ENVIRONMENTAL ASSESSMENT

Toll Locations 3, 4 & 6 through 13

Warwick, Providence, Pawtucket, Cranston, Johnston, Cumberland, East Providence, Lincoln, North Smithfield, Rhode Island

December 14, 2018

Appendix A-E
VOLUME 2 of 4

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APPENDICES

Appendix A **Memoranda of Understanding (MOUs) for Bridges at Toll Locations 3, 4 & 6-13**
Appendix B **Wetland Memos and Permitting Determinations**
Appendix C **Section 7 Consultation Documents**
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Appendix A

Memoranda of Understanding (MOUs)

The following executed MOUs (dated September 21, 2016) by and between the FHWA, RI Office and RIDOT for Bridges at Toll Locations 3, 4 & 6-13 are provided in Appendix A:

Bridge Name and Number in MOU	Toll Location
Centerville Road Bridge (068401) and Toll Gate Bridge (068301)	3
Oxford Street Bridge (065301)	4
East Street Bridges (056101 NB/056121 SB) and Roosevelt Ave Bridges (056201 NB/056221 SB)	6
Aqueduct Bridges (073001 NB/073021 SB) and Plainfield Pike Bridges (073201 NB/073221 SB)	7
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Woonasquatucket River Bridge (060401)	13

MEMORANDUM OF UNDERSTANDING
by and between the
FEDERAL HIGHWAY ADMINISTRATION RHODE ISLAND DIVISION OFFICE
and the
RHODE ISLAND DEPARTMENT OF TRANSPORTATION (RIDOT)

WHEREAS, the RIDOT desires to reconstruct the Centerville Road Bridge #068401 which carries Interstate 95 over Centerville Road in Warwick, RI and to reconstruct Tollgate Road Bridge #068301which carries Interstate 95 over Tollgate Road, Warwick, RI, (hereinafter referred to as the "Toll Project"); and

WHEREAS, the RIDOT desires to implement tolls on large commercial vehicles or "tractor trailers" using an open road tolling structure using one or more gantries to collect tolls on Centerville Road Bridge and Tollgate Road Bridge (hereinafter referred to as the "Toll Facility"); and

WHEREAS, the Division and RIDOT desire to enter into this MOU in order to reflect the mutual understanding that 23 U.S.C. 129(a) applies to the Toll Project; and

WHEREAS, 23 U.S.C. 129(a)(1)(E) allows for Federal participation in reconstruction or replacement of a toll-free bridge or tunnel and conversion of the bridge or tunnel to a toll facility; and

NOW THEREFORE, the Division and RIDOT hereby agree as follows:

1. The Toll Project meets the toll eligibility requirements of 23 U.S.C. 129(a)(1).

2. RIDOT shall comply with all requirements of 23 U.S.C. 129(a), as amended, with respect to the Toll Project and the operation of the Toll Facility.

IN WITNESS THEREOF, the parties hereto have caused this MOU to be duly executed, on the date of the last signature below.

STATE OF RHODE ISLAND DEPARTMENT OF TRANSPORTATION

BY: _____

DATE: 9/1/16

FEDERAL HIGHWAY ADMINISTRATION RHODE ISLAND DIVISION

BY: _____

DATE: 9/21/16

MEMORANDUM OF UNDERSTANDING
by and between the
FEDERAL HIGHWAY ADMINISTRATION RHODE ISLAND DIVISION OFFICE
and the
RHODE ISLAND DEPARTMENT OF TRANSPORTATION (RIDOT)

WHEREAS, the RIDOT desires to reconstruct the Oxford Street Bridge #065301 which carries Interstate 95 over Oxford Street in Providence, RI, (hereinafter referred to as the "Toll Project"); and

WHEREAS, the RIDOT desires to implement tolls on large commercial vehicles or "tractor trailers" using an open road tolling structure using one or more gantries to collect tolls on the Oxford Street Bridge (hereinafter referred to as the "Toll Facility"); and

WHEREAS, the Division and RIDOT desire to enter into this MOU in order to reflect the mutual understanding that 23 U.S.C. 129(a) applies to the Toll Project; and

WHEREAS, 23 U.S.C. 129(a)(1)(E) allows for Federal participation in reconstruction or replacement of a toll-free bridge or tunnel and conversion of the bridge or tunnel to a toll facility; and

NOW THEREFORE, the Division and RIDOT hereby agree as follows:

1. The Toll Project meets the toll eligibility requirements of 23 U.S.C. 129(a)(1).

2. RIDOT shall comply with all requirements of 23 U.S.C. 129(a), as amended, with respect to the Toll Project and the operation of the Toll Facility.

IN WITNESS THEREOF, the parties hereto have caused this MOU to be duly executed, on the date of the last signature below.

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WHEREAS, the RIDOT desires to reconstruct the East Street Bridge #056101/21 which carries Interstate 95 over East Street in Pawtucket, RI and reconstruct Roosevelt Avenue Bridge #056201/21 which carries Interstate 95 over Roosevelt Avenue, in Pawtucket, RI, (hereinafter referred to as the "Toll Project"); and

WHEREAS, the RIDOT desires to implement tolls on large commercial vehicles or "tractor trailers" using an open road tolling structure using one or more gantries to collect tolls on East Street Bridge and Roosevelt Avenue Bridge (hereinafter referred to as the "Toll Facility"); and

WHEREAS, the Division and RIDOT desire to enter into this MOU in order to reflect the mutual understanding that 23 U.S.C. 129(a) applies to the Toll Project; and

WHEREAS, 23 U.S.C. 129(a)(1)(E) allows for Federal participation in reconstruction or replacement of a toll-free bridge or tunnel and conversion of the bridge or tunnel to a toll facility; and

NOW THEREFORE, the Division and RIDOT hereby agree as follows:

1. The Toll Project meets the toll eligibility requirements of 23 U.S.C. 129(a)(1).

2. RIDOT shall comply with all requirements of 23 U.S.C. 129(a), as amended, with respect to the Toll Project and the operation of the Toll Facility.

IN WITNESS THEREOF, the parties hereto have caused this MOU to be duly executed, on the date of the last signature below.

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WHEREAS, the RIDOT desires to reconstruct the Aqueduct Bridge northbound and southbound #073001/21, which carries I-295 over the water supply aqueduct in the City of Cranston, RI; and the Plainfield Pike Bridge #073201/21, which carries I-295 over the Plainfield Pike in the City of Cranston, RI; (hereinafter referred to as the "Toll Project"); and

WHEREAS, the RIDOT desires to implement tolls on large commercial vehicles or "tractor trailers" using an open road tolling structure using one or more gantries to collect tolls on Aqueduct Bridge and the Plainfield Pike Bridge (hereinafter referred to as the "Toll Facility"); and

WHEREAS, the Division and RIDOT desire to enter into this MOU in order to reflect the mutual understanding that 23 U.S.C. 129(a) applies to the Toll Project; and

WHEREAS, 23 U.S.C. 129(a)(1)(E) allows for Federal participation in reconstruction or replacement of a toll-free bridge or tunnel and conversion of the bridge or tunnel to a toll facility; and

NOW THEREFORE, the Division and RIDOT hereby agree as follows:

1. The Toll Project meets the toll eligibility requirements of 23 U.S.C. 129(a)(1).
2. RIDOT shall comply with all requirements of 23 U.S.C. 129(a), as amended, with respect to the Toll Project and the operation of the Toll Facility.

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WHEREAS, the RIDOT desires to reconstruct the Ramp Bridge #073601/21 which carries Interstate 295 over an abandoned future ramp in Johnston, RI and reconstruct, US 6 North and South Bridge #073701/21 which carries Interstate 295 over US Route 6, in Johnston, RI, Hartford Pike Bridge #075701/21 which carries Interstate 295 over the Hartford Pike (US Route 6A), in Johnston, RI; and Greenville Avenue Bridge #074001/21 which carries Interstate 295 over Greenville Avenue (RI Route 5), in Johnston, RI (hereinafter referred to as the "Toll Project"); and

WHEREAS, the RIDOT desires to implement tolls on large commercial vehicles or "tractor trailers" using an open road tolling structure using one or more gantries to collect tolls on the Ramp Bridge, US 6 North and South Bridge, Hartford Pike Bridge and Greenville Avenue Bridge (hereinafter referred to as the "Toll Facility"); and

WHEREAS, the Division and RIDOT desire to enter into this MOU in order to reflect the mutual understanding that 23 U.S.C. 129(a) applies to the Toll Project; and

WHEREAS, 23 U.S.C. 129(a)(1)(E) allows for Federal participation in reconstruction or replacement of a toll-free bridge or tunnel and conversion of the bridge or tunnel to a toll facility; and

NOW THEREFORE, the Division and RIDOT hereby agree as follows:

1. The Toll Project meets the toll eligibility requirements of 23 U.S.C. 129(a)(1).

2. RIDOT shall comply with all requirements of 23 U.S.C. 129(a), as amended, with respect to the Toll Project and the operation of the Toll Facility.

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WHEREAS, the RIDOT desires to reconstruct the Scott Road Bridge #075201/21 and the Leigh Road Bridge 075301/21, which carry I-295 over Scott Road and Leigh Road, in the Town of Cumberland, RI (hereinafter referred to as the "Toll Project"); and

WHEREAS, the RIDOT desires to implement tolls on large commercial vehicles or "tractor trailers" using an open road tolling structure using one or more gantries to collect tolls on Scott Road Bridge and Leigh Road Bridge (hereinafter referred to as the "Toll Facility"); and

WHEREAS, the Division and RIDOT desire to enter into this MOU in order to reflect the mutual understanding that 23 U.S.C. 129(a) applies to the Toll Project; and

WHEREAS, 23 U.S.C. 129(a)(1)(E) allows for Federal participation in reconstruction or replacement of a toll-free bridge or tunnel and conversion of the bridge or tunnel to a toll facility; and

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WHEREAS, RIDOT is reconstructing the Washington Bridge South #020001 which carries Eastbound Interstate 195 over the Seekonk River, Water Street, Gano Street and Valley Street in East Providence and Providence, RI and the Washington Bridge North Bridge #070001which carries Westbound Interstate 195 over the Seekonk River, Water Street, Gano Street and Valley Street, in East Providence and Providence, RI, (hereinafter referred to as the "Toll Project"): and

WHEREAS, the RIDOT desires to implement tolls on large commercial vehicles or "tractor trailers" using an open road tolling structure using one or more gantries to collect tolls on Washington Bridge South Bridge and Washington Bridge North Bridge (hereinafter referred to as the "Toll Facility"); and

WHEREAS, the Division and RIDOT desire to enter into this MOU in order to reflect the mutual understanding that 23 U.S.C. 129(a) applies to the Toll Project; and

WHEREAS, 23 U.S.C. 129(a)(1)(E) allows for Federal participation in reconstruction or replacement of a toll-free bridge or tunnel and conversion of the bridge or tunnel to a toll facility; and

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WHEREAS, the RIDOT desires to reconstruct the Louisquisset Pike Bridge # 027601 which carries Route 146 (Eddie Dowling Highway) over Route 116 (the George Washington Highway) in Lincoln, RI (hereinafter referred to as the "Toll Project"); and

WHEREAS, the RIDOT desires to implement tolls on large commercial vehicles or "tractor trailers" using an open road tolling structure using one or more gantries to collect tolls on the Louisquisset Pike Bridge (hereinafter referred to as the "Toll Facility"); and

WHEREAS, the Division and RIDOT desire to enter into this MOU in order to reflect the mutual understanding that 23 U.S.C. 129(a) applies to the Toll Project; and

WHEREAS, 23 U.S.C. 129(a)(1)(E) allows for Federal participation in reconstruction or replacement of a toll-free bridge or tunnel and conversion of the bridge or tunnel to a toll facility; and

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WHEREAS, the RIDOT desires to reconstruct the Farnum Pike Bridge #044101/21 which carries Route 146 (Eddie Dowling Highway) over Route 104 (Farnum Pike) in North Smithfield, RI (hereinafter referred to as the "Toll Project"); and

WHEREAS, the RIDOT desires to implement tolls on large commercial vehicles or "tractor trailers" using an open road tolling structure using one or more gantries to collect tolls on the Farnum Pike Bridge (hereinafter referred to as the "Toll Facility"); and

WHEREAS, the Division and RIDOT desire to enter into this MOU in order to reflect the mutual understanding that 23 U.S.C. 129(a) applies to the Toll Project; and

WHEREAS, 23 U.S.C. 129(a)(1)(E) allows for Federal participation in reconstruction or replacement of a toll-free bridge or tunnel and conversion of the bridge or tunnel to a toll facility; and

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WHEREAS, the RIDOT desires to reconstruct the Woonasquatucket River Bridge #060401 which carries Route 6 over the Woonasquatucket River, in Providence, RI (hereinafter referred to as the "Toll Project"); and

WHEREAS, the RIDOT desires to implement tolls on large commercial vehicles or "tractor trailers" using an open road tolling structure using one or more gantries to collect tolls on the Woonasquatucket River Bridge (hereinafter referred to as the "Toll Facility"); and

WHEREAS, the Division and RIDOT desire to enter into this MOU in order to reflect the mutual understanding that 23 U.S.C. 129(a) applies to the Toll Project; and

WHEREAS, 23 U.S.C. 129(a)(1)(E) allows for Federal participation in reconstruction or replacement of a toll-free bridge or tunnel and conversion of the bridge or tunnel to a toll facility; and

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BY: _____

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Appendix B

B-1 Wetland Memos

B-2 Wetland Permitting Determinations

Appendix B-1

Wetland Memos

The following documents are provided in Appendix B-1:

- Wetland Field Memo Toll Location 3
- Wetland Field Memo Toll Location 7
- Wetland Field Memo Toll Location 8
- Wetland Field Memo Toll Location 12
- Wetland Field Memo Toll Location 13

Jacobs Engineering Group Inc.
343 Congress St.
Boston, MA 02210 U.S.A.
1.617.242.9222 Fax: 1.617.242.9824

Memorandum

TO: Lars H. Carlson, Ph.D., PWS
Jacobs Planning and Environmental Group Leader

FROM: Michael Turgeon, Senior Environmental Scientist, Jacobs Engineering

DATE: December 9, 2016

SUBJECT: RIDOT Tolling Location 3
Wetland Resource Areas in Warwick RI

Introduction

This Memo has been prepared to identify the wetland resources present in the vicinity of the above referenced project and support the associated Request for Regulatory Applicability (RRA). It documents the results of field delineation work to determine the presence of jurisdictional wetlands within the project limits. Wetland delineation flagging has been located by field survey and is shown on figures in Attachment 1 and construction plans in Attachment 4 of the RRA.

