The Final Environmental Impact Statement (FEIS), which will incorporate comments received regarding the Draft Environmental Impact Statement (DEIS), should be completed this fall. A 30-day comment period will be available after the completion of the FEIS. Should you have any additional comments or concerns, please feel free to contact this office.

Legend
Ltr : Letter
PCP : Public Comment Form
EM : Email
Tel: Telephone Conversation
PH : Public Hearing

Table 8.1
Route 6 / Route 10 – DEIS Comments & Responses

LOG	DATE	COMMENTOR	COMMENT SUMMARY/RESPONSES
Ltr-12 EM-1	7/24/05	Ms. Judith Reilly 16 Hammond Street Providence, RI 02909	**Comment Summary:** Supports Alternative 3. Opposes Alternative 4 if it involves the seizure of private property, especially the 26 units of low income housing at Marvin Gardens. Shocked and appalled that Public Hearing brochure did not mention potential property acquisitions. Asked why there was only one public hearing and why there is only one 30-day public comment period. Also asked if this is the bare minimum and stated that the public deserves more than the bare minimum. Primary objection to Alternative 4 is the seizure of properties, but also concerned that the project will divert money for improving public transportation and maintaining the present highways. **Response:** Thank you for offering comments regarding this project. We have reviewed all questions and concerns received during the Public Hearing and the comment period. There were a number of common issues that were shared by many respondents. We have compiled the enclosed Summary of Recurrent Comments in an effort to collectively address these concerns. In response to your specific comments, the original design demonstrated the worst-case scenario of impacts resulting from reconstruction of the interchange including full replication of the existing Frontage Road. The plans showed the entire road replicated with a two-lane, two-way frontage road. Comments received indicated that the frontage road is used sparingly, condones high speeds, and is aesthetically poor. Based on these comments, alternative designs will be investigated that will eliminate this continuous roadway, and connect the side roads with smaller sections. RIDOT will work with the City of Providence and the local emergency agencies to make sure adequate access is still provided for general use and any emergency situations that could arise. We are confident that the alternative designs eliminate almost all residential acquisitions in the West End, including the need to acquire Marvin Gardens. There is only one Public Hearing followed by a 30-day comment period (which is part of a 45-day comment period after the publication of the Draft Environmental Impact Statement). RIDOT will be holding informal public meetings, however, for the duration of the project to solicit public input.

Legend
Ltr : Letter
PCP : Public Comment Form
EM : Email
Tel: Telephone Conversation
PH : Public Hearing

Table 8.1
Route 6 / Route 10 – DEIS Comments & Responses

LOG	DATE	COMMENTOR	COMMENT SUMMARY/RESPONSES
Ltr-12 EM-1		Ms. Judith Reilly (Continued)	The Final Environmental Impact Statement (FEIS), which will incorporate comments received regarding the Draft Environmental Impact Statement (DEIS), should be completed this fall. A 30-day comment period will be available after the completion of the FEIS. Should you have any additional comments or concerns, please feel free to contact this office.
Ltr-13 PH-4	7/25/05	Dr. Steven M. Kane, Ph.D. 451 Broadway Providence, RI 02909	**Comment Summary:** No neighborhood support for Alternative 4. Broadway Renaissance unanimously supports Alternative 2. Opposes Broadway on-ramp. Broadway is residential and a National Historic District. **Response:** Thank you for offering comments regarding this project. We have reviewed all questions and concerns received during the Public Hearing and the comment period. There were a number of common issues that were shared by many respondents. We have compiled the enclosed Summary of Recurrent Comments in an effort to collectively address these concerns. In response to your specific comments, the original design demonstrated the worst-case scenario of impacts resulting from reconstruction of the interchange including full replication of the existing Frontage Road. The plans showed the entire road replicated with a two-lane, two-way frontage road. Comments received indicated that the frontage road is used sparingly, condones high speeds, and is aesthetically poor. Based on these comments, alternative designs will be investigated that will eliminate this continuous roadway, and connect the side roads with smaller sections. RIDOT will work with the City of Providence and the local emergency agencies to make sure adequate access is still provided for general use and any emergency situations that could arise. We are confident that the alternative designs eliminate almost all residential acquisitions in the West End, including the need to acquire Marvin Gardens. The materials presented in the Draft Environmental Impact Statement, including the traffic counts, were developed in the years 2004 and 2005. The current bridge project on Route 10 incuded taking down half of a bridge, building a new bridge, taking down another half of a bridge, and building another new bridge, all while maintaining traffic and working over an active electrified railroad line. The new Broadway on-ramp would replace the Tobey Street and Westminster Street on-ramps as the access route to southbound Route 10 for motorists from the Federal Hill and West End

Legend
Ltr : Letter
PCP : Public Comment Form
EM : Email
Tel: Telephone Conversation
PH : Public Hearing

Table 8.1
Route 6 / Route 10 – DEIS Comments & Responses

LOG	DATE	COMMENTOR	COMMENT SUMMARY/RESPONSES
Ltr-13 PH-4		Mr. Steven M. Kane, Ph.D. (Continued)	neighborhoods. This change in access eliminates the weaving problem for the Tobey Street on-ramp, which will remain as an entrance ramp to provide access to westbound Route 6 only. There would no longer be access to Route 10 from Westminster Street. Also, as a result of the new Broadway ramp, left turns would not be permitted from the Broadway off-ramp that exits eastbound Route 6. This access change, in combination with the addition of the new northbound Route 10 to westbound Route 6 ramp, would result an increase in traffic volume on Broadway and a decrease in traffic volume on Westminster Street west of Tobey Street. Refer to the Summary of Recurrent Comments for projected traffic numbers for Alternative 4. A consideralbe amount of construction for Altenative 4 will be performed outside the limits of the existing roadway, resulting in less delay to motorists on the highway and in the local neighborhoods. Construction noise mitigation measures are warranted for consideration and will be investigated for potential inclusion in the construction contract documents. The Final Environmental Impact Statement (FEIS), which will incorporate comments received regarding the Draft Environmental Impact Statement (DEIS), should be completed this fall. A 30-day comment period will be available after the completion of the FEIS. Should you have any additional comments or concerns, please feel free to contact this office.
Ltr-14	9/16/05	Mr. Stephen A. Devine Chief, Intermodal Planning RIDOT Transportation/Environmental & Intermodal Planning Two Capitol Hill Providence, RI 02903	**Comment:** Concerning the Train Station, Mr. Devine informed Mr. Principe of the West Broadway Neighborhood Association (WBN)) that the City of Cranston is no longer proposing a train station at the former Trolley Barn site. This site is targeted for economic development in the City's Comprehensive Plan. However, Mr. Devine did explain to Mr. Principe that the City is proposing an alternate site further south along Elmwood Avenue/Wellington Avenue Corridor, and that it will be included in an upcoming RIDOT study. With regards to the Bike Path, Mr. Principe presented a bike path concept that he requested be investigated as part of the Route 6/Route 10 Interchange Project. The concept is to utilize State land (service roads and embankments) along the Route 10 northbound side (east side) for an independent bike path, from Westminster/Broadway area to Dean Street. Mr. Principe's opinion is that this would provide neighborhood residents with a good bike connection to Downtown Providence, and could serve as a connector from the Cranston Bike Path to Downtown (as part of

Legend
Ltr : Letter
PCP : Public Comment Form
EM : Email
Tel: Telephone Conversation
PH : Public Hearing

Table 8.1
Route 6 / Route 10 – DEIS Comments & Responses

LOG	DATE	COMMENTOR	COMMENT SUMMARY/RESPONSES
Ltr-14		Mr. Stephen A. Devine (Continued)	East Coast Greenway route). There was discussion of possible challenges (i.e. steep slope, bridge abutments, etc.) in building at this location. Mr. Devine assured Mr. Principe that he would pass on his concerns to Highway Engineering Section. **Response:** Thank you for offering comments regarding this project. We have reviewed all questions and concerns received during the Public Hearing and the comment period. There were a number of common issues that were shared by many respondents. We have compiled the enclosed Summary of Recurrent Comments in an effort to collectively address these concerns. In response to your specific comments, we appreciate your coordination with Mr. Brian Principle from the West Broadway Neighborhood Association regarding the train station and bike path. The Final Environmental Impact Statement (FEIS), which will incorporate comments received regarding the Draft Environmental Impact Statement (DEIS), should be completed this fall. A 30-day comment period will be available after the completion of the FEIS. Should you have any additional comments or concerns, please feel free to contact this office.
Ltr-15	11/3/05	Mr. Willie R. Taylor Director, Office of Environmental Policy and Compliance U.S. Department of the Interior Office of the Secretary Washington, DC 20240	**Comment:** Based on direct affect evaluation of impacts to cultural resources under Section 106 of the National Historic Preservation Act of 1966, Alternative 4 has been found to be the Alternative having little or no direct impact on resources in the project area. However, secondary or indirect impacts have not been conclusively considered or presented in detail regarding cultural resources. Such consideration apparently awaits completion and study of the public and interagency review of this DEIS. While much careful effort has been given to locating known cultural resource values to realize the probability of direct impacts and the need for direct taking of such values, a Section 4(f) Evaluation should present measures to minimize harm from indirect impacts. Moreover, the State Historic Preservation Office letter of consultative response of June 17, 2004, (Chapter 8, Appendix E) indicates that indirect impacts need to be addressed. The status of section 4(f) and Section 106 are clearly proffered on page 4-79, which in effect promises by continuing coordination and consultation, progression and accomplishment of the

Legend
Ltr : Letter
PCP : Public Comment Form
EM : Email
Tel: Telephone Conversation
PH : Public Hearing

Table 8.1
Route 6 / Route 10 – DEIS Comments & Responses

LOG	DATE	COMMENTOR	COMMENT SUMMARY/RESPONSES
Ltr-15		Mr. Willie R. Taylor (Continued)	rules of these two Sections, including stipulation to mitigate impacts in a Memorandum of Agreement (MOA). We expect the MOA to be explicitly consistent with measures to minimize harm. These matters of compliance could be completed prior to issuing the Final Environmental Impact Statement. Therefore, we would be pleased to provide our response under Section 4(f) when such an evaluation document is provided. Page 4-69, Section 4.8.1 Future Storm Water Runoff, Alternative 4, second sentence: The sentence states that "Since peak storm flows and pollutant loadings within stormwater are directly proportional to the impervious area, the additional 10.5 acres of impervious surfaces will theoretically result in a 25% increase in peak discharge and pollutant loadings." Amount of impervious area within a basin is an important factor in determining runoff volume, although there are other factors. Peak flows are related to many factors of which impervious area is just one, including area distribution, slope, and roughness of both pervious and impervious areas; time of concentration of flows; and precipitation distribution and timing. Pollutant loadings also are affected by many factors of which impervious area is just one, including all of the above plus type pavement, physical and chemical characteristics of each constituent in stormwater runoff, and soil properties. If the new highway allows vehicles to travel more efficiently and spend less time idling in traffic while depositing combustion products, total deposits and ultimately total loads of some constituents may decrease. **Response:** Thank you for offering comments regarding this project. We have reviewed all questions and concerns received during the Public Hearing and the comment period. There were a number of common issues that were shared by many respondents. We have compiled the enclosed Summary of Recurrent Comments in an effort to collectively address these concerns. In response to your specific comments, no direct cultural resource impacts are anticipated for any of the four alternatives. In addition, both the Federal Highway Administration and this department anticipate that there would not be any indirect impacts to the buildings in Olneyville as a result of Alternative 4. It was agreed upon that this is a construction issue, which can be dealt with effectively during the Final Design Stage of the project. We will be coordinating this issue with the State Historic Preservation Officer in the near future. We appreciate the information you provided regarding pollutant loadings. The Final Environmental Impact Statement (FEIS) will provide additional information on this subject.

Legend
Ltr : Letter
PCP : Public Comment Form
EM : Email
Tel: Telephone Conversation
PH : Public Hearing

Table 8.1
Route 6 / Route 10 – DEIS Comments & Responses

LOG	DATE	COMMENTOR	COMMENT SUMMARY/RESPONSES
Ltr-15		Mr. Willie R. Taylor (Continued)	The FEIS, which will incorporate comments received regarding the Draft Environmental Impact Statement, should be completed this fall. A 30-day comment period will be available after the completion of the FEIS. Should you have any additional comments or concerns, please feel free to contact this office.
Ltr-16	11/1/05	Mr. Robert W. Varney Regional Administrator U.S. Environmental Protection Agency Region 1 1 Congress Street, Suite 1100 Boston, MA 02114-2023	**Comment:** EPA's active involvement in the Woonasquatucket has focused primarily on water quality issues, and our comments specifically on water quality impacts, especially stormwater, are provided below. However, the proposed alternative also offers an extremely timely opportunity to coordinate with the intensive process underway in Providence to re-zone city neighborhoods, including Olneyville, for mixed and pedestrian-friendly uses; to revise the city's comprehensive plan to better link the Woonasquatucket with downtown and the Providence River and Narragansett Bay; and to promote alternative transportation modes, including bicycle access from the suburban bikeways into the city. Given our involvement with the Woonasquatucket, we reviewed the DEIS with particular attention to the following issues: **Water Quality** RIDOT provides some data regarding the impact of the existing and likely new storm water discharges from the new structures. A number of previous studies, including an intensive reconnaissance of the entire Woonasquatucket River in 1998/99, found significant sources of pollution from RIDOT outfalls and storm drains and prioritized specific outfalls for remediation. As a regulated entity under federal phase 2 stormwater regulations, RIDOT has specific stormwater management requirements. This project proposes to increase the impervious surface contributing additional pollutant loadings to an already impaired waterbody, but does not explain clearly how the existing and new stormwater will be treated prior to discharge. • Under "Existing water Quality" (p.3-47), the DEIS correctly indicates that the Woonasquatucket River is included on the State 303(d) list of impaired waters for cadmium (Cd), copper (Cu), lead (PB), mercury (Hg), biodiversity impacts, PCBs, dioxin, and pathogens. The DEIS omits that the river is also listed for excess algal growth/chlorophyll-A and low dissolved oxygen (Group 5 of the State 303(d) list). • Page 4-69 of the DEIS states that as an "impaired" waterbody, new or enlarged outfalls to the

Legend
Ltr : Letter
Tel: Telephone Conversation
PCP : Public Comment Form
PH : Public Hearing
EM : Email

LOG	DATE	COMMENTOR	COMMENT SUMMARY/RESPONSES
Ltr-16		Mr. Robert W. Varney (Continued)	Woonasquatucket river will be required to meet a 90% total suspended solids (TSS) removal rate for any additional discharge flows, citing the RI "Stormwater Design and Installation manual" (storm water manual) and RIDEM requirements. Page 6 of the referenced storm water manual indicates that greater than the default 80% removal target may be required for degraded waters. Further, the manual stipulates that applicants must comply with all other regulatory requirements. Rule 9 of RI Water Quality Regulations direct that "activities shall not further degrade low quality waters." To the extent that TSS, or other pollutants discharged are associated with the impairments identified above, additional contributions associated with this project may not be permissible. • Table 4-10 describes the annual loading for phosphorous, nitrogen, Cu, Pb, and Zn associated with the 4 proposed alternatives. (More information regarding how these increased loadings are calculated would be helpful.) As these pollutants may be causing or contributing to existing impairments, the DEIS should explicitly identify the measures that will be taken to reduce additional loadings of these pollutants consistent with the stormwater manual and RI's water quality regulations. Given these concerns, as well as the extensive construction and demolition that will occur as part of the proposed realignment, we believe this project could represent a rare opportunity to address discharges innovatively and with more public benefit that would be possible in the absence of this project. We encourage RIDOT/FHWA to adopt the approach taken for the Sakonnet River bridge to address the potential impacts of all the storm water associated with this project. **Air Quality** The carbon monoxide micro-scale air quality analyses conducted in the project area as part of the DEIS demonstrates that all existing and future carbon monoxide concentrations will be below the 1-hour and 8-hour national ambient air quality standards (NAAQS) for carbon monoxide. Project level hot-spot analyses required by the Transportation Conformity Rule have been satisfied. **Incident Management Program** Rhode Island's Intelligent Transportation System Incident Management Program (Transportation Management Center's Rhodeway Program, also known as Rhode Island WAYS) has at least three closed circuit television surveillance cameras in the project area: (1.) Route 10/6 @ Dean Street; (2.) Route 10/6 @ Tobey Street; and (3.) Route 10 @ Route 6. This new high-tech system monitors, assesses and responds to roadway emergencies. The new system aids in managing traffic on Rhode Island's major interstates (I-95, I-195, and I-295) as well as other local routes

Table 8.1
Route 6 / Route 10 – DEIS Comments & Responses

LOG	DATE	COMMENTOR	COMMENT SUMMARY/RESPONSES
Ltr-16		Mr. Robert W. Varney (Continued)	throughout the state (Route 146, Route 4, Route 6, and Route 10.) EPA requests that the FEIS address the preservation of the existing traffic reporting system, and explore potential enhancements of the system which could include additional camera locations, and additional message signs [variable message signs (VMS), dynamic message signs (DMS) and changeable message signs (CMS)] in the project area. We support these measures as they help to smooth traffic flow and reduce auto-related pollution. Implementation of incident management measures before construction would identify construction-traffic delays to the Traffic Operation Center and allow the Traffic Operation Center to inform motorist of delays and alternative routes on the variable message signs, on RIDOT's/Transportation Management center's web site, on RIDOT's traffic Advisory Radio, and through Rhode Island's 511 traffic Information Service. **Emissions from Diesel Construction Equipment** EPA encourages RIDOT to develop language in this project's contract specifications to establish truck-staging zones for diesel powered vehicles that are awaiting to load or unload material. Such zones should be located where the diesel emissions from the trucks will have minimum impact on abutters and the general public. Idling of delivery and/or dump trucks, or other diesel powered equipment should not be permitted during periods of non-active use, and it should be limited. EPA further recommends the use of transportation grade (0.05 weight percent sulfur) or better diesel fuel in all construction equipment to further reduce emissions of particulate matter, carbon monoxide and volatile organic compounds. In the case of retrofits, cleaner fuels are often required to prevent poisoning of the catalysts and insure maximum emission reduction benefits. **Environmental Justice** We recommend that the environmental justice analysis of each alternative be expanded to consider (1) environmental and human health effects on the low-income and minority communities in the project area, and (2) the cumulative risk posed to these communities when combined with environmental and health impacts associated with existing and anticipated facilities and activities in the area. As written, only one adverse socioeconomic impact – the relocation of 43 residences – is discussed;. No information is presented to support the conclusion that Alternatives 2 and 3, to rehabilitate or reconstruct existing bridges, respectively, would not have any adverse impacts on minority and low-income families. Noise and air quality impacts are two examples of adverse effects on low-in come and minority communities in the project area under Alternatives 2, 3, and 4 that should be fully explored in this section. Mitigation measures for these and any other identified adverse impacts, especially the potential loss of affordable rental

Legend
Ltr : Letter
PCP : Public Comment Form
EM : Email
Tel: Telephone Conversation
PH : Public Hearing

Table 8.1
Route 6 / Route 10 – DEIS Comments & Responses

LOG	DATE	COMMENTOR	COMMENT SUMMARY/RESPONSES
Ltr-16		Mr. Robert W. Varney (Continued)	housing units, should also be included. DOT should strive to involve residents that will be impacted by this project. Enhanced public involvement activities may be required to reach low-income and minority populations in these areas, particularly if they are non-English speaking. **Response:** Thank you for offering comments regarding this project. We have reviewed all questions and concerns received during the Public Hearing and the comment period. There were a number of common issues that were shared by many respondents. We have compiled the enclosed Summary of Recurrent Comments in an effort to collectively address these concerns. In response to your specific comments, we appreciate the extensive information you provided regarding he Woonasquatucket River. We agree that, in addition to water quality issues, this project provides a unique opportunity to coordinate with the intensive process underway in Providence to rezone city neighborhoods, including Olneyville, for mixed and pedestrian friendly uses; to revise the city's comprehensive plan to better link the Woonasquatucket River with downtown and the Providence River and Narragansett Bay; and to promote alternative transportation modes, including bicycle access from the suburban bikeways into the city. Text will be added to the Final Environmental Impact Statement (FEIS) to indicate that the Woonasquatucket River is also listed for excess algal growth/chlorophyll-A and low dissolved oxygen (Group 5 of the State 303(d) list). The FEIS will include more detail regarding how pollutant loadings were calculated and will explicitly identify measures that will be taken to reduce additional loadings. We agree that this project could provide a rare opportunity to address discharges innovatively and with more public benefit than would be possible in its absence. The project shall be identified in the FEIS as being in the Transportation Improvement Program for fiscal years 2006-2007 in the "Study and Development" Section as "Route 6/10 Bridges." The preservation of and potential enhancements to the existing traffic reporting system will be addressed during final design for the project. Also during final design, emission reduction measures for construction equipment shall be considered, which could be incorporated into the final contract documents.

Legend
Ltr : Letter
PCP : Public Comment Form
EM : Email
Tel: Telephone Conversation
PH : Public Hearing

Table 8.1
Route 6 / Route 10 – DEIS Comments & Responses

LOG	DATE	COMMENTOR	COMMENT SUMMARY/RESPONSES
Ltr-16		Mr. Robert W. Varney (Continued)	The Environmental Justice analysis for each alternative shall be expanded to consider the environmental and human health effects and cumulative risks on low-income and minority communities when combined with the impacts associated with existing and anticipated facilities and activities. Additional information regarding noise and air quality impacts will be summarized in the environmental justice analysis along with a summary of the public involvement activities to reach low-income and minority communities in the project area. The original design demonstrated the worst-case scenario of impacts resulting from reconstruction of the interchange including full replication of the existing Frontage Road. The plans showed the entire road replicated with a two-lane, two-way frontage road. Comments received indicated that the frontage road is used sparingly, condones high speeds, and is aesthetically poor. Based on these comments, alternative designs will be investigated which will eliminate this continuous roadway, and connect the side roads with smaller sections. RIDOT will work with the City of Providence and the local emergency agencies to make sure adequate access is still provided for general use and any emergency situations that could arise. We are confident that the alternative designs eliminate almost all residential acquisitions in the West End, including the need to acquire Marvin Gardens. The Final Environmental Impact Statement (FEIS), which will incorporate comments received regarding the Draft Environmental Impact Statement (DEIS), should be completed this fall. A 30-day comment period will be available after the completion of the FEIS. Should you have any additional comments or concerns, please feel free to contact this office.

Legend
Ltr : Letter
PCP : Public Comment Form
EM : Email
Tel: Telephone Conversation
PH : Public Hearing

Table 8.1
Route 6 / Route 10 – DEIS Comments & Responses

LOG	DATE	COMMENTOR	COMMENT SUMMARY/RESPONSES
PCF-1		Ms. Meaghan Stone 75 Wood Street, #2 Providence, RI 02909	**Comment Summary:** For the proposed improvements, include proper signing, better access, and landscaping. **Response:** Thank you for offering comments regarding this project. We have reviewed all questions and concerns received during the Public Hearing and the comment period. There were a number of common issues that were shared by many respondents. We have compiled the enclosed Summary of Recurrent Comments in an effort to collectively address these concerns. In response to your specific comments, under the preferred alternative, the interchange will be brought up to current standards, including entrance and exit ramp designs and proper signing. Landscaping and architectural treatments shall be provided for the entire interchange, including plantings to buffer the West End neighborhood and architectural treatments for the new northbound Route 10 to westbound Route 6 flyover ramp. The Final Environmental Impact Statement (FEIS), which will incorporate comments received regarding the Draft Environmental Impact Statement (DEIS), should be completed this fall. A 30-day comment period will be available after the completion of the FEIS. Should you have any additional comments or concerns, please feel free to contact this office.
PCF-2		Mr. Jose R. Villanueva 19 DeSoto St. Providence, RI 02909	**Comment Summary:** For Alternative 4. Inquired about project cost, duration and funding source (whether property taxes will increase). **Response:** Thank you for offering comments regarding this project. We have reviewed all questions and concerns received during the Public Hearing and the comment period. There were a number of common issues that were shared by many respondents. We have compiled the enclosed Summary of Recurrent Comments in an effort to collectively address these concerns. In response to your specific comments, the estimated construction cost for Alternative 4 in 2010 dollars is $231,000,000. The construction duration for Alternative 4 has not yet been determined and sequencing for the project will not begin until the concept for the alternative is approved.

Legend
Ltr : Letter
PCP : Public Comment Form
EM : Email
Tel: Telephone Conversation
PH : Public Hearing

Table 8.1
Route 6 / Route 10 – DEIS Comments & Responses

LOG	DATE	COMMENTOR	COMMENT SUMMARY/RESPONSES
PCF-2		Mr. Jose R. Villanveva (Continued)	This project most likely would be funded by the Transportation Improvement Program allocation, which includes Federal Highway Administration funds with a State match. Another option would be Grant Anticpation Revenue Vehicles, which are financial instruments that allow states to fund transportation projects based on anticipated future federal funds. The Final Environmental Impact Statement (FEIS), which will incorporate comments received regarding the Draft Environmental Impact Statement (DEIS), should be completed this fall. A 30-day comment period will be available after the completion of the FEIS. Should you have any additional comments or concerns, please feel free to contact this office.
PCF-3		Mr. Joseph P. Medeiros 2 Harkness St. Providence, RI 02909	**Comment Summary:** Westminster Street is congested. Bus routes take a long time. **Response:** Thank you for offering comments regarding this project. We have reviewed all questions and concerns received during the Public Hearing and the comment period. There were a number of common issues that were shared by many respondents. We have compiled the enclosed Summary of Recurrent Comments in an effort to collectively address these concerns. In response to your specific comments, by reducing congestion in the Route 6/Route 10 interchange, the preferred alternative will improve the pedestrian and transit-user environment on the lcoal streets within the project area. In particular, the preferred alternative will result in reductions in traffic for Westminster Street. Refer to the Summary of Recurrent Comments for Projected traffic numbers for Alternative 4 and note the reduction of traffic that will result for Westminster Street. The Final Environmental Impact Statement (FEIS), which will incorporate comments received regarding the Draft Environmental Impact Statement (DEIS), should be completed this fall. A 30-day comment period will be available after the completion of the FEIS. Should you have any additional comments or concerns, please feel free to contact this office.

Legend
Ltr : Letter
PCP : Public Comment Form
EM : Email
Tel: Telephone Conversation
PH : Public Hearing

Table 8.1
Route 6 / Route 10 – DEIS Comments & Responses

LOG	DATE	COMMENTOR	COMMENT SUMMARY/RESPONSES
PCF-4		Ms. Shannon McHale 93 Tobey St. Providence, RI 02909	**Comment Summary:** Tobey Street serves as the on-ramp to Route 10, which is terrible. Beautify Route 10 and make it more like a parkway. **Response:** Thank you for offering comments regarding this project. We have reviewed all questions and concerns received during the Public Hearing and the comment period. There were a number of common issues that were shared by many respondents. We have compiled the enclosed Summary of Recurrent Comments in an effort to collectively address these concerns. In response to your specific comments, many motorists who currently travel from northbound Route 10 to westbound Route 6 exit from Route 10 at Westminster Street and migrate to Tobey Street. Under the preferred alternative, these motorists will have an exclusive ramp for this maneuver and will not need to travel through the neighborhood. Refer to the Summary of Recurrent Comments for projected traffic numbers for Alternative 4 and note the reduction of traffic that will result for Tobey Street. The Final Environmental Impact Statement (FEIS), which will incorporate comments received regarding the Draft Environmental Impact Statement (DEIS), should be completed this fall. A 30-day comment period will be available after the completion of the FEIS. Should you have any additional comments or concerns, please feel free to contact this office.
PCF-5		Ms. Maureen F. Day 170 Benedict Street, #320 Providence, RI 02909	**Comment Summary:** Why is it taking so long to finish the current Route 10 project? **Response:** Thank you for offering comments regarding this project. We have reviewed all questions and concerns received during the Public Hearing and the comment period. There were a number of common issues that were shared by many respondents. We have compiled the enclosed Summary of Recurrent Comments in an effort to collectively address these concerns. In response to your specific comments, the current bridge project on Route 10 included taking down half of a bridge, building a new bridge, taking down another half of a bridge and building another new bridge, all while maintaining traffic and working over an active electrified railroad line.

Legend
Ltr : Letter
PCP : Public Comment Form
EM : Email
Tel: Telephone Conversation
PH : Public Hearing

Table 8.1
Route 6 / Route 10 – DEIS Comments & Responses

LOG	DATE	COMMENTOR	COMMENT SUMMARY/RESPONSES
PCF-5		Ms. Maureen F. Day (Continued)	The Final Environmental Impact Statement (FEIS), which will incorporate comments received regarding the Draft Environmental Impact Statement (DEIS), should be completed this fall. A 30-day comment period will be available after the completion of the FEIS. Should you have any additional comments or concerns, please feel free to contact this office.
PCF-6		Ms. Minerva Paulini 124 Tell St. Providence, RI 02909	**Comment Summary:** Improve the flow of traffic from North to West. Correct deterioration of existing bridges. Improve the circulation of traffic within the intersection of the preferred alternative. Finish and fix the potholes on the bridges and the streets. **Response:** Thank you for offering comments regarding this project. We have reviewed all questions and concerns received during the Public Hearing and the comment period. There were a number of common issues that were shared by many respondents. We have compiled the enclosed Summary of Recurrent Comments in an effort to collectively address these concerns. In response to your specific comments, RIDOT agrees that the new northbound Route 10 to westbound Route 6 ramp proposed for Alternative 4 is needed to provide the missing movement. This also affords the added benefit of reducing interchange related traffic in the surrounding neighborhoods. Also, under the preferred alternative, the deterioration of the existing bridges and surrounding roadways would be corrected. The Final Environmental Impact Statement (FEIS), which will incorporate comments received regarding the Draft Environmental Impact Statement (DEIS), should be completed this fall. A 30-day comment period will be available after the completion of the FEIS. Should you have any additional comments or concerns, please feel free to contact this office.

Legend
Ltr : Letter
PCP : Public Comment Form
EM : Email
Tel: Telephone Conversation
PH : Public Hearing

Table 8.1
Route 6 / Route 10 – DEIS Comments & Responses

LOG	DATE	COMMENTOR	COMMENT SUMMARY/RESPONSES
PCF-7		Mr. Roger Rivera 1317 Westminster St. Providence, RI 02909	**Comment Summary:** Good to renovate Route 6 and 10. Favors fixing the weave problem at the Tobey entrance to Route 6 and 10. **Response:** Thank you for offering comments regarding this project. We have reviewed all questions and concerns received during the Public Hearing and the comment period. There were a number of common issues that were shared by many respondents. We have compiled the enclosed Summary of Recurrent Comments in an effort to collectively address these concerns. In response to your specific comments, the preferred alternative would fix the weave problem at the Tobey entrance to Route 10. The Tobey entrance would be used to access Route 6 only. Motorists that previously used this ramp to access southbound Route 10 would use a new Broadway ramp, which will replace the existing Westminster Street on-ramp. Motorists accessing southbound Route 10 from Harris Avenue would travel to Broadway and make a left turn before making a right turn onto the new ramp. Motorists accessing southbound Route 10 from the Tobey Street area would continue westbound on Broadway and make a left-turn onto the new ramp. The Final Environmental Impact Statement (FEIS), which will incorporate comments received regarding the Draft Environmental Impact Statement (DEIS), should be completed this fall. A 30-day comment period will be available after the completion of the FEIS. Should you have any additional comments or concerns, please feel free to contact this office.
PCF-8		Mr. David Everett 65 Messer St. Providence, RI 02909	**Comment Summary:** Favors Alternative 4. Improving the Service Road and connecting it better would be a favorable result. Opposes taking Marvin Gardens. **Response:** Thank you for offering comments regarding this project. We have reviewed all questions and concerns received during the Public Hearing and the comment period. There were a number of common issues that were shared by many respondents. We have compiled the enclosed Summary of Recurrent Comments in an effort to collectively address these concerns. In response to your specific comments, the original design demonstrated the worst-case scenario of impacts resulting from reconstruction of the interchange including full replication of the existing Frontage Road. The plans showed the entire road replicated with a two-lane, two-way

Legend
Ltr : Letter
Tel: Telephone Conversation
PCP : Public Comment Form
PH : Public Hearing
EM : Email

Table 8.1
Route 6 / Route 10 – DEIS Comments & Responses

LOG	DATE	COMMENTOR	COMMENT SUMMARY/RESPONSES
PCF-8		Mr. David Everett (Continued)	frontage road. Comments received indicated that the frontage road is used sparingly, condones high speeds, and is aesthetically poor. Based on these comments, alternative designs will be investigated that will eliminate this continuous roadway, and connect the side roads with smaller sections. RIDOT will work with the City of Providence and the local emergency agencies to make sure adequate access is still provided for general use and any emergency situations that could arise. We are confident that the alternative designs eliminate almost all residential acquisitions in the West End, including the need to acquire Marvin Gardens. The Final Environmental Impact Statement (FEIS), which will incorporate comments received regarding the Draft Environmental Impact Statement (DEIS), should be completed this fall. A 30-day comment period will be available after the completion of the FEIS. Should you have any additional comments or concerns, please feel free to contact this office.
PCF-9		Mr. Pedro Parra 359 Carpenter Street, Apt. 215 Providence, RI 02909	**Comment Summary:** Favors Alternative 4. **Response:** Thank you for offering comments regarding this project. We have reviewed all questions and concerns received during the Public Hearing and the comment period. There were a number of common issues that were shared by many respondents. We have compiled the enclosed Summary of Recurrent Comments in an effort to collectively address these concerns. In response to your specific comments, RIDOT agrees that this project would be a benefit for motorists traveling on the highway and in the surrounding neighborhoods as well as addressing the deterioration of the existing bridges. The Final Environmental Impact Statement (FEIS), which will incorporate comments received regarding the Draft Environmental Impact Statement (DEIS), should be completed this fall. A 30-day comment period will be available after the completion of the FEIS. Should you have any additional comments or concerns, please feel free to contact this office.

Legend
Ltr : Letter
PCP : Public Comment Form
EM : Email
Tel: Telephone Conversation
PH : Public Hearing

Table 8.1
Route 6 / Route 10 – DEIS Comments & Responses

LOG	DATE	COMMENTOR	COMMENT SUMMARY/RESPONSES
PCF-10		Mr. Epifanio Otero 20 Kelly Street #905 Providence, RI 02909	**Comment Summary:** Project the maiguen that good. **Response:** Thank you for offering comments regarding this project. We have reviewed all questions and concerns received during the Public Hearing and the comment period. There were a number of common issues that were shared by many respondents. We have compiled the enclosed Summary of Recurrent Comments in an effort to collectively address these concerns. The Final Environmental Impact Statement (FEIS), which will incorporate comments received regarding the Draft Environmental Impact Statement (DEIS), should be completed this fall. A 30-day comment period will be available after the completion of the FEIS. Should you have any additional comments or concerns, please feel free to contact this office.
PCF-11		Mr. Mark-Alan Lynch 69 Messer Street Providence, RI 02909	**Comment Summary:** Should have been provided with information before being asked to comment. How will project affect roadways and property values? How long will project take? **Response:** Thank you for offering comments regarding this project. We have reviewed all questions and concerns received during the Public Hearing and the comment period. There were a number of common issues that were shared by many respondents. We have compiled the enclosed Summary of Recurrent Comments in an effort to collectively address these concerns. In response to your specific comments, the Draft Environmental Impact Statement should provide you with a detailed description of the project and the environmental consequences that may occur as a result of the four alternatives. The three build alternatives will impact the traveling public during construction. Alternatives 2 and 3 would result in the greatest delay since the work would be confined to the limits of the existing roadways. Alternative 4 would result in less delay since a considerable portion of the work would be done off the existing roadways; however, after construction, traffic circulation should improve for both the interchange and the surrounding neighborhoods. The Final Environmental Impact Statement (FEIS), which will incorporate comments received regarding the Draft Environmental Impact Statement (DEIS), should be completed this fall. A 30-day comment period will be available after the completion of the FEIS.

Legend
Ltr : Letter
PCP : Public Comment Form
EM : Email
Tel: Telephone Conversation
PH : Public Hearing

Table 8.1
Route 6 / Route 10 – DEIS Comments & Responses

LOG	DATE	COMMENTOR	COMMENT SUMMARY/RESPONSES
PCF-11		Mr. Mark-Alan Lynch (Continued)	Should you have any additional comments or concerns, please feel free to contact this office.
PCF-12		Mr. Ivan Sanchez 802 Atwells Ave. Providence, RI 02909	**Comment Summary:** Favors Alternative 4. Suggested adding exits to Harris Avenue from Southbound Route 10 and to Atwells Avenue/Harris Avenue/Eagle Square from Northbound Route 10. **Response:** Thank you for offering comments regarding this project. We have reviewed all questions and concerns received during the Public Hearing and the comment period. There were a number of common issues that were shared by many respondents. We have compiled the enclosed Summary of Recurrent Comments in an effort to collectively address these concerns. In response to your specific comments, RIDOT agrees that the interchange should be improved. Although it is often desirable to have entrances and exits situated at every cross road, it would not be feasible to provide ramps at Atwells Avenue or Harris Avenue due to the confined area and the proximity to many adjacent exits. The Final Environmental Impact Statement (FEIS), which will incorporate comments received regarding the Draft Environmental Impact Statement (DEIS), should be completed this fall. A 30-day comment period will be available after the completion of the FEIS. Should you have any additional comments or concerns, please feel free to contact this office.
PCF-13		Mr. Joe Majca Acoustical Supplies 11 Ricom Way Providence, RI 02909	**Comment Summary:** Favors Alternative 4. Numerous health and safety issues in Olneyville and the West End because of a lack of a safe route between 10 North and 6 West. Union Avenue Exit area is a congested mess. Business suffers due to congestion. **Response:** Thank you for offering comments regarding this project. We have reviewed all questions and concerns received during the Public Hearing and the comment period. There were a number of common issues that were shared by many respondents. We have compiled the enclosed Summary of Recurrent Comments in an effort to collectively address these concerns. In response to your specific comments, RIDOT agrees that the new northbound Route 10 to

Legend
Ltr : Letter
PCP : Public Comment Form
EM : Email
Tel: Telephone Conversation
PH : Public Hearing

Table 8.1
Route 6 / Route 10 – DEIS Comments & Responses

LOG	DATE	COMMENTOR	COMMENT SUMMARY/RESPONSES
PCF-13		Mr. Joe Majca (Continued)	westbound Route 6 ramp proposed for Alternative 4 is needed to provide the missing movement. This also affords the added benefit of reducing interchange related traffic in the surrounding neighborhoods. Under the preferred alternative, the Union Avenue exit area would be improved by eliminating the weaving traffic problem that exists today. Motorists entering southbound Route 10 from eastbound Route 6 would be bridged over the Union Avenue off-ramp from southbound Route 10. In additon, improvements to the coordination of the traffic signals on Union Avenue at the Route 10 ramps has been included in the current RIDOT project to replace the Union Avenue bridge. The Final Environmental Impact Statement (FEIS), which will incorporate comments received regarding the Draft Environmental Impact Statement (DEIS), should be completed this fall. A 30-day comment period will be available after the completion of the FEIS. Should you have any additional comments or concerns, please feel free to contact this office.
PCF-14		Mr. John Figuried 83 Terrace Ave. Providence, RI 02909	**Comment Summary:** Favors the No-Build Alternative. Concerned about several years of congestion from build alternatives. **Response:** Thank you for offering comments regarding this project. We have reviewed all questions and concerns received during the Public Hearing and the comment period. There were a number of common issues that were shared by many respondents. We have compiled the enclosed Summary of Recurrent Comments in an effort to collectively address these concerns. In response to your specific comments, Alternative 4 was chosen as the preferred alternative because it is best able to satisfy the purpose of the project to address the deterioation of the existing bridges, reduce congestion within the interchange, reduce interchange related traffic congestion in the adjacent communities, and improve north-to-west travel movement. Also, Alternatives 2 and 3 would result in the greatest delay since the work would be confined to the limits of the existing roadways while traffic is still present. Alternative 4 would result in less delay since a considerable portion of the work would be done off the existing roadways. Taking no action would require shoring contracts on a regular basis to maintain the existing bridges.

Legend
Ltr : Letter
PCP : Public Comment Form
EM : Email
Tel: Telephone Conversation
PH : Public Hearing

Table 8.1
Route 6 / Route 10 – DEIS Comments & Responses

LOG	DATE	COMMENTOR	COMMENT SUMMARY/RESPONSES
PCF-14		Mr. John Figuried (Continued)	The Final Environmental Impact Statement (FEIS), which will incorporate comments received regarding the Draft Environmental Impact Statement (DEIS), should be completed this fall. A 30-day comment period will be available after the completion of the FEIS. Should you have any additional comments or concerns, please feel free to contact this office.
PCF-15		Ms. Alicia Montero 20 Kelly Street, #603 Providence, RI 02909	**Comment Summary:** Project the maiguen that good. **Response:** Thank you for offering comments regarding this project. We have reviewed all questions and concerns received during the Public Hearing and the comment period. There were a number of common issues that were shared by many respondents. We have compiled the enclosed Summary of Recurrent Comments in an effort to collectively address these concerns. The Final Environmental Impact Statement (FEIS), which will incorporate comments received regarding the Draft Environmental Impact Statement (DEIS), should be completed this fall. A 30-day comment period will be available after the completion of the FEIS. Should you have any additional comments or concerns, please feel free to contact this office.
PCF-16		Ms. Sylvia Otero 20 Kelly Street, #907 Providence, RI 02909	**Comment Summary:** Project the maiguen that good. **Response:** Thank you for offering comments regarding this project. We have reviewed all questions and concerns received during the Public Hearing and the comment period. There were a number of common issues that were shared by many respondents. We have compiled the enclosed Summary of Recurrent Comments in an effort to collectively address these concerns. The Final Environmental Impact Statement (FEIS), which will incorporate comments received regarding the Draft Environmental Impact Statement (DEIS), should be completed this fall. A 30-day comment period will be available after the completion of the FEIS. Should you have any additional comments or concerns, please feel free to contact this office.

Legend
Ltr : Letter
PCP : Public Comment Form
EM : Email
Tel: Telephone Conversation
PH : Public Hearing

Table 8.1
Route 6 / Route 10 – DEIS Comments & Responses

LOG	DATE	COMMENTOR	COMMENT SUMMARY/RESPONSES
PCF-17		Mrs. Marian V. O'Shea 359 Carpenter Street, Apt 401 Providence, RI 02909	**Comment Summary:** Favors Alternative 4 **Response:**. Thank you for offering comments regarding this project. We have reviewed all questions and concerns received during the Public Hearing and the comment period. There were a number of common issues that were shared by many respondents. We have compiled the enclosed Summary of Recurrent Comments in an effort to collectively address these concerns. The Final Environmental Impact Statement (FEIS), which will incorporate comments received regarding the Draft Environmental Impact Statement (DEIS), should be completed this fall. A 30-day comment period will be available after the completion of the FEIS. Should you have any additional comments or concerns, please feel free to contact this office.
PCF-18		Mr. Benjamin C. Hall 116 Ellery Street Providence, RI 02909	**Comment Summary:** Favors adding north-to-west travel movement. All affected property owners and tenants should be notified respectfully and compensated amply. Providence workers should be hired to perform construction work. **Response:** Thank you for offering comments regarding this project. We have reviewed all questions and concerns received during the Public Hearing and the comment period. There were a number of common issues that were shared by many respondents. We have compiled the enclosed Summary of Recurrent Comments in an effort to collectively address these concerns. In response to your specific comments, RIDOT agrees that the new northbound Route 10 to westbound Route 6 ramp proposed for Alternative 4 is needed to provide the missing movement. This also affords the added benefit of reducing interchange related traffic in the surrounding neighborhoods. The original design demonstrated the worst-case scenario of impacts resulting from reconstruction of the interchange including full replication of the existing Frontage Road. The plans showed the entire road replicated with a two-lane, two-way frontage road. Comments received indicated that the frontage road is used sparingly, condones high speeds, and is aesthetically poor. Based on these comments, alternative designs will be investigated which will eliminate this continuous

Legend
Ltr : Letter
PCP : Public Comment Form
EM : Email
Tel: Telephone Conversation
PH : Public Hearing

Table 8.1
Route 6 / Route 10 – DEIS Comments & Responses

LOG	DATE	COMMENTOR	COMMENT SUMMARY/RESPONSES
PCF-18		Mr. Benjamin Hall (Continued)	roadway, and connect the side roads with smaller sections. RIDOT will work with the City of Providence and the local emergency agencies to make sure adequate access is still provided for general use and any emergency situations that could arise. We are confident that the alternative designs eliminate almost all residential acquisitions in the West End, including the need to acquire Marvin Gardens. For the remaining properties acquired to accommodate this project, the Department is required to pay "just compensation." The property owner would be compensated in the amount not less than 100 percent of the fair market value of the real estate, based on appraisal. Additionally, the Department is obligated to offer relocation assistance (and payments) in accordance with the Uniform Relocation Assistance and Real Property Acquisition Policies Act of 1970 as amended and will provide advisory services to assist you in finding a location. The construction work would be advertised for bidding according to State policy. The Final Environmental Impact Statement (FEIS), which will incorporate comments received regarding the Draft Environmental Impact Statement (DEIS), should be completed this fall. A 30-day comment period will be available after the completion of the FEIS. Should you have any additional comments or concerns, please feel free to contact this office.
PCF-19		Mr. Kenneth I. Hincks 70 Lincoln Avenue, Apt. 209 Cranston, RI 02920	**Comment Summary:** Endorses Alternative 4. **Response:** Thank you for offering comments regarding this project. We have reviewed all questions and concerns received during the Public Hearing and the comment period. There were a number of common issues that were shared by many respondents. We have compiled the enclosed Summary of Recurrent Comments in an effort to collectively address these concerns. In response to your specific comments, RIDOT agrees that the preferred alternative would satisfy the purpose of the project to address the deterioraton of the existing bridges, reduce congestion within the interchange, reduce interchange related traffic congestion in the adjacent communitites, and improve north-to-west travel movement. This project would most likely be funded by the Transportation Improvement Program, which includes Federal Highway Administration funds with a State match. Another option would be

Legend
Ltr : Letter
PCP : Public Comment Form
EM : Email
Tel: Telephone Conversation
PH : Public Hearing

Table 8.1
Route 6 / Route 10 – DEIS Comments & Responses

LOG	DATE	COMMENTOR	COMMENT SUMMARY/RESPONSES
PCF-19		Mr. Keneth I. Hincks (Continued)	Grant Anticipation Revenue Vehicles, which are financial instruments that allow states to fund transportation projects based on anticipated future federal funds. A considerable amount of construction for Alternatve 4 will be outside the limits of the existing roadways, thereby reducing impacts to motorists. The Final Environmental Impact Statement (FEIS), which will incorporate comments received regarding the Draft Environmental Impact Statement (DEIS), should be completed this fall. A 30-day comment period will be available after the completion of the FEIS. Should you have any additional comments or concerns, please feel free to contact this office.
PCF-20		Ms. Adele Meresi 57 Courtland St. Providence, RI 02909	**Comment Summary:** Considers project too big. Against 43 property acquisitions. Favor Alternative 3. **Response:** Thank you for offering comments regarding this project. We have reviewed all questions and concerns received during the Public Hearing and the comment period. There were a number of common issues that were shared by many respondents. We have compiled the enclosed Summary of Recurrent Comments in an effort to collectively address these concerns. In response to your specific comments, the original design demonstrated the worst-case scenario of impacts resulting from reconstruction of the interchange including full replication of the existing Frontage Road. The plans showed the entire road replicated with a two-lane, two-way frontage road. Comments received indicated that the frontage road is used sparingly, condones high speeds, and is aesthetically poor. Based on these comments, alternative designs will be investigated that will eliminate this continuous roadway, and connect the side roads with smaller sections. RIDOT will work with the City of Providence and the local emergency agencies to make sure adequate access is still provided for general use and any emergency situations that could arise. We are confident that the alternative designs eliminate almost all residential acquisitions in the West End, including the need to acquire Marvin Gardens. The Final Environmental Impact Statement (FEIS), which will incorporate comments received regarding the Draft Environmental Impact Statement (DEIS), should be completed this fall. A 30-day comment period will be available after the completion of the FEIS.

Legend
Ltr : Letter
PCP : Public Comment Form
EM : Email
Tel: Telephone Conversation
PH : Public Hearing

Table 8.1
Route 6 / Route 10 – DEIS Comments & Responses

LOG	DATE	COMMENTOR	COMMENT SUMMARY/RESPONSES
PCF-20		Ms. Adele Meresi (Continued)	Should you have any additional comments or concerns, please feel free to contact this office.
PCF-21 PH-5		Dr. Robert Berrillo Broadway Heritage Commission 409 Broadway Providence, RI 02909	**Comment Summary:** Opposes proposed Broadway entrance ramp to southbound Route 10. Opposes existing Broadway exit ramp. Reposition entrances to the highways at the end of Westminster Street on the other side of the bridge. Against increasing car and truck traffic on Broadway. Would like streetscaping on Broadway, including Victorian street lighting. **Response:** Thank you for offering comments regarding this project. We have reviewed all questions and concerns received during the Public Hearing and the comment period. There were a number of common issues that were shared by many respondents. We have compiled the enclosed Summary of Recurrent Comments in an effort to collectively address these concerns. In response to your specific comments, the original design demonstrated the worst-case scenario of impacts resulting from reconstruction of the interchange including full replication of the existing Frontage Road. The plans showed the entire road replicated with a two-lane, two-way frontage road. Comments received indicated that the frontage road is used sparingly, condones high speeds, and is aesthetically poor. Based on these comments, alternative designs will be investigated that will eliminate this continuous roadway, and connect the side roads with smaller sections. RIDOT will work with the City of Providence and the local emergency agencies to make sure adequate access is still provided for general use and any emergency situations that could arise. We are confident that the alternative designs eliminate almost all residential acquisitions in the West End, including the need to acquire Marvin Gardens. The new Broadway on-ramp would replace the Tobey Street and Westminster Street on-ramps as the access route to southbound Route 10 for motorists from the Federal Hill and West End neighborhoods. This change in access eliminates the weaving problem for the Tobey Street on-ramp, which will remain as an entrance ramp to provide access to westbound Route 6 only. There would no longer be access to Route 10 from Westminster Street. Also, as a result of the new Broadway ramp, left turns would not be permitted from the Broadway off-ramp that exits eastbound Route 6. This access change, in combination with the addition of the new northbound Route 10 to

Legend
Ltr : Letter
PCP : Public Comment Form
EM : Email
Tel: Telephone Conversation
PH : Public Hearing

Table 8.1
Route 6 / Route 10 – DEIS Comments & Responses

LOG	DATE	COMMENTOR	COMMENT SUMMARY/RESPONSES
PCF-21 PH-5		Robert Berrillo, M.D. (Continued)	westbound Route 6 ramp, would result an increase in traffic volume on Broadway and a decrease in traffic volume on Westminster Street west of Tobey Street. Refer to the Summary of Recurrent comments for projected traffic numbers for Alternative 4. RIDOT will work with the City of Providence to incorporate streetscaping within the limits of the project area. The Final Environmental Impact Statement (FEIS), which will incorporate comments received regarding the Draft Environmental Impact Statement (DEIS), should be completed this fall. A 30-day comment period will be available after the completion of the FEIS. Should you have any additional comments or concerns, please feel free to contact this office.
PCF-22		Ms. Jill Colinan 25 Messer Street Providence, RI 02909	**Comment Summary:** Concerned about speed on Frontage Road. Can the frontage road be broken up so it is not a straight throughway? Will Alternative 4 cause the interchange to attract more vehicles that could use Westminster Street to get downtown? Nervous about noise and pollution. Against taking properties. Favors noise barriers. Would like something done about traffic calming on Messer Street. **Response:** Thank you for offering comments regarding this project. We have reviewed all questions and concerns received during the Public Hearing and the comment period. There were a number of common issues that were shared by many respondents. We have compiled the enclosed Summary of Recurrent Comments in an effort to collectively address these concerns. In response to your specific comments, The original design demonstrated the worst-case scenario of impacts resulting from reconstruction of the interchange including full replication of the existing Frontage Road. The plans showed the entire road replicated with a two-lane, two-way frontage road. Comments received indicated that the frontage road is used sparingly, condones high speeds, and is aesthetically poor. Based on these comments, alternative designs will be investigated that will eliminate this continuous roadway, and connect the side roads with smaller sections. RIDOT will work with the City of Providence and the local emergency agencies to make sure adequate access is still provided for general use and any emergency situations that could arise. We are confident that the alternative designs eliminate almost all residential acquisitions in the West End, including the need to acquire Marvin Gardens.

Legend
Ltr : Letter
PCP : Public Comment Form
EM : Email
Tel: Telephone Conversation
PH : Public Hearing

Table 8.1
Route 6 / Route 10 – DEIS Comments & Responses

LOG	DATE	COMMENTOR	COMMENT SUMMARY/RESPONSES
PCF-22		Ms. Jill Colinan (Continued)	The new Broadway on-ramp would replace the Tobey Street and Westminster Street on-ramps as the access route to southbound Route 10 for motorists from the Federal Hill and West End neighborhoods. This change in access eliminates the weaving problem for the Tobey Street on-ramp, which will remain as an entrance ramp to provide access to westbound Route 6 only. There would no longer be access to Route 10 from Westminster Street. Also, as a result of the new Broadway ramp, left turns would not be permitted from the Broadway off-ramp that exits eastbound Route 6. This access change, in combination with the addition of the new northbound Route 10 to westbound Route 6 ramp, would result an increase in traffic volume on Broadway and a decrease in traffic volume on Westminster Street west of Tobey Street. Refer to the summary of Recurrent Comments for projected traffic numbers for Alternative 4 and note the reduction of traffic that will result for Westminster Street. Once RIDOT settles on the final alternative layout for Alternative 4, including modification to the West End, noise abatement measures will be explored during Final Design according to Department policy. Landscaping and architectural treatments shall be provided for the entire interchange, including plantings to buffer the West End neighborhood and architectural treatments for the new northbound Route 10 to westbound Route 6 flyover ramp. Improvements to Messer Street would need to be requested by the City for inclusion in the Transportation Improvement Program. The Final Environmental Impact Statement (FEIS), which will incorporate comments received regarding the Draft Environmental Impact Statement (DEIS), should be completed this fall. A 30-day comment period will be available after the completion of the FEIS. Should you have any additional comments or concerns, please feel free to contact this office.

Legend
Ltr : Letter
PCP : Public Comment Form
EM : Email
Tel: Telephone Conversation
PH : Public Hearing

LOG	DATE	COMMENTOR	COMMENT SUMMARY/RESPONSES
EM-1	7/28/05	Ms. Jane Sherman 254 Irving Avenue Providence, RI 02906	**Comment Summary:** Inquired as to whether a feasibility study would be done for bicycle linkages and whether the study would include a commitment to proceed to Study and design. Concerned about property acquisition and mitigation. Wants landscaping (with maintenance) and a parkway atmosphere included for the highway. Inquired about noise mitigation. Air quality information should be included in the EIS. RIDOT should look at non-highway alternatives in area of Olneyille Square. Asked if a bypass for Olneyville Square was feasible. **Response:** Thank you for offering comments regarding this project. We have reviewed all questions and concerns received during the Public Hearing and the comment period. There were a number of common issues that were shared by many respondents. We have compiled the enclosed Summary of Recurrent Comments in an effort to collectively address these concerns. In response to your specific comments, RIDOT agrees that the project provides a good opportunity for the connection to be made between Washington Secondary Bike Path and the Woonasquatucket River Bikeway. It is RIDOT's intention to investigate completion of the connection as part of this project. The original design demonstrated the worst-case scenario of impacts resulting from reconstruction of the interchange including full replication of the existing Frontage Road. The plans showed the entire road replicated with a two-lane, two-way frontage road. Comments received indicated that the frontage road is used sparingly, condones high speeds, and is aesthetically poor. Based on these comments, alternative designs will be investigated that will eliminate this continuous roadway, and connect the side roads with smaller sections. RIDOT will work with the City of Providence and the local emergency agencies to make sure adequate access is still provided for general use and any emergency situations that could arise. We are confident that the alternative designs eliminate almost all residential acquisitions in the West End, including the need to acquire Marvin Gardens. Landscaping and architectural treatments shall be provided for the entire interchange, including plantings to buffer the West End neighborhood and architectural treatments for the new northbound Route 10 to westbound Route 6 flyover ramp

Legend
Ltr : Letter
PCP : Public Comment Form
EM : Email
Tel: Telephone Conversation
PH : Public Hearing

LOG	DATE	COMMENTOR	COMMENT SUMMARY/RESPONSES
EM-1		Ms. Jane Sherman (Continued)	Once RIDOT settles on the final alternative layout for Alternative 4, including modifications to the West End, noise abatement measures will be explored during Final Design according to Department policy. The existing air quality conditions are presented in Section 3.4.4.2 (Page 3-37) of the Draft Environmental Impact Statement (enclosed). For Olneyville, a by-pass would not be feasible given the lack of space and environmental consequences. It should be noted that the existing highway was originally designed as an "Olneyville By-pass." The Final Environmental Impact Statement (FEIS), which will incorporate comments received regarding the Draft Environmental Impact Statement (DEIS), should be completed this fall. A 30-day comment period will be available after the completion of the FEIS. Should you have any additional comments or concerns, please feel free to contact this office.
EM-2 PH-6	6/21/05	Mr. David Hammond	**Comment Summary:** Will new construction of Route 10 go above Union Avenue (web site map shows it that way) **Response:** Thank you for offering comments regarding this project. We have reviewed all questions and concerns received during the Public Hearing and the comment period. There were a number of common issues that were shared by many respondents. We have compiled the enclosed Summary of Recurrent Comments in an effort to collectively address these concerns. In response to your specific comments, for the preferred alternative, the new construction for Route 10 would remain below the Union Avenue bridge. The web page has been udpated to clarify the design. It is RIDOT's intention to consider all comments. In this case, the Fronatage Road design was changed based on comments received, resulting in the reuction of residential acquisitions in the West End. RIDOT will continue to meet with the public for the duration of the project to solicit public input.

Legend
Ltr : Letter
PCP : Public Comment Form
EM : Email
Tel: Telephone Conversation
PH : Public Hearing

LOG	DATE	COMMENTOR	COMMENT SUMMARY/RESPONSES
EM-2 PH-6		Mr. David Hammond (Continued)	The Final Environmental Impact Statement (FEIS), which will incorporate comments received regarding the Draft Environmental Impact Statement (DEIS), should be completed this fall. A 30-day comment period will be available after the completion of the FEIS. Should you have any additional comments or concerns, please feel free to contact this office.
EM-3	6/27/05	Mr. Aaron Masri	**Comment Summary:** Opposes design that would require residential property acquisitions. **Response:** Thank you for offering comments regarding this project. We have reviewed all questions and concerns received during the Public Hearing and the comment period. There were a number of common issues that were shared by many respondents. We have compiled the enclosed Summary of Recurrent Comments in an effort to collectively address these concerns. In response to your specific comments, the original design demonstrated the worst-case scenario of impacts resulting from reconstruction of the interchange including full replication of the existing Frontage Road. The plans showed the entire road replicated with a two-lane, two-way frontage road. Comments received indicated that the frontage road is used sparingly, condones high speeds, and is aesthetically poor. Based on these comments, alternative designs will be investigated that will eliminate this continuous roadway, and connect the side roads with smaller sections. RIDOT will work with the City of Providence and the local emergency agencies to make sure adequate access is still provided for general use and any emergency situations that could arise. We are confident that the alternative designs eliminate almost all residential acquisitions in the West End, including the need to acquire Marvin Gardens. A goal of this project is to reduce congestion within the interchange and its surrounding neighborhoods. As a result capacity would increase within the interchange, which would reduce the potential for accidents. Capacity for Route 6 and Route 10 beyond the limits of the interchange, however, would remain the same. The Final Environmental Impact Statement (FEIS), which will incorporate comments received regarding the Draft Environmental Impact Statement (DEIS), should be completed this fall. A 30-day comment period will be available after the completion of the FEIS. Should you have any additional comments or concerns, please feel free to contact this office.

