



Department of Transportation
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August 11, 2020

Mr. Carlos Padilla
Program Delivery Supervisor
Federal Highway Administration
380 Westminster Street, Suite 601
Providence, Rhode Island 02903

Subject: Reconstruction of the Pell Bridge Approaches
PTS ID: 0050B
Design Rhode Island Contract No. 2000-EH-033
Design Federal Aid Project No. HPP-4864 (002)
Request for Concurrence on Environmental Assessment Re-evaluation

Dear Mr. Padilla,

The Department is requesting approval for the Re-evaluation of the Reconstruction of the Pell Bridge Approaches. Enclosed are the revised supporting documents to assure that the conclusions and FONSI of the Environmental Assessment for the project remains valid.

Please let us know if you have any questions or require additional information.

Sincerely,

Jody S. Richards, P.E.
Project Manager II/Division of Project Management
Rhode Island Department of Transportation

JSR/
Attachments
cc: Fisette, file



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Providence, RI 02903

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MEMO:

ENVIRONMENTAL REEVALUATION CHECKLIST

Project Name: Reconstruction of the Pell Bridge Approaches.
Project Number (State/Federal): 2000-EH-033.
Bridge Identification Number: NA
Document Type & Approval Date:
 Environmental Assessment (EA) – March 16, 2020
 Finding of No Significant Impact (FONSI)- April 20, 2020
Reevaluation Number: 1
Date of Last Reevaluation: N/A

The purpose of the reevaluation is to assure that the conclusions of the NEPA Documentation (CE, EA/FONSI, EIS, 106/4f) remain valid. Information in this reevaluation should cover all changes that occurred after the last NEPA Documents review or reevaluation was performed.

- | I. Proposed Action: | YES | NO | NA |
|---|--------------------------|-------------------------------------|--------------------------|
| 1. Have changes occurred in the project scope since approval of the original NEPA Documents or subsequent environmental reevaluation? | <input type="checkbox"/> | <input checked="" type="checkbox"/> | <input type="checkbox"/> |
| 2. Has there been a change in the project design parameter since the original NEPA Documents or subsequent NEPA Documents | <input type="checkbox"/> | <input checked="" type="checkbox"/> | <input type="checkbox"/> |
| 3. Describe changes: Since RIDOT/FHWA approval of the EA and FONSI for the Reconstruction of the Pell Bridge Approaches, the following changes are proposed that may affect the traffic, wetland, noise, and right of way impacts addressed in this EA/FONSI: | | | |
| a. Proposed Connector Road: Alignment has been shifted to the south. | | | |
| b. Proposed Access Road: Road and signalized intersection eliminated. | | | |

The location of the connector road (connecting Pell Bridge ramp approach to JT Connell Highway) as shown in the proposed action approved in the EA requires the permanent taking and relocation of the City of Newport Department of Public Work facility. Since the approval of the EA, discussion have taken place between RIDOT and the City on potential issues resulting in the inability to relocate their facilities. RIDOT had developed an alternative that relocates the connector road south of the Newport County Trademan’s Center, as shown on Figure 1. This relocated alignment avoids the Department of Public Work facility, resulting in less right of way takings. The relocated connector road also provides access to the abutting Trademan’s Center, resulting in the elimination of a separate access road and signalized intersection as shown in the proposed action.

RIDOT has reviewed the environmental resources to determine if the proposed changes would have a direct, indirect, and/or cumulative impact when compared to the Proposed Action. Based on this evaluation, traffic, land use (ROW), and the wetland resources are projected to have a positive impact. All other resources were determined to have no/negligible impact when compared to the Proposed Action. Reevaluation No. 1 Technical Summary is attached.

II. Purpose and Need of Project:	YES	NO	NA
1. Has there been a change in the project purpose and need from that described in the approved NEPA Documents or subsequent NEPA Documents?	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
2. Describe changes:			
III. Environmental Consequences: Identify (yes or no) if there have been any changes in project impacts from those identified in the original NEPA Documents or subsequent reevaluations. For each "yes," describe the magnitude of the change and the potential for significant impact.	YES	NO	NA
1. Has there been a change in the affected environment within or adjacent to the project area that could affect any of the impact categories (i.e. new legislation, transportation infrastructure, or protected resources)?	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
2. Describe changes:			
A. Right-of-Way Impacts:	YES	NO	NA
1. Have the right-of-way requirements changed?	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
2. Describe changes: The relocation of the connector road has resulted in a decrease in right of way impact. See Figure 2 for a comparison.			
B. Social Impacts:	YES	NO	NA
1. Would there be any changes in the neighborhoods or community cohesion for the various social groups because of the proposed action?	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
2. Are there any changes in travel patterns and accessibility (e.g., vehicular, commuter, bicycle, or pedestrian)?	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
3. Are there any changes to the impacts on school districts, recreation areas, churches, businesses, police and fire protection, etc.? Include the direct impacts and the indirect impacts that may result from the displacement of households and businesses.	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
4. Are there any changes to the effects of the project on the elderly, handicapped, nondrivers, transit-dependent, minority and ethnic groups, or the economically disadvantaged?	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
5. Have the project's effects on minorities or disadvantaged persons or those disproportionately affected changed? (i.e., E.O. 12898)?	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
6. Describe changes, if any.			
C. Economic Impacts:	YES	NO	NA
1. Are there any changes to the economic impacts of the action on the regional and/or local economy, such as the effects of the project on development, tax revenues and public expenditures, employment opportunities, accessibility, and retail sales?	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
2. Are there any changes to the potential impacts of the proposed action on established businesses or business districts, or changes to any opportunities to minimize or reduce such impacts by the public and/or private sectors?	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
3. Describe changes, if any.			
D. Local Land Use and Transportation Plan:	YES	NO	NA
1. Have there been changes in the local land use or transportation plan?	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
2. If yes, is the project consistent with the changes to the local transportation land use plan? Yes	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
3. Would project changes induce adverse secondary and cumulative effects?	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
4. Describe changes:			
E. Cultural Resource Impacts:	YES	NO	NA
1. Are there changes in the project's effect on cultural resource?	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
2. Has there been a change in the status of National Register listed, eligible, or potentially eligible sites in the project area?	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
3. Describe changes:			

<u>F. Farmland Impacts:</u>		YES	NO	NA
1.	Are there changes in the project's effects on Prime or Unique Farmland as defined in 7 CFR part 657 of the Federal Farm Protection Policy Act?	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
2.	Describe changes:			
<u>G. Wetland Impacts: (If yes, resource coordination required).</u>		YES	NO	NA
1.	Are there changes in project scope or design that affect the wetland impacts?	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
2.	Acres (original/proposed): 0.60/0.32			
3.	Fill quantities (original/proposed): 0.60/0.32 acres			
4.	Dredge quantities (original/proposed): 0/0 square yards			
5.	Is there an impact on function and/or value of wetland?	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
6.	Describe any changes from the original NEPA documents and subsequent environmental reevaluation(s). The relocation of the connector road has resulted in a decrease in wetland impacts. See Figure 3 for a comparison.			
<u>H. Fish & Wildlife Impacts:</u>		YES	NO	NA
1.	Are there changes in the effects to fish and wildlife resources?	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
2.	Has there been a change in status of listed Threatened & Endangered species directly or indirectly affected by the project?	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
3.	Describe changes:			
<u>I. Water Body Involvement:</u>		YES	NO	NA
1.	Have there been any changes to the project effects on water bodies? If yes complete 2-3 and describe in 4.	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
2.	Project affects a navigable water body (as listed by USCG).	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
3.	Project affects navigable waters of the U.S. (as defined by the Corps).	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
4.	Describe changes:			
<u>J. Hazardous and Contaminated Material:</u>		YES	NO	NA
1.	Have there been any changes in the status of or our involvement with known or potentially contaminated sites along the corridor?	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
2.	If buildings, residences are relocated, demolished or acquired, have they been evaluated for hazardous and contaminated material (i.e. asbestos?).	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
3.	Describe changes:			
<u>K. Air Quality Conformity:</u>		YES	NO	NA
1.	Does the project as proposed affect a non-attainment area, which will require a revised conformity determination?	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
2.	Does the proposed change affect air quality monitoring?	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
3.	Describe changes:			
<u>L. Floodplains Impacts:</u>		YES	NO	NA
1.	Have there been changes in the project effects to a regulatory floodplain?	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
2.	Describe changes:			
<u>M. Noise Impact:</u>		YES	NO	NA
1.	Have there been any changes in the proposed project that may change its status under 23 CFR 772 to Type I project?	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
2.	Has there been any new land development that may result in a potential noise impact?	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
3.	Have there been any changes in the geometric design of the proposed project that may result in potential noise impact?	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
4.	Have there been any changes in the projected future traffic (volume, speed, or classification) that may result in a potential noise impact?	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
5.	Have there been any changes in the proposed project that may revise its previous abatement recommendations?	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>