Methodology

A desktop review of available wetland map sources was conducted to prepare for field investigations and identify wetland resources in the vicinity of the project. The U.S. Fish and Wildlife Service National Wetland Inventory maps of Rhode Island were used to initially locate wetland resources. Floodplain areas were determined from the FEMA FIRM Mapping Panel Number 44003C0128H , dated 10/2/15, site topography and 100 year flood elevations of 71 feet NGVD east of the I-95/Route 117 interchange and 66 feet NGVD west of the interchange. Vegetated wetland areas within the proposed Limit of Disturbance (LOD) and within 200 feet of the LOD were field inspected and flagged by Jacobs wetland scientists Tess Paganelli and Michael Turgeon on September 16, 2016. These wetland resource boundaries are depicted on the construction plan.

The wetland delineation was conducted in accordance with the US Army Corps of Engineers Wetland Delineation Manual (January 1987) and the July 16, 2014 Rules and Regulations Governing the Administration and Enforcement of the R.I. Freshwater Wetlands Act (Rules). Field work was conducted in Warwick RI. Acrylic blue flagging was used to mark the Ordinary High Water Mark (OHWM) of Hardig Brook, a River that is conveyed under the I-95/Route 117 interchange via a twin box culvert and a tributary to Hardig Brook south of the interchange. The flagging was also used to delineate wetland boundaries for a swamp located south of the interchange and two Emergent Plant Communities associated with drainage features inside the interchange. Flags labeled JEG-LC-A1 through JEG-LC-A5 mark the OHWM of Hardig Brook on the west side of the I-95/Route 117 interchange upstream of where it enters the box culverts. Flags labeled JEG-LC-B1 through JEG-LC-B2 mark the ends of an Emergent Plant Community associated with a drainage feature inside the interchange between the I-95 south offramp and I-

95 south. Flags labeled JEG-LC-C1 through JEG-LC-C3 mark the edge of of an Emergent Plant Community associated with a drainage feature inside the interchange between the I-95 north offramp and I-95 north. Flags labeled JEG-LC-D1 through JEG-LC-D4 indicate the OHWM of Hardig Brook east of the I-95/Route 117 interchange where it flows from the box culverts and continues in a northeasterly direction away from the LOD. Flags labeled JEG-LC-D4 through JEG-LC-D11 mark the western boundary of the Swamp associated with Hardig Brook. Flags JEG-LC-D7 and JEG-LC-D8 indicate the headwall for culverts that drain to a tributary to Hardig Brook This tributary is a stream with a channel that is less than 10 feet wide that connects to a larger tributary between flags labeled JEG-LC-E4 and JEG-LC-E5. Flags labeled JEG-LC-E1 through JEG-LC-E5 delineate the OHWM of a tributary to Hardig Brook that is greater than ten feet wide. There is a Pond south of flags JEG-LC-D1 and JEG-LC-D2. The edge of the pond was confirmed to coincide with the edge of water on the GIS Mapping. Based on this flagging, Perimeter and Riverbank Wetlands were determined by scaled offset and have been indicated on the Plan.

Wetland Descriptions

The Department of Environmental Management (RIDEM) regulates activities in freshwater wetlands through the Freshwater Wetlands Program and Rules. Wetlands include vegetated wetlands such as swamps, marshes, emergent and forested wetlands. Other regulated wetland types included flowing water, floodplains and perimeter and riverbank wetlands. Perimeter and riverbank wetlands are upland areas adjacent to wetlands of a certain size.

Hardig Brook

Hardig Brook is a River with a channel that is greater than ten feet wide. Since flowing bodies of water having a width of ten feet or more have, per the Rules, a Riverbank Wetland (discussed below), the OHWM was field delineated to determine the edge of the River. No work is proposed directly in Hardig Brook. Hardig Brook crosses the I-95/Route 117 interchange via twin box culverts located just west of the I-95 southbound off ramp. (Photo 1)

Photo 1: Hardig Brook Entering Box Culverts West of the I-95 Southbound Off Ramp

Hardig Brook exits the box culverts to the east of the I-95 on ramp on the east side of the interchange and continues to flow in a north easterly direction away from the project area (Photo 2). Hardig Brook has 200-foot Riverbank Wetlands Associated with it on both sides of I-95. No work is proposed in Hardig Brook.

Photo 2: Hardig Brook Exiting Box Culverts East of the I-95 Northbound On Ramp

Tributaries to Hardig Brook

There are two tributaries to Hardig Brook located to the east of the I-95 northbound on ramp. The larger of the two is a River with a width greater than ten feet wide (Photo 3). The OHWM was field delineated to determine the western edge of the River. This tributary flows in a south easterly direction approximately 60 feet east of the on ramp before curving to the east and its confluence with Hardig Brook. This tributary has a 200-foot Riverbank Wetland Associated with it. No work is proposed in the River.

Photo 3: Hardig Brook and Tributaries East of I-95 On Ramp. Source Google

The smaller tributary is a stream with a width less than 10 feet wide. The stream originates at two culverts (Photo 4) between flags JEG-LC-D7 and JEG-LC-D8 and extends to its confluence with the tributary referenced above between flags JEG-LC-E4 and JEG-LC-E5. The stream has a 100-foot Riverbank Wetland Associated with it. No work is proposed within the Stream.

Photo 4: Culverts at Head of Channel Associated With the Smaller Tributary to Hardig Brook

Swamp

A swamp associated with Hardig Brook and its tributaries is located to the east of I-95/Route 117 Interchange (Photo 3 above). The western edge was field delineated to establish the 50-foot Perimeter Wetland (discussed below). Vegetation noted within the swamp included: red maple (*Acer rubrum*), sweet pepperbush (*Clethra alnifolia*), and cinnamon fern (*Osmunda cinnamomea*). Please see the attached RIDEM Wetland Edge Delineation Data Form for additional information. No work is proposed within this resource.

Emergent Plant Communities

Two Emergent Plant Communities associated with drainage features inside of the I-95/Route 117 Interchange were identified and delineated. The first is associated with a vegetated swale located between I-95 South and the off ramp from I-95 South (Photo 5). Vegetation noted in this location included tussock sedge (*Carex stricta*) and smartweed (*Polygonum puctatum*). There is no perimeter wetland associated with this resource because it is less than one acre in size. No work is proposed within this resource.

Photo 5: Emergent Plant Community Between I-95 South and I-95 South Off Ramp

The second is associated with a vegetated swale located between I-95 North and the on ramp to I-95 North (Photo 6). Vegetation noted in this location included tussock sedge (*Carex stricta*) and purple loosestrife (*Lythrum salicaria*) and umbrella sedge (*Cyperus diandrus*). There is no perimeter wetland associated with this resource because it is less than one acre in size. No work is proposed within this resource.

Photo 6: Emergent Plant Community Between I-95 North and I-95 North On Ramp

Pond

There is a pond located to the east of the I-95 on ramp and south of Hardig Brook (Photo 7). It is isolated from Hardig Brook by a rise in topography between the Brook and the Pond. The Edge of the Pond was confirmed to coincide as the edge of water on GIS mapping. There is a 50-foot Perimeter Wetland associated with the pond. No work is proposed within the pond or the 50-foot Perimeter Wetland.

Photo 7: Pond East of I-95 North On Ramp and South of Hardig Brook. Source: Google

Riverbank Wetlands

Riverbank Wetland is defined as the area of land within either 200 feet or 100 feet of the edge of a flowing body of water (i.e. river, stream, intermittent stream). Rivers having a width of greater than ten feet have a 200-foot Riverbank Wetland. Rivers having a width of less than ten feet have a 100-foot Riverbank Wetland. The OHWM determines the inner edge. The OHWM of Hardig Brook on both sides of I-95 was flagged to establish the 200-foot Riverbank Wetlands associated with Hardig Brook. The OHWM of the western bank of the larger tributary to Hardig Brook east of I-95 was flagged to establish the 200-foot Riverbank Wetland associated with the larger tributary. The location of the culverts in Photo 4 between flags JEG-LC-D7 and JEG-LC-D8 marks the western limit of the smaller tributary. This tributary has a 100-foot Riverbank Wetland associated with it. The 100-foot Riverbank Wetland Associated with the smaller tributary is overlapped by the 200-foot Riverbank Wetland associated with the larger tributary. The Riverbank Wetlands at these locations are characterized by undisturbed and previously disturbed areas. Work associated with construction of the gantries, construction staging and the installation of conduit for power and communications is proposed within these resources.

Vegetation noted along Hardig Brook west of I-95 included: black cherry (*Prunis serotina*) white cedar (*Thuja occidentalis*), red maple (Acer rubrum), white ash (*Fraxinus amricana*), bittersweet (*Celastrus scandens*), Canada goldenrod (*Solidago canadensis*), and Pennsylvania sedge (*Carex pennsylvanica*). Vegetation noted along Hardig Brook and its tributaries east of I-95 included: red oak (*Quercus rubra*), American elm (*Ulmus americana*), black cherry (*Prunis serotina*), staghorn sumac (*Rhus typhina*), glossy buckthorn (*Rhamnus frangula*), Norway maple (*Acer platanoides*), Japanese barberry (Berberis thunbergii), bittersweet (*Celastrus scandens*), poison ivy (*Toxicodendron radicans*), Virginia creeper (*Parthenocissus quinquefolia*), Canada goldenrod (*Solidago canadensis*) and bent stem aster (*Aster prenanthoides*). Please see the attached RIDEM Wetland Edge Delineation Data Forms for additional information.

Perimeter Wetlands

A Perimeter Wetland (also called Area of Land Within 50 feet) is a regulated freshwater wetland consisting of the area of land within 50 feet of the edge of any bog, marsh, swamp or pond as defined by the Rules.

The western boundary of the swamp (discussed above) was used to scale off the limits of the Perimeter Wetland. The Perimeter Wetland associated with the Swamp is overlapped by the 200-foot Riverbank Wetland associated with Hardig Brook and its larger tributary. Work associated with gantry construction is proposed within this resource.

The edge of water within the Pond (discussed above) was used to scale off the limits of the 50-foot Perimeter Wetland. The Perimeter Wetland associated with the pond is partially overlapped by the 200-foot Riverbank Wetland associated with Hardig Brook. No work is proposed within this resource.

The 50-foot Perimeter Wetlands associated with both the Swamp and the Pond includes forested upland habitat. It is contiguous with the eastern 200-foot Riverbank Wetland associated with Hardig Brook and its larger tributary. Vegetation noted within the undisturbed area within the 50-foot Perimeter Wetlands is consistent with the vegetation described for the 200-foot Riverbank Wetland above.

Floodplain Wetlands

Floodplain Wetlands, as defined by the Rules, is the land area adjacent to a river or other flowing body of water that is likely to be covered with flood waters resulting from a 100-year frequency storm. The 100-year flood elevation in the project area is 66 feet NGVD east of I-95 and 71 feet NGVD west of I-95. No work is proposed within Floodplain Wetlands.

Findings

RIDEM regulated freshwater wetlands identified within 200 feet of the project limits include:

- River (Greater than 10 feet wide)
- Stream (Less than 10 feet wide)
- Swamp
- Pond
- 200-foot Riverbank Wetlands
- 100-foot Riverbank Wetland
- Emergent Plant Community (Less than 1 acre)
- 50-foot Perimeter Wetlands associated with Swamp
- 50-foot Perimeter Wetlands associated with Pond
- Floodplain Wetlands

The LOD for Location 3 is within wetland areas regulated by RIDEM. Table 1 summarizes the wetlands at Location 3.