Legend
Ltr : Letter
PCP : Public Comment Form
EM : Email
Tel: Telephone Conversation
PH : Public Hearing

LOG	DATE	COMMENTOR	COMMENT SUMMARY/RESPONSES
EM-4	6/28/05	Mr. Bruce Hooke Woonasquatucket River Watershed Council 27 Sims Ave. Providence, RI 02909 cc: Jennifer Pereira	**Comment Summary:** Submitted contact information for the Woonasquatucket River Watershed Council. **Response:** Thank you for offering comments regarding this project. We have reviewed all questions and concerns received during the Public Hearing and the comment period. There were a number of common issues that were shared by many respondents. We have compiled the enclosed Summary of Recurrent Comments in an effort to collectively address these concerns. We have included Ms. Jennifer Pereira in our mailing list as requested. The Final Environmental Impact Statement (FEIS), which will incorporate comments received regarding the Draft Environmental Impact Statement (DEIS), should be completed this fall. A 30-day comment period will be available after the completion of the FEIS.
EM-5	6/29/05	Mr. Steve Rich srich2308@aol.com	**Comment Summary:** This section of Route 6/10 is second only to the Providence River Bridge in lousy road design. Tear it down and start over. **Response:** Thank you for offering comments regarding this project. We have reviewed all questions and concerns received during the Public Hearing and the comment period. There were a number of common issues that were shared by many respondents. We have compiled the enclosed Summary of Recurrent Comments in an effort to collectively address these concerns. In response to your specific comments, the interchange's present configuration results from four previous independent highway construction contracts originating in the 1950's. The current preferred alternative should correct the geometric deficiencies that resulted from these previous contracts, whilte addressing the deterioration of the existing bridges, and adding a new north-to-west travel movement. The Final Environmental Impact Statement (FEIS), which will incorporate comments received regarding the Draft Environmental Impact Statement (DEIS), should be completed this fall. A 30-day comment period will be available after the completion of the FEIS. Should you have any additional comments or concerns, please feel free to contact this office.

Legend
Ltr : Letter
PCP : Public Comment Form
EM : Email
Tel: Telephone Conversation
PH : Public Hearing

LOG	DATE	COMMENTOR	COMMENT SUMMARY/RESPONSES
EM-6	7/3/05	Mr. Richard F. Santopietro 23 Shafter Street Providence, RI 02909	**Comment Summary:** Requested copy of the DEIS. Would like to participate in the design process. **Response:** Thank you for offering comments regarding this project. We have reviewed all questions and concerns received during the Public Hearing and the comment period. There were a number of common issues that were shared by many respondents. We have compiled the enclosed Summary of Recurrent Comments in an effort to collectively address these concerns. In response to your specific comments, we appreciate your interest in the design process for the Route 6/Route 10 interchange. Your name has been added to our mailing list for future correspondence. The Final Environmental Impact Statement (FEIS), which will incorporate comments received regarding the Draft Environmental Impact Statement (DEIS), should be completed this fall. A 30-day comment period will be available after the completion of the FEIS. Should you have any additional comments or concerns, please feel free to contact this office.
EM-7	7/5/05	J Hogue info@artinruins.com	**Comment Summary:** Would any of the alternatives include condemning parcels of land on Westminster Street? **Response:** Thank you for offering comments regarding this project. We have reviewed all questions and concerns received during the Public Hearing and the comment period. There were a number of common issues that were shared by many respondents. We have compiled the enclosed Summary of Recurrent Comments in an effort to collectively address these concerns. In response to your specific comments, at the present time it appears that the preferred alternative will not be condemning any parcels of land on Westminster Street. The Final Environmental Impact Statement (FEIS), which will incorporate comments received regarding the Draft Environmental Impact Statement (DEIS), should be completed this fall. A 30-day comment period will be available after the completion of the FEIS. Should you have any additional comments or concerns, please feel free to contact this office.

Legend
Ltr : Letter
PCP : Public Comment Form
EM : Email
Tel: Telephone Conversation
PH : Public Hearing

LOG	DATE	COMMENTOR	COMMENT SUMMARY/RESPONSES
EM-8 PH-7	7/7/05	Mr. Charles Pinning 110 Messer Street Providence, RI 02909	**Comment Summary:** Requested name to be added to the mailing list. **Response:** Thank you for offering comments regarding this project. We have reviewed all questions and concerns received during the Public Hearing and the comment period. There were a number of common issues that were shared by many respondents. We have compiled the enclosed Summary of Recurrent Comments in an effort to collectively address these concerns. In response to your specific comments, RIDOT is working with a balanced transportation system, including automobile, bus and rail, and in addition to the roadway improvements, will be coordinating with RIPTA to provide the best possible bus service both during and after construction. RIDOT is also commited to extending commuter rail service south of Providence. As discussed at the West Broadway Neighborhood Association meeting held on September 6, 2005, a goal of this project is to reduce congestion within the interchange and its surrounding neighborhoods. As a result, capacty would increase within the interchange, which would reduce the potential for accidents. Capacity for Route 6 and Route 10 beyond the interchange, however, would remain the same. The Final Environmental Impact Statement (FEIS), which will incorporate comments received regarding the Draft Environmental Impact Statement (DEIS), should be completed this fall. A 30-day comment period will be available after the completion of the FEIS. Should you have any additional comments or concerns, please feel free to contact this office.
EM-9	7/7/05	Ms. Kristi Gelnett kgelnett@hotmail.com	**Comment Summary:** Requested name to be added to the mailing list. **Response:** Thank you for offering comments regarding this project. We have reviewed all questions and concerns received during the Public Hearing and the comment period. There were a number of common issues that were shared by many respondents. We have compiled the enclosed Summary of Recurrent Comments in an effort to collectively address these concerns. In response to your specific comment, your name has been added to our mailing list for future correspondence.

Legend
Ltr : Letter
PCP : Public Comment Form
EM : Email
Tel: Telephone Conversation
PH : Public Hearing

LOG	DATE	COMMENTOR	COMMENT SUMMARY/RESPONSES
EM-9		Ms. Kristi Gelnett (Continued)	The Final Environmental Impact Statement (FEIS), which will incorporate comments received regarding the Draft Environmental Impact Statement (DEIS), should be completed this fall. A 30-day comment period will be available after the completion of the FEIS.
EM-10	7/14/05	Ms. Cathy Iacobucci cgi1002@verizon.net	**Comment Summary:** Requested name to be added to the mailing list. **Response:** Thank you for offering comments regarding this project. We have reviewed all questions and concerns received during the Public Hearing and the comment period. There were a number of common issues that were shared by many respondents. We have compiled the enclosed Summary of Recurrent Comments in an effort to collectively address these concerns. In response to your specific comment, your name has been added to our mailing list for future correspondence. The Final Environmental Impact Statement (FEIS), which will incorporate comments received regarding the Draft Environmental Impact Statement (DEIS), should be completed this fall. A 30-day comment period will be available after the completion of the FEIS. Should you have any additional comments or concerns, please feel free to contact this office.

Legend
Ltr : Letter
PCP : Public Comment Form
EM : Email
Tel: Telephone Conversation
PH : Public Hearing

LOG	DATE	COMMENTOR	COMMENT SUMMARY/RESPONSES
TL-1	7/1/05	Mr. Richard Goulis 621 Broadway Providence, RI 02909	**Comment Summary:** Requested a project summary and if a decision was made regarding which alternative was chosen. Requested a CD copy of the DEIS. **Response:** Thank you for offering comments regarding this project. We have reviewed all questions and concerns received during the Public Hearing and the comment period. There were a number of common issues that were shared by many respondents. We have compiled the enclosed Summary of Recurrent Comments in an effort to collectively address these concerns. In response to your specific comments, Alternative 4 was chosen by the Department and the Federal Highway Administration as the preferred alternative. It was felt that this alternative is best able to satisfy the purpose of the project to address the deterioation of the existing bridges, reduce congestion within the interchange, reduce interchagne related traffic congestion in the adjacent communities, and improve north-to-west travel movement. The Final Environmental Impact Statement (FEIS), which will incorporate comments received regarding the Draft Environmental Impact Statement (DEIS), should be completed this fall. A 30-day comment period will be available after the completion of the FEIS. Should you have any additional comments or concerns, please feel free to contact this office. A copy of the DESI was sent.

Legend
Ltr : Letter
PCP : Public Comment Form
EM : Email
Tel: Telephone Conversation
PH : Public Hearing

LOG	DATE	COMMENTOR	COMMENT SUMMARY/RESPONSES
PH-8	6/28/05	Mr. Kenneth Wnuk 555 Broadway Providence, RI 02909	**Comment Summary:** Broadway is becoming a speedway and a cut-through for trucks. Is Broadway a State or City road? Add another lane or 6EB so it doesn't go from 2 lanes, to 4 lanes, and back to 2 lanes (vicinity of Plainfield Street on-ramp). Nobody cleans the drains on the bridges – that is one reason why bridges are deteriorating. Against new Broadway Ramp. Is there any construction planned for people to directly travel north on Route 10 to west on Route 6? **Response:** Thank you for offering comments regarding this project. We have reviewed all questions and concerns received during the Public Hearing and the comment period. There were a number of common issues that were shared by many respondents. We have compiled the enclosed Summary of Recurrent Comments in an effort to collectively address these concerns. In response to your specific comments, Broadway is a City roadway and Westminster Street is a State roadway. Under the preferred alternative, a third lane will be added to eastbound Route 6 and the on-ramp from Plainfield Street will enter eastbound Route 6 from the right side (instead of the left). In order to better address maintenance issues, RIDOT has recently made an effort to provide more resources to the Maintenance Divison. Hopefully, this will improve drainage on the existing bridges by keeping the drains free of sand and debris. The new Broadway on-ramp would replace the Tobey Street and Westminster Street on-ramps as the access route to southbound Route 10 for motorists from the Federal Hill and West End neighborhoods. This change in access eliminates the weaving problem for the Tobey Street on-ramp, which will remain as an entrance ramp to provide access to westbound Route 6 only. There would no longer be access to Route 10 from Westminster Street. Also, as a result of the new Broadway ramp, left turns would not be permitted from the Broadway off-ramp that exits

Legend
Ltr : Letter
PCP : Public Comment Form
EM : Email
Tel: Telephone Conversation
PH : Public Hearing

LOG	DATE	COMMENTOR	COMMENT SUMMARY/RESPONSES
PH-8		Mr. Kenneth Wnuk (Continued)	eastbound Route 6. This access change, in combination with the addition of the new northbound Route 10 to westbound Route 6 ramp, would result an increase in traffic volume on Broadway and a decrease in traffic volume on Westminster Street west of Tobey Street. Refer to the Summary of Recurrent comments for projected traffic numbers for Alternative 4. Also, under the preferred alternative, there will be a new ramp for northbound Route 10 to westbound Route 6. This ramp affords the added benefit of reducing interchange related traffic in the surrounding neighborhoods, including vehicles that currently exit northbound Route 10 to Westminster Street and travel to Tobey Street to access Route 6. The Final Environmental Impact Statement (FEIS), which will incorporate comments received regarding the Draft Environmental Impact Statement (DEIS), should be completed this fall. A 30-day comment period will be available after the completion of the FEIS. Should you have any additional comments or concerns, please feel free to contact this office.
PH-9	6/28/05	Ms. Esther Oden 451 Broadway Providence, RI 02909	**Comment Summary:** Broadway is not a truck route. Against new Broadway Ramp. **Response:** Thank you for offering comments regarding this project. We have reviewed all questions and concerns received during the Public Hearing and the comment period. There were a number of common issues that were shared by many respondents. We have compiled the enclosed Summary of Recurrent Comments in an effort to collectively address these concerns. In response to your specific comments, the new Broadway on-ramp would replace the Tobey Street and Westminster Street on-ramps as the access route to southbound Route 10 for motorists from the Federal Hill and West End neighborhoods. This change in access eliminates the weaving problem for the Tobey Street on-ramp, which will remain as an entrance ramp to provide access to westbound Route 6 only. There would no longer be access to Route 10 from Westminster Street. Also, as a result of the new Broadway ramp, left turns would not be permitted from the Broadway off-ramp that exits eastbound Route 6. This access change, in combination with the addition of the new northbound Route 10 to westbound Route 6 ramp, would result an increase in traffic volume on Broadway and a decrease

LOG	DATE	COMMENTOR	COMMENT SUMMARY/RESPONSES
PH-9		Ms. Esther Oden (Continued)	in traffic volume on Westminster Street west of Tobey Street. Refer to the Summary of Recurrent Comments for projected traffic numbers for Alternative 4. The Final Environmental Impact Statement (FEIS), which will incorporate comments received regarding the Draft Environmental Impact Statement (DEIS), should be completed this fall. A 30-day comment period will be available after the completion of the FEIS. Should you have any additional comments or concerns, please feel free to contact this office.
PH-10	06/28/05	Mr. Michael Lusi 56 Bainbridge Ave. Providence, RI 02909	**Comment Summary:** Putting ramps in right place will result in less trucks and traffic on Broadway and side streets. Add a bike path. **Response:** Thank you for offering comments regarding this project. We have reviewed all questions and concerns received during the Public Hearing and the comment period. There were a number of common issues that were shared by many respondents. We have compiled the enclosed Summary of Recurrent Comments in an effort to collectively address these concerns. In response to your specific comments, RIDOT agrees that putting ramps in the right place would result in less trucks and traffic on Broadway and side streets. The new northbound Route 10 to westbound Route 6 ramp proposed for Alternative 4 would provide this benefit. It is RIDOT's intention to investigate completion of the connection between the Washington Secondary Bike Path and the Woonasquatucket River Bikeway as part of this project. The Final Environmental Impact Statement (FEIS), which will incorporate comments received regarding the Draft Environmental Impact Statement (DEIS), should be completed this fall. A 30-day comment period will be available after the completion of the FEIS. Should you have any additional comments or concerns, please feel free to contact this office.

Legend
Ltr : Letter
PCP : Public Comment Form
EM : Email
Tel: Telephone Conversation
PH : Public Hearing

LOG	DATE	COMMENTOR	COMMENT SUMMARY/RESPONSES
PH-11	6/28/05	Mr. Raymond Perrault 178 Knight St. Providence, RI 02909	**Comment Summary:** Against expansion that requires residential acquisitions. **Response:** Thank you for offering comments regarding this project. We have reviewed all questions and concerns received during the Public Hearing and the comment period. There were a number of common issues that were shared by many respondents. We have compiled the enclosed Summary of Recurrent Comments in an effort to collectively address these concerns. In response to your specific comments, the original design demonstrated the worst-case scenario of impacts resulting from reconstruction of the interchange including full replication of the existing Frontage Road. The plans showed the entire road replicated with a two-lane, two-way frontage road. Comments received indicated that the frontage road is used sparingly, condones high speeds, and is aesthetically poor. Based on these comments, alternative designs will be investigated that will eliminate this continuous roadway, and connect the side roads with smaller sections. RIDOT will work with the City of Providence and the local emergency agencies to make sure adequate access is still provided for general use and any emergency situations that could arise. We are confident that the alternative designs eliminate almost all residential acquisitions in the West End, including the need to acquire Marvin Gardens. The Final Environmental Impact Statement (FEIS), which will incorporate comments received regarding the Draft Environmental Impact Statement (DEIS), should be completed this fall. A 30-day comment period will be available after the completion of the FEIS. Should you have any additional comments or concerns, please feel free to contact this office.
PH-12	6/28/05	Ms. Filomena Lupo 535 Broadway Providence, RI 02909	**Comment Summary:** Against residential acquisitions. Against new Broadway on-ramp. There is a need for an exit ramp closer to Atwells Avenue (from NB Route 10). Improve Tobey on-ramp from Harris Avenue. Improve signage to keep truck traffic on main highways. **Response:** Thank you for offering comments regarding this project. We have reviewed all questions and concerns received during the Public Hearing and the comment period. There were a number of common issues that were shared by many respondents. We have compiled the enclosed Summary of Recurrent Comments in an effort to collectively address these concerns.

Legend
Ltr : Letter
PCP : Public Comment Form
EM : Email
Tel: Telephone Conversation
PH : Public Hearing

LOG	DATE	COMMENTOR	COMMENT SUMMARY/RESPONSES
PH-12		Ms. Filomena Lupo (Continued)	In response to your specific comments, the original design demonstrated the worst-case scenario of impacts resulting from reconstruction of the interchange including full replication of the existing Frontage Road. The plans showed the entire road replicated with a two-lane, two-way frontage road. Comments received indicated that the frontage road is used sparingly, condones high speeds, and is aesthetically poor. Based on these comments, alternative designs will be investigated that will eliminate this continuous roadway, and connect the side roads with smaller sections. RIDOT will work with the City of Providence and the local emergency agencies to make sure adequate access is still provided for general use and any emergency situations that could arise. We are confident that the alternative designs eliminate almost all residential acquisitions in the West End, including the need to acquire Marvin Gardens. The new Broadway on-ramp would replace the Tobey Street and Westminster Street on-ramps as the access route to southbound Route 10 for motorists from the Federal Hill and West End neighborhoods. This change in access eliminates the weaving problem for the Tobey Street on-ramp, which will remain as an entrance ramp to provide access to westbound Route 6 only. There would no longer be access to Route 10 from Westminster Street. Also, as a result of the new Broadway ramp, left turns would not be permitted from the Broadway off-ramp that exits eastbound Route 6. This access change, in combination with the addition of the new northbound Route 10 to westbound Route 6 ramp, would result an increase in traffic volume on Broadway and a decrease in traffic volume on Westminster Street west of Tobey Street. Refer to the Summary of Recurrent Comments for projected traffic nubmers for Alternative 4. To improve safety, Atlernative 4 would include the additon of a new signal and geometric improvements to the Harris Avenue/Broadway intersection. Although it is often desirable to have entrances and exits situated at every cross road, it would not be feasible to provide a ramp at Atwells Avenue due to the confined area and the proximity to many adjacent ramps. The Design for Alternative 4 would investigate signing options to keep through truck traffic on the highways rather than in the local neighborhoods. In addition, the new northbound Route 10 to westbound Route 6 ramp affords the added benefit of reducing interchange-related traffic in the surrounding neighborhoods.

Legend
Ltr : Letter
PCP : Public Comment Form
EM : Email
Tel: Telephone Conversation
PH : Public Hearing

LOG	DATE	COMMENTOR	COMMENT SUMMARY/RESPONSES
PH-12		Ms. Filomena Lupo (Continued)	The Final Environmental Impact Statement (FEIS), which will incorporate comments received regarding the Draft Environmental Impact Statement (DEIS), should be completed this fall. A 30-day comment period will be available after the completion of the FEIS. Should you have any additional comments or concerns, please feel free to contact this office.
PH-13	6/28/05	Ms. Joyce Brazenor 123 Wood St. Providence, RI 02909	**Comment Summary:** Drivers common decency would go a long way. **Response:** Thank you for offering comments regarding this project. We have reviewed all questions and concerns received during the Public Hearing and the comment period. There were a number of common issues that were shared by many respondents. We have compiled the enclosed Summary of Recurrent Comments in an effort to collectively address these concerns. The Final Environmental Impact Statement (FEIS), which will incorporate comments received regarding the Draft Environmental Impact Statement (DEIS), should be completed this fall. A 30-day comment period will be available after the completion of the FEIS. Should you have any additional comments or concerns, please feel free to contact this office.
PH-14	6/28/05	Mr. Grant Dulgarian 835 Westminster St. Providence, RI 02903	**Comment Summary:** Inquired when traffic counts were taken and if they include the Union Avenue ramps and Westminster Street. Asked why RIDOT would fix this interchange if traffic is just going to back up at Civic Center Interchange. Asked how many bridges will be replaced under Alternative 4? Feels there is a need to shrink project to avoid residential acquisitions. Inquired as to how long will the project take to construct. Indicated RIDOT should hold annual public hearings for this project. Inquired as to what is the cost for Alternative 2 (repair bridges). Alternative 3 (Reconstruct

Legend
Ltr : Letter
PCP : Public Comment Form
EM : Email
Tel: Telephone Conversation
PH : Public Hearing

LOG	DATE	COMMENTOR	COMMENT SUMMARY/RESPONSES
PH-14		Mr. Grant Dulgarian (Continued)	bridges). Questioned the life expectancy of the bridges for alternative 2, 3 & 4. **Response:** Thank you for offering comments regarding this project. We have reviewed all questions and concerns received during the Public Hearing and the comment period. There were a number of common issues that were shared by many respondents. We have compiled the enclosed Summary of Recurrent Comments in an effort to collectively address these concerns. In response to your specific comments, traffic counts were taken in 2004 for the interchange and its associated ramp intersections. Although traffic does back up at the Civic Center Interchange, a goal of the project is to reduce congestion within the Route 6/Route 10 interchange and its surrounding neighborhoods. As a result, capacity would increase within the interchange, which would reduce the potential for accidents. Capacity for Route 6 and Route 10 beyond the interchange, however, would remain the same. Under the preferred alterantive (Alternative 4), nine of the eleven existing bridges would be replaced. The original design demonstrated the worst-case scenario of impacts resulting from reconstruction of the interchange including full replication of the existing Frontage Road. The plans showed the entire road replicated with a two-lane, two-way frontage road. Comments received indicated that the frontage road is used sparingly, condones high speeds, and is aesthetically poor. Based on these comments, alternative designs will be investigated that will eliminate this continuous roadway, and connect the side roads with smaller sections. RIDOT will work with the City of Providence and the local emergency agencies to make sure adequate access is still provided for general use and any emergency situations that could arise. We are confident that the alternative designs eliminate almost all residential acquisitions in the West End, including the need to acquire Marvin Gardens. The construction duration for the preferred alternative has not yet been determined and sequencing for the project won't begin until the concept is approved. There will be continuous meetings with neighborhood groups during Final Design to keep the public informed as to the status of the project and to solicit comments.

Legend
Ltr : Letter
PCP : Public Comment Form
EM : Email
Tel: Telephone Conversation
PH : Public Hearing

LOG	DATE	COMMENTOR	COMMENT SUMMARY/RESPONSES
PH-14		Mr. Grant Dulgarian (Continued)	The costs associated with Alternatives 2 and 3 are $57 million and $93 million, respectively (2010 dollars). The life expectancy for the existing bridges would be approximately 10-15 years under Alternative 2 (rehabilitation) and 25 years under Alternative 3 (reconstruction), while it would be approximately 50 years for the new bridges under Alternative 4. The Final Environmental Impact Statement (FEIS), which will incorporate comments received regarding the Draft Environmental Impact Statement (DEIS), should be completed this fall. A 30-day comment period will be available after the completion of the FEIS. Should you have any additional comments or concerns, please feel free to contact this office.
PH-15	6/28/05	Mr. Steve Durkee 40 Dexter St. Providence, RI 02909	**Comment Summary:** . Agrees with addition of north-to-west ramp. Likes planting along I-95 in Cranston. Encourages new planting plan for median of Route 10. Disagrees with increasing capacity. **Response:** Thank you for offering comments regarding this project. We have reviewed all questions and concerns received during the Public Hearing and the comment period. There were a number of common issues that were shared by many respondents. We have compiled the enclosed Summary of Recurrent Comments in an effort to collectively address these concerns. In response to your specific comments, RIDOT agrees that the new northbound Route 10 to westbound Route 6 ramp proposed for Alternative 4 is needed to provide the missing movement. This also affords the added benefit of reducing interchange related traffic in the surrounding neighborhoods. Landscaping and architectural treatments shall be provided for the entire interchange, including plantings to buffer the West End neighborhood and architectural treatments for the new northbound Route 10 to westbound Route 6 flyover ramp. A goal of this project is to reduce congestion within the interchange and the surrounding neighborhoods. As a result, capacity would increase within the interchange, which would reduce the potential for accidents. Capacity for Route 6 and Route 10 beyond the limits of the interchange, however, would remain the same.

Legend
Ltr : Letter
PCP : Public Comment Form
EM : Email
Tel: Telephone Conversation
PH : Public Hearing

LOG	DATE	COMMENTOR	COMMENT SUMMARY/RESPONSES
PH-15		Mr. Steve Durkee (Continued)	The Final Environmental Impact Statement (FEIS), which will incorporate comments received regarding the Draft Environmental Impact Statement (DEIS), should be completed this fall. A 30-day comment period will be available after the completion of the FEIS. Should you have any additional comments or concerns, please feel free to contact this office.
PH-16	6/28/05	Ms. Megan Heinze 107 Messer St. Providence, RI 02909	**Comment Summary:** Against expansion into the neighborhood. Inquired regarding the age of the material that is presented in the DEIS. Asked if DEIS was available. **Response:** Thank you for offering comments regarding this project. We have reviewed all questions and concerns received during the Public Hearing and the comment period. There were a number of common issues that were shared by many respondents. We have compiled the enclosed Summary of Recurrent Comments in an effort to collectively address these concerns. In response to your specific comments, the original design demonstrated the worst-case scenario of impacts resulting from reconstruction of the interchange including full replication of the existing Frontage Road. The plans showed the entire road replicated with a two-lane, two-way frontage road. Comments received indicated that the frontage road is used sparingly, condones high speeds, and is aesthetically poor. Based on these comments, alternative designs will be investigated that will eliminate this continuous roadway, and connect the side roads with smaller sections. RIDOT will work with the City of Providence and the local emergency agencies to make sure adequate access is still provided for general use and any emergency situations that could arise. We are confident that the alternative designs eliminate almost all residential acquisitions in the West End, including the need to acquire Marvin Gardens. The materials presented in the Draft Environmental Impact Statement (DEIS), including the traffic counts, were developed in the years 2004 and 2005. Copies of the DEIS are available on the RIDOT web site and can also be requested from this office. The Final Environmental Impact Statement (FEIS), which will incorporate comments received regarding the Draft Environmental Impact Statement (DEIS), should be completed this fall. A 30-day comment period will be available after the completion of the FEIS.

Legend
Ltr : Letter
PCP : Public Comment Form
EM : Email
Tel: Telephone Conversation
PH : Public Hearing

LOG	DATE	COMMENTOR	COMMENT SUMMARY/RESPONSES
PH-16		Ms. Megan Heinze (Continued)	Should you have any additional comments or concerns, please feel free to contact this office.
PH-17	6/28/05	Ms. Yvonne Graf 378 Carpenter St. Providence, RI 02909	**Comment Summary:** Limit work to what is absolutely necessary. Desires forethought into construction setups. Minimize construction time, if possible. **Response:** Thank you for offering comments regarding this project. We have reviewed all questions and concerns received during the Public Hearing and the comment period. There were a number of common issues that were shared by many respondents. We have compiled the enclosed Summary of Recurrent Comments in an effort to collectively address these concerns. In response to your specific comments, the original design demonstrated the worst-case scenario of impacts resulting from reconstruction of the interchange including full replication of the existing Frontage Road. The plans showed the entire road replicated with a two-lane, two-way frontage road. Comments received indicated that the frontage road is used sparingly, condones high speeds, and is aesthetically poor. Based on these comments, alternative designs will be investigated that will eliminate this continuous roadway, and connect the side roads with smaller sections. RIDOT will work with the City of Providence and the local emergency agencies to make sure adequate access is still provided for general use and any emergency situations that could arise. We are confident that the alternative designs eliminate almost all residential acquisitions in the West End, including the need to acquire Marvin Gardens. A considerable amount of construction for Alternative 4 will be performed outside the limits of the existing roadway, resulting in less delay to motorists. All construction sequencing, including construction setups and timing of the work, will take into account minimizing impacts to the traveling public. The Final Environmental Impact Statement (FEIS), which will incorporate comments received regarding the Draft Environmental Impact Statement (DEIS), should be completed this fall. A 30-day comment period will be available after the completion of the FEIS. Should you have any additional comments or concerns, please feel free to contact this office.

Legend
Ltr : Letter
PCP : Public Comment Form
EM : Email
Tel: Telephone Conversation
PH : Public Hearing

LOG	DATE	COMMENTOR	COMMENT SUMMARY/RESPONSES
PH-18	6/28/05	Ms. Ina Anderson 28 Bainbridge Ave. Providence, RI 02909	**Comment Summary:** Inquired about beautification of Frontage Road and to make sure it is context sensitive. Asked about the height of the new fly-over ramp and its noise impacts to nearby residents. **Response:** Thank you for offering comments regarding this project. We have reviewed all questions and concerns received during the Public Hearing and the comment period. There were a number of common issues that were shared by many respondents. We have compiled the enclosed Summary of Recurrent Comments in an effort to collectively address these concerns. In response to your specific comments, landscaping and architectural treatments shall be provided for the entire interchange, including plantings to buffer the West End neighborhood and architectural treatments for the new northbound Route 10 to westbound Route 6 flyover ramp The new flyover ramp from northbound Route 10 to westbound Route 6 would be approximately 30 feet above the existing elevation of the interchange. In terms of noise impacts, however, this ramp produces noise that is masked out and contributes very little to the overall noise level generated by the surrounding ramps.
PH-19	6/28/05	Ms. Mary Hammond 11 Dora St. Providence, RI 02909	**Comment Summary:** Asked about location of new fly-over ramp. **Response:** Thank you for offering comments regarding this project. We have reviewed all questions and concerns received during the Public Hearing and the comment period. There were a number of common issues that were shared by many respondents. We have compiled the enclosed Summary of Recurrent Comments in an effort to collectively address these concerns. In response to your specific comments, the new ramp from northbound Route 10 to westbound Route 6 would diverge from northbound Route 10 north of Union Avenue, then elevate and pass over Route 10 and Route 6, and merge with westbound Route 6 prior to the Hartford Avenue interchange. The Final Environmental Impact Statement (FEIS), which will incorporate comments received regarding the Draft Environmental Impact Statement (DEIS), should be completed this fall. A 30-

Legend
Ltr : Letter
PCP : Public Comment Form
EM : Email
Tel: Telephone Conversation
PH : Public Hearing

LOG	DATE	COMMENTOR	COMMENT SUMMARY/RESPONSES
PH-19		Ms. Mary Hammond	day comment period will be available after the completion of the FEIS. Should you have any additional comments or concerns, please feel free to contact this office.
PH-20	6/28/05	Mr. Dann Cady 715 Westminster St., #3 Providence, RI 02903	**Comment Summary:** If capacity is increased, there will still be backups. Favors new north-to-west fly-over ramp. Asked whether the project was encroaching in the West End in order to make room for the commuter rail (from Providence to the airport)? **Response:** Thank you for offering comments regarding this project. We have reviewed all questions and concerns received during the Public Hearing and the comment period. There were a number of common issues that were shared by many respondents. We have compiled the enclosed Summary of Recurrent Comments in an effort to collectively address these concerns. In response to your specific comments, a goal of this project is to reduce congestion within the interchange and the surrounding neighborhoods. As a result, capacity would increase within the interchange, which would reduce the potential for accidents. Capacity for Route 6 and Route 10 beyond the interchange, however, would remain the same. RIDOT agrees that the new northbound Route 10 to westbound Route 6 ramp proposed for Alternative 4 is needed to provide the missing movement. This also affords the added benefit of reducing interchange related traffic in the surrounding neighborhoods. This project is not encroaching in the West End to make room for the commuter rail line to the airport. That rail line would be within the existing railroad right-of-way. Also regarding encroachments into the West End, the original design demonstrated the worst-case scenario of impacts resulting from reconstruction of the interchange including full replication of the existing Frontage Road. The plans showed the entire road replicated with a two-lane, two-way frontage road. Comments received indicated that the frontage road is used sparingly, condones high speeds, and is aesthetically poor. Based on these comments, alternative designs will be investigated that will eliminate this continuous roadway, and connect the side roads with smaller sections. RIDOT will work with the City of Providence and the local emergency agencies to make sure adequate access is still provided for general use and any emergency situations that

LOG	DATE	COMMENTOR	COMMENT SUMMARY/RESPONSES
PH-20		Mr. Dann Cady (Continued)	could arise. We are confident that the alternative designs eliminate almost all residential acquisitions in the West End, including the need to acquire Marvin Gardens. The Final Environmental Impact Statement (FEIS), which will incorporate comments received regarding the Draft Environmental Impact Statement (DEIS), should be completed this fall. A 30-day comment period will be available after the completion of the FEIS. Should you have any additional comments or concerns, please feel free to contact this office.

Legend
Ltr : Letter
PCP : Public Comment Form
EM : Email
Tel: Telephone Conversation
PH : Public Hearing

PUBLIC HEARING TRANSCRIPT
AND
PUBLIC HEARING RESPONSES

Speaker Sign in Sheet

Meeting: Route 6/Route 10 Interchange
Date: June 28, 2005
Location: Textron Academy / Chamber of Commerce

PLEASE PRINT CLEARLY!

Name	Address (Street/Town/Zip)	E-mail Address
Mike Milito	RI Housing, 44 Washington Street, Prov.	MMILITO@RIHOUSING.COM
Robert Azar	Providence Dept of Planning & Development	
~~Vincent D. DeVorzo~~	~~303 Webster Ave Cranston RI 02920~~	~~vinbvd@msn.com~~
~~WALTER KACHANIS~~	~~124 MILLWOOD ST CRANSTON 02920~~	KACHANIS@COX.NET
Kari Lang	WBNA 1560 Westminster 02909	wbnad wbna.org
KEN WNUK	555 BROADWAY	
Ed. Smith	166 Hudson St Providence RI 02909	—
Esther Oden	451 Broadway Prov RI 02909	EOden@yahoo.com

RIDOT Sign in Sheet

Meeting: Route 6/Route 10 Interchange Draft Environmental Impact Statement
Date: June 28, 2005
Location: Textron / Chamber of Commerce - 130 Broadway, Prov., R.I.

PLEASE PRINT CLEARLY!

Name	Address (Street/Town/Zip)	E-mail Address
Jim DeRentis	715 WESTMINSTER ST #3 PROV RI	JDeRenti@BankRI.
DANN Cindy	715 Westminster st. #3 Prov. RI 02903	
Kara Lang	WBNA, 1560 Westminster 02909	wbna@wbna.org
Grant Dulgarian	835 Westminster Street 02903	
MEGHAN HOGAN	81 PILSUDSKI PROV 02909	
PAULINE VANNER	79 PROGRESS AVE., PROV. 02909	NONE
Eva Lupo	462 Broadway, Providence, R.I. 02909	
[illegible] Oder	451 Broadway Prov. RI 02909	
Steve Kane	451 B'way " " "	
Louise and Tom Olson	417 Plainfield Street, Providence	olson.thomas@cox.net
Steve Durkee	40 Dexter St. Prov.	sdurkee@durkeebrown.com
Yvonne Graf	378 Carpenter St Prov 02909	ygraf@linuxmail.org

RIDOT Sign in Sheet

Meeting: Route 6/Route 10 Interchange Draft Environmental Impact Statement
Date: June 28, 2005
Location: Textron / Chamber of Commerce - 130 Broadway, Prov., R.I.

PLEASE PRINT CLEARLY!

Name	Address (Street/Town/Zip)	E-mail Address
Emelda Benitez	25 Norrance St. Prov RI 02903	ebenitez@providenceri.com
BENJAMIN GRECO	217 OAK ST. PROV. RI 02909	conveyor@VERIZON.NET
Cain McCarthy	99 BROAD ST, WARWICK, RI 02888	cain.mccarthy@fhwa.dot.gov
Charles Pinning	110 Messer ST. Prov. 02909	cpinning@cox.net
Ray PERREAULT	178 KNIGHT STREET PROV. 02909	tokai58@cox.net
Ron Denise Rolando	107 Hillwood St. Cranston	
Allan Hoages	PB, 75 ARLINGTON ST. BOSTON, MA	hoages@pbworld.com
Marco Schiappa	869 Park Ave Cranston RI	Mschiappa@CrantonRI..com
KEN + BARBARA WINICK	555 BROADWAY PROV. RI	—
SHANNON COOPER	146 BROADWAY, PROV. RI	—
Janet Keller	50 Willow St PROV RI	Janetkeller3@verizon.net
John McAvoy	380 Westminster PROV. RI	
Louis Vita	81 RIDGE ST. PROV. RI	
Bryan Principe	89 Hudson St. Providence, RI 02909	

RIDOT Sign in Sheet

Meeting: Route 6/Route 10 Interchange Draft Environmental Impact Statement
Date: June 28, 2005
Location: Textron / Chamber of Commerce - 130 Broadway, Prov., R.I.

PLEASE PRINT CLEARLY!

Name	Address (Street/Town/Zip)	E-mail Address
Joyce Brazenor	123 Wood St Prov. R.I. 02909	
Stephen Brazenor	123 Wood St Prov RI. 02909	
MARIE HAMMOND	11 DORA ST PROV RI 02909	
DAVID HAMMOND	11 DORA ST PROV RI 02909	
Robert Berrillo	409 Broadway Prov RI 02909	
Michael Buco	420 Broadway PROV RI 02909	
Megan Heinze	107 Messer Street, Prov RI 02909	
Arthur R. Macdonald	15 Neil Lane N. Scituate R.I. 02857	
Filomena Lupo	535 Broadway. Providence RI 02909	filomenalupo@msn.com
Michael V. Milito	RI Housing, 44 Washington Street, Prov. RI 02903	MMILITO@RIHousing.com
Dominic Gautieri	National Lumber Co 81 Troy ST	
Joel Velazquez	57 Dora St. Providence, RI 02909	Joel1169@Comcast.Net
Adele Merini	57 COURTLAND ST. PROV, R.I 02909	
Grace + Walter	124 Hollywood St. Cranston R.I. 02920	

RIDOT Sign in Sheet

Meeting: Route 6/Route 10 Interchange Draft Environmental Impact Statement
Date: June 28, 2005
Location: Textron / Chamber of Commerce - 130 Broadway, Prov., R.I.

PLEASE PRINT CLEARLY!

Name	Address (Street/Town/Zip)	E-mail Address
Joy Palmer	39 Sorrento Street Providence RI 02909	
Bruce Hooke	135 Merino st #1 Providence RI 02909	BGHooke@att.net
Ron Gagnon	RIDEM 235 Promenade St. Providence 02908	ron.gagnon@dem.ri.gov
Michael Marindi	99 Ring St 02909	
Oscar Lemus	190 Valley St Providence RI 02908	
Ina Anderson	28 Bainbridge Providence RI 02909	ina@wbna.org
Steven Meresi	57 Courtland St. Prov. RI 02909	smeresi@hotmail.com
Bill Hogan	81 Pilsudski St Prov 02909	
Garrett Chace	11 Ricom Way Prov	GARRETT@KBPGYPSUM.COM
Kristi Gelnett	166 Hudson St. Prov 02909	kgelnett@hotmail.com
Jill Colinan	25 Messer St. Prov. 02909	SHAWN@A5220.0R6
Shawn Wallace		

RIDOT Sign in Sheet

Meeting: Route 6/Route 10 Interchange Draft Environmental Impact Statement
Date: June 28, 2005
Location: Textron / Chamber of Commerce - 130 Broadway, Prov., R.I.

PLEASE PRINT CLEARLY!

Name	Address (Street/Town/Zip)	E-mail Address
MARTINA WINDECS	40 DEXTER ST PROV. RI 02909	MARTINA@ MARTINA-COMPANY.CO
Shawn Wallace		Shawn@ 9s220.com
BARRY PRESTON	1570 WESTMINSTER ST	bpreston@armory REVIVAL.com
John Michelson	200 Allens Ave PROVIDENCE	
Francisco Ramirez	↓	fRamirez@providenceRi.com
Mike Lusi	56 Bainbridge Ave	

STATE OF RHODE ISLAND AND PROVIDENCE PLANTATIONS
DEPARTMENT OF TRANSPORTATION

* * * * * * * * * * * * * * * *
PROCEEDINGS AT HEARING IN RE: *
Draft Environmental Impact *
Statement - Improvements to *
the Route 6/Route 10 *
Interchange *
* * * * * * * * * * * * * * * *

June 28, 2005
6:30 p.m.
Textron/Chamber of Commerce
Providence Public Charter School
130 Broadway
Providence, Rhode Island 02903

PRESENTED BY:

Edmund T. Parker, Jr., P.E., Chief Engineer-DOT

RHODE ISLAND COURT REPORTING
25 SEA VIEW AVENUE
EAST PROVIDENCE, RHODE ISLAND 02915
(401) 437-3366

COPY

(HEARING COMMENCED AT 7:11 p.m.)

MR. PARKER: First of all, my name is Ed Parker. I'm chief engineer with the Department of Transportation. I would like to thank you. We are here tonight to discuss the Draft Environmental Impact Statement for the Route 6/Route 10 project. This is a document prepared by the Rhode Island Department of Transportation in concert with the Federal Highway Administration, and we have a couple of people from the Federal Highway Administration participating in this process. The public here is an important part of any of our projects, and we are here tonight to get public input, comments on what we are proposing to do. We did publish a notice of availability of the Environmental Impact Statement in the Federal Register on June 10th. We also mailed out 166 copies of the Draft Environmental Impact Statement to federal agencies, local agencies, elected officials, community groups, and we also sent some out to the local library. If anyone wants to see them, the Draft Environmental Impact Statement is on the Department of Transportation's web page www.dot.state.ri.us.

The agenda for tonight's meeting is fairly simple. We would like to show a short little video which gives an overview of the project, then we will have a question period. Anybody that wants to speak, there was a sign-in sheet in the back, people that signed in get to speak first. If you haven't signed in, once we get through everybody that signed in, we will take their names from there. We have two stenos taking notes. One will take comments made from the floor. There is another in the back if somebody doesn't want to stand up and speak in front of the crowd. Rick, if you could start our little eight-minute video.

(VIDEO PRESENTATION)

MR. PARKER: After going through the Draft Environmental Impact Statement, the department has identified Alternative Number 4, which is the full reconstruction and new alignment as the preferred alternative. That alternative is estimated at $231,000,000 and addresses all of the purpose and need issues that we raised during the video. First, and probably most important, is the 11 deficient bridges which need to be fixed, and the preferred alternative addresses those, the

1 inadequate number of lanes and substandard geometry
2 are addressed. And another major portion is North
3 10, Route 10 movement to westbound Route 6 should
4 take traffic out of the Olneyville area. And
5 another benefit of the reconstruction and new
6 alignment is it's much easier to maintain traffic.
7 While building the new bridges, Route 10 and Route 6
8 will be flowing. The schedule for the project, the
9 public comment period ends July 28th. We are
10 accepting comments tonight, but there are forms in
11 the back of the room. Anybody that wants to make
12 comments after tonight has until July 28th to submit
13 those comments to us. As a matter of fact, we've
14 gotten probably 50 or 75 comments already based on
15 the brochures that we mailed out. We would like to
16 have the final Environmental Impact Statement ready
17 for distribution in November, complete the
18 Environmental Impact Statement by January of 2006.
19 Then the big challenge for the Department of
20 Transportation working with everybody will actually
21 try to plug the Route 6/Route 10 interchange project
22 is through the Transportation Improvement Plan,
23 which allocates construction money for the project
24 over the next three or four years. Realistically, I

1 don't think we will see any active construction
2 until late 2009/2010. There's a lot of design work
3 permitting that needs to be done as part of the
4 project. What I would like to do now is open the
5 floor for comments.
6 Again, we have a stenographer. I
7 would like anybody that comes to introduce
8 themselves, spell their name with the address so we
9 know who you are. If you don't want to stand up
10 tonight, there's another stenographer in the back
11 that will take your comments and written forms. We
12 will address all the comments received through the
13 period into the final Environmental Impact
14 Statement. The first one is Mike Milito,
15 M-I-L-I-T-O.
16 MR. MILITO: I'm an in-house counsel
17 at Rhode Island Housing. The address is 44
18 Washington Street, Providence 02903. We have
19 submitted written comments. I'm not going to read
20 them right now. I'm not capable or qualified to
21 comment on the technical aspects of your design, and
22 I assume it takes care of the needs you've
23 identified. Our concern is that the proposal you
24 are recommending, Alternative 4, results in a loss

1 of 43 housing units in Providence in an area that is
2 predominantly minority and low income, and I'm not
3 sure if folks realize, in Rhode Island right now
4 we've got a terrific housing shortage. We are about
5 13,000 units short from the need that we have, which
6 is getting worse by 3,000 to 3,500 a year, and I
7 suggest we ought not to be using federal and state
8 dollars to worsen an already bad situation,
9 particularly with the case of Marvin Gardens, which
10 is a Section 8 development, which is proposed to be
11 acquired by the Option 4. That would result in a
12 loss of 26 subsidized units for the elderly. It's
13 an unconscionable action to take, and I want to
14 point out a couple of comments made by the draft
15 report, which I couldn't agree with more. The
16 report says, "The proposed acquisition of Marvin
17 Gardens presents such difficulties is there is
18 virtually no low income units available in the city
19 or surrounding communities. Relocation
20 possibilities for these tenants are remote, and the
21 conclusion is any option that does not include this
22 acquisition of Marvin Gardens is preferable." I
23 would support that. Rhode Island Housing would
24 support that. There are no alternatives. I would

1 recommend as a condition of going forward with the
2 project, you require one-for-one replacement,
3 comparable units, comparable size, comparable
4 subsidy. I would be happy to take any questions
5 you folks want to make.
6 UNIDENTIFIED SPEAKER: Someone
7 pointed out Marvin Gardens, right?
8 MR. MILITO: Over here is Marvin
9 Gardens I and Marvin Gardens II. It appears to me,
10 and I'm not an engineer, if this access road were
11 eliminated and made smaller, we could avoid plucking
12 the corner of the building and leaving Marvin
13 Gardens the way it is. Thank you very much. Bob
14 Azar...
15 MR. AZAR: My name is Robert Azar,
16 the last name is A-Z-A-R, principal planner with the
17 Department of Planning and Development with the City
18 of Providence. And I just gave you my letter I'm
19 going to read into the record. I have a letter
20 here. This is addressed to Edmund T. Parker, Chief
21 Engineer, Rhode Island Department of Transportation.
22 I would like to read it into the record. "Dear Mr.
23 Parker, the Department of Planning and Development
24 welcomes the opportunity to comment on the Draft

1 Environmental Impact Statement for improvements to
2 the U.S. Route 6/Route 10 Interchange. After
3 reviewing the document, we have several comments we
4 would like entered into the official record.
5 We have long recognized the deficiency of
6 this interchange. Indeed, Providence's
7 Comprehensive Plan identifies it as in need of
8 improvements. We support the objectives of reducing
9 traffic congestion, enhancing safety, and improving
10 travel movements, particularly the north-to-west
11 movement. We agree Alternative 4 will accomplish
12 these objectives and believe that it is the best of
13 the four alternatives examined. We are, however,
14 concerned about some of the adverse impacts
15 predicted by the construction of Alternative 4.
16 We are concerned about every one of the
17 seven proposed residential property acquisitions.
18 We agree with the conclusions of DEIS that the
19 social impacts would be high due to the taking of 43
20 residential dwelling units, especially those that
21 are for people of low income. We oppose any taking
22 of residential property and urge re-evaluation of
23 the alignment to reduce or eliminate the need for
24 these acquisitions. We make the following

1 suggestions: To avoid the taking of Assessor's Plat
2 37, Lot 142, Marvin Gardens parcel, RIDOT should
3 consider aligning the frontage road to avoid
4 encroaching on the structure. If this is not
5 feasible, the section of frontage road between
6 Willow and Marvin Streets should be eliminated. To
7 avoid the other residential takings, RIDOT should
8 consider combining Ramp UN with the frontage road
9 between Union Avenue and Chapin Avenue." Something
10 not in this document, perhaps make the frontage road
11 one way could accomplish this as well.
12 "We are also concerned about the proposed
13 acquisition of four commercial and manufacturing
14 properties. There is little available land in the
15 city for relocation of these businesses, and we
16 would object to any relocation outside of the City
17 of Providence. We understand, however, that the
18 proposed alignment has as little impact as possible
19 on the property in the vicinity of Route 6, while
20 still achieving the objectives of the project. We
21 urge RIDOT to work with this department to find
22 appropriate locations in the city to relocate these
23 businesses, and when the project is complete, to
24 create new parcels suitable for business uses on

1 surplus land.

2 The DEIS states bicycle route linkages
3 between the Northwest Bike/Woonasquatucket River
4 Bikeway and the Washington Secondary Bike Path will
5 be investigated. A connection between these two
6 bikeways should be created as part of this project.

7 The DEIS recognizes the importance of
8 pedestrian movements in the study area. Any
9 reconfiguration of the interchange must improve
10 pedestrian movements wherever possible, especially
11 those that pass under the highway at Plainfield
12 Street, Westminster Street and Broadway.

13 The conclusion that noise impacts would be
14 high with Alternative 4 indicates a need to explore
15 methods of noise abatement, including barriers and
16 landscaping.

17 The negative visual impacts from the
18 construction of Alternative 4 should be mitigated
19 through landscaping and creative design.

20 We urge that the frontage road buffering
21 the highway from the West End neighborhood be built
22 in the manner of a city street. There should be a
23 clear signal to motorists that they have entered a
24 neighborhood and that they should behave

1 appropriately. The street should not be
2 unnecessarily wide, and ther should be ample
3 sidewalks and street trees.
4 Dwellings adjacent to the frontage road
5 should be supplied with fencing to buffer them from
6 the interchange.
7 There must be an extensive landscaping
8 plan for the project.
9 We also advocate for a pleasing and
10 unifying urban design for the entire project.
11 We appreciate the opportunity to comment
12 on the DEIS. We look forward to working with you to
13 find appropriate solutions to mitigate the negative
14 impacts of this project. Thomas E. Deller,
15 Director."
16 MR. LANG: Thank you very much. My
17 name is Corey Lang, and I'm with the West Broadway
18 Neighborhood Association. We have some comments
19 with the West Broadway Neighborhood Association.
20 Some of the things we appreciate is the effort to
21 make Route 6 and 10 safer with the removal of unsafe
22 weaves, preparing the bridges so they are safe for
23 us to drive on, removing the neighborhood connector,
24 Route 6 westbound to Route 10 northbound. We do

1 have concerns about condemnation of properties,
2 particularly Marvin Gardens and the residential
3 properties along the service road. One, these are
4 people's homes, elderly, minority, and low income.
5 We ask for a reevaluation of the alignment of the
6 service road because of these environmental issues
7 and affordable housing crisis in Rhode Island.
8 Another concern is encroachment on the
9 neighborhood. If anything, the service area, the
10 area from the service road to Messer Street needs
11 more positive attention. The move easterly into the
12 neighborhood is not appropriate. In fact, the WBA
13 has applied for an enhancement grant to add trees
14 and greenery along this road, service road and bike
15 path to connect the Woonasquatucket Bike Path, and
16 this is the kind of treatment we would like to see
17 in the area, instead of a heavily-traveled road.
18 Another concern is the northwest flyover
19 is a height of 30 feet higher than the existing
20 road. It is a visual blight. The sound and noise
21 in the neighborhood is of concern, and air quality
22 and water run-off. So we ask that you rework the
23 design to reconsider these elements.
24 I'm looking for clarity in regard to

1 something I'm unsure about. I read the report,
2 unsure about. The on and off ramps on Broadway and
3 Westminster Street, trying to understand them
4 better, what that means traffic congestion for
5 esthetic and impacts in the neighborhood. We would
6 like to ask you to include in this project the bike
7 path connection via the frontage road, context
8 sensitive design along Route 10 and 6 to make it
9 more like a parkway. Let's make these roads a
10 pleasant driving experience.
11 Another interesting thing, and you can
12 still see a remnant of it, in 1960 Route 10 had
13 wonderful signage. Let's bring some of that, those
14 elements back, and context sensitive design along
15 the on and off ramps and entries into the
16 neighborhood, thinking pedestrian safety and
17 connectivity is an important element for us in the
18 neighborhood. Also ask for noise barriers in the
19 form of trees, landscaping, and even further
20 investigation of walls as barriers. Too much
21 impervious pavement with this option, how can this
22 be addressed? How has the Olneyville Square be
23 improved? Will the square function better for
24 walking, biking, driving? What has been done to

make this the other downtown it once was? Traffic issues did much to damage the square, and this is now an opportunity to repair it.

Some other ending points, the high cost of the project, could it be better used for a different transportation solution. And the years of construction, how long will the construction take? I've lived in the neighborhood for ten years, and I think the whole time Route 10 has been under construction. And I heard people talking about this project. It's definitely been a subject of conversation, and a couple of people said, if you build it, they will come theory, and so that's one thing to think about. If you build a bigger road, there will be more cars to accommodate it, and there's three travel lanes on Route 6.

Lastly, this is a huge project that would have large neighborhood impacts. We ask you give serious consideration to our comments and come back to us with alternative solutions.

MR. PARKER: Thank you.

MR. WNUK: Ken Wnuk, W-N-U-K, 555 Broadway. I belong to no association. The house that I'm presently in is my wife's family's house.

1 It's been a number of years in the family, directly
2 across the street from St. Mary's Church, is there
3 anyone here from the School Department? Has anyone
4 ever seen the traffic coming off Westminster and
5 Broadway? There's going to be a kid killed there
6 eventually. To get into my driveway is a trip.
7 It's dangerous, people tooting the horn, sharp turn
8 into my driveway, kids cross the street against the
9 crossing guards. They are getting bolder and
10 bolder. People driving down the street drive
11 through red lights, yellow lights. Broadway is
12 becoming a speedway. It's also becoming a cut
13 through for trucks as well as Westminster Street.
14 My question was, is Broadway slash Westminster state
15 or city roads? Are double trucks going to be
16 allowed to go through these intersections? Right
17 now we sit and my house is built, now people who
18 have houses on Broadway know these houses are built,
19 I can feel the house shaking. I'm getting cracks
20 in some of the walls. It's not because of the house
21 being old, it's because of the transportation
22 allowed on the street. Nobody can answer my
23 question, if Broadway was a state or city road. I
24 see state trucks on there plowing, but I don't know.

1 My concern with the national level, you
2 see people coming in from Johnston, congestion where
3 National Lumber is. I have called a couple of times
4 to add another lane on the other side to go down
5 towards Route 10 south where National Lumber is, add
6 another lane so it doesn't go from two lanes, four
7 lanes to two lanes. If they add another lane,
8 people coming from Johnston would not have to merge
9 into people coming from Plainfield Street to make a
10 right turn in Olneyville. If they ever took that
11 island out, Olneyville traffic coming through would
12 be able to go up Manton Avenue much quicker and
13 easier if they took out that peninsula sticking out,
14 that whoever put that in for elderly people to sit
15 there and congregate and talk, I wouldn't sit there
16 and congregate and talk. If they do build this,
17 which people here realize state, national
18 priorities, are pilings going to be driven in where
19 houses along the road are going to be affected? I
20 remember when, I don't know how many people, I am 56
21 years old, I remember, across the street, next to
22 Mr. Pallazzo's insurance company, there was an
23 entrance ramp to go to Route 10 and 6. I remember
24 many an accident because people went too fast. I

1 remember a tractor trailer flipping over and going
2 over the embankment. I'm obviously against this.
3 I know there is need for a new interchange there,
4 but one of my real big complaints is I asked the
5 gentleman here who maintains these bridges? I have
6 seen and called. There was a tree growing out of
7 the drain that was approximately two feet high, a
8 maple tree growing. I called DOT and asked them
9 when are they going to clean these drains. If you
10 drive Broadway to Tobey Street, if you drive down
11 that ramp, the dirt has to be seven, eight, ten
12 inches deep. If you look on the left-hand side and
13 look up, you see the bridge deteriorating because of
14 the overflow of water. You show these pictures, the
15 reason is salt and water gets in there and freezes.
16 Nobody ever cleans these drains. That's one reason
17 why they are getting deteriorated.
18 I remember, as a child, them taking the
19 house, moving the houses and building Route 10,
20 which was necessary. If they build it and don't
21 maintain it, what good is it? Taking Marvin Gardens
22 away, you are talking elderly people, and the green
23 bar at one time that was going to be torn down, that
24 green bar is still there, 40 years. I do, I teach

at Classical. I would hate to see some kid get killed when people come tearing, racing off those exits going through red lights, going through yellow lights coming down Broadway. I have asked the Providence Police to put radar on Broadway. I would say in the last six months, I've had seven accidents in front of my house, people coming up and hit and run accidents. I hate to see what's going to happen when an entrance ramp is built going onto Route 10 or widening the one on Westminster Street. I don't, you know, this is like blowing smoke up somebody's butt. I hope something is done about it.

MR. PARKER: 166 Hudson Street, I can't read the next name. It looks like Linda, Esther. Esther, I apologize.

MS. ODEN: Esther Oden, 451, O-D-E-N, 451 Broadway. I'm not very familiar with the plan. I live on Broadway, and to reiterate what this gentleman said before, Broadway is a historic street. We have to conform with historic discipline. We have old, beautiful Victorian homes. They are already being compromised by big trucks, by increased traffic numbers, the shaking, the rattling, the tonnage coming down Broadway.

1 Broadway is not a truck route, and, yet, we continue
2 to have trucks, large buses, loud motorcycles in our
3 neighborhood, and moving the ramp onto a historic
4 boulevard, one of the biggest boulevards, one of the
5 six biggest boulevards that this state has, seems to
6 be not the most well thought out plan. Perhaps you
7 could look at it again and see another place for a
8 ramp instead of exiting onto a historic boulevard
9 that's in the national register. Thank you.
10 MR. PARKER: Thank you. I've
11 called everybody that's signed up. Does anybody
12 else that didn't sign up want to speak? Sir...
13 MR. LUSI: Mike Lusi, Mike Lusi,
14 L-U-S-I. I'm a resident. I live on Bainbridge
15 Avenue. I think it's great that you guys are doing
16 this, and to the people who are worried, the point
17 is to take traffic off the local roads, to make them
18 quieter, and if they put ramps in the right place,
19 it will result in less trucks and traffic on
20 Broadway and side streets, so don't be against the
21 project for that. There are safety issues.
22 $230,000,000, that's a lot of money, and I think if
23 you don't seriously look at putting a bike path,
24 that's a lot of tax money that's being misspent and

1 wasted very, very serious issue. If you look on
2 here, you drive down here, there's a huge, grassy
3 slope between here and all the way through
4 Providence. There should be a separate bike path,
5 ride your bike all the way into downtown, free from
6 car traffic, free from getting hit by a car, and
7 that's what the future is going to be.
8 MR. PINNING: My name is Charles
9 Pinning. I live on Messer Street, and I'm
10 essentially opposed to this project because I am
11 build it, and they will come. I think most studies
12 show when you expand a roadway, they may absorb the
13 flow for a little while, but you end up with more
14 cars, more traffic. I think it's a losing
15 proposition. I believe in 41 years we are out of
16 oil. I think this is a complete loser to put money
17 into a project like this. We need to start thinking
18 about public transportation like rail and
19 alternatives. We are coming to the end game of the
20 automobile. When I was growing up, I begged my dad
21 to get a Jaguar. Car traffic, as we all know, is no
22 longer any fun. It's a big hassle to play into, and
23 inviting more car travel is insane. It's a fact,
24 we are killing people so that we can keep on

driving, keep a lifestyle that's not sustainable, it's stupid and cruel. This is where we begin, right here at a local level, resisting a project like this that's only going to encourage more cars, more drivers, more burning of oil.