6. Describe changes: The shift in the horizontal alignment of the connector road between the Pell Bridge approach and JT Connell Highway will move noise sources closer to noise sensitive receptors. Noise levels at surrounding receptors will increase by less than 1 dB. Because a change of 3 dB is generally considered the threshold of human perception, this will result in an imperceptible change in noise. The change in noise levels will not result in any new receptors approaching the noise abatement criteria or RIDOT's substantial increase criteria. The roadway shift will also not result in a substantial change to the feasibility or reasonableness of noise mitigation in this area. Therefore, the shift in alignment will not result in a change potential noise impacts and will not revise any previous noise abatement recommendations.

N. Water Quality Impacts:

	YES	NO	NA
1. Does the project now involve a public or private drinking source?	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
2. Would project changes affect the potential discharge of storm water into Waters of the U.S?	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
3. Will the project now involve a stormwater discharge SPDES permit and/or require changes to an existing permit?	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
4. Describe changes:			

O. Permits and Authorization:

	YES	NO	NA
1. Are there any changes in the status of the permits and authorizations previously required for the project?	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
2. Will any additional permits be needed due to the changes in the project?	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
3. Describe changes:			

IV. Construction Impacts:

	YES	NO	NA
Have the following potential construction effects changed:			
1. Construction timing commitments?	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
2. Temporary degradation of water quality?	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
3. Temporary stream diversion?	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
4. Temporary degradation of air quality?	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
5. Temporary delays and detours of traffic?	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
6. Temporary impact to businesses?	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
7. Other construction impacts, including noise?	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
8. Describe changes:			

V. Section 4(f)/6(f):

	YES	NO	NA
1. Has there been a change in status of Section 4(f) properties affected by the proposed action?	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
2. Would the project have properties?	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
3. Has there been a change the proposed action?	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
4. Is the use of 6(f) property a conversion of use per Section 6(f) of the Land Water Conservation Fund Act?	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
5. If Yes to any of the above, attach appropriate Section 4(f) and Section 6(f) documentation.			

VI. Comments and Coordination Conducted for the Reevaluation:

	YES	NO	NA
1. Has public/agency coordination occurred since the NEPA document was approved or since the last reevaluation?	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
2. Discussion: Describe comments and coordination efforts taken for this project since approval of the NEPA document or revelation. Discuss pertinent issues raised by the public and government agencies. Attach applicable correspondence and responses. RIDOT has coordinated with both the City of Newport and the abutting properties impacted by the realignment of the connector road, including Trademan's Center and Waste Management. All parties are supportive of the relocated connector road.			

3. Independent Quality Control: An independent quality control review separate from the function group review has been conducted in the Region and all policies, procedures, standards, rules and regulations requisite to Design Approval has been followed.

VII. Changes in Environmental Commitments or Mitigation Measures: YES NO NA

1. Have any changes in the environmental commitments or mitigation occurred?

2. Describe changes:

VIII. Environmental Reevaluation: YES NO

1. The conclusions and commitments of the original NEPA approval or subsequent reevaluations remain valid (if no, go to #2).

2. The changes in the project scope, environmental consequences, or public controversy require a new, supplemental EA or EIS. (No. 2 requires prior consultation with the FHWA Area Liaison and Environmental Specialist.)

Prepared by: _____ Date: _____

Reviewed by: _____ Date: _____

Recommended by: Jody Richards Date: 8/11/2020
 RIDOT, Project Manager Jody Richards

FHWA Concurrence: _____ Date: _____
 FHWA, RI Division

Reconstruction of the Pell Bridge Approaches

Newport and Middletown, Rhode Island



July 2020

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Overview

1.1 Project Summary

The Rhode Island Department of Transportation (RIDOT) is proposing to reconfigure the ramps on the Newport approach of the Claiborne Pell Bridge (Pell Bridge), which spans the East Passage of Narragansett Bay to connect the City of Newport with the Town of Jamestown. The proposed action, known as the Reconstruction of the Pell Bridge Approaches (the Project), is intended to improve traffic circulation, reduce queuing, and improve safety; reconnect the neighborhoods segmented by the current highway infrastructure; and support the City of Newport’s economic development plan by maximizing land area for redevelopment.

The defined Limits of Disturbance (LOD) for the Project include the Pell Bridge approach roadway system, which serves local travel between Downtown Newport, Naval Station Newport, Aquidneck Island, southern Rhode Island, Connecticut, and southeastern Massachusetts. The Project Area extends from Farewell Street at Van Zandt Avenue on the south to the driveway of RK Shopping Plaza on the north, and from Admiral Kalbfus Road at 3rd Street on the west to Malbone Street and Girard Avenue on the east. This area includes the ramps and approach roads on the east end of the Pell Bridge, Admiral Kalbfus Road, J. T. Connell Highway, and Farewell Street.

The Pell Bridge accommodates approximately 27,000 vehicles per day across the East Passage of Newport Bay on Route 138. The bridge connects the City of Newport on Aquidneck Island to the Town of Jamestown on Conanicut Island. This area, known as the Aquidneck Island Travel Corridor, has experienced growing travel demand. The City of Newport comprehensive plan and the report *Creating a Model for National Resilience*

identified a series of potential improvements to reduce congestion queuing, and crashes on the bridge ramps and nearby roadways.