Table 1. Summary of Regulated Wetlands at Location 3

Wetland Type	Location	Delineation	LOD In Resource
River	Hardig Brook West of I-95 OHWM	JEG-LB-A1 to A5	No
River	Hardig Brook East of I-95 OHWM	JEG-LB-D1 to D4	No
River	Larger Tributary to Hardig Brook East of I-95 OHWM	JEG-LB- E1 to E5	No
Stream	Smaller Tributary to Hardig Brook East of I-95 OHWM	JEG-LB-D7 to E5 JEG-LB-D8 to E4	No
Swamp	East of I-95	JEG-LB-D4 to D11	No
Pond	East of I-95	Edge of Water GIS	No
Emergent Plant Community	Within Interchange Between I-95 South and Off Ramp	JEG-LB-B1 to B2	No
Emergent Plant Community	Within Interchange Between I-95 North and On Ramp	JEG-LB-C1 to C3	No
200-Foot Riverbank Wetland	West of I-95	As scaled	Yes
200-Foot Riverbank Wetland	East of I-95	As scaled	Yes
100-Foot Riverbank Wetland	East of I-95	As scaled	Yes
50-Foot Perimeter Wetland Associated with Swamp	East of I-95	As scaled	Yes
50-Foot Perimeter Wetland Associated with Pond	East of I-95	As scaled	No
Floodplain Wetlands	West of I-95 Areas below elevation 71' NGVD	FEMA FIRM Panel # 44003C0128H dated 10/2/15	No
Floodplain Wetlands	East of I-95 Areas below elevation 66' NGVD	FEMA FIRM Panel # 44003C0128H dated 10/2/15	No

RIDEM Wetland Edge Delineation Data Forms

Wetland Edge Delineation Data Form (WETLAND)

Applicant: RIDOT

Wetland No. LC-D

Project: Tolling Location 3

Flag No. Sequence: D1-D11

City/Town: Warwick

Date: 9/15/16

Vegetation: List the three dominant species in each vegetative strata along with their NWI status:

Tree	Indicator Status
1. Acer rubrum (red maple)	FAC
2.	
3.	

Herbs	Indicator Status
1. Osmunda cinnamomea (cinnamon fern)	FACW
2.	
3.	

Saplings/Shrubs	
1. Clethra alnifolia (sweet pepper bush)	FAC
2.	
3.	

Woody Vines	
1. Toxicodendron radicans (Poison Ivy)	FAC
2.	
3.	

List other vegetative species noted which may have affected determination of the wetland edge: _____.

Soil: SCS Soil Survey Mapping Unit: Walpole sandy loam
On Hydric Soils List? (Y/N) B/D

Soil Profile (Note wetland flag no. nearest soil test pit): LC1-D6

Horizon	Depth	Matrix Color	Mottling Description	Depth to Saturation	Depth to Free Water
A	0-7	10yr 2/2	10yr 5/2		
B	7-12	10yr 4/1			

Other hydrological indicators (e.g. water marks, drainage patterns, root rhizospheres, etc.; see Appendix 4(A)(4) of the Rules): saturated leaves, water marks on trees

Landscape position:

Altered/atypical situation? (describe)

Comments:

Wetland Edge Delineation Data Form (UPLAND)

Applicant: RIDOT

Wetland No. LC-D

Project: Tolling Location 3

Flag No. Sequence: D1 - D11

City/Town: Warwick

Date: 9/15/16

Vegetation: List the three dominant species in each vegetative strata along with their NWI status:

Tree	Indicator Status
1. Acer rubrum (red maple)	FAC
2. Juniperus virginiana (red cedar)	FACU
3.	

Herbs	Indicator Status
1. Maianthemum racemosum (false solomon's seal)	FACU
2.	
3.	

Saplings/Shrubs
1.
2.
3.

Woody Vines	
1. Vitis Sp. (Grape)	FACU
2. Toxicodendron radicans (poison ivy)	FAC
3.	

List other vegetative species noted which may have affected determination of the wetland edge: _____.

Soil: SCS Soil Survey Mapping Unit: Udorthents-urban land complex
On Hydric Soils List? (Y/N) no

Soil Profile (Note wetland flag no. nearest soil test pit): LC1 - D6

Horizon	Depth	Matrix Color	Mottling Description	Depth to Saturation	Depth to Free Water
A	0-5	10YR 3/3			
B	5-15	10YR 5/4			

Other indicators exhibiting an absence of wetland hydrology (e.g. absence of water marks, lack of redoximorphic features, lack of oxidized rhizospheres, etc.):

Landscape position:
Altered/atypical situation? (describe)

Comments: Steep upward slope along roadway right of way.

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Memorandum

TO: Lars H. Carlson, Ph.D., PWS
Jacobs Planning and Environmental Group Leader

FROM: Michael Turgeon, Senior Environmental Scientist, Jacobs Engineering

DATE: December 9, 2016

SUBJECT: RIDOT Tolling Location 7
Wetland Resource Areas in Cranston RI

Introduction

This Memo has been prepared to identify the wetland resources present in the vicinity of the above referenced project and support the associated Request for Regulatory Applicability (RRA). It documents the results of field delineation work to determine the presence of jurisdictional wetlands within the project limits. Wetland delineation flagging has been located by field survey and is shown on figures in Attachment 1 and construction plans in Attachment 4 of the RRA.

Methodology

A desktop review of available wetland map sources was conducted to prepare for field investigations and identify wetland resources in the vicinity of the project. The U.S. Fish and Wildlife Service National Wetland Inventory maps of Rhode Island were used to initially locate wetland resources. No Floodplain Wetlands are present as determined by examination of FEMA FIRM Mapping Panel Number 44007C0292H, dated 10/2/15. Vegetated wetland areas within the proposed Limit of Disturbance (LOD) and within 200 feet of the LOD were field inspected and flagged by Jacobs wetland scientists Lars Carlson and Michael Turgeon on November 18, 2016. These wetland resource boundaries are depicted on the construction plan.

Field work was conducted in Cranston RI at the I-295/Route 14 Interchange. The wetland delineation was conducted in accordance with the US Army Corps of Engineers Wetland Delineation Manual (January 1987) and the July 16, 2014 Rules and Regulations Governing the Administration and Enforcement of the R.I. Freshwater Wetlands Act (Rules). Acrylic blue flagging was used to mark the Ordinary High Water Mark (OHWM) of the western and eastern banks of Meshanticut Brook, a River that flows under I-295 via a 48 inch RCP culvert and boundaries of two isolated wetlands within the loop of the I-295 N on ramp. Flags numbered JEG-L7-A1 through JEG-L7-A7 mark the OHWM of the bank of Meshanticut Brook east of I-295. Flags numbered JEG-L7-B1 through JEG-L7-B6 mark the boundary of an isolated Shrub Wetland less than three acres in size. Flags numbered JEG-L7A-C1 through JEG-L7-C6 mark boundary of an isolated Forested Wetland less than three acres in size. Flags numbered JEG-L7A-D1 through JEG-L7-D7 mark the OHWM of Meshanticut Brook west of I-295. Flags were located by GPS and shown on the site design plans. Based on this flagging, other wetland resources such as Riverbank Wetlands were determined by scaled offset and have been indicated on the Plan.

Wetland Descriptions

The Department of Environmental Management (RIDEM) regulates activities in freshwater wetlands through the Freshwater Wetlands Program and Rules. Wetlands include vegetated wetlands such as swamps, marshes, emergent and forested wetlands. Other regulated wetland types included flowing water, floodplains and perimeter and riverbank wetlands. Perimeter and riverbank wetlands are upland areas adjacent to wetlands of a certain size.

Meshanticut Brook

Meshanticut Brook west of I-295 (Photo 1) has a channel that is greater than ten feet wide. Since flowing bodies of water having a width of ten feet or more have, per the Rules, a Riverbank Wetland (discussed below), the OHWM was field delineated to determine the edge of the River. No work is proposed directly in Meshanticut Brook. I-295 is carried over this River via a 48 inch reinforced concrete pipe (RCP) culvert.

Photo 1. Meshanticut Brook Looking South, Upstream of the 48 Inch culvert west of I-295

Meshanticut Brook flows from the 48 inch RCP east of I-295 and continues in a southerly direction away from the LOD (Photo 2). The channel of Meshanticut Brook east of I-295 is also greater than ten feet in width and has a 200-foot Riverbank Wetland associated with it. No work is proposed within the River upstream or downstream of the culvert under I-295.

Photo 2. Meshanticut Brook Looking South, Downstream of the 48 Inch culvert east of I-295

200-Foot Riverbank Wetlands

Riverbank Wetland is defined as the area of land within either 200 feet or 100 feet of the edge of a flowing body of water (i.e. river, stream, intermittent stream). Rivers having a width of ten feet or more have a 200-foot Riverbank. The OHWM determines the edge. The OHWM associated with Meshanticut Brook on both sides of I-295 was flagged to establish the boundary of the 200-foot Riverbank Wetland. The Riverbank Wetland at this location includes both undisturbed and previously disturbed areas. Installation of the gantries and trenching for conduit associated with extending power and communications to the gantries is proposed within this resource.

Vegetation noted upstream of I-295 included: yellow birch (*Betula alleghaniensis*), black cherry (*Prunis serotina*), beech (*Fagus grandifolia*), witch hazel (*Hamamelis virginiana*), staghorn sumac (*Rhus typhina*), black raspberry (*Rubis occidentalis*), multiflora rose (*Rosa multiflora*) and Canada goldenrod (*Solidago Canadensis)*. Vegetation noted downstream of I-295 included: black cherry (*Prunis serotina*), red maple (*Acer rubrum*), red oak (*Quercus rubra*), beech (*Fagus grandifolia*), witch hazel (*Hamamelis virginiana)* and Canada goldenrod (*Solidago canadensis)*. Please see the attached RIDEM Wetland Edge Delineation Data Forms for additional information.

Within the project limits, the 200-foot Riverbank Wetland associated with the Meshanticut Brook on both sides of I-295 consists of undisturbed and previously disturbed areas. Undisturbed forested habitat, shown in Photos 1 and 2 is not within the LOD for the project. The disturbed areas within the 200-foot Riverbank Wetlands are characterized by the mowed shoulders, median and paved surfaces of I-295 near the I-295 /Route 14 Interchange.

Isolated Shrub Wetland

An Isolated Shrub Wetland less than three acres in size (Photo 3) is located within the loop of the I-295 on ramp. The boundary of the isolated resource was field delineated to document that the area is less than one acre in size. Vegetation noted within the Shrub Wetland included: sweet pepperbush (*Clethra alnifolia*), green briar (*Smilax rotundifolia*) bedstraw (*Galium sp*.), beggars tick (*Bidens connata*) and tussock sedge (*Carex stricta)*. There is no Perimeter Wetland associated with this resource.

Photo 3. Edge of Isolated Shrub Wetland.

Isolated Forested Wetland

A Forested Wetland less than three acres in size (Photo 4) is located within the loop of the I-295 on ramp. The boundary of the isolated resource was field delineated to document that the area is less than three acres in size. Vegetation noted within the Forested Wetland included: red maple (*Acer rubrum*), white oak (*Quercus alba*), sweet birch (*Betula lenta*), sweet pepperbush (*Clethra alnifolia*), and highbush blueberry (*Vaccinium corymbosm*). There is no Perimeter Wetland associated with this resource.

Photo 4. Edge of Isolated Forested Wetland.

Findings

RIDEM regulated freshwater wetlands identified within 200 feet of the project limits include:

- Meshanticut Brook (River greater than 10 feet wide)
- 200-foot Riverbank Wetland
- Shrub Wetland
- Forested Wetland

The LOD for Location 7 is within a wetland area regulated by RIDEM. Table 1 summarizes the wetlands at Location 7.

Table 1. Summary of Regulated Wetlands at Location 7

Wetland Type	Location	Delineation	LOD In Resource
River (Meshanticut Brook)	River OHWM	JEG-L7-A1 - A7 and JEG-L7-D1 - D7	No
200-foot Riverbank Wetland	River West and East of I-295	As scaled	Yes (West Only)
Isolated Shrub Wetland	Inside loop formed by I-295 onramp	As scaled	No
Isolated Forested Wetland	Inside loop formed by I-295 onramp	As scaled	No

RIDEM Wetland Edge Delineation Data Forms

Wetland Edge Delineation Data Form (WETLAND)

Applicant: RIDOT

Wetland No. L7-D

Project: Tolling location 7

Flag No. Sequence: D1-D7

City/Town: Cranston RI

Date: 11/18/16

Vegetation: List the three dominant species in each vegetative strata along with their NWI status:

Tree	Indicator Status	Herbs	Indicator Status
1. Red Maple (Acer rubrum)	fac	1.	
2. Yellow Birch (Betula alleghaniensis)	fac	2.	
3.		3.	

Saplings/Shrubs		Woody Vines
1. Sweet Pepper Bush (Clethra alnifolia)	fac	1.
2.		2.
3.		3.

List other vegetative species noted which may have affected determination of the wetland edge: _____.

Soil: SCS Soil Survey Mapping Unit: UD - Udorthents - Urban land Complex
On Hydric Soils List? (Y/N) _____

Soil Profile (Note wetland flag no. nearest soil test pit): JEG-L7-D5

Horizon	Depth	Matrix Color	Mottling Description	Depth to Saturation	Depth to Free Water
A	8"	10yr 3/2			
B	13"	10yr 5/2	10yr 4/6	saturated	10"

Other hydrological indicators (e.g. water marks, drainage patterns, root rhizospheres, etc.; see Appendix 4(A)(4) of the Rules):

Landscape position: base of slope along I-295

Altered/atypical situation? (describe)

Comments:

Wetland Edge Delineation Data Form (UPLAND)

Applicant: RIDOT

Wetland No. L7 - D

Project: Tolling Location 7

Flag No. Sequence: D1 - D7

City/Town: Cranston RI

Date: 11/18/16

Vegetation: List the three dominant species in each vegetative strata along with their NWI status:

Tree	Indicator Status
1. Yellow Birch (Betula alleghaniensis)	fac
2. Beech (Fagus grandifolia)	fac u
3. Black Cherry (Prunis serotina)	facu

Herbs	Indicator Status
1. Canada Goldenrod (Solidago canadensis)	fa
2.	
3.	