MR. PERRAULT: My name is Ray Perrault, P-E-R-R-A-U-L-T. I really don't want to see any kind of expansion that takes away houses. The city is to live in, not to drive in, period, and the reason why so many people turn out is how little respect that the federal government and the state shows for the places that people live in, they cut right through all the time. I know now people can do whatever they want, but I really think you need to do this if you can do it without taking away any of the city. Thanks.

MR. HAMMOND: My name is Dave Hammond, H-A-M-M-O-N-D. I'm really for this project, not necessarily maybe exactly as it is, but I think we need to -- to think that we are going to start to lessen cars, et cetera, and we are going to stop that change from this project I think is foolishness. I don't think we are going to. I think we need to take care of the cars we have now

1 and make this an easier route at a local area,
2 Olneyville, Broadway, et cetera. I guess my
3 question, I think there have been some good comments
4 made here tonight, and I'm wondering for you folks,
5 in reality, how much are you going to listen to
6 comments that people have made and questions they
7 have asked? And what's the reality of building this
8 but making changes in the way that you've designed
9 it presently? I mean, is that a reality that
10 you are really going to look at it in making
11 changes, or are we just treading water here and
12 really, our comments are not going to be much use.
13 MR. PARKER: I can guarantee we are
14 going to take all the comments, look at them. If
15 you look at the history of the department in the
16 last 10 or 15 years, people are against the toll.
17 We address all the comments, and I think between now
18 and November when we receive the Final Environmental
19 Impact Statement, you'll see significant differences
20 based on comments received tonight.
21 MR. HAMMOND: Will there be another,
22 if you use the redesign things, will there be
23 another comment period we can have?
24 MR. PARKER: We hope it will be

1 available in November. There will also be a comment
2 period associated with that.
3 MR. HAMMOND: That's cast in stone?
4 MR. PARKER: The Final Environmental
5 Impact Statement, which goes through another review
6 process, there's still a period of us publishing the
7 final document and being accepted by the Federal
8 Highway Administration.
9 MS. LUPO: My name is Filomena Lupo,
10 F-I-L-O-M-E-N-A, L-U-P-O. I live at 535 Broadway in
11 Providence. I believe we do need to have the Route
12 6, Route 10 North to Route 6 Westbound removed from
13 our city streets. However, in the design of the
14 off-ramps on the plan, I recommend that you look at
15 it so that you don't take any housing, you don't add
16 an entrance ramp on Broadway, and you rethink the
17 need for entrance and exit ramps in every single
18 major thoroughfare along Route 10. The housing has
19 already been addressed, and the taking of the
20 housing, but on Broadway, if you put the entrance
21 back on Broadway, you are going to increase more
22 accidents. The corner of Harris and Broadway is
23 dangerous as it is, and if the entrance ramp will be
24 right there, it will cause more accidents. Also,

1 Broadway isn't the truck route, and that would allow
2 people to think it's the truck route coming from the
3 city because the entrance ramp is there and gives it
4 an implicit acknowledgment. So I would like you to
5 take a look at the entrance and exits and think also
6 in terms of, I know previous discussions you said
7 that the part of Route 10 towards Atwells and Harris
8 is not part of this project, and yet there is a need
9 for an exit ramp closer to Atwells Avenue near
10 Harris to alleviate the traffic congestion on
11 Atwells Avenue. Right now all the traffic would get
12 off at Dean or off 95 and comes one way on Atwells,
13 causing extreme congestion on that street. If we
14 had another highway accessible to Atwells Avenue
15 where people like to go and shop and eat, it would
16 alleviate that congestion, and we should look at
17 improving the entrance ramp to Route 10 from Harris
18 Avenue near Atwells Avenue, near Eagles Square.
19 Thank you very much.
20 MR. PARKER: Other comments?
21 MS. BRAZENOR: My name is Joyce
22 Brazenor, B-R-A-Z-E-N-O-R. I live on Wood Street in
23 Providence. I also drive a school bus in the city.
24 A lot of things, where you come on by Olney Towers,

1 splits off on 6 and 10, or you come across where
2 Atlantic Pole was to get on Union Avenue, 16 years
3 of driving a bus, I realize there is no common
4 decency on the road. If people would use a signal,
5 yield to emergency vehicles, yield to a 40-foot
6 school bus which had its signal light on for 150
7 yards, maybe if people had common decency, maybe the
8 roads would be big enough to accommodate people,
9 back off and give the right-of-way, not just to me,
10 not just to you, anybody on the road. You see
11 somebody with a signal, give them the right-of-way.
12 What difference is it going to make? You are going
13 to blow past somebody, endanger everybody's lives to
14 be ahead of that vehicle? A little common decency
15 goes a long way, and we wouldn't have to spend
16 $230,000,000 to improve our roads.
17 MR. PARKER: Other comments?
18 MR. DULGARIAN: I just have a bunch
19 of questions. Grant Dulgarian, D-U-L-G-A-R-I-A-N.
20 The traffic counts on the entrance and exit ramps,
21 did somebody have them off the top of their head,
22 roughly speaking?
23 MR. PARKER: No, they are all in the
24 document.

1 MR. DULGARIAN: We have done them
2 for Union Avenue north, south, on/off? We have done
3 them for Westminster?
4 MR. PARKER: Yes.
5 MR. DULGARIAN: Because I wonder if
6 we need all of those. We go long stretches without
7 them, and all of a sudden, we have got a whole bunch
8 of them. The last reconstruction set up the exit
9 ramps off Route 6 East. So part of it went to
10 Westminster Street, part to Broadway, but it would
11 seem that one of the things that we want to do is
12 to, given the fact that the, what's known as the
13 Civic Center interchange, is not going to change.
14 The relocation of 195 has no effect on that. This
15 project has no effect on that. Three quarters of a
16 billion dollars, and the Civic Center interchange
17 won't change one iota. So, recognizing that, the
18 combination of Route 6 East and Route 10 North when
19 it interchanges with Route 95, especially going
20 north, is backed up now and will be backed up for
21 the foreseeable future, for the rest of your
22 professional lifetime in DOT and my professional
23 lifetime as an environmental advocate. What we want
24 to do, first and foremost, whatever we do with all

1 this improvement that we are proposing, I'm a
2 minimalist, and I would like to think we can do the
3 substantive improvements for a lot less, but that
4 whatever we do, we want to work to diminish the
5 amount of traffic that ends up, quote, on Route 6
6 slash Route 10, trying to get on 95 North, and if
7 what we do, and this is where your traffic projects
8 have come in, have you done projects, as they end
9 up, going to either 95 North or South?
10 MR. PARKER: I believe we looked at
11 going west on Route 6, not necessarily 95 North and
12 southbound.
13 MR. DULGARIAN: I'm talking east on
14 Route 6, because whatever we do, if all these
15 improvements are simply going to add more traffic at
16 the Civic Center Interchange, then I think we need
17 to rethink that, because we are not doing anything
18 with that interchange and we have maxed out that
19 interchange, and there isn't much more we could do
20 if we wanted to. So the idea of trying to make it
21 easier, as your work east on Route 6 to north on
22 Route 10 maybe is counter productive, maybe traffic
23 will be backed up past the Dean Street exit, which I
24 don't think anybody wants. We talk about 11 bridges

need to be repaired, under Option 4 you can build the new bridges. How many bridges do we end up with under Option 4?

MR. PARKER: Nine bridges, Option 4, similar number.

MR. DULGARIAN: Now, that -- how many will be new and replaced and how many will be the same ones we use over and over?

MR. PARKER: Tobey Street will probably be, and part of Hartford, of the 11 bridges, 9 will be brand new. The other two will be fixed.

MR. DULGARIAN: We get rid of the nine that are being replaced, which frees up how many acres of land?

MR. PARKER: I don't have those numbers. It would be this area in here.

MR. DULGARIAN: Because I want to reinforce what's been said by a number of speakers, which is, we ought to, first of all, it seems like the shrinking we can do with this project is to not take most of the houses that are being proposed to take, but any houses we do take should be replaced by DOT. We should have been doing this for 50

1 years; it's never too late to start. The amount of
2 money that's being proposed to spend on this project
3 is unconscionable. It rivals what was originally
4 proposed to spend on the relocation of 195. Of
5 course, the relocation of 195 has exploded dollar
6 wise out of site, but what you are proposing to
7 spend on this rivals what was originally proposed on
8 the relocation of 195. So, I think, Number 1, you
9 need to shrink this project down a great deal.
10 If I know, in the past, when I remember
11 one time DOT was proposing to do a whole bunch of
12 transformations on the Interstate 295 and Route 37,
13 some of it didn't make any sense, and the traffic
14 counts didn't warrant doing all of what they were
15 proposing to do, and, in fact, as it turned out, DOT
16 scaled it down, and the intersection is functioning
17 fine as it is and it made minimal improvements, and
18 that was it. I would suggest that's what needs to
19 happen with this project. This project is
20 humongous. You want to allow the movement of Route
21 10 North to Route 6 West, but other than that,
22 everything else needs to be cleaned up a little bit,
23 but certainly not the major transformations we are
24 talking about here.

1 DOT historically, and this needs to change
2 starting with this project, DOT has historically had
3 one public hearing during the draft EIS project,
4 that's it, even if major changes occur, that's it.
5 You pump out a final EIS and give us your comments,
6 and we are on our way. I think, for this project,
7 that cannot be the process. The process needs to be
8 that DOT, on an annual basis, needs to come back to
9 hearings where we are now. What do you think,
10 especially because this project is at least a half a
11 decade out before you commence? And how long if
12 everything went smoothly, how long would it take to
13 spend the two hundred?
14 MR. PARKER: We haven't estimated.
15 MR. DULGARIAN: You have no idea?
16 MR. PARKER: What we do, before we
17 get into the details of how long it takes to do
18 something, detail sequencing, if the people don't
19 agree on the concept, it's not prudent to spend
20 money on it.
21 MR. DULGARIAN: How long if you do
22 Option 4?
23 MR. PARKER: I thought I answered.
24 We haven't got into the details of sequencing the

1 project yet.

2 MR. DULGARIAN: Given the fact that

3 you haven't gotten into the details of sequencing

4 the project, then it would seem to be mandatory once

5 a year DOT comes back and says, "Here's where

6 we are." Now this is a massive project. If any of

7 us lived on Broadway, if any of us lived along these

8 streets that are going to be directly impacted, we'd

9 be selling our house and hoping the buyer, we hope

10 we don't have to acknowledge to the buyer this is

11 coming down the road. The impact you are going to

12 have on quality of life is going to be amazing,

13 especially if you are having this elevated 30 foot

14 fly over. So you really have to come back on a

15 regular basis and let people know what's going on.

16 This project, we need to do some traffic

17 improvements, granted, but not a quarter of a

18 billion dollars worth of traffic improvements.

19 MR. PARKER: For the record, Grant,

20 on the 195 project, we have continuous meetings with

21 groups on a regular basis. Somebody from the

22 Department of Transportation, once a month, goes to

23 some type of public meeting on 195, and we'll do the

24 same with this project. That's standard operating

1 procedure in the department.
2 MR. HAMMOND: David Hammond,
3 regarding the statement you just made about coming
4 back to the groups constantly, is that just to make
5 people aware of what was going on, what's going to
6 happen, or is that to discuss procedures that could
7 possibly change?
8 MR. PARKER: A combination of both,
9 and I think you'll agree on 195 that's a great
10 example.
11 MR. HAMMOND: I'm not playing with
12 you. I'm asking the question.
13 MR. PARKER: Between the time we
14 finalize EIS of 195, we continued to meet with the
15 -- we continued to make adjustments to 195 alignment
16 to satisfy concerns, not major, major changes, some
17 of the questions that Bob raised, some of the
18 landscaping questions. Certainly at this stage of
19 the game, we can't tell you where all the trees are
20 going, sequence of construction, of the scheduling,
21 but we would have an ongoing dialogue with the
22 public so we can refine the project. Absolutely we
23 will continue to come to these type of meetings. We
24 have a community outreach section within the

1 Department of Transportation, and that's their job.
2 MR. DURKE: Steve Durke, D-U-R-K-E,
3 40 Dexter Street, Providence. I agree with my
4 friend, Grant. This is an extraordinarily large
5 project, and one of the questions I have is one of
6 your goals is to reduce congestion. Does this
7 project increase the capacity of this road? And if
8 it does, I would disagree with that strategy. I
9 think that, while everybody agrees, a lot of
10 improvements need to be made to this interchange, I
11 would suggest increasing capacity is a problem, and
12 I would encourage much greater development west of
13 the city, more to the west, and I think that you
14 really need to think about the strategy of improving
15 the roads that are there. They may have to be
16 relocated somehow heading west on Route 6 from Route
17 10 heading north is important. I understand that
18 it's a real transportation problem, but in general,
19 the roads, the capacity should not be increased; it
20 should be improved, so if there's congestion, so be
21 it. I understand traffic engineers, you guys want
22 to make our roads move faster and smoother. In this
23 case, I think that's probably the wrong strategy.
24 I would like to make a comment about the

1 improvements you just completed. I love what
2 you are doing for the planting along Route 95 in
3 Cranston. I think the lack of planting in the
4 middle of Route 10 is so notable, I would encourage
5 you to look at a new planting plan for that median.
6 MR. PARKER: If we could have
7 everybody that wants to speak once and everybody
8 that wants to speak second.
9 MS. HEINZE: My name is Megan
10 Heinze, H-E-I-N-Z-E, 107 Messer Street. Thank you
11 for having this public hearing. I think it's very
12 important that everybody who lives in the area have
13 a chance to speak and say how this directly effects
14 our day-to-day living. I think that we've all seen
15 how a massive highway can effect a city and divide
16 it. You look at 95, and it split the city right in
17 half. To the west of 95 it has been more effected
18 by that in terms of not adapting as well as the
19 other side has to, having the city, the quality of
20 life, but what I would hate to see happen with Route
21 10 is that it gets expanded, and as everybody has
22 said, if you build it, they will come. Already
23 there is backup on 95. It will become even more of
24 a temptation to say, "Let's get around that traffic

1 and pull onto Route 10." By expanding Route 10,
2 we are encroaching into the neighborhood. I think
3 that with highways and the Department of
4 Transportation, federal money and state money, you
5 have to consider that it's going through the capitol
6 city of your state, and that it belongs to the city
7 as well, and the city neighbors will really be
8 effected by that, and I'm sorry I'm rambling, city
9 neighbors will be effected by that, and these
10 neighborhoods on this side deserve attention too,
11 and if we expand it, now it becomes popular. After
12 expanded ten years, it's not going to encroach the
13 neighborhood further when that road gets even more
14 used. That's my comment.
15 MR. BERRILLO: Robert Berrillo,
16 B-E-R-R-I-L-L-O, 409 Broadway. My question is, the
17 195 renovation that was just mentioned and
18 beautification that was provided for Wickenden
19 Street, will there be any such possibility for
20 Broadway and Westminster if this project goes
21 through, first. Secondly, I agree with those that
22 are against having the on-ramp on Broadway. It will
23 increase the dangers to the children going to the
24 school there and illegal truck traffic that's

1 already on Broadway, plus the ordinary truck
2 traffic.
3 MR. PARKER: We can work with the
4 city within the limits of the project and be a
5 little generous. What you saw on Wickenden Street
6 was part of what we are doing, Vartan Gregorian
7 School, we will work with the city to incorporate
8 the solutions or context sensitive designs into our
9 project.
10 MR. KANE: My name is Stephen Kane,
11 K-A-N-E. I live at 451 Broadway. A little
12 clarification here, apparently back in June '95 this
13 project was broached to begin. With what's been
14 happening over the past decade, this is not new. I
15 thought this was new. This document would suggest
16 it's ten years old.
17 MR. PARKER: We have been working
18 under priorities within the department based on
19 available money. This has been a project under
20 design, working on two or three other major
21 projects, we pushed this one a little further back.
22 MR. KANE: In any case, what I'm
23 saying, ten years ago things were sufficiently
24 investigated to warrant this project. This document

is dated 1995, Route 6/10 Interchange. What you are saying is ten years ago things were already that bad. I seem to be missing something here.

MR. PARKER: We work off, as I mentioned earlier, the Transportation Improvement Plan, it lists the projects the department should be working on, the transportation developed by statewide planning through a whole public hearing process. We initiated some studies on this. They weren't actively in the TIP until the last three or four years.

MS. HEINZE: If it's only been, if it was looked at ten years ago, and it wasn't a priority because you had other things that needed to be looked at first, I can understand that. You are coming forward to us with ideas and presentations, and I'm wondering, the material you are presenting to us, how long have you had that? How old is it, and can we have a copy of all your documentation and studies for the neighborhood to look at?

MR. PARKER: It's all in the EIS. Those are all available. If you want a copy, it's at the DOT website, or we can give you a CD with all the information, or we can give you a printed copy.

1 There are 166 copies of that floating around right
2 now.
3 MS. HEINZE: And the information is
4 all current within the last 18 months, all the
5 counts?
6 MR. PARKER: The traffic counts are
7 all current within the last 18 months.
8 MR. KANE: I would like to add my
9 voice to the chorus of negatives for this project.
10 MS. GRAF: My name is Yvonne Graf,
11 Y-V-O-N-N-E, G-R-A-F. I live at 378 Carpenter
12 Street. Before I came here tonight, I was making
13 dinner for my mother, who is 76 years old. I told
14 her I was coming and what it was about, and she
15 said, "Vote no." She grew up on Long Island before
16 the Long Island Expressway was there. She has a lot
17 of negative experiences with highways being expanded
18 and seeing what it can do to an area. My general
19 comments are just to add to what's already been said
20 about limiting it basically to what is absolutely
21 necessary. The work that needs to be done on the
22 bridges for safety and anything specifically safety
23 related.
24 MR. PARKER: Anybody else?

1 MR. WNUK: Ken Wnuk again, 555
2 Broadway. In this configuration, is there any way
3 of getting from the Westminster Street exit off of
4 Route 10? People presently have to go through
5 Olneyville to Manton Avenue slash Hartford Avenue or
6 go through Tobey Street, get back on the freeway, go
7 up on the ramp and go Route 6 West. Is there
8 presently any construction to alleviate that where
9 people coming on Route 10 from Cranston, are they
10 going to be able to loop right around and go Route 6
11 West without going on Westminster, without going on
12 Broadway?
13 MR. PARKER: Yes.
14 MR. WNUK: Where will the curve be
15 from Route 6, from Route 10 rather, I'm sorry?
16 MR. PARKER: In that area over
17 there.
18 MR. WNUK: It will hook around
19 towards Olneyville, I didn't know that. Thank you.
20 MS. ANDERSON: I'm Ina,I-N-A,
21 Anderson. I live on Bainbridge Avenue, and also am
22 coordinator of my neighborhood association. First
23 of all, I just want to let everybody know we do have
24 a copy of the draft EIS that's available at WBNA. I

1 encourage you to spread what you've learned here
2 tonight to those that aren't here and tell them they
3 are free to come to the WBNA, and living on
4 Bainbridge, I appreciate all the comments about the
5 Broadway area and the on-ramp and all that kind of
6 thing, but I also want to talk a little about what's
7 going on on the other side, what's going to be the
8 effect on Willow and Oak Streets with the frontage
9 road in terms of the amount of beautification and
10 make sure that's context sensitive. And also I'm
11 curious to know, if you could explain to us the
12 noise impacts that fly over construction, especially
13 with how much higher it would be and what the
14 difference in noise levels, something that's
15 elevated and what that would mean for the residents
16 of that area.
17 MR. PARKER: I really, a lot of
18 those details are in the Environmental Impact
19 Statement. I'm a little nervous about saying
20 anything here without all the facts. We can sit
21 down and go through that whole section. There are
22 going to be challenges with noise, and that's
23 probably our second biggest challenge. The
24 environmental is the biggest challenge. The second

biggest challenge is going to be noise, and we have spent some time looking at that. Again, as we get into the final design process, we are going to have to address the noise. We would be willing to sit down with you.

MS. ANDERSON: I would like to invite you to one of our meetings.

MR. PARKER: We'd love to come.

MS. HAMMOND: Mary Hammond, 11 Dorrance Street. Where is that rise going to be?

MR. PARKER: This area over here. It's going to be a bridge that will take you right over the existing Route 10 to get you onto Route 6. It's, if you look at the angle of Route 6, right now it's just a little bit to the east of that.

MR. CADY: Dann Cady, D-A-N-N, C-A-D-Y, I reside at 715 Westminster Street in Providence. Like Steve, it's not often I agree with Grant or Charles, but in both cases they have very valid points. We talked about this. It does seem like by increasing the capacity of the highway, you are still going to have the backups at the interchange, and I can certainly understand and see why you want to make that connection to Route 6

1 going west. I mean, there's nothing more
2 aggravating than to have to traverse with the
3 neighbors and try to get back onto Route 6 West.
4 Two questions; one is what consideration have you
5 given in moving the highway and encroaching onto the
6 neighborhoods to the proposals of rail and passenger
7 traffic from the Providence Station to the airport?
8 Is that part of this conversation, why you need to
9 make room for additional rail lines, why you are
10 going east in the neighborhood, that's really the
11 most important question. What Charles spoke about
12 with public transportation and Grant talking about,
13 it seems as though you are pushing these while the
14 rail is going west. Are you making room for
15 transportation to go from Providence to the airport?
16 MR. PARKER: What we call the
17 Freight Rail Improvement Project is presently under
18 construction. That will allow us to better
19 accommodate the commuter rail to Warwick, to the
20 Warwick Station and Wickford Junction Station. I
21 think the department is extremely optimistic in a
22 relatively short time we will be able to break
23 ground for the Warwick Station, and sometime after
24 that, public, private partnership at the Warwick

Station, Wickford Junction Station. We will see also a corridor in here for commuter rail. It's not going to be impacted by this project.

MR. CADY: That would be west?

MR. PARKER: It's still along the main line of the railroad.

MR. CADY: Thank you.

MR. PARKER: You are welcome. Other questions?

MR. PINNING: Still Charles Pinning, P-I-N-N-I-N-G. At DOT you talk about the fact that there isn't going to be anymore oil in 40 years, and how this all figures in people driving around in cars. You are aware that best estimates of current use is we have, like, 40 years worth of oil reserves on the earth, probably in 30 years we are going to be in big trouble. You talk about this.

MR. PARKER: We have an intermodal section that looks at different forms of transportation, but I don't think fuel is the only way to power cars. Electric vehicles, over the last few years, Toyota Pria, hybrid vehicles, we deal with people using hydrogen vehicles in the state last year sometime. Are we looking at any

substantial reduction in traffic volumes? I don't believe so. Are we looking at reduction on dependency on fossil fuels?

MR. PINNING: Wouldn't the money be better spent for public transportation, for alternative means of transportation?

MR. PARKER: It's a balanced transportation system. We work with RIPTA on a daily basis. We support RIPTA. In fact, one of the initiatives with RIPTA is, during the Union Avenue construction project, we are going to provide free RIPTA service. We are working with RIPTA as part of 195 to have service along the Eddy street corridor. We worked with RIPTA. We are absolutely and unequivocally committed to extending the commuter rail south of Providence.

MR. PINNING: This is a waste of money. This money needs to go toward really safe public transportation, and inviting more automobiles onto the road by building these lanes is actually insanity. It just doesn't make any sense. By the time this project is finished, who knows what's going to be happening, and for sure cars aren't -- we are not going to be driving around burning as

much gasoline as we are now. Hydrogen is a big question. You know that as well as I do, battery operated cars, unless we are flying around in golf carts, I think at this point in time, to sink this kind of money into something that's clearly, it's over. The game is over. We have to start living in a much more imaginative and radical way than we are now. We are just going like a gerbil on a track. Those are my feelings, and very strong feelings. We are moving along the same way we always have. We are racing, and as I said before, and I feel strongly about this too, we are so blind, we are killing people to suck off their oil so we can keep on doing this, and I am shocked that I haven't heard anyone else say that, because we are watching this on TV every day, and I think it's the most appalling thing I've seen since Vietnam. That's what we are doing there, so we can build the roads to drive the cars, and this is insanity, and if it was a living hell, this is it. And I think by pursuing a project like this, we are continuing an insane -- continuing down an insane path.

MR. PARKER: Other comments, Grant?

MR. DULGARIAN: Just a couple of

1 quick questions, which I assume you have off the top
2 of your head. The option that says repair the 11
3 bridges, how much is that?
4 MR. PARKER: The construction costs
5 about $57,000,000. What we didn't factor in is the
6 impact to motorists for delays to construction.
7 When you rehabilitate bridges, you are going to have
8 to restrict the travel lanes.
9 MR. DULGARIAN: So, it's been
10 determined that all 11 bridges would have to be
11 repaired over the next what, five, ten-year period
12 of time?
13 MR. PARKER: We are turning to put
14 out contracts to maintain those on a regular basis,
15 so it's more not whether we are going to do
16 something, it's ongoing repairs to all of those
17 bridges. We put out contracts recently to shore
18 those up, and we are going to continue to put out
19 contracts to maintain those bridges.
20 MR. DULGARIAN: None of those 11 are
21 hunky dory, they all need to be worked on, you are
22 saying, essentially the do nothing option is really
23 not an option. The do nothing option is repair the
24 11 bridges; otherwise, the system collapses. You

1 have to spend 50 some odd million dollars anyway.
2 Do you spend the extra $240,000,000 on option Number
3 4? When you come to the WBNA meeting in the fall, I
4 assume you will bring with you those folks who have
5 gathered the data and so know the information as far
6 as traffic counts are concerned so we can have a
7 dialogue, not send us to the EIS documents.
8 MR. PARKER: Those people are here
9 tonight. We are taking comments right now. If you
10 want to meet with them, we can get into the details.
11 We are available to do that. We have been here
12 since 6:00 o'clock tonight.
13 MR. DULGARIAN: You are saying I am
14 probably the only one that cares about traffic
15 count?
16 MR. PARKER: I'm saying you can sit
17 down after this meeting or later on and we will go
18 over that with you. Probably Jim over there is our
19 traffic expert.
20 MS. LUPO: Filomena Lupo again. I
21 have a question. I'm hearing all the comments on
22 the plan, in thinking about the repair of the
23 existing bridges, during your deliberations about
24 Alternative 4, have you thought about different

1 routes within the existing structure? In other
2 words, other ways to get from 6 to 10 or to decrease
3 the traffic on the street by keeping them on the
4 highway and providing better signage, saying we
5 would go this way rather than getting off Broadway
6 or Atwells, Route 10 this way to stay on 95 coming
7 north or south? Have you thought about more public
8 communication with the people that will be using the
9 roads that exist?
10 MR. PARKER: We can work with the
11 city to better sign districts or areas of where they
12 want people to go.
13 MS. LUPO: I'm talking about
14 interstate truck traffic that comes through the city
15 and they are not stopping anywhere, they go through
16 traffic, better signage on the highways so they
17 would stay on the highways and designing different
18 routes on existing roadways so that you would repair
19 the bridges and still maintain the same
20 infrastructure that you had with 95, Route 10, Route
21 6, designing some sort of pattern or some sort of
22 directions as to how the truck should go, maybe it
23 will be a few miles out of their way, but it will
24 achieve the goal of keeping that quality of life,

1 maintaining that quality of life as it is now.
2 MR. PARKER: If that turns out to be
3 the preferred alternative, we will have to do
4 something like that. There's not a lot of excess
5 capacity to detour enough cars away from this area
6 so the bridge construction wouldn't back up for
7 miles.
8 MS. LUPO: I'm talking in terms of
9 an overall plan where you know the bridges need
10 maintenance, they need to be fixed. I'm talking
11 about not doing a brand new bridge or a brand new
12 pattern of traffic, but looking at the existing
13 roadways, but in a different light and figuring out,
14 are there routes that we can propose, for example,
15 for tourists coming through, trucks coming through
16 so they can reach their destination and not
17 necessarily go to our neighborhoods to get from one
18 highway to another.
19 MR. PARKER: I think we work with
20 you and the city to look at what the alternatives
21 are.
22 MS. GRAF: Hi, Yvonne Graf again. I
23 wanted to make another comment. I came late so I
24 don't know if this has already been discussed. The

1 current construction on Route 10 has been
2 interminable and scary driving. A lot of the
3 construction and work that they've been doing has
4 really made it a very dangerous road to travel down,
5 and I think that's evidenced by the number of
6 accidents there are on Route 10, and I would just,
7 really, one thing I would really ask, whatever ends
8 up happening, whatever construction ends up
9 happening, I think there needs to be a little more
10 for thought into how you are redirecting traffic
11 during the construction time. Right now there are
12 parts where there's no lanes. There's abrupt exits.
13 It's really a frightening road to travel down. And
14 the other thing I would ask, I don't know how
15 realistic this is at all, is that considering the
16 amount of time people on the west side of Providence
17 and everybody who uses this highway have been
18 subjected to really hazardous conditions driving on
19 a highway and the length of time that it's been in
20 this condition. It's been a really long time. It's
21 been many, many years, and we still have many years
22 to complete this cycle of construction, if there can
23 be any consideration given to reducing -- a minimum
24 amount of time as possible for this project to be

completed, have it on some kind of fast track or something like that.

MR. PARKER: Thank you. Any other comments?

MR. DULGARIAN: Two more price tag questions. On Number 3 or 2 or whatever that option is in the middle, what's the price tag on that one, and what do you call that option?

MR. PARKER: The reconstruction of existing bridges, that's $93,000,000.

MR. DULGARIAN: I thought 57.

MR. PARKER: That's rehabilitation of the bridges.

MR. DULGARIAN: All right then the reconstruction is 93?

MR. PARKER: Correct.

MR. DULGARIAN: When you say that, maybe this is the answer to my other question, do you have a price tag for building the nine new bridges you are talking about, is that the $93,000,000 option, is that what you are saying, if you are going to rehab the existing bridges, if you are going to build brand new ones, it's 93?

MR. PARKER: Yes.

MR. DULGARIAN: Life expectancy?

MR. PARKER: Rehab, 10 to 15 years, the reconstruction would be a little bit longer than that, maybe 25, and the brand new bridges would be 50, round figures.

MR. DULGARIAN: So the reconstruction isn't brand new, your $93,000,000 reconstruction, it's reconstructed bridges?

MR. PARKER: A lot of the bridges are going to be the same substandard geometry.

MR. DULGARIAN: Bridges are key consideration, okay.

MR. PARKER: Other comments?

MR. KANE: Steve Kane again. This may seem a little awkward, we are alluding to Route 10 and the amount of time it's taking, and since this project is even more ambitious, it would take longer. Can anyone answer, why is it taking so long?

MR. PARKER: We actually, the Route 10 project was four separate projects, we had to take down half of a bridge, maintain traffic, build a new bridge, take down another half of a bridge and build another new bridge, and we are working over

live railroad tracks that have been electrified. You don't have the window of opportunity to work when you work on a highway. It was a very complicated project. One of the benefits to this alternative is we are able to work off a line, do a lot of the construction like 195.

MR. KANE: Can you tell us when that project started?

MR. PARKER: It's not ten years, but I don't have the number off the top of my head.

MR. KANE: It's been a long time. I travel. I don't see a lot of people working. Thank you.

MR. PARKER: If there are no other questions, I would like to thank everybody for coming. We'll stick around to work with Grant on traffic questions. I appreciate you coming. Any of your friends that want to comment on this, we have forms in the back, and we have until July 28th. Thank you very much for coming.

(HEARING ADJOURNED AT 8:35 P.M.)

1
2 C E R T I F I C A T E
3
4 I hereby certify that the foregoing is a true,
5 accurate, and complete transcription of my notes as
6 taken at the above-entitled hearing.
7
8 PATRICIA A. QUIRK
NOTARY PUBLIC/CERTIFIED COURT REPORTER
9
10
11
12
13
14
15
16
17
18
19
20
21
22
23
24

STATE OF RHODE ISLAND AND PROVIDENCE PLANTATIONS

Rhode Island Department of Transportation
OFFICE OF THE CHIEF ENGINEER
Two Capitol Hill, Rm 224
Providence, RI 02903-1124
PHONE 401-222-2492
FAX 401-222-3435 TDD 401-222-4971

November 1, 2005

Mr. Michael V. Milito
Deputy Assistant Director for Law and Human Resources
Rhode Island Housing and Mortgage Finance Corporation
44 Washington St.
Providence, RI 02903

Re: Improvements to the Route 6/Route 10 Interchange
Providence, Rhode Island
RI Contract No. 93110
RIFAP No. F-1195(006)
Draft Environmental Impact Statement Comments

Dear Mr. Milito:

Thank you for offering comments regarding this project. We have reviewed all questions and concerns received during the Public Hearing and the comment period. There were a number of common issues that were shared by many respondents. We have compiled the enclosed Summary of Recurrent Comments in an effort to collectively address these concerns.

The original design demonstrated the worst-case scenario of impacts resulting from reconstruction of the interchange including full replication of the existing Frontage Road. The plans showed the entire road replicated with a two-lane, two-way frontage road. Comments received indicated that the frontage road is used sparingly, condones high speeds, and is aesthetically poor. Based on these comments, alternative designs will be investigated that will eliminate this continuous roadway, and connect the side roads with smaller sections. RIDOT will work with the City of Providence and the local emergency agencies to make sure adequate access is still provided for general use and any emergency situations that could arise. We are confident that the alternative designs eliminate almost all residential acquisitions in the West End, including the need to acquire Marvin Gardens.

The Final Environmental Impact Statement (FEIS), which will incorporate comments received regarding the Draft Environmental Impact Statement (DEIS), should be completed this fall. A 30-day comment period will be available after the completion of the FEIS.

Should you have any additional comments or concerns, please feel free to contact this office.

Very truly yours,

Edmund T. Parker, Jr., P.E.
Chief Engineer

ETP/mdi
Enclosure: Summary of Recurrent Comments

cc: Messrs. Parker, Farhoumand, Smith, File (93110)

STATE OF RHODE ISLAND AND PROVIDENCE PLANTATIONS

Rhode Island Department of Transportation
OFFICE OF THE CHIEF ENGINEER
Two Capitol Hill, Rm 224
Providence, RI 02903-1124
PHONE 401-222-2492
FAX 401-222-3435 TDD 401-222-4971

November 9, 2005

Mr. Thomas E. Deller, AICP
Director
Providence Department of Planning and Development
400 Westminster Street
Providence, RI 02903

Re: Improvements to the Route 6/Route 10 Interchange
Providence, Rhode Island
RI Contract No. 93110
RIFAP No. F-1195(006)
Draft Environmental Impact Statement Comments

Dear Mr. Deller:

Thank you for offering comments regarding this project. We have reviewed all questions and concerns received during the Public Hearing and the comment period. There were a number of common issues that were shared by many respondents. We have compiled the enclosed Summary of Recurrent Comments in an effort to collectively address these concerns.

The original design demonstrated the worst-case scenario of impacts resulting from reconstruction of the interchange including full replication of the existing Frontage Road. The plans showed the entire road replicated with a two-lane, two-way frontage road. Comments received indicated that the frontage road is used sparingly, condones high speeds, and is aesthetically poor. Based on these comments, alternative designs will be investigated that will eliminate this continuous roadway, and connect the side roads with smaller sections. RIDOT will work with the City of Providence and the local emergency agencies to make sure adequate access is still provided for general use and any emergency situations that could arise. We are confident that the alternative designs eliminate almost all residential acquisitions in the West End, including the need to acquire Marvin Gardens.

The Department is concerned about the proposed acquisition of commercial and manufacturing properties. Two specific businesses are affected: National Lumber and First Student Bus. RIDOT will work with your department to find appropriate locations for these businesses in the City of Providence and, if possible, within the interchange area.

RIDOT agrees that the project provides a good opportunity for the connection to be made between Washington Secondary Bike Path and the Woonasquatucket River Bikeway. It is RIDOT's intention to investigate completion of the connection as part of this project.

Any reconfiguration of the interchange will improve pedestrian movements wherever possible.

Once RIDOT settles on the final alternative layout for Alternative 4, including modifications to the West End, noise abatement measures will be explored during Final Design according to Department policy.

Landscaping and architectural treatments shall be provided for the entire interchange, including plantings to buffer the West End neighborhood and architectural treatments for the new northbound Route 10 to westbound Route 6 flyover ramp.

The Frontage Road, where it will remain, will be designed in the manner of a city street, with trees and sidewalks included were possible, and fencing provided to buffer residents from the interchange, if feasible. Urban design options will be investigated during final design.

The Final Environmental Impact Statement (FEIS), which will incorporate comments received regarding the Draft Environmental Impact Statement (DEIS), should be completed this fall. A 30-day comment period will be available after the completion of the FEIS. Should you have any additional comments or concerns, please feel free to contact this office.

Very truly yours,

Edmund T. Parker, Jr., P.E.
Chief Engineer

ETP/mdi
Enclosure: Summary of Recurrent Comments
cc: Messrs. Parker, Farhoumand, Smith, File (93110)
Mr. Robert Azar, City of Providence

STATE OF RHODE ISLAND AND PROVIDENCE PLANTATIONS

Rhode Island Department of Transportation
OFFICE OF THE CHIEF ENGINEER
Two Capitol Hill, Rm 224
Providence, RI 02903-1124
PHONE 401-222-2492
FAX 401-222-3435 TDD 401-222-4971

November 1, 2005

Ms. Kari Lang
Executive Director
Organization
West Broadway Neighborhood Association
1560 Westminster St.
Providence, RI 02909

Re: Improvements to the Route 6/Route 10 Interchange
Providence, Rhode Island
RI Contract No. 93110
RIFAP No. F-1195(006)
Draft Environmental Impact Statement Comments

Dear ~~Ms. Lang~~ Kari:

Thank you for offering comments regarding this project. We have reviewed all questions and concerns received during the Public Hearing and the comment period. There were a number of common issues that were shared by many respondents. We have compiled the enclosed Summary of Recurrent Comments in an effort to collectively address these concerns.

In response to your specific comments, as discussed at the September 6, 2005 WBNA meeting, a goal of this project is to reduce congestion within the interchange and its surrounding neighborhoods. As a result, capacity would increase within the interchange, which would reduce the potential for accidents. Capacity for Route 6 and Route 10 beyond the interchange, however, would remain the same.

It is RIDOT's intention to continue to use Route 10 as alternate route to Providence if problems arise on the primary route (I-95).

The new Broadway on-ramp would replace the Tobey Street and Westminster Street on-ramps as the access route to southbound Route 10 for motorists from the Federal Hill and West End neighborhoods. This change in access eliminates the weaving problem for the Tobey Street on-ramp, which will remain as an entrance ramp to provide access to westbound Route 6 only. There would no longer be access to Route 10 from Westminster Street. Also, as a result of the new Broadway ramp, left turns would not be permitted from the Broadway off-ramp that exits eastbound Route 6.

This access change, in combination with the addition of the new northbound Route 10 to westbound Route 6 ramp, would result an increase in traffic volume on Broadway and a decrease in traffic volume on Westminster Street west of Tobey Street. Refer to the Summary of Recurrent Comments for projected traffic in numbers for Alternative 4.

The original design demonstrated the worst-case scenario of impacts resulting from reconstruction of the interchange including full replication of the existing Frontage Road. The plans showed the entire road replicated with a two-lane, two-way frontage road. Comments received indicated that the frontage road is used sparingly, condones high speeds, and is aesthetically poor. Based on these comments, alternative designs will be investigated that will eliminate this continuous roadway, and connect the side roads with smaller sections. RIDOT will work with the City of Providence and the local emergency agencies to make sure adequate access is still provided for general use and any emergency situations that could arise. We are confident that the alternative designs eliminate almost all residential acquisitions in the West End, including the need to acquire Marvin Gardens.

For the preferred alternative, two businesses are direclty affected by the proejct: National Lumber and First Student Bus. RIDOT will be working with the City of Providence to find new locations for these businesses in the City and, if possible, within the interchange area.

Once RIDOT settles on the final alternative layout for Alternative 4, including modifications to the West End, noise abatement measures will be explored during Final Design according to Department policy.

Landscaping and architectural treatments shall be provided for the entire interchange, including plantings to buffer the West End neighborhood and architectural treatments for the new northbound Route 10 to westbound Route 6 flyover ramp.

A considerable amount of construction for Alternative 4 will be performed outside the limits of the existing roadway, resulting in less delay to motorists compared to Alternatives 2 and 3. Construction noise mitigation measures are warranted for consideration and will be investigated for potential inclusion in the construction contract documents.

Improvements to the timing of the traffic signals in Olneyville and on Westminster Street and Broadway will be incorporated into the project.

The Frontage Road, were it will remain, will be designed in the manner of a city street, with trees and sidewalks included, where possible, and fencing provided to buffer residents for the interchange, if feasible.

The Final Environmental Impact Statement (FEIS), which will incorporate comments received regarding the Draft Environmental Impact Statement (DEIS), should be completed this fall. A 30-day comment period will be available after the completion of the FEIS.

Should you have any additional comments or concerns, please feel free to contact this office.

Very truly yours,

Edmund T. Parker, Jr., P.E.
Chief Engineer

ETP/mdi
Enclosure: Summary of Recurrent Comments

cc: Messrs. Parker, Farhoumand, Smith, File (93110)

STATE OF RHODE ISLAND AND PROVIDENCE PLANTATIONS

Rhode Island Department of Transportation
OFFICE OF THE CHIEF ENGINEER
Two Capitol Hill, Rm 224
Providence, RI 02903-1124
PHONE 401-222-2492
FAX 401-222-3435 TDD 401-222-4971

November 1, 2005

Dr. Steven M. Kane, Ph.D.
451 Broadway
Providence, RI 02909

Re: Improvements to the Route 6/Route 10 Interchange
Providence, Rhode Island
RI Contract No. 93110
RIFAP No. F-1195(006)
Draft Environmental Impact Statement Comments

Dear Dr. Kane:

Thank you for offering comments regarding this project. We have reviewed all questions and concerns received during the Public Hearing and the comment period. There were a number of common issues that were shared by many respondents. We have compiled the enclosed Summary of Recurrent Comments in an effort to collectively address these concerns.

In response to your specific comments, the original design demonstrated the worst-case scenario of impacts resulting from reconstruction of the interchange including full replication of the existing Frontage Road. The plans showed the entire road replicated with a two-lane, two-way frontage road. Comments received indicated that the frontage road is used sparingly, condones high speeds, and is aesthetically poor. Based on these comments, alternative designs will be investigated that will eliminate this continuous roadway, and connect the side roads with smaller sections. RIDOT will work with the City of Providence and the local emergency agencies to make sure adequate access is still provided for general use and any emergency situations that could arise. We are confident that the alternative designs eliminate almost all residential acquisitions in the West End, including the need to acquire Marvin Gardens.

The materials presented in the Draft Environmental Impact Statement, including the traffic counts, were developed in the years 2004 and 2005.

The current bridge project on Route 10 incuded taking down half of a bridge, building a new bridge, taking down another half of a bridge, and building another new bridge, all while maintaining traffic and working over an active electrified railroad line.

The new Broadway on-ramp would replace the Tobey Street and Westminster Street on-ramps as the access route to southbound Route 10 for motorists from the Federal Hill and West End neighborhoods. This change in access eliminates the weaving problem for the Tobey Street on-ramp, which will remain as an entrance ramp to provide access to westbound Route 6 only. There would no longer be access to Route 10 from Westminster Street. Also, as a result of the new Broadway ramp, left turns would not be permitted from the Broadway off-ramp that exits eastbound Route 6.
This access change, in combination with the addition of the new northbound Route 10 to westbound Route 6 ramp, would result an increase in traffic volume on Broadway and a decrease in traffic volume on Westminster Street west of Tobey Street. Refer to the Summary of Recurrent Comments for projected traffic numbers for Alternative 4.

A consideralbe amount of construction for Altenative 4 will be performed outside the limits of the existing roadway, resulting in less delay to motorists on the highway and in the local neighborhoods. Construction noise mitigation measures are warranted for consideration and will be investigated for potential inclusion in the construction contract documents.

The Final Environmental Impact Statement (FEIS), which will incorporate comments received regarding the Draft Environmental Impact Statement (DEIS), should be completed this fall. A 30-day comment period will be available after the completion of the FEIS.

Should you have any additional comments or concerns, please feel free to contact this office.

Very truly yours,

Edmund T. Parker, Jr., P.E.
Chief Engineer

ETP/mdi
Enclosure: Summary of Recurrent Comments

cc: Messrs. Parker, Farhoumand, Smith, File (93110)

STATE OF RHODE ISLAND AND PROVIDENCE PLANTATIONS

Rhode Island Department of Transportation
OFFICE OF THE CHIEF ENGINEER
Two Capitol Hill, Rm 224
Providence, RI 02903-1124
PHONE 401-222-2492
FAX 401-222-3435 TDD 401-222-4971

November 1, 2005

Dr. Robert Berrillo
Broadway Heritage Commission
409 Broadway
Providence, RI 02909

Re: Improvements to the Route 6/Route 10 Interchange
Providence, Rhode Island
RI Contract No. 93110
RIFAP No. F-1195(006)
Draft Environmental Impact Statement Comments

Dear Dr. Berrillo:

Thank you for offering comments regarding this project. We have reviewed all questions and concerns received during the Public Hearing and the comment period. There were a number of common issues that were shared by many respondents. We have compiled the enclosed Summary of Recurrent Comments in an effort to collectively address these concerns.

In response to your specific comments, the original design demonstrated the worst-case scenario of impacts resulting from reconstruction of the interchange including full replication of the existing Frontage Road. The plans showed the entire road replicated with a two-lane, two-way frontage road. Comments received indicated that the frontage road is used sparingly, condones high speeds, and is aesthetically poor. Based on these comments, alternative designs will be investigated that will eliminate this continuous roadway, and connect the side roads with smaller sections. RIDOT will work with the City of Providence and the local emergency agencies to make sure adequate access is still provided for general use and any emergency situations that could arise. We are confident that the alternative designs eliminate almost all residential acquisitions in the West End, including the need to acquire Marvin Gardens.

The new Broadway on-ramp would replace the Tobey Street and Westminster Street on-ramps as the access route to southbound Route 10 for motorists from the Federal Hill and West End neighborhoods. This change in access eliminates the weaving problem for the Tobey Street on-ramp, which will remain as an entrance ramp to provide access to westbound Route 6 only. There would no longer be access to Route 10 from Westminster Street. Also, as a result of the new Broadway ramp, left turns would not be permitted from the Broadway off-ramp that exits eastbound Route 6.

This access change, in combination with the addition of the new northbound Route 10 to westbound Route 6 ramp, would result an increase in traffic volume on Broadway and a decrease in traffic volume on Westminster Street west of Tobey Street. Refer to the Summary of Recurrent comments for projected traffic numbers for Alternative 4.

RIDOT will work with the City of Providence to incorporate streetscaping within the limits of the project area.

The Final Environmental Impact Statement (FEIS), which will incorporate comments received regarding the Draft Environmental Impact Statement (DEIS), should be completed this fall. A 30-day comment period will be available after the completion of the FEIS.

Should you have any additional comments or concerns, please feel free to contact this office.

Very truly yours,

Edmund T. Parker, Jr., P.E.
Chief Engineer

ETP/mdi
Enclosure: Summary of Recurrent Comments

cc: Messrs. Parker, Farhoumand, Smith, File (93110)

STATE OF RHODE ISLAND AND PROVIDENCE PLANTATIONS

Rhode Island Department of Transportation
OFFICE OF THE CHIEF ENGINEER
Two Capitol Hill, Rm 224
Providence, RI 02903-1124
PHONE 401-222-2492
FAX 401-222-3435 TDD 401-222-4971

November 1, 2005

Mr. David Hammond
11 Dora St.
Providence, RI 02909

Re: Improvements to the Route 6/Route 10 Interchange
Providence, Rhode Island
RI Contract No. 93110
RIFAP No. F-1195(006)
Draft Environmental Impact Statement Comments

Dear Mr. Hammond:

Thank you for offering comments regarding this project. We have reviewed all questions and concerns received during the Public Hearing and the comment period. There were a number of common issues that were shared by many respondents. We have compiled the enclosed Summary of Recurrent Comments in an effort to collectively address these concerns.

In response to your specific comments, for the preferred alternative, the new construction for Route 10 would remain below the Union Avenue bridge. The web page has been udpated to clarify the design.

It is RIDOT's intention to consider all comments. In this case, the Fronatage Road design was changed based on comments received, resulting in the reuction of residential acquisitions in the West End.

RIDOT will continue to meet with the public for the duration of the project to solicit public input.

The Final Environmental Impact Statement (FEIS), which will incorporate comments received regarding the Draft Environmental Impact Statement (DEIS), should be completed this fall. A 30-day comment period will be available after the completion of the FEIS.

Should you have any additional comments or concerns, please feel free to contact this office.

Very truly yours,

Edmund T. Parker, Jr., P.E.
Chief Engineer

ETP/mdi
Enclosure: Summary of Recurrent Comments

cc: Messrs. Parker, Farhoumand, Smith, File (93110)

STATE OF RHODE ISLAND AND PROVIDENCE PLANTATIONS

Rhode Island Department of Transportation
OFFICE OF THE CHIEF ENGINEER
Two Capitol Hill, Rm 224
Providence, RI 02903-1124
PHONE 401-222-2492
FAX 401-222-3435 TDD 401-222-4971

November 1, 2005

Mr. Charles Pinning
110 Messer Street
Providence, RI 02909

Re: Improvements to the Route 6/Route 10 Interchange
Providence, Rhode Island
RI Contract No. 93110
RIFAP No. F-1195(006)
Draft Environmental Impact Statement Comments

Dear Mr. Pinning:

Thank you for offering comments regarding this project. We have reviewed all questions and concerns received during the Public Hearing and the comment period. There were a number of common issues that were shared by many respondents. We have compiled the enclosed Summary of Recurrent Comments in an effort to collectively address these concerns.

In response to your specific comments, RIDOT is working with a balanced transportation system, including automobile, bus and rail, and in addition to the roadway improvements, will be coordinating with RIPTA to provide the best possible bus service both during and after construction. RIDOT is also commited to extending commuter rail service south of Providence.

As discussed at the West Broadway Neighborhood Association meeting held on September 6, 2005, a goal of this project is to reduce congestion within the interchange and its surrounding neighborhoods. As a result, capacty would increase within the interchange, which would reduce the potential for accidents. Capacity for Route 6 and Route 10 beyond the interchange, however, would remain the same.

The Final Environmental Impact Statement (FEIS), which will incorporate comments received regarding the Draft Environmental Impact Statement (DEIS), should be completed this fall. A 30-day comment period will be available after the completion of the FEIS.

Should you have any additional comments or concerns, please feel free to contact this office.

Very truly yours,

Edmund T. Parker, Jr., P.E.
Chief Engineer

ETP/mdi
Enclosure: Summary of Recurrent Comments

cc: Messrs. Parker, Farhoumand, Smith, File (93110)

STATE OF RHODE ISLAND AND PROVIDENCE PLANTATIONS

Rhode Island Department of Transportation
OFFICE OF THE CHIEF ENGINEER
Two Capitol Hill, Rm 224
Providence, RI 02903-1124
PHONE 401-222-2492
FAX 401-222-3435 TDD 401-222-4971

November 1, 2005

Mr. Kenneth Wnuk
555 Broadway
Providence, RI 02909

Re: Improvements to the Route 6/Route 10 Interchange
Providence, Rhode Island
RI Contract No. 93110
RIFAP No. F-1195(006)
Draft Environmental Impact Statement Comments

Dear Mr. Wnuk:

Thank you for offering comments regarding this project. We have reviewed all questions and concerns received during the Public Hearing and the comment period. There were a number of common issues that were shared by many respondents. We have compiled the enclosed Summary of Recurrent Comments in an effort to collectively address these concerns.

In response to your specific comments, Broadway is a City roadway and Westminster Street is a State roadway.

Under the preferred alternative, a third lane will be added to eastbound Route 6 and the on-ramp from Plainfield Street will enter eastbound Route 6 from the right side (instead of the left).

In order to better address maintenance issues, RIDOT has recently made an effort to provide more resources to the Maintenance Divison. Hopefully, this will improve drainage on the existing bridges by keeping the drains free of sand and debris.

The new Broadway on-ramp would replace the Tobey Street and Westminster Street on-ramps as the access route to southbound Route 10 for motorists from the Federal Hill and

West End neighborhoods. This change in access eliminates the weaving problem for the Tobey Street on-ramp, which will remain as an entrance ramp to provide access to westbound Route 6 only. There would no longer be access to Route 10 from Westminster Street. Also, as a result of the new Broadway ramp, left turns would not be permitted from the Broadway off-ramp that exits eastbound Route 6.

This access change, in combination with the addition of the new northbound Route 10 to westbound Route 6 ramp, would result an increase in traffic volume on Broadway and a decrease in traffic volume on Westminster Street west of Tobey Street. Refer to the Summary of Recurrent comments for projected traffic numbers for Alternative 4.

Also, under the preferred alternative, there will be a new ramp for northbound Route 10 to westbound Route 6. This ramp affords the added benefit of reducing interchange related traffic in the surrounding neighborhoods, including vehicles that currently exit northbound Route 10 to Westminster Street and travel to Tobey Street to access Route 6.

The Final Environmental Impact Statement (FEIS), which will incorporate comments received regarding the Draft Environmental Impact Statement (DEIS), should be completed this fall. A 30-day comment period will be available after the completion of the FEIS.

Should you have any additional comments or concerns, please feel free to contact this office.

Very truly yours,

Edmund T. Parker, Jr., P.E.
Chief Engineer

ETP/mdi
Enclosure: Summary of Recurrent Comments

cc: Messrs. Parker, Farhoumand, Smith, File (93110)

STATE OF RHODE ISLAND AND PROVIDENCE PLANTATIONS

Rhode Island Department of Transportation
OFFICE OF THE CHIEF ENGINEER
Two Capitol Hill, Rm 224
Providence, RI 02903-1124
PHONE 401-222-2492
FAX 401-222-3435 TDD 401-222-4971

November 1, 2005

Ms. Esther Oden
451 Broadway
Providence, RI 02909

Re: Improvements to the Route 6/Route 10 Interchange
Providence, Rhode Island
RI Contract No. 93110
RIFAP No. F-1195(006)
Draft Environmental Impact Statement Comments

Dear Ms. Oden:

Thank you for offering comments regarding this project. We have reviewed all questions and concerns received during the Public Hearing and the comment period. There were a number of common issues that were shared by many respondents. We have compiled the enclosed Summary of Recurrent Comments in an effort to collectively address these concerns.

In response to your specific comments, the new Broadway on-ramp would replace the Tobey Street and Westminster Street on-ramps as the access route to southbound Route 10 for motorists from the Federal Hill and West End neighborhoods. This change in access eliminates the weaving problem for the Tobey Street on-ramp, which will remain as an entrance ramp to provide access to westbound Route 6 only. There would no longer be access to Route 10 from Westminster Street. Also, as a result of the new Broadway ramp, left turns would not be permitted from the Broadway off-ramp that exits eastbound Route 6.

This access change, in combination with the addition of the new northbound Route 10 to westbound Route 6 ramp, would result an increase in traffic volume on Broadway and a decrease in traffic volume on Westminster Street west of Tobey Street. Refer to the Summary of Recurrent Comments for projected traffic numbers for Alternative 4.

The Final Environmental Impact Statement (FEIS), which will incorporate comments received regarding the Draft Environmental Impact Statement (DEIS), should be completed this fall. A 30-day comment period will be available after the completion of the FEIS.

Should you have any additional comments or concerns, please feel free to contact this office.

Very truly yours,

Edmund T. Parker, Jr., P.E.
Chief Engineer

ETP/mdi
Enclosure: Summary of Recurrent Comments

cc: Messrs. Parker, Farhoumand, Smith, File (93110)

STATE OF RHODE ISLAND AND PROVIDENCE PLANTATIONS

Rhode Island Department of Transportation
OFFICE OF THE CHIEF ENGINEER
Two Capitol Hill, Rm 224
Providence, RI 02903-1124
PHONE 401-222-2492
FAX 401-222-3435 TDD 401-222-4971

November 1, 2005

Mr. Michael Lusi
56 Bainbridge Ave.
Providence, RI 02909

Re: Improvements to the Route 6/Route 10 Interchange
Providence, Rhode Island
RI Contract No. 93110
RIFAP No. F-1195(006)
Draft Environmental Impact Statement Comments

Dear Mr. Lusi:

Thank you for offering comments regarding this project. We have reviewed all questions and concerns received during the Public Hearing and the comment period. There were a number of common issues that were shared by many respondents. We have compiled the enclosed Summary of Recurrent Comments in an effort to collectively address these concerns.

In response to your specific comments, RIDOT agrees that putting ramps in the right place would result in less trucks and traffic on Broadway and side streets. The new northbound Route 10 to westbound Route 6 ramp proposed for Alternative 4 would provide this benefit.

It is RIDOT's intention to investigate completion of the connection between the Washington Secondary Bike Path and the Woonasquatucket River Bikeway as part of this project.

The Final Environmental Impact Statement (FEIS), which will incorporate comments received regarding the Draft Environmental Impact Statement (DEIS), should be completed this fall. A 30-day comment period will be available after the completion of the FEIS.

Should you have any additional comments or concerns, please feel free to contact this office.

Very truly yours,

Edmund T. Parker, Jr., P.E.
Chief Engineer

ETP/mdi
Enclosure: Summary of Recurrent Comments

cc: Messrs. Parker, Farhoumand, Smith, File (93110)

STATE OF RHODE ISLAND AND PROVIDENCE PLANTATIONS

Rhode Island Department of Transportation
OFFICE OF THE CHIEF ENGINEER
Two Capitol Hill, Rm 224
Providence, RI 02903-1124
PHONE 401-222-2492
FAX 401-222-3435 TDD 401-222-4971

November 1, 2005

Mr. Raymond Perrault
178 Knight St.
Providence, RI 02909

Re: Improvements to the Route 6/Route 10 Interchange
Providence, Rhode Island
RI Contract No. 93110
RIFAP No. F-1195(006)
Draft Environmental Impact Statement Comments

Dear Mr. Perrault:

Thank you for offering comments regarding this project. We have reviewed all questions and concerns received during the Public Hearing and the comment period. There were a number of common issues that were shared by many respondents. We have compiled the enclosed Summary of Recurrent Comments in an effort to collectively address these concerns.

In response to your specific comments, the original design demonstrated the worst-case scenario of impacts resulting from reconstruction of the interchange including full replication of the existing Frontage Road. The plans showed the entire road replicated with a two-lane, two-way frontage road. Comments received indicated that the frontage road is used sparingly, condones high speeds, and is aesthetically poor. Based on these comments, alternative designs will be investigated that will eliminate this continuous roadway, and connect the side roads with smaller sections. RIDOT will work with the City of Providence and the local emergency agencies to make sure adequate access is still provided for general use and any emergency situations that could arise. We are confident that the alternative designs eliminate almost all residential acquisitions in the West End, including the need to acquire Marvin Gardens.

The Final Environmental Impact Statement (FEIS), which will incorporate comments received regarding the Draft Environmental Impact Statement (DEIS), should be completed this fall. A 30-day comment period will be available after the completion of the FEIS.

Should you have any additional comments or concerns, please feel free to contact this office.