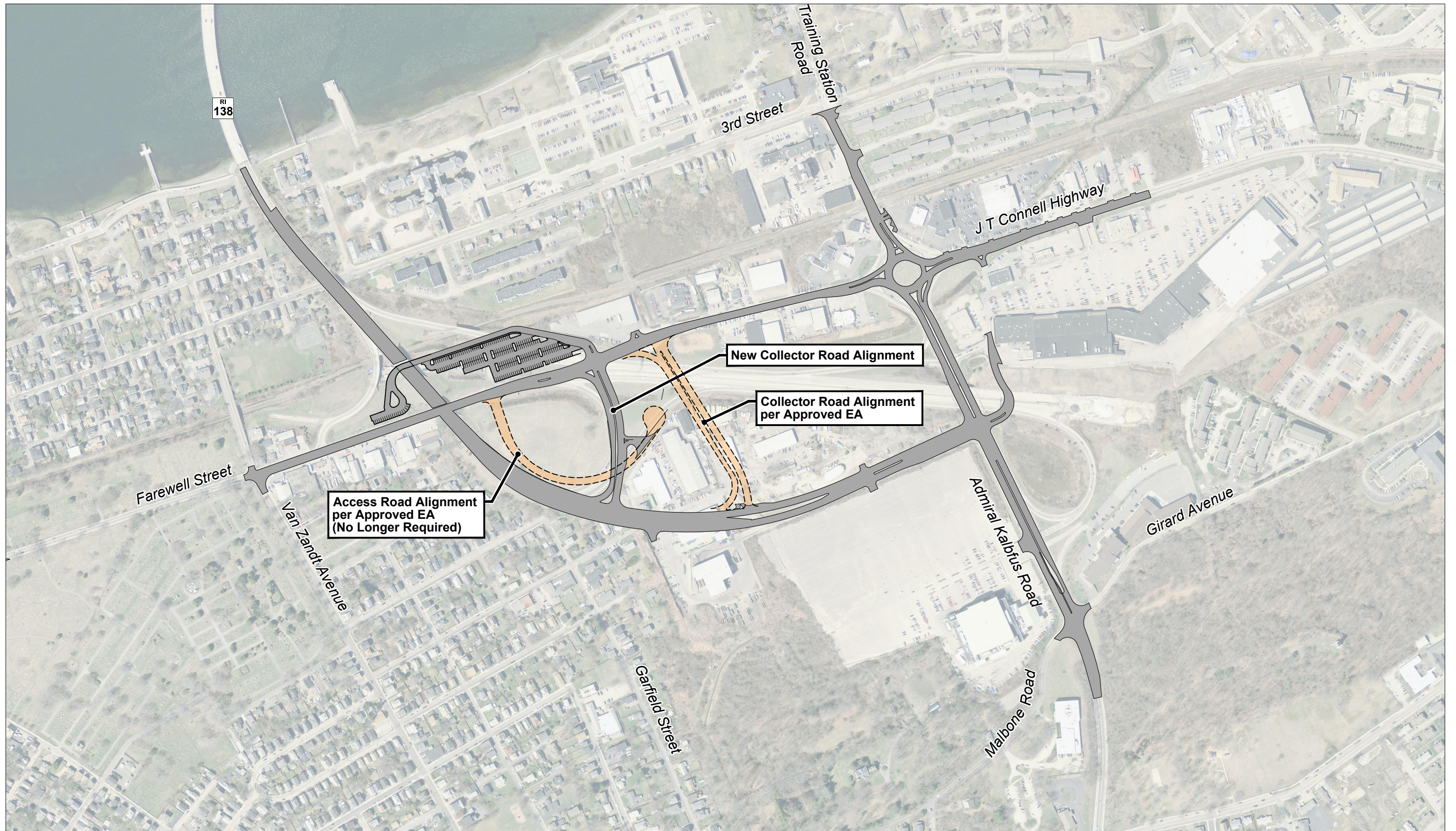
Throughout the National Environmental Policy Act (NEPA) process, RIDOT develop several alternatives and selected the proposed action (Alternative 4B). In March 2020, RIDOT submitted a draft Environmental Assessment to FHWA for review. After a review of the document and public feedback, FHWA issues a Finding of No Significant Impact (FONSI) on April 20, 2020.

1.2 Proposed Project Changes

As part of the approved EA for the project, a partial taking was included for Plat 9/Lot 317: City of Newport Department of Public Works facility located at 70 Halsey Street. The purpose for this partial taking was for the construction of the proposed Connector Road which linked the Pell Bridge ramps to J.T. Connell Highway.

Shortly after the FONSI was issued, the City of Newport indicated to RIDOT that they would not be able to relocate the DPW facility being impacted in a timely manner due to funding issues. To avoid this facility, RIDOT has developed an alternative that relocates the Connector road south of the Newport County Trademan's Center, as shown on Figure 1. This relocated alignment avoids the Department of Public Work facility, resulting in less right of way takings. The relocated connector road also provides access to the abutting Trademan's Center, resulting in the elimination of a separate access road and signalized intersection as shown in the proposed action.

Figure 1 summarizes the changes discussed in this reevaluation to the Proposed Action.



Aerial Source: RIGIS



Overview of Project Changes
Environmental Reevaluation Checklist
Reconstruction of the Pell Bridge Approaches
Newport, Rhode Island

Figure 1

2

Purpose and Need

2.1 Purpose

The purpose of the Project is to reconstruct the Pell Bridge approach ramps to provide:

- › Improved traffic circulation, reduced queuing, and improved safety;
- › Reconnection of the neighborhoods segmented by the current highway infrastructure, including improved vehicle, pedestrian, and bicycle connections; and
- › Support of the City of Newport's Comprehensive Land Use Plan and associated economic development goals by maximizing land area for redevelopment.

The relocation of the Connector Road meets the purpose of the project. Due to the slight shift of the Connector Road alignment to the south, changes to the traffic operations, safety connectivity, and land area for redevelopment are negligible.

2.2 Need

As described in the EA, the initial effort to redesign the Pell Bridge ramps began in 1999. Major concerns that the project was intended to address at that time were the same as they are today: the backup of eastbound traffic destined for Downtown Newport over the Pell Bridge; the disconnection of JT Connell Highway, which resulted in a circuitous route for vehicular traffic; the lack of connections for pedestrians or bicyclists between the north side of the City and downtown Newport; and the large amount of land occupied by the roadway infrastructure, which reduces developable space within the City.

The relocation of the Connector Road alignment addresses the defined needs of this project.

- › Backup of eastbound traffic destined for Downtown Newport over the Pell Bridge – Under the Proposed Action, eastbound vehicle queues extended along the Pell Bridge Ramps to the J.T. Connell Highway underpass. With the relocated Connector Road alignment, these queues are comparable and do not extend beyond the underpass.
- › Disconnection of JT Connell Highway, which resulted in a circuitous route for vehicular traffic; the lack of connections for pedestrians or bicyclists between the north side of the City and downtown Newport – The relocation of the Connector Road alignment does not impact the reconnection of J. T. Connell Highway as shown in the Proposed Action.
- › Large amount of land occupied by the roadway infrastructure, which reduces developable space within the City – The relocation of the Connector Road alignment does not impact the total amount of land made available in the Proposed Action.

3

Environmental Consequences

This section describes any changes the relocated Connector Road alignment has on the direct, indirect, and cumulative impacts of the Proposed Action on the affected environment. Mitigation measures, if applicable, are also discussed.

3.1 Transportation Network

3.1.1 Direct Impacts

Trip Generation

The relocated Connector Road alignment Proposed Action is not projected to change any trip generation assumptions used in the EA Traffic Operations Analysis.

Traffic Volumes

The relocated Connector Road alignment Proposed Action is not projected to change any traffic volume projections used in the EA Traffic Operations Analysis.

Traffic Operations Analysis

The calibrated VISSIM traffic simulation model used for the Proposed Action was used as a base to test and evaluate the relocated Connector Road alignment by adjusting roadway geometry, where needed, and traffic conditions. The revised VISSIM model was used to project 2040 conditions during the weekday morning and evening peak hour and the results of the operational analysis.

The results of the 2040 Proposed Action conditions are summarized in Table 1. With the proposed relocation of the Connector Road alignment, traffic operations are comparable to the Proposed Action. All Study Area intersections are expected to operate at an overall LOS D or better. The relocated Connector Road alignment also remove the need for the J.T. Connell Highway intersection with the Park and Ride/Access Road. The relocated Connector Road provides access to the abutting Trademan’s Center, resulting in the elimination of a separate access road and signalized intersection.