Saplings/Shrubs	
1. Witch Hazel (Hamamelis virginiana)	fac-
2. Stag horn Sumac (Rhus typhina)	facu
3.	

Woody Vines	
1. Black raspberry (Rubus occidentalis)	facu
2. multiflora rose (Rosa multiflora)	facu
3.	

List other vegetative species noted which may have affected determination of the wetland edge: _____.

Soil: SCS Soil Survey Mapping Unit: UD - Udorthents - Urban land complex
On Hydric Soils List? (Y/N) _____

Soil Profile (Note wetland flag no. nearest soil test pit): JEG-L7-D5

Horizon	Depth	Matrix Color	Mottling Description	Depth to Saturation	Depth to Free Water
A	5	10yr 3/3			
Bw	12	10yr 4/5			

Other indicators exhibiting an absence of wetland hydrology (e.g. absence of water marks, lack of redoximorphic features, lack of oxidized rhizospheres, etc.):

Landscape position: Slope along I 295

Altered/atypical situation? (describe)

Comments:

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Memorandum

TO: Lars H. Carlson, Ph.D., PWS
Jacobs Planning and Environmental Group Leader

FROM: Michael Turgeon, Senior Environmental Scientist, Jacobs Engineering

DATE: December 9, 2016

SUBJECT: RIDOT Tolling Location 8
Wetland Resource Areas in Johnston RI

Introduction

This Memo has been prepared to identify the wetland resources present in the vicinity of the above referenced project and support the associated Request for Regulatory Applicability (RRA). It documents the results of field delineation work to determine the presence of jurisdictional wetlands within the project limits. Wetland delineation flagging has been located by field survey and is shown on figures in Attachment 1 and construction plans in Attachment 4 of the RRA.

Methodology

A desktop review of available wetland map sources was conducted to prepare for field investigations and identify wetland resources in the vicinity of the project. The U.S. Fish and Wildlife Service National Wetland Inventory maps of Rhode Island were used to initially locate wetland resources. No Floodplain Wetlands were present as determined by examination of FEMA FIRM Mapping Panels 44007C02484H, dated 10/2/15 and 44007C0282G dated 3/2/09. Vegetated wetland areas within the proposed Limit of Disturbance (LOD) and within 200 feet of the LOD were field inspected and flagged by Jacobs wetland scientists Lars Carlson and Tess Paganelli on September 22, 2016. These wetland resource boundaries are depicted on the construction plan.

Field work was conducted in Johnston RI at the I-295/Greenvale Ave overpass and the I-295 South/Route 6 CD Road/ Hartford Ave Overpass. The wetland delineation was conducted in accordance with the US Army Corps of Engineers Wetland Delineation Manual (January 1987) and the July 16, 2014 Rules and Regulations Governing the Administration and Enforcement of the R.I. Freshwater Wetlands Act (Rules). Acrylic blue flagging was used to mark the Ordinary High Water Mark (OHWM) of a Stream that flows under Greenvale Ave west of I-295 South; the OHWM of a Stream that flows to the east of I-295 North; and the boundary of an isolated Shrub Wetland east of I-295 North and north of Hartford Ave. Flags numbered JEG-LH5-A1 through JEG-LH5-A6 mark the OHWM of the Stream west of I-295 and north of Greenvale Ave. Flags numbered JEG-LH5-A6 to JEG-LH5-A10 mark the western boundary of an Emergent Plant Community associated with the Stream. The stream is less than 10 feet wide. Flags marked JEG-LH5-B1 to JEG-LH5-B9 mark the OHWM of the bank west of I-295 and south of Greenvale Ave. The stream is less than 10 feet wide. Flags marked JEG-LH5-C1 to JEG-LH5-C9 mark the OHWM of the Stream east of I-295 and south of Greenvale Ave. Flags numbered JEG-LH1-A1

to JEG-LH1-A4 mark boundary of an isolated Shrub Wetland east of I-295 South and north of Hartford Ave. Flags were located by field survey and shown on the site design plans. Based on this flagging, other wetland resources such as Riverbank Wetlands were determined by scaled offset and have been indicated on the Plan.

Wetland Descriptions

The Department of Environmental Management (RIDEM) regulates activities in freshwater wetlands through the Freshwater Wetlands Program and Rules. Wetlands include vegetated wetlands such as swamps, marshes, emergent and forested wetlands. Other regulated wetland types included flowing water, floodplains and perimeter and riverbank wetlands. Perimeter and riverbank wetlands are upland areas adjacent to wetlands of a certain size.

Streams

The Stream west of I-295 (Photo 1) has a channel that is less than ten feet wide. Since flowing bodies of water having a width of ten feet or less have, per the Rules, a 100-foot Riverbank Wetland (discussed below), the OHWM was field delineated to determine the edge of the Stream. Greenvale Ave is carried over the River via a twin 36 inch pipes. No work is proposed directly in the Stream.

Photo 1. Stream Looking South, Upstream of the culvert west of I-295

The Stream east of I-295 has a channel that is less than ten feet wide. Since flowing bodies of water having a width of ten feet or less have, per the Rules, a 100-foot Riverbank Wetland (discussed below), the OHWM was field delineated to determine the edge of the Stream. No work is proposed directly in the Stream.

100-Foot Riverbank Wetlands

Riverbank Wetland is defined as the area of land within either 200 feet or 100 feet of the edge of a flowing body of water (i.e. river, stream, intermittent stream). Rivers having a width of ten feet

or less have a 100-foot Riverbank Wetland. The OHWM determines the edge. The OHWM associated with the streams on both sides of I-295 was flagged to establish the boundary of the 100-foot Riverbank Wetlands. The Riverbank Wetlands at this location includes both undisturbed and previously disturbed areas. Installation of the gantry foundations and trenching for conduit associated with extending power and communications to the gantries is proposed within previously disturbed portions of this resource.

Vegetation noted on both sides of I-295 included: red maple (*Acer rubrum*), bittersweet (*Celastrus scandens*), greenbriar (*Smilax rotundifolia)* and Canada goldenrod (*Solidago Canadensis)*. Please see the attached RIDEM Wetland Edge Delineation Data Forms for additional information.

Within the project limits, the 100-foot Riverbank Wetland associated with the Stream on both sides of I-295 consists of previously disturbed areas. Undisturbed forested habitat is not within the LOD for the project. The disturbed areas within the 100 foot Riverbank Wetlands are characterized by the mowed shoulders and paved surfaces of the I-295 right-of-way. (Photo 2).

Photo 2. Disturbed Riverbank Wetland within the LOD for the Project

Isolated Shrub Wetland Community

An Isolated Shrub Wetland less than three acres in size is located within east of I-295 South and north of Hartford Ave. The boundary of the isolated resource was field verified to confirm that it is less than three acres in size. There is no Perimeter Wetland associated with this resource. Vegetation noted within the Shrub Wetland included: red maple (Acer rubrum), white oak (*Quercus alba*), sweet pepperbush (*Clethra alnifolia*), highbush blueberry (*Vaccinium corymbosm*) and winterberry (*Ilex verticilata)*. No work is proposed in this resource.

Isolated Forested Wetland

A Forested Wetland less than one acre in size is located approximately 200 feet east of I-295 North. The boundary of the resource was field verified to confirm that the area is less than three acres in size. There is no Perimeter Wetland associated with this resource. No work is proposed near this wetland.

Findings

RIDEM regulated freshwater wetlands identified within 200 feet of the project limits include:

- Streams (less than 10 feet wide)
- 100-foot Riverbank Wetlands
- Shrub Wetland
- Forested Wetland

The LOD for Location 8 is within wetland areas regulated by RIDEM. Table 1 summarizes the wetlands at Location 8.

Table 1. Summary of Regulated Wetlands at Location 8

Wetland Type	Location	Delineation	LOD In Resource
Stream	West of I-295 OHWM	JEG-LH5-A1to A6 and JEG-LH5-B1 to B9	No
Stream	East of I-295 OHWM	JEG-LH5-C1 to C9	No
100-foot Riverbank	Stream West and East of I-295	As scaled	Yes
Isolated Shrub Wetland	East of I-295, north of Hartford Ave	JEG-LH1-A1 to A4 and GIS	No
Isolated Forested Wetland	East of I-295, south of Greenvale Ave	GIS	No

RIDEM Wetland Edge Delineation Data Forms

Wetland Edge Delineation Data Form (WETLAND)

Applicant: RIDOT

Wetland No. LHSB

Project: Tolling Location 8e

Flag No. Sequence: B1 - B11

City/Town: Johnston

Date: 9/15/16

Vegetation: List the three dominant species in each vegetative strata along with their NWI status:

Tree	Indicator Status	Herbs	Indicator Status
1. Acer rubrum (red maple)	FAC	1. Rosa rugosa (rose)	FACU
2.		2. Panicum dichotomiflorum (panic grass)	FACW
3.		3.	

Saplings/Shrubs		Woody Vines	
1. Clethra alnifolia (sweetpepper bush)	FAC	1.	
2.		2.	
3.		3.	

List other vegetative species noted which may have affected determination of the wetland edge: _____.

Soil: SCS Soil Survey Mapping Unit: Hinckley loamy sand + Canton and Charlton fine sandy loams
On Hydric Soils List? (Y/N) N

Soil Profile (Note wetland flag no. nearest soil test pit): B7

Horizon	Depth	Matrix Color	Mottling Description	Depth to Saturation	Depth to Free Water
Of	2-0				
	0-6	10yr 5/4	7.5yr 5/6		
riprap + gravel					

Other hydrological indicators (e.g. water marks, drainage patterns, root rhizospheres, etc.; see Appendix 4(A)(4) of the Rules):

Landscape position:

Altered/atypical situation? (describe)

Comments: Wetland characterized as narrow wooded channel on either side of interstate 295, appear to be used as drainage channel, [illegible] — culverted under Greenville Ave.

Wetland Edge Delineation Data Form (UPLAND)

Applicant: RIDOT

Wetland No. LH5B

Project: Tolling Location 8e

Flag No. Sequence: B1 - B11

City/Town: Johnston

Date: 9/15/16

Vegetation: List the three dominant species in each vegetative strata along with their NWI status:

Tree	Indicator Status
1. Betula pendula (white birch)	FACU
2.	
3.	

Herbs	Indicator Status
1. Solidago sp. (goldenrod)	FACU
2.	
3.	

Saplings/Shrubs	
1. Quercus alba (white oak)	FACU
2. Betula pendula (white birch)	FACU
3. Acer rubrum (red maple)	FAC

Woody Vines	
1. Vitis sp. (grape)	FACU
2. Celastrus scandens (bittersweet)	FACU
3.	

List other vegetative species noted which may have affected determination of the wetland edge: _____.

Soil: SCS Soil Survey Mapping Unit: Udorthents-urban land complex
On Hydric Soils List? (Y/N) N

Soil Profile (Note wetland flag no. nearest soil test pit): B7

Horizon	Depth	Matrix Color	Mottling Description	Depth to Saturation	Depth to Free Water
1	0-12	10YR 3/3			

Other indicators exhibiting an absence of wetland hydrology (e.g. absence of water marks, lack of redoximorphic features, lack of oxidized rhizospheres, etc.):

Landscape position:

Altered/atypical situation? (describe)

Comments: soils are upland fill as a result of highway construction - steep upward slope.

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Memorandum

TO: Lars H. Carlson, Ph.D., PWS
Jacobs Planning and Environmental Group Leader

FROM: Michael Turgeon, Senior Environmental Scientist, Jacobs Engineering

DATE: December 9, 2016

SUBJECT: RIDOT Tolling Location 12
Wetland Resource Areas in North Smithfield, RI

Introduction

This Memo has been prepared to identify the wetland resources present in the vicinity of the above referenced project and support the associated Request for Regulatory Applicability (RRA). It documents the results of field delineation work to determine the presence of jurisdictional wetlands within the project limits. Wetland delineation flagging has been located by field survey and is shown on figures in Attachment 1 and construction plans in Attachment 4 of the RRA.

Methodology

A desktop review of available wetland map sources was conducted to prepare for field investigations and identify wetland resources in the vicinity of the project. The U.S. Fish and Wildlife Service National Wetland Inventory maps of Rhode Island were used to initially locate wetland resources. No Floodplain Wetlands were present as determined by examination of FEMA FIRM Mapping panel number 44007C0157G, dated 3/2/09. Vegetated wetland areas within the proposed Limit of Disturbance (LOD) and within 200 feet of the LOD were field inspected and flagged by Jacobs wetland scientists Michael Turgeon and Tess Paganelli on September 23, 2016. These wetland resource boundaries are depicted on the construction plan.

Field work was conducted in North Smithfield, RI at the Route 146/Route 104 overpass. The wetland delineation was conducted in accordance with the US Army Corps of Engineers Wetland Delineation Manual (January 1987) and the July 16, 2014 Rules and Regulations Governing the Administration and Enforcement of the R.I. Freshwater Wetlands Act (Rules). Acrylic blue flagging was used to mark the boundary of a Swamp northwest of the route 146/Route 104 overpass and the Ordinary High Water Mark (OHWM) of a Stream that flows under Route 104 (Providence Street) south of Route 146. Flags numbered JEG-LL-A1 through JEG-LL-A3 mark the edge of the Swamp. Flags numbered JEG-LL-B1 to JEG-LL-B3 delineate the OHWM of the Stream west of Route 104. Flag JEG-LL-C1 marks the culvert location on the east side of Route 104. Flags were located by field survey and shown on the site design plans. Based on this flagging, other wetland resources such as Riverbank and Perimeter Wetlands were determined by scaled offset and have been indicated on the Plan.