Very truly yours,

Edmund T. Parker, Jr., P.E.
Chief Engineer

ETP/mdi
Enclosure: Summary of Recurrent Comments

cc: Messrs. Parker, Farhoumand, Smith, File (93110)

STATE OF RHODE ISLAND AND PROVIDENCE PLANTATIONS

Rhode Island Department of Transportation
OFFICE OF THE CHIEF ENGINEER
Two Capitol Hill, Rm 224
Providence, RI 02903-1124
PHONE 401-222-2492
FAX 401-222-3435 TDD 401-222-4971

November 1, 2005

Ms. Filomena Lupo
535 Broadway
Providence, RI 02909

Re: Improvements to the Route 6/Route 10 Interchange
Providence, Rhode Island
RI Contract No. 93110
RIFAP No. F-1195(006)
Draft Environmental Impact Statement Comments

Dear Ms. Lupo:

Thank you for offering comments regarding this project. We have reviewed all questions and concerns received during the Public Hearing and the comment period. There were a number of common issues that were shared by many respondents. We have compiled the enclosed Summary of Recurrent Comments in an effort to collectively address these concerns.

In response to your specific comments, the original design demonstrated the worst-case scenario of impacts resulting from reconstruction of the interchange including full replication of the existing Frontage Road. The plans showed the entire road replicated with a two-lane, two-way frontage road. Comments received indicated that the frontage road is used sparingly, condones high speeds, and is aesthetically poor. Based on these comments, alternative designs will be investigated that will eliminate this continuous roadway, and connect the side roads with smaller sections. RIDOT will work with the City of Providence and the local emergency agencies to make sure adequate access is still provided for general use and any emergency situations that could arise. We are confident that the alternative designs eliminate almost all residential acquisitions in the West End, including the need to acquire Marvin Gardens.

The new Broadway on-ramp would replace the Tobey Street and Westminster Street on-ramps as the access route to southbound Route 10 for motorists from the Federal Hill and West End neighborhoods. This change in access eliminates the weaving problem for the Tobey Street on-ramp, which will remain as an entrance ramp to provide access to westbound Route 6 only. There would no longer be access to Route 10 from Westminster Street. Also, as a result of the new Broadway ramp, left turns would not be permitted from the Broadway off-ramp that exits eastbound Route 6.

This access change, in combination with the addition of the new northbound Route 10 to westbound Route 6 ramp, would result an increase in traffic volume on Broadway and a decrease in traffic volume on Westminster Street west of Tobey Street. Refer to the Summary of Recurrent Comments for projected traffic nubmers for Alternative 4.

To improve safety, Atlernative 4 would include the additon of a new signal and geometric improvements to the Harris Avenue/Broadway intersection.

Although it is often desirable to have entrances and exits situated at every cross road, it would not be feasible to provide a ramp at Atwells Avenue due to the confined area and the proximity to many adjacent ramps.

The Design for Alternative 4 would investigate signing options to keep through truck traffic on the highways rather than in the local neighborhoods. In addition, the new northbound Route 10 to westbound Route 6 ramp affords the added benefit of reducing interchange-related traffic in the surrounding neighborhoods.

The Final Environmental Impact Statement (FEIS), which will incorporate comments received regarding the Draft Environmental Impact Statement (DEIS), should be completed this fall. A 30-day comment period will be available after the completion of the FEIS.

Should you have any additional comments or concerns, please feel free to contact this office.

Very truly yours,

Edmund T. Parker, Jr., P.E.
Chief Engineer

ETP/mdi
Enclosure: Summary of Recurrent Comments

cc: Messrs. Parker, Farhoumand, Smith, File (93110)

STATE OF RHODE ISLAND AND PROVIDENCE PLANTATIONS

Rhode Island Department of Transportation
OFFICE OF THE CHIEF ENGINEER
Two Capitol Hill, Rm 224
Providence, RI 02903-1124
PHONE 401-222-2492
FAX 401-222-3435 TDD 401-222-4971

November 1, 2005

Ms. Joyce Brazenor
123 Wood St.
Providence, RI 02909

Re: Improvements to the Route 6/Route 10 Interchange
Providence, Rhode Island
RI Contract No. 93110
RIFAP No. F-1195(006)
Draft Environmental Impact Statement Comments

Dear Ms. Brazenor:

Thank you for offering comments regarding this project. We have reviewed all questions and concerns received during the Public Hearing and the comment period. There were a number of common issues that were shared by many respondents. We have compiled the enclosed Summary of Recurrent Comments in an effort to collectively address these concerns.

The Final Environmental Impact Statement (FEIS), which will incorporate comments received regarding the Draft Environmental Impact Statement (DEIS), should be completed this fall. A 30-day comment period will be available after the completion of the FEIS.

Should you have any additional comments or concerns, please feel free to contact this office.

Very truly yours,

Edmund T. Parker, Jr., P.E.
Chief Engineer

ETP/mdi
Enclosure: Summary of Recurrent Comments

cc: Messrs. Parker, Farhoumand, Smith, File (93110)

STATE OF RHODE ISLAND AND PROVIDENCE PLANTATIONS

Rhode Island Department of Transportation
OFFICE OF THE CHIEF ENGINEER
Two Capitol Hill, Rm 224
Providence, RI 02903-1124
PHONE 401-222-2492
FAX 401-222-3435 TDD 401-222-4971

November 1, 2005

Mr. Grant Dulgarian
835 Westminster St.
Providence, RI 02903

Re: Improvements to the Route 6/Route 10 Interchange
Providence, Rhode Island
RI Contract No. 93110
RIFAP No. F-1195(006)
Draft Environmental Impact Statement Comments

Dear Mr Dulgarian:

Thank you for offering comments regarding this project. We have reviewed all questions and concerns received during the Public Hearing and the comment period. There were a number of common issues that were shared by many respondents. We have compiled the enclosed Summary of Recurrent Comments in an effort to collectively address these concerns.

In response to your specific comments, traffic counts were taken in 2004 for the interchange and its associated ramp intersections. Although traffic does back up at the Civic Center Interchange, a goal of the project is to reduce congestion within the Route 6/Route 10 interchange and its surrounding neighborhoods. As a result, capacity would increase within the interchange, which would reduce the potential for accidents. Capacity for Route 6 and Route 10 beyond the interchange, however, would remain the same.

Under the preferred alterantive (Alternative 4), nine of the eleven existing bridges would be replaced.

The original design demonstrated the worst-case scenario of impacts resulting from reconstruction of the interchange including full replication of the existing Frontage Road. The plans showed the entire road replicated with a two-lane, two-way frontage road. Comments received indicated that the frontage road is used sparingly, condones high speeds, and is aesthetically poor. Based on these comments, alternative designs will be

investigated that will eliminate this continuous roadway, and connect the side roads with smaller sections. RIDOT will work with the City of Providence and the local emergency agencies to make sure adequate access is still provided for general use and any emergency situations that could arise. We are confident that the alternative designs eliminate almost all residential acquisitions in the West End, including the need to acquire Marvin Gardens.

The construction duration for the preferred alternative has not yet been determined and sequencing for the project won't begin until the concept is approved.

There will be continuous meetings with neighborhood groups during Final Design to keep the public informed as to the status of the project and to solicit comments.

The costs associated with Alternatives 2 and 3 are $57 million and $93 million, respectively (2010 dollars). The life expectancy for the existing bridges would be approximately 10-15 years under Alternative 2 (rehabilitation) and 25 years under Alternative 3 (reconstruction), while it would be approximately 50 years for the new bridges under Alternative 4.

The Final Environmental Impact Statement (FEIS), which will incorporate comments received regarding the Draft Environmental Impact Statement (DEIS), should be completed this fall. A 30-day comment period will be available after the completion of the FEIS.

Should you have any additional comments or concerns, please feel free to contact this office.

Very truly yours,

Edmund T. Parker, Jr., P.E.
Chief Engineer

ETP/mdi
Enclosure: Summary of Recurrent Comments

cc: Messrs. Parker, Farhoumand, Smith, File (93110)

STATE OF RHODE ISLAND AND PROVIDENCE PLANTATIONS

Rhode Island Department of Transportation
OFFICE OF THE CHIEF ENGINEER
Two Capitol Hill, Rm 224
Providence, RI 02903-1124
PHONE 401-222-2492
FAX 401-222-3435 TDD 401-222-4971

November 16, 2005

Mr. Stephen Durkee
40 Dexter St.
Providence, RI 02909

Re: Improvements to the Route 6/Route 10 Interchange
Providence, Rhode Island
RI Contract No. 93110
RIFAP No. F-1195(006)
Draft Environmental Impact Statement Comments

Dear Mr. Durkee:

Thank you for offering comments regarding this project. We have reviewed all questions and concerns received during the Public Hearing and the comment period. There were a number of common issues that were shared by many respondents. We have compiled the enclosed Summary of Recurrent Comments in an effort to collectively address these concerns.

In response to your specific comments, RIDOT agrees that the new northbound Route 10 to westbound Route 6 ramp proposed for Alternative 4 is needed to provide the missing movement. This also affords the added benefit of reducing interchange related traffic in the surrounding neighborhoods.

Landscaping and architectural treatments shall be provided for the entire interchange, including plantings to buffer the West End neighborhood and architectural treatments for the new northbound Route 10 to westbound Route 6 flyover ramp.

A goal of this project is to reduce congestion within the interchange and the surrounding neighborhoods. As a result, capacity would increase within the interchange, which would reduce the potential for accidents. Capacity for Route 6 and Route 10 beyond the limits of the interchange, however, would remain the same.

The Final Environmental Impact Statement (FEIS), which will incorporate comments received regarding the Draft Environmental Impact Statement (DEIS), should be completed this fall. A 30-day comment period will be available after the completion of the FEIS.

Should you have any additional comments or concerns, please feel free to contact this office.

Very truly yours,

Edmund T. Parker, Jr., P.E.
Chief Engineer

ETP/mdi
Enclosure: Summary of Recurrent Comments
cc: Messrs. Parker, Farhoumand, Smith, File (93110)

STATE OF RHODE ISLAND AND PROVIDENCE PLANTATIONS

Rhode Island Department of Transportation
OFFICE OF THE CHIEF ENGINEER
Two Capitol Hill, Rm 224
Providence, RI 02903-1124
PHONE 401-222-2492
FAX 401-222-3435 TDD 401-222-4971

November 1, 2005

Ms. Megan Heinze
107 Messer St.
Providence, RI 02909

Re: Improvements to the Route 6/Route 10 Interchange
Providence, Rhode Island
RI Contract No. 93110
RIFAP No. F-1195(006)
Draft Environmental Impact Statement Comments

Dear Ms. Heinze:

Thank you for offering comments regarding this project. We have reviewed all questions and concerns received during the Public Hearing and the comment period. There were a number of common issues that were shared by many respondents. We have compiled the enclosed Summary of Recurrent Comments in an effort to collectively address these concerns.

In response to your specific comments, the original design demonstrated the worst-case scenario of impacts resulting from reconstruction of the interchange including full replication of the existing Frontage Road. The plans showed the entire road replicated with a two-lane, two-way frontage road. Comments received indicated that the frontage road is used sparingly, condones high speeds, and is aesthetically poor. Based on these comments, alternative designs will be investigated that will eliminate this continuous roadway, and connect the side roads with smaller sections. RIDOT will work with the City of Providence and the local emergency agencies to make sure adequate access is still provided for general use and any emergency situations that could arise. We are confident that the alternative designs eliminate almost all residential acquisitions in the West End, including the need to acquire Marvin Gardens.

The materials presented in the Draft Environmental Impact Statement (DEIS), including the traffic counts, were developed in the years 2004 and 2005. Copies of the DEIS are available on the RIDOT web site and can also be requested from this office.

The Final Environmental Impact Statement (FEIS), which will incorporate comments received regarding the Draft Environmental Impact Statement (DEIS), should be completed this fall. A 30-day comment period will be available after the completion of the FEIS.

Should you have any additional comments or concerns, please feel free to contact this office.

Very truly yours,

Edmund T. Parker, Jr., P.E.
Chief Engineer

ETP/mdi
Enclosure: Summary of Recurrent Comments

cc: Messrs. Parker, Farhoumand, Smith, File (93110)

STATE OF RHODE ISLAND AND PROVIDENCE PLANTATIONS

Rhode Island Department of Transportation
OFFICE OF THE CHIEF ENGINEER
Two Capitol Hill, Rm 224
Providence, RI 02903-1124
PHONE 401-222-2492
FAX 401-222-3435 TDD 401-222-4971

November 1, 2005

Ms. Yvonne Graf
378 Carpenter St.
Providence, RI 02909

Re: Improvements to the Route 6/Route 10 Interchange
Providence, Rhode Island
RI Contract No. 93110
RIFAP No. F-1195(006)
Draft Environmental Impact Statement Comments

Dear Ms. Graf:

Thank you for offering comments regarding this project. We have reviewed all questions and concerns received during the Public Hearing and the comment period. There were a number of common issues that were shared by many respondents. We have compiled the enclosed Summary of Recurrent Comments in an effort to collectively address these concerns.

In response to your specific comments, the original design demonstrated the worst-case scenario of impacts resulting from reconstruction of the interchange including full replication of the existing Frontage Road. The plans showed the entire road replicated with a two-lane, two-way frontage road. Comments received indicated that the frontage road is used sparingly, condones high speeds, and is aesthetically poor. Based on these comments, alternative designs will be investigated that will eliminate this continuous roadway, and connect the side roads with smaller sections. RIDOT will work with the City of Providence and the local emergency agencies to make sure adequate access is still provided for general use and any emergency situations that could arise. We are confident that the alternative designs eliminate almost all residential acquisitions in the West End, including the need to acquire Marvin Gardens.

A considerable amount of construction for Alternative 4 will be performed outside the limits of the existing roadway, resulting in less delay to motorists. All construction sequencing, including construction setups and timing of the work, will take into account minimizing impacts to the traveling public.

The Final Environmental Impact Statement (FEIS), which will incorporate comments received regarding the Draft Environmental Impact Statement (DEIS), should be completed this fall. A 30-day comment period will be available after the completion of the FEIS.

Should you have any additional comments or concerns, please feel free to contact this office.

Very truly yours,

Edmund T. Parker, Jr., P.E.
Chief Engineer

ETP/mdi
Enclosure: Summary of Recurrent Comments

cc: Messrs. Parker, Farhoumand, Smith, File (93110)

STATE OF RHODE ISLAND AND PROVIDENCE PLANTATIONS

Rhode Island Department of Transportation
OFFICE OF THE CHIEF ENGINEER
Two Capitol Hill, Rm 224
Providence, RI 02903-1124
PHONE 401-222-2492
FAX 401-222-3435 TDD 401-222-4971

November 1, 2005

Ms. Ina Anderson
28 Bainbridge Ave.
Providence, RI 02909

Re: Improvements to the Route 6/Route 10 Interchange
Providence, Rhode Island
RI Contract No. 93110
RIFAP No. F-1195(006)
Draft Environmental Impact Statement Comments

Dear ~~Ms. Anderson~~ Ina:

Thank you for offering comments regarding this project. We have reviewed all questions and concerns received during the Public Hearing and the comment period. There were a number of common issues that were shared by many respondents. We have compiled the enclosed Summary of Recurrent Comments in an effort to collectively address these concerns.

In response to your specific comments, landscaping and architectural treatments shall be provided for the entire interchange, including plantings to buffer the West End neighborhood and architectural treatments for the new northbound Route 10 to westbound Route 6 flyover ramp

The new flyover ramp from northbound Route 10 to westbound Route 6 would be approximately 30 feet above the existing elevation of the interchange. In terms of noise impacts, however, this ramp produces noise that is masked out and contributes very little to the overall noise level generated by the surrounding ramps.

The Final Environmental Impact Statement (FEIS), which will incorporate comments received regarding the Draft Environmental Impact Statement (DEIS), should be completed this fall. A 30-day comment period will be available after the completion of the FEIS.

Should you have any additional comments or concerns, please feel free to contact this office.

Very truly yours,

Edmund T. Parker, Jr., P.E.
Chief Engineer

ETP/mdi
Enclosure: Summary of Recurrent Comments

cc: Messrs. Parker, Farhoumand, Smith, File (93110)

STATE OF RHODE ISLAND AND PROVIDENCE PLANTATIONS

Rhode Island Department of Transportation
OFFICE OF THE CHIEF ENGINEER
Two Capitol Hill, Rm 224
Providence, RI 02903-1124
PHONE 401-222-2492
FAX 401-222-3435 TDD 401-222-4971

November 1, 2005

Ms. Mary Hammond
11 Dora St.
Providence, RI 02909

Re: Improvements to the Route 6/Route 10 Interchange
Providence, Rhode Island
RI Contract No. 93110
RIFAP No. F-1195(006)
Draft Environmental Impact Statement Comments

Dear Ms. Hammond:

Thank you for offering comments regarding this project. We have reviewed all questions and concerns received during the Public Hearing and the comment period. There were a number of common issues that were shared by many respondents. We have compiled the enclosed Summary of Recurrent Comments in an effort to collectively address these concerns.

In response to your specific comments, the new ramp from northbound Route 10 to westbound Route 6 would diverge from northbound Route 10 north of Union Avenue, then elevate and pass over Route 10 and Route 6, and merge with westbound Route 6 prior to the Hartford Avenue interchange.

The Final Environmental Impact Statement (FEIS), which will incorporate comments received regarding the Draft Environmental Impact Statement (DEIS), should be completed this fall. A 30-day comment period will be available after the completion of the FEIS.

Should you have any additional comments or concerns, please feel free to contact this office.

Very truly yours,

Edmund T. Parker, Jr., P.E.
Chief Engineer

ETP/mdi
Enclosure: Summary of Recurrent Comments

cc: Messrs. Parker, Farhoumand, Smith, File (93110)

STATE OF RHODE ISLAND AND PROVIDENCE PLANTATIONS

Rhode Island Department of Transportation
OFFICE OF THE CHIEF ENGINEER
Two Capitol Hill, Rm 224
Providence, RI 02903-1124
PHONE 401-222-2492
FAX 401-222-3435 TDD 401-222-4971

November 1, 2005

Mr. Dann Cady
715 Westminster St., #3
Providence, RI 02903

Re: Improvements to the Route 6/Route 10 Interchange
Providence, Rhode Island
RI Contract No. 93110
RIFAP No. F-1195(006)
Draft Environmental Impact Statement Comments

Dear Mr. Cady:

Thank you for offering comments regarding this project. We have reviewed all questions and concerns received during the Public Hearing and the comment period. There were a number of common issues that were shared by many respondents. We have compiled the enclosed Summary of Recurrent Comments in an effort to collectively address these concerns.

In response to your specific comments, a goal of this project is to reduce congestion within the interchange and the surrounding neighborhoods. As a result, capacity would increase within the interchange, which would reduce the potential for accidents. Capacity for Route 6 and Route 10 beyond the interchange, however, would remain the same.

RIDOT agrees that the new northbound Route 10 to westbound Route 6 ramp proposed for Alternative 4 is needed to provide the missing movement. This also affords the added benefit of reducing interchange related traffic in the surrounding neighborhoods.

This project is not encroaching in the West End to make room for the commuter rail line to the airport. That rail line would be within the existing railroad right-of-way.

Also regarding encroachments into the West End, the original design demonstrated the worst-case scenario of impacts resulting from reconstruction of the interchange including full replication of the existing Frontage Road. The plans showed the entire road replicated with a two-lane, two-way frontage road. Comments received indicated that the frontage road is used sparingly, condones high speeds, and is aesthetically poor. Based on these comments, alternative designs will be investigated that will eliminate this continuous roadway, and connect the side roads with smaller sections. RIDOT will work with the City of Providence and the local emergency agencies to make sure adequate access is still provided for general use and any emergency situations that could arise. We are confident that the alternative designs eliminate almost all residential acquisitions in the West End, including the need to acquire Marvin Gardens.

The Final Environmental Impact Statement (FEIS), which will incorporate comments received regarding the Draft Environmental Impact Statement (DEIS), should be completed this fall. A 30-day comment period will be available after the completion of the FEIS.

Should you have any additional comments or concerns, please feel free to contact this office.

Very truly yours,

Edmund T. Parker, Jr., P.E.
Chief Engineer

ETP/mdi
Enclosure: Summary of Recurrent Comments

cc: Messrs. Parker, Farhoumand, Smith, File (93110)

DEIS COMMENTS AND RESPONSES

The Narragansett Bay Commission
One Service Road
Providence, Rhode Island 02905

401 • 461 • 8848
401 • 461 • 6540 FAX

http://www.narrabay.com

Vincent J. Mesolella
Chairman

Paul Pinault, P.E.
Executive Director

May 24, 2005

Mr. Edmund T. Parker, Jr., P.E.
Rhode Island Department of Transportation
Office of the Chief Engineer
Two Capital Hill, Rm 224
Providence, RI 02903-1124

Subject: Improvements to the US Route 6/10 Interchange
Providence, RI

Dear Mr. Parker:

The Narragansett Bay Commission has reviewed the draft Environmental Impact Statement for the above referenced project. Based on this review and preliminary discussions with members of your staff, the Commission has the following comments on the impacts to our facilities:

- All new connections to the sewerage system in the vicinity of this project shall be in compliance with the Commission's Sewer Use Ordinance, specifically Article 4.13 which states that no direct, or indirect connections of stormwater are allowed to a public sewer unless it is determined that a combined sewer is the only reasonable means available for disposal.
- Access to the Commission's present interceptor located in the median of Route 10 between the 6/10 interchange and Union Avenue be carefully considered in any future alternatives. Currently the access for this section of pipe is very difficult and would require closing the entire southbound portion of Route 10 for maintenance. Additionally, some portions of the pipe are located under the overpass ramps making access for sewer cleaning equipment difficult.

The Commission anticipates working further with your Department on these issues as the recommended alternative proceeds into design.

JUN - 1 2005

If you should have any questions please call me at 461-8848x362.

Very truly yours,

Thomas Brueckner, P.E.
Engineering Manager

STATE OF RHODE ISLAND AND PROVIDENCE PLANTATIONS

Rhode Island Department of Transportation
OFFICE OF THE CHIEF ENGINEER
Two Capitol Hill, Rm 224
Providence, RI 02903-1124
PHONE 401-222-2492
FAX 401-222-3435 TDD 401-222-4971

November 1, 2005

Mr. Thomas Brueckner. P.E.
Engineering Manager
Narragansett Bay Commission
One Service Road
Providence, RI 02905

Re: Improvements to the Route 6/Route 10 Interchange
Providence, Rhode Island
RI Contract No. 93110
RIFAP No. F-1195(006)
Draft Environmental Impact Statement Comments

Dear Mr. Brueckner:

Thank you for offering comments regarding this project. We have reviewed all questions and concerns received during the Public Hearing and the comment period. There were a number of common issues that were shared by many respondents. We have compiled the enclosed Summary of Recurrent Comments in an effort to collectively address these concerns.

In response to your specific comments, under the preferred alternative two new stormdrains are proposed to capture runoff that currently contributes to the existing combined sewers as well as any additional runoff from increased impervious areas.

Access to the present interceptor located in the median of Route 10 will be carefully considered during final design.

The Final Environmental Impact Statement (FEIS), which will incorporate comments received regarding the Draft Environmental Impact Statement (DEIS), should be completed this fall. A 30-day comment period will be available after the completion of the FEIS.

Should you have any additional comments or concerns, please feel free to contact this office.

Very truly yours,

Edmund T. Parker, Jr., P.E.
Chief Engineer

ETP/mdi
Enclosure: Summary of Recurrent Comments

cc: Messrs. Parker, Farhoumand, Smith, File (93110)

CERTIFIED MAIL – RETURN RECEIPT REQUESTED

DEPARTMENT OF THE ARMY
NEW ENGLAND DISTRICT, CORPS OF ENGINEERS
696 VIRGINIA ROAD
CONCORD, MASSACHUSETTS 01742-2751

REPLY TO:
ATTENTION OF:

May 31, 2005

Regulatory Division
CENAE-R-PEB
NAE-2005-1681

Edmund T. Parker
Chief Engineer
Rhode Island Department of Transportation
Engineering Division
Two Capitol Hill, Room 226
Providence, Rhode Island 02903-1124

Dear Mr. Parker:

We understand your agency (Rhode Island Department of Transportation) intends to make improvements to the US Route 6. Route 10 interchange in Providence, Rhode Island.

The following is an explanation of Corps jurisdiction as defined by Section 10 of the Rivers and Harbors Act of 1899 and Section 404 of the Clean Water Act.

A permit is required under Section 10 for all work seaward of mean high water in navigable waters of the United States. In New England, for purposes of Section 10, navigable waters of the United States are those subject to the ebb and flow of the tide and a few of the major waterways used to transport interstate or foreign commerce.

Permits are also required under Section 404 for discharges of dredged or fill material into all waters of the United States, including navigable waters, inland rivers, lakes, streams, and wetlands, as well as the excavation/grading within these waters/wetlands. On the coastline, our jurisdiction extends landward to the high tide line (i.e., the highest predictable tide) or to the landward limit of any wetlands, whichever is more extensive. In interior waters, our jurisdiction extends landward to the ordinary high water mark or to the landward limit of any wetlands, whichever is more extensive.

The term "wetlands" is defined by Federal regulations as "...those areas that are inundated or saturated by surface or groundwater at a frequency and duration sufficient to support, and that under normal circumstances do support, a prevalence of vegetation typically adapted for life in saturated soil conditions..." (Federal Register, November 13, 1986 33 CFR Part 328.3(b)). Wetlands generally include swamps, marshes, and bogs; however, forests and meadows that lack surface waters can also be wetlands. In addition, wetland delineations as determined for Federal, state, and local agencies might not be interchangeable.

JUN - 1 2005

You may need to submit an application if the proposed work requires written authorization from our office. However, the Corps of Engineers, in cooperation with the State of Rhode Island, has developed a streamlined permitting process called the Rhode Island Programmatic General Permit (RIPGP). The RIPGP covers minor activities in wetland and waters of the US that do not require the submittal of a Corps permit application and are already permitted. A copy of this RIPGP, explaining the process and its thresholds, is enclosed for your review.

We ask you to reference your project's file number, which is listed at the top of this letter, in all correspondence.

Please note that the authorizations referred to above must be obtained before any work or filling is done in areas subject to Corps jurisdiction. Performing such work or filling without first obtaining Corps authorization could result in substantial penalties.

Please contact me at your earliest convenience at (978) 318-8373 if you wish to discuss your project further.

Sincerely,

Stephen D. DiLorenzo
Senior Project Manager
Permits & Enforcement Branch
Regulatory Division

Enclosure

PUBLIC NOTICE

US Army Corps
of Engineers ®
New England District

696 Virginia Road
Concord, MA 01742-2751

Date: December 10, 2002
In Reply Refer To: Greg Penta
email: gregory.r.penta@usace.army.mil

AMENDMENT TO THE GENERAL PERMIT IN RHODE ISLAND

The New England District, U.S. Army Corps of Engineers, 696 Virginia Road, Concord, MA 01742-2751 hereby issues an amended statewide Rhode Island Programmatic General Permit (RI PGP) pursuant to 33 CFR Part 325.3(b), for minimal-impact activities within the State of Rhode Island. The amended RI PGP will continue the simplified review process for activities in Corps jurisdiction under Section 404 of the Clean Water Act and Section 10 of the Rivers and Harbors Act of 1899. The expiration date of the PGP will not change, and reissuance of the PGP when it expires on February11, 2007, will be coordinated with the public, State agencies and Federal resource agencies.

The PGP is amended as follows:

(1) Corps Authorizations: All activities subject to Corps jurisdiction that are located within the exterior boundaries of the Narragansett Indian Reservation (Land Claim Settlement Area) and sites that may influence this area (areas of influence) require separate notification to the Narragansett Indian Land and Water Resource Commission: P.O. Box 700, Wyoming, Rhode Island 02898; (401) 539-1190 or (401) 364-3977. The Corps and Federal and State agencies will review these activities under this PGP's Category 2 procedures.

The Land Claims Settlement Area is shown on the enclosed map with hatch marks. Areas that are located outside of the Land Claims Settlement Area, but are located in or adjacent to either the Wood or Pawcatuck River shall be included as follows:

- the Pawcatuck River upstream of the exterior boundaries to the Highway 112 crossing and downstream to the confluence with the Wood River;
- the Wood River, upstream of the confluence with the Pawcatuck River to the Highway 91 crossing;
- tributaries to the Wood and Pawcatuck Rivers within the segments described at the two bullets above and within .25 miles of the main stems of the Wood and Pawcatuck Rivers; and
- the adjacent wetlands (bordering, contiguous and neighboring) to the Wood and Pawcatuck Rivers and their above specified tributaries.

The previous four bulleted items are considered "areas of influence" to the Land Claims Settlement Area and are therefore areas of special concern. Also, in addition to the above, any activities outside of the exterior boundaries of the Land Claims Settlement Area that have the potential to significantly alter flows within the exterior boundaries, as determined by the Corps, will also be screened under Category 2.

(2) Application Procedures: If a proposed activity is on the Land Claims Settlement Area or influences that area, per the above description and enclosed map, the applicant shall apply directly to the Corps.

(3) Category 1 Consultation: The language in the Category 1 section, Page 3, is modified as follows: Consultation with experts is recommended to ensure compliance with all of this PGP's conditions, such as consultation with the Rhode Island Historical Preservation and Heritage Commission to ensure compliance with General Condition 6. Also, note that the review thresholds under Category 1 apply to single and complete projects only (see Condition 5).

(4) General Conditions:

- Condition 2 regarding Federal jurisdictional boundaries is expanded as follows to provide more detail on delineating waters of the United States:

  2. Federal Jurisdictional Boundaries. Applicability of this GP shall be evaluated with reference to Federal jurisdictional boundaries. Applicants are responsible for ensuring that the boundaries used satisfy the Federal criteria defined at Title 33 CFR 328-329. These sections prescribe the policy, practice and procedures to be used in determining the extent of Corps jurisdiction concerning "waters of the U.S." and "navigable waters of the U.S." Wetland boundaries shall be performed in accordance with the January 1987 Corps of Engineers Wetlands Delineation Manual, located at http://www.saj.usace.army.mil/ permit/documents /87 manual.pdf. The U.S. Fish and Wildlife Service publishes the National List of Plant Species that Occur in Wetlands, located at http://www.nwi.fws.gov. The Natural Resources Conservation Service (NRCS) publishes the current hydric soil definition, criteria and lists, located at http://www.statlab.iastate.edu/soils/hydric.

- Condition 5, Single and Complete Projects, is modified with the addition of the following underlined language.

  5. Single and Complete Projects. This PGP shall not be used for piecemeal work and shall be applied to single and complete projects. All components of a single project shall be treated together as constituting one single and complete project. All planned phases of multi-phased projects shall be treated together as constituting one single and complete project. This PGP shall not be used for any activity that is part of an overall project for which an individual permit is required. Note that modifications to State permits do not constitute a separate project. Modifications that involve Corps jurisdiction will be screened at the regular screening meetings in order to ascertain compliance with the PGP. For linear projects such as power lines, roadways or pipelines, etc., the "single and complete project" (i.e. single and complete crossing) will apply to each crossing of a separate water of the U.S. (i.e. single waterbody) at that location; except that for linear projects crossing a single waterbody several times at separate and distant locations, each crossing is considered a single and complete project. However, individual channels in a braided stream or river, or individual arms of a large, irregularly-shaped wetland or lake, etc., are not separate waterbodies.

- Condition 32, Duration of Authorization, is modified to clarify the expiration of the PGP and projects authorized under it.

  32. Duration of Authorization.
  (a) This PGP expires five years from the effective date listed at the top of Page 1.
  (b) This PGP will remain authorized in accordance with the wording in (a) above, unless this PGP is revoked in accordance with 33 CFR 325.2(e)(2);
  (c) Activities authorized under Category 1 of this PGP that have commenced (i.e., are under construction) or are under contract to commence in reliance upon this PGP's authorization will remain authorized provided the activity is completed within twelve months of this PGP's expiration date.
  (d) Activities authorized under Category 2 of this PGP will remain authorized in accordance with the project-specific date that the Corps provides to the permittee in the PGP authorization letter.
  (e) Category 1 and 2 activities that have not commenced or are not under contract to commence will remain authorized in accordance with the above wording, unless the circumstances and conditions of any project authorized under this PGP are reevaluated and action is initiated to modify, suspend or revoke the particular authorization as may be necessary by considerations of the public interest in accordance with 33 CFR 325.7.

  Activities <u>completed</u> under the Category 1 or 2 authorizations of this PGP will continue to be authorized by this PGP after its expiration date. The permittee must be able to document to the Corps satisfaction that the project was under construction or contract by the appropriate date.

- Condition 33, Previously Authorized Activities, is modified to clarify the authorizations of previously authorized activities.

  33. Previously Authorized Activities.
  (a) Activities <u>completed</u> under the authorizations of past PGP's that were in effect at the time the activity was completed will continue to be authorized by those PGP's.
  (b) Projects that have received written verification or approval from the Corps, based on applications made to the Corps prior to issuance of this PGP for the previous nationwide permits, regional general permits, or letters of permission shall remain authorized as specified in each authorization.
  (c) This PGP does not affect activities authorized pursuant to 33 CFR Part 330.3 ("Activities occurring before certain dates").

(5) <u>Contacts List:</u> The enclosed list was updated to reflect changes and updates in State and tribal contacts.

(6) **Appendix A - Definition of Categories:** Appendix A, Page 2, a) new fill discharges, Category 2 and Individual Permit, are modified for clarity as follows:

Activity Tidal and Navigable Waters	Category 2	Individual Permit
a) NEW FILL DISCHARGES	1. Up to one acre waterway/ wetland fill and secondary impacts (e.g., areas drained, flooded or cleared), including boat ramps and bridge fills, after required sequencing(2). Fill includes temporary (3) and permanent waterway fills. 2. Temporary fill and excavation, up to 1 acre, in special aquatic sites (5). 3. State-approved mosquito control using open-marsh water management (OMWM) techniques. 4. Saltmarsh, eelgrass and anadromous fish run restoration projects regardless of size of impact provided that the Corps and the State and Federal Agencies find the impacts to be minimal.(8)	1.Greater than one acre waterway/wetland fill and secondary impacts (e.g., areas drained, flooded or cleared) after required sequencing. Fill includes all temporary (3) and permanent waterway fill. 2. Temporary fill and excavation greater than 1 acre in special aquatic sites. 3. Permanent fill or excavation, any amount, in special aquatic sites (5), other than as specified in Category 2.

All other terms and conditions of the original February 11, 2002 PGP remain in full force and effect.

Christine A. Godfrey
Chief, Regulatory Division

CONTACTS FOR THE RHODE ISLAND PROGRAMMATIC GENERAL PERMIT

U.S. Army Corps of Engineers
New England District, Regulatory Division
696 Virginia Road
Concord, Massachusetts 01742-2751
(800) 343-4789 or (978) 318-8335
(978) 318-8303 fax

National Park Service
National Park Service
North Atlantic Region
15 State Street
Boston, Massachusetts 02109
(617) 223-5191

U.S. Environmental Protection Agency
U.S. Environmental Protection Agency, Region I
1 Congress Street, Suite 1100
Boston, Massachusetts 02114-2023
(617) 918-1397

Federal Endangered Species

U.S. Fish and Wildlife Service
P.O. Box 307
Charlestown, Rhode Island 02813
(401) 364-9124

National Marine Fisheries Service
Habitat Division
212 Rogers Avenue
Milford, Connecticut 06460
(203) 882-6594

Rhode Island Department of Environmental Management

Department of Environmental Management
Office of Water Resources
Freshwater Wetlands Program
235 Promenade Street
Providence, Rhode Island 02908-5767
(401) 222-6820
(401) 222-6177 fax

Department of Environmental Management
Office of Water Resources
Water Quality Division
235 Promenade Street
Providence, Rhode Island 02908-5767
(401) 222-6820
(401) 222-6177 fax

Rhode Island Coastal Resources Management Council
Oliver Stedman Government Center
Wakefield, Rhode Island 02879-1900
(401) 783-3370
(401) 783-3767 fax

State Endangered Species
Department of Environmental Management
Natural Heritage Program
235 Promenade Street
Providence, Rhode Island 02908-5767
(401) 222-2776
(401) 222-2069

CONTACTS FOR THE RHODE ISLAND PROGRAMMATIC GENERAL PERMIT (Continued)

Historic Resources

Rhode Island Historical Preservation and Heritage Commission
150 Benefit Street
Providence, Rhode Island 02903
(401) 222-2678
(401) 222-2968 fax

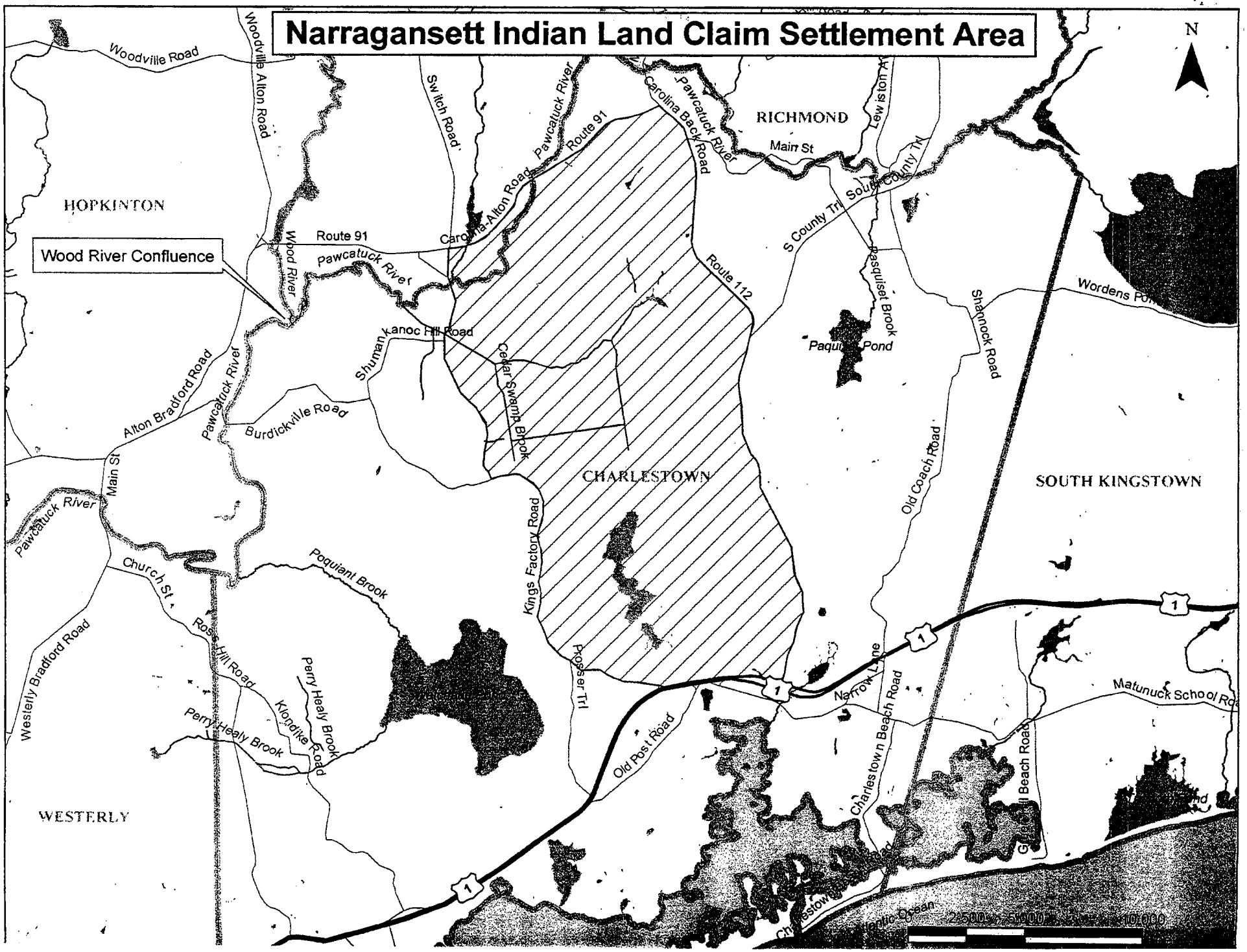
Narragansett Tribe
Tribal Historic Preservation Office
P.O. Box 700
Wyoming, Rhode Island 02898
(401) 539-1190
(401) 742-5048 cell
(401) 539-4217 fax

Wampanoag Tribe of Gay Head (Aquinnah)
Tribal Historic Preservation Office
20 Black Brook Road
Aquinnah, Massachusetts 02535-1546
(508) 645-9265 Phone
(508) 645-3790 Fax
(Barrington, Bristol, Central Falls, Cumberland, East Providence, Lincoln, Little Compton, Middletown, Newport, Pawtucket, Portsmouth, Tiverton, Warren, Woonsocket)

Tribal Resources

Narragansett Indian Land and Water Resource Commission
P.O. Box 700
Wyoming, Rhode Island 02898
(401) 539-1190
(401) 364-3977

Narragansett Indian Land Claim Settlement Area



Permit No: GP-57

Effective Date: February 11, 2002
Expiration Date: February 11, 2007

Applicant: General Public-State of Rhode Island & Lands Located Within the Exterior Boundaries of an Indian Reservation.

Department of the Army
Programmatic General Permit
State of Rhode Island & Lands Located within the Exterior Boundaries of an Indian Reservation[1]

The New England District of the U.S. Army Corps of Engineers is issuing a programmatic general permit (PGP) that expedites review of minimal impact work as defined by the Corps in coastal and inland waters and wetlands within the State of Rhode Island & Lands Located Within the Exterior Boundaries of an Indian Reservation.

GENERAL CRITERIA:

Activities with minimal impacts, as specified by the terms and conditions of this PGP and on the attached Appendix A: Definition of Categories, are either:

Category 1: eligible without screening, non-reporting, or

Category 2: determination of eligibility made during a screening meeting by the Corps, Federal Resource Agencies (U.S. Fish and Wildlife Service, U.S. Environmental Protection Agency, National Marine Fisheries Service), and the Rhode Island Resource Agencies (Department of Environmental Management and the Rhode Island Coastal Resources Management Council).

The Corps individual permit review process and activities exempt from Corps jurisdiction are not affected by this PGP.

ACTIVITIES COVERED:

Work and structures identified in the attached Appendix A, Definition of Categories, that are located in, or that affect, navigable waters of the United States (regulated by the Corps under Section 10 of the Rivers and Harbors Act of 1899) and the discharge of dredged or fill material into waters of the United States, including wetlands, (regulated by the Corps under Section 404 of the Clean Water Act) are eligible for consideration under this PGP. For clarification, the term "discharge of dredged or fill material" also includes certain discharges resulting from excavation.

---

[1] Lands located within the Exterior Boundaries of an Indian reservation refers only to such lands to the extent that any such lands are not subject to the jurisdiction of the State of Rhode Island for the activities identified in Appendix A, and therefore such lands are acknowledged separately.

Pursuant to 33 CFR PART 323.2 (iii), as revised January 17, 2001, the term "discharge of dredged material" means any addition of dredged material into, including any redeposit of dredged material within, waters of the United States, except for discharges that meet the definition of "incidental fallback".

PROCEDURES:

State Approvals

When any of the following state approvals are required for activities authorized pursuant to the PGP, such approvals must be obtained in order for this PGP authorization to be valid. Also see PGP Condition No. 1.
(1) Rhode Island Department of Environmental Management (RIDEM) approval under the Freshwater Wetland Act, Rhode Island General Laws (RIGL).
(2) RIDEM approval under RIGL Section 46-19-1 et seq. entitled "Inspection of Dams and Reservoirs".
(3) RIDEM approval under the "Water Quality Regulations for Water Pollution Control" pursuant to RIGL Chapter 42-17.1 and Section 46-12-1 et seq.
(4) RIDEM approval under the "Rules and Regulations for Solid Waste Management Facilities" pursuant to RIGL Chapter 42-17.1, Chapter 23-18.9, and Chapter 23-19.
(5) Rhode Island Coastal Resources Management Council (RICRMC) approval under RIGL Chapter 23, Section 46-23-1 et seq.

State Administered Federal Laws:

(1) Water Quality Certification (WQC) under Section 401 of the Federal Clean Water Act (33 U.S.C. Sec. 1341).
Section 401(a)(1) of the Clean Water Act requires applicants to obtain a water quality certification or waiver from the state water pollution control agency, which is RIDEM. RIDEM granted WQC for Category 1 activities provided that the applicant obtain the required approvals listed above. RIDEM conditionally granted water quality certification for Category 2 activities provided that (1) the applicant obtain the required approvals listed above and (2) RIDEM find through Category 2 federal/state screening meetings that the activity is reasonably likely to have minimal or no impact on water quality.

(2) Coastal Zone Management (CZM) Consistency under Sec. 307 of the Federal Coastal Zone Management Act of 1972, as amended.
Section 307(c) of the Coastal Zone Management Act of 1972, as amended, requires applicants to obtain a certification from RICRMC that the activity complies with the state's coastal zone management program for activities affecting a state's coastal area. The state's Coastal Area is statutorily defined in RIGL Chapter 23, Section 46-23. RICRMC authorizations for individual activities in the state's coastal area include a substantive evaluation regarding consistency with their coastal zone management program. RICRMC issued coastal zone consistency for Category 1 and 2 of this PGP. Therefore, a separate CZM consistency statement is not required for the activities authorized under the Rhode Island PGP.

Corps Authorizations

PGP authorizations consist of both Category 1 and 2 type activities. Eligibility, application and screening procedures described below for these categories are based on state programs and procedures currently in place. Changes in any of these programs that may affect the terms and conditions of the PGP prior to its expiration date may require modifications to the PGP. The Corps will determine the need for modifications to this document in coordination with the federal resource agencies when and if any state wetland program changes occur.

All wetland boundaries must be determined in accordance with the U.S. Army Corps of Engineers 1987 Wetland Delineation Manual and subsequent federal guidance.

CATEGORY 1

Non-reporting/Non-screening/Minimal Impacts

Eligibility - Activities in Rhode Island & Lands Located Within the Exterior Boundaries of an Indian Reservation[2] that are:

- Subject to Corps jurisdiction,
- Meet the definition of Category 1 on Appendix A, Definition of Categories,
- Meet the conditions of this PGP listed on Pages 6 through 12, and
- Regulated by one of the state authorities listed on Page 2

Do not require separate application to, and project-specific authorization in writing from, the Corps.

Note that the review thresholds under Category 1 apply to single and complete projects only (see Condition 5). There are also restrictions on national lands as well as conditions which must be met in order for projects to be eligible for authorization under this PGP. See Conditions 6 through 11.

Note that activities that are subject to Corps jurisdiction but are exempt from state regulation are not eligible for authorization under Category 1 even if they meet the definition of Category 1 on Appendix A, Definition of Categories. Application for such activities must be made directly to the Corps. See the next section, Category 2.

Although Category 1 projects are non-reporting, the Corps reserves the right to require individual permit review if there are concerns for the aquatic environment or any other factor of the public interest that may come to Corps attention. See Condition 4 on Discretionary Authority.

[2] A Tribe's wetlands rules and regulations must be acknowledged by the Corps as adequate to ensure minimal impacts to the aquatic resources. Category 2 screening is required otherwise.

CATEGORY 2

Reporting/Screening/Minimal Impacts

Eligibility - Activities in Rhode Island & Lands Located Within the Exterior Boundaries of an Indian Reservation which are:

- Subject to Corps jurisdiction,
- Meet the definition of Category 2 in Appendix A, Definition of Categories,
- Meet the conditions of this PGP listed on Pages 6 through 12, and
- Regulated by one of the state authorities listed on Page 2

Require written approval from the appropriate Rhode Island resource agency(ies), which will include a written authorization from the Corps if appropriate. Before an authorization is issued these projects will be reviewed at interagency screening meetings to determine whether such activities may be authorized under this PGP. For activities exempt from state jurisdiction application must be submitted directly to the Corps in order to be considered for screening. The Corps, not the state, will issue the written authorization for such projects once they are approved. They cannot be legally undertaken until the Corps approves them in writing, even if they meet the definition of Category 1 on Appendix A, Definition of Categories.

The Corps, the federal resource agencies and the Rhode Island resource agencies will comprise the interagency review team. To be eligible and subsequently authorized, an activity must result in minimal impacts to the aquatic environment, as determined by the Corps in coordination with the review team, in addition to meeting the criteria listed above. Compensatory mitigation may be required to minimize project impacts. The Corps or the appropriate Rhode Island resource agency(ies) may contact the applicant to discuss concerns raised during screening meetings.

Note that review thresholds under Category 2 apply to single and complete projects only (see Condition 5). There are also restrictions on national lands as well as conditions which must be met in order for projects to be eligible for authorization under this PGP. See Conditions 6 through 11.

Application Procedures

Applicants will apply directly to the appropriate Rhode Island resource agency(ies). There is no need to apply separately to the Corps unless the activity triggering Corps jurisdiction is exempt from state regulation. The Rhode Island resource agency(ies) will send copies of complete applications to the Corps and the federal resource agencies approximately five days prior to the monthly screening meetings. At this meeting the screening team will review the applications, and the Corps will determine eligibility for the PGP.

If the Corps determines the activity is eligible for the PGP (refer to screening procedures below), the Rhode Island resource agency(ies) will incorporate the Corps PGP authorization into their written authorization. If the activity is not eligible, the Corps will notify the applicant in writing prior to any state authorization.

The Corps will coordinate with the Rhode Island Historic Preservation and Heritage Commission, the Narragansett Tribe and, for activities in eastern Rhode Island, the Wampanoag Tribe of Gay Head (Aquinnah) in order to ensure that PGP approvals comply with Section 106 of the National Historic Preservation Act. The Corps will forward copies of applications submitted for review under the PGP with screening forms to the Rhode Island Historic Preservation and Heritage Commission and the Tribes in advance of the screening meetings. Comments from the Commission will be considered in the permit review process during the comment period as outlined in the Procedures section of this document.

Category 2 Federal/State Screening Procedures

Joint screening meetings will occur for all Category 2 activities. Screening meetings will be held monthly at the RIDEM offices in Providence, Rhode Island. The interagency review team (representatives from the Rhode Island resource agencies, the Corps, and the federal resource agencies) will attend and comment within the specified timeframes.

The Corps will require individual permit review if any one of the resource agencies expresses and identifies a concern related to the aquatic environment within their area of expertise within the specified time frame.

At the federal/state screening meeting, the Corps will determine, in consultation with the Rhode Island resource agencies and the federal resource agencies, if applications for Category 2 work:

(1) require additional information,

(2) are eligible under the PGP as proposed,

(3) are ineligible under the terms and/or conditions of this PGP,

(4) will require project modification, mitigation or other special conditions to minimize impacts and protect the aquatic environment to be eligible for authorization under this PGP; or

(5) require individual permit review irrespective of whether the terms and conditions of this PGP are met, based on concerns for the aquatic environment or any other factor of the public interest (see Condition 4, Discretionary Authority).

Concerns raised during the screening process will be discussed with the applicant. The Rhode Island resource agencies will do this for state concerns, and the Corps will do it for federal concerns. If the applicant is unable to resolve the concerns, the Corps, independently or at the request of the participating Rhode Island or federal resource agencies, will require an individual permit for the activity(ies). The Corps will notify the applicant in writing within 25 working days of the screening meeting that their project is not eligible for Category 2 and will require individual permit review. The Corps will provide information about submitting the necessary application materials for this review. If the applicant is able to modify the proposed project to address agency concerns, that project may be rescreened with the review team and subsequently authorized under the PGP.

Comments regarding projects reviewed at the screening meetings may be oral initially and will be accepted within ten working days of the screening meeting. Each commenting agency shall complete Rhode Island PGP comment forms for the file. Comment forms will be accepted by the Corps during the ten working day oral comment period following the screening meeting. The comment forms validate the oral objection only. In all cases, the oral comments must be confirmed in writing by the Field Supervisor or Branch Chief within ten working days after the oral comment period in order for the Corps to require an individual permit. The Rhode Island and federal resource agency's concerns must be clearly identified and reflect a concern related to the aquatic environment within their area of expertise. Comments should state the species or resources that could be impacted by the activity(ies) and describe the impacts that either individually or cumulatively will be more than minimal.

INDIVIDUAL PERMIT

Work that is in the Individual Permit category in Appendix A, Definition of Categories, or that does not meet the terms and conditions of this PGP, will require an application for an individual permit from the Corps of Engineers (see 33 CFR Part 325.1). Applications and supporting materials for work that is clearly in the Individual Permit category should be submitted directly to the Corps of Engineers as early as possible in order to expedite the permit review process. General information and application forms can be obtained by calling the Corps New England District at 1-800-343-4789 or 1-800-362-4367 (within Massachusetts). Individual WQC and/or CZM consistency concurrence will be required from the appropriate Rhode Island resource agency(ies). Filing an individual permit application does not relieve the applicant from their obligation to obtain all necessary state approvals from the appropriate Rhode Island resource agency(ies).

GENERAL CONDITIONS:

The following conditions apply to activities authorized under this PGP, including all Category 1 (non-reporting) and Category 2 (reporting/screening) activities:

1. Other Permits. Authorization under the PGP does not obviate the need to obtain other federal, state, or local authorizations required by law or to comply with all federal, State of Rhode Island or local laws.

2. Applicability of this PGP shall be evaluated with reference to federal jurisdictional boundaries. Applicants are responsible for ensuring that the boundaries used satisfy the federal criteria defined at Title 33 CFR 328-329.

3. Minimal Effects. Projects authorized by the PGP shall have minimal individual and cumulative adverse environmental impacts as determined by the Corps.

4. Discretionary Authority. Notwithstanding compliance with the terms and conditions of this permit, the Corps of Engineers retains discretionary authority to require an application for an individual permit for any project based on concerns for the aquatic environment or for any other

factor of the public interest. This authority is invoked on a case-by-case basis whenever the Corps determines that the potential consequences of the proposed activity warrant individual review based on the concerns stated above. This authority may be invoked for projects with cumulative environmental impacts that are more than minimal or if there is a special resource or concern associated with a particular project that is not already covered by the remaining conditions of the PGP and that warrants greater review. Whenever the Corps notifies an applicant that an individual permit may be required, authorization under this PGP is void, and no work may be conducted until the individual Corps permit is obtained or until the Corps notifies the applicant that further review has demonstrated that the work may proceed under this PGP.

5. Single and Complete Projects. This PGP shall not be used for piecemeal work and shall be applied to single and complete projects. All components of a single project shall be treated together as constituting one single and complete project. All planned phases of multi-phased projects shall be treated together as constituting one single and complete project. This PGP shall not be used for any activity that is part of an overall project for which an individual permit is required. Note that modifications to state permits do not constitute a separate project. Modifications which involve Corps jurisdiction will be screened at the regular screening meetings in order to ascertain compliance with the PGP.

General Conditions Related to National Concerns:

6. Historic Properties. Any activity authorized by this PGP shall comply with Section 106 of the National Historic Preservation Act. Information on the location and existence of historic resources can be obtained from the Rhode Island Historical Commission, the National Register of Historic Places and the Tribes. If the permittee, during construction of work authorized herein, encounters a previously unidentified archaeological or other cultural resource within the area subject to Corps jurisdiction that might be eligible for listing in the National Register of Historic Places, he/she shall immediately notify the District Engineer (DE).

7. National Lands. Activities authorized by this PGP shall not impinge upon the value of any National Wildlife Refuge, National Forest, National Estuarine Research Preserves, or any other area administered by the U.S. Fish and Wildlife Service, U.S. Forest Service, or National Park Service.

8. Endangered Species. No activity is authorized under this PGP which may affect a threatened or endangered species or a species proposed for such designation, as identified under the Federal Endangered Species Act (ESA); or which is likely to destroy or adversely modify the critical habitat of such species; or which would result in a "take" of any threatened or endangered species of fish or wildlife; or which would result in any other violation of Section 9 of the ESA protecting threatened or endangered species of plants. Applicants shall notify the Corps if any listed species or critical habitat is in the vicinity of the project and shall not begin work until notified by the DE that the requirements of the Endangered Species Act have been satisfied and that the activity is authorized. Information on the location of threatened and endangered species and their critical habitat can be obtained from the U.S. Fish and Wildlife Service and National Marine Fisheries Service (see addresses at the end of this document).

9. Essential Fish Habitat. As part of the PGP screening process, the Corps will coordinate with the National Marine Fisheries Service (NMFS) in accordance with the 1996 amendments to the Magnuson-Stevens Fishery Conservation and Management Act (MSFCMA) to protect and conserve the habitat of marine, estuarine and anadromous finfish, mollusks, and crustaceans. This habitat is termed "essential fish habitat (EFH)" and is broadly defined to include "those waters and substrate necessary to fish for spawning, breeding, feeding and growth to maturity." All species managed under the MSFCMA have had EFH designations. There are 56 species with EFH in the coastal waters of southern New England. Applicants may be required to describe and identify potential impacts to EFH. Conservation recommendations made by NMFS will normally be included as a permit required by the Corps. Information on the location of EFH can be obtained from NMFS. An internet web site has been established by NMFS at www.nero.nmfs.gov/RO/DOC/appguide1.html

10. Wild and Scenic Rivers. Any activity that occurs in a component of, or within 0.25 mile up or downstream of the main stem or tributaries of a river segment of, the National Wild and Scenic River System must be reviewed by the Corps under the procedures of Category 2 of this PGP. This condition applies to both designated Wild and Scenic rivers and rivers designated by Congress as Study Rivers for possible inclusion while such rivers are in an official study status. Currently, there are no designated Wild and Scenic Rivers or rivers designated as Study Rivers in the State of Rhode Island and Lands Located Within the Exterior Boundaries of an Indian Reservation.

11. Federal Navigation Project. Any structure or work that extends closer to the horizontal limits of any Corps navigation project than a distance of three times the project's authorized depth shall be subject to removal at the owner's expense prior to any future Corps dredging or the performance of periodic hydrographic surveys.

12. Navigation. There shall be no unreasonable interference with navigation by the existence or use of the activity authorized herein, and no attempt shall be made by the permittee to prevent the full and free use by the public of all navigable waters at or adjacent to the activity authorized herein. If future operations by the United States require the removal, relocation or other alteration of the structure or work herein authorized, or if, in the opinion of the Secretary of the Army or his authorized representative, said structure or work shall cause unreasonable obstruction to the free navigation of the navigable waters, the permittee will be required, upon due notice from the Corps of Engineers, to remove, relocate or alter the structural work or obstructions caused thereby, without expense to the United States. No claim shall be made against the United States on account of any such removal or alteration.

13. Federal Liability. In issuing this permit, the Federal Government does not assume any liability for the following: (a) damages to the permitted project or uses thereof as a result of other permitted or unpermitted activities or from natural causes; (b) damages to the permitted project or uses thereof as a result of current or future activities undertaken by or on behalf of the United States in the public interest; (c) damages to persons, property or to other permitted or unpermitted activities or structures caused by the activity authorized by the PGP; (d) design or construction deficiencies associated with the permitted work; (e) damage claims associated with any future modification, suspension or revocation of this permit.

General Conditions Related to Minimizing Environmental Impacts:

14. Minimization. Discharges of dredged or fill material into waters of the United States shall be avoided and minimized to the maximum extent practicable.

15. Work in Wetlands. Heavy equipment working in wetlands shall be avoided if possible. If such work is unavoidable, when site conditions are such that rutting, soil compaction, erosion or other disturbance would result, equipment shall be placed on mats or other measures shall be taken (such as delaying work until frozen or dry ground conditions exist) to minimize adverse effects on soil and vegetation. Disturbed areas in wetlands shall be restored to preconstruction contours and conditions upon completion of the work.

16. Temporary Fill. Temporary fill in waters of the United States authorized by this PGP (e.g., access roads, cofferdams) shall be properly stabilized during use to prevent erosion. In addition, temporary fill in tidal, navigable or inland waters of the United States should consist of a material that minimizes impacts to water quality (e.g., sandbags or clean gravel and/or stone). Temporary fill in wetlands shall be placed on geotextile fabric which is laid on the existing wetland grade. Upon completion of work temporary fill shall be removed and disposed of at an upland site and suitably contained to prevent erosion and/or transport to a waterway or wetland. All areas of temporary fill shall be restored to their original elevations.