Table 1 2040 Proposed Action Weekday Conditions

Intersection Control Type	Intersection	Peak Hour	Proposed Action			Reevaluation		
			Delay ¹	LOS ²	LOS E/F Movements	Delay ¹	LOS ²	LOS E/F Movements
Stop Controlled	J. T. Connell Highway at Pell Bridge EB off-ramp	AM	Remove Existing Off-Ramp			Remove Existing Off-Ramp		
		PM						
Signal Controlled	J. T. Connell Highway/Farewell Street at Van Zandt Avenue	AM	26	C		21	C	
		PM	35	D	WB	37	D	WB
Signal Controlled	J. T. Connell Highway at Newport Towne Center Main Drive	AM	3	A		3	A	
		PM	9	A		10	A	
Signal Controlled	Admiral Kalbfus Road/ Training Station Road at 3 rd Street	AM	7	A		7	A	
		PM	4	A		4	A	
Roundabout	Admiral Kalbfus Road at J. T. Connell Highway	AM	5	A		5	A	
		PM	15	B		14	B	
Signal Controlled	Admiral Kalbfus Road at Newport Towne Center South Drive	AM	Remove Signal and Convert to Right-in/Right-out			Remove Signal and Convert to Right-in/Right-out		
		PM						
Stop Controlled	Admiral Kalbfus Road at Halsey Street/Newport Towne Center South	AM	16	B		16	B	
		PM	24	C		24	C	
Signal Controlled	Admiral Kalbfus Road at Newport Grand Drive/off-ramp	AM	4	A		3	A	
		PM	17	B		17	B	
Stop Controlled	Admiral Kalbfus Road at Girard Avenue/Malbone Road	AM	11	B		11	B	
		PM	13	B		13	B	
Signal Controlled	Halsey Street at Newport Grand / Parcel B	AM	4	A		6	A	
		PM	7	A		7	A	
Signal Controlled	Halsey Street at Connector Road	AM	16	B		18	B	
		PM	11	B		18	B	
Signal Controlled	JT Connell Hwy at Connector Road	AM	29	C		12	B	EB
		PM	24	C		23	B	
Signal Controlled	JT Connell Hwy at Park & Ride / Access Road	AM	3	A		Signal Eliminated		
		PM	5	A				
Signal Controlled	Farewell Street at America’s Cup Avenue	AM	6	A		6	A	
		PM	7	A		7	A	

Source: VISSIM 8 Node Evaluation. Compiled by VHB based on the average of 10 VISSIM model runs.

1 Delay = Vehicle delay expressed in seconds per vehicle

2 LOS = Estimated level of service

3 LOS criteria for roundabout/rotary are the same as LOS criteria for unsignalized intersection

3.1.2 Indirect Impacts

Operation of the Proposed Action is expected to result in indirect impacts on traffic in the Study Area. With the completion of the improvements, a significant amount of land would be opened for redevelopment where the existing roadway infrastructure is today. This redevelopment would generate additional trips, which would increase traffic volumes and congestion on Study Area roadways. Any redevelopment of this land would be separate from the Proposed Action and later in time; therefore, these impacts would be indirect and were not modeled in the traffic analysis for this EA.

The relocated Connector Road alignment does not result in additional land made available for redevelopment; therefore, no additional indirect impact was determined.

3.1.3 Cumulative Impacts

It was determined that the Proposed Action would improve traffic flow, travel time, and safety compared to No Action, resulting in a betterment. Therefore, it would not have the potential to add to or worsen impacts associated with past, present, or foreseeable future actions. The relocated Connector Road alignment has a negligible impact to the traffic operations and safety when compared to the Proposed Action and therefore would have no adverse cumulative transportation impacts to the Study Area.

3.2 Land Use

3.2.1 Direct Impacts

The Proposed Action would alter the topography of the Study Area, as it would reconfigure built structures and include some filling, grading, grubbing (soil disturbance), and vegetation clearing that would commence during the construction phase and persist through operations and maintenance. These impacts are considered minor and neither beneficial or adverse, as most of the existing topography is, and will continue to be, previously disturbed urban land. The relocated Connector Road alignment results in the same alterations described above.

The Proposed Action would have a beneficial impact by improving neighborhood connectivity through the creation of new north-south linkages. These linkages are not impacted by the relocated Connector Road alignment.

Roadway reconfigurations in the Proposed Action require acquisition of several privately- and publicly held properties. The relocated Connector Road alignment results in less acquisitions. The municipally owned parcel at 70-90 Halsey Street that houses facilities associated with the City's Water Department and Clean City Program was less than the Proposed Action and does not require relocation of any buildings. Figure 2 illustrates the change in right of way impacts between the Proposed Action and Reevaluation No. 1.

During construction of the Proposed Action, temporary impacts to land use are possible from noise generation, disruptions to traffic patterns, and air quality impacts related to vehicular and equipment emissions and inhalable dust. There are no additional temporary

impacts identified with the relocated Connector Road alignment as it is located within the limit of disturbance defined in the Proposed Action.

3.2.2 Indirect Impacts

The reconfiguration of the Pell Bridge approaches and ramps, including the consolidation and removal of excess highway infrastructure, would open land formerly occupied and constrained by such infrastructure to new development. RIDOT intends to dispose of the unused right-of-way (which would total approximately 20 to 30 acres, depending on final design and excluding an appropriate amount of property to be reserved for the proposed project and its future maintenance) as surplus property. This would be a beneficial indirect impact, freeing up the land for uses consistent with the City's land use planning and zoning and its economic development goals. The relocated Connector Road alignment does not result in additional land made available for redevelopment; therefore, no additional indirect impact was determined.

3.2.3 Cumulative Impacts

Though the Proposed Action itself would not directly change land use patterns, except for several property acquisitions, it is anticipated that large-scale redevelopment of surplus property remaining after completion of the Proposed Action would cause a substantial change in land use patterns in the Study Area. This change would be consistent with local planning and zoning, and therefore is not considered adverse.

The relocated Connector Road alignment does not result in additional land made available for redevelopment; therefore, no adverse cumulative impacts to the Study Area were determined.

3.3 Farmland/Soils

3.3.1 Direct Impacts

Although prime farmlands and farmlands of statewide importance are present within the Study Area, the Proposed Action is not expected to result in an adverse impact to these resources as defined by the FPPA. These lands are already in or committed to urban development and are within the Providence, RI – MA Urbanized Area defined by the U.S. Census Bureau. Accordingly, they are exempted from the FPPA and not subject to the provisions therein.

The relocated Connector Road alignment is within the Study Area defined in the Proposed Action and is not expected to result in the beneficial use of the prime and important farmlands with regard to agricultural production, commercial or otherwise.

3.3.2 Indirect Impacts

The reconfiguration of the Pell Bridge ramp and approaches would facilitate new development opportunities by making land currently occupied by infrastructure available for redevelopment. Some of this redevelopment would occur in areas mapped as prime

farmland or farmland of statewide significance. However, as described above, these lands are committed to urban development and within the Providence, RI – MA Urbanized Area, and therefore are not subject to the FPPA. The relocated Connector Road alignment is within the Study Area defined in the Proposed Action and is not expected to result in the beneficial use of the prime and important farmlands for agricultural production.

3.3.3 Cumulative Impacts

Because the Study Area is within an urbanized area identified by the U.S. Census Bureau, and because associated lands are not subject to the provisions of the FPPA, no cumulative impacts to farmlands are anticipated from the Project. The relocated Connector Road alignment is within the Study Area defined in the Proposed Action.