Wetland Descriptions

The Department of Environmental Management (RIDEM) regulates activities in freshwater wetlands through the Freshwater Wetlands Program and Rules. Wetlands include vegetated wetlands such as swamps, marshes, emergent and forested wetlands. Other regulated wetland types included flowing water, floodplains and perimeter and riverbank wetlands. Perimeter and riverbank wetlands are upland areas adjacent to wetlands of a certain size.

Swamp

There is a Swamp greater than three acres in size northwest of the Route 146/Route 104 overpass (Photo 1). The southern boundary of the Swamp was delineated to establish the edge of the 50-Foot Perimeter Wetland associated with the Swamp (discussed below). Vegetation observed in the Swamp included: red maple (*Acer rubrum*), sweet pepperbush (*Clethra alnifolia*), highbush blueberry (*Vaccinium corymbosum*), skunk cabbage (S*ymplocarpus foetidus*), sensitive fern (*Onoclea sensibilis*) and jewelweed (*Impatiens capensis*). No work is proposed in this resource.

Photo 1, Southern Edge of Swamp Looking Northwest

Stream

The Stream south of Route 146 flows from east to west and passes under Route 104 via a 24 inch reinforced concrete pipe (RCP) culvert (Photo 2). The Stream channel is less than ten feet wide on both sides of the culvert under Route 104. Since flowing bodies of water having a width of ten feet or less have, per the Rules, a 100-foot Riverbank Wetland (discussed below), the

OHWM was field delineated to determine the edge of the Stream. No work is proposed directly in the Stream.

Photo 2. Stream Looking West, Downstream of the culvert west of Route 104

50-foot Perimeter Wetland

A Perimeter Wetland (also called Area of Land within 50 feet) is a regulated freshwater wetland consisting of the area of land within 50 feet of the edge of any bog, marsh, swamp or pond as defined by the Rules.

The southern boundary of the swamp (discussed above) was used to scale off the limits of the perimeter wetland. The 50-foot Perimeter Wetland includes forested upland habitat and the northern edge of the mowed shoulder of Route 104. Vegetation noted within the undisturbed area within the 50-foot Perimeter included: red maple (*Acer rubrum*) red oak (*Quercus rubra*), black locust *(Robinia pseudocacia*), multiflora rose (*Rosa multiflora*), Poison ivy (*Toxicodendron radicans*) and Canada goldenrod (*Solidago canadensis)*. No work is proposed in this resource.

100-foot Riverbank Wetlands

Riverbank Wetland is defined as the area of land within either 200 feet or 100 feet of the edge of a flowing body of water (i.e. river, stream, intermittent stream). Rivers having a width of ten feet or less have a 100-foot Riverbank Wetland. The OHWM determines the edge. The OHWM associated with the streams on both sides of Route 104 was established to mark the boundary of the 100-foot Riverbank Wetlands. The Riverbank Wetlands at this location includes both undisturbed and previously disturbed areas. Installation of the gantry foundations and trenching for conduit associated with extending power and communications to the gantries is proposed within undisturbed and previously disturbed portions of this resource.

Within the project limits, the 100-foot Riverbank Wetland associated with the Stream on both sides of Route 104 consists of undisturbed and previously disturbed areas. Vegetation noted within undisturbed portions of the100-foot Riverbank Wetland included: black locust *(Robinia pseudocacia*), bittersweet (*Celastrus scandens*), multiflora rose (*Rosa multiflora*) and Canada goldenrod (*Solidago canadensis)*. Please see the attached RIDEM Wetland Edge Delineation Data Forms for additional information. The disturbed areas within the 100-foot Riverbank Wetlands are characterized by the mowed shoulders and paved surfaces of the Route 146 and 104 right-of-way.

Findings

RIDEM regulated freshwater wetlands identified within 200 feet of the project limits include:

- Swamp
- Stream (less than 10 feet wide)
- 50-foot Perimeter Wetland
- 100-foot Riverbank Wetland

The LOD for Location 12 is within wetland areas regulated by RIDEM. Table 1 summarizes the wetlands at Location 12.

Table 1. Summary of Regulated Wetlands at Location 12

Wetland Type	Location	Delineation	LOD In Resource
Swamp	Northwest of Route 146/104 Overpass	JEG-LL-A1to A3	No
Stream	South of Route 146 OHWM	JEG-LL-B1 to B3 JEG-LL-C1 to channel designated by topography	No
50-foot Perimeter Wetland	Northwest of Route 146/104 Overpass	As scaled	No
100-foot Riverbank Wetland	South of Route 146 both sides of Route 104	As scaled	Yes

RIDEM Wetland Edge Delineation Data Forms

Wetland Edge Delineation Data Form (WETLAND)

Applicant: RIDOT

Wetland No. LL-B

Project: Tolling Location 12

Flag No. Sequence: B1-B3

City/Town: North Smithfield

Date: 9/15/16

Vegetation: List the three dominant species in each vegetative strata along with their NWI status:

Tree	Indicator Status	Herbs	Indicator Status
1.		1. Impatiens capensis (jewelweed)	FACW
2.		2.	
3.		3. onoclea sensibilis (sensitive fern)	FACW

Saplings/Shrubs	Woody Vines
1.	1.
2.	2.
3.	3.

List other vegetative species noted which may have affected determination of the wetland edge: _____.

Soil: SCS Soil Survey Mapping Unit: Udorthents
On Hydric Soils List? (Y/N) N

Soil Profile (Note wetland flag no. nearest soil test pit): LL-B2

Horizon	Depth	Matrix Color	Mottling Description	Depth to Saturation	Depth to Free Water
	0-6	10yr 3/2			
	6-15	10yr 5/2	10yr 7/1		
			7.5yr 5/6		

Other hydrological indicators (e.g. water marks, drainage patterns, root rhizospheres, etc.; see Appendix 4(A)(4) of the Rules): _____

Landscape position: _____
Altered/atypical situation? (describe) _____

Comments: Wetland within stream/drainage channel

Wetland Edge Delineation Data Form (UPLAND)

Applicant: RIDOT

Wetland No. LL-B

Project: Tolling Location 12

Flag No. Sequence: B1 - B3

City/Town: North Smithfield

Date: 9/15/16

Vegetation: List the three dominant species in each vegetative strata along with their NWI status:

Tree	Indicator Status
1. Robina pseudoacacia (Black Locust)	FACU
2.	
3.	

Herbs	Indicator Status
1. Solidago sp. (Goldenrod)	FACU
2.	
3.	

Saplings/Shrubs
1.
2.
3.

Woody Vines
1. Rosa multiflora (multiflora rose) FACU
2. Celastrus scandens (American bittersweet) FACU
3.

List other vegetative species noted which may have affected determination of the wetland edge: _____.

Soil: SCS Soil Survey Mapping Unit: Udorthents
On Hydric Soils List? (Y/N) N

Soil Profile (Note wetland flag no. nearest soil test pit): LL-B2

Horizon	Depth	Matrix Color	Mottling Description	Depth to Saturation	Depth to Free Water
	0-15	10yr 3/3			

Other indicators exhibiting an absence of wetland hydrology (e.g. absence of water marks, lack of redoximorphic features, lack of oxidized rhizospheres, etc.):

Landscape position:
Altered/atypical situation? (describe)

Comments: rocky soils

Jacobs Engineering Group Inc.
343 Congress St.
Boston, MA 02210 U.S.A.
1.617.242.9222 Fax: 1.617.242.9824

Memorandum

TO: Lars H. Carlson, Ph.D., PWS
Jacobs Planning and Environmental Group Leader

FROM: Michael Turgeon, Senior Environmental Scientist, Jacobs Engineering

DATE: December 9, 2016

SUBJECT: RIDOT Tolling Location 13
Wetland Resource Areas in Providence, RI

Introduction

This Memo has been prepared to identify the wetland resources present in the vicinity of the above referenced project and support the associated Request for Regulatory Applicability (RRA). It documents the results of field delineation work to determine the presence of jurisdictional wetlands within the project limits. Wetland delineation flagging has been located by field survey and is shown on figures in Attachment 1 and construction plans in Attachment 4 of the RRA.

Methodology

A desktop review of available wetland map sources was conducted to prepare for field investigations and identify wetland resources in the vicinity of the project. The U.S. Fish and Wildlife Service National Wetland Inventory maps of Rhode Island were used to initially locate wetland resources. Floodplain Wetlands are present as determined by examination of FEMA FIRM Mapping Panel Number 44007C0304J, dated 10/2/15Vegetated wetland areas within the proposed Limit of Disturbance (LOD) and within 200 feet of the LOD were field inspected and flagged by Jacobs wetland scientists Lars Carlson and Tess Paganelli on September 22, 2016. These wetland resource boundaries are depicted on the construction plan.

Field work was conducted in Providence, RI in the vicinity of the Route 6 Bridge over the Woonasquatucket River. The wetland delineation was conducted in accordance with the US Army Corps of Engineers Wetland Delineation Manual (January 1987) and the July 16, 2014 Rules and Regulations Governing the Administration and Enforcement of the R.I. Freshwater Wetlands Act (Rules). Acrylic blue flagging was used to mark the boundary the Ordinary High Water Mark (OHWM) of the western bank of the Woonasquatucket River south of the Bridge that carries Route 6 over the River. Flags numbered JEG-LM-A1 through JEG-LM-A3 mark the OHWM of the west side of the River. Flags were located by field survey and shown on the site design plans. Based on this flagging, other wetland resources such as Riverbank Wetlands were determined by scaled offset and have been indicated on the Plan.

Wetland Descriptions

The Department of Environmental Management (RIDEM) regulates activities in freshwater wetlands through the Freshwater Wetlands Program and Rules. Wetlands include vegetated

wetlands such as swamps, marshes, emergent and forested wetlands. Other regulated wetland types included flowing water, floodplain wetland, perimeter and riverbank wetlands. Perimeter and riverbank wetlands are upland areas adjacent to wetlands of a certain size.

Woonasquatucket River

The Woonasquatucket River flows from east to west under the Bridge that conveys Route 6 over the River. (Photo 1) The River channel is greater than ten feet wide. Since Rivers having a width of more than ten feet have, per the Rules, a 200-foot Riverbank Wetland (discussed below), the OHWM was field delineated to determine the edge of the River. No work is proposed directly in the Woonasquatucket River.

Photo1. Woonasquatucket River South of Route 6

200-foot Riverbank Wetland

Riverbank Wetland is defined as the area of land within either 200 feet or 100 feet of the edge of a flowing body of water (i.e. river, stream, intermittent stream). Rivers having a width of more than ten feet have a 200-foot Riverbank Wetland. The OHWM determines the edge. The OHWM associated with the Woonasquatucket River south of Route 6 was established to mark the boundary of the 200-foot Riverbank Wetland. The Riverbank Wetland at this location includes both undisturbed and previously disturbed areas. Installation of the gantry foundations and trenching for conduit associated with extending power and communications to the gantries is proposed within previously disturbed portions of this resource.

Within the project limits, the 200-foot Riverbank Wetland associated with the Woonasquatucket River consists of undisturbed and previously disturbed areas. Vegetation noted within

undisturbed portions of the 200-foot Riverbank Wetland included: white oak (*Quercus alba*) Canada goldenrod (*Solidago canadensis)* common mullein (*Verbascom thapsus*) and wormwood (*Artemisia absimthium*). Please see the attached RIDEM Wetland Edge Delineation Data Forms for additional information. The disturbed areas within the 200-foot Riverbank Wetland are characterized by the mowed shoulders and paved surfaces of the Route 6 right-of-way.

Floodplain Wetlands

Floodplain, as defined by the Rules, is the land area adjacent to a river or other flowing body of water that is likely to be covered with flood waters resulting from a 100-year frequency storm. The FEMA FIRM 100-year flood elevation in the project area is 40 feet NGVD. Although mapping indicates that the project location is within the 100-year floodplain, the areas where work will take place are well above the flood elevation.

Findings

RIDEM regulated freshwater wetlands identified within 200 feet of the project limits include:

- Woonasquatucket River (greater than ten feet wide)
- 200-foot Riverbank Wetland
- Floodplain Wetland

The LOD for Location 13 is within wetland areas regulated by RIDEM. Table 1 summarizes the wetlands at Location 13.

Table 1. Summary of Regulated Wetlands at Location 13

Wetland Type	Location	Delineation	LOD In Resource
Woonasquatucket River	South of Route 6 Bridge	JEG-LM-A1to A3	No
200-foot Riverbank Wetland	South of Route 6 OHWM	As scaled	Yes
Floodplain Wetlands	South of Route 6 West of the River	FEMA FIRM Panel # 44007C0304J, dated 10/2/15, Elevation 40 NGVD	No

RIDEM Wetland Edge Delineation Data Forms

Wetland Edge Delineation Data Form (WETLAND)

Applicant: RIDOT

Wetland No. LM-A

Project: Tolling Location 13

Flag No. Sequence: A1-A3

City/Town: Providence

Date: 9/15/16

Vegetation: List the three dominant species in each vegetative strata along with their NWI status:

Tree	Indicator Status	Herbs	Indicator Status
1.		1. Lythrum salicaria (purple loosestrife)	OBL
2.		2. Juncus effusus (softrush)	OBL
3.		3. Cyperus sp. (umbrella sedge)	FACW

Saplings/Shrubs	Woody Vines
1.	1.
2.	2.
3.	3.