17. Sedimentation and Erosion Control. Adequate sedimentation and erosion control management measures, practices and devices, such as phased construction, vegetated filter strips, geotextile silt fences, hay bales or other devices, shall be installed and properly maintained to reduce erosion and retain sediment on-site during and after construction. They shall be capable of preventing erosion, of collecting sediment, suspended and floating materials, and of filtering fine sediment. These devices shall be removed upon completion of work, and the areas disturbed by them shall be stabilized. The sediment collected by these devices shall be removed and placed at an upland location in a manner that will prevent its later erosion into a waterway or wetland. All exposed soil and other fills shall be permanently stabilized at the earliest practicable time.

18. Waterway Crossings:

(a) All temporary and permanent crossings of waterbodies shall be suitably culverted, bridged or otherwise constructed to withstand, and to prevent the restriction of, high flows, to maintain existing low flows, and to not obstruct the movement of aquatic life indigenous to the waterbody beyond the actual duration of construction.

(b) No trench shall be excavated in flowing water unless the excavation is screened and conditioned to protect the aquatic environment, such as isolating the excavation by turbidity curtains, cofferdams, etc.

(c) Temporary bridges, culverts or cofferdams shall be used for equipment access across streams (note: areas of fill and/or cofferdams must be included in total waterway/wetlands impacts to determine applicability of the PGP).

(d) For projects that otherwise meet the terms of Category 1 unconfined in-stream construction work shall be conducted only during the low flow period of July 1 to October 1 in any year. Projects that are conducted outside that time period are ineligible for Category 1 and shall be reviewed under Category 2, regardless of the waterway and wetland fill and/or impact area.

19. Discharge of Pollutants. All activities involving any discharge of pollutants into waters of the United States authorized under the PGP shall be consistent with applicable water quality standards, effluent limitations, standards of performance, prohibitions, and pretreatment standards and management practices established pursuant to the Clean Water Act (33 U.S.C. 1251) and applicable state and local laws. If applicable water quality standards, limitations, etc. are revised or modified during the term of this permit, the authorized work shall be modified to conform with these standards within six months of the effective date of such revision or modification or within a longer period of time deemed reasonable by the DE in consultation with the Regional Administrator of the Environmental Protection Agency. Applicants may presume that state water quality standards are met with issuance of the Section 401 Water Quality Certification (applicable only to Section 404 activities).

20. Spawning Areas. During spawning or breeding seasons discharges shall be avoided in known (a) fish and shellfish spawning or nursery areas and (b) amphibian and waterfowl breeding areas. Impacts on these areas shall be minimized to the maximum extent practicable during all other times of the year.

21. Storage of Seasonal Structures. Coastal structures such as pier sections, floats, etc. that are removed from the waterway for a portion of the year shall be stored in an upland location located above mean high water and not in a vegetated wetland.

22. Environmental Values. The permittee shall make every reasonable effort to carry out the construction or operation of the work authorized herein in a manner so as to maintain as much as is practicable, and to minimize any adverse impacts on, existing fish and wildlife and natural environmental values and to discourage the establishment or spread of plant species identified as non-native invasive species by any federal or state agency.

General Conditions Related to PGP Procedures:

23. Inspections. The permittee shall allow the DE or his authorized representative(s) to make periodic inspections at any time deemed necessary in order to ensure that the work is being or has been performed in accordance with the terms and conditions of this permit. The DE may also require post-construction engineering drawings for completed work and post-dredging survey drawings for any dredging work. To facilitate these inspections the permittee shall fill out and return to the Corps the PGP Work-Start Notification Form provided with each Category 2 authorization letter.

24. Maintenance. The permittee shall maintain the work or structures authorized herein in good condition, including maintenance to ensure public safety. Note that this does not include maintenance of dredging projects. Maintenance dredging is subject to the review thresholds described on the attached Appendix A, Definition of Categories, and/or any conditions included in a written project-specific Corps authorization.

25. Property Rights. This PGP does not convey any property rights, either in real estate or material, or any exclusive privileges, nor does it authorize any injury to property or invasion of rights or any infringement of federal, state, or local laws or regulations.

26. Modification, Suspension, and Revocation. This PGP may be either modified, suspended, or revoked in whole or in part pursuant to the policies and procedures of 33 CFR 325.7. Any such action shall not be the basis for any claim for damages against the United States.

27. Restoration. The permittee, upon receipt of a notice of revocation of authorization under this PGP, shall restore the wetland or waterway to its former conditions without expense to the United States and as directed by the Secretary of the Army or his authorized representative. If the permittee fails to comply with such a directive, the Secretary or his designee may restore the wetland or waterway to its former condition, by contract or otherwise, and recover the cost from the permittee.

28. Special Conditions. The Corps may impose special conditions on a project authorized pursuant to this PGP that are determined necessary to minimize adverse navigational and/or environmental effects or based on any other factor of the public interest. These may be based on concerns from Rhode Island and/or federal resource agencies. Failure to comply with all conditions of the authorization, including special conditions, constitutes a permit violation and may subject the permittee to criminal, civil or administrative penalties and/or restoration.

29. False or Incomplete Information. If the Corps makes a determination regarding the eligibility of a project under this PGP and subsequently discovers that it has relied on false, incomplete or inaccurate information provided by the permittee, the PGP authorization shall not be valid and the U.S. Government may institute legal proceedings.

30. Abandonment. If the permittee decides to abandon the activity authorized under this PGP, unless such abandonment is merely the transfer of property to a third party, he/she may be required to restore the area to the satisfaction of the DE.

31. Enforcement cases. The PGP does not apply to any existing or proposed activity in Corps jurisdiction associated with a Corps of Engineers or EPA enforcement action until such time as the enforcement action is resolved or the Corps determines that the activity may proceed independently without compromising the enforcement action.

General Conditions concerning the Duration of Authorization and concerning Grandfathered Activities:

32. Duration of Authorization. Activities authorized under Category 1 of this PGP that have commenced (i.e., are under construction) or are under contract to commence in reliance upon this authorization will remain authorized provided the activity is completed within twelve months of the date this PGP expires, is modified or is revoked, unless discretionary authority has been exercised on a case-by-case basis to modify, suspend or revoke the authorization in accordance with 33 CFR 325.2(e)(2). Activities authorized under Category 2 of this PGP that are not fully completed prior to the date this PGP expires will remain authorized in accordance with the project-specific date provided in writing by the Corps of Engineers to the permittee. Activities completed under the authorization of this PGP will continue to be authorized after this PGP expires.

33. Previously Authorized Activities:

a) Projects that received written authorization from the Corps under the previous Rhode Island PGP prior to the issuance of this PGP shall remain authorized as specified in each authorization letter.

b) Activities classified as non-reporting Category 1 activities under the previous Rhode Island PGP which have commenced (i.e., are under construction or are under contract to commence) prior to the date this PGP is issued remain authorized provided that the activity is completed within twelve months of the date this PGP is issued, that is, by February 11, 2003. These activities are still subject to discretionary authority on a case-by-case basis in accordance with General Condition No. 4. The permittee must be able to document to the Corps' satisfaction that the project was under construction or contract by the appropriate date.

c) Activities authorized pursuant to 33 CFR Part 330.3 (activities occurring before certain dates) are not affected by this PGP.

for Christine Godfrey
DISTRICT ENGINEER

2/6/02
DATE

CONTACTS FOR THE RHODE ISLAND PROGRAMMATIC GENERAL PERMIT

U.S. Army Corps of Engineers
New England District, Regulatory Division
696 Virginia Road
Concord, Massachusetts 01742-2751
(800) 343-4789 or (978) 318-8335
Fax No. (978) 318-8303

National Park Service
National Park Service
North Atlantic Region
15 State Street
Boston, Massachusetts 02109
(617) 223-5191

U.S. Environmental Protection Agency
U.S. Environmental Protection Agency, Region I
1 Congress Street, Suite 1100
Boston, Massachusetts 02114-2023
(617) 565-4421

Federal Endangered Species

U.S. Fish and Wildlife Service
P.O. Box 307
Charlestown, Rhode Island 02813
(401) 364-9124

National Marine Fisheries Service
Habitat Division
212 Rogers Avenue
Milford, Connecticut 06460
(203) 579-7094

Rhode Island Dept. of Environmental Management

Department of Environmental Management
Water Resources/Freshwater Wetlands
235 Promenade Street
Providence, Rhode Island 02908
(401) 222-6820
Fax No. (401) 521-4230

Department of Environmental Management
Agriculture
83 Park Street
Providence, Rhode Island 02908
(401) 222-2781

Rhode Island Coastal Resources Management Council
Oliver Stedman Government Center
Wakefield, Rhode Island 02879
(401) 783-3370
Fax No. (401) 783-3767

CONTACTS FOR THE RHODE ISLAND PROGRAMMATIC GENERAL PERMIT (Continued)

State Endangered Species

Dept. of Environmental Management
Natural Heritage Program
235 Promenade Street
Providence, Rhode Island 02908
(401) 222-2678

Historic Resources

Historic Preservation & Heritage Comm.
150 Benefit Street
Providence, Rhode Island 02908
(401) 222-2678

Tribal Historic Preservation Office
Narragansett Tribe
P.O. Box 700
Wyoming, Rhode Island 02898
(401) 539-1190
(401) 364-3977

Tribal Historic Preservation Office
Wampanoag Tribe of Gay Head (Aquinnah)
20 Black Brook Road
Aquinnah, Massachusetts 02535-1546
(508) 645-9265 Phone
(508) 645-3790 FAX

INDEX

General Criteria — Page 1

Activities Covered — Page 1

Procedures
- State Approvals — Page 2
- State Administered Federal Laws — Page 2
- Corps Authorizations — Page 3
  - Category 1 - non reporting — Page 3
  - Category 2 - reporting and screening — Page 4
  - Individual Permit — Page 6

PGP Conditions
- General Conditions — Page 6
- National Concerns — Page 7
- Minimization of Environmental Impacts — Page 9
- Procedural Conditions — Page 10
- Duration and Grandfathering — Page 12

Contacts for the Rhode Island PGP — Page 13

Appendix A, Definition of Categories

Appendix A – Definition of Categories

Activities must be regulated by at least one of the Rhode Island Resource Agencies to be considered eligible for authorization under Category 1 of the Rhode Island PGP. Activities exempt from State regulation must be screened under Category 2 or the Individual Permit process and cannot be legally done until the Corps issues project-specific authorization for them in writing.

Activity	Category 1	Category 2	Individual Permit
Inland Waters and Wetlands (Waters of the U.S.) (1) (7) Numbers in parentheses refer to notes at the end of Appendix A.			
a) NEW FILL/ EXCAVATION DISCHARGES	Less than 5,000 square feet (S.F.) of waterway and/or wetland fill and secondary impacts, (e.g., areas drained, flooded or cleared) after required sequencing (2). Impact area includes all temporary (3) and permanent fill and excavation. Instream work limited to Jul. 1 to Oct. 1. Dams, dikes, water withdrawals and diversion fills are Category 2 activities.	5,000 S.F. to one acre inland waterway and/or wetland fill and secondary impacts, (e.g., areas drained, flooded or cleared) after required sequencing (2). Includes all temporary (3) and permanent fill and excavation areas. Time of year restrictions determined on a case-by-case basis.	Greater than one acre inland waterway and/or wetland fill and secondary impacts, (e.g., area drained, flooded or cleared) after required sequencing (2). Includes temporary (3) and permanent fill and areas affected by excavation discharges.
b) BANK STABILIZATION PROJECTS	Bank stabilization less than 500 linear feet (L.F.) and an average of 1 cubic yard (C.Y.) per L.F. of fill below ordinary high water (OHW) or less, provided no wetland fill.	Stabilization projects greater than 500 L.F. or greater than an average of 1 C.Y. per L.F. of fill below OHW or any amount of wetland fill.	
c) REPAIR AND MAINTENANCE OF AUTHORIZED FILLS	Repair or maintenance of existing, currently serviceable, authorized fills with no expansion or change in use.	Replacement of non-serviceable fills, expansion of serviceable fills up to 1 acre, repair or replacement of fill with a change in use.	Replacement of non-serviceable fills, replacement of serviceable fills with expansion over 1 acre.
d) MISCELLANEOUS	Oil spill clean-up discharges. Fish and wildlife harvesting such as duck blinds. Scientific measurement devices and survey activities, e.g., exploratory drilling, surveying, sampling. Does not include oil/gas exploration and fills for roads or construction pads. Includes monitoring wells.	Inland water or wetland restoration projects regardless of size of impact provided that the Corps and the State and Federal Agencies find the impacts to be minimal. (8)	

Appendix A – Definition of Categories

Activities must be regulated by at least one of the Rhode Island Resource Agencies to be considered eligible for authorization under Category 1 of the Rhode Island PGP. Activities exempt from State regulation must be screened under Category 2 or the Individual Permit process and cannot be legally done until the Corps issues project-specific authorization for them in writing.

Activity	Category 1	Category 2	Individual Permit
Tidal and Navigable Waters (4) (7) Numbers in parentheses refer to notes at the end of Appendix A.			
a) NEW FILL DISCHARGES	None	1. Up to one acre waterway/wetland fill and secondary impacts (e.g., areas drained, flooded or cleared), including boat ramps and bridge fills, after required sequencing (2). Includes all temporary (3) and permanent waterway fills and temporary (3) salt marsh impacts up to one acre. 2. State-approved mosquito control using open-marsh water management (OMWM) techniques. 3. Saltmarsh, eelgrass and anadromous fish run restoration projects regardless of size of impact provided that the Corps and the State and Federal Agencies find the impacts to be minimal. (8)	Greater than one acre waterway/wetland fill and secondary impacts (e.g., areas drained, flooded or cleared) after required sequencing (2). Includes all temporary (3) and permanent waterway fills, temporary (3) salt marsh fill, excavation discharges over one acre and any amount of permanent fill in a special aquatic site (5).
b) REPAIR AND MAINTENANCE WORK	Repair or maintenance of existing, currently serviceable, previously authorized structures and fills with no expansion or change in use. Recreational docks authorized under RI amnesty program provided that they are outside Federal Navigation Projects.	Repair of any non-serviceable structure and fills with expansion up to one acre or change in use.	Replacement of non-serviceable structures or fills; Repair and maintenance of serviceable fills with expansion greater than one acre.

Appendix A – Definition of Categories

Activities must be regulated by at least one of the Rhode Island Resource Agencies to be considered eligible for authorization under Category 1 of the Rhode Island PGP. Activities exempt from State regulation must be screened under Category 2 or the Individual Permit process and cannot be legally done until the Corps issues project-specific authorization for them in writing.

Activity	Category 1	Category 2	Individual Permit
Tidal and Navigable Waters (4)(7) Numbers in parentheses refer to notes at the end of Appendix A.			
c.) DREDGING	Maintenance dredging less than 1,000 C.Y. with upland disposal limited to work between Nov. 1 and the following Jan. 15 and no impact to special aquatic sites (5).	Maintenance dredging that does not meet Category 1. New dredging up to 10,000 C.Y. with upland disposal or beach nourishment above MHW. No impact to special aquatic sites (5).	Maintenance dredging of any amount affecting a special aquatic site (5). New dredging greater than 10,000 C.Y. or in or affecting a special aquatic site (5). All dredging with open water disposal.
d) MOORINGS	Non-commercial, non-rental single boat moorings not associated with any boating facility (6), provided they are not located in a Federal Navigation Project and there is no interference with navigation. Moorings within a CRMC approved Harbor Management Plan Area.	Moorings that do not meet the terms of Category 1 and those that meet the terms of Category 1 that are located within a Federal Anchorage.	Moorings located such that they and/or vessels moored at them are within the horizontal limits of a Federal Navigation Project, except those in a Federal Anchorage which meet the terms of Category 2.

Appendix A – Definition of Categories

Activities must be regulated by at least one of the Rhode Island Resource Agencies to be considered eligible for authorization under Category 1 of the Rhode Island PGP. Activities exempt from State regulation must be screened under Category 2 or the Individual Permit process and cannot be legally done until the Corps issues project-specific authorization for them in writing.

Activity	Category 1	Category 2	Individual Permit
Tidal and Navigable Waters (4)(7) Numbers in parentheses refer to notes at the end of Appendix A.			
e) PILE SUPPORTED STRUCTURES AND FLOATS	1. Reconfiguration of existing authorized docks with floats supported off the substrate at low tide, no additional slips or expansion. Includes reconfiguration within CRMC-approved perimeters. 2. Residential docks that extend no more than 75 ft. waterward from MHW, are not greater than 4 ft. wide and whose terminal floats are not greater than 150 S.F. and are supported off the substrate at low tide. 3. No docks or floats located over submerged aquatic vegetation or tidal wetlands	1. Piers and floats for navigational access to waterways other than docks described in Category 1. 2. Piers, docks, decks, floats and similar structures that provide recreational uses, such as fishing, swimming, public access, etc.	Structures, piers, floats located such that they and/or vessels docked or moored at them are within the horizontal limits of a Federal Navigation Project. Structures, including piers and floats, associated with a new boating facility or those associated with a previously unauthorized boating facility.(6)
f) MISCELLANEOUS	1. Temporary (3) buoys, markers, floats, etc. for recreational use during specific events, provided that they are removed within 30 days after use is discontinued. 2. Seasonal swimming floats. 3. Boat and float lifts to authorized residential docks. 4. Coast Guard-approved aids to navigation.	1. Aquaculture projects that do not meet the terms of Category 1. 2. Structures/work in or affecting tidal or navigable waters that are not defined under any other headings. Includes but is not limited to utility lines, aerial transmission lines, pipelines, outfalls.	1. EIS required by the Corps. 2. Activities located such that they and/or docked or moored vessels associated with them are within the horizontal limits of a Federal Navigation Project, except for those utility lines, aerial transmission lines and subsurface crossings that are covered under Category 2.

Appendix A – Definition of Categories

Activities must be regulated by at least one of the Rhode Island Resource Agencies to be considered eligible for authorization under Category 1 of the Rhode Island PGP. Activities exempt from State regulation must be screened under Category 2 or the Individual Permit process and cannot be legally done until the Corps issues project-specific authorization for them in writing.

Tidal and Navigable Waters (4)(7) Numbers in parentheses refer to notes at the end of Appendix A.

Activity	Category 1	Category 2	Individual Permit
f) MISCELLANEOUS (cont.)	5. Structures/fill incidental to oil spill clean up. 6. Scientific measurement devices and survey activities such as exploratory drilling, surveying/sampling, provided that such structures do not restrict movement of aquatic organisms, including the potential threat of entanglement to sea turtles or marine mammals in near-coastal waters. Does not include oil/gas exploration or seismic testing or fills for roads or construction pads. 7. Fish and wildlife harvesting devices, e.g., pound nets, crab traps, crab dredging, eel pots, lobster traps, clam and oyster digging and small fish attraction devices, e.g., open-water fish concentrators, provided that the activity is not in wetlands.		

Appendix A – Definition of Categories

Activities must be regulated by at least one of the Rhode Island Resource Agencies to be considered eligible for authorization under Category 1 of the Rhode Island PGP. Activities exempt from State regulation must be screened under Category 2 or the Individual Permit process and cannot be legally done until the Corps issues project-specific authorization for them in writing.

Tidal and Navigable Waters (4)(7) Numbers in parentheses refer to notes at the end of Appendix A.

Activity	Category 1	Category 2	Individual Permit
f) MISCELLANEOUS (cont.)	8. Research, educational, commercial-viability or experimental aquaculture projects that do not exceed 1,000 square feet in area, culture indigenous species only, use only "transient gear" type cages or bottom culture with predator netting, are marked to inform mariners of the location of the gear, have a minimum clearance of four feet between the top of the gear and the elevation of mean low water (MLW) in areas where the elevation of the sea floor is above –15 Feet MLW, have a minimum clearance of ten feet between the top of the gear and the elevation of MLW in areas where the elevation of the sea floor is equal to or below –15 Feet MLW, and have been reviewed and approved in writing by the RICRMC and the RIDEM Divisions of Water Quality and Fish and Wildlife.		

Appendix A – Definition of Categories

Activities must be regulated by at least one of the Rhode Island Resource Agencies to be considered eligible for authorization under Category 1 of the Rhode Island PGP. Activities exempt from State regulation must be screened under Category 2 or the Individual Permit process and cannot be legally done until the Corps issues project-specific authorization for them in writing.

Notes

1. Waters of the U.S. in inland areas: inland rivers, streams, lakes, ponds, and wetlands. (Ref. Title 33 CFR 328.4)(c).
2. Required sequencing consists of avoidance and minimization of wetland impacts to the maximum extent practicable and mitigation of impacts where necessary to protect the aquatic environment.
3. Temporary Impacts: duration limits for temporary impacts will be determined on a project-specific basis at the screening meetings.
4. Navigable Waters: waters that are subject to the ebb and flow of the tide and their tributaries to the head of tide. (Ref. Title 33 CFR 329).
5. Special Aquatic Sites: include both inland and saltmarsh wetlands, mud flats, vegetated shallows (permanently inundated areas that support rooted aquatic vegetation such as eel grass), coral reefs and riffle and pool complexes. (Ref. 40 CFR 230).
6. Boating Facilities: facilities that provide, rent or sell mooring space, e.g., marinas, yacht clubs, boat yards, dockominiums.
7. No creosote treated structures shall be used in any water or wetland.
8. Restoration is the manipulation of the physical, chemical, or biological characteristics of a site with the goal of returning natural/historic functions to a former wetland (called re-establishment) or a degraded wetland (called rehabilitation). Restoration means the result of actions which, in the opinion of the federal and state resource agencies, reinstates, or will reinstate, insofar as possible, the functions and values of a wetland which has been altered. Restoration is the re-creation or rehabilitation of wetland ecosystems whose natural functions have been destroyed or impaired.

STATE OF RHODE ISLAND AND PROVIDENCE PLANTATIONS

Rhode Island Department of Transportation
OFFICE OF THE CHIEF ENGINEER
Two Capitol Hill, Rm 224
Providence, RI 02903-1124
PHONE 401-222-2492
FAX 401-222-3435 TDD 401-222-4971

November 1, 2005

Mr. Stephen DiLorenzo
Senior Project Manager
US Army Corps of Engineers
New England District
696 Virginia Road
Concord, MA 01742-2751

Re: Improvements to the Route 6/Route 10 Interchange
Providence, Rhode Island
RI Contract No. 93110
RIFAP No. F-1195(006)
Draft Environmental Impact Statement Comments
Project File No. NAE-2005-1681

Dear Mr. DiLorenzo:

Thank you for offering comments regarding this project. We have reviewed all questions and concerns received during the Public Hearing and the comment period. There were a number of common issues that were shared by many respondents. We have compiled the enclosed Summary of Recurrent Comments in an effort to collectively address these concerns.

In response to your specific comments, the following permits are anticipated foir the preferred atlernative:

- RIDEM Office of Waste Management – Soil Contamination
- RIDEM Office of Water Resources – Rhode Island Pollution Discharge Elimination System General Permit for Construction Activity
- RIDEM Office of Freshwater Wetlands – Preliminary Determination
- Narragansett Bay Commission – Stormwater/Sewer Alterations
- City of Providence – Department of Public Works
- Miscellaneous Utility Company Relocation Authorizations

The project file number will be included in all ACOE correspondence.

The Final Environmental Impact Statement (FEIS), which will incorporate comments received regarding the Draft Environmental Impact Statement (DEIS), should be completed this fall. A 30-day comment period will be available after the completion of the FEIS.

Should you have any additional comments or concerns, please feel free to contact this office.

Very truly yours,

Edmund T. Parker, Jr., P.E.
Chief Engineer

ETP/mdi
Enclosure: Summary of Recurrent Comments

cc: Messrs. Parker, Farhoumand, Smith, File (93110)

STATE OF RHODE ISLAND AND PROVIDENCE PLANTATIONS

COASTAL RESOURCES MANAGEMENT COUNCIL
Oliver H. Stedman Government Center
4808 Tower Hill Road, Suite 3
Wakefield, R.I. 02879-1900

(401) 783-3370
FAX: (401) 783-3767

June 13, 2005

Edmund T. Parker, Jr., P.E., Chief Engineer
Rhode Island Department of Transportation
Two Capitol Hill
Providence, RI 02903

JUN 21 2005

RE: CRMC File No. 2005-06-054; Route 6/Route 10 Interchange.

Dear Mr. Parker:

A review of the location map contained in the Environmental Impact Statement submitted to this office for the above cited project indicates that it is predominately outside the 200' Coastal Resources Management Council jurisdiction for projects of this type. (CRMC Jurisdiction terminates at the Atwells Avenue crossing of the Woonasquatucket River.)

The Coastal Resources Management Council will interpose no objection to the project as stated above. However, please note:

(xx) This jurisdictional statement if valid for one year, or until CRMC regulations may change, whichever occurs first.

(xx) Any alteration or construction within 200' of the inland edge of the coastal feature, on the coastal feature, or in coastal waters must be reviewed by the CRMC prior to the initiation of the activity.

(xx) All applicable local, state, and federal ordinances and regulations must be complied with.

(xx) Other:

(1) All runoff from additional impervious surfaces which may eventually discharge through existing roadway drainage systems to tidal waters or a tributary thereto must be pretreated in accordance with the standards contained in the State of Rhode Island Stormwater Design and Installations Standards Manual (80% TSS removal

required). (Runoff from existing impervious surfaces should also be pretreated, where possible). This shall be coordinated with the RI Department of Environmental Management through any jurisdiction that agency may have.

Sincerely,

Grover J. Fugate, Executive Director
Coastal Resources Management Council

GJF/lam

cc: Dave Reis, CRMC

STATE OF RHODE ISLAND AND PROVIDENCE PLANTATIONS

Rhode Island Department of Transportation
OFFICE OF THE CHIEF ENGINEER
Two Capitol Hill, Rm 224
Providence, RI 02903-1124
PHONE 401-222-2492
FAX 401-222-3435 TDD 401-222-4971

November 1, 2005

Mr. Grover J. Fugate
Executive Director
Coastal Resource Management Council
Oliver H. Stedman Government Center
4808 Tower Hill Road, Suite 3
Wakefield, RI 02879-1900

Re: Improvements to the Route 6/Route 10 Interchange
Providence, Rhode Island
RI Contract No. 93110
RIFAP No. F-1195(006)
Draft Environmental Impact Statement Comments

Dear Mr. Fugate:

Thank you for offering comments regarding this project. We have reviewed all questions and concerns received during the Public Hearing and the comment period. There were a number of common issues that were shared by many respondents. We have compiled the enclosed Summary of Recurrent Comments in an effort to collectively address these concerns.

In response to your specific comments, we concur that the project is predominently outside of CRMC jurisdiction and that the jurisdictional statement provided is valid for one year after the date of your letter. If any work occurs within the CRMC jurisdiction, documents will be filed with CRMC prior to the initiation of the activity.

We will comply with all applicable local, state, and federal ordinances and regulations.

All runoff from additional impervious surfaces and existing impervious surfaces, where possible, will be pretreated in accordance with the Standards contained in the *State of Rhode Island Stormwater Design and Installations Manual* and coordinated with the RI Department of Environmental Management.

The Final Environmental Impact Statement (FEIS), which will incorporate comments received regarding the Draft Environmental Impact Statement (DEIS), should be completed this fall. A 30-day comment period will be available after the completion of the FEIS.

Should you have any additional comments or concerns, please feel free to contact this office.

Very truly yours,

Edmund T. Parker, Jr., P.E.
Chief Engineer

ETP/mdi
Enclosure: Summary of Recurrent Comments

cc: Messrs. Parker, Farhoumand, Smith, File (93110)

STATE OF RHODE ISLAND AND PROVIDENCE PLANTATIONS

Department of Administration
STATEWIDE PLANNING PROGRAM
One Capitol Hill
Providence, RI 02908 - 5872

Edmund T. Parker, Jr., P.E.
Rhode Island Department of Transportation
Office of Chief Engineer
Two Capitol Hill, Rm 224
Providence, RI 02908-5872

June 27, 2005

Re: Improvements to the U.S. Route 6 / Route 10 Interchange DEIS

Dear Mr. Parker:

This correspondence transmits the comments of the State of Rhode Island's *single point of contact* on the subject draft environmental impact statement in accordance with the Intergovernmental Review Process as authorized by Executive Order 12372 and R.I. Executive Order 83-11. Our enclosed remarks highlight the displacement of 43 low-income, elderly, and minority residents living in the West End under alternative four. Based upon the information provided in the DEIS, this displacement presents an Environmental Justice impact for the populations of the West End Neighborhood of Providence. Given the adverse impact of this alternative on the City's low-income housing supply we recommend that this issue be addressed with Rhode Island Housing in order to locate suitable housing for the displaced households.

Thank you for the opportunity to provide these comments.

Yours truly,

John P. O'Brien, Chief

Encl.

Copy: S. Boddington, RIH w/ enclos.

JUN 28 2005

Rhode Island Statewide Planning Program

Memorandum

TO: Joyce S. Karger, Principal Planner
Review Coordinator, Statewide Planning

FROM: Michael C. Moan, Principal Planner
Statewide Planning Program

SUBJECT: US Route 6/10 Interchange Project Draft Environmental Impact Statement. May 2005

DATE: June 17, 2005

After review of the subject document, Volume 1, and Volume 2, I can offer the following comments below. First the DEIS addresses the scoping questions from Statewide Planning dated 6/30/04 in the DEIS Comments and Questions Appendix. A copy is attached below.

Next, are detailed answers extracted from the body of the DEIS study document for each of the questions and RIDOT responses in the Comments and Questions Appendix.

1. Comment: Due to the high percentage of Spanish speaking individuals in the project area, it was suggested that all public outreach undertaken regarding the EIS be conducted in English and Spanish.

Response: *The Department will have a Spanish-speaking engineer present at all in-house review meetings and public meetings in the future to insure cultural inclusiveness.*

2. Comment: The project area is in close proximity to the Woonasquatucket River Greenway and the northern terminus of the Washington Secondary Bike Path. It was suggested that the project address a connection between the two facilities.

Response: *Connections between the two facilities will be addressed for any build alternatives studied during the EIS process.*

3. Comment: The EIS should examine potential community and socioeconomic impacts and recommend appropriate measures to mitigate any negative impacts of the facility upon the surrounding neighborhoods.

Response: *The EIS will address any environmental consequences for the alternatives considered, including changes in the neighborhoods or community cohesion for the various social groups.*

4. Comment: RI Statewide Planning remains available to consider funding issues after a preferred alternative has been selected.

Response: RIDOT to Answer

5. Comment: The EIS should fully address air quality impacts and mitigate any detrimental effects.

Response: *The EIS will address any environmental consequences for the alternatives considered, including a brief discussion of the transportation-related air quality concerns in the project area and a summary of the project-related carbon monoxide analysis.*

1. No elaboration in DEIS. See response above.

2. Currently, RIDOT is considering alternatives within the project area to connect the missing link between the northern terminus of the Washington Secondary Bike Path in Cranston and the Northwest Bike Trail/Woonasquatucket River Bikeway in Providence. Once a preferred alternative is selected for the Interchange, alternative linkages for the bicycle facility will be investigated. Through many of the study intersections it appears that adequate travel lane and shoulder width are not currently provided to accommodate bicyclists to travel with vehicular traffic. Selection of a preferred alternative for the bikeway connection would be a consideration in the design of the Interchange.

3. Alternative 4 will result in 43 residential relocations in the West End. According to data presented, the percentage of minorities and low-income individuals is higher for that neighborhood than for the City of Providence and the state as a whole. Unemployment runs at 10.13 percent for that neighborhood while the statewide figure is 4.7 percent Alternative 4 involves the taking of a low-income adult living complex at 1570 Marvin Street, which consists of one building containing 26 apartments. The balance of residential property acquisitions will be along the south side of the Huntington Viaduct. The current supply of housing in the project area is limited. Therefore, general availability of housing will prove to be difficult as well as costly to acquire. Multi-family and rental units proposed to be acquired present a relocation dilemma, as there is a serious deficiency in affordable rental units in the City of Providence and the surrounding communities. Replacement Housing Payments to relocatees are difficult to estimate, due to the lack of affordable, decent, safe and sanitary housing within the project environs. The proposed acquisition of Marvin Gardens, located at 21 Marvin Street, presents further difficulties, as there are virtually no low-income units available in the City or surrounding communities. In most cases, any federally funded or assisted project would consider taking a property such as this only as an absolute last resort and options will be considered during Final Design to reduce the number of acquisitions, including Marvin Gardens. Specifically, the availability of replacement housing for these displaced tenants does not exist in the City of Providence or in any other community. Therefore, relocation

possibilities for the tenants occupying Marvin Gardens are remote. Alternative 4 would result in four total and one partial manufacturing acquisitions and one partial commercial acquisition. Based on a review of the demographics of the City of Providence and initial contacts with the project's design personnel, this project will have an adverse impact on the low-income housing supply and racial or ethnic minorities. All proposed residential displacements, especially Marvin Gardens, will have an adverse effect on the elderly and minority population in the project area. Further, as the demographic characteristics of the displaced residents are considered who are primarily minority, elderly, and low-income, housing availability is extremely limited. * In addition, both noise and visual impacts on the West End neighborhood are forecast for Alternative 4. The northwest flyover ramp that would be built at an elevation approximately 30 feet above the level of the existing interchanges, Ramp UN and the new Frontage Road shifted East into the West End Neighborhood. Visual impacts to the West End neighborhood would be high with the addition of the northwest flyover ramp, which would be visible from abutters. Noise impacts would be high with this alternative. Existing noise levels are above FHWA noise abatement criteria. Cost effective and locally desired noise barriers would be considered during final design under this alternative.

Conclusion. Alternative 4 clearly presents a direct Environmental Justice impact for the populations of the West End Neighborhood of Providence, which appear to be difficult to mitigate.

**Emphasis added by memo author. See Chapter 4, Section 4.2, page 4-3.*

4. Preliminary cost estimates in 2010 dollars have been developed for the proposed alternatives. An estimated construction time line was difficult to find in the document however on page 4-90, Section 4.18 it is stated that " Alternative 4 would have short-term impacts to the environment due to traffic delays during construction, which is expected to take approximately 12 years."

Table 2-1
Alternatives Cost Estimate Summary

Item	Alternative 1 No Build	Alternative 2 Rehabilitation	Alternative 3 Reconstruct	Alternative 4 New Interchange
Direct Costs				
Roadway	$0	$0	$0	$22,483,000
Bridge	$4,589,000	$24,153,000	$43,091,000	$92,943,000
Maintenance of Traffic	$1,148,000	$11,514,000	$15,419,000	$9,972,000
Storm/Sewer Separation	$0	$0	$0	$1,900,000
Olneyville Traffic Signal Improvements	$0	$0	$0	$1,700,000
Special Waste Mitigation	$0	$0	$0	$2,527,000
Utilities	$0	$0	$0	$8,200,000
Subtotal	**$5,737,000**	**$35,667,000**	**$58,510,000**	**$139,725,000**
Engineering Contingencies 15%	$861,000	$5,351,000	$8,777,000	$20,959,000
Mobilization 10%	$574,000	$3,567,000	$5,851,000	$13,973,000
Real Estate Acquisitions	$0	$0	$0	$7,225,000
SubTotal	**$7,172,000**	**$44,585,000**	**$73,138,000**	**$181,882,000**
Inflation to year 2010 (4%/yr)	$1,903,000	$11,830,000	$19,405,000	$48,257,000
Grand Total	$9,075,000	$56,415,000	$92,543,000	$230,139,000
Estimate	**$10,000,000**	**$57,000,000**	**$93,000,000**	**$231,000,000**
Indirect Costs				
Construction Delay Cost	N/A	$322,000,000	$386,400,000	$29,400,000

5. None of the alternatives exceeded criteria limits for air quality. Air quality improved in a majority of the intersections under Alternative 4 compared to Alternatives 1, 2 and 3. However, air quality results were worse for Alternative 4 at the Broadway / Harris Avenue and Union Avenue / Route 10 SB Off-ramp intersections.

Conclusion. Alternative 4's positive benefits outweigh the adverse air quality impacts, all of which can be mitigated. Therefore, Alternative 4, Reconstruct the Interchange on New Alignment, has been identified as the preferred alternative in this DEIS.

Cc. K. R. Trapani
J. O'Brien
G. Johnson

STATE OF RHODE ISLAND AND PROVIDENCE PLANTATIONS

Department of Administration
STATEWIDE PLANNING PROGRAM
One Capitol Hill
Providence, RI 02908 - 5872

July 27, 2005

Mr. Edmund T. Parker, Jr. P.E.
Chief Engineer
Rhode Island Department of Transportation
Two Capitol Hill
Providence, RI 02903

Re: Draft Environmental Impact Statement: Improvements to the U.S. Route 6/Route 10 Interchange

Dear Mr. Parker:

The Rhode Island Statewide Planning Program has conducted its review of the subject document and wishes to provide the following comments for the review record and to assist the Departments in finalizing the document as a decision-making tool. These comments are in addition to earlier comments this Office previously transmitted on June 27, 2005.

The proposed project is generally consistent with the State Guide Plan, specifically the Surface Transportation Element, Transportation 2025. This Plan covers the long range preservation and management of the state's ground transportation system, and the purpose and need for this project as outlined in the DEIS would support a number of the plan's policies and strategies. We agree that, overall, the Preferred Alternative (Alternative #4) would offer the greatest benefits of the alternatives considered. However, there are several specific aspects of the Preferred Alternative that could present conflicts with policies or recommendations of the State Guide Plan, depending upon the final design and implementation of the project.

A major concern, identified in our prior correspondence, is the potential impact of the preferred alternative on existing housing available for low and moderate income residents. The displacement of a substantial number of existing low and moderate income residents would be a significant negative impact, create potential conflicts with State Guide Plan policies, and, as acknowledged in the DEIS, be very difficult to mitigate via provision of comparable replacement units. We encourage design solutions that will avoid or minimize the impact of the project on the available supply of low and moderate income housing units in the project area.

The Greenspace and Greenways Element of the State Guide Plan encourages creation of an integrated, statewide network of bicycle paths and routes radiating from Providence. The Transportation Element includes (as a performance measure) "Completion of the RI portion of

the East Coast Greenway by 2010". RIDOT has led state efforts to create this system with major components of the envisioned statewide system now in place.

The proposed project represents a unique opportunity to complete a major gap in the envisioned system and a way to advance completion of the East Coast Greenway in RI – a connection between the existing Washington Secondary Bike Path, which currently terminates just south of the project area at the Cranston/Providence city line, and the Woonasquatucket River Greenway (bikeway), currently under development, which passes through the northern portion of the project area. The DEIS recognizes this opportunity, but does not commit to incorporation of a bikeway component as part of the proposed project. We recommend that the DEIS recommend that the bikeway connection be accomplished as part of the project, include route selection, design and construction of a bikeway connection between the Washington Secondary's northern terminus, and the Woonasquatucket River Greenway (bikeway) as an intermodal aspect of the proposed project. This would be consistent with and supportive of State Guide Plan policies that encourage provision of transportation alternatives and bicycling infrastructure, as well as the best opportunity to realize the necessary connection envisioned in the Greenspace and Greenways and Surface Transportation Elements.

The traffic and signalization improvements specified under the preferred alternative for the surface street network in the project area will greatly enhance traffic flow and safety, however, we are concerned, given the high levels of pedestrian usage in these heavily populated neighborhoods and commercial districts, that vehicular traffic flow improvements not reduce the conduciveness of the street system for walking and bicycling. We recommend that features such as the proposed free right hand turns from highway off-ramps be carefully designed so as to not impact the pedestrian environment, and that the final project also include features that enhance the pedestrian, transit-user, and on-street cycling environment of the surface street network within the project area.

In addition to these general comments, we have attached specific comments referenced to pages in the DEIS for your consideration.

Thank you for the opportunity to provide input to the decision-making process for this proposal. Please feel free to contact me if you have any questions relative to this correspondence.

Yours truly,

John P. O'Brien
Chief

Attachment
CC: R. Rizzo, FHWA

Attachment:

Route 6/10 Interchange Improvements DEIS

R.I. Statewide Planning Program
Page - Specific Comments:

Page:	Comment:
1-8	The "Plan Consistency" section should include appropriate references to applicable State Guide Plan elements and policies.
3-32	We recommend that the DEIS incorporate a bicycle facility connecting the northern terminus of the Washington Secondary Bikeway with the Woonasquatucket River Greenway (bikeway) within the project area. (see general comment)
3-47	The discussion of water quality should also include the use classification designation(s) for the Woonasquatucket River (within the project area) established in the RI Rivers Policies and Classification Element of the State Guide Plan
4-1	The "Consistency of Alternatives with Comprehensive Plan" section should cite the requirements of RI General Laws 45-22-10 (E) as the basis for this consistency determination. A statement in the FEIS that the City of Providence concurs with the consistency findings presented in the document relative to its plan would be appropriate.
4-2	The "Land Use Impacts" section does not address land reuse opportunities which future disposition of existing ROW that may not be needed due to the reconfiguration of the interchange. In particular, some of the area currently occupied by Route 6 between Plainfield Street and Route 10 appears likely to become surplus to transportation needs in the future if the preferred alternative is implemented. This area immediately adjoins the commercial /industrial uses in the Olneyville Square area. Reuse potential of this land should be discussed. Reuse for open space (which could help buffer noise impacts of the adjoining highway) and/or for construction of new affordable housing opportunities (if appropriate noise buffering could be provided) could help address some of the possible detrimental impacts of the preferred alternative (noise, impact on supply of affordable housing). We suggest that the DEIS recommend coordinated planning with the City of Providence relative to the disposition of any surplus land within this area to ensure that future re-usage potential is maximized consistent with the City's Comprehensive Plan.
4-5—4-10	"Relocation Impacts": The preferred alternative has high potential impacts upon existing residential units, particularly affecting the existing supply of low and moderate income units. The displacement of a substantial number of existing low and moderate income residents would be a significant negative impact, create potential conflicts with State Guide Plan policies, and, as acknowledged in the DEIS, be very difficult to mitigate via provision of comparable replacement units. We encourage design solutions that will

	avoid or minimize the impact of the project on the available supply of low and moderate income housing units in the project area.
4-54	Section 4.5.5 -- We recommend that the DEIS incorporate a bicycle facility connecting the northern terminus of the Washington Secondary Bikeway with the Woonasquatucket River Greenway (bikeway) within the project area. (see general comment in attached letter)
4-56-57	"Mitigation measures". The intersection signalization improvements proposed as part of the preferred alternative will control access to the improved interchange and improve traffic flow conditions in the surrounding surface street network relative to the no-action (and other alternatives). However, given the commercial and residential character of the neighborhoods involved, and the prevalence of low income residents (who may not have access to vehicles), we recommend that the EIS also include appropriate features for pedestrians, on-street cycling, transit users, and traffic calming. The proposed "free right hand turns" from off ramps, for example, can increase vehicle speed, and worsen the level of service for pedestrians.
4-66 -- 67	"Noise Barrier Analysis" To inform the decision-making process, the EIS should include graphics identifying potential locations and configurations (elevations) of noise barriers to be considered. While we recognize that noise barriers have positive and negative features, and may, in and of themselves, be controversial; the requirement for 75% support seems quite substantial, and a standard not applied to other project features. We recommend that the EIS provide more detail on the decision-making process on the inclusion of specific noise-mitigation measures, for example, how the level of public support would be measured, and how the recommendations of the municipal government would be factored into the decisions.
4-86	"Visual Impacts" As acknowledged here, the preferred alternative's Northwest Flyover Ramp would be a prominent addition to the visual landscape of the project area. Potential impacts (visual, shading) upon the adjoining neighborhoods and properties should be carefully considered and addressed during design.

STATE OF RHODE ISLAND AND PROVIDENCE PLANTATIONS

Rhode Island Department of Transportation
OFFICE OF THE CHIEF ENGINEER
Two Capitol Hill, Rm 224
Providence, RI 02903-1124
PHONE 401-222-2492
FAX 401-222-3435 TDD 401-222-4971

November 1, 2005

Mr. John P. O'Brien
Chief
Rhode Island Department of Administration
Statewide Planning Program
One Capitol Hill
Providence, RI 02908-5872

Re: Improvements to the Route 6/Route 10 Interchange
Providence, Rhode Island
RI Contract No. 93110
RIFAP No. F-1195(006)
Draft Environmental Impact Statement Comments

Dear ~~Mr. O'~~Brien:

Thank you for offering comments regarding this project. We have reviewed all questions and concerns received during the Public Hearing and the comment period. There were a number of common issues that were shared by many respondents. We have compiled the enclosed Summary of Recurrent Comments in an effort to collectively address these concerns.

In response to your specific comments, the original design demonstrated the worst-case scenario of impacts resulting from reconstruction of the interchange including full replication of the existing Frontage Road. The plans showed the entire road replicated with a two-lane, two-way frontage road. Comments received indicated that the frontage road is used sparingly, condones high speeds, and is aesthetically poor. Based on these comments, alternative designs will be investigated that will eliminate this continuous roadway, and connect the side roads with smaller sections. RIDOT will work with the City of Providence and the local emergency agencies to make sure adequate access is still provided for general use and any emergency situations that could arise. We are confident that the alternative designs eliminate almost all residential acquisitions in the West End, including the need to acquire Marvin Gardens.

RIDOT agrees that the project provides a good opportunity for the connection to be made between Washington Secondary Bike Path and the Woonasquatucket River Bikeway. It is RIDOT's intention to investigate completion of the connection as part of this project.

The design for the preferred alternative will improve the pedestrian, transet-user, and on-street cycling environment on the local streets where feasible within the project area. The "Plan Consistency" section will include references to the State Guide Plan elements and policies. The discussion of water quality will include the use classification designation for the Woonasquatucket River established in the State Guide Plan.

It is our intention to receive concurrence with the City of Providence regarding consistency with their Comprehensive Plan regarding any surplus land resulting from construction of the preferred alternative.

Once RIDOT settles on the final alternative layout for Alternative 4, including modifications to the West End, noise abatement measures will be explored during Final Design according to Department policy.

RIDOT agrees that the new northbound Route 10 to westbound Route 6 ramp proposed for Alternative 4 is needed to provide the missing movement. This also affords the added benefit of reducing interchange related traffic in the surrounding neighborhoods.

Landscaping and architectural treatments shall be provided for the entire interchange, including plantings to buffer the West End neighborhood and architectural treatments for the new northbound Route 10 to westbound Route 6 flyover ramp.

The Final Environmental Impact Statement (FEIS), which will incorporate comments received regarding the Draft Environmental Impact Statement (DEIS), should be completed this fall. A 30-day comment period will be available after the completion of the FEIS.

Should you have any additional comments or concerns, please feel free to contact this office.

Very truly yours,

Edmund T. Parker, Jr., P.E.
Chief Engineer

ETP/mdi
Enclosure: Summary of Recurrent Comments

cc: Messrs. Parker, Farhoumand, Smith, File (93110)

RHODE ISLAND HOUSING
AND MORTGAGE FINANCE CORPORATION

Michael V. Milito
Direct Dial: 401-457-1173
Fax: 401-450-1371
E-Mail: mmilito@rihousing.com

June 28, 2005

Mr. Edmund T. Parker, Jr., P.E.
Chief Engineer
Rhode Island Department of Transportation
Office of the Chief Engineer
Two Capitol Hill, Room 224
Providence, RI 02903-1124

Re: Improvements to the U.S. Route 6/Route 10 Interchange
Draft Environmental Impact Statement

Dear Mr. Parker:

I am writing to comment on the Draft Environmental Impact Statement (DEIS) that has been prepared by the Rhode Island Department of Transportation (RIDOT) and the Federal Highway Administration (FHWA) regarding the Route 6/Route 10 Interchange improvement project.

Rhode Island Housing is the State's principal housing agency. Our mission is to assist Rhode Islanders who, by reason of income, special need or circumstance, are unable to fairly obtain and sustain a healthy, affordable home. As such, we are closely involved in all aspects of housing financing, development and policy

We are very concerned about Alternative 4 described in the DEIS, which would result in the loss of 43 residential units. Rhode Island is facing a critical housing shortage. According to 2000 census data, Rhode Island currently has a shortfall of about 13,000 housing units. Based on projected increases in the number of households in the State and the anticipated housing starts statewide, this shortfall increases by about 3,500 units each year. RIDOT and FHWA should not compound an already serious problem.

Even more troubling is that Alternative 4 apparently will lead to the demolition of Marvin Gardens, a Section 8 assisted housing development that provides housing to 26 low-income, elderly families. Marvin Gardens, which was originally financed in 1978 by Rhode Island Housing, is an important affordable rental housing resource for Providence and the State. All of the units at Marvin Gardens are subsidized under the Section 8 program, and residents pay only 30% of their income to live there.

The loss of these 43 units, and in particular the 26 subsidized units at Marvin Gardens, will create unreasonable hardships to the current residents of these properties. As the DEIS correctly acknowledges:

> The current supply of housing in the project area is limited ... Multi-family and rental units proposed to be acquired present a relocation dilemma, as there is a serious deficiency in affordable rental units in the City of Providence and the surrounding communities.
>
> * * *
>
> The proposed acquisition of Marvin Gardens, located at 21 Marvin Street, presents further difficulties, as there are virtually no low-income units available in the City of surrounding communities....Therefore, relocation possibilities for the tenants occupying Marvin Gardens are remote.

DEIS, Section 4.3.2, p. 4-10.

The relocation assistance proposed for current occupants will be inadequate to fully compensate the residents, particularly those living in Marvin Gardens. Relocation financial assistance for tenants is capped at $5,250. DEIS, Section 4.3.4, p. 14. Current residents of Marvin Gardens, who generally are very-low income, likely pay a rent that is $500 - $600 per month below market rent for a comparable apartment. These residents are eligible to continuing receiving this assistance indefinitely provided they do not breach the lease. In contrast, the maximum relocation assistance will cover the differential between their current rental expense and the cost of available, comparable rentals for 8 to 10 months. This represents a significant financial burden to be borne by the residents.

Of equal importance, the acquisition of Marvin Gardens impacts not only the current residents but also reduces the supply of affordable housing available for occupancy by low and moderate income families. Because Rhode Island Housing financed the development, it is subject to a regulatory agreement which ensures that it will provide affordable housing opportunities for the long-term. The loss of these units will be felt for years to come.

In light of the severe shortage of housing units in Rhode Island, RIDOT and FHWA should not undertake a course of action that will lead to the loss of any residential units, particularly assisted units such as Marvin Gardens. As the DEIS notes: "There is no adequate housing *Statewide* to relocate the residents of [Marvin Gardens]. This potential acquisition needs to be avoided by a reevaluation of the alignment of the Service Road...**Any option that does not include this acquisition is preferable.**" DEIS, Sec. 4.3.2, p. 4-11. (Emphasis supplied.)

If there is no feasible alternative to the acquisition of Marvin Gardens, then RIDOT and FHWA should condition approval of this approach on one-for-one replacement of all lost units by new housing with comparable rent subsidies located in the surrounding community. The acquisition of

Marvin Gardens should not be permitted to begin until the development of the replacement units is completed.

Thank you for giving Rhode Island Housing the opportunity to comment on the DEIS.

Very truly yours,

Michael V. Milito
Deputy Assistant Director for
Law and Human Resources

cc: The Honorable David N. Cicilline

STATE OF RHODE ISLAND AND PROVIDENCE PLANTATIONS

Rhode Island Department of Transportation
OFFICE OF THE CHIEF ENGINEER
Two Capitol Hill, Rm 224
Providence, RI 02903-1124
PHONE 401-222-2492
FAX 401-222-3435 TDD 401-222-4971

November 1, 2005

Mr. Michael V. Milito
Deputy Assistant Director for Law and Human Resources
Rhode Island Housing and Mortgage Finance Corporation
44 Washington St.
Providence, RI 02903

Re: Improvements to the Route 6/Route 10 Interchange
Providence, Rhode Island
RI Contract No. 93110
RIFAP No. F-1195(006)
Draft Environmental Impact Statement Comments

Dear Mr. Milito:

Thank you for offering comments regarding this project. We have reviewed all questions and concerns received during the Public Hearing and the comment period. There were a number of common issues that were shared by many respondents. We have compiled the enclosed Summary of Recurrent Comments in an effort to collectively address these concerns.

The original design demonstrated the worst-case scenario of impacts resulting from reconstruction of the interchange including full replication of the existing Frontage Road. The plans showed the entire road replicated with a two-lane, two-way frontage road. Comments received indicated that the frontage road is used sparingly, condones high speeds, and is aesthetically poor. Based on these comments, alternative designs will be investigated that will eliminate this continuous roadway, and connect the side roads with smaller sections. RIDOT will work with the City of Providence and the local emergency agencies to make sure adequate access is still provided for general use and any emergency situations that could arise. We are confident that the alternative designs eliminate almost all residential acquisitions in the West End, including the need to acquire Marvin Gardens.

The Final Environmental Impact Statement (FEIS), which will incorporate comments received regarding the Draft Environmental Impact Statement (DEIS), should be completed this fall. A 30-day comment period will be available after the completion of the FEIS.

Should you have any additional comments or concerns, please feel free to contact this office.

Very truly yours,

Edmund T. Parker, Jr., P.E.
Chief Engineer

ETP/mdi
Enclosure: Summary of Recurrent Comments

cc: Messrs. Parker, Farhoumand, Smith, File (93110)

Department of Planning and Development

DAVID N. CICILLINE
Mayor

June 28, 2005

Mr. Edmund T. Parker, Jr., P.E.
Chief Engineer
Rhode Island Department of Transportation
Capitol Hill
Providence, RI 02903

Dear Mr. Parker:

The Department of Planning and Development welcomes the opportunity to comment on the Draft Environmental Impact Statement for Improvements to the U.S. Route 6/Route 10 Interchange (DEIS). After reviewing the document, we have several comments that we would like entered into the official record.

We have long recognized the deficiency of this interchange. Indeed, Providence's Comprehensive Plan identifies it as in need of improvements. We support the objectives of reducing traffic congestion, enhancing safety, and improving travel movements, particularly the north-to-west movement. We agree that Alternative 4 will accomplish these objectives and believe that it is the best of the four alternatives examined. We are, however, concerned about some of the adverse impacts predicted by the construction of Alternative 4:

- We are concerned about every one of the 7 proposed residential property acquisitions. We agree with the conclusions of the DEIS that the social impacts would be high due to the taking of 43 residential dwelling units, especially those that are for people of low income. We oppose any taking of residential property, and urge a reevaluation of the alignment to reduce or eliminate the need for these acquisitions. We make the following suggestions:
    - To avoid the taking of Assessor's Plat 37, Lot 142, RIDOT should consider realigning the frontage road to avoid encroaching on the structure. If this is not feasible, the section of frontage road between Willow and Marvin Streets should be eliminated.
    - To avoid the other residential takings, RIDOT should consider combining Ramp UN with the frontage road between Union Ave. and Chapin Ave.
- We also are concerned about the proposed acquisition of four commercial and manufacturing properties. There is little available land in the city for relocation of

400 WESTMINSTER STREET - PROVIDENCE, RHODE ISLAND 02903-3215 - (401)351-4300 - FAX (401)351-9533
e-mail: planning@providenceri.com or visit us on the web at: www.providenceri.com/planning

these businesses, and we would object to any relocation outside of the City of Providence. We understand, however, that the proposed alignment has as little impact as possible on the property in the vicinity of Route 6, while still achieving the objectives of the project. We urge RIDOT to work with this department to find appropriate locations in the city to relocate these businesses, and when the project is complete, to create new parcels suitable for business uses on surplus land.

- The DEIS states that bicycle route linkages between the Northwest Bike Trail/Woonasquatucket River Bikeway and the Washington Secondary Bike Path will be investigated. A connection between these two bikeways should be created as part of this project.
- The DEIS recognizes the importance of pedestrian movements in the study area. Any reconfiguration of the interchange must improve pedestrian movements wherever possible, especially those that pass under the highway at Plainfield St., Westminster St., and Broadway.
- The conclusion that noise impacts would be high with Alternative 4 indicates a need to explore methods of noise abatement, including barriers and landscaping.
- The negative visual impacts from the construction of Alternative 4 should be mitigated through landscaping and creative design.
- We urge that the frontage road buffering the highway from the West End neighborhood be built in the manner of a city street. There should be a clear signal to motorists that they have entered a neighborhood, and that they should behave appropriately. The street should not be unnecessarily wide, and there should be ample sidewalks and street trees.
- Dwellings adjacent to the frontage road should be supplied with fencing to buffer them from the interchange.
- There must be an extensive landscaping plan for the project.
- We also advocate for a pleasing and unifying urban design for the entire project.

We appreciate the opportunity to comment on the DEIS. We look forward to working with you to find appropriate solutions to mitigate the negative impacts of this project.

Sincerely,

Thomas E. Deller, AICP
Director

c: Ralph Rizzo, FHA
William Bombard, City Engineer
Bernard Lebby, Traffic Engineer

STATE OF RHODE ISLAND AND PROVIDENCE PLANTATIONS

Rhode Island Department of Transportation
OFFICE OF THE CHIEF ENGINEER
Two Capitol Hill, Rm 224
Providence, RI 02903-1124
PHONE 401-222-2492
FAX 401-222-3435 TDD 401-222-4971

State of Rhode Island
Dept of Transportation

OCT 31 2005

Kazem Farhoumand, P.E.
Deputy Chief Engineer

October 28, 2005

Mr. Thomas E. Deller, AICP
Director, Providence Department of Planning and Development
400 Westminster Street
Providence, RI 20903

Re: Improvements to the Route 6/Route 10 Interchange
Providence, Rhode Island
RI Contract No. 92110
RI FAP No. F-1195-(006)
Request for Concurrence

Dear ~~Mr. Deller~~ Thom:

We respectfully request your review and concurrence regarding the revised Alternative 4 Frontage Road design for the Route 6/Route 10 Interchange.

The original design demonstrated the worst-case scenario of impacts from reconstruction of the interchange including full replication of the existing Frontage Road located east of Route 10 between Union Avenue and Oak Street. Comments received from both your office and the general public indicated that this road is used sparingly, condones high speeds, and is aesthetically poor. Based on these comments, the design of the Frontage Road has been revised to eliminate this continuous roadway and connect the side roads with smaller sections.

The following side roads would be connected with separate two-lane, two-way roadways:

- Oak Street and Marvin Street
- Willow Street, Hudson Street, Wood Street and Chapin Avenue
- Rosedale Street, Waverly Street and Althea Street

In addition, Wendell Street would terminate with a "hammerhead" cul-de-sac. Salvati Way, located east of Route 10 and south of Union Avenue, would be reduced from the existing 34-foot width to a 24-foot width between Benedict Street and Wadsworth Street. A plan showing these changes is enclosed for your use.

The Frontage Road, where possible, would be designed in the manner of a city street, with trees and sidewalks included and fencing will be provided to buffer residents from the interchange. Urban design options will be investigated during final design.

As a result of these modifications, residential acquisitions would be reduced from 7 total (43 units) and 4 partial acquisitions to 1 total (1 unit, Plat 37/Lot 569) and 1 partial acquisition (strip taking only – no structure, Plat 37/Lot 188).

Following your review of this redesign, the Department will work with you and the local emergency agencies to make sure adequate access is still provided for general use and any emergency situations that could arise. Should you have any additional comments or concerns, please feel free to contact this office.