3.4 Wetlands and Waters of the U.S and State

3.4.1 Direct Impacts

As part of the Proposed Action, approximately 0.6 acre of wetlands and ASSFs within the Study Area would be directly affected by project construction and operation. Direct, permanent, adverse effects to wetlands primarily involve the placement of fill within the wetland, resulting in its permanent loss. These effects would commence during the construction phase and persist through project operation. Project construction and operation would avoid direct impact to the one perennial stream identified within the Study Area.

The relocated Connector Road alignment results in an overall net decrease in impacted wetlands to approximately 0.33 acres, as shown in Table 2 and on Figure 3.

As required by federal and state regulations, efforts have been made to avoid or minimize impacts to wetlands wherever possible. Components of the project such as parking lots and the replacement dog park have been sited and/or scaled to avoid direct impact to wetlands. Measures incorporated into the Proposed Action to minimize impact include elevated sections of multiuse path to span wetlands and the use of retaining walls to limit impact associated with slopes. Impacts to wetlands during construction would be minimized through the development of a site-specific Soil Erosion and Sedimentation Control Plan, which will be part of the RIPDES General Permit for the Discharge of Stormwater from Construction Sites.

Table 2 Summary of Impacted Wetlands

Wetland Feature ID ¹	Cowardin Classification ²	Dominant Vegetation	Approximate Acreage (Acreage Impacted)	Highway Methodology Functions and Values ³	USACE 404 Clean Water Act Jurisdictional Feature ⁴	Rhode Island Wetland Classification ⁴	Increase/Decrease from Proposed Action
A-2	PEM5B	Common reed	0.06 (0.01)	STR, NR	Yes	Emergent Plant Community (EPC)	No change
A-6	PEM5E	Common reed, Hedge false bindweed	0.25 (0.02)	STR, NR , FF, GW, WH	Yes	EPC	Decrease: no impact
A-7	PEM5E	Common reed (<i>Phragmites australis</i>)	0.10(0.00)	STR, NR , FF,	Yes	EPC	Increase to 0.02
A-9	PEM5E	Common reed	0.63 (0.00)	STR, NR , FF, GW, WH	Yes	EPC	No change
A-10	PSS1B/PEM5B	Common reed	0.34 (0.34)	STR, NR, GW, WH	Yes	EPC with contiguous ASSF	Decrease to 0.21
A-11	PEM5E	Common reed	0.38 (0.04)	STR, NR , FF	Yes	EPC wetland ditch	Decrease: no impact
A-12	PEM5E	Common reed	0.06 (0.02)	STR, NR, FF	Yes	EPC wetland ditch	Decrease: negligible area
A-13	PEM5E	Common reed	0.18 (0.18)	NR, STR, FF	Yes	EPC wetland ditch	Decrease to 0.10
A-21	PEM1E	Yellow nutsedge (<i>Cyperus esculentus</i>), Common reed	0.003 (0.003)	STR, NR	No	ASSF	No change

3.4.2 Indirect Impacts

Indirect effects to wetlands from the Proposed Action may include filling of wetlands outside the Proposed Action's Study Area on lands that would be decommissioned, sold, and redeveloped by others in the future, sedimentation in wetlands and streams adjacent to the Project Study Area, project construction and operation within unregulated adjacent uplands, temporary disturbance to wetland wildlife habitat functions adjacent to the Study Area, or the potential for hydrologic modifications to wetlands adjacent to the Study Area. The relocated Connector Road alignment results in an overall decrease in wetland impacts, therefore it was determined that there will be no additional indirect impacts.

3.4.3 Cumulative Impacts

Based on these past, present, and reasonably foreseeable future actions, the Proposed Action is expected to contribute to a cumulative adverse effect on Study Area wetlands and waterways. Existing state and federal wetland regulatory systems require that impacts to wetlands and waterways be avoided and minimized to the extent practicable before they can be permitted. Stormwater management and construction phase BMP's provide measures for managing and mitigating stormwater and erosion and sedimentation effects related to construction and postconstruction runoff. Collectively, these avoidance, minimization, and mitigation requirements are expected to reduce the magnitude of cumulative wetland and waterway impacts in the Study Area. The relocated Connector Road alignment results in an overall decrease in wetland impacts, therefore it was determined that there are no additional cumulative impacts identified from the Proposed Action.

3.5 Floodplains

3.5.1 Direct Impacts

Modeling completed for this analysis indicates that the Proposed Action would not result in adverse impacts to coastal floodplains associated with increased flood elevations, wave heights, wave setup, or wave runup. The relocated Connector Road alignment is within the Study Area modeled as part of the Proposed Action and is not expected to result in adverse impacts.

3.5.2 Indirect Impacts

Nearly the entire Proposed Action area is located within the existing 1% floodplain, but development is restricted by the alignment of the Pell Bridge access ramp. By opening more land to development, the Proposed Action could have the indirect effect of increasing the flood risk liability of the City of Newport. The relocated Connector Road alignment does not result in additional land made available for redevelopment; therefore, no additional indirect impact was determined.

3.5.3 Cumulative Impacts

Increased storm rainfall intensity associated with climate change would result in greater riverine flooding associated with the unnamed stream flowing through the Study Area, and this could be exacerbated by increased impervious cover and fill from parcel development. The relocated Connector Road alignment does not result in additional land made available for redevelopment; therefore, no adverse cumulative impacts to the Study Area were determined.

3.6 Water Quality/Stormwater

3.6.1 Direct Impacts

Stormwater resulting from an increase in impervious surfaces can impact downstream waters by altering natural channels and impacting water quality. Downstream channels can be altered by increases in runoff volumes, increases in peak runoff discharge rates, and/or greater runoff velocities. Impacts to water quality may include increases in suspended and deposited sediments that adversely affect aquatic life. Sediment also transports other pollutants including nutrients, metals, and hydrocarbons. Sediment can also reduce the capacity of a water body, causing flooding. Project construction can also result in stormwater impacts, particularly erosion and sedimentation in runoff from disturbed soils.

Because some existing roadway structures would be removed to offset the new structures that would be built, the increase in impervious surface within the Study Area is expected to be minimal. Stormwater best management practices (BMPs) would be used to minimize pollutants in runoff during project construction and operation. Therefore, only minor impacts to water quality and stormwater were expected to result from the Proposed Action.

The realigned Connector Road alignment results in less impervious area than the Proposed Action, primarily due to the elimination of the Access Road.

3.6.2 Indirect Impacts

The Proposed Action would make available between 20 and 30 acres of decommissioned RIDOT and City of Newport land for redevelopment near the Pell Bridge interchange area. Redevelopment projects have the potential to increase impervious surface, which can lead to negative effects on stormwater quality and the receiving water bodies. These effects are the same as those described above under Direct Impacts. In addition, based on the anticipated traffic volumes generated by new development, the Study Area and associated land available for development would be defined as a land use with higher potential pollutant loads.

The relocated Connector Road alignment does not result in additional land made available for redevelopment; therefore, no additional indirect impact was determined.

3.6.3 Cumulative Impacts

Historical development in the Study Area has increased the amount of impervious surface and introduced pollutants into receiving water bodies. Development has also reduced the extent of wetlands in the area, along with the water quality functions that they provide. However, recent developments, as well as the Proposed Action and any modifications (relocated Connector Road alignment), must comply with RIDEM stormwater regulations, which are designed to manage stormwater runoff flows and provide treatment to reduce pollutant loads in receiving waters. Future development in the Study Area must also follow these regulations. As a result, the Proposed Action and other reasonably foreseeable projects are expected to contribute to a betterment of existing conditions in the Study Area by reducing pollutant loading, providing groundwater recharge, and reducing peak flows to the surrounding drainage outfalls.