List other vegetative species noted which may have affected determination of the wetland edge: _____.

Soil: SCS Soil Survey Mapping Unit: Sudbury sandy loam
On Hydric Soils List? (Y/N) No

Soil Profile (Note wetland flag no. nearest soil test pit): A1

Horizon	Depth	Matrix Color	Mottling Description	Depth to Saturation	Depth to Free Water
Oe	1-0				
rocky riverbank wetland					

Other hydrological indicators (e.g. water marks, drainage patterns, root rhizospheres, etc.; see Appendix 4(A)(4) of the Rules): _____

Landscape position: _____
Altered/atypical situation? (describe) _____

Comments: riverbank wetland

Wetland Edge Delineation Data Form (UPLAND)

Applicant: RIDOT

Wetland No. LM-A

Project: Tolling Location 13

Flag No. Sequence: A1 - A3

City/Town: Providence

Date: 9/15/16

Vegetation: List the three dominant species in each vegetative strata along with their NWI status:

Tree	Indicator Status
1.	
2.	
3.	

Herbs	Indicator Status
1. Solidago sp (goldenrod)	FACU
2. Verbascum sp. (mullein)	UPL
3. Artemisia sp. (wormwood)	UPL

Saplings/Shrubs	
1. Quercus alba (white oak)	FACU
2.	
3.	

Woody Vines
1.
2.
3.

List other vegetative species noted which may have affected determination of the wetland edge: _____.

Soil: SCS Soil Survey Mapping Unit: Udorthents-urban land complex
On Hydric Soils List? (Y/N) No

Soil Profile (Note wetland flag no. nearest soil test pit): A1

Horizon	Depth	Matrix Color	Mottling Description	Depth to Saturation	Depth to Free Water
	0-15	10yr 3/3			

Other indicators exhibiting an absence of wetland hydrology (e.g. absence of water marks, lack of redoximorphic features, lack of oxidized rhizospheres, etc.):

Landscape position:

Altered/atypical situation? (describe)

Comments: steep slope adjacent to roadway right of way

Appendix B-2

Wetland Permitting Determinations

The following documents are provided in Appendix B-2:

- RIDEM Determination for the Request for Regulatory Applicability (RRA) for Toll Location 3
- RIDEM Determination for the RRA for Toll Location 4
- RIDEM Determination for the RRA for Toll Location 6
- RIDEM Determination for the RRA for Toll Location 7
- RIDEM Determination for the RRA for Toll Location 8
- RIDEM Determination for the RRA for Toll Location 9
- RIDEM Determination for the RRA for Toll Location 10 a, b
- CRMC Determination for the RRA for Toll Location 10 c
- RIDEM Determination for the RRA for Toll Location 11
- RIDEM Determination for the RRA for Toll Location 12
- RIDEM Determination for the RRA for Toll Location 13

RHODE ISLAND DEPARTMENT OF ENVIRONMENTAL MANAGEMENT
OFFICE OF WATER RESOURCES
235 Promenade Street
Providence, Rhode Island 02908

June 22, 2017

RI Department of Transportation
Meredith Brady, Administrator of Planning
2 Capitol Hill, Room 350A
Providence, RI 02903-1124

Re: Application No. 17-0132 in reference to the location below:

At Centerville Road Bridge #068401, Interstate 95 at Route 117, project limits extend along I-95 from Centerville Road (Route 117) north approximately 1,000 feet, Warwick, RI

Dear Ms. Brady:

Attached is the determination concerning your Request for Regulatory Applicability under the Rules and Regulations Governing the Administration and Enforcement of the Freshwater Wetlands Act. As noted therein, your project proposal will require the submittal of a Request for Preliminary Determination.

The proposed toll gantries will result in encroachment into at least riverbank wetland and are not specifically exempted in Rule 6.00.

If you have any questions concerning the determination, please feel free to contact me at (401) 222-6820, ext. 7402.

Sincerely,

Charles A. Horbert, Program Supervisor
Office of Water Resources
Freshwater Wetlands Program

Enclosure: Determination

RHODE ISLAND DEPARTMENT OF ENVIRONMENTAL MANAGEMENT
OFFICE OF WATER RESOURCES/FRESHWATER WETLANDS PROGRAM
235 Promenade Street, Providence, RI 02908
Telephone: 401-222-6820, Telecommunication Device for the Deaf: 401-222-4462

REQUEST FOR REGULATORY APPLICABILITY FORM

Please type or print

AGENCY USE ONLY
Application No: 17-0132
Application Received:

RECEIVED JUN 1 4 2017

PART A Purpose of Application:

Use this application form only if you desire confirmation that your proposed project does not require a permit under the Freshwater Wetlands Rules. (see Rules 5.02, 7.01, 7.02 and 8.04 for a description of application types, submittal requirements and application outcomes.) Please be informed that many projects or activities occurring outside of wetlands may directly or indirectly alter the character of wetlands. Applicants proposing development in undisturbed areas in or near wetlands should use the Request for Preliminary Determination (Rule 9) and General Application Form to obtain a suitable determination in cases where applicability of the Freshwater Wetlands Rules is likely.

PART B Applicant Information:

Applicant's Name (see Rules 7.02): **Rhode Island Department of Transportation, Planning Division**

Note: The applicant must be the owner of the property or easement which is the subject of this application or must be the government agency or entity with power of condemnation over such property or easement.

Applicant's Mailing Address:

Two Capitol Hill – Room 350 A
Street/Road P.O. Box

Providence **RI** **02903** **401-222-6940 x 4530**
City/Town State Zip Code Telephone No.

JUN 14

Applicant's Email Address: **Meredith.brady@dot.ri.gov**

Location of Property subject to this Application (if different from mailing address):

Warwick **Interstate 95 at Route 117/Centerville Road Bridge #068401**
City/Town Street Abutting Site Street address number (if applicable)

Project limits extend along I-95 from Centerville Road (Route 117) north to approximately 1,000 feet.
Nearest street intersection and its distance and direction from site

Nearest utility pole number(s): **N/A** Direction to site from abutting street: N ____ S ____ E ____ W ____

Tax Assessor's Plat(s) and Lot No.(s): **N/A**

Recorded Plat (s) and Lots No.(s) (if no Tax Assessor Plat and Lots available): **N/A**

PART C General Information and Checklist

- ☐ Any previous application for this site? Yes ____ No **X** Provide Application No(s) ____
- ☐ Any previous enforcement action for this site? Yes ____ No **X** Provide File No(s) ____
- ☐ Fee Enclosed - $150.00 made payable to the General Treasurer of Rhode Island Check No. **NA**
- ☐ Attach 3 copies of plan illustrating the current and proposed conditions of the property and location of wetlands.
- ☐ Attach written project description including purpose, size, and area(s) on the property where project is proposed.
- ☐ Attach photograph(s) of the current site conditions where work is proposed.

PART D **Professional's Certification** (if any):

Note: The prime professional (e.g. engineer, biologist, landscape architect, etc.) who participated in the submission and/or preparation of this Application and supporting must sign below.

I hereby certify that I have been authorized by the applicant to prepare documentation to be submitted in support of this Application; that such documentation is in accordance with the *Rules and Regulations Governing the Administration and Enforcement of the Freshwater Wetlands Act*; and that such documentation is true, accurate and complete to the best of my knowledge.

Professional's Name (*print*): **Thomas R. Cabana, PE** Title: **Senior Project Manager**

Address: **166 Valley Street, Bldg. 6, Suite 101 Providence, Rhode Island 02909** d/b/a: **Jacobs Engineering**

Professional's Signature: _____ Date: 6/12/17

Professional's Email Address: **thomas.cabana@jacobs.com** Tel. **401.272.1969 ext. 29**

PART E **Applicant's Certification/Authorization**

I hereby certify that I have requested and authorized the investigation, compilation, and submission of all the information, in whatever form, contained in this Application; that I have personally examined and am familiar with the information submitted herein; and that such information is true, accurate and complete to the best of my knowledge. I hereby authorize RIDEM personnel access to the property for purposes of observing conditions pertinent to this application, consistent with the RIDEM Administrative Inspection Guidelines. (See DEM website - Office of Compliance and Inspection for copy). Note any instructions or special concerns for access here:

Applicant's Signature: _____ Title (if applicable): **Administrator of Planning**

Print Name Signed Above: **Meredith Brady** Date: 6/12/17

DO NOT WRITE BELOW THIS LINE

Rhode Island Department of Environmental Management Determination

To Applicant:

In accordance with Rule 8.04, DEM issues the following determination concerning your proposed project based on reliance on the above information and accompanying attachments to your application. Be advised that any change in your project, or the existence of property characteristics that differ from descriptions that were provided to the DEM, may invalidate this determination:

- ☐ Permit not required – you may proceed with your project.
  - ☐ Freshwater Wetland Rules are not applicable to the project as proposed.
  - ☐ Project is exempt as proposed and described.
- ☑ Further application required - you may **NOT** proceed with your project .
  - ☑ Alteration of freshwater wetland is proposed.
  - ☐ Unable to make an applicability determination based on information provided.

Staff Comment: Gantry foundations in perimeter and/or riverbank wetland are not exempt and require permitting.

DEM authorized staff _____ **Date:** 6/22/17

RHODE ISLAND DEPARTMENT OF ENVIRONMENTAL MANAGEMENT
OFFICE OF WATER RESOURCES
235 Promenade Street
Providence, Rhode Island 02908

June 22, 2017

RI Department of Transportation
Meredith Brady, Administrator of Planning
Two Capitol Hill
Providence, RI 02903

Re: Application No. 17-0133 in reference to the location below:

On Interstate 95, project limits extending from an existing power connection on Mutual Street, along I-95 to approximately 370 feet north of Mutual Street, Providence, RI

Dear Ms. Brady

Attached is the determination concerning your Request for Regulatory Applicability under the Rules and Regulations Governing the Administration and Enforcement of the Freshwater Wetlands Act. Also enclosed is one copy of the site plans stamped received by the Office of Water Resources on June 14, 2017 depicting the project that was reviewed.

If the determination is that a permit under the subject regulations is not required, please note that other federal, state, or local permits may be required prior to proceeding with your project. Also note that for projects or activities determined to be exempt from permitting requirements, certain general restrictions and best management practices still apply, including placement and maintenance of erosion and sediment controls, in accordance with Rule 6.01 in order to ensure protection of wetland resources.

If you have any questions concerning the determination, please feel free to contact me at (401) 222-6820, ext. 7402.

Sincerely,

Charles A. Horbert, Program Supervisor
Office of Water Resources
Freshwater Wetlands Program

Enclosure: Determination
Site Plans

ec: Thomas Cabana, PE, Jacobs Engineering

RHODE ISLAND DEPARTMENT OF ENVIRONMENTAL MANAGEMENT
OFFICE OF WATER RESOURCES/FRESHWATER WETLANDS PROGRAM

235 Promenade Street, Providence, RI 02908
Telephone: 401-222-6820, Telecommunication Device for the Deaf: 401-222-4462

REQUEST FOR REGULATORY APPLICABILITY FORM

Please type or print

AGENCY USE ONLY
Application No: 17-0133
Application Received:

RECEIVED JUN 14 2017 Department of Environmental Management Permit Application Center

PART A Purpose of Application:

Use this application form only if you desire confirmation that your proposed project does not require a permit under the Freshwater Wetlands Rules. (see Rules 5.02, 7.01, 7.02 and 8.04 for a description of application types, submittal requirements and application outcomes.) Please be informed that many projects or activities occurring outside of wetlands may directly or indirectly alter the character of wetlands. Applicants proposing development in undisturbed areas in or near wetlands should use the Request for Preliminary Determination (Rule 9) and General Application Form to obtain a suitable determination in cases where applicability of the Freshwater Wetlands Rules is likely.

PART B Applicant Information:

Applicant's Name (see Rules 7.02): **Rhode Island Department of Transportation, Planning Division**

Note: The applicant must be the owner of the property or easement which is the subject of this application or must be the government agency or entity with power of condemnation over such property or easement.

Applicant's Mailing Address:

Two Capitol Hill – Room 350 A
Street/Road P.O. Box

Providence | **RI** | **02903** | **401-222-6940 x 4530**
City/Town | State | Zip Code | Telephone No.

Applicant's Email Address: **Meredith.brady@dot.ri.gov**

JUN 14 2017

Location of Property subject to this Application (if different from mailing address):

Providence | **Interstate 95 at Oxford Street Bridge #065301**
City/Town | Street Abutting Site Street address number (if applicable)

Project limits extend from an existing power connection on Mutual Street, along I-95 to approximately 370 feet north.
Nearest street intersection and its distance and direction from site

Nearest utility pole number(s): **N/A** Direction to site from abutting street: N _____ S _____ E _____ W _____

Tax Assessor's Plat(s) and Lot No.(s): **N/A**

Recorded Plat (s) and Lots No.(s) (if no Tax Assessor Plat and Lots available): **N/A**

PART C General Information and Checklist

- ☐ Any previous application for this site? Yes _____ No **X** Provide Application No(s) _____
- ☐ Any previous enforcement action for this site? Yes _____ No **X** Provide File No(s) _____
- ☐ Fee Enclosed - $150.00 made payable to the General Treasurer of Rhode Island Check No. **NA**
- ☐ Attach 3 copies of plan illustrating the current and proposed conditions of the property and location of wetlands.
- ☐ Attach written project description including purpose, size, and area(s) on the property where project is proposed.
- ☐ Attach photograph(s) of the current site conditions where work is proposed.