Very truly yours,

Edmund T. Parker, Jr., P.E.
Chief Engineer

ETP/mg
Attachment: Revised Alternative 4 Plan (2)
Cc: Mssrs. Parker, Farhoumand, Smith, File (93110)

STATE OF RHODE ISLAND AND PROVIDENCE PLANTATIONS

Rhode Island Department of Transportation
OFFICE OF THE CHIEF ENGINEER
Two Capitol Hill, Rm 224
Providence, RI 02903-1124
PHONE 401-222-2492
FAX 401-222-3435 TDD 401-222-4971

November 9, 2005

Mr. Thomas E. Deller, AICP
Director
Providence Department of Planning and Development
400 Westminster Street
Providence, RI 02903

Re: Improvements to the Route 6/Route 10 Interchange
Providence, Rhode Island
RI Contract No. 93110
RIFAP No. F-1195(006)
Draft Environmental Impact Statement Comments

Dear Mr. Deller:

Thank you for offering comments regarding this project. We have reviewed all questions and concerns received during the Public Hearing and the comment period. There were a number of common issues that were shared by many respondents. We have compiled the enclosed Summary of Recurrent Comments in an effort to collectively address these concerns.

The original design demonstrated the worst-case scenario of impacts resulting from reconstruction of the interchange including full replication of the existing Frontage Road. The plans showed the entire road replicated with a two-lane, two-way frontage road. Comments received indicated that the frontage road is used sparingly, condones high speeds, and is aesthetically poor. Based on these comments, alternative designs will be investigated that will eliminate this continuous roadway, and connect the side roads with smaller sections. RIDOT will work with the City of Providence and the local emergency agencies to make sure adequate access is still provided for general use and any emergency situations that could arise. We are confident that the alternative designs eliminate almost all residential acquisitions in the West End, including the need to acquire Marvin Gardens.

The Department is concerned about the proposed acquisition of commercial and manufacturing properties. Two specific businesses are affected: National Lumber and First Student Bus. RIDOT will work with your department to find appropriate locations for these businesses in the City of Providence and, if possible, within the interchange area.

RIDOT agrees that the project provides a good opportunity for the connection to be made between Washington Secondary Bike Path and the Woonasquatucket River Bikeway. It is RIDOT's intention to investigate completion of the connection as part of this project.

Any reconfiguration of the interchange will improve pedestrian movements wherever possible.

Once RIDOT settles on the final alternative layout for Alternative 4, including modifications to the West End, noise abatement measures will be explored during Final Design according to Department policy.

Landscaping and architectural treatments shall be provided for the entire interchange, including plantings to buffer the West End neighborhood and architectural treatments for the new northbound Route 10 to westbound Route 6 flyover ramp.

The Frontage Road, where it will remain, will be designed in the manner of a city street, with trees and sidewalks included were possible, and fencing provided to buffer residents from the interchange, if feasible. Urban design options will be investigated during final design.

The Final Environmental Impact Statement (FEIS), which will incorporate comments received regarding the Draft Environmental Impact Statement (DEIS), should be completed this fall. A 30-day comment period will be available after the completion of the FEIS. Should you have any additional comments or concerns, please feel free to contact this office.

Very truly yours,

Edmund T. Parker, Jr., P.E.
Chief Engineer

ETP/mdi
Enclosure: Summary of Recurrent Comments
cc: Messrs. Parker, Farhoumand, Smith, File (93110)
Mr. Robert Azar, City of Providence

Department of Planning and Development

DAVID N. CICILLINE
Mayor

November 16, 2005

Mr. Edmund T. Parker, Jr., P.E.
Chief Engineer
Rhode Island Department of Transportation
Capitol Hill
Providence, RI 02903

Re: Improvements to the Route 6/Route 10 Interchange, Request for Concurrence

Dear ~~Mr. Parker~~ Ed:

Thank you for the opportunity to comment on the Alternative 4 Frontage Road design for the Route 6/Route 10 Interchange. These comments relate to your letter of October 28, 2005, and the attached plan entitled "Improvements to the U.S. Route 6/Route 10 Interchange, Revised Alternative 4."

The redesign of the frontage road has adequately addressed the concerns about the residential property acquisitions that we raised in our letter to you of June 24, 2005. While we regret that under the revised plan there would still be a taking of one residential property, we understand that the taking is necessary to the project.

We look forward to continuing to work with you as the project develops to ensure that our other concerns are addressed. We appreciate the opportunity to comment on the latest revision.

Sincerely,

Thomas E. Deller, AICP
Director

c: Ralph Rizzo, FHA
William Bombard, City Engineer
Bernard Lebby, Traffic Engineer

400 WESTMINSTER STREET - PROVIDENCE, RHODE ISLAND 02903-3215 - (401)351-4300 - FAX (401)351-9533
e-mail: planning@providenceri.com or visit us on the web at: www.providenceri.com/planning

MARTINA
& company

RECEIVED
JUL - 1 2005
RIDOT
CHIEF ENGINEER'S OFFICE

Edmund Parker
Chief Engineer
RIDOT
2 Capitol Hill
Providence, RI 02903

June 29. 2005

RE: Improvements to the US Route 6/Route 10 Interchange

Dear Mr. Parker,

I am writing in response to last nights public hearing regarding the proposed changes to the Route 6/Route 10 Interchange.

I have lived in the Armory District since 1991 and have owned my home on Dexter Street since 1993.

I feel strongly about the importance of connecting Route 10 North with Route 6 West and am sure that this will help to reduce through taffic on the surrounding residential streets. I am in favor of improving the traffic flow on the both Route 6 and 10 but I am concerned that some of the changes will lead to increased traffic volume by incouraging more people to travel on these routes rather than just making the existing traffic flow more smoothly.

I am also concerned about the size of the project and its potential impact on the Armory District/West End and Olneyville. Routes 6 and 10 cut right through two residential neighborhoods, actually they seperate them and these improvements should not result in a stronger seperation by enlarging the area covered by more highway like roads.

Here are several suggestions:

- Get rid of the Service Road (Frontage Road) on the eastern side of Route 10 entirely. This street does not get used very much and does not do anything to help with any of the existing traffic problems. It has become a local dumping ground for tires/furniture etc. It runs paralell to the highway and does not get you anywhere - it is actually quite redundant.

120 North Main Street, Providence, RI 02903
tel: 401•351•0968 fax: 401•351•0960
e-mail: martinaco@mindspring.com

- Turn all the streets that run between Messer and Frontage Streets and would deadend if you remove Frontage Street and connect them in U -shaped confirgurations so that for example Oak Street will connect with Marvin Street to form an U, Willow Street will join Hudson Street to make an U, Wood Street with Chapin, Wendell with Rosedale Street and so on. This will add to a quiet residental feeling instead of deadend streets which tend to become dark inhospitable places that nobody will use.

- Plant the area freed up by removing Frontage Road and heavily to provide a shield against noise and exhaust fumes from Route 10. Consider incorporating a bike path in the planted area.

- Provide lots of Landscaping/Planting throughout the entire interchange - this will make a project like this much more likely to be well recieved by the residents.

- At the next public hearing provide a photograph with a super-imposed image of what this revised interchange will actually look like. It will be much easier to visualize all the proposed changes and will help to explain the impact the project will have (especially height of the new bridges).

Thank you for your consideration.
I am looking forward to see the revised plans at the next public hearing.

Sincerely,

Martina Windels

STATE OF RHODE ISLAND AND PROVIDENCE PLANTATIONS

Rhode Island Department of Transportation
OFFICE OF THE CHIEF ENGINEER
Two Capitol Hill, Rm 224
Providence, RI 02903-1124
PHONE 401-222-2492
FAX 401-222-3435 TDD 401-222-4971

November 1, 2005

Ms. Martina Windels
Martina & Company
120 North Main Street
Providence, RI 02903

Re: Improvements to the Route 6/Route 10 Interchange
Providence, Rhode Island
RI Contract No. 93110
RIFAP No. F-1195(006)
Draft Environmental Impact Statement Comments

Dear Ms. Windels:

Thank you for offering comments regarding this project. We have reviewed all questions and concerns received during the Public Hearing and the comment period. There were a number of common issues that were shared by many respondents. We have compiled the enclosed Summary of Recurrent Comments in an effort to collectively address these concerns.

In response to your specific comments, a goal of this project is to reduce congestion within the interchange and its surrounding neighborhoods. As a result, capacity would increase within the interchange, which would reduce the potential for accidents. Capacity for Route 6 and Route 10 beyond the interchange, however, would remain the same.

The original design demonstrated the worst-case scenario of impacts resulting from reconstruction of the interchange including full replication of the existing Frontage Road. The plans showed the entire road replicated with a two-lane, two-way frontage road. Comments received indicated that the frontage road is used sparingly, condones high speeds, and is aesthetically poor. Based on these comments, alternative designs will be investigated that will eliminate this continuous roadway, and connect the side roads with

smaller sections. RIDOT will work with the City of Providence and the local emergency agencies to make sure adequate access is still provided for general use and any emergency situations that could arise. We are confident that the alternative designs eliminate almost all residential acquisitions in the West End, including the need to acquire Marvin Gardens.

It is RIDOT's intention to investigate completion of the connection between the Washington Secondary Bike Path and the Woonsuatucket River Bikeway as part of this project. The final alighments for the connection will be determined during Final Design.

Landscaping and architectural treatments shall be provided for the entire interchange, including plantings to buffer the West End neighborhood and architectural treatments for the new northbound Route 10 to westbound Route 6 flyover ramp.

Additional graphics will be developed as the project progresses so it will be easier to visualize the proposed changes.

The Final Environmental Impact Statement (FEIS), which will incorporate comments received regarding the Draft Environmental Impact Statement (DEIS), should be completed this fall. A 30-day comment period will be available after the completion of the FEIS.

Should you have any additional comments or concerns, please feel free to contact this office.

Very truly yours,

Edmund T. Parker, Jr., P.E.
Chief Engineer

ETP/mdi
Enclosure: Summary of Recurrent Comments

cc: Messrs. Parker, Farhoumand, Smith, File (93110)

national Lumber
& BUILDING MATERIALS

7/12/05

To: Mr. Edmund T. Parker, Jr.. P.E., Chief Engineer
Rhode Island Department of Transportation
Two Capital Hill
Providence, RI 02903

From: National Lumber
81 Troy Street
Providence, RI 02909

Re: Nine Eighty Nine Corp/National Lumber, 81 Troy Street, Plat 105, Lots 0038 and 0080

Dear Mr Parker,

National Lumber was established in 1951 by Louis S. Gautieri Jr, a WWII Veteran who served in the South Pacific with the U.S. Navy and his brother Dominic Gautieri..

National Lumber has been a victim when building route 6 in the 1960's. We were condemned to make room for route 6 (195). At the time we rebuilt in Olneyville beside the highway. We were told that we would not be bothered again. The Providence city council voted to let us build a new lumber yard in Olneyville city of Providence and there was joint responsibility for the new highway construction with funds of city of Providence and state DOT and federal monies's.

Now your plan to condemn our property to make room for your #4 preferred alternatives is to make us move again. After careful study of your maps, we are singled out to loose our business in Olneyville, which we re established here in 1965 and no one else will be effective like us. We don't think this is fair to us and ask you to use your #3 alternative or move the new road 160 feet back to the present road bed. We feel by making this correction we can stay at our location and you will save millions of tax payer money.

The original plan submitted June 1949, was approved by Governor Pastore, state DOT city of Providence by Mayor Roberts. We feel that Charles A. Maguire & Associates who planned the right of way for this road and moving it 160 feet to take National Lumber is not necessary.

National Lumber is one of two lumber yards serving builders of the city of Providence. To relocate in the city of Providence and have three acres with all the needed permits and zoning is next to impossible. We will need a lot of help to relocate in the Olneyville section of the city of Providence. If this #4 plan is used with out making a few minimal adjustments.

Sincerely,

Louis S Gautieri Jr

Louis S. Gautieri Jr.
Treasurer of Nine Eighty Nine Corp/National Lumber

STATE OF RHODE ISLAND AND PROVIDENCE PLANTATIONS

Rhode Island Department of Transportation
OFFICE OF THE CHIEF ENGINEER
Two Capitol Hill, Rm 224
Providence, RI 02903-1124
PHONE 401-222-2492
FAX 401-222-3435 TDD 401-222-4971

November 9, 2005

Mr. Louis S. Gautieri, Jr.
Treasurer
Nine Eighty Nine Corp./National Lumber
81 Troy Street
Providence, RI 02909

Re: Improvements to the Route 6/Route 10 Interchange
Providence, Rhode Island
RI Contract No. 93110
RIFAP No. F-1195(006)
Draft Environmental Impact Statement Comments

Dear Mr. Gautieri:

Thank you for offering comments regarding this project. We have reviewed all questions and concerns received during the Public Hearing and the comment period. There were a number of common issues that were shared by many respondents. We have compiled the enclosed Summary of Recurrent Comments in an effort to collectively address these concerns.

In response to your specific comments, Alternate 3 will not satisfy all of the purposes for the project, including reducing congestion within the interchange, reducing interchange-related traffic congestion in the adjacent communities, and improving north-to-west travel movement. Moving the road 160 feet back would not be feasible, since the new bridge structures could not be constructed while maintaining exiting traffic.

If your property, or any portion thereof, is acquired to accommodate this project, the Department of Transportation is required to pay "just compensation." You will be compensated in an amount not less than 100 percent of the fair market value of the real estate based on an appraisal. Additionally, the Department is obligated to offer relocation assistance (and payments) in accordance with the Uniform Relocation Assistance and Real Property Acquisition Policies Act of 1970 as amended and will provide advisory services to assist you in finding a location.

Although a replacement site in the immediate vicinity is not guaranteed, an effort will be made to find a replacement site suitable for conducting business. The Department will reimburse the business owner for actual, reasonable, and necessary moving expenses and for eligible reestablishment expenses as outlined in the Act.

The Final Environmental Impact Statement (FEIS), which will incorporate comments received regarding the Draft Environmental Impact Statement (DEIS), should be completed this fall. A 30-day comment period will be available after the completion of the FEIS. Should you have any additional comments or concerns, please feel free to contact this office.

Very truly yours,

Edmund T. Parker, Jr., P.E.
Chief Engineer

ETP/mdi
Enclosure: Summary of Recurrent Comments
cc: Messrs. Parker, Farhoumand, Smith, File (93110)

WEST BROADWAY NEIGHBORHOOD ASSOCIATION

WBNA

27 July 2005

Mr. Edmund T. Parker, Jr., P.E.
Chief Engineer
Rhode Island Department of Transportation
Two Capital Hill
Providence, RI 02903

Dear Mr. Parker:

The West Broadway Neighborhood Association (WBNA, Inc.) would like to thank you for the excellence of your outreach to citizens in advance of the US Route 6/Route 10 hearing and for the cordial and impartial way that you conducted the hearing. This letter is to offer our comments and suggestions in regard to the Improvements to US Route 6/Route 10 Interchange project.

The aim of the recommended improvements in Alternative 4, to address safety and to deflect highway traffic from our neighborhood and Olneyville are worthy, and we agree that the bridges need repair. However, we believe the scale and cost of the project go far beyond what is needed to achieve the intended goals and are incompatible with parts of the road system that it would link to.

US Route 6/Route 10 serve as local access roads for the western edge of Providence. Alternative 4, in contrast, would be built to a scale similar to I-95. Yet the roads that Rt. 6/10 lead into and other parts of Rt. 10 do not have the capacity to handle the traffic that would feed into it under Alternative 4.

Moreover, the impacts from this project could be very detrimental to the neighborhood and Olneyville. Traffic would likely increase on Broadway and in Olneyville near Valley Street. We are concerned about effects such as changes to local traffic patterns. We do not see how moving the off-ramp from Westminster Street to Broadway will improve the quality of life for the neighborhood.

Specific features of Alternative 4 that WBNA opposes include:

- The taking of residential and commercial property and demolition and/or encroachment into the neighborhood.
- The 30 foot high flyover ramp
- The increased noise and visual blight that would come of this project
- The long construction process that would be required and the safety and noise issues that come with the construction.

For all these reasons, the board voted on July 27, 2005 to support Alternative 2 which proposes to rehabilitate the existing bridges in the project area of the Draft Environmental Impact Statement. We ask that no further action be taken except for the below listed suggestions for

1560 Westminster Street, Providence, RI 02909 Tel: (401) 831-9344 Fax: 831-0388 www.wbna.org e-mail: wbna@wbna.org

provisions, we feel are necessary in the planned improvements:

- Installation of a bike path along Rte. 10 to Downtown and a path to connect the Woonasquatucket River Greenway to the Washington Secondary bike path in Cranston and pedestrian provisions in the study area
- Aesthetic improvements to transform Rtes. 10/6 to a boulevard or parkway. The southern end of Route 10 is nicely landscaped with naturalistic plantings of trees and shrubs. We ask that similar treatments be extended along the length of the route)
- Improvement to the timing of the lights in Olneyville and on Westminster and Broadway
- Noise abatement barriers and landscaping
- Many of the City's recommendations in their 6/28/05 letter including building the frontage road like a city street that is not too wide, and that provides sidewalks, street trees, and fencing along the frontage road

We have been very impressed with RIDOT's Transportation Enhancement program. We ask you to use a portion of the $231 million proposed for the Rt.6/10 alternative 4 project and use it for a scaled down option that includes safety measures, a bike path, context-sensitive design, tree planning and landscaping. We also request that a portion of the funds for Alternative 4 be reallocated to other neighborhood transportation projects that include: the removal and relocation of the Bishop McVinney Auditorium, improving the Westminster, Broadway, and Atwells I-95 service road bridges and their connectivity and pedestrian-access to downtown, and reconfiguration of Olneyville Square for improved circulation and a "neighborhood downtown pedestrian experience."

We ask the RIDOT to re-examine their alternatives with consideration to our concerns and come up with a more modest approach that can achieve the stated goals. Please accept our invitation to return to the neighborhoods to discuss with us an alternative design that incorporates the above components. WBNA feels that this is a project that directly impacts the quality of life in this district and asks that RIDOT frequently meet with our organization to gather feedback.

Thank you for your sensitivity to this issue and its impact on the West Side of Providence. We look forward to an ongoing series of discussions and meetings that incorporate neighborhood concerns in this project. We also look forward to seeing you at our September 6, 2005 WBNA General Meeting at 7:00 PM at the WBNA Headquarters.

Sincerely yours,

Kari Nel Lang
Executive Director

STATE OF RHODE ISLAND AND PROVIDENCE PLANTATIONS

Rhode Island Department of Transportation
OFFICE OF THE CHIEF ENGINEER
Two Capitol Hill, Rm 224
Providence, RI 02903-1124
PHONE 401-222-2492
FAX 401-222-3435 TDD 401-222-4971

November 1, 2005

Ms. Kari Lang
Executive Director
Organization
West Broadway Neighborhood Association
1560 Westminster St.
Providence, RI 02909

Re: Improvements to the Route 6/Route 10 Interchange
Providence, Rhode Island
RI Contract No. 93110
RIFAP No. F-1195(006)
Draft Environmental Impact Statement Comments

Dear ~~Ms. Lang~~ Kary:

Thank you for offering comments regarding this project. We have reviewed all questions and concerns received during the Public Hearing and the comment period. There were a number of common issues that were shared by many respondents. We have compiled the enclosed Summary of Recurrent Comments in an effort to collectively address these concerns.

In response to your specific comments, as discussed at the September 6, 2005 WBNA meeting, a goal of this project is to reduce congestion within the interchange and its surrounding neighborhoods. As a result, capacity would increase within the interchange, which would reduce the potential for accidents. Capacity for Route 6 and Route 10 beyond the interchange, however, would remain the same.

It is RIDOT's intention to continue to use Route 10 as alternate route to Providence if problems arise on the primary route (I-95).

The new Broadway on-ramp would replace the Tobey Street and Westminster Street on-ramps as the access route to southbound Route 10 for motorists from the Federal Hill and West End neighborhoods. This change in access eliminates the weaving problem for the Tobey Street on-ramp, which will remain as an entrance ramp to provide access to westbound Route 6 only. There would no longer be access to Route 10 from Westminster Street. Also, as a result of the new Broadway ramp, left turns would not be permitted from the Broadway off-ramp that exits eastbound Route 6.

This access change, in combination with the addition of the new northbound Route 10 to westbound Route 6 ramp, would result an increase in traffic volume on Broadway and a decrease in traffic volume on Westminster Street west of Tobey Street. Refer to the Summary of Recurrent Comments for projected traffic in numbers for Alternative 4.

The original design demonstrated the worst-case scenario of impacts resulting from reconstruction of the interchange including full replication of the existing Frontage Road. The plans showed the entire road replicated with a two-lane, two-way frontage road. Comments received indicated that the frontage road is used sparingly, condones high speeds, and is aesthetically poor. Based on these comments, alternative designs will be investigated that will eliminate this continuous roadway, and connect the side roads with smaller sections. RIDOT will work with the City of Providence and the local emergency agencies to make sure adequate access is still provided for general use and any emergency situations that could arise. We are confident that the alternative designs eliminate almost all residential acquisitions in the West End, including the need to acquire Marvin Gardens.

For the preferred alternative, two businesses are direclty affected by the proejct: National Lumber and First Student Bus. RIDOT will be working with the City of Providence to find new locations for these businesses in the City and, if possible, within the interchange area.

Once RIDOT settles on the final alternative layout for Alternative 4, including modifications to the West End, noise abatement measures will be explored during Final Design according to Department policy.

Landscaping and architectural treatments shall be provided for the entire interchange, including plantings to buffer the West End neighborhood and architectural treatments for the new northbound Route 10 to westbound Route 6 flyover ramp.

A considerable amount of construction for Alternative 4 will be performed outside the limits of the existing roadway, resulting in less delay to motorists compared to Alternatives 2 and 3. Construction noise mitigation measures are warranted for consideration and will be investigated for potential inclusion in the construction contract documents.

Improvements to the timing of the traffic signals in Olneyville and on Westminster Street and Broadway will be incorporated into the project.

The Frontage Road, were it will remain, will be designed in the manner of a city street, with trees and sidewalks included, where possible, and fencing provided to buffer residents for the interchange, if feasible.

The Final Environmental Impact Statement (FEIS), which will incorporate comments received regarding the Draft Environmental Impact Statement (DEIS), should be completed this fall. A 30-day comment period will be available after the completion of the FEIS.

Should you have any additional comments or concerns, please feel free to contact this office.

Very truly yours,

Edmund T. Parker, Jr., P.E.
Chief Engineer

ETP/mdi
Enclosure: Summary of Recurrent Comments

cc: Messrs. Parker, Farhoumand, Smith, File (93110)

RHODE ISLAND
DEPARTMENT OF ENVIRONMENTAL MANAGEMENT
235 Promenade Street, Providence, RI 02908-5767 TDD 401-222-4462

Office of Technical & Customer Assistance

Date: August 19, 2005

To: Edmund T. Parker, Jr., P.E.
RIDOT/Office of the Chief Engineer

From: Ronald Gagnon, P.E., Chief RG
Office of Technical & Customer Assistance

Re: Comments on the Draft Environmental Impact Statement
Route 6/Route 10 Interchange

Below are the Department's comments from the Office of Air Resources pertaining to the abovementioned project. I hope this information is of help to you in assessing the proposed project.

1. The submittal was found to meet the Office of Air Resources' protocol requirements for the Carbon Monoxide (CO) hot spot analysis.

2. The traffic intersections evaluated in the CO analysis included those agreed on in the January/February correspondence with VHB which were considered the worst case scenario.

3. The project was included in the regional analysis for transportation conformity for Volatile Organic Compounds (VOC) and Nitrogen Oxides (NOx).

In addition, we would like to propose that all of the diesel off-road equipment used on this project be controlled with diesel oxidation catalysts (DOCs) and fueled with ultra low sulfur fuel. We are not sure how these requirements should be addressed in our review response but we do want to push for these additional air quality improvements.

30% post-consumer fiber

STATE OF RHODE ISLAND AND PROVIDENCE PLANTATIONS

Rhode Island Department of Transportation
OFFICE OF THE CHIEF ENGINEER
Two Capitol Hill, Rm 224
Providence, RI 02903-1124
PHONE 401-222-2492
FAX 401-222-3435 TDD 401-222-4971

November 1, 2005

Mr. Ronald Gagnon, P.E.
Chief
Office of Technical & Customer Assistance
Rhode Island Department of Environmental Management
235 Promenade Street
Providence, RI 02908-5767

Re: Improvements to the Route 6/Route 10 Interchange
Providence, Rhode Island
RI Contract No. 93110
RIFAP No. F-1195(006)
Draft Environmental Impact Statement Comments

Dear Mr. Gagnon:

Thank you for offering comments regarding this project. We have reviewed all questions and concerns received during the Public Hearing and the comment period. There were a number of common issues that were shared by many respondents. We have compiled the enclosed Summary of Recurrent Comments in an effort to collectively address these concerns.

In response to your specific comments, we appreciate your comments from the Office of Air Resources and their concurrence with the Air Quality analysis.

RIDOT is committed to improving air quality whenever possible. RIDOT will further evaluate the inclusion of appropriate construction equipment retrofitting devices during final design.

The Final Environmental Impact Statement (FEIS), which will incorporate comments received regarding the Draft Environmental Impact Statement (DEIS), should be completed this fall. A 30-day comment period will be available after the completion of the FEIS.

Should you have any additional comments or concerns, please feel free to contact this office.

Very truly yours,

Edmund T. Parker, Jr., P.E.
Chief Engineer

ETP/mdi
Enclosure: Summary of Recurrent Comments

cc: Messrs. Parker, Farhoumand, Smith, File (93110)

STATE OF RHODE ISLAND AND PROVIDENCE PLANTATIONS
HISTORICAL PRESERVATION & HERITAGE COMMISSION
Old State House • 150 Benefit Street • Providence, R.I. 02903-1209
Preservation (401) 222-2678 FAX (401) 222-2968
Heritage (401) 222-2669 TDD (401) 222-3700

July 5, 2005

Mr. Edward S. Szymanski
Associate Chief Engineer
Office of Environmental Programs
Rhode Island Department of Transportation
2 Capitol Hill
Providence, RI 02903

RECEIVED
JUL 7 2005

Re: Cultural Resources Reports and Draft Environmental Impact Statement
Improvements to the US Route 6/Route 10 Interchange
Providence

Dear Mr. Szymanski:

The Rhode Island Historical Preservation and Heritage Commission staff has received your Section 106 notification for this project and Phase I assessments of the archaeological resources and the historic and architectural resources in the project's area of potential effect completed by the Public Archeology Laboratory. We have also reviewed the Alternatives as described in the Draft EIS in order to evaluate the appropriateness of the authors' conclusions in these reports. We have the following comments.

Archaeological Resources – We find that the Phase I assessment satisfies the RIHP&HC Standards. We concur with the archaeologists' conclusions that the project area is not sensitive for archaeological resources.

Historic and Architectural Resources – With regard to the identification of historic resources in the Area of Potential Effect, we have identified the following additional properties in Providence, listed, eligible, or potentially eligible for the National Register of Historic Places. The majority of them are included in the City of Providence's Industrial and Commercial Buildings Historic District (ICBD).

Plain Farm House, 108 Webster Avenue (NR)
Woonasquatucket Meadows Plat Historic District, Amherst & Tuxedo Streets (draft CDOE)
Atwells Avenue Bridge No. 975 (DOE)
Hingeco Manufacturing Co., 4 Addison Place (Providence ICBD)
Colonial Knife Co., 28 Agnes Street (Providence ICBD)
Providence Police Precinct # 6, 36 Chaffee Street (Providence ICBD)
Koltar Building, 743 Cranston Street (Providence ICBD)
Tommy Tucker Baking Co., 114 DeLaine Street (Providence ICBD)
American Brewing Co (Capital Records), 386 Harris Avenue (Providence ICBD)
American Multiple Fabric Co., 91 Hartford Avenue (Providence ICBD)

Colwell Worsted Co. 204 Hartford Avenue (Providence ICBD)
Wales Building 28 Olneyville Square (Providence ICBD)
Loeber Building, 98 Plainfield Street (Providence ICBD)

In addition to these buildings, on Harris Avenue the L. Sweet Lumber Company buildings, the Second Presbyterian Church and the cottage at the southwest corner of Grove Street and Harris are properties that would need to be evaluated if they were to be directly impacted by the undertaking.

We also note that the United Traction Depot and Repair Shop on Cranston Street was recently demolished and should be eliminated in any future inventories.

With regard to the authors' conclusions, we concur that the eleven resources that would be acquired under Alternative 4 do not appear eligible for the National Register and no further research on these properties is warranted. Having reviewed the alternatives described in the draft Environmental Impact Statement, we also agree that none of the historic resources identified in the report or listed above would be directly impacted by any of the four alternatives, with exception of the interchange itself, which is part of the 1952 Dennis J. Roberts Expressway. We agree that we should consult with you and FHWA to determine what further evaluation of the Expressway might be warranted.

The question of indirect impacts is also one that warrants further consultation. There are a number of resources in Olneyville that are in close proximity to the interchange right-of-way. We will need to see more information on the potential for indirect effects from Alternative 4 before we can determine what resources might need further evaluation.

These comments are provided in accordance with Section 106 of the National Historic Preservation Act. If you have any questions or comments, please contact Richard E. Greenwood, Project Review Coordinator of this office.

Very truly yours,

Edward F. Sanderson
Executive Director
Deputy State Historic Preservation Officer

Cc: Mike Hebert, RIDOT

(050705.01)

STATE OF RHODE ISLAND AND PROVIDENCE PLANTATIONS

Rhode Island Department of Transportation
OFFICE OF THE CHIEF ENGINEER
Two Capitol Hill, Rm 224
Providence, RI 02903-1124
PHONE 401-222-2492
FAX 401-222-3435 TDD 401-222-4971

November 1, 2005

Mr. Edward F. Sanderson
Executive Director
Historal Preservation & Heritage Commission
Old State House
150 Benefit Street
Providence, RI 02903-1209

Re: Improvements to the Route 6/Route 10 Interchange
Providence, Rhode Island
RI Contract No. 93110
RIFAP No. F-1195(006)
Draft Environmental Impact Statement Comments

Dear Mr. Sanderson:

Thank you for offering comments regarding this project. We have reviewed all questions and concerns received during the Public Hearing and the comment period. There were a number of common issues that were shared by many respondents. We have compiled the enclosed Summary of Recurrent Comments in an effort to collectively address these concerns.

In response to your specific comments, the additional properties mentioned in your letter will be added to the list of historic resources in the Area of Potential Effect. The United Traction Depot and Repair Shop will be eliminated from future inventories.

Our consultant is currently preparing a Consensus Determination of Eligibility (CDOE) for the Weybossett Mills in Olneyville. A determination of effect for this property will be performed once the CDOE is completed.

The Final Environmental Impact Statement (FEIS), which will incorporate comments received regarding the Draft Environmental Impact Statement (DEIS), should be completed this fall. A 30-day comment period will be available after the completion of the FEIS.

Should you have any additional comments or concerns, please feel free to contact this office.

Very truly yours,

Edmund T. Parker, Jr., P.E.
Chief Engineer

ETP/mdi
Enclosure: Summary of Recurrent Comments

cc: Messrs. Parker, Farhoumand, Smith, File (93110)

STATE OF RHODE ISLAND AND PROVIDENCE PLANTATIONS

Rhode Island Department of Transportation
ENVIRONMENTAL & INTERMODAL PLANNING
Two Capitol Hill, Providence, RI 02903-1124
ENVIRONMENTAL PHONE (401) 222-2023
INTERMODAL PHONE (401) 222-4203
FAX (401) 222-2207 TDD (401) 222-4971

State of Rhode Island
Dept. of Transportation

NOV 10 2005

Engineering
Received

November 9, 2005

Mr. Edward F. Sanderson, Executive Director
Rhode Island Historical Preservation & Heritage Commission
150 Benefit Street
Providence, RI 02903

Attn: Richard Greenwood

Re: Improvements to Route 6/Route 10 Interchange
Draft Environmental Impact Statement
Providence and Cranston, RI
RIC No. 93110
RIFAP No. F-1195 (006)
Effects on Historic and Architectural Resources

Dear Mr. Sanderson:

We are in receipt of your July 5, 2005 review concerning the inventory of cultural resources in the project's area of potential effects and potential impacts to cultural resources by the four project alternatives. We have added to the list of historic and architectural resources to be included in the Final E.I.S. those 13 properties identified in your letter. We have also deleted from the list the United Traction Depot and Repair Shop on Cranston Street, a structure that was recently demolished following a fire.

Your conclusion that none of the historic and architectural resources would be directly impacted by any of the four alternatives was discussed with the FHWA and that office is in agreement. The FHWA has discussed the issue of impacts to historic resources with their legal counsel and they have made the determination that no other resources, including the 1952 Dennis J. Roberts Expressway warrant an evaluation. With respect to potential indirect project impacts, the FHWA has directed RIDOT to ensure that construction demolition will not affect any nearby National Register listed, eligible or potentially eligible historic and architectural resources.

Should you have any questions or require additional information, please contact Mr. Michael Hébert, Supervising Historic Preservation Specialist/Archaeologist, RIDOT at 222-2023, x 4040.

Sincerely,

Edward S. Szymanski

Edward S. Szymanski, P.E.
Associate Chief Engineer
Office of Environmental Programs

cc: Messrs. Bennett, Szymanski, Smith, Gannon, Hébert; Butler, McCarthy-FHWA

16 Hammond Street
Providence, RI 02909

July 24, 2005

Mr. Edmund T. Parker, Jr., P.E.
Chief Engineer
Rhode Island Department of Transportation
Two Capitol Hill
Providence, RI 02903

Re: "Improvements" to the US Route 6 / Route 10 Interchange
Draft Environmental Impact Statement
Providence, RI 02903

Dear Mr. Parker:

As a resident of one of the neighborhoods most affected by the Routes 6 & 10 Interchange "improvement" plans, I am writing to voice my support for Alternative 3 (replacing all components of the existing bridges on current location). I also write to state my absolute **opposition to Alternative 4** (reconstruction in a new location) if it involves the seizure of any private property, especially the 26 units of low income housing at Marvin Gardens.

The DOT sent me not one but two glossy full-color brochures, one in English and one in Spanish. Each had four 8.5 by 11 inch pages, plus there was a double-sided insert to fill out with comments and return. I am shocked and appalled that nowhere in these 10 pages of text did you mention that Alternative 4 involved the "taking" of 18 properties (11 in totality), which represent commercial facilities, a church, and 42 units of residential housing. I would think that this information would be important to the public's decision-making process, and should not have been buried in Chapter 4 of the Environmental Impact Statement.

Additionally, why was there only one public hearing? Why is the period for public comment only 30 days, when this project could take years? Are you doing the bare minimum required by law? If so, don't you think that maybe the public deserves more than the bare minimum?

Here's what I would like to know:

1. Are the owners of those properties willing to sell voluntarily, or do you plan to take the properties by eminent domain?
2. What will you do for the dislocated renters, especially the Marvin Gardens residents?

Although my primary objection to Alternative 4 involves the seizure of properties and forced removal of my neighbors, I am also concerned that Alternative 4 will divert money from improving public transportation and maintaining the highways we have currently.

Thank you for your time and consideration.

Sincerely,

Judith Reilly

Judith Reilly

-----Original Message-----
From: phpFormGenerator@pine.abhost.net
[mailto:phpFormGenerator@pine.abhost.net]
Sent: Thursday, July 07, 2005 6:10 PM
To: rte610eis@dot.state.ri.us
Subject: Form Submitted at your website

Name: Judith Reilly
Address:
Address:
City or Town: Providence
State: RI
Zip Code: 02909
Phone: 401-454-0977
Email: jreilly77@juno.com

Name: Charles Pinning
Address:
Address:
City or Town: Providence
State: RI
Zip Code: 02909
Phone:
Email: cpinning@cox.net

Name: KRISTI GELNETT
Address:
Address:
City or Town: PROVIDENCE
State: RI
Zip Code: 02909
Phone: 401-258-9018
Email: kgelnett@hotmail.com

STATE OF RHODE ISLAND AND PROVIDENCE PLANTATIONS

Rhode Island Department of Transportation
OFFICE OF THE CHIEF ENGINEER
Two Capitol Hill, Rm 224
Providence, RI 02903-1124
PHONE 401-222-2492
FAX 401-222-3435 TDD 401-222-4971

November 9, 2005

Ms. Judith Reilly
16 Hammond Street
Providence, RI 02909

Re: Improvements to the Route 6/Route 10 Interchange
Providence, Rhode Island
RI Contract No. 93110
RIFAP No. F-1195(006)
Draft Environmental Impact Statement Comments

Dear Ms. Reilly:

Thank you for offering comments regarding this project. We have reviewed all questions and concerns received during the Public Hearing and the comment period. There were a number of common issues that were shared by many respondents. We have compiled the enclosed Summary of Recurrent Comments in an effort to collectively address these concerns.

In response to your specific comments, the original design demonstrated the worst-case scenario of impacts resulting from reconstruction of the interchange including full replication of the existing Frontage Road. The plans showed the entire road replicated with a two-lane, two-way frontage road. Comments received indicated that the frontage road is used sparingly, condones high speeds, and is aesthetically poor. Based on these comments, alternative designs will be investigated that will eliminate this continuous roadway, and connect the side roads with smaller sections. RIDOT will work with the City of Providence and the local emergency agencies to make sure adequate access is still provided for general use and any emergency situations that could arise. We are confident that the alternative designs eliminate almost all residential acquisitions in the West End, including the need to acquire Marvin Gardens.

There is only one Public Hearing followed by a 30-day comment period (which is part of a 45-day comment period after the publication of the Draft Environmental Impact Statement). RIDOT will be holding informal public meetings, however, for the duration of the project to solicit public input.

The Final Environmental Impact Statement (FEIS), which will incorporate comments received regarding the Draft Environmental Impact Statement (DEIS), should be completed this fall. A 30-day comment period will be available after the completion of the FEIS. Should you have any additional comments or concerns, please feel free to contact this office.

Very truly yours,

Edmund T. Parker, Jr., P.E.
Chief Engineer

ETP/mdi
Enclosure: Summary of Recurrent Comments
cc: Messrs. Parker, Farhoumand, Smith, File (93110)

STATE OF RHODE ISLAND AND PROVIDENCE PLANTATIONS

Rhode Island Department of Transportation
OFFICE OF THE CHIEF ENGINEER
Two Capitol Hill, Rm 224
Providence, RI 02903-1124
PHONE 401-222-2492
FAX 401-222-3435 TDD 401-222-4971

November 1, 2005

Mr. Charles Pinning
110 Messer Street
Providence, RI 02909

Re: Improvements to the Route 6/Route 10 Interchange
Providence, Rhode Island
RI Contract No. 93110
RIFAP No. F-1195(006)
Draft Environmental Impact Statement Comments

Dear Mr. Pinning:

Thank you for offering comments regarding this project. We have reviewed all questions and concerns received during the Public Hearing and the comment period. There were a number of common issues that were shared by many respondents. We have compiled the enclosed Summary of Recurrent Comments in an effort to collectively address these concerns.

In response to your specific comments, RIDOT is working with a balanced transportation system, including automobile, bus and rail, and in addition to the roadway improvements, will be coordinating with RIPTA to provide the best possible bus service both during and after construction. RIDOT is also commited to extending commuter rail service south of Providence.

As discussed at the West Broadway Neighborhood Association meeting held on September 6, 2005, a goal of this project is to reduce congestion within the interchange and its surrounding neighborhoods. As a result, capacty would increase within the interchange, which would reduce the potential for accidents. Capacity for Route 6 and Route 10 beyond the interchange, however, would remain the same.

The Final Environmental Impact Statement (FEIS), which will incorporate comments received regarding the Draft Environmental Impact Statement (DEIS), should be completed this fall. A 30-day comment period will be available after the completion of the FEIS.

Should you have any additional comments or concerns, please feel free to contact this office.

Very truly yours,

Edmund T. Parker, Jr., P.E.
Chief Engineer

ETP/mdi
Enclosure: Summary of Recurrent Comments

cc: Messrs. Parker, Farhoumand, Smith, File (93110)

STATE OF RHODE ISLAND AND PROVIDENCE PLANTATIONS

Rhode Island Department of Transportation
OFFICE OF THE CHIEF ENGINEER
Two Capitol Hill, Rm 224
Providence, RI 02903-1124
PHONE 401-222-2492
FAX 401-222-3435 TDD 401-222-4971

November 1, 2005

Ms. Kristi Gelnett
kgelnett@hotmail.com

Re: Improvements to the Route 6/Route 10 Interchange
Providence, Rhode Island
RI Contract No. 93110
RIFAP No. F-1195(006)
Draft Environmental Impact Statement Comments

Dear Ms. Gelnett:

Thank you for offering comments regarding this project. We have reviewed all questions and concerns received during the Public Hearing and the comment period. There were a number of common issues that were shared by many respondents. We have compiled the enclosed Summary of Recurrent Comments in an effort to collectively address these concerns.

In response to your specific comment, your name has been added to our mailing list for future correspondence.

The Final Environmental Impact Statement (FEIS), which will incorporate comments received regarding the Draft Environmental Impact Statement (DEIS), should be completed this fall. A 30-day comment period will be available after the completion of the FEIS.

Should you have any additional comments or concerns, please feel free to contact this office.

Very truly yours,

Edmund T. Parker, Jr., P.E.
Chief Engineer

ETP/mdi
Enclosure: Summary of Recurrent Comments

cc: Messrs. Parker, Farhoumand, Smith, File (93110)

STEVEN M. KANE, Ph.D.

451 BROADWAY • PROVIDENCE, RI 02909
(401) 454-5700

25 July 2005

Mr. Edmund T. Parker, Jr., P.E.
Chief Engineer
Rhode Island Department of Transportation
Two Capitol Hill
Providence, RI 02903

Dear Mr. Parker,

I am writing in my capacity as president of Broadway Renaissance, a non-profit neighborhood organization incorporated under the General Laws of the state of Rhode Island. As was abundantly clear from the public hearing on June 28, 2005, there is virtually no neighborhood support for Alternative 4 as regards plans for improvements to the Route 6/Route 10 Interchange. Our membership unanimously supports Alternative 2, rehabilitation of existing bridges.

There's no need for me to detail the strenuous objections raised by local residents on the evening of the 28th--the staggering cost of the project, the length of time to bring it to completion, the negative impact on quality of life in the neighborhood both during construction and after, etc. I do, however, want to underscore one particular objection voiced that night--the one concerning a new Broadway on-ramp.

Already Broadway is subject to heavy traffic, including all-too-many trucks that exceed legal tonnage (and speed, for that matter). Build an on-ramp on Broadway and this problem will be grossly compounded. Unlike Westminster Street, Broadway is strongly residential. Moreover, the street is a National Historic District, graced with spectacular Victorian homes, many of which have recently been restored or are currently under restoration. At the west end of Broadway are schools and churches. How could the Department of Transportation even think about using Broadway as a means of gaining access to the highway?

We urge you most strongly to reconsider this business of an on-ramp on Broadway. Please do not do this piece of violence to one of the state's premier boulevards. Thank you.

Yours sincerely,

Steven M. Kane

STATE OF RHODE ISLAND AND PROVIDENCE PLANTATIONS

Rhode Island Department of Transportation
OFFICE OF THE CHIEF ENGINEER
Two Capitol Hill, Rm 224
Providence, RI 02903-1124
PHONE 401-222-2492
FAX 401-222-3435 TDD 401-222-4971

November 1, 2005

Dr. Steven M. Kane, Ph.D.
451 Broadway
Providence, RI 02909

Re: Improvements to the Route 6/Route 10 Interchange
Providence, Rhode Island
RI Contract No. 93110
RIFAP No. F-1195(006)
Draft Environmental Impact Statement Comments

Dear Dr. Kane:

Thank you for offering comments regarding this project. We have reviewed all questions and concerns received during the Public Hearing and the comment period. There were a number of common issues that were shared by many respondents. We have compiled the enclosed Summary of Recurrent Comments in an effort to collectively address these concerns.

In response to your specific comments, the original design demonstrated the worst-case scenario of impacts resulting from reconstruction of the interchange including full replication of the existing Frontage Road. The plans showed the entire road replicated with a two-lane, two-way frontage road. Comments received indicated that the frontage road is used sparingly, condones high speeds, and is aesthetically poor. Based on these comments, alternative designs will be investigated that will eliminate this continuous roadway, and connect the side roads with smaller sections. RIDOT will work with the City of Providence and the local emergency agencies to make sure adequate access is still provided for general use and any emergency situations that could arise. We are confident that the alternative designs eliminate almost all residential acquisitions in the West End, including the need to acquire Marvin Gardens.

The materials presented in the Draft Environmental Impact Statement, including the traffic counts, were developed in the years 2004 and 2005.

The current bridge project on Route 10 incuded taking down half of a bridge, building a new bridge, taking down another half of a bridge, and building another new bridge, all while maintaining traffic and working over an active electrified railroad line.

The new Broadway on-ramp would replace the Tobey Street and Westminster Street on-ramps as the access route to southbound Route 10 for motorists from the Federal Hill and West End neighborhoods. This change in access eliminates the weaving problem for the Tobey Street on-ramp, which will remain as an entrance ramp to provide access to westbound Route 6 only. There would no longer be access to Route 10 from Westminster Street. Also, as a result of the new Broadway ramp, left turns would not be permitted from the Broadway off-ramp that exits eastbound Route 6.
This access change, in combination with the addition of the new northbound Route 10 to westbound Route 6 ramp, would result an increase in traffic volume on Broadway and a decrease in traffic volume on Westminster Street west of Tobey Street. Refer to the Summary of Recurrent Comments for projected traffic numbers for Alternative 4.

A consideralbe amount of construction for Altenative 4 will be performed outside the limits of the existing roadway, resulting in less delay to motorists on the highway and in the local neighborhoods. Construction noise mitigation measures are warranted for consideration and will be investigated for potential inclusion in the construction contract documents.

The Final Environmental Impact Statement (FEIS), which will incorporate comments received regarding the Draft Environmental Impact Statement (DEIS), should be completed this fall. A 30-day comment period will be available after the completion of the FEIS.

Should you have any additional comments or concerns, please feel free to contact this office.

Very truly yours,

Edmund T. Parker, Jr., P.E.
Chief Engineer

ETP/mdi
Enclosure: Summary of Recurrent Comments

cc: Messrs. Parker, Farhoumand, Smith, File (93110)

State of Rhode Island and Providence Plantations
Inter-Office Memorandum

To: Edmund T. Parker, Jr., P.E.
Chief Engineer
Dept.: Transportation

Date: September 16, 2005

From: Stephen A. Devine
Chief, Intermodal Planning
Dept.: Transportation/Environmental & Intermodal Planning

Subject: Route 6 & 10 Interchange
Draft Environmental Impact Statement
West Broadway Neighborhood Association Comments

As a follow-up to your request, I contacted Brian Principe from the West Broadway Neighborhood Association (WBNA). We discussed two intermodal issues:

Train Station

I informed Mr. Principe that the City of Cranston is no longer proposing a train station at the former Trolley Barn site. This site is targeted for economic development in the City's Comprehensive Plan. However, I did explain to him that the City is proposing an alternate site further south along Elmwood Avenue/Wellington Avenue Corridor, and that it will be included in an upcoming RIDOT study.

Bike Path

Mr. Principe presented a bike path concept that he requested be investigated as part of the Route 6/10 Interchange Project.

The concept is to utilize State land (service roads and embankments) along the Route 10 northbound side (east side) for an independent bike path, from Westminster/Broadway area to Dean Street. His opinion is that this would provide neighborhood residents with a good bike connection to Downtown Providence, and could serve as a connector from the Cranston Bike Path to Downtown (as part of East Coast Greenway route).

STATE OF RHODE ISLAND
DEPT OF TRANSPORTATION
SEP 1 - 2005
DESIGN SECTION

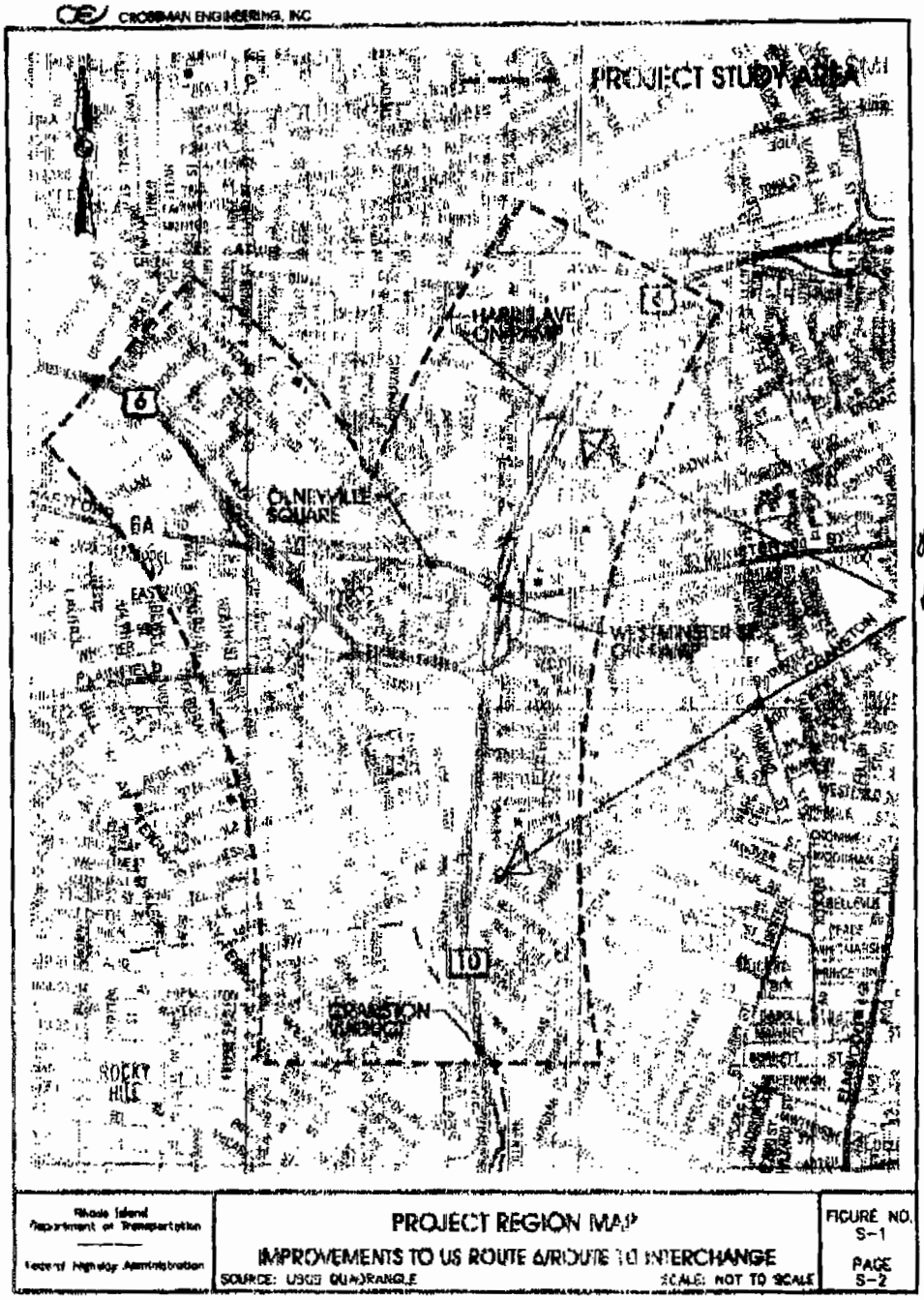
We briefly discussed possible challenges (i.e. steep slope, bridge abutments, etc.) in building at this location. However, I assured him I would pass on this concept to the Highway Engineering Section.

Should you have any further questions, please contact me.

Approved: J. Michael Bennett
J. Michael Bennett, P.E.
Deputy Chief Engineer

SAD/JMB/amt

c: J. M. Bennett, K. Farhoumand, R. Smith, M. Gannon, S. Church, S. Devine



Proposed B. Line Rtd. Area

Rhode Island Department of Transportation

Last Upd

STATE OF RHODE ISLAND AND PROVIDENCE PLANTATIONS

Rhode Island Department of Transportation
OFFICE OF THE CHIEF ENGINEER
Two Capitol Hill, Rm 224
Providence, RI 02903-1124
PHONE 401-222-2492
FAX 401-222-3435 TDD 401-222-4971

November 1, 2005

Mr. Stephen A. Devine
Chief, Intermodal Planning
RIDOT Transportation/Environmental & Intermodal Planning
Two Capitol Hill
Providence, RI 02903

Re: Improvements to the Route 6/Route 10 Interchange
Providence, Rhode Island
RI Contract No. 93110
RIFAP No. F-1195(006)
Draft Environmental Impact Statement Comments

Dear ~~Mr. Devine~~ Steve:

Thank you for offering comments regarding this project. We have reviewed all questions and concerns received during the Public Hearing and the comment period. There were a number of common issues that were shared by many respondents. We have compiled the enclosed Summary of Recurrent Comments in an effort to collectively address these concerns.

In response to your specific comments, we appreciate your coordination with Mr. Brian Principle from the West Broadway Neighborhood Association regarding the train station and bike path.

The Final Environmental Impact Statement (FEIS), which will incorporate comments received regarding the Draft Environmental Impact Statement (DEIS), should be completed this fall. A 30-day comment period will be available after the completion of the FEIS.

Should you have any additional comments or concerns, please feel free to contact this office.

Very truly yours,

Edmund T. Parker, Jr., P.E.
Chief Engineer

ETP/mdi
Enclosure: Summary of Recurrent Comments

cc: Messrs. Parker, Farhoumand, Smith, File (93110)

United States Department of the Interior

OFFICE OF THE SECRETARY
Washington, DC 20240

TAKE PRIDE IN AMERICA

ER 05/500

AUG 25 2005

Ms. Lucy Garliauskas
Division Administrator
Federal Highway Administration
380 Westminster Mall
Providence, Rhode Island 02903

Dear Ms. Garliauskas:

This responds to a request for the Department of the Interior's (Department) review and comment on the Draft Environmental Impact Statement (DEIS) for improvements to the **U.S. Route 6/ State Route 10 Interchange, City and County of Providence, Rhode Island.**

Based on direct affect evaluation of impacts to cultural resources under Section 106 of the National Historic Preservation Act of 1966, Alternative 4 has been found to be the Alternative having little or no direct impact on resources in the project area. However, secondary or indirect impacts have not been conclusively considered or presented in detail regarding cultural resources. Such consideration apparently awaits completion and study of the public and interagency review of this DEIS.

While much careful effort has been given to locating known cultural resource values to realize the probability of direct impacts and the need for direct taking of such values, a Section 4(f) Evaluation should present measures to minimize harm from indirect impacts. Moreover, the State Historic Preservation Office letter of consultative response of June 17, 2004, (Chapter 8, Appendix E) indicates that indirect impacts need to be addressed.

The status of Section 4(f) and Section 106 are clearly proffered on page 4-79, which in effect promises by continuing coordination and consultation, progression and accomplishment of the rules of these two Sections, including stipulation to mitigate impacts in a Memorandum of Agreement (MOA). We expect the MOA to be explicitly consistent with measures to minimize harm. These matters of compliance could be completed prior to issuing the Final Environmental Impact Statement. Therefore, we would be pleased to provide our response under Section 4(f) when such an evaluation document is provided. Questions regarding Section 4(f) and Section 106 should be sent to David Clark, Regional Environmental Coordinator, National Park Service, Boston, MA, 617-223-5141.

Page 4-69, Section 4.8.1 Future Storm Water Runoff, Alternative 4, second sentence:

The sentence states that "Since peak storm flows and pollutant loadings within storm water are directly proportional to the impervious area, the additional 10.5 acres of impervious surfaces will theoretically result in a 25% increase in peak discharge and pollutant loadings." Amount of impervious area within a basin is an important factor in determining runoff volume, although there are other factors. Peak flows are related to many factors of which impervious area is just one, including area distribution, slope, and roughness of both pervious and impervious areas; time of concentration of flows; and precipitation distribution and timing. Pollutant loadings also are affected by many factors of which impervious area is just one, including all of the above plus type of pavement, physical and chemical characteristics of each constituent in storm water runoff, and soil properties. If the new highway allows vehicles to travel more efficiently and spend less time idling in traffic while depositing combustion products, total deposits and ultimately total loads of some constituents may decrease. If you have any questions concerning this comment, please contact Lloyd Woosley, at 703-648-5028, or at lwoosley@usgs.gov.

We appreciate the opportunity to provide these comments.

Sincerely,

Willie R. Taylor
Director, Office of Environmental
Policy and Compliance

cc:
Mr. Edmund T. Parker Jr., P.E.
Chief Engineer
Rhode Island Department of Transportation
Capitol Hill
Providence, Rhode Island 02903

STATE OF RHODE ISLAND AND PROVIDENCE PLANTATIONS

Rhode Island Department of Transportation
OFFICE OF THE CHIEF ENGINEER
Two Capitol Hill, Rm 224
Providence, RI 02903-1124
PHONE 401-222-2492
FAX 401-222-3435 TDD 401-222-4971

November 9, 2005

Mr. Willie R. Taylor
Director, Office of Environmental Policy and Compliance
U.S. Department of the Interior
Office of the Secretary
Washington, DC 20240

Re: Improvements to the Route 6/Route 10 Interchange
Providence, Rhode Island
RI Contract No. 93110
RIFAP No. F-1195(006)
Draft Environmental Impact Statement Comments

Dear Mr. Taylor:

Thank you for offering comments regarding this project. We have reviewed all questions and concerns received during the Public Hearing and the comment period. There were a number of common issues that were shared by many respondents. We have compiled the enclosed Summary of Recurrent Comments in an effort to collectively address these concerns.

In response to your specific comments, no direct cultural resource impacts are anticipated for any of the four alternatives. In addition, both the Federal Highway Administration and this department anticipate that there would not be any indirect impacts to the buildings in Olneyville as a result of Alternative 4. It was agreed upon that this is a construction issue, which can be dealt with effectively during the Final Design Stage of the project. We will be coordinating this issue with the State Historic Preservation Officer in the near future.

We appreciate the information you provided regarding pollutant loadings. The Final Environmental Impact Statement (FEIS) will provide additional information on this subject.

The FEIS, which will incorporate comments received regarding the Draft Environmental Impact Statement, should be completed this fall. A 30-day comment period will be available after the completion of the FEIS. Should you have any additional comments or concerns, please feel free to contact this office.

Very truly yours,

Edmund T. Parker, Jr., P.E.
Chief Engineer

ETP/mdi
Enclosure: Summary of Recurrent Comments
cc: Messrs. Parker, Farhoumand, Smith, File (93110)

UNITED STATES ENVIRONMENTAL PROTECTION AGENCY
REGION 1
1 CONGRESS STREET, SUITE 1100
BOSTON, MASSACHUSETTS 02114-2023

OFFICE OF THE
REGIONAL ADMINISTRATOR

August 1, 2005

Ralph Rizzo
Transportation Planner
Federal Highway Administration
380 Westminster Mall
Providence, Rhode Island 02903

RE: Draft Environmental Impact Statement Improvements to the U.S. Route 6/ Route 10 Interchange, Providence, Rhode Island CEQ # 20050226

Dear Mr. Rizzo:

The Environmental Protection Agency-New England Region (EPA) has reviewed the Federal Highway Administration's (FHWA)/Rhode Island Department of Transportation's (RIDOT) Draft Environmental Impact Statement (DEIS) for improvements to the U.S. Route 6 / 10 Interchange area in Providence, Rhode Island. We submit the following comments in accordance with our responsibilities under the National Environmental Policy Act (NEPA) and Section 309 of the Clean Air Act.