3.7 Coastal Resources

3.7.1 Direct Impacts

The Proposed Action would result in construction and redevelopment activities within Rhode Island's designated coastal zone. These activities have the potential to affect coastal resources through stormwater runoff, impacts to wetlands, disturbance to vegetation and open space, and erosion and sedimentation. The Proposed Action activities would be reviewed by the CRMC relative to performance criteria in CRMC guidance that are applied as part of the Project's Federal Coastal Zone Consistency Determination. The relocated Connector Road alignment is within the Study Area defined in the Proposed Action; therefore, no additional direct impacts are expected.

3.7.2 Indirect Impacts

The Proposed Action does not include any activity that would directly affect coastal waters, coastal resources, or shoreline features, or that would involve work within the 200-foot contiguous area. Indirect effects to such areas related to the Proposed Action may include stormwater runoff, impacts to freshwater wetlands, disturbance to vegetation and open space, and erosion and sedimentation.

Construction of the Proposed Action would result in land currently owned by RIDOT and the City of Newport being divested and made available for future development by others. Future redevelopment on this land would also be located in Rhode Island's designated coastal zone and, depending on the scope of any specific future project, may require a Coastal Zone Consistency Determination. Projects requiring a Consistency Determination would also need to meet applicable policies, goals, and standards of the CRMP and the Aquidneck Island SAMP. Projects that do not trigger the need for a Consistency Determination are assumed to be small enough in scope that they would not have any significant effects to the coastal zone. Therefore, future indirect effects of future development on the coastal zone are anticipated to be minor. The relocated Connector Road alignment does not result in additional land made available for redevelopment; therefore, no additional indirect impact was determined.

3.7.3 Cumulative Impacts

Because the direct and indirect impacts of the relocated Connector Road alignment are expected to be minor, they would not contribute to cumulative impacts to coastal resources in the Study Area.

3.8 Federally Threatened or Endangered and State Natural Heritage Species/Biodiversity

3.8.1 Direct Impacts

The Proposed Action includes components that would be considered potential stressors to NLEB. However, review of available data and the acoustic survey results indicate the probable

absence of the NLEB; therefore, the Proposed Action is not anticipated to have any effects on NLEB.

Roseate terns prefer rocky coastal islands or beaches with suitable vegetative cover for nesting. The Study Area does not include this type of habitat; therefore, it is unlikely that roseate tern would occur within the Study Area. It is not expected that the Project would have any effect on this species.

On January 2, 2019, RIDOT requested concurrence from the U.S. Fish and Wildlife Service (USFWS) that the Project may affect, but is not likely to adversely affect, the NLEB and roseate tern. USFWS concurred with this determination on March 18, 2019.

The relocated Connector Road alignment is within the Study Area defined in the Proposed Action and is included in the above assessment.

3.8.2 Indirect Impacts

Because the NLEB is not anticipated to occur within the Study Area and there is no suitable habitat for the roseate tern, no indirect impacts on threatened or endangered species or state natural heritage species are anticipated.

3.8.3 Cumulative Impacts

The relocated Connector Road alignment would have no direct or indirect impacts on threatened and endangered species. As a result, it is not expected to contribute to cumulative impacts on these species.

3.9 Cultural (Historic and Archaeological) Resources

3.9.1 Direct Impacts

The relocated Connector Road alignment does not impact the archaeological sensitivity sites identified in the Study area.

3.9.2 Indirect Impacts

The Proposed Action, including the changes made by relocating the Connector Road alignment, would facilitate future development opportunities within the APE by vacating land that would then become available for redevelopment. Because redevelopment would occur on land that is presently vacant, it is expected to avoid impacts to historic resources within the APE.

3.9.3 Cumulative Impacts

Based on a review of aerial imagery, historic resources within the APE have not changed significantly since at least 1995. The Proposed Action itself, including the changes made by relocating the Connector Road alignment, would not substantially change or alter known historic resources. No other present or reasonably foreseeable future actions are known that

would result in adverse cumulative impacts to historic resources within the APE. In addition, because no archaeological sites were identified during the Phase I Archaeological Survey, no adverse cumulative impacts to archaeological resources within the APE are expected.

3.10 Environmental Justice & Socioeconomics

3.10.1 Direct Impacts

Environmental Justice

Potential effects (burdens and benefits) on minority and low-income populations from transportation projects generally encompass changes to community cohesion (i.e., access to community facilities and services), employment, the community tax base or property values, and aesthetics, as well as traffic patterns, safety, and options. Additionally, burdens of transportation projects can include residential or commercial displacements or the degradation of environmental conditions as they relate to noise, air quality, water quality, and hazardous materials.

To determine whether additional potential impacts from the relocated Connector Road alignment would have a disproportionately high and adverse effect on environmental justice communities, the analysis performed for the Proposed Action was revisited with the modifications. The anticipated impacts of this relocated road, as compared to the Proposed Action, on environmental resource categories related to human health or environmental effects, including social and economic effects, are summarized below.

- **Noise:** The shift in the horizontal alignment of the Connector Road between the Pell Bridge approach and JT Connell Highway will move noise sources closer to noise sensitive receptors. Noise levels at surrounding receptors will increase by less than 1 dB. Because a change of 3 dB is generally considered the threshold of human perception, this will result in an imperceptible change in noise. The change in noise levels will not result in any new receptors approaching the noise abatement criteria or RIDOT's substantial increase criteria. The roadway shift will also not result in a substantial change to the feasibility or reasonableness of noise mitigation in this area. Therefore, the shift in alignment will not result in a change potential noise impacts and will not revise any previous noise abatement recommendations.
- **Air Quality:** Based on the FHWA categorical hotspot finding, the relocated Connector Road alignment is not anticipated to have direct significant adverse air quality impacts.
- **Water Quality:** The relocated Connector Road alignment would result in a minor decrease in impervious surface area.
- **Hazardous Materials:** The relocated Connector Road alignment is within the Study Area; therefore, all appropriate notification measures will be taken as per RIDEM's Policy for Considering Environmental Justice in the Review of Investigation and Remediation of Contaminated Properties.

- **Land Use:** The relocated Connector Road alignment, along with its required property acquisitions, is not expected to significantly change local land use patterns or impede the functions of existing land uses. It would be consistent with State and local land use planning and would have the beneficial impact of better connecting land uses within the Study Area through new or improved north-south linkages. No disproportionately high and adverse effects on minority and low-income populations are anticipated.
- **Traffic:** Travel time and delays are comparable to the Proposed Action. Accordingly, no adverse impacts are anticipated from a traffic perspective, and there would be no disproportionately high and adverse effects on minority and low-income populations.
- **Climate:** The relocated Connector Road alignment, like the Proposed Action itself, is not expected to worsen anticipated impacts from climate change in the Study Area, including for its minority and low-income populations, and is therefore, not expected to have disproportionately high and adverse effects.
- **Cultural Resources:** The relocated Connector Road alignment does not impact historic properties within the Area of Potential Effects (APE).

Socioeconomics

Residential and Commercial Displacements

The relocated Connector Road alignment eliminates the taking of municipally owned 70 Halsey Street, which houses facilities associated with the City's Water.

Community Connectivity and Cohesion

The relocated Connector Road alignment does not impact neighborhood connectivity as shown in the Proposed Action.

Community Facilities

The relocated Connector Road alignment is not anticipated to alter existing community facilities or the services they provide.

Public Services and Utilities

The relocated Connector Road alignment is not expected to interfere with or place new demands on public services.

Demographics

The relocated Connector Road alignment would not directly result in significant shifts of population and housing into or out of the Study Area.

Tax Base and Property Values

The relocated Connector Road alignment does not result in additional adverse impacts to the community tax base.