PART D **Professional's Certification** (if any):

Note: The prime professional (e.g. engineer, biologist, landscape architect, etc.) who participated in the submission and/or preparation of this Application and supporting must sign below.

I hereby certify that I have been authorized by the applicant to prepare documentation to be submitted in support of this Application; that such documentation is in accordance with the *Rules and Regulations Governing the Administration and Enforcement of the Freshwater Wetlands Act*; and that such documentation is true, accurate and complete to the best of my knowledge.

Professional's Name (*print*): **Thomas R. Cabana, PE** Title: **Senior Project Manager**

Address: **166 Valley Street, Bldg. 6, Suite 101 Providence, Rhode Island 02909** d/b/a: **Jacobs Engineering**

Professional's Signature: _____ Date: 6/12/17

Professional's Email Address: **thomas.cabana@jacobs.com** Tel. **401.272.1969 ext. 29**

PART E **Applicant's Certification/Authorization**

I hereby certify that I have requested and authorized the investigation, compilation, and submission of all the information, in whatever form, contained in this Application; that I have personally examined and am familiar with the information submitted herein; and that such information is true, accurate and complete to the best of my knowledge. I hereby authorize RIDEM personnel access to the property for purposes of observing conditions pertinent to this application, consistent with the RIDEM Administrative Inspection Guidelines. (See DEM website - Office of Compliance and Inspection for copy). Note any instructions or special concerns for access here:

Applicant's Signature: _____ Title (if applicable): **Administrator of Planning**

Print Name Signed Above: **Meredith Brady** Date: 6/12/17

DO NOT WRITE BELOW THIS LINE

Rhode Island Department of Environmental Management Determination

To Applicant:

In accordance with Rule 8.04, DEM issues the following determination concerning your proposed project based on reliance on the above information and accompanying attachments to your application. Be advised that any change in your project, or the existence of property characteristics that differ from descriptions that were provided to the DEM, may invalidate this determination:

- ☑ Permit not required – you may proceed with your project.
  - ☑ Freshwater Wetland Rules are not applicable to the project as proposed.
  - ☐ Project is exempt as proposed and described.
- ☐ Further application required - you may **NOT** proceed with your project .
  - ☐ Alteration of freshwater wetland is proposed.
  - ☐ Unable to make an applicability determination based on information provided.

Staff Comment: _____

DEM authorized staff _____ **Date:** 6/22/17

RHODE ISLAND DEPARTMENT OF ENVIRONMENTAL MANAGEMENT
OFFICE OF WATER RESOURCES
235 Promenade Street
Providence, Rhode Island 02908

June 22, 2017

RI Department of Transportation
Meredith Brady, Administrator of Planning
Two Capitol Hill
Providence, RI 02903

Re: Application No. 17-0134 in reference to the location below:

Interstate 95 at East Street Bridge #056101/21 and Roosevelt Avenue Bridge #056201/21, project is located on I-95 approximately 150 feet south of Roosevelt Avenue and extends from Fountain Street, west to Roosevelt Avenue and along Roosevelt Avenue for approximately 490 feet, Pawtucket, RI

Dear Ms. Brady

Attached is the determination concerning your Request for Regulatory Applicability under the Rules and Regulations Governing the Administration and Enforcement of the Freshwater Wetlands Act. Also enclosed is one copy of the site plans stamped received by the Office of Water Resources on June 14, 2017 depicting the project that was reviewed.

If the determination is that a permit under the subject regulations is not required, please note that other federal, state, or local permits may be required prior to proceeding with your project. Also note that for projects or activities determined to be exempt from permitting requirements, certain general restrictions and best management practices still apply, including placement and maintenance of erosion and sediment controls, in accordance with Rule 6.01 in order to ensure protection of wetland resources.

If you have any questions concerning the determination, please feel free to contact me at (401) 222-6820, ext. 7402.

Sincerely,

Charles A. Horbert, Program Supervisor
Office of Water Resources
Freshwater Wetlands Program

Enclosure: Determination
Site Plans

ec: Thomas Cabana, PE, Jacobs Engineering

RHODE ISLAND DEPARTMENT OF ENVIRONMENTAL MANAGEMENT
OFFICE OF WATER RESOURCES/FRESHWATER WETLANDS PROGRAM

235 Promenade Street, Providence, RI 02908
Telephone: 401-222-6820, Telecommunication Device for the Deaf: 401-222-4462

REQUEST FOR REGULATORY APPLICABILITY FORM

Please type or print

AGENCY USE ONLY
Application No: 17-0134
Application Received: RECEIVED JUN 14 2017 Department of Environmental Management Permit Application Center

PART A Purpose of Application:

Use this application form only if you desire confirmation that your proposed project does not require a permit under the Freshwater Wetlands Rules. (see Rules 5.02, 7.01, 7.02 and 8.04 for a description of application types, submittal requirements and application outcomes.) Please be informed that many projects or activities occurring outside of wetlands may directly or indirectly alter the character of wetlands. Applicants proposing development in undisturbed areas in or near wetlands should use the Request for Preliminary Determination (Rule 9) and General Application Form to obtain a suitable determination in cases where applicability of the Freshwater Wetlands Rules is likely.

PART B Applicant Information:

Applicant's Name (see Rules 7.02): **Rhode Island Department of Transportation, Planning Division**

Note: The applicant must be the owner of the property or easement which is the subject of this application or must be the government agency or entity with power of condemnation over such property or easement.

Applicant's Mailing Address:

Two Capitol Hill – Room 350 A
Street/Road P.O. Box

Providence **RI** **02903** **401-222-6940 x 4530**
City/Town State Zip Code Telephone No.

JUN 14 2017

Applicant's Email Address: **Meredith.brady@dot.ri.gov**

Location of Property subject to this Application (if different from mailing address):

Pawtucket **Interstate 95 at East Street Bridge #056101/21 and Roosevelt Avenue Bridge #056201/21**
City/Town Street Abutting Site Street address number (if applicable)

Project is located on I-95 approximately 150 feet south of Roosevelt Ave and extends from Fountain Street, west to Roosevelt Ave and along Roosevelt Ave for approximately 490 feet.
Nearest street intersection and its distance and direction from site

Nearest utility pole number(s): **N/A** Direction to site from abutting street: N _____ S _____ E _____ W _____

Tax Assessor's Plat(s) and Lot No.(s): **N/A**

Recorded Plat (s) and Lots No.(s) (if no Tax Assessor Plat and Lots available): **N/A**

PART C General Information and Checklist

- ☐ Any previous application for this site? Yes _____ No **X** Provide Application No(s) _____
- ☐ Any previous enforcement action for this site? Yes _____ No **X** Provide File No(s) _____
- ☐ Fee Enclosed - $150.00 made payable to the General Treasurer of Rhode Island Check No. **N/A**
- ☐ Attach 3 copies of plan illustrating the current and proposed conditions of the property and location of wetlands.
- ☐ Attach written project description including purpose, size, and area(s) on the property where project is proposed.
- ☐ Attach photograph(s) of the current site conditions where work is proposed.

PART D **Professional's Certification** (if any):

Note: The prime professional (e.g. engineer, biologist, landscape architect, etc.) who participated in the submission and/or preparation of this Application and supporting must sign below.

I hereby certify that I have been authorized by the applicant to prepare documentation to be submitted in support of this Application; that such documentation is in accordance with the *Rules and Regulations Governing the Administration and Enforcement of the Freshwater Wetlands Act*; and that such documentation is true, accurate and complete to the best of my knowledge.

Professional's Name (*print*): **Thomas R. Cabana, PE** Title: **Senior Project Manager**

Address: **166 Valley Street, Bldg. 6, Suite 101 Providence, Rhode Island 02909** d/b/a: **Jacobs Engineering**

Professional's Signature: _____ Date: 6/12/17

Professional's Email Address: **thomas.cabana@jacobs.com** Tel. **401.272.1969 ext. 29**

PART E **Applicant's Certification/Authorization**

I hereby certify that I have requested and authorized the investigation, compilation, and submission of all the information, in whatever form, contained in this Application; that I have personally examined and am familiar with the information submitted herein; and that such information is true, accurate and complete to the best of my knowledge. I hereby authorize RIDEM personnel access to the property for purposes of observing conditions pertinent to this application, consistent with the RIDEM Administrative Inspection Guidelines. (See DEM website - Office of Compliance and Inspection for copy). Note any instructions or special concerns for access here:

Applicant's Signature: _____ Title (if applicable): **Administrator of Planning**

Print Name Signed Above: **Meredith Brady** Date: 6/12/17

DO NOT WRITE BELOW THIS LINE

Rhode Island Department of Environmental Management Determination

To Applicant:

In accordance with Rule 8.04, DEM issues the following determination concerning your proposed project based on reliance on the above information and accompanying attachments to your application. Be advised that any change in your project, or the existence of property characteristics that differ from descriptions that were provided to the DEM, may invalidate this determination:

JUN 14 20

- ☑ Permit not required – you may proceed with your project.
  - ☑ Freshwater Wetland Rules are not applicable to the project as proposed.
  - ☐ Project is exempt as proposed and described.
- ☐ Further application required - you may **NOT** proceed with your project .
  - ☐ Alteration of freshwater wetland is proposed.
  - ☐ Unable to make an applicability determination based on information provided.

Staff Comment: _____

DEM authorized staff _____ **Date:** June 22, 2017

RHODE ISLAND DEPARTMENT OF ENVIRONMENTAL MANAGEMENT
OFFICE OF WATER RESOURCES
235 Promenade Street
Providence, Rhode Island 02908

July 6, 2017

RI Department of Transportation
Meredith Brady, Administrator of Planning
Two Capitol Hill
Providence, RI 02903

Re: Application No. 17-0145 in reference to the location below:

Interstate 295 at Plainfield Pike Bridge #073201/21 (RI Rt. 14), project limits extending along I-295 approximately 700 feet south of Plainfield Pike Bridge and along the Exit 4 northbound on-and-off ramps, Cranston, RI

Dear Ms. Brady

Attached is the determination concerning your Request for Regulatory Applicability under the Rules and Regulations Governing the Administration and Enforcement of the Freshwater Wetlands Act. Also enclosed is one copy of the site plans stamped received by the Office of Water Resources on June 14, 2017 depicting the project that was reviewed.

If the determination is that a permit under the subject regulations is not required, please note that other federal, state, or local permits may be required prior to proceeding with your project. Also note that for projects or activities determined to be exempt from permitting requirements, certain general restrictions and best management practices still apply, including placement and maintenance of erosion and sediment controls, in accordance with Rule 6.01 in order to ensure protection of wetland resources.

If you have any questions concerning the determination, please feel free to contact me at (401) 222-6820, ext. 7402.

Sincerely,

Charles A. Horbert, Program Supervisor
Office of Water Resources
Freshwater Wetlands Program

Enclosure: Determination
Site Plans

ec: Thomas Cabana, PE, Jacobs Engineering

RHODE ISLAND DEPARTMENT OF ENVIRONMENTAL MANAGEMENT
OFFICE OF WATER RESOURCES/FRESHWATER WETLANDS PROGRAM

235 Promenade Street, Providence, RI 02908
Telephone: 401-222-6820, Telecommunication Device for the Deaf: 401-222-4462

REQUEST FOR REGULATORY APPLICABILITY FORM

Please type or print

AGENCY USE ONLY
Application No: 7045
Application Received:

PART A Purpose of Application:

Use this application form only if you desire confirmation that your proposed project does not require a permit under the Freshwater Wetlands Rules. (see Rules 5.02, 7.01, 7.02 and 8.04 for a description of application types, submittal requirements and application outcomes.) Please be informed that many projects or activities occurring outside of wetlands may directly or indirectly alter the character of wetlands. Applicants proposing development in undisturbed areas in or near wetlands should use the Request for Preliminary Determination (Rule 9) and General Application Form to obtain a suitable determination in cases where applicability of the Freshwater Wetlands Rules is likely.

PART B Applicant Information:

Applicant's Name (see Rules 7.02): **Rhode Island Department of Transportation, Planning Division**

Note: The applicant must be the owner of the property or easement which is the subject of this application or must be the government agency or entity with power of condemnation over such property or easement.

Applicant's Mailing Address:

Two Capitol Hill – Room 350 A
Street/Road P.O. Box

Providence | **RI** | **02903** | **401-222-6940 x 4530**
City/Town | State | Zip Code | Telephone No.