The DEIS describes transportation improvement alternatives intended to correct existing deficiencies in the Route 6/Route 10 Interchange. The deficiencies include the deterioration of existing bridges and congestion on the road and in adjacent communities, especially in north-to-west travel movement. The DEIS identifies reconstruction of the Route 6/10 interchange on new alignment as the preferred alternative.

We believe the alternatives described in the DEIS present a reasonable range of options to improve the existing Route 6/10 interchange. The attachment to this letter highlights a number of concerns related to water quality, air quality, and environmental justice for your consideration as you develop the Final Environmental Impact Statement (FEIS) for the proposed project.

Thank you for the opportunity to comment on the DEIS for the improvement alternatives. Based on our review of the DEIS we have rated the EIS "EC-2 - Environmental Concerns–Insufficient

Information" in accordance with EPA's national rating system, a description of which is attached to this letter. Please contact Timothy Timmermann (617-918-1025) of EPA's Office of Environmental Review with any comments or questions about this letter.

Sincerely,

Robert W. Varney
Regional Administrator

attachment

cc:

Edmund T. Parker, Jr., P.E.
Chief Engineer
Rhode Island Department of Transportation
Capital Hill
Providence, RI 02903

Additional Detailed Comments on the DEIS for Improvements to the U.S. Route 6/ Route 10 Interchange, Providence, Rhode Island

The Woonasquatucket River, west and south of Routes 6 and 10, flows 18 miles from North Smithfield to upper Narragansett Bay. Although its upper reach is relatively pristine and rural, the urban portion below the Smithfield line received pollution and industrial waste for more than a century. EPA-New England has been actively involved with the Woonasquatucket River since 1996, when the agency's Urban Environmental Program (UEP) Team first learned that urban residents were subsistence fishing and eel trapping in parts of the river. A subsequent EPA-sponsored sampling effort revealed dioxin contamination in the lower river, which led to a "catch and release" fish advisory that has been in place since fall 1996. EPA continues to work with state and local partners to determine the extent of the dioxin contamination and how it should be cleaned up.

The river currently is listed as an impaired waterbody and is under assessment for developing a TMDL. Despite its impaired condition, however, local advocates have continued to work for its revival, and in August 1998 the river was nationally recognized as an American Heritage River. Since then, EPA and other stakeholders in the watershed have identified and undertaken significant habitat and water quality restoration projects; in addition, the Woonasquatucket River has become a key focal point for urban revitalization in Providence. As the river becomes cleaner and more inviting, it increasingly is seen as a critical asset to encourage redevelopment of historic mill complexes, to promote smart growth principles, and to generate new economic and recreational opportunities, including increased open and public space for an underserved community. Already, a number of mills have been converted to condominiums and artist space, and for some of them, an important marketing point has been proximity to the recreational resources of the river and walkability to Federal Hill and Downcity neighborhoods.

EPA's active involvement in the Woonasquatucket has focused primarily on water quality issues, and our comments specifically on water quality impacts, especially stormwater, are provided below. However, the proposed alternative also offers an extremely timely opportunity to coordinate with the intensive process underway in Providence to re-zone city neighborhoods, including Olneyville, for mixed and pedestrian-friendly uses; to revise the city's comprehensive plan to better link the Woonasquatucket with downtown and the Providence River and Narragansett Bay; and to promote alternative transportation modes, including bicycle access from the suburban bikeways into the city.

Given our involvement with the Woonasquatucket, we reviewed the DEIS with particular attention to the following issues:

Water Quality

RIDOT provides some data regarding the impact of the existing and likely new storm water discharges from the new structures. A number of previous studies, including an intensive

reconnaissance of the entire Woonasquatucket River in 1998/99, found significant sources of pollution from RIDOT outfalls and storm drains and prioritized specific outfalls for remediation. As a regulated entity under federal phase 2 stormwater regulations, RIDOT has specific stormwater management requirements. This project proposes to increase the impervious surface contributing additional pollutant loadings to an already impaired waterbody, but does not explain clearly how the existing and new stormwater will be treated prior to discharge.

- Under "Existing Water Quality" (p. 3-47), the DEIS correctly indicates that the Woonasquatucket River is included on the State 303(d) list of impaired waters for cadmium (Cd), copper (Cu), lead (PB), mercury (Hg), biodiversity impacts, PCBs, dioxin, and pathogens. The DEIS omits that the river is also listed for excess algal growth/chlorophyll-A and low dissolved oxygen (Group 5 of the State 303(d) list).

- Page 4-69 of the DEIS states that as an "impaired" waterbody, new or enlarged outfalls to the Woonasquatucket River will be required to meet a 90% total suspended solids (TSS) removal rate for any additional discharge flows, citing the RI "Stormwater Design and Installation Manual" (storm water manual) and RIDEM requirements. Page 6 of the referenced storm water manual indicates that greater than the default 80% removal target may be required for degraded waters. Further, the manual stipulates that applicants must comply with all other regulatory requirements. Rule 9 of RI Water Quality Regulations direct that "activities shall not further degrade low quality waters."

- Alternative 4 increases the impervious area approximately 25% (from 41 to 51.5 acres impervious). Peak discharges and pollutant loads are projected to increase by a proportional 25%. The DEIS should include more detail regarding DOT's ability to meet the proposed removal rates of additional loads. Removal efficiencies for swirl separators (one of the options discussed) range from 50-90 percent, depending on manufacturer, influent flow rates and particle size. In addition, it would be helpful if the analysis discussed the applicability of Rule 9 of RI Water Quality Regulations described above. To the extent that TSS, or other pollutants discharged (see 4, below) are associated with the impairments identified above, additional contributions associated with this project may not be permissible.

- Table 4-10 describes the annual loading for phosphorous, nitrogen, Cu, Pb, and Zn associated with the 4 proposed alternatives. (More information regarding how these increased loadings are calculated would be helpful.) As these pollutants may be causing or contributing to existing impairments, the DEIS should explicitly identify the measures that will be taken to reduce additional loadings of these pollutants consistent with the storm water manual and RI's water quality regulations.

Given these concerns, as well as the extensive construction and demolition that will occur as part of the proposed realignment, we believe this project could represent a rare opportunity to address discharges innovatively and with more public benefit than would be possible in the absence of

this project. We encourage RIDOT/FHWA to adopt the approach taken for the Sakonnet River bridge to address the potential impacts of all the storm water associated with this project.

Air Quality

Transportation Conformity

On April 15, 2004, EPA designated and classified the "Providence, Rhode Island" area moderate nonattainment for the 8-hour ozone national ambient air quality standard. The designation and classification was published in the Friday, April 30, 2004 Federal Register (69 FR 23858 - 23951) and became effective on June 15, 2004. The City of Providence, Rhode Island was redesignated to attainment for carbon monoxide on November 4, 1991. While currently attaining the national ambient air quality standard for carbon monoxide, Providence is a maintenance area for carbon monoxide.

Page 4-65 of the DEIS incorrectly refers to the proposed project being "U.S. Route 6 C-3 / I-295 to Hartford Avenue" and included in the current conforming plan and TIP. However, based on conversations with FHWA we understand that the proposed project is included in the current Rhode Island Statewide Transportation Plan and will also be part of the 2006-2011 Rhode Island Transportation Improvement Program. The U.S. Route 6/ Route 10 Interchange Improvements Project will continue to be included as part of the air quality conformity regional emission analyses prepared for the Providence 8-hour ozone nonattainment area, and the Providence carbon monoxide attainment area with a maintenance plan.

The carbon monoxide micro-scale air quality analyses conducted in the project area as part of the DEIS demonstrates that all existing and future carbon monoxide concentrations will be below the 1- hour and 8-hour national ambient air quality standards (NAAQS) for carbon monoxide. Project level hot-spot analyses required by the Transportation Conformity Rule have been satisfied.

Incident Management Program

Rhode Island's Intelligent Transportation System Incident Management Program (Transportation Management Center's Rhodeway Program, also known as Rhode Island WAYS) has at least three closed circuit television surveillance cameras in the project area: (1.) Routes 10/6 @ Dean Street; (2.) Routes 10/6 @ Tobey Street; and (3.) Route 10 @ Route 6. This new high-tech system monitors, assesses and responds to roadway emergencies. The new system aids in managing traffic on Rhode Island's major interstates (I-95, I-195, and I-295) as well as other local routes throughout the state (Route 146, Route 4, Route 6, and Route 10.) EPA requests that the FEIS address the preservation of the existing traffic reporting system, and explore potential enhancements of the system which could include additional camera locations, and additional message signs [variable message signs (VMS), dynamic message signs (DMS) and changeable message signs (CMS)] in the project area. We support these measures as they help to smooth traffic flow and reduce auto-related pollution. Implementation of incident management measures before construction would identify construction-traffic delays to the Traffic Operation Center,

and allow the Traffic Operation Center to inform motorist of delays and alternative routes on the variable message signs, on RI DOT's/Transportation Management Center's web site, on RI DOT's Traffic Advisory Radio, and through Rhode Island's 511 Traffic Information Service.

Emissions from Diesel Construction Equipment

During the construction phase of the project, emissions from construction equipment may contribute to air quality problems in Providence. This is particularly true of diesel-powered equipment which has the potential to contribute high levels of particulate matter (PM) emissions. In 1998, EPA adopted new emission standards for diesel engines used in a wide range of non-road construction applications. Standards for hydrocarbons, oxides of nitrogen (NO_x), carbon monoxide, and PM will be implemented in two tiers over ten years (1999-2008), with different standards and start years for various engine power ratings. The new standards will reduce emissions from a typical nonroad diesel engine by up to two-thirds from the levels of previous standards. By meeting these standards, manufacturers of new nonroad engines and equipment will achieve large reductions in the emissions (especially NO_x and PM) that cause air pollution problems in many parts of the country. However, it will be a number of years before the newer, cleaner construction equipment is in widespread use, and until then there will be many older pieces of diesel-powered construction equipment that will emit high levels of particulate matter and other pollutants.

The emissions from older diesels engines can, however, be controlled with retrofit pollution control equipment. Retrofit control equipment includes either oxidation catalysts or particulate filters installed on the exhaust of the diesel engine. This control equipment is designed to reduce particulate matter, hydrocarbons, and carbon monoxide emissions and has proven to be a cost effective way to reduce these emissions. Retrofits have been successfully applied to many diesel engines across the country and oxidation catalyst technology has been successfully applied to construction equipment used on the Central Artery/Third Harbor Tunnel project in Boston. Based on this success, some New England States (e.g., Massachusetts and Connecticut) have instituted initiatives that will require construction equipment to be retrofitted with retrofit control devices or use clean fuels. Connecticut DOT's controls require all construction equipment with diesel engines greater than or equal to 60 Hp in size that are on the project for more than 30 days be outfitted with emission control devices (such as oxidation catalysts) and/or use clean fuels. In addition Connecticut's controls also limit the idling of diesel vehicles to three minutes or less. EPA encourages Rhode Island Department of Transportation to develop language in this project's contract specifications to establish truck-staging zones for diesel powered vehicles that are waiting to load or unload material at the contract area. Such zones should be located where the diesel emissions from the trucks will have minimum impact on abutters and the general public. Idling of delivery and/or dump trucks, or other diesel powered equipment should not be permitted during periods of non-active use, and it should be limited.

EPA further recommends the use of transportation grade (0.05 weight percent sulfur) or better diesel fuel in all construction equipment to further reduce emissions of particulate matter, carbon monoxide and volatile organic compounds. In the case of retrofits, cleaner fuels are often

required to prevent poisoning of the catalysts and insure maximum emission reduction benefits.

There are many mechanisms to encourage the use of these controls, such as through contract specifications or other means. In addition, there are also many ways to secure funding for diesel retrofits, such as by acquiring federal highway money under the Congestion Mitigation and Air Quality Program (CMAQ) or through EPA grant mechanisms. Therefore, EPA strongly advocates retrofits on the construction equipment for this project and is willing to assist RI DOT in promoting construction equipment retrofits.

Environmental Justice

We recommend that the environmental justice analysis of each alternative be expanded to consider (1) environmental and human health effects on the low-income and minority communities in the project area, and (2) the cumulative risk posed to these communities when combined with environmental and health impacts associated with existing and anticipated facilities and activities in the area. As written, only one adverse socioeconomic impact– the relocation of 43 residences– is discussed. No information is presented to support the conclusion that Alternatives 2 and 3, to rehabilitate or reconstruct existing bridges, respectively, would not have any adverse impacts on minority and low-income families. Noise and air quality impacts are two examples of adverse effects on low-income and minority communities in the project area under Alternatives 2, 3 and 4 that should be fully explored in this section. Mitigation measures for these and any other identified adverse impacts, especially the potential loss of affordable rental housing units, should also be included. You may wish to refer to the Council on Environmental Quality's "Environmental Justice Guidance Under the National Environmental Policy Act," December 1997, for more specific direction on how to conduct an environmental justice analysis.

Because of the potential vulnerabilities of the communities in the project area, we advise DOT to continue to evaluate the proposed project in light of environmental justice principles. EPA defines environmental justice to mean the fair treatment of people of all races, cultures, and incomes with respect to the development, implementation, and enforcement of environmental laws and policies, and their meaningful involvement in the decision-making process of the government. DOT should strive to involve residents that will be impacted by this project. Enhanced public involvement activities may be required to reach low-income and minority populations in these areas, particularly if they are non-English speaking. EPA is willing to work with DOT to help shape the evaluation so that environmental justice principles are fully considered. Please feel free to contact Davina Wysin, Environmental Justice Specialist, EPA New England's Office of Civil Rights & Urban Affairs, at 617-918-1020 to discuss how EPA can assist DOT in this analysis.

We also note that the Rhode Island Department of Environmental Management has a draft Environmental Equity Policy. Michele Musselman, Senior Environmental Planner, Rhode Island Department of Environmental Management is the point of contact for environmental justice

Summary of Rating Definitions and Follow-up Action

Environmental Impact of the Action

LO--Lack of Objections
The EPA review has not identified any potential environmental impacts requiring substantive changes to the proposal. The review may have disclosed opportunities for application of mitigation measures that could be accomplished with no more than minor changes to the proposal.

EC--Environmental Concerns
The EPA review has identified environmental impacts that should be avoided in order to fully protect the environment. Corrective measures may require changes to the preferred alternative or application of mitigation measures that can reduce the environmental impact. EPA would like to work with the lead agency to reduce these impacts.

EO--Environmental Objections
The EPA review has identified significant environmental impacts that must be avoided in order to provide adequate protection for the environment. Corrective measures may require substantial changes to the preferred alternative or consideration of some other project alternative (including the no action alternative or a new alternative). EPA intends to work with the lead agency to reduce these impacts.

EU--Environmentally Unsatisfactory
The EPA review has identified adverse environmental impacts that are of sufficient magnitude that they are unsatisfactory from the standpoint of public health or welfare or environmental quality. EPA intends to work with the lead agency to reduce these impacts. If the potentially unsatisfactory impacts are not corrected at the final EIS stage, this proposal will be recommended for referral to the CEQ.

Adequacy of the Impact Statement

Category 1--Adequate
EPA believes the draft EIS adequately sets forth the environmental impact(s) of the preferred alternative and those of the alternatives reasonably available to the project or action. No further analysis or data collection is necessary, but the reviewer may suggest the addition of clarifying language or information.

Category 2--Insufficient Information
The draft EIS does not contain sufficient information for EPA to fully assess environmental impacts that should be avoided in order to fully protect the environment, or the EPA reviewer has identified new reasonably available alternatives that are within the spectrum of alternatives analyzed in the draft EIS, which could reduce the environmental impacts of the action. The identified additional information, data, analyses, or discussion should be included in the final EIS.

Category 3--Inadequate
EPA does not believe that the draft EIS adequately assesses potentially significant environmental impacts of the action, or the EPA reviewer has identified new, reasonably available alternatives that are outside of the spectrum of alternatives analyzed in the draft EIS, which should be analyzed in order to reduce the potentially significant environmental impacts. EPA believes that the identified additional information, data, analyses, or discussions are of such a magnitude that they should have full public review at a draft stage. EPA does not believe that the draft EIS is adequate for the purposes of the NEPA and/or Section 309 review, and thus should be formally revised and made available for public comment in a supplemental or revised draft EIS. On the basis of the potential significant impacts involved, this proposal could be a candidate for referral to the CEQ.

STATE OF RHODE ISLAND AND PROVIDENCE PLANTATIONS

Rhode Island Department of Transportation
OFFICE OF THE CHIEF ENGINEER
Two Capitol Hill, Rm 224
Providence, RI 02903-1124
PHONE 401-222-2492
FAX 401-222-3435 TDD 401-222-4971

November 1, 2005

Mr. Robert W. Varney
Regional Administrator
U.S. Environmental Protection Agency
Region 1
1 Congress Street, Suite 1100
Boston, MA 02114-2023

Re: Improvements to the Route 6/Route 10 Interchange
Providence, Rhode Island
RI Contract No. 93110
RIFAP No. F-1195(006)
Draft Environmental Impact Statement Comments
CEQ #20050226

Dear Mr. Varney:

Thank you for offering comments regarding this project. We have reviewed all questions and concerns received during the Public Hearing and the comment period. There were a number of common issues that were shared by many respondents. We have compiled the enclosed Summary of Recurrent Comments in an effort to collectively address these concerns.

In response to your specific comments, we appreciate the extensive information you provided regarding he Woonasquatucket River. We agree that, in addition to water quality issues, this project provides a unique opportunity to coordinate with the intensive process underway in Providence to rezone city neighborhoods, including Olneyville, for mixed and pedestrian friendly uses; to revise the city's comprehensive plan to better link the Woonasquatucket River with downtown and the Providence River and Narragansett Bay; and to promote alternative transportation modes, including bicycle access from the suburban bikeways into the city.

Text will be added to the Final Environmental Impact Statement (FEIS) to indicate that the Woonasquatucket River is also listed for excess algal growth/chlorophyll-A and low dissolved oxygen (Group 5 of the State 303(d) list).

The FEIS will include more detail regarding how pollutant loadings were calculated and will explicitly identify measures that will be taken to reduce additional loadings. We agree that this project could provide a rare opportunity to address discharges innovatively and with more public benefit than would be possible in its absence.

The project shall be identified in the FEIS as being in the Transportation Improvement Program for fiscal years 2006-2007 in the "Study and Development" Section as "Route 6/10 Bridges."

The preservation of and potential enhancements to the existing traffic reporting system will be addressed during final design for the project.

Also during final design, emission reduction measures for construction equipment shall be considered, which could be incorporated into the final contract documents.

The Environmental Justice analysis for each alternative shall be expanded to consider the environmental and human health effects and cumulative risks on low-income and minority communities when combined with the impacts associated with existing and anticipated facilities and activities. Additional information regarding noise and air quality impacts will be summarized in the environmental justice analysis along with a summary of the public involvement activities to reach low-income and minority communities in the project area.

The original design demonstrated the worst-case scenario of impacts resulting from reconstruction of the interchange including full replication of the existing Frontage Road. The plans showed the entire road replicated with a two-lane, two-way frontage road. Comments received indicated that the frontage road is used sparingly, condones high speeds, and is aesthetically poor. Based on these comments, alternative designs will be investigated which will eliminate this continuous roadway, and connect the side roads with smaller sections. RIDOT will work with the City of Providence and the local emergency agencies to make sure adequate access is still provided for general use and any emergency situations that could arise. We are confident that the alternative designs eliminate almost all residential acquisitions in the West End, including the need to acquire Marvin Gardens.

The Final Environmental Impact Statement (FEIS), which will incorporate comments received regarding the Draft Environmental Impact Statement (DEIS), should be completed this fall. A 30-day comment period will be available after the completion of the FEIS.

Should you have any additional comments or concerns, please feel free to contact this office.

Very truly yours,

Edmund T. Parker, Jr., P.E.
Chief Engineer

ETP/mdi
Enclosure: Summary of Recurrent Comments

cc: Messrs. Parker, Farhoumand, Smith, File (93110)
Mr. Timothy Timmerman – EPA Ofc. Of Environmental Review

NITHPO

Narragansett Indian Tribal Historic Preservation Office
Narragansett Indian Longhouse
P. O. Box 700
Wyoming, Rhode Island 02898

October 25, 2005

Colin McCarthy
P D & I Engineer
Federal Highway Administration
RI division
Providence RI 02903

Dear Colin,

In response to route 6/10 connector relocation project proposal, it is the determination of the Narragansett Indian Tribal Historic Preservation Office that the entire proposed project area is "sensitive" due to extensive cultural resources located therein.

The 6/10 study area indicates central connection to four bodies of water; the Woonasquatucket river, Mashpaug pond, Spectical pond and the Tongue pond. The proposed project lies within the parameters of the ancient village complex and stomping grounds that carry the name of the Mashpaug band of the Narragansett and the resource-rich villages on the Woonasquatucket.

Therefore, please consider this our intention for participation consistent with articles outlined in the MOU as it is imperative that close observation of all phases of proposed project development and construction be observed and monitored. Please contact me if you have any questions or concerns.

Sincerely,

James R. Soctomah
DTHPO

cc: JBBIII-NITHPO, R. Rizzo, M.Butler-FHWA, E. Szymanski, M. Hebert-RIDOT

STATE OF RHODE ISLAND AND PROVIDENCE PLANTATIONS

Rhode Island Department of Transportation
OFFICE OF THE CHIEF ENGINEER
Two Capitol Hill, Rm 224
Providence, RI 02903-1124
PHONE 401-222-2492
FAX 401-222-3435 TDD 401-222-4971

November 22, 2005

Mr. James R. Soctomah
Deputy Tribal Historic Preservation Officer
Narragansett Indian Longhouse
Wyoming, RI 02898

Re: Improvements to the Route 6/Route 10 Interchange
Providence, Rhode Island
RI Contract No. 93110
RIFAP No. F-1195(006)
Draft Environmental Impact Statement Comments

Dear Mr. Soctomah:

Thank you for offering comments regarding this project. We have reviewed all questions and concerns received during the Public Hearing and the comment period. There were a number of common issues that were shared by many respondents. We have compiled the enclosed Summary of Recurrent Comments in an effort to collectively address these concerns.

In response to your specific comments, it is our intention to keep you informed during all phases of this project, including project development, final design and construction.

The Final Environmental Impact Statement (FEIS), which will incorporate comments received regarding the Draft Environmental Impact Statement (DEIS), should be completed this fall. A 30-day comment period will be available after the completion of the FEIS. Should you have any additional comments or concerns, please feel free to contact this office.

Very truly yours,

Edmund T. Parker, Jr., P.E.
Chief Engineer

ETP/mdi
Enclosure: Summary of Recurrent Comments
cc: Messrs. Parker, Farhoumand, Smith, File (93110)

RIDOT COMMENT FORM
Improvements to US Route 6 / Route 10 Interchange
Draft Environmental Impact Statement
Providence, Rhode Island

8

NAME: Meaghan Stone TELEPHONE: 331-1265
(Please print clearly so that we can respond to your comments.)

ADDRESS: 75 Wood Street #2 Providence 02909

COMMENTS: I am for any and all improvements regarding Rt 6/10 connector. Including putting up proper Exit Signs, better on & off ablities and adding trees & schrubs for noise & pollution control / reduction! (Not to mention the beauty of it)

Please note my say just in case I can't make it to the meeting due to work.

Thank you,
Meaghan E. Stone

Please return at the meeting or fold and mail by July 28, 2005

0 2005

STATE OF RHODE ISLAND AND PROVIDENCE PLANTATIONS

Rhode Island Department of Transportation
OFFICE OF THE CHIEF ENGINEER
Two Capitol Hill, Rm 224
Providence, RI 02903-1124
PHONE 401-222-2492
FAX 401-222-3435 TDD 401-222-4971

November 1, 2005

Ms. Meaghan Stone
75 Wood Street, #2
Providence, RI 02909

Re: Improvements to the Route 6/Route 10 Interchange
Providence, Rhode Island
RI Contract No. 93110
RIFAP No. F-1195(006)
Draft Environmental Impact Statement Comments

Dear Ms. Stone:

Thank you for offering comments regarding this project. We have reviewed all questions and concerns received during the Public Hearing and the comment period. There were a number of common issues that were shared by many respondents. We have compiled the enclosed Summary of Recurrent Comments in an effort to collectively address these concerns.

In response to your specific comments, under the preferred alternative, the interchange will be brought up to current standards, including entrance and exit ramp designs and proper signing.

Landscaping and architectural treatments shall be provided for the entire interchange, including plantings to buffer the West End neighborhood and architectural treatments for the new northbound Route 10 to westbound Route 6 flyover ramp.

The Final Environmental Impact Statement (FEIS), which will incorporate comments received regarding the Draft Environmental Impact Statement (DEIS), should be completed this fall. A 30-day comment period will be available after the completion of the FEIS.

Should you have any additional comments or concerns, please feel free to contact this office.

Very truly yours,

Edmund T. Parker, Jr., P.E.
Chief Engineer

ETP/mdi
Enclosure: Summary of Recurrent Comments

cc: Messrs. Parker, Farhoumand, Smith, File (93110)

RIDOT COMMENT FORM
Improvements to US Route 6 / Route 10 Interchange
Draft Environmental Impact Statement
Providence, Rhode Island

8

NAME: Jose R Villanueva TELEPHONE: 401-2741820
(Please print clearly so that we can respond to your comments.)

ADDRESS: 19 DE SOTO ST PROVIDENCE, RI 02909-2460

COMMENTS: I THINK THE ALTERNATIVE #4 IS THE MOST NEED FOR OUR COMUNITY, BUT WILL BE GOOD IF YOU LET THE PEOPLE KNOW HOW MUCH THIS PROJET WILL COST, HOW LONG WILL TAKE IF THE STATE ARE PLANING TO INCREASE PROPERTY TAX OR ANY OTHER TAX IF IT IS I THINK WILL BE MUCH BETTER IF THE PEOPLE TAKE IMPORTANT PART IN THAT DESITION BY A VOTE FOR EXEMPLE OF SOME MECANISM WERE EVERYBODY BE ~~FARE~~ AND HOPING THE PROJECT DONT TAKE FOR EVER TO FINISH IT.

Please return at the meeting or fold and mail by July 28, 2005

0 2005

RIDOT- FORMULARIO DE COMENTARIO
Mejoras a la Intercepción de la Rutas 10 y la Ruta 6
Informe Preeliminar de Impactos Ambientales
Providence, Rhode Island

8

NOMBRE: JOSÉ R VILLANUEVA TELEFONO: 401-2741820
(Por favor escriba claramente para que podamos responder a sus comentarios)

DIRECCION: 19 DE SOTO ST PROVIDENCE, RI 02909-2460

COMMENTARIOS: EN GENERAL PIENSO QUE POR FIN HAY UNA IDEA CONCRETA, PARA ASÍ RESOLVER ESTE VIEJO PROBLEMA, Y DE LLEGAR A SER REALIDAD, CON MI RESPETO LES PREGUNTO LLEVARA UNA ETERNIDAD ESTE PROYECTO COMO ES USUAL CON RIDOT O FIJARAN FECHA EXACTA PARA SU INICIO Y CULMINACIÓN YO ME INCLINO POR LA ALTERNATIVA #4 PERO QUE ESTO TAMPOCO IMPACTE LOS BOLSILLOS DE LOS TAX PAYERS CON AUMENTO DE IMPUESTOS DE NINGUN TIPO Y QUE POSTERIORMENTE NO RESULTEN DANDO EXCUSAS PARA AUMENTAR IMPUESTO, TAMBIEN SERIA BUENO UNA CONSULTA POPULAR PARA LA APROBACIÓN O RECHAZO DEL PROYECTO.—

Favor de devolver este formulario durante la audiencia o envielo por correo antes del 28 de Julio del 2005

JUN 0 2005

STATE OF RHODE ISLAND AND PROVIDENCE PLANTATIONS

Rhode Island Department of Transportation
OFFICE OF THE CHIEF ENGINEER
Two Capitol Hill, Rm 224
Providence, RI 02903-1124
PHONE 401-222-2492
FAX 401-222-3435 TDD 401-222-4971

November 1, 2005

Mr. Jose R. Villanueva
19 DeSoto St.
Providence, RI 02909

Re: Improvements to the Route 6/Route 10 Interchange
Providence, Rhode Island
RI Contract No. 93110
RIFAP No. F-1195(006)
Draft Environmental Impact Statement Comments

Dear Mr. Villanueva:

Thank you for offering comments regarding this project. We have reviewed all questions and concerns received during the Public Hearing and the comment period. There were a number of common issues that were shared by many respondents. We have compiled the enclosed Summary of Recurrent Comments in an effort to collectively address these concerns.

In response to your specific comments, the estimated construction cost for Alternative 4 in 2010 dollars is $231,000,000. The construction duration for Alternative 4 has not yet been determined and sequencing for the project will not begin until the concept for the alternative is approved.

This project most likely would be funded by the Transportation Improvement Program allocation, which includes Federal Highway Administration funds with a State match. Another option would be Grant Anticpation Revenue Vehicles, which are financial instruments that allow states to fund transportation projects based on anticipated future federal funds.

The Final Environmental Impact Statement (FEIS), which will incorporate comments received regarding the Draft Environmental Impact Statement (DEIS), should be completed this fall. A 30-day comment period will be available after the completion of the FEIS.

Should you have any additional comments or concerns, please feel free to contact this office.

Very truly yours,

Edmund T. Parker, Jr., P.E.
Chief Engineer

ETP/mdi
Enclosure: Summary of Recurrent Comments

cc: Messrs. Parker, Farhoumand, Smith, File (93110)

RIDOT COMMENT FORM
Improvements to US Route 6 / Route 10 Interchange
Draft Environmental Impact Statement
Providence, Rhode Island

8

NAME: Joseph P. Medeiros TELEPHONE: 453-1456
(Please print clearly so that we can respond to your comments.)

ADDRESS:

COMMENTS: Westminster St. is dreadfully conjested Even so, that it has traffic jams. Broad St. boards extend waiting for perered bus routes. Per my own experiance the bus bound for Walmart is longer than 90 mins. I find myself looking peculiar waiting for my ride. At times I end up running late for work. Rethinking these will help.

Please return at the meeting or fold and mail by July 28, 2005

JUN 0 2005

STATE OF RHODE ISLAND AND PROVIDENCE PLANTATIONS

Rhode Island Department of Transportation
OFFICE OF THE CHIEF ENGINEER
Two Capitol Hill, Rm 224
Providence, RI 02903-1124
PHONE 401-222-2492
FAX 401-222-3435 TDD 401-222-4971

November 1, 2005

Mr. Joseph P. Medeiros
2 Harkness St.
Providence, RI 02909

Re: Improvements to the Route 6/Route 10 Interchange
Providence, Rhode Island
RI Contract No. 93110
RIFAP No. F-1195(006)
Draft Environmental Impact Statement Comments

Dear Mr. Medeiros:

Thank you for offering comments regarding this project. We have reviewed all questions and concerns received during the Public Hearing and the comment period. There were a number of common issues that were shared by many respondents. We have compiled the enclosed Summary of Recurrent Comments in an effort to collectively address these concerns.

In response to your specific comments, by reducing congestion in the Route 6/Route 10 interchange, the preferred alternative will improve the pedestrian and transit-user environment on the lcoal streets within the project area. In particular, the preferred alternative will result in reductions in traffic for Westminster Street. Refer to the Summary of Recurrent Comments for Projected traffic numbers for Alternative 4 and note the reduction of traffic that will result for Westminster Street.

The Final Environmental Impact Statement (FEIS), which will incorporate comments received regarding the Draft Environmental Impact Statement (DEIS), should be completed this fall. A 30-day comment period will be available after the completion of the FEIS.

Should you have any additional comments or concerns, please feel free to contact this office.

Very truly yours,

Edmund T. Parker, Jr., P.E.
Chief Engineer

ETP/mdi
Enclosure: Summary of Recurrent Comments

cc: Messrs. Parker, Farhoumand, Smith, File (93110)

RIDOT COMMENT FORM
Improvements to US Route 6 / Route 10 Interchange
Draft Environmental Impact Statement
Providence, Rhode Island

8

NAME: Shannon McHale TELEPHONE: 455 0619
(Please print clearly so that we can respond to your comments.)

ADDRESS: 93 Tobey St.

COMMENTS: 1. Currently, Tobey St. serves as the on ramp to Rte. 10. This is terrible for residents. The street backs up - the smell of exhaust is very bad. (Tons of cars are cutting through from Westminster to Broadway.) Many cars race to the light.
2. Please beautify Rte. 10. Make it more like a Parkway, like the Merritt Parkway in CT or the Veteran's Parkway in East Providence. This would be a great thing for our neighborhood.

Please return at the meeting or fold and mail by July 28, 2005

STATE OF RHODE ISLAND AND PROVIDENCE PLANTATIONS

Rhode Island Department of Transportation
OFFICE OF THE CHIEF ENGINEER
Two Capitol Hill, Rm 224
Providence, RI 02903-1124
PHONE 401-222-2492
FAX 401-222-3435 TDD 401-222-4971

November 1, 2005

Ms. Shannon McHale
93 Tobey St.
Providence, RI 02909

Re: Improvements to the Route 6/Route 10 Interchange
Providence, Rhode Island
RI Contract No. 93110
RIFAP No. F-1195(006)
Draft Environmental Impact Statement Comments

Dear Ms. McHale:

Thank you for offering comments regarding this project. We have reviewed all questions and concerns received during the Public Hearing and the comment period. There were a number of common issues that were shared by many respondents. We have compiled the enclosed Summary of Recurrent Comments in an effort to collectively address these concerns.

In response to your specific comments, many motorists who currently travel from northbound Route 10 to westbound Route 6 exit from Route 10 at Westminster Street and migrate to Tobey Street. Under the preferred alternative, these motorists will have an exclusive ramp for this maneuver and will not need to travel through the neighborhood. Refer to the Summary of Recurrent Comments for projected traffic numbers for Alternative 4 and note the reduction of traffic that will result for Tobey Street.

The Final Environmental Impact Statement (FEIS), which will incorporate comments received regarding the Draft Environmental Impact Statement (DEIS), should be completed this fall. A 30-day comment period will be available after the completion of the FEIS.

Should you have any additional comments or concerns, please feel free to contact this office.

Very truly yours,

Edmund T. Parker, Jr., P.E.
Chief Engineer

ETP/mdi
Enclosure: Summary of Recurrent Comments

cc: Messrs. Parker, Farhoumand, Smith, File (93110)

RIDOT COMMENT FORM
Improvements to US Route 6 / Route 10 Interchange
Draft Environmental Impact Statement
Providence, Rhode Island

8

NAME: MAUREEN F. DAY TELEPHONE: 274-7319
(Please print clearly so that we can respond to your comments.)

ADDRESS: 170 BENEDICT ST #320

COMMENTS: I would like to know why its taken so long to finish the work. It seems like 2 years since they started

Please return at the meeting or fold and mail by July 28, 2005

JUN 0 2005

STATE OF RHODE ISLAND AND PROVIDENCE PLANTATIONS

Rhode Island Department of Transportation
OFFICE OF THE CHIEF ENGINEER
Two Capitol Hill, Rm 224
Providence, RI 02903-1124
PHONE 401-222-2492
FAX 401-222-3435 TDD 401-222-4971

November 1, 2005

Ms. Maureen F. Day
170 Benedict Street, #320
Providence, RI 02909

Re: Improvements to the Route 6/Route 10 Interchange
Providence, Rhode Island
RI Contract No. 93110
RIFAP No. F-1195(006)
Draft Environmental Impact Statement Comments

Dear Ms. Day:

Thank you for offering comments regarding this project. We have reviewed all questions and concerns received during the Public Hearing and the comment period. There were a number of common issues that were shared by many respondents. We have compiled the enclosed Summary of Recurrent Comments in an effort to collectively address these concerns.

In response to your specific comments, the current bridge project on Route 10 included taking down half of a bridge, building a new bridge, taking down another half of a bridge and building another new bridge, all while maintaining traffic and working over an active electrified railroad line.

The Final Environmental Impact Statement (FEIS), which will incorporate comments received regarding the Draft Environmental Impact Statement (DEIS), should be completed this fall. A 30-day comment period will be available after the completion of the FEIS.

Should you have any additional comments or concerns, please feel free to contact this office.

Very truly yours,

Edmund T. Parker, Jr., P.E.
Chief Engineer

ETP/mdi
Enclosure: Summary of Recurrent Comments

cc: Messrs. Parker, Farhoumand, Smith, File (93110)

Improvements to the U.S. Rt.6/Rt.10 Interchange
June 20, 2005
Public Comments Translated (Spanish – English)

Name: Minerva Paulini
Telephone: 401-383-9272
Address: 124 Tell St. Providence, RI 02909

Comments:

1) Improve the flow of traffic from North to West.
2) Correct the deterioration of the existing bridges of the area.
3) Improve the circulation of traffic within the intersection of the preferred alternative.
4) Finish and fix the potholes on the bridges and the streets.

Name: José R. Villanueva
Telephone: 401-274-1820
Address: 19 DeSoto St. Providence, RI 09209-2460

Comments:
In General, I think that there is finally a concrete idea that will resolve this old problem and it is being taken seriously. With respect, I ask if this will take an eternity as usual with RIDOT or if an exact date to begin and commence will be determined. I am inclined for alternative #4, but I hope that this does not also impact the pockets of the tax payers by raising the costs of any type and that later, it doesn't result in many excuses for raising taxes. Also, a popular consultation would be good for the approval or rejection of the project.

Name: Roger Rivera
Telephone: 401-751-9160
Address: 1317 Westminster St. Providence, RI 02909

Comments:
It is very good to renovate Route 6 and 10. The renovation is very important for these two routes for the simple reason that it is used by motorists on a day to day basis as a short cut to I-95. This causes too much congestion. Also, it would be good to reconstruct the part of the highway at Tobey that enters into Rt. 10 causing traffic because there is a fork in the road and there are some motorists trying to get off on Rt. 6 and others wanting to continue on Rt. 10. It is a good idea for reconstruction and getting rid of the congestion of these two routes.

RIDOT- FORMULARIO DE COMENTARIO
Mejoras a la Intercepción de la Rutas 10 y la Ruta 6
Informe Preeliminar de Impactos Ambientales
Providence, Rhode Island

8

NOMBRE: Minerva Paulino TELEFONO: 383-9272
(Por favor escriba claramente para que podamos responder a sus comentarios)

DIRECCION: 124 Tell ST prov. RI 02909

COMMENTARIOS:

1-) Mejorar el flujo del Trafico del Norte al Oeste.
2- Corregir el deterioro de los puentes existentes en la zona.
3-) Mejorar la circulación del Tráfico dentro de la interpepción Alternativa preferida.
4-) Terminar de arreglar los puntes y las calle con ollos.

Favor de devolver este formulario durante la audiencia o envielo por correo antes del 28 de Julio del 2005

RIDOT- FORMULARIO DE COMENTARIO
Mejoras a la Intercepción de la Rutas 10 y la Ruta 6
Informe Preeliminar de Impactos Ambientales
Providence, Rhode Island

8

NOMBRE: Roger Rivera. TELEFONO: (401)751-9160
(Por favor escriba claramente para que podamos responder a sus comentarios)

DIRECCION: 1317 Westminster St Providence RI 02909.

COMMENTARIOS: Esta may bien en renovar la vata 6 y 10, ES may inPortante la renovacion de esa dos vutas Por la sensilla vason que es usada Por los con motovistas que dia a dia la usan como un corte de camino para salir mas adelante de la noventicinco. Eso causa demaciado con Jestionamiento. Tambien Seria vien si sepudiera reconstruir una Parte de la caretera esa Parte seria la entrada de Tober que entra a la dies asiendo un trafico Por la vason que es un gancho de camino al sev eso tenemos motovistas que quieren itse ala seis al mismo tienPo otvos quieren continuar a la vuta dies. Si se reconstruye Seria una gran idea y se terminaria esa con Jestion de las dos vutas.

Favor de devolver este formulario durante la audiencia o envielo por correo antes del 28 de Julio del 2005

JUN 0 2005

STATE OF RHODE ISLAND AND PROVIDENCE PLANTATIONS

Rhode Island Department of Transportation
OFFICE OF THE CHIEF ENGINEER
Two Capitol Hill, Rm 224
Providence, RI 02903-1124
PHONE 401-222-2492
FAX 401-222-3435 TDD 401-222-4971

November 1, 2005

Ms. Minerva Paulini
124 Tell St.
Providence, RI 02909

Re: Improvements to the Route 6/Route 10 Interchange
Providence, Rhode Island
RI Contract No. 93110
RIFAP No. F-1195(006)
Draft Environmental Impact Statement Comments

Dear Ms. Paulini:

Thank you for offering comments regarding this project. We have reviewed all questions and concerns received during the Public Hearing and the comment period. There were a number of common issues that were shared by many respondents. We have compiled the enclosed Summary of Recurrent Comments in an effort to collectively address these concerns.

In response to your specific comments, RIDOT agrees that the new northbound Route 10 to westbound Route 6 ramp proposed for Alternative 4 is needed to provide the missing movement. This also affords the added benefit of reducing interchange related traffic in the surrounding neighborhoods.

Also, under the preferred alternative, the deterioration of the existing bridges and surrounding roadways would be corrected.

The Final Environmental Impact Statement (FEIS), which will incorporate comments received regarding the Draft Environmental Impact Statement (DEIS), should be completed this fall. A 30-day comment period will be available after the completion of the FEIS.

Should you have any additional comments or concerns, please feel free to contact this office.

Very truly yours,

Edmund T. Parker, Jr., P.E.
Chief Engineer

ETP/mdi
Enclosure: Summary of Recurrent Comments

cc: Messrs. Parker, Farhoumand, Smith, File (93110)

STATE OF RHODE ISLAND AND PROVIDENCE PLANTATIONS

Rhode Island Department of Transportation
OFFICE OF THE CHIEF ENGINEER
Two Capitol Hill, Rm 224
Providence, RI 02903-1124
PHONE 401-222-2492
FAX 401-222-3435 TDD 401-222-4971

November 1, 2005

Mr. Roger Rivera
1317 Westminster St.
Providence, RI 02909

Re: Improvements to the Route 6/Route 10 Interchange
Providence, Rhode Island
RI Contract No. 93110
RIFAP No. F-1195(006)
Draft Environmental Impact Statement Comments

Dear Mr. Rivera:

Thank you for offering comments regarding this project. We have reviewed all questions and concerns received during the Public Hearing and the comment period. There were a number of common issues that were shared by many respondents. We have compiled the enclosed Summary of Recurrent Comments in an effort to collectively address these concerns.

In response to your specific comments, the preferred alternative would fix the weave problem at the Tobey entrance to Route 10. The Tobey entrance would be used to access Route 6 only. Motorists that previously used this ramp to access southbound Route 10 would use a new Broadway ramp, which will replace the existing Westminster Street on-ramp. Motorists accessing southbound Route 10 from Harris Avenue would travel to Broadway and make a left turn before making a right turn onto the new ramp. Motorists accessing southbound Route 10 from the Tobey Street area would continue westbound on Broadway and make a left-turn onto the new ramp.

The Final Environmental Impact Statement (FEIS), which will incorporate comments received regarding the Draft Environmental Impact Statement (DEIS), should be completed this fall. A 30-day comment period will be available after the completion of the FEIS.

Should you have any additional comments or concerns, please feel free to contact this office.

Very truly yours,

Edmund T. Parker, Jr., P.E.
Chief Engineer

ETP/mdi
Enclosure: Summary of Recurrent Comments

cc: Messrs. Parker, Farhoumand, Smith, File (93110)

RIDOT COMM
Improvements to US Route 6 / Route 10 ... ange
Draft Environmental Impact Statement
Providence, Rhode Island

8

NAME: DAVID EVERETT TELEPHONE: 338.3923
(Please print clearly so that we can respond to your comments.)

ADDRESS: 65 MESSER STREET

COMMENTS: The preferred alternative (#4) would be a great improvement for the City and the neighborhood.
Any attention paid to improving the service road and connecting it better with the neighborhood would be an additional favorable result.
I hope this alternative can be accomplished without the removal of any of the Marin Gardens apartment structures (the City needs affordable housing).

Please return at the meeting or fold and mail by July 28, 2005

STATE OF RHODE ISLAND AND PROVIDENCE PLANTATIONS

Rhode Island Department of Transportation
OFFICE OF THE CHIEF ENGINEER
Two Capitol Hill, Rm 224
Providence, RI 02903-1124
PHONE 401-222-2492
FAX 401-222-3435 TDD 401-222-4971

November 1, 2005

Mr. David Everett
65 Messer St.
Providence, RI 02909

Re: Improvements to the Route 6/Route 10 Interchange
Providence, Rhode Island
RI Contract No. 93110
RIFAP No. F-1195(006)
Draft Environmental Impact Statement Comments

Dear Mr. Everett:

Thank you for offering comments regarding this project. We have reviewed all questions and concerns received during the Public Hearing and the comment period. There were a number of common issues that were shared by many respondents. We have compiled the enclosed Summary of Recurrent Comments in an effort to collectively address these concerns.

In response to your specific comments, the original design demonstrated the worst-case scenario of impacts resulting from reconstruction of the interchange including full replication of the existing Frontage Road. The plans showed the entire road replicated with a two-lane, two-way frontage road. Comments received indicated that the frontage road is used sparingly, condones high speeds, and is aesthetically poor. Based on these comments, alternative designs will be investigated that will eliminate this continuous roadway, and connect the side roads with smaller sections. RIDOT will work with the City of Providence and the local emergency agencies to make sure adequate access is still provided for general use and any emergency situations that could arise. We are confident that the alternative designs eliminate almost all residential acquisitions in the West End, including the need to acquire Marvin Gardens.

The Final Environmental Impact Statement (FEIS), which will incorporate comments received regarding the Draft Environmental Impact Statement (DEIS), should be completed this fall. A 30-day comment period will be available after the completion of the FEIS.

Should you have any additional comments or concerns, please feel free to contact this office.

Very truly yours,

Edmund T. Parker, Jr., P.E.
Chief Engineer

ETP/mdi
Enclosure: Summary of Recurrent Comments

cc: Messrs. Parker, Farhoumand, Smith, File (93110)

RIDOT COMMENT FORM
Improvements to US Route 6 / Route 10 Interchange
Draft Environmental Impact Statement
Providence, Rhode Island

8

NAME: Pedro Parra TELEPHONE: 632-0050
(Please print clearly so that we can respond to your comments.)

ADDRESS: 359 Carpenter St. apt. 215

COMMENTS: I think that it's a great thing what the city of Providence is doing that change. There are a lot of streets that are messed up and that are missing cars up. That is not good, but to know that you are trying to make a difference is great.

Sincerly
Pedro Parra

Please return at the meeting or fold and mail by July 28, 2005

STATE OF RHODE ISLAND AND PROVIDENCE PLANTATIONS

Rhode Island Department of Transportation
OFFICE OF THE CHIEF ENGINEER
Two Capitol Hill, Rm 224
Providence, RI 02903-1124
PHONE 401-222-2492
FAX 401-222-3435 TDD 401-222-4971

November 1, 2005

Mr. Pedro Parra
359 Carpenter Street, Apt. 215
Providence, RI 02909

Re: Improvements to the Route 6/Route 10 Interchange
Providence, Rhode Island
RI Contract No. 93110
RIFAP No. F-1195(006)
Draft Environmental Impact Statement Comments

Dear Mr. Parra:

Thank you for offering comments regarding this project. We have reviewed all questions and concerns received during the Public Hearing and the comment period. There were a number of common issues that were shared by many respondents. We have compiled the enclosed Summary of Recurrent Comments in an effort to collectively address these concerns.

In response to your specific comments, RIDOT agrees that this project would be a benefit for motorists traveling on the highway and in the surrounding neighborhoods as well as addressing the deterioration of the existing bridges.

The Final Environmental Impact Statement (FEIS), which will incorporate comments received regarding the Draft Environmental Impact Statement (DEIS), should be completed this fall. A 30-day comment period will be available after the completion of the FEIS.

Should you have any additional comments or concerns, please feel free to contact this office.

Very truly yours,

Edmund T. Parker, Jr., P.E.
Chief Engineer

ETP/mdi
Enclosure: Summary of Recurrent Comments

cc: Messrs. Parker, Farhoumand, Smith, File (93110)

RIDOT COMMENT FORM
Improvements to US Route 6 / Route 10 Interchange
Draft Environmental Impact Statement
Providence, Rhode Island

8

NAME: EPIFANIO OTERO TELE (401) 383-5663
(Please print clearly so that we can respond to your comments.)

ADDRESS: 20 Kelley St # 905 Providence R.I 029.

COMMENTS: Project the maiguen tht road.

Please return at the meeting or fold and mail by July 28, 2005

STATE OF RHODE ISLAND AND PROVIDENCE PLANTATIONS

Rhode Island Department of Transportation
OFFICE OF THE CHIEF ENGINEER
Two Capitol Hill, Rm 224
Providence, RI 02903-1124
PHONE 401-222-2492
FAX 401-222-3435 TDD 401-222-4971

November 1, 2005

Mr. Epifanio Otero
20 Kelly Street #905
Providence, RI 02909

Re: Improvements to the Route 6/Route 10 Interchange
Providence, Rhode Island
RI Contract No. 93110
RIFAP No. F-1195(006)
Draft Environmental Impact Statement Comments

Dear Mr. Otero:

Thank you for offering comments regarding this project. We have reviewed all questions and concerns received during the Public Hearing and the comment period. There were a number of common issues that were shared by many respondents. We have compiled the enclosed Summary of Recurrent Comments in an effort to collectively address these concerns.

The Final Environmental Impact Statement (FEIS), which will incorporate comments received regarding the Draft Environmental Impact Statement (DEIS), should be completed this fall. A 30-day comment period will be available after the completion of the FEIS.

Should you have any additional comments or concerns, please feel free to contact this office.

Very truly yours,

Edmund T. Parker, Jr., P.E.
Chief Engineer

ETP/mdi
Enclosure: Summary of Recurrent Comments

cc: Messrs. Parker, Farhoumand, Smith, File (93110)

Mark-Alan Lynch, former owner/current occupant/property manager.
69 Messer Street

I wish to address the matter of why we are being asked to comment on a plan which has not been described, except in non-specific terms as to what sort of impact the proposed changes will have upon the day-to-day living in our community. To ask for public commentary on your proposals is tantamount to saying, "We need new bridges and they have to be fixed. Questions?" The brochure supplied in this mailing provides essentially nothing in the line of information. There is no definitive plan of action, such as what we can expect, or how the proposed work will be conducted. Will our streets be torn up and will we be subjected to year's worth of jack hammering, etc.? Will our streets be reconfigured? What factors have been addressed as to the proposed changes on house values in the area? After all, who would buy a house in an area where heavy equipment will be a part of the landscape for what will most likely be a long time? To ask for comments before we know what we're getting into would, from a planning perspective, is a waste of time.

I will attend the meeting, but to be blunt I think we should have been provided with information before being asked to comment upon that which we have so little information. In managing a project of such scope one has to address these matters BEFORE asking for commentary.

STATE OF RHODE ISLAND AND PROVIDENCE PLANTATIONS

Rhode Island Department of Transportation
OFFICE OF THE CHIEF ENGINEER
Two Capitol Hill, Rm 224
Providence, RI 02903-1124
PHONE 401-222-2492
FAX 401-222-3435 TDD 401-222-4971

November 1, 2005

Mr. Mark-Alan Lynch
69 Messer Street
Providence, RI 02909

Re: Improvements to the Route 6/Route 10 Interchange
Providence, Rhode Island
RI Contract No. 93110
RIFAP No. F-1195(006)
Draft Environmental Impact Statement Comments

Dear Mr. Lynch:

Thank you for offering comments regarding this project. We have reviewed all questions and concerns received during the Public Hearing and the comment period. There were a number of common issues that were shared by many respondents. We have compiled the enclosed Summary of Recurrent Comments in an effort to collectively address these concerns.

In response to your specific comments, the Draft Environmental Impact Statement should provide you with a detailed description of the project and the environmental consequences that may occur as a result of the four alternatives. The three build alternatives will impact the traveling public during construction. Alternatives 2 and 3 would result in the greatest delay since the work would be confined to the limits of the existing roadways. Alternative 4 would result in less delay since a considerable portion of the work would be done off the existing roadways; however, after construction, traffic circulation should improve for both the interchange and the surrounding neighborhoods.

The Final Environmental Impact Statement (FEIS), which will incorporate comments received regarding the Draft Environmental Impact Statement (DEIS), should be completed this fall. A 30-day comment period will be available after the completion of the FEIS.

Should you have any additional comments or concerns, please feel free to contact this office.

Very truly yours,

Edmund T. Parker, Jr., P.E.
Chief Engineer

ETP/mdi
Enclosure: Summary of Recurrent Comments

cc: Messrs. Parker, Farhoumand, Smith, File (93110)

RIDOT COMMENT FORM
Improvements to US Route 6 / Route 10 Interchange
Draft Environmental Impact Statement
Providence, Rhode Island

8

NAME: Ivan Sanchez TELEPHONE: (401) 265-1065
(Please print clearly so that we can respond to your comments.)

ADDRESS: 802 Atwells Ave, Providence, R.I. 02909

COMMENTS: I think you should definatly improve the Rt 10 / Rt 6 interchange, Maybe have a exit on harris ave. on Rt 10 south bound, or onto Atwells / Harris ave / eagle square. North bound.

Please return at the meeting or fold and mail by July 28, 2005

STATE OF RHODE ISLAND AND PROVIDENCE PLANTATIONS

Rhode Island Department of Transportation
OFFICE OF THE CHIEF ENGINEER
Two Capitol Hill, Rm 224
Providence, RI 02903-1124
PHONE 401-222-2492
FAX 401-222-3435 TDD 401-222-4971

November 1, 2005

Mr. Ivan Sanchez
802 Atwells Ave.
Providence, RI 02909

Re: Improvements to the Route 6/Route 10 Interchange
Providence, Rhode Island
RI Contract No. 93110
RIFAP No. F-1195(006)
Draft Environmental Impact Statement Comments

Dear Mr. Sanchez:

Thank you for offering comments regarding this project. We have reviewed all questions and concerns received during the Public Hearing and the comment period. There were a number of common issues that were shared by many respondents. We have compiled the enclosed Summary of Recurrent Comments in an effort to collectively address these concerns.

In response to your specific comments, RIDOT agrees that the interchange should be improved. Although it is often desirable to have entrances and exits situated at every cross road, it would not be feasible to provide ramps at Atwells Avenue or Harris Avenue due to the confined area and the proximity to many adjacent exits.

The Final Environmental Impact Statement (FEIS), which will incorporate comments received regarding the Draft Environmental Impact Statement (DEIS), should be completed this fall. A 30-day comment period will be available after the completion of the FEIS.

Should you have any additional comments or concerns, please feel free to contact this office.

Very truly yours,

Edmund T. Parker, Jr., P.E.
Chief Engineer

ETP/mdi
Enclosure: Summary of Recurrent Comments

cc: Messrs. Parker, Farhoumand, Smith, File (93110)

RIDOT COMMENT FORM
Improvements to US Route 6 / Route 10 Interchange
Draft Environmental Impact Statement
Providence, Rhode Island

8

NAME: JOE MAJCA TELEPHONE: 946-1110
(Please print clearly so that we can respond to your comments.)

ACOUSTICAL SUPPLIES

ADDRESS: 11 RICOM WAY

COMMENTS: ALTERNATIVE 4 SEEMS THE LOGICAL CHOICE. THERE ARE NUMEROUS HEALTH AND SAFETY ISSUES IN THE WEST END & OLNEYVILLE BECAUSE OF THE LACK OF A SAFE ROUTE BETWEEN 10 NORTH AND ROUTE 6 WESTBOUND. UNION AVE EXIT AREA IS A CONGESTED MESS. OUR BUSINESS SUFFERS BECAUSE CUSTOMERS FIND IT DIFFICULT TO NAVIGATE THE AREA.

Please return at the meeting or fold and mail by July 28, 2005

STATE OF RHODE ISLAND AND PROVIDENCE PLANTATIONS

Rhode Island Department of Transportation
OFFICE OF THE CHIEF ENGINEER
Two Capitol Hill, Rm 224
Providence, RI 02903-1124
PHONE 401-222-2492
FAX 401-222-3435 TDD 401-222-4971

November 1, 2005

Mr. Joe Majca
Acoustical Supplies
11 Ricom Way
Providence, RI 02909

Re: Improvements to the Route 6/Route 10 Interchange
Providence, Rhode Island
RI Contract No. 93110
RIFAP No. F-1195(006)
Draft Environmental Impact Statement Comments

Dear Mr. Majca:

Thank you for offering comments regarding this project. We have reviewed all questions and concerns received during the Public Hearing and the comment period. There were a number of common issues that were shared by many respondents. We have compiled the enclosed Summary of Recurrent Comments in an effort to collectively address these concerns.

In response to your specific comments, RIDOT agrees that the new northbound Route 10 to westbound Route 6 ramp proposed for Alternative 4 is needed to provide the missing movement. This also affords the added benefit of reducing interchange related traffic in the surrounding neighborhoods.

Under the preferred alternative, the Union Avenue exit area would be improved by eliminating the weaving traffic problem that exists today. Motorists entering southbound Route 10 from eastbound Route 6 would be bridged over the Union Avenue off-ramp from southbound Route 10.

In additon, improvements to the coordination of the traffic signals on Union Avenue at the Route 10 ramps has been included in the current RIDOT project to replace the Union Avenue bridge.

The Final Environmental Impact Statement (FEIS), which will incorporate comments received regarding the Draft Environmental Impact Statement (DEIS), should be completed this fall. A 30-day comment period will be available after the completion of the FEIS.

Should you have any additional comments or concerns, please feel free to contact this office.

Very truly yours,

Edmund T. Parker, Jr., P.E.
Chief Engineer

ETP/mdi
Enclosure: Summary of Recurrent Comments

cc: Messrs. Parker, Farhoumand, Smith, File (93110)

RIDOT COMMENT FORM
Improvements to US Route 6 / Route 10 Interchange
Draft Environmental Impact Statement
Providence, Rhode Island

8

NAME: John Figueried TELEPHONE: 401 942-2777
(Please print clearly so that we can respond to your comments.)

ADDRESS: 83 TERRACE AVE PROV. RI 02909

COMMENTS: I say leave this project ALONE AS take NO Action! there condition (existing) is NOT that BAD yet, cement last's much longer than 50 yrs BEFORE it deteriates and AS A 70 yr Resident of R.I. I CAN just imagine the conjestion this is going to BE FOR me Living in this neighborhood FOR the next several years.

thank You + See you at meeting

Please return at the meeting or fold and mail by July 28, 2005

STATE OF RHODE ISLAND AND PROVIDENCE PLANTATIONS

Rhode Island Department of Transportation
OFFICE OF THE CHIEF ENGINEER
Two Capitol Hill, Rm 224
Providence, RI 02903-1124
PHONE 401-222-2492
FAX 401-222-3435 TDD 401-222-4971

November 1, 2005

Mr. John Figuried
83 Terrace Ave.
Providence, RI 02909

Re: Improvements to the Route 6/Route 10 Interchange
Providence, Rhode Island
RI Contract No. 93110
RIFAP No. F-1195(006)
Draft Environmental Impact Statement Comments

Dear Mr. Figuried:

Thank you for offering comments regarding this project. We have reviewed all questions and concerns received during the Public Hearing and the comment period. There were a number of common issues that were shared by many respondents. We have compiled the enclosed Summary of Recurrent Comments in an effort to collectively address these concerns.

In response to your specific comments, Alternative 4 was chosen as the preferred alternative because it is best able to satisfy the purpose of the project to address the deterioation of the existing bridges, reduce congestion within the interchange, reduce interchange related traffic congestion in the adjacent communities, and improve north-to-west travel movement. Also, Alternatives 2 and 3 would result in the greatest delay since the work would be confined to the limits of the existing roadways while traffic is still present. Alternative 4 would result in less delay since a considerable portion of the work would be done off the existing roadways. Taking no action would require shoring contracts on a regular basis to maintain the existing bridges.