Temporary Construction Impacts

The relocated Connector Road alignment does not result in additional temporary disruptions to local businesses.

3.10.2 Indirect Impacts

The Project would indirectly result in new development opportunities associated with the anticipated "Innovation Hub." Any new development is not expected to have a disproportionately high and adverse effect on minority and low-income populations, as such development would conform to the City of Newport's existing and future land use planning and regulations. New development opportunities as a result of the Proposed Action are expected to result in new employment opportunities for people living in the Study Area.

The relocated Connector Road alignment does not result in additional land made available for redevelopment; therefore, no additional indirect impact was determined.

3.10.3 Cumulative Impacts

No past, present, or reasonably foreseeable future actions are known that, when combined with the Proposed Action, including the relocated Connector Road alignment, would result in adverse cumulative effects to human health and the environment, including social and economic effects, within the Study Area. Accordingly, no disproportionately high or adverse cumulative effects on minority and low-income populations are anticipated.

3.11 Visual Resources

3.11.1 Direct Impacts

The relocated Connector Road alignment has no additional impact on the visual resources identified in the EA as the realigned road, like its original location, is not visible from the resources due to the elevation of the bridge approach at this location.

3.11.2 Indirect Impacts

The reconfiguration of the Pell Bridge approaches and ramps, including the consolidation and removal of excess highway infrastructure, would open land formerly occupied and constrained by such infrastructure to new development. RIDOT intends to dispose of the unused right-of-way as surplus property that could be developed consistent with the City's land use planning and zoning, including proposed structures. This development would result in new buildings that would be visible from various locations within the Study Area. It is anticipated that architectural and landscape design guidelines would be employed to ensure that edge conditions for the new development would be visually attractive, so that it would be compatible with existing development in adjacent areas.

The relocated Connector Road alignment does not result in additional land made available for redevelopment; therefore, no additional indirect impact was determined.

3.11.3 Cumulative Impacts

Based on a review of aerial imagery, visual resources within the Study Area have not changed significantly since at least 1995. The Pell Bridge approach infrastructure itself would not have a major visual impact on the surrounding community; however, the anticipated redevelopment of the area would have a substantial beneficial impact. No adverse cumulative impacts to visual resources are anticipated for the Proposed Action, including the relocated Connector Road alignment.

3.12 Air Quality

3.12.1 Direct Impacts

All study intersections were compared to the acceptable parameter ranges allowed for by the FHWA Categorical Hotspot Finding to determine their compliance with transportation conformity regulations with the Proposed Action. The results of the analysis show that all intersections would comply with the acceptability criteria of the FHWA Categorical Hotspot Finding. As such, the Proposed Action is not expected to cause or contribute to an exceedance of the NAAQS, and no local air quality impacts are anticipated. The traffic operations with the relocated Connector Road alignment are comparable to the Proposed Action, therefore, no additional air quality impacts were anticipated.

3.12.2 Indirect Impacts

The Proposed Action is expected to reduce traffic congestion across the Study Area. This reduction in congestion and improved network operations would indirectly result in the reduction of regional pollutant emissions. Overall, the Proposed Action would provide a net benefit, reducing emissions compared to No Action. As such, no adverse indirect air quality impacts are anticipated. The traffic operations with the relocated Connector Road alignment are comparable to the Proposed Action, therefore, no additional air quality impacts were anticipated.

3.12.3 Cumulative Impacts

There are no known reasonably foreseeable future actions that would substantially affect air quality conditions in the study area. Nationwide, mobile source pollutant emissions are expected to decrease with time due to increasingly restrictive regulations on vehicle fuel consumption and emissions. As such, mobile source pollutant emissions in the Study Area in the design year are expected to be less under existing conditions. The Proposed Action, including the relocated Connector Road alignment, is expected to provide a net benefit and reduce pollutant emissions compared to the existing and No Action conditions, helping to offset any increase of emissions that might occur from other projects. Therefore, there would be no adverse cumulative air quality effects.

3.13 Noise and Vibration

3.13.1 Direct Impacts

The shift in the horizontal alignment of the Connector Road between the Pell Bridge approach and JT Connell Highway will move noise sources closer to noise sensitive receptors. Noise levels at surrounding receptors will increase by less than 1 dB. Because a change of 3 dB is generally considered the threshold of human perception, this will result in an imperceptible change in noise. The change in noise levels will not result in any new receptors approaching the noise abatement criteria or RIDOT's substantial increase criteria. The roadway shift will also not result in a substantial change to the feasibility or reasonableness of noise mitigation in this area. Therefore, the shift in alignment will not result in a change potential noise impacts and will not revise any previous noise abatement recommendations.

3.13.2 Indirect Impacts

There are no indirect noise effects anticipated for the Proposed Action or relocated Connector Road alignment.

3.13.3 Cumulative Impacts

There are no known future actions that would affect long-term operational or short-term construction noise conditions in the study area. Therefore, there would be no significant adverse cumulative noise effects.

3.14 Hazardous Materials

3.14.1 Direct Impacts

Contaminated subsurface soils containing elements and metals above RIDEM thresholds have been identified within the Study Area in locations where excavation or other intrusive construction activity is anticipated. Any hazardous materials encountered would be handled and disposed of in accordance with applicable regulations. The relocated Connector Road alignment is within the Study Area; therefore, no additional direct impacts are anticipated.

3.14.2 Indirect Impacts

Potential indirect impacts could occur if the Proposed Action were to affect ongoing remediation of existing subsurface contamination or would produce additional sources of contamination or waste materials. This is currently not anticipated to occur, but could be the case if previously undiscovered contaminants are encountered during construction. Another potential indirect impact, albeit unlikely, is the accidental mismanagement of regulated soil or groundwater waste materials outside the Study Area, such as dumping of contaminated, regulated soils at an unlicensed facility or location. The relocated Connector Road alignment is within the Study Area; therefore, no additional indirect impacts are anticipated.

3.14.3 Cumulative Impacts

The Proposed Action, including the relocated Connector Road alignment is not expected to contribute to adverse cumulative OHM impacts in the Study Area.

3.15 Climate Change/Resiliency

3.15.1 Direct Impacts

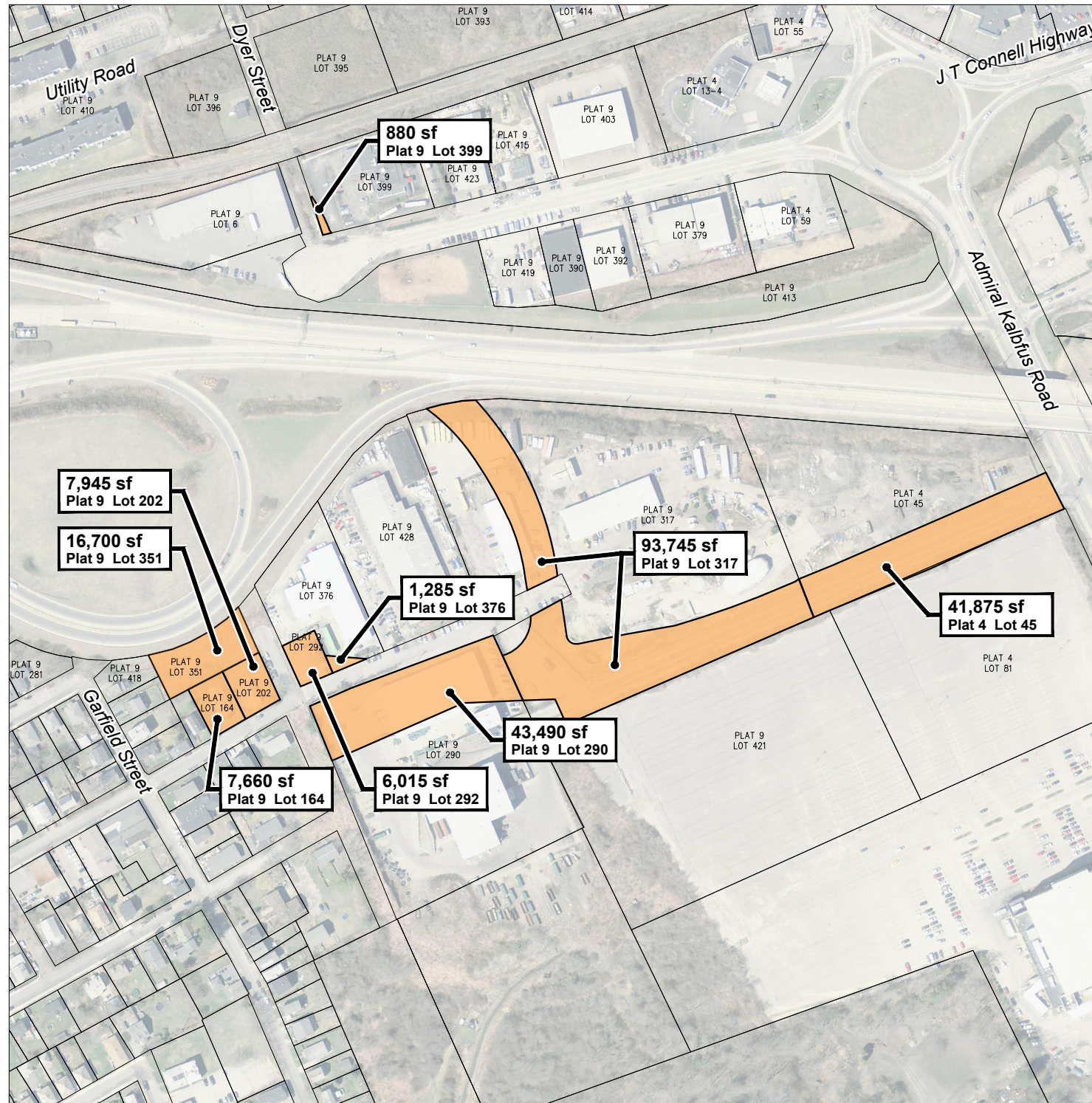
Under the No Action alternative, the Study Area is not vulnerable to impacts from three feet of sea level rise. Current and future storm surge conditions, on top of the three feet of sea level rise, would occasionally inundate the area. Conditions with the Proposed Action, including the relocated Connector Road alignment, would be like those under the NO Action Alternative.

3.15.2 Indirect Impacts

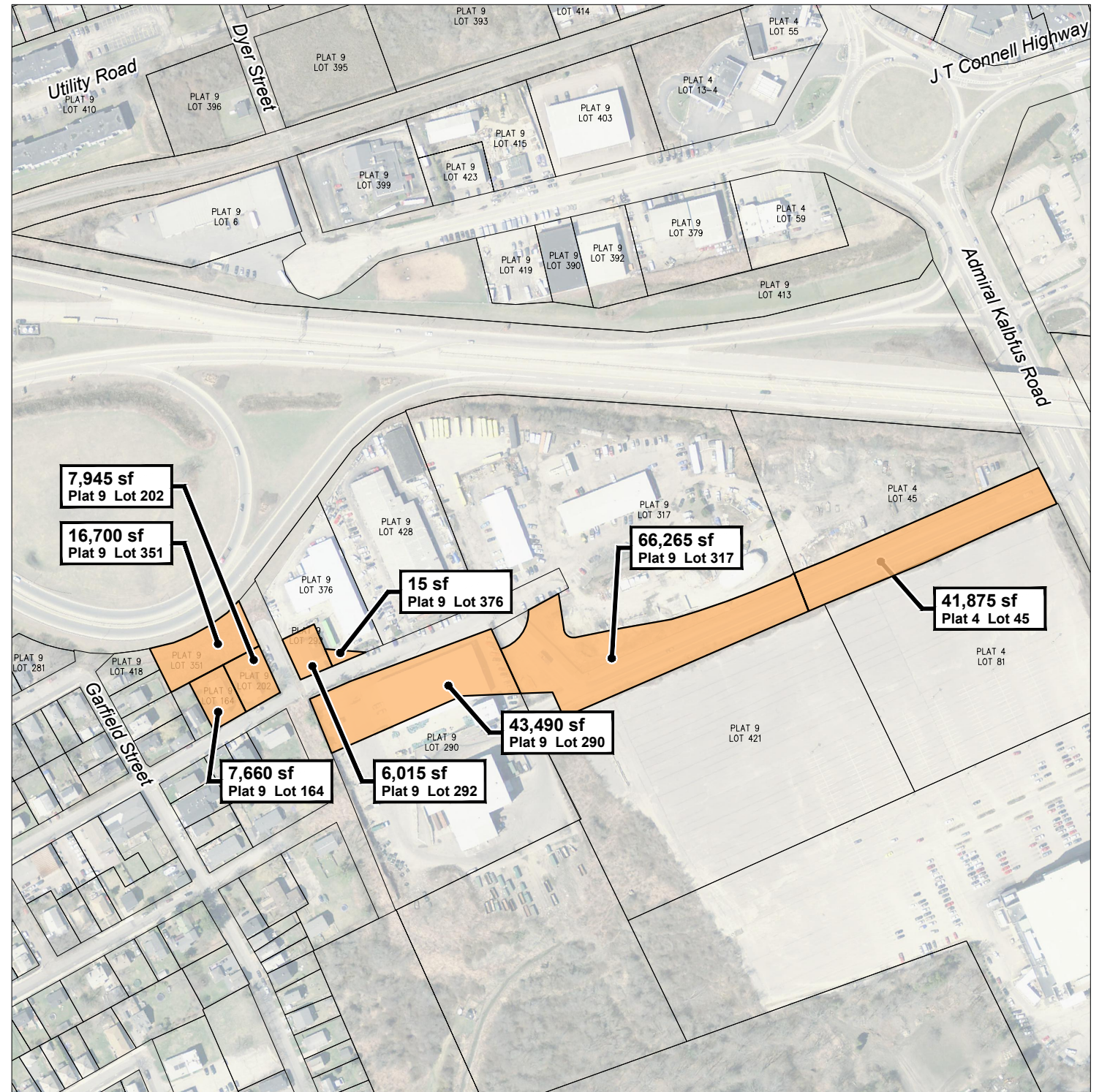
The Proposed Action, including the relocated Connector Road alignment, would not have any measurable indirect impact on future rising sea levels, increased rainfall amounts, or other expected climate changes.

3.15.3 Cumulative Impacts

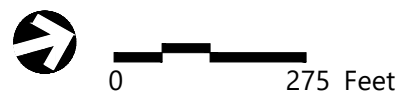
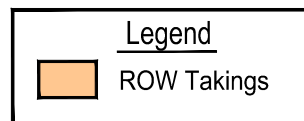
Rising sea levels and storm surge could impact future development in the area, but the Proposed Action, including the relocated Connector Road alignment, would not contribute to these impacts. Therefore, there are no cumulative effects for climate under the Proposed Action.



ROW Impacts: Collector Road
Alignment as included in Approved EA.
219,595 Sq. Ft.



ROW Impacts: Collector Road
Relocated Alignment
189,965 Sq. Ft.



Comparison of ROW Impacts
Environmental Reevaluation Checklist
Reconstruction of the Pell Bridge Approaches
Newport, Rhode Island

Figure 2