The Final Environmental Impact Statement (FEIS), which will incorporate comments received regarding the Draft Environmental Impact Statement (DEIS), should be completed this fall. A 30-day comment period will be available after the completion of the FEIS.

Should you have any additional comments or concerns, please feel free to contact this office.

Very truly yours,

Edmund T. Parker, Jr., P.E.
Chief Engineer

ETP/mdi
Enclosure: Summary of Recurrent Comments

cc: Messrs. Parker, Farhoumand, Smith, File (93110)

RIDOT COMMENT FORM
Improvements to US Route 6 / Route 10 Interchange
Draft Environmental Impact Statement
Providence, Rhode Island

8

NAME: alicia montero TELEPHONE: 632-0475
(Please print clearly so that we can respond to your comments.)

ADDRESS: 20 Kelley St 4603 Providence R.I 02909.

COMMENTS: project the maiguen that good.

Please return at the meeting or fold and mail by July 28, 2005

STATE OF RHODE ISLAND AND PROVIDENCE PLANTATIONS

Rhode Island Department of Transportation
OFFICE OF THE CHIEF ENGINEER
Two Capitol Hill, Rm 224
Providence, RI 02903-1124
PHONE 401-222-2492
FAX 401-222-3435 TDD 401-222-4971

November 1, 2005

Ms. Alicia Montero
20 Kelly Street, #603
Providence, RI 02909

Re: Improvements to the Route 6/Route 10 Interchange
Providence, Rhode Island
RI Contract No. 93110
RIFAP No. F-1195(006)
Draft Environmental Impact Statement Comments

Dear Ms. Montero:

Thank you for offering comments regarding this project. We have reviewed all questions and concerns received during the Public Hearing and the comment period. There were a number of common issues that were shared by many respondents. We have compiled the enclosed Summary of Recurrent Comments in an effort to collectively address these concerns.

The Final Environmental Impact Statement (FEIS), which will incorporate comments received regarding the Draft Environmental Impact Statement (DEIS), should be completed this fall. A 30-day comment period will be available after the completion of the FEIS.

Should you have any additional comments or concerns, please feel free to contact this office.

Very truly yours,

Edmund T. Parker, Jr., P.E.
Chief Engineer

ETP/mdi
Enclosure: Summary of Recurrent Comments

cc: Messrs. Parker, Farhoumand, Smith, File (93110)

RIDOT COMMENT FORM
Improvements to US Route 6 / Route 10 Interchange
Draft Environmental Impact Statement
Providence, Rhode Island

8

NAME: Sylvia otero TELEPHONE: 497-2514
(Please print clearly so that we can respond to your comments.)

ADDRESS: 20 Kelley St #907 Providence RI 02909.

COMMENTS: Project the maiguen that good.

Please return at the meeting or fold and mail by July 28, 2005

STATE OF RHODE ISLAND AND PROVIDENCE PLANTATIONS

Rhode Island Department of Transportation
OFFICE OF THE CHIEF ENGINEER
Two Capitol Hill, Rm 224
Providence, RI 02903-1124
PHONE 401-222-2492
FAX 401-222-3435 TDD 401-222-4971

November 1, 2005

Ms. Sylvia Otero
20 Kelly Street, #907
Providence, RI 02909

Re: Improvements to the Route 6/Route 10 Interchange
Providence, Rhode Island
RI Contract No. 93110
RIFAP No. F-1195(006)
Draft Environmental Impact Statement Comments

Dear Ms. Otero:

Thank you for offering comments regarding this project. We have reviewed all questions and concerns received during the Public Hearing and the comment period. There were a number of common issues that were shared by many respondents. We have compiled the enclosed Summary of Recurrent Comments in an effort to collectively address these concerns.

The Final Environmental Impact Statement (FEIS), which will incorporate comments received regarding the Draft Environmental Impact Statement (DEIS), should be completed this fall. A 30-day comment period will be available after the completion of the FEIS.

Should you have any additional comments or concerns, please feel free to contact this office.

Very truly yours,

Edmund T. Parker, Jr., P.E.
Chief Engineer

ETP/mdi
Enclosure: Summary of Recurrent Comments

cc: Messrs. Parker, Farhoumand, Smith, File (93110)

RIDOT COMMENT FORM
Improvements to US Route 6 / Route 10 Interchange
Draft Environmental Impact Statement
Providence, Rhode Island

8

NAME: ~~MRS~~ - MARIAN V. O'SHEA TELEPHONE: 401 274 0137
(Please print clearly so that we can respond to your comments.)

ADDRESS: 359 Carpenter Street - Apt 401 - Prov. R.I. - 02909.

COMMENTS:

ALTERNATIVE #4 - SEEMS APPROPRIATE.

Sincerely, Marian V. O'Shea - 06/17/2005.

Please return at the meeting or fold and mail by July 28, 2005

STATE OF RHODE ISLAND AND PROVIDENCE PLANTATIONS

Rhode Island Department of Transportation
OFFICE OF THE CHIEF ENGINEER
Two Capitol Hill, Rm 224
Providence, RI 02903-1124
PHONE 401-222-2492
FAX 401-222-3435 TDD 401-222-4971

November 1, 2005

Mrs. Marian V. O'Shea
359 Carpenter Street, Apt 401
Providence, RI 02909

Re: Improvements to the Route 6/Route 10 Interchange
Providence, Rhode Island
RI Contract No. 93110
RIFAP No. F-1195(006)
Draft Environmental Impact Statement Comments

Dear Mrs. O'Shea:

Thank you for offering comments regarding this project. We have reviewed all questions and concerns received during the Public Hearing and the comment period. There were a number of common issues that were shared by many respondents. We have compiled the enclosed Summary of Recurrent Comments in an effort to collectively address these concerns.

The Final Environmental Impact Statement (FEIS), which will incorporate comments received regarding the Draft Environmental Impact Statement (DEIS), should be completed this fall. A 30-day comment period will be available after the completion of the FEIS.

Should you have any additional comments or concerns, please feel free to contact this office.

Very truly yours,

Edmund T. Parker, Jr., P.E.
Chief Engineer

ETP/mdi
Enclosure: Summary of Recurrent Comments

cc: Messrs. Parker, Farhoumand, Smith, File (93110)

Mike

Sannon

RIDOT COMMENT FORM
Improvements to US Route 6 / Route 10 Interchange
Draft Environmental Impact Statement
Providence, Rhode Island

NAME: BENJAMIN HALL TELEPHONE: 273-1932
(Please print clearly so that we can respond to your comments.)

ADDRESS: 116 ELLERY ST.

COMMENTS: I am very happy to hear about a process that will address the difficulty in travelling North on 10 and proceding to 6 West. A smoother way to make that transition will be a big improvement.

I strongly believe that two principles be adhered to in this project:

1. That building owners and tenants whose buildings will be affected by the construction (e.g., demolished, relocated, etc.) be notified respectfully and compensated amply, including provisions made (perhaps financial) to assist in the transition in housing of all persons displaced by new construction.

2. That Providence residents be hired to do the construction work in accordance with the law that specifically stipulates such.

Please return at the meeting or fold and mail by July 28, 2005

Thank you.

STATE OF RHODE ISLAND AND PROVIDENCE PLANTATIONS

Rhode Island Department of Transportation
OFFICE OF THE CHIEF ENGINEER
Two Capitol Hill, Rm 224
Providence, RI 02903-1124
PHONE 401-222-2492
FAX 401-222-3435 TDD 401-222-4971

November 9, 2005

Mr. Benjamin C. Hall
116 Ellery Street
Providence, RI 02909

Re: Improvements to the Route 6/Route 10 Interchange
Providence, Rhode Island
RI Contract No. 93110
RIFAP No. F-1195(006)
Draft Environmental Impact Statement Comments

Dear Mr. Hall:

Thank you for offering comments regarding this project. We have reviewed all questions and concerns received during the Public Hearing and the comment period. There were a number of common issues that were shared by many respondents. We have compiled the enclosed Summary of Recurrent Comments in an effort to collectively address these concerns.

In response to your specific comments, RIDOT agrees that the new northbound Route 10 to westbound Route 6 ramp proposed for Alternative 4 is needed to provide the missing movement. This also affords the added benefit of reducing interchange related traffic in the surrounding neighborhoods.

The original design demonstrated the worst-case scenario of impacts resulting from reconstruction of the interchange including full replication of the existing Frontage Road. The plans showed the entire road replicated with a two-lane, two-way frontage road. Comments received indicated that the frontage road is used sparingly, condones high speeds, and is aesthetically poor. Based on these comments, alternative designs will be investigated which will eliminate this continuous roadway, and connect the side roads with smaller sections. RIDOT will work with the City of Providence and the local

emergency agencies to make sure adequate access is still provided for general use and any emergency situations that could arise. We are confident that the alternative designs eliminate almost all residential acquisitions in the West End, including the need to acquire Marvin Gardens.

For the remaining properties acquired to accommodate this project, the Department is required to pay "just compensation." The property owner would be compensated in the amount not less than 100 percent of the fair market value of the real estate, based on appraisal. Additionally, the Department is obligated to offer relocation assistance (and payments) in accordance with the Uniform Relocation Assistance and Real Property Acquisition Policies Act of 1970 as amended and will provide advisory services to assist you in finding a location.

The construction work would be advertised for bidding according to State policy.

The Final Environmental Impact Statement (FEIS), which will incorporate comments received regarding the Draft Environmental Impact Statement (DEIS), should be completed this fall. A 30-day comment period will be available after the completion of the FEIS. Should you have any additional comments or concerns, please feel free to contact this office.

Very truly yours,

Edmund T. Parker, Jr., P.E.
Chief Engineer

ETP/mdi
Enclosure: Summary of Recurrent Comments
cc: Messrs. Parker, Farhoumand, Smith, File (93110)

RIDOT COMMENT FORM
Improvements to US Route 6 / Route 10 Interchange
Draft Environmental Impact Statement
Providence, Rhode Island

NAME: KENNETH I. HINCKS TELEPHONE: 943-0685
(Please print clearly so that we can respond to your comments.)

ADDRESS: 70 LINCOLN AVENUE, APT. 209, CRANSTON, R.I. 02920-7753

COMMENTS: I HEARTILY ENDORSE THE PREFERRED ALTERNATIVE AS THE CORRECT WAY TO ADDRESS THE GROWING PROBLEMS AT THE ROUTE 6/10 INTERCHANGE. I CERTAINLY HOPE THAT THE GOVERNOR AND THE LEGISLATURE HAVE THE FORTITUDE AND INGENUITY TO APPROPRIATE THE FUNDING. IT WILL CAUSE SOME DEGREE OF INCONVENIENCE DURING THE CONSTRUCTION, BUT THAT CAN BE WITHSTOOD FOR THE BENEFITS THAT WILL BE DERIVED. LET US HOPE THAT NO "NIMBY'S" INTERFERE.

Please return at the meeting or fold and mail by July 28, 2005

STATE OF RHODE ISLAND AND PROVIDENCE PLANTATIONS

Rhode Island Department of Transportation
OFFICE OF THE CHIEF ENGINEER
Two Capitol Hill, Rm 224
Providence, RI 02903-1124
PHONE 401-222-2492
FAX 401-222-3435 TDD 401-222-4971

November 1, 2005

Mr. Kenneth I. Hincks
70 Lincoln Avenue, Apt. 209
Cranston, RI 02920

Re: Improvements to the Route 6/Route 10 Interchange
Providence, Rhode Island
RI Contract No. 93110
RIFAP No. F-1195(006)
Draft Environmental Impact Statement Comments

Dear Mr. Hincks:

Thank you for offering comments regarding this project. We have reviewed all questions and concerns received during the Public Hearing and the comment period. There were a number of common issues that were shared by many respondents. We have compiled the enclosed Summary of Recurrent Comments in an effort to collectively address these concerns.

In response to your specific comments, RIDOT agrees that the preferred alternative would satisfy the purpose of the project to address the deterioraton of the existing bridges, reduce congestion within the interchange, reduce interchange related traffic congestion in the adjacent communitites, and improve north-to-west travel movement.

This project would most likely be funded by the Transportation Improvement Program, which includes Federal Highway Administration funds with a State match. Another option would be Grant Anticipation Revenue Vehicles, which are financial instruments that allow states to fund transportation projects based on anticipated future federal funds.

A considerable amount of construction for Alternatve 4 will be outside the limits of the existing roadways, thereby reducing impacts to motorists.

The Final Environmental Impact Statement (FEIS), which will incorporate comments received regarding the Draft Environmental Impact Statement (DEIS), should be completed this fall. A 30-day comment period will be available after the completion of the FEIS.

Should you have any additional comments or concerns, please feel free to contact this office.

Very truly yours,

Edmund T. Parker, Jr., P.E.
Chief Engineer

ETP/mdi
Enclosure: Summary of Recurrent Comments

cc: Messrs. Parker, Farhoumand, Smith, File (93110)

8

RIDOT COMMENT FORM
Improvements to US Route 6 / Route 10 Interchange
Draft Environmental Impact Statement
Providence, Rhode Island

NAME: ADELE MERESI TELEPHONE: NONE
(Please print clearly so that we can respond to your comments.)

ADDRESS: 57 COURTLAND ST PROVIDENCE RI 02909

COMMENTS: AT THIS TIME WHEN THE CITIES + TOWNS ARE STRAPPED FOR MONEY FOR SCHOOL AND EDUCATION AS A WHOLE AND OTHER IMPORTANT ISSUE LIKE HOUSING, AND OUR CAPITAL CITY PROVIDENCE HAS A SHORTAGE OF HOUSING, I THINK THIS PROJECT MONEY WISE IS TO BIG, ALSO TAKEN 43 PROPERTY, NOT ONLY YOU ARE TAKING AWAY HOUSING FOR PEOPLE THERE ARE MUCH NEEDED YOU ARE ALSO TAKING 43 PROPERTY OUT OF TAX ROLL FOR PROVIDENCE THAT PROBABLE WE ARE GOING TO HAVE A TAX INCREASE, THE HOME OWNER ARE PAYING TO MUCH NOW, A TAX INCREASE IS GOING TAX A LOT PEOPLE OUT OF THEIR HOUSE. SO WHEN YOU PEOPLE HAVE TO DO THESE BIG PROJECTS PLAN THEM WITH PEOPLE + NEIGHBORHOODS IN MIND. SO MY SUGGESTION TO YOU IS GO WITH ALTERNATIVE NUMBER 3, YOU FIX THE PROBLEM + MAKE THE NEIGHBORHOOD HAPPY THANK YOU

Please return at the meeting or fold and mail by July 28, 2005

STATE OF RHODE ISLAND AND PROVIDENCE PLANTATIONS

Rhode Island Department of Transportation
OFFICE OF THE CHIEF ENGINEER
Two Capitol Hill, Rm 224
Providence, RI 02903-1124
PHONE 401-222-2492
FAX 401-222-3435 TDD 401-222-4971

November 1, 2005

Ms. Adele Meresi
57 Courtland St.
Providence, RI 02909

Re: Improvements to the Route 6/Route 10 Interchange
Providence, Rhode Island
RI Contract No. 93110
RIFAP No. F-1195(006)
Draft Environmental Impact Statement Comments

Dear Ms. Meresi:

Thank you for offering comments regarding this project. We have reviewed all questions and concerns received during the Public Hearing and the comment period. There were a number of common issues that were shared by many respondents. We have compiled the enclosed Summary of Recurrent Comments in an effort to collectively address these concerns.

In response to your specific comments, the original design demonstrated the worst-case scenario of impacts resulting from reconstruction of the interchange including full replication of the existing Frontage Road. The plans showed the entire road replicated with a two-lane, two-way frontage road. Comments received indicated that the frontage road is used sparingly, condones high speeds, and is aesthetically poor. Based on these comments, alternative designs will be investigated that will eliminate this continuous roadway, and connect the side roads with smaller sections. RIDOT will work with the City of Providence and the local emergency agencies to make sure adequate access is still provided for general use and any emergency situations that could arise. We are confident that the alternative designs eliminate almost all residential acquisitions in the West End, including the need to acquire Marvin Gardens.

The Final Environmental Impact Statement (FEIS), which will incorporate comments received regarding the Draft Environmental Impact Statement (DEIS), should be completed this fall. A 30-day comment period will be available after the completion of the FEIS.

Should you have any additional comments or concerns, please feel free to contact this office.

Very truly yours,

Edmund T. Parker, Jr., P.E.
Chief Engineer

ETP/mdi
Enclosure: Summary of Recurrent Comments

cc: Messrs. Parker, Farhoumand, Smith, File (93110)

RIDOT COMMENT FORM
Improvements to US Route 6 / Route 10 Interchange
Draft Environmental Impact Statement
Providence, Rhode Island

8

NAME: Robert Berrillo, MD TELEPHONE: 861-4206
(Please print clearly so that we can respond to your comments.)
Broadway Historic Commission
ADDRESS: 409 Broadway - Prov.

COMMENTS:
Please read attached letter.
Thank you.

Please return at the meeting or fold and mail by July 28, 2005

BROADWAY HERITAGE COMMISSION

MR. EDMUND T. PARKER, JR. P.E.
CHIEF ENGINEER
R.I. DEPARTMENT OF TRANSPORTATION

C.C. JAMES R. CAPALDI, P.E.

DEAR MR. PARKER,

WE WANT TO EXPRESS OUR ARDENT OPPOSITION TO THE PROPOSED ENTRANCE ON BROADWAY TO THE HIGHWAY; OUR MOTIVATION WILL BE EXPLAINED FURTHER ON. GIVEN THE PROXIMITY TO THREE SCHOOLS AND THE INHERENT DANGERS THAT HAVING THESE ENTRANCES AT THEIR PRESENT AND PROPOSED SITES, WE WOULD RESPECTFULLY LIKE TO PROFFER A SOLUTION TO THE DANGER WHICH WOULD ALSO RESOLVE THE PROBLEMATIC SITUATUATION OF RE-LOCATING THE ELEVATED NUMBER OF RESIDENTS OF MARVIN GARDENS. SHOULD THE ENTRANCES TO THE HIGHWAYS BE RE-POSITIONED AT THE END OF WESTMINSTER ST. ON THE OTHER SIDE OF THE BRIDGE ELIMINATING BROADWAY ENTIRELY BOTH AS AN ENTRANCE AND EXIT AND UTILIZING HARRIS AVE. AS A SORT OF SERVICE ROAD. THIS WOULD ALLEVIATE THE TRAFFIC CONGESTION ON BOTH WESTMINSTER ST. AND BROADWAY AND ELIMINATE THE DANGERS TO SCHOOL CHILDREN. THE NUMEROUS ACCIDENTS THAT TAKE PLACE AT THE CORNER OF BARTON ST. AND BROADWAY ARE PROOF THAT THE PRESENT CONFIGURATION IS A DISASTER WAITING TO HAPPEN AND MOVING THE ENTRANCES OUT OF THE WAY WOULD GIVE THOSE DRIVERS TIME TO CATABOLIZE THE ADRENALIN RUSH THAT ENSUES FROM HIGHWAY DRIVING. THIS IS A HUGE PROJECT AND SHOULD BE CONFRONTED ON A PLAIN THAT TAKES INTO ACCOUNT PRESENT AND EVENTUAL DANGERS.

ANOTHER REASON FOR OUR OPPOSITION IS THE POTENTIAL TO INCREASE TRAFFIC, BOTH CAR AND TRUCK, ON AN ALREADY CONGESTED STREET(BROADWAY). SINCE THERE ARE A GREAT MANY SENIOR CITIZENS AND YOUNG FAMILIES IN THE AREA THIS WOULD BECOME A PUBLIC SAFETY HAZARD. IN ADDITION, BROADWAY IS PROVIDENCE'S VICTORIAN BOULEVARD AND THIS WOULD BE INCONGRUOUS WITH THE HISTORICAL ASPECT WHICH WE ARE SO STEADFASTLY TRYING TO PRESERVE.

ALL THIS CONSTRUCTION, EITHER AS PROPOSED AT THE MEETING OR TAKING INTO ACCOUNT OUR SUGGESTIONS, WILL PRESENT AND CAUSE GREAT INCONVENIENCE TO THE RESIDENTS OF BROADWAY. YOU MENTIONED

409 BROADWAY • PROVIDENCE, RI 02909
(401) 861-4206

BROADWAY HERITAGE COMMISSION

AT THE MEETING ON 28 JUNE 2005 THAT THE FEDERAL GOVERNMENT AND RIDOT COULD BE VERY GENEROUS IN ITS COMPENSATION TO THE NEIGHBOURHOOD. AS IT IS PART OF OUR OBJECTIVE TO RESTORE THE VICTORIAN AMBIANCE TO BROADWAY , MAKE IT ONE OF THE POLES OF INTEREST IN PROVIDENCE, AND SINCE IT IS ON THE NATIONAL REGISTER OF HISTORIC PLACES WE WOULD LIKE TO PETITION FOR A STREETSCAPING COMPENSATION THAT WOULD INCLUDE VICTORIAN STREET LIGHTING MODELED ON THE STREET LIGHTS THAT ARE FOUND IN PARIS AND BRICK-LINED SIDEWALKS. SINCE THIS IS OUR TAX MONEY THAT WOULD BE RETURNING TO OUR NEIGHBOURHOOD WE FEEL THAT IT IS OPPORTUNE TO UTILIZE IT TO HELP PRESERVE AMERICA AND OUR GREAT HISTORIC ARCHITECTURAL PATRIMONY.

WE WOULD BE MORE THAN HAPPY TO MEET WITH YOU TO DISCUSS CONSTRUCTIVE AND CONCRETE SOLUTIONS TO THIS ENTERPRISE. PLEASE FEEL FREE TO CALL AT (401) 861-4206. THANK YOU FOR YOUR TIME.

SINCERELY,

ROBERT BERRILLO, M.D.
EXECUTIVE DIRECTOR

PROVIDENCE
23 JULY 2005

409 BROADWAY • PROVIDENCE, RI 02909
(401) 861-4206

STATE OF RHODE ISLAND AND PROVIDENCE PLANTATIONS

Rhode Island Department of Transportation
OFFICE OF THE CHIEF ENGINEER
Two Capitol Hill, Rm 224
Providence, RI 02903-1124
PHONE 401-222-2492
FAX 401-222-3435 TDD 401-222-4971

November 1, 2005

Dr. Robert Berrillo
Broadway Heritage Commission
409 Broadway
Providence, RI 02909

Re: Improvements to the Route 6/Route 10 Interchange
Providence, Rhode Island
RI Contract No. 93110
RIFAP No. F-1195(006)
Draft Environmental Impact Statement Comments

Dear Dr. Berrillo:

Thank you for offering comments regarding this project. We have reviewed all questions and concerns received during the Public Hearing and the comment period. There were a number of common issues that were shared by many respondents. We have compiled the enclosed Summary of Recurrent Comments in an effort to collectively address these concerns.

In response to your specific comments, the original design demonstrated the worst-case scenario of impacts resulting from reconstruction of the interchange including full replication of the existing Frontage Road. The plans showed the entire road replicated with a two-lane, two-way frontage road. Comments received indicated that the frontage road is used sparingly, condones high speeds, and is aesthetically poor. Based on these comments, alternative designs will be investigated that will eliminate this continuous roadway, and connect the side roads with smaller sections. RIDOT will work with the City of Providence and the local emergency agencies to make sure adequate access is still provided for general use and any emergency situations that could arise. We are confident that the alternative designs eliminate almost all residential acquisitions in the West End, including the need to acquire Marvin Gardens.

The new Broadway on-ramp would replace the Tobey Street and Westminster Street on-ramps as the access route to southbound Route 10 for motorists from the Federal Hill and West End neighborhoods. This change in access eliminates the weaving problem for the Tobey Street on-ramp, which will remain as an entrance ramp to provide access to westbound Route 6 only. There would no longer be access to Route 10 from Westminster Street. Also, as a result of the new Broadway ramp, left turns would not be permitted from the Broadway off-ramp that exits eastbound Route 6.

This access change, in combination with the addition of the new northbound Route 10 to westbound Route 6 ramp, would result an increase in traffic volume on Broadway and a decrease in traffic volume on Westminster Street west of Tobey Street. Refer to the Summary of Recurrent comments for projected traffic numbers for Alternative 4.

RIDOT will work with the City of Providence to incorporate streetscaping within the limits of the project area.

The Final Environmental Impact Statement (FEIS), which will incorporate comments received regarding the Draft Environmental Impact Statement (DEIS), should be completed this fall. A 30-day comment period will be available after the completion of the FEIS.

Should you have any additional comments or concerns, please feel free to contact this office.

Very truly yours,

Edmund T. Parker, Jr., P.E.
Chief Engineer

ETP/mdi
Enclosure: Summary of Recurrent Comments

cc: Messrs. Parker, Farhoumand, Smith, File (93110)

P.S. CAN YOU DO SOMETHING ABOUT THE "TRAFFIC CALMING" ON MESSER STREET. ISN'T IT JUST SO INSANE? & DANGEROUS? & UGLY?

8

RIDOT COMMENT FORM
Improvements to US Route 6 / Route 10 Interchange
Draft Environmental Impact Statement
Providence, Rhode Island

RECEIVED AUG 2005 RIDOT ENGINEERING OFFICE

NAME: Jill ~~[illegible]~~ COLINAN TELEPHONE: 272-6492
(Please print clearly so that we can respond to your comments.)

ADDRESS: 25 MESSER STREET

COMMENTS: MY HOME IS ON THE CORNER OF OAK & MESSER. I'M CONCERNED ABOUT THE FRONTAGE ROAD BEING A USELESS SPEEDWAY (it runs along side my home). I want this street to feel like part of the neighborhood. Maybe it shouldn't be a straight throughway — you could go down OAK but it would turn at Marvin. Do you know what I mean? I CAN'T DESIGN THIS! I think that this can be a great opportunity to create beautiful street to replace the fast-car ridden garbage dump that it is now! Also, I'm worried that the highway will be too big which will only attract more cars that could possibly cut down Westminster to downtown. I'm very nervous about noise & pollution since my 2 year old daughter's bedroom window faces route 10. I know that it

Please return at the meeting or fold and mail by July 28, 2005

needs to be improved but please remember there are families who live here. Oh, & DON'T KNOCK down any properties! Oh & please put up some sort of sound barriers. I love my home so don't ruin me!

Love, Jill

STATE OF RHODE ISLAND AND PROVIDENCE PLANTATIONS

Rhode Island Department of Transportation
OFFICE OF THE CHIEF ENGINEER
Two Capitol Hill, Rm 224
Providence, RI 02903-1124
PHONE 401-222-2492
FAX 401-222-3435 TDD 401-222-4971

November 1, 2005

Ms. Jill Colinan
25 Messer Street
Providence, RI 02909

Re: Improvements to the Route 6/Route 10 Interchange
Providence, Rhode Island
RI Contract No. 93110
RIFAP No. F-1195(006)
Draft Environmental Impact Statement Comments

Dear Ms. Colinan:

Thank you for offering comments regarding this project. We have reviewed all questions and concerns received during the Public Hearing and the comment period. There were a number of common issues that were shared by many respondents. We have compiled the enclosed Summary of Recurrent Comments in an effort to collectively address these concerns.

In response to your specific comments, The original design demonstrated the worst-case scenario of impacts resulting from reconstruction of the interchange including full replication of the existing Frontage Road. The plans showed the entire road replicated with a two-lane, two-way frontage road. Comments received indicated that the frontage road is used sparingly, condones high speeds, and is aesthetically poor. Based on these comments, alternative designs will be investigated that will eliminate this continuous roadway, and connect the side roads with smaller sections. RIDOT will work with the City of Providence and the local emergency agencies to make sure adequate access is still provided for general use and any emergency situations that could arise. We are confident that the alternative designs eliminate almost all residential acquisitions in the West End, including the need to acquire Marvin Gardens.

The new Broadway on-ramp would replace the Tobey Street and Westminster Street on-ramps as the access route to southbound Route 10 for motorists from the Federal Hill and West End neighborhoods. This change in access eliminates the weaving problem for the

Tobey Street on-ramp, which will remain as an entrance ramp to provide access to westbound Route 6 only. There would no longer be access to Route 10 from Westminster Street. Also, as a result of the new Broadway ramp, left turns would not be permitted from the Broadway off-ramp that exits eastbound Route 6.

This access change, in combination with the addition of the new northbound Route 10 to westbound Route 6 ramp, would result an increase in traffic volume on Broadway and a decrease in traffic volume on Westminster Street west of Tobey Street. Refer to the summary of Recurrent Comments for projected traffic numbers for Alternative 4 and note the reduction of traffic that will result for Westminster Street.

Once RIDOT settles on the final alternative layout for Alternative 4, including modification to the West End, noise abatement measures will be explored during Final Design according to Department policy.

Landscaping and architectural treatments shall be provided for the entire interchange, including plantings to buffer the West End neighborhood and architectural treatments for the new northbound Route 10 to westbound Route 6 flyover ramp.

Improvements to Messer Street would need to be requested by the City for inclusion in the Transportation Improvement Program.

The Final Environmental Impact Statement (FEIS), which will incorporate comments received regarding the Draft Environmental Impact Statement (DEIS), should be completed this fall. A 30-day comment period will be available after the completion of the FEIS.

Should you have any additional comments or concerns, please feel free to contact this office.

Very truly yours,

Edmund T. Parker, Jr., P.E.
Chief Engineer

ETP/mdi
Enclosure: Summary of Recurrent Comments

cc: Messrs. Parker, Farhoumand, Smith, File (93110)

Martine Ireland

From: "Bob Kalunian" <bobk@crossmaneng.com>
To: "Martine Ireland" <martinei@crossmaneng.com>
Sent: Monday, August 01, 2005 7:29 AM
Subject: Fw: (no subject)

----- Original Message -----
From: Gannon, Michael
To: 'bobk@crossmaneng.com'
Sent: Monday, August 01, 2005 7:22 AM
Subject: FW: (no subject)

Bob, Not sure if I already sent this to you. Please include in the file. Thanks.
-----Original Message-----
From: Shermanjcb@aol.com [mailto:Shermanjcb@aol.com]
Sent: Thursday, July 28, 2005 3:49 PM
To: rte610eis@dot.state.ri.us
Subject: (no subject)

Thanks for this opportunity to comment

1. Bike path linkages: I understand that the linkages between the Woonasquatucket River Greenway and the Washington Secondary Bikepath will be addressed. Does this mean that a feasibility study will be done? Will this include a commitment to proceed to Study and Design? This linkage is an important transportation element in this highly congested study area, contributing to pedestrian safety and offering alternative transportation elements.

2. Historically, DOT projects have displaced homes and business in this area (which has the highest level of childhood poverty in the city) the to a considerable degree, and this cumulative negative impact on these neighborhoods is great. There is a serious question as to why this neighborhood must once again bear a very cost in the name of transportation improvements. What mitigation or alternatives will be presented to ensure that there is no net loss of affordable housing and to support the relocation of the businesses within the area?

3. As in above, the neighborhood environment has been historically impacted by these projects. Landscaping and trees are important, but not the only elements to handling the increased pollution and noise. The budget allocation should be sufficient to enhance this RT. 6 gateway into Providence, as well as a commitment to the maintenance of the vegetation. In addition, there are opportunities to create a parkway atmosphere for the length of Route 6 in Providence, and I urge you to add this as an important mitigating element of your proposal. Beyond the landscaping, what other initiatives will be developed to mitigate the noise? EPA and RI DEM have been monitoring the air quality in this area, and I would ask that this information be incorporated into your review and study of the environmental impact of this proposal.

4. Given the serious negative impacts of Alternative 4, could RI DOT look at non-highway alternatives in the area of Olneyville square? Granted the traffic is a mess... is a local bypass
around the square feasible?

Jane Sherman
254 Irving Avenue
Providence, RI 02906

STATE OF RHODE ISLAND AND PROVIDENCE PLANTATIONS

Rhode Island Department of Transportation
OFFICE OF THE CHIEF ENGINEER
Two Capitol Hill, Rm 224
Providence, RI 02903-1124
PHONE 401-222-2492
FAX 401-222-3435 TDD 401-222-4971

November 1, 2005

Ms. Jane Sherman
254 Irving Avenue
Providence, RI 02906

Re: Improvements to the Route 6/Route 10 Interchange
Providence, Rhode Island
RI Contract No. 93110
RIFAP No. F-1195(006)
Draft Environmental Impact Statement Comments

Dear Ms. ~~Sherman~~ Jane:

Thank you for offering comments regarding this project. We have reviewed all questions and concerns received during the Public Hearing and the comment period. There were a number of common issues that were shared by many respondents. We have compiled the enclosed Summary of Recurrent Comments in an effort to collectively address these concerns.

In response to your specific comments, RIDOT agrees that the project provides a good opportunity for the connection to be made between Washington Secondary Bike Path and the Woonasquatucket River Bikeway. It is RIDOT's intention to investigate completion of the connection as part of this project.

The original design demonstrated the worst-case scenario of impacts resulting from reconstruction of the interchange including full replication of the existing Frontage Road. The plans showed the entire road replicated with a two-lane, two-way frontage road. Comments received indicated that the frontage road is used sparingly, condones high speeds, and is aesthetically poor. Based on these comments, alternative designs will be investigated that will eliminate this continuous roadway, and connect the side roads with smaller sections. RIDOT will work with the City of Providence and the local emergency

agencies to make sure adequate access is still provided for general use and any emergency situations that could arise. We are confident that the alternative designs eliminate almost all residential acquisitions in the West End, including the need to acquire Marvin Gardens.

Landscaping and architectural treatments shall be provided for the entire interchange, including plantings to buffer the West End neighborhood and architectural treatments for the new northbound Route 10 to westbound Route 6 flyover ramp

Once RIDOT settles on the final alternative layout for Alternative 4, including modifications to the West End, noise abatement measures will be explored during Final Design according to Department policy.

The existing air quality conditions are presented in Section 3.4.4.2 (Page 3-37) of the Draft Environmental Impact Statement (enclosed).

For Olneyville, a by-pass would not be feasible given the lack of space and environmental consequences. It should be noted that the existing highway was originally designed as an "Olneyville By-pass."

The Final Environmental Impact Statement (FEIS), which will incorporate comments received regarding the Draft Environmental Impact Statement (DEIS), should be completed this fall. A 30-day comment period will be available after the completion of the FEIS.

Should you have any additional comments or concerns, please feel free to contact this office.

Very truly yours,

Edmund T. Parker, Jr., P.E.
Chief Engineer

ETP/mdi
Enclosures: Summary of Recurrent Comments
DEIS Section 3.4.4.2

cc: Messrs. Parker, Farhoumand, Smith, File (93110)

-----Original Message-----
From: Dave Hammond [mailto:oceanprt@cox.net]
Sent: Tuesday, June 21, 2005 1:23 PM
To: rte610eis@DOT.STATE.RI.US
Subject: Rt 6/10

Hi again, I just located the detailed maps on the site. Very helpful and they answer most of my questions I think for now. Only 1 question left that I presently have and that is will the new construction of ***Rt10 go ABOVE UNION STREET?*** I hope this is just an error in the maps, for it would destroy property values in the Union Street area. The maps appear to show it as rising above Union Street vs. below, as it is now .

Thanks, Dave Hammond oceanprt@cox.net

STATE OF RHODE ISLAND AND PROVIDENCE PLANTATIONS

Rhode Island Department of Transportation
OFFICE OF THE CHIEF ENGINEER
Two Capitol Hill, Rm 224
Providence, RI 02903-1124
PHONE 401-222-2492
FAX 401-222-3435 TDD 401-222-4971

November 1, 2005

Mr. David Hammond
11 Dora St.
Providence, RI 02909

Re: Improvements to the Route 6/Route 10 Interchange
Providence, Rhode Island
RI Contract No. 93110
RIFAP No. F-1195(006)
Draft Environmental Impact Statement Comments

Dear Mr. Hammond:

Thank you for offering comments regarding this project. We have reviewed all questions and concerns received during the Public Hearing and the comment period. There were a number of common issues that were shared by many respondents. We have compiled the enclosed Summary of Recurrent Comments in an effort to collectively address these concerns.

In response to your specific comments, for the preferred alternative, the new construction for Route 10 would remain below the Union Avenue bridge. The web page has been udpated to clarify the design.

It is RIDOT's intention to consider all comments. In this case, the Fronatage Road design was changed based on comments received, resulting in the reuction of residential acquisitions in the West End.

RIDOT will continue to meet with the public for the duration of the project to solicit public input.

The Final Environmental Impact Statement (FEIS), which will incorporate comments received regarding the Draft Environmental Impact Statement (DEIS), should be completed this fall. A 30-day comment period will be available after the completion of the FEIS.

Should you have any additional comments or concerns, please feel free to contact this office.

Very truly yours,

Edmund T. Parker, Jr., P.E.
Chief Engineer

ETP/mdi
Enclosure: Summary of Recurrent Comments

cc: Messrs. Parker, Farhoumand, Smith, File (93110)

-----Original Message-----
From: amasri1@cox.net [mailto:amasri1@cox.net]
Sent: Monday, June 27, 2005 12:56 PM
To: rte610eis@dot.state.ri.us
Subject: 6/10 Interchange Redesign

Dear Michael:

As a Providence resident, I oppose the recommended solution as outlined by the EIS for the 6/10 interchange redesign that would force the relocation of numerous residents of the city. These residents will have trouble finding new housing due to a lack of affordability, and putting these people through the potential loss of their home is unacceptable.
In addition, the theory of triple convergence dictates that eventually this interchange will become choked with traffic anyway after construction is complete. Why force people from their homes when the end result will be the same as currently exists?

While I acknowledge the current safety issue associated with the interchange, I urge DOT to do all it can to find a solution that would satisfy motorists while not requiring the relocation of people. Thanks for your time.

Regards,
Aaron Masri

STATE OF RHODE ISLAND AND PROVIDENCE PLANTATIONS

Rhode Island Department of Transportation
OFFICE OF THE CHIEF ENGINEER
Two Capitol Hill, Rm 224
Providence, RI 02903-1124
PHONE 401-222-2492
FAX 401-222-3435 TDD 401-222-4971

November 1, 2005

Mr. Aaron Masri
amasri1@cox.net

Re: Improvements to the Route 6/Route 10 Interchange
Providence, Rhode Island
RI Contract No. 93110
RIFAP No. F-1195(006)
Draft Environmental Impact Statement Comments

Dear Mr. Masri:

Thank you for offering comments regarding this project. We have reviewed all questions and concerns received during the Public Hearing and the comment period. There were a number of common issues that were shared by many respondents. We have compiled the enclosed Summary of Recurrent Comments in an effort to collectively address these concerns.

In response to your specific comments, the original design demonstrated the worst-case scenario of impacts resulting from reconstruction of the interchange including full replication of the existing Frontage Road. The plans showed the entire road replicated with a two-lane, two-way frontage road. Comments received indicated that the frontage road is used sparingly, condones high speeds, and is aesthetically poor. Based on these comments, alternative designs will be investigated that will eliminate this continuous roadway, and connect the side roads with smaller sections. RIDOT will work with the City of Providence and the local emergency agencies to make sure adequate access is still provided for general use and any emergency situations that could arise. We are confident that the alternative designs eliminate almost all residential acquisitions in the West End, including the need to acquire Marvin Gardens.

A goal of this project is to reduce congestion within the interchange and its surrounding neighborhoods. As a result capacity would increase within the interchange, which would reduce the potential for accidents. Capacity for Route 6 and Route 10 beyond the limits of the interchange, however, would remain the same.

The Final Environmental Impact Statement (FEIS), which will incorporate comments received regarding the Draft Environmental Impact Statement (DEIS), should be completed this fall. A 30-day comment period will be available after the completion of the FEIS.

Should you have any additional comments or concerns, please feel free to contact this office.

Very truly yours,

Edmund T. Parker, Jr., P.E.
Chief Engineer

ETP/mdi
Enclosure: Summary of Recurrent Comments

cc: Messrs. Parker, Farhoumand, Smith, File (93110)

-----Original Message-----
From: Bruce G. Hooke [mailto:bhooke@woonasquatucket.org]
Sent: Tuesday, June 28, 2005 9:26 PM
To: mgannon@dot.state.ri.us
Cc: 'Jenny Pereira'
Subject: 6/10 Interchange

Hello Michael,

It was nice meeting you last night at the public meeting and getting a chance to find out more about the proposed modifications to the 6/10 interchange. As we discussed, here is the contact information for the Woonasquatucket River Watershed Council so that we can get on the mailing list for the project:

Jennifer Pereira
Woonasquatucket River Watershed Council
27 Sims Avenue
Providence, RI 02909

Thanks!

Bruce Hooke

STATE OF RHODE ISLAND AND PROVIDENCE PLANTATIONS

Rhode Island Department of Transportation
OFFICE OF THE CHIEF ENGINEER
Two Capitol Hill, Rm 224
Providence, RI 02903-1124
PHONE 401-222-2492
FAX 401-222-3435 TDD 401-222-4971

November 1, 2005

Mr. Bruce Hooke
Woonasquatucket River Watershed Council
27 Sims Ave.
Providence, RI 02909

Re: Improvements to the Route 6/Route 10 Interchange
Providence, Rhode Island
RI Contract No. 93110
RIFAP No. F-1195(006)
Draft Environmental Impact Statement Comments

Dear Mr. Hooke:

Thank you for offering comments regarding this project. We have reviewed all questions and concerns received during the Public Hearing and the comment period. There were a number of common issues that were shared by many respondents. We have compiled the enclosed Summary of Recurrent Comments in an effort to collectively address these concerns.

We have included Ms. Jennifer Pereira in our mailing list as requested.

The Final Environmental Impact Statement (FEIS), which will incorporate comments received regarding the Draft Environmental Impact Statement (DEIS), should be completed this fall. A 30-day comment period will be available after the completion of the FEIS.

Should you have any additional comments or concerns, please feel free to contact this office.

Very truly yours,

Edmund T. Parker, Jr., P.E.
Chief Engineer

ETP/mdi
Enclosure: Summary of Recurrent Comments

cc: Messrs. Parker, Farhoumand, Smith, File (93110)
Ms. Jennifer Pereira

-----Original Message-----
From: SRich2308@aol.com [mailto:SRich2308@aol.com]
Sent: Wednesday, June 29, 2005 10:01 PM
To: rte610eis@dot.state.ri.us
Subject: (no subject)

That section of rt 6/10 is second only to the 195 Providence River Bridge in lousy road design. Tear it down and start over.

Steve

STATE OF RHODE ISLAND AND PROVIDENCE PLANTATIONS

Rhode Island Department of Transportation
OFFICE OF THE CHIEF ENGINEER
Two Capitol Hill, Rm 224
Providence, RI 02903-1124
PHONE 401-222-2492
FAX 401-222-3435 TDD 401-222-4971

November 1, 2005

Mr. Steve Rich
srich2308@aol.com

Re: Improvements to the Route 6/Route 10 Interchange
Providence, Rhode Island
RI Contract No. 93110
RIFAP No. F-1195(006)
Draft Environmental Impact Statement Comments

Dear Mr. Rich:

Thank you for offering comments regarding this project. We have reviewed all questions and concerns received during the Public Hearing and the comment period. There were a number of common issues that were shared by many respondents. We have compiled the enclosed Summary of Recurrent Comments in an effort to collectively address these concerns.

In response to your specific comments, the interchange's present configuration results from four previous independent highway construction contracts originating in the 1950's. The current preferred alternative should correct the geometric deficiencies that resulted from these previous contracts, whilte addressing the deterioration of the existing bridges, and adding a new north-to-west travel movement.

The Final Environmental Impact Statement (FEIS), which will incorporate comments received regarding the Draft Environmental Impact Statement (DEIS), should be completed this fall. A 30-day comment period will be available after the completion of the FEIS.

Should you have any additional comments or concerns, please feel free to contact this office.

Very truly yours,

Edmund T. Parker, Jr., P.E.
Chief Engineer

ETP/mdi
Enclosure: Summary of Recurrent Comments

cc: Messrs. Parker, Farhoumand, Smith, File (93110)

-----Original Message-----
From: Richard F Santopietro [mailto:santo234@cox.net]
Sent: Sunday, July 03, 2005 6:31 PM
To: rte610eis@dot.state.ri.us
Subject: Request copy of EIS

Dear Mr. Gannon,

I would like a copy of the environmental impact statement that is posted on the RIDOT website for the proposed Route 6/Route 10 interchange project. My mailing address is:

Richard F Santopietro
23 Shafter Street
Providence, RI 02909

As a long-time resident of the immediate area, I witnessed the design and construction of the Dennis Roberts Expressway in the 1950s, and it's eventual expansion into what is now Route 10. I would like to participate in the design process for this important expansion of this vital transportation link.

Thank you for your cooperation.

Richard

STATE OF RHODE ISLAND AND PROVIDENCE PLANTATIONS

Rhode Island Department of Transportation
OFFICE OF THE CHIEF ENGINEER
Two Capitol Hill, Rm 224
Providence, RI 02903-1124
PHONE 401-222-2492
FAX 401-222-3435 TDD 401-222-4971

November 1, 2005

Mr. Richard F. Santopietro
23 Shafter Street
Providence, RI 02909

Re: Improvements to the Route 6/Route 10 Interchange
Providence, Rhode Island
RI Contract No. 93110
RIFAP No. F-1195(006)
Draft Environmental Impact Statement Comments

Dear Mr. Santopietro:

Thank you for offering comments regarding this project. We have reviewed all questions and concerns received during the Public Hearing and the comment period. There were a number of common issues that were shared by many respondents. We have compiled the enclosed Summary of Recurrent Comments in an effort to collectively address these concerns.

In response to your specific comments, we appreciate your interest in the design process for the Route 6/Route 10 interchange. Your name has been added to our mailing list for future correspondence.

The Final Environmental Impact Statement (FEIS), which will incorporate comments received regarding the Draft Environmental Impact Statement (DEIS), should be completed this fall. A 30-day comment period will be available after the completion of the FEIS.

Should you have any additional comments or concerns, please feel free to contact this office.

Very truly yours,

Edmund T. Parker, Jr., P.E.
Chief Engineer

ETP/mdi
Enclosure: Summary of Recurrent Comments

cc: Messrs. Parker, Farhoumand, Smith, File (93110)

-----Original Message-----
From: J Hogue [mailto:info@artinruins.com]
Sent: Tuesday, July 05, 2005 4:30 PM
To: rte610eis@dot.state.ri.us
Subject: question

I have heard that some or one of the alternatives (I'm guessing #4) would include condemning a couple of parcels of land on Westminster Street. If that's the case, how/what this would include?

j

STATE OF RHODE ISLAND AND PROVIDENCE PLANTATIONS

Rhode Island Department of Transportation
OFFICE OF THE CHIEF ENGINEER
Two Capitol Hill, Rm 224
Providence, RI 02903-1124
PHONE 401-222-2492
FAX 401-222-3435 TDD 401-222-4971

November 1, 2005

Mr. J Hogue
info@artinruins.com

Re: Improvements to the Route 6/Route 10 Interchange
Providence, Rhode Island
RI Contract No. 93110
RIFAP No. F-1195(006)
Draft Environmental Impact Statement Comments

Dear Mr. Hogue:

Thank you for offering comments regarding this project. We have reviewed all questions and concerns received during the Public Hearing and the comment period. There were a number of common issues that were shared by many respondents. We have compiled the enclosed Summary of Recurrent Comments in an effort to collectively address these concerns.

In response to your specific comments, at the present time it appears that the preferred alternative will not be condemning any parcels of land on Westminster Street.

The Final Environmental Impact Statement (FEIS), which will incorporate comments received regarding the Draft Environmental Impact Statement (DEIS), should be completed this fall. A 30-day comment period will be available after the completion of the FEIS.

Should you have any additional comments or concerns, please feel free to contact this office.

Very truly yours,

Edmund T. Parker, Jr., P.E.
Chief Engineer

ETP/mdi
Enclosure: Summary of Recurrent Comments

cc: Messrs. Parker, Farhoumand, Smith, File (93110)

-----Original Message-----
From: phpFormGenerator@pine.abhost.net
[mailto:phpFormGenerator@pine.abhost.net]
Sent: Thursday, July 14, 2005 10:10 PM
To: rte610eis@dot.state.ri.us
Subject: Form Submitted at your website

Name: Cathy Iacobucci
Address:
Address:
City or Town: Cranston
State: RI
Zip Code: 02920
Phone:
Email: cgi1002@verizon.net

STATE OF RHODE ISLAND AND PROVIDENCE PLANTATIONS

Rhode Island Department of Transportation
OFFICE OF THE CHIEF ENGINEER
Two Capitol Hill, Rm 224
Providence, RI 02903-1124
PHONE 401-222-2492
FAX 401-222-3435 TDD 401-222-4971

November 1, 2005

Ms. Cathy Iacobucci
cgi1002@verizon.net

Re: Improvements to the Route 6/Route 10 Interchange
Providence, Rhode Island
RI Contract No. 93110
RIFAP No. F-1195(006)
Draft Environmental Impact Statement Comments

Dear Ms. Iacobucci:

Thank you for offering comments regarding this project. We have reviewed all questions and concerns received during the Public Hearing and the comment period. There were a number of common issues that were shared by many respondents. We have compiled the enclosed Summary of Recurrent Comments in an effort to collectively address these concerns.

In response to your specific comment, your name has been added to our mailing list for future correspondence.

The Final Environmental Impact Statement (FEIS), which will incorporate comments received regarding the Draft Environmental Impact Statement (DEIS), should be completed this fall. A 30-day comment period will be available after the completion of the FEIS.

Should you have any additional comments or concerns, please feel free to contact this office.

Very truly yours,

Edmund T. Parker, Jr., P.E.
Chief Engineer

ETP/mdi
Enclosure: Summary of Recurrent Comments

cc: Messrs. Parker, Farhoumand, Smith, File (93110)

CEI Crossman Engineering, Inc. ***MEMORANDUM OF TELECOM***

DATE: July 13, 2005 TIME: 9:00 a.m.

CEI JOB NO: 369.10

PROJECT: Improvements to US Route 6/Route 10 Interchange

INITIATED BY: Bob Kalunian – Crossman Engineering

PERSON CALLED: Mr. Richard Goulis (401.521.3706)

SUBJECT: Project Information

Discussion:

Mr. Goulis stated that he was unable to attend the Public Hearing and inquired about the project. Mr. Kalunian stated that a Draft Environmental Impact Statement has been prepared and described the four alternatives or the project:

Alternative 1: No-Build

Alternative 2: Rehabilitate the existing bridges

Alternative 3: Reconstruct the existing bridges

Alternative 4: Reconstruct the interchange on new location (preferred alternative)

Mr. Goulis asked if a decision had been made as to which alternative would be chosen. Mr. Kalunian replied that the Rhode Island Department of Transportation would be making that decision.

Mr. Kalunian stated that the comment period for the DEIS ends July 28th. Once all comments are received, a Final Environmental Impact Statement (FEIS) will be prepared with another comment period made available at that time.

CEI will send a CD of the DEIS to Mr. Goulis for his review.

Cc: Michael Gannon – RIDOT

STATE OF RHODE ISLAND AND PROVIDENCE PLANTATIONS

Rhode Island Department of Transportation
OFFICE OF THE CHIEF ENGINEER
Two Capitol Hill, Rm 224
Providence, RI 02903-1124
PHONE 401-222-2492
FAX 401-222-3435 TDD 401-222-4971

November 1, 2005

Mr. Richard Goulis
621 Broadway
Providence, RI 02909

Re: Improvements to the Route 6/Route 10 Interchange
Providence, Rhode Island
RI Contract No. 93110
RIFAP No. F-1195(006)
Draft Environmental Impact Statement Comments

Dear Mr. Goulis:

Thank you for offering comments regarding this project. We have reviewed all questions and concerns received during the Public Hearing and the comment period. There were a number of common issues that were shared by many respondents. We have compiled the enclosed Summary of Recurrent Comments in an effort to collectively address these concerns.

In response to your specific comments, Alternative 4 was chosen by the Department and the Federal Highway Administration as the preferred alternative. It was felt that this alternative is best able to satisfy the purpose of the project to address the deterioation of the existing bridges, reduce congestion within the interchange, reduce interchagne related traffic congestion in the adjacent communities, and improve north-to-west travel movement.

The Final Environmental Impact Statement (FEIS), which will incorporate comments received regarding the Draft Environmental Impact Statement (DEIS), should be completed this fall. A 30-day comment period will be available after the completion of the FEIS.

Should you have any additional comments or concerns, please feel free to contact this office.

Very truly yours,

Edmund T. Parker, Jr., P.E.
Chief Engineer

ETP/mdi
Enclosure: Summary of Recurrent Comments

cc: Messrs. Parker, Farhoumand, Smith, File (93110)

8

RIDOT COMMENT FORM
Improvements to US Route 6 / Route 10 Interchange
Draft Environmental Impact Statement
Providence, Rhode Island

NAME: _____ TELEPHONE: _____
(Please print clearly so that we can respond to your comments.)

ADDRESS: _____

COMMENTS: RT 10 FROM OLNEYVILLE TO THE 95 ONRAMPS IN CRANSTON HAS BEEN UNDER CONSTRUTION FOR 5 YEARS - AND IT'S STILL NOT DONE!!! THE GOLDEN GATE BRIDGE IN SAN FRANCISCO WAS COMPLETED FASTER - PLEASE FINISH THAT BEFORE YOU START ANOTHER MESS - D.O.T. AND THE CONTRACTORS YOU HIRE ARE A WASTE

3

Please return at the meeting or fold and mail by July 28, 2005

CHAPTER 9

INDEX

Executive Summary

A

Alternative 1.....4, 11, 12, 15
Alternative 2.....4, 12, 13
Alternative 3.....4, 7, 12, 13
Alternative 4.....4, 7, 13, 15, 16

B

Broadway 7, 8, 9, 16

C

Cost 13
Cranston 1, 11

D

DEIS.....9, 11, 13, 15, 16

E

Environmental Impact Statement.....1, 4

F

Federal Highway Administration.....1
FHWA.....1, 9, 13
frontage road *15*

H

Harris Avenue 7, 9, 16
Hartford.....1, 7
Hartford Avenue 1, 7

I

I-95.....1
Impact 1, 4
Interstate 295.....1

N

Narragansett Bay Commission 16
National Environmental Policy Act.....1
Noise.....12, 13

O

Olneyville 15

P

Plainfield Street 7
Providence 1, 16

R

Recommended Alternative 15
Relocation.....16
Rhode Island.....1, 16
Rhode Island Department of Environmental Management.....16
Rhode Island Department of Transportation 1
RIDEM 16
RIDOT 1, 9, 11
Route 10.....1, 4, 7, 9, 11, 15
Route 6.....1, 4, 7, 9, 15

T

Tobey Street.....7, 9

U

Union Avenue.....7, 9, 11, 15, 16

W

West End.....9, 13
Westminster Street.....7, 8
Wetlands 16

Purpose and Need

D

Draft Environmental Impact Statement 1

E

Environmental Impact Statement.....1

F

Federal Highway Administration.....1

I

Impact 1

N

National Environmental Policy Act.....1
NEED 1

P

Providence 1
Purpose 1

R

Rhode Island.....1
Rhode Island Department of Transportation 1
Route 10.....1
Route 6.....1

Chapter 1

C

Cranston 1

D

DEIS 1, 3
Draft Environmental Impact Statement 1

E

Environmental Impact Statement 1

F

Federal Highway Administration 1
FHWA 1

H

Hartford 1
Hartford Avenue 1

I

I-95 1
Impact 1

O

Olneyville 1

P

Providence 1, 2

R

Rhode Island 1, 2, 3
Rhode Island Department of Transportation 1
RIDOT 1
Route 10 ..... 1, 3
Route 6 ..... 1, 2, 3

T

Traffic Operations 3

Chapter 2

A

Acquisitions 6
Alternative 1.....1, 6
Alternative 2.....1, 6
Alternative 3.....1, 6
Alternative 4.....1, 3, 6

C

Cost 6
Cranston 7

D

DEIS.....1, 2, 3, 6, 7
Draft Environmental Impact Statement 1

E

Environmental Impact Statement.....1

F

FHWA.....3
Financial Analysis.....7

I

Impact 1

M

Mitigation 6

O

Olneyville 6

R

Recommended Alternative 1
RIDOT.....3, 7
Route 10.....3, 7

T

TIP 7

U

Union Avenue.....3, 7
Utilities 6

W

West End.....3

Chapter 3

B

Bicycle 3
Broadway 7

C

Capacity Analysis 3
Census 1
Community Facilities 1
Cranston 7, 9

D

DEIS 1, 3, 4, 5, 6, 12
Draft Environmental Impact Statement 1

E

Environmental Impact Statement 1
Environmental Justice 1

F

Freeway Capacity Analysis 3

H

Harris Avenue 8
Hartford 8, 9
Hartford Avenue 9

I

Impact 1
Intersection Capacity Analysis 3
Interstate 95 7

M

Manton Avenue 8

N

Noise 4

O

Olneyville 10

P

Pedestrian 3
Plainfield Street 9
Providence 1, 7, 8, 9, 10
Public Transportation 3

R

Rhode Island 1, 4, 5
Rhode Island Department of Environmental Management 4
Route 10 7

U

Utilities 12

V

Valley Street 7, 8
Volumes 3

W

Water Quality 4
Wetlands 4

Chapter 4

A

Alternative 4....1, 2, 5, 6, 7, 9, 10, 11, 14, 15, 16, 17, 18, 19, 20, 21, 22, 23, 28, 29, 30, 31, 32, 34, 38, 40, 42, 45, 46, 48, 49

B

Bicycle 33
Broadway 5, 14, 30, 43, 44

C

Capacity Analysis 23, 30
Census 2, 13
Cranston 4
Cultural Resources 41

D

DEIS.....1, 2, 3, 13, 14, 23, 30, 33, 34, 41, 45, 50
Draft Environmental Impact Statement 1, 5

E

Environmental Impact Statement.....1

F

Federal Highway Administration.....5, 33, 42
FHWA.....2, 42, 45

I

I-95.....42
Impact 1, 5

L

Level of Service 28, 29, 31, 32

M

Mitigation 33, 41

N

National Ambient Air Quality Standards 4

O

Olneyville 42

P

Permits 50
Plainfield Street 30
Providence 2, 4, 5, 12, 13, 42, 43, 44, 45
Public Transportation 33

R

Rhode Island 3, 4, 5, 35, 42, 44
Rhode Island Department of Transportation 4, 5, 34
RIDEM 45, 46
RIDOT 3, 13, 45
Route 10.....2, 3, 7, 30, 46
Route 6.....2, 3, 33, 43, 44

S

Silver Lake.....1

T

Tobey Street.....30

U

Union Avenue.....7, 30

V

Valley Street.....30
Visual Impacts 50
Volumes 15, 16, 17, 18, 19, 20, 21, 22

W

Water Body 41
Water Quality.....34, 36, 38, 41
West End.....1, 2
Westminster Street 5, 14, 30

Chapter 5

A

Alternative 1 ..... 2, 4
Alternative 2 ..... 2, 4
Alternative 3 ..... 2, 4
Alternative 4 ..... 2, 4

B

Broadway 5

C

Cultural Resources 2

D

DEIS 1, 4, 5
Draft Environmental Impact Statement 1

E

Environmental Impact Statement 1

F

FHWA 1

H

Harris Avenue 5

O

Olneyville 4

R

Route 10 4
Route 6 4

U

Union Avenue 5

V

Visual Impacts 2

W

West End 4