Applicant's Email Address: **Meredith.brady@dot.ri.gov**

Location of Property subject to this Application (if different from mailing address):

Cranston | **Interstate 295 at Plainfield Pike Bridge #073201/21 (RI Rt. 14)**
City/Town | Street Abutting Site Street address number (if applicable)

Project limits extend along I-295 approximately 700 ft. south of Plainfield Pike bridge and on the Exit 4 on-and off ramps.
Nearest street intersection and its distance and direction from site

Nearest utility pole number(s): **N/A** Direction to site from abutting street: N ____ S ____ E ____ W ____

Tax Assessor's Plat(s) and Lot No.(s): **N/A**

Recorded Plat (s) and Lots No.(s) (if no Tax Assessor Plat and Lots available): **N/A**

PART C General Information and Checklist

- ☐ Any previous application for this site? Yes ____ No **X** Provide Application No(s) ____
- ☐ Any previous enforcement action for this site? Yes ____ No **X** Provide File No(s) ____
- ☐ Fee Enclosed - $150.00 made payable to the General Treasurer of Rhode Island Check No. **N/A**
- ☐ Attach 3 copies of plan illustrating the current and proposed conditions of the property and location of wetlands.
- ☐ Attach written project description including purpose, size, and area(s) on the property where project is proposed.
- ☐ Attach photograph(s) of the current site conditions where work is proposed.

PART D **Professional's Certification** (if any):

Note: The prime professional (e.g. engineer, biologist, landscape architect, etc.) who participated in the submission and/or preparation of this Application and supporting must sign below.

I hereby certify that I have been authorized by the applicant to prepare documentation to be submitted in support of this Application; that such documentation is in accordance with the *Rules and Regulations Governing the Administration and Enforcement of the Freshwater Wetlands Act*; and that such documentation is true, accurate and complete to the best of my knowledge.

Professional's Name (*print*): **Thomas R. Cabana, PE** Title: **Senior Project Manager**

Address: **166 Valley Street, Bldg. 6, Suite 101 Providence, Rhode Island 02909** d/b/a: **Jacobs Engineering**

Professional's Signature: _____ Date: 6/12/17

Professional's Email Address: **thomas.cabana@jacobs.com** Tel. **401.272.1969 ext. 29**

PART E **Applicant's Certification/Authorization**

I hereby certify that I have requested and authorized the investigation, compilation, and submission of all the information, in whatever form, contained in this Application; that I have personally examined and am familiar with the information submitted herein; and that such information is true, accurate and complete to the best of my knowledge. I hereby authorize RIDEM personnel access to the property for purposes of observing conditions pertinent to this application, consistent with the RIDEM Administrative Inspection Guidelines. (See DEM website - Office of Compliance and Inspection for copy). Note any instructions or special concerns for access here:

Applicant's Signature: _____ Title (if applicable): **Administrator of Planning**

Print Name Signed Above: **Meredith Brady** Date: 6/12/17

DO NOT WRITE BELOW THIS LINE

Rhode Island Department of Environmental Management Determination

To Applicant:

In accordance with Rule 8.04, DEM issues the following determination concerning your proposed project based on reliance on the above information and accompanying attachments to your application. Be advised that any change in your project, or the existence of property characteristics that differ from descriptions that were provided to the DEM, may invalidate this determination:

- ☑ Permit not required – you may proceed with your project.
  - ☑ Freshwater Wetland Rules are not applicable to the project as proposed, in part
  - ☑ Project is exempt as proposed and described. In part
- ☐ Further application required - you may **NOT** proceed with your project .
  - ☐ Alteration of freshwater wetland is proposed.
  - ☐ Unable to make an applicability determination based on information provided.

Staff Comment: Utility connections exempt per Rule 6.10. Courtyards 7a & 7b are not exempt, but in this case clearly will not alter the character of the subject jurisdictional wetlands.

DEM authorized staff Charles A. Horkert **Date:** 7/6/17

RHODE ISLAND DEPARTMENT OF ENVIRONMENTAL MANAGEMENT
OFFICE OF WATER RESOURCES
235 Promenade Street
Providence, Rhode Island 02908

June 22, 2017

RI Department of Transportation
Meredith Brady, Administrator of Planning
Two Capitol Hill
Providence, RI 02903

Re: Application No. 17-0135 in reference to the location below:

On Interstate Rte 295 at Hartford Avenue (US 6) Bridge #073701/21, Hartford Pike Bridge #075702/21 and Greenville Avenue (Route 5) Bridge #074001/21, project limits extending along I-295 from approximately 460 feet south of Route 6, north 2.5 miles to Greenville Avenue (Route 5), Johnston, RI

Dear Ms. Brady

Attached is the determination concerning your Request for Regulatory Applicability under the Rules and Regulations Governing the Administration and Enforcement of the Freshwater Wetlands Act. Also enclosed is one copy of the site plans stamped received by the Office of Water Resources on June 14, 2017 depicting the project that was reviewed.

If the determination is that a permit under the subject regulations is not required, please note that other federal, state, or local permits may be required prior to proceeding with your project. Also note that for projects or activities determined to be exempt from permitting requirements, certain general restrictions and best management practices still apply, including placement and maintenance of erosion and sediment controls, in accordance with Rule 6.01 in order to ensure protection of wetland resources.

If you have any questions concerning the determination, please feel free to contact me at (401) 222-6820, ext. 7402.

Sincerely,

Charles A. Horbert, Program Supervisor
Office of Water Resources
Freshwater Wetlands Program

Enclosure: Determination
Site Plans

ec: Thomas Cabana, PE, Jacobs Engineering

RHODE ISLAND DEPARTMENT OF ENVIRONMENTAL MANAGEMENT
OFFICE OF WATER RESOURCES/FRESHWATER WETLANDS PROGRAM

235 Promenade Street, Providence, RI 02908
Telephone: 401-222-6820, Telecommunication Device for the Deaf: 401-222-4462

REQUEST FOR REGULATORY APPLICABILITY FORM

Please type or print

AGENCY USE ONLY
Application No: 17-0135
Application Received: RECEIVED JUN 14 2017

PART A Purpose of Application:

Use this application form only if you desire confirmation that your proposed project does not require a permit under the Freshwater Wetlands Rules. (see Rules 5.02, 7.01, 7.02 and 8.04 for a description of application types, submittal requirements and application outcomes.) Please be informed that many projects or activities occurring outside of wetlands may directly or indirectly alter the character of wetlands. Applicants proposing development in undisturbed areas in or near wetlands should use the Request for Preliminary Determination (Rule 9) and General Application Form to obtain a suitable determination in cases where applicability of the Freshwater Wetlands Rules is likely.

PART B Applicant Information:

Applicant's Name (see Rules 7.02): **Rhode Island Department of Transportation, Planning Division**

Note: The applicant must be the owner of the property or easement which is the subject of this application or must be the government agency or entity with power of condemnation over such property or easement.

Applicant's Mailing Address:

Two Capitol Hill – Room 350 A
Street/Road P.O. Box

Providence **RI** **02903** **401-222-6940 x 4530**
City/Town State Zip Code Telephone No.

Applicant's Email Address: **Meredith.brady@dot.ri.gov**

Location of Property subject to this Application (if different from mailing address):

Johnston **Interstate 295 at Hartford Avenue (US 6) Bridge #073701/21, Hartford Pike Bridge # 075701/21 and Greenville Avenue (Route 5) Bridge #074001/21.**
City/Town Street Abutting Site Street address number (if applicable)

Project limits extend along I-295 from approximately 460 feet south of Route 6, north 2.5 miles to Greenville Avenue (Route 5).
Nearest street intersection and its distance and direction from site

Nearest utility pole number(s): **N/A** Direction to site from abutting street: N ____ S ____ E ____ W ____

Tax Assessor's Plat(s) and Lot No.(s): **N/A**

Recorded Plat (s) and Lots No.(s) (if no Tax Assessor Plat and Lots available): **N/A**

PART C General Information and Checklist

- ☐ Any previous application for this site? Yes ____ No **X** Provide Application No(s) ____
- ☐ Any previous enforcement action for this site? Yes ____ No **X** Provide File No(s) ____
- ☐ Fee Enclosed - $150.00 made payable to the General Treasurer of Rhode Island Check No. **N/A**
- ☐ Attach 3 copies of plan illustrating the current and proposed conditions of the property and location of wetlands.
- ☐ Attach written project description including purpose, size, and area(s) on the property where project is proposed.
- ☐ Attach photograph(s) of the current site conditions where work is proposed.

PART D **Professional's Certification** (if any):

Note: The prime professional (e.g. engineer, biologist, landscape architect, etc.) who participated in the submission and/or preparation of this Application and supporting must sign below.

I hereby certify that I have been authorized by the applicant to prepare documentation to be submitted in support of this Application; that such documentation is in accordance with the *Rules and Regulations Governing the Administration and Enforcement of the Freshwater Wetlands Act*; and that such documentation is true, accurate and complete to the best of my knowledge.

Professional's Name (*print*): **Thomas R. Cabana, PE** Title: **Senior Project Manager**

Address: **166 Valley Street, Bldg. 6, Suite 101 Providence, Rhode Island 02909** d/b/a: **Jacobs Engineering**

Professional's Signature: [signature] Date: 6/12/17

Professional's Email Address: **thomas.cabana@jacobs.com** Tel. **401.272.1969 ext. 29**

PART E **Applicant's Certification/Authorization**

I hereby certify that I have requested and authorized the investigation, compilation, and submission of all the information, in whatever form, contained in this Application; that I have personally examined and am familiar with the information submitted herein; and that such information is true, accurate and complete to the best of my knowledge. I hereby authorize RIDEM personnel access to the property for purposes of observing conditions pertinent to this application, consistent with the RIDEM Administrative Inspection Guidelines. (See DEM website - Office of Compliance and Inspection for copy). Note any instructions or special concerns for access here:

Applicant's Signature [signature] Title (if applicable): **Administrator of Planning**

Print Name Signed Above: **Meredith Brady** Date: 6/12/17

DO NOT WRITE BELOW THIS LINE

Rhode Island Department of Environmental Management Determination

To Applicant:

In accordance with Rule 8.04, DEM issues the following determination concerning your proposed project based on reliance on the above information and accompanying attachments to your application. Be advised that any change in your project, or the existence of property characteristics that differ from descriptions that were provided to the DEM, may invalidate this determination:

- ☑ Permit not required – you may proceed with your project.
  - ☑ Freshwater Wetland Rules are not applicable to the project as proposed. in part
  - ☑ Project is exempt as proposed and described. in part
- ☐ Further application required - you may **NOT** proceed with your project .
  - ☐ Alteration of freshwater wetland is proposed.
  - ☐ Unable to make an applicability determination based on information provided.

Staff Comment: Only work in wetlands appears to be associated with utility connections, which are exempt in this case per Rule 6.10.

DEM authorized staff Charles A. Horsley **Date:** 7/5/17

RHODE ISLAND DEPARTMENT OF ENVIRONMENTAL MANAGEMENT
OFFICE OF WATER RESOURCES
235 Promenade Street
Providence, Rhode Island 02908

July 6, 2017

RI Department of Transportation
Meredith Brady, Administrator of Planning
Two Capitol Hill
Providence, RI 02903

Re: Application No. 17-0143 in reference to the location below:

On Interstate 295 at the Leigh Road Bridge #075301/21, Cumberland, RI

Dear Ms. Brady

Attached is the determination concerning your Request for Regulatory Applicability under the Rules and Regulations Governing the Administration and Enforcement of the Freshwater Wetlands Act. Also enclosed is one copy of the site plans stamped received by the Office of Water Resources on June 14, 2017 depicting the project that was reviewed.

If the determination is that a permit under the subject regulations is not required, please note that other federal, state, or local permits may be required prior to proceeding with your project. Also note that for projects or activities determined to be exempt from permitting requirements, certain general restrictions and best management practices still apply, including placement and maintenance of erosion and sediment controls, in accordance with Rule 6.01 in order to ensure protection of wetland resources.

If you have any questions concerning the determination, please feel free to contact me at (401) 222-6820, ext. 7402.

Sincerely,

Charles A. Horbert, Program Supervisor
Office of Water Resources
Freshwater Wetlands Program

Enclosure: Determination
Site Plans

ec: Thomas Cabana, PE, Jacobs Engineering

RHODE ISLAND DEPARTMENT OF ENVIRONMENTAL MANAGEMENT
OFFICE OF WATER RESOURCES/FRESHWATER WETLANDS PROGRAM

235 Promenade Street, Providence, RI 02908
Telephone: 401-222-6820, Telecommunication Device for the Deaf: 401-222-4462

REQUEST FOR REGULATORY APPLICABILITY FORM

Please type or print

AGENCY USE ONLY
Application No: 17-0144
Application Received: JUN 1 2017

PART A **Purpose of Application:**

Use this application form only if you desire confirmation that your proposed project does not require a permit under the Freshwater Wetlands Rules. (see Rules 5.02, 7.01, 7.02 and 8.04 for a description of application types, submittal requirements and application outcomes.) Please be informed that many projects or activities occurring outside of wetlands may directly or indirectly alter the character of wetlands. Applicants proposing development in undisturbed areas in or near wetlands should use the Request for Preliminary Determination (Rule 9) and General Application Form to obtain a suitable determination in cases where applicability of the Freshwater Wetlands Rules is likely.

PART B **Applicant Information:**

Applicant's Name (see Rules 7.02): **Rhode Island Department of Transportation, Planning Division**

Note: The applicant must be the owner of the property or easement which is the subject of this application or must be the government agency or entity with power of condemnation over such property or easement.

JUN 14 2017 Office of Water Resources

Applicant's Mailing Address:

Two Capitol Hill – Room 350 A
Street/Road P.O. Box

Providence **RI** **02903** **401-222-6940 x 4530**
City/Town State Zip Code Telephone No.

Applicant's Email Address: **Meredith.brady@dot.ri.gov**

Location of Property subject to this Application (if different from mailing address):

Cumberland **Interstate 295 at Scott Road Bridge #0075201/21, and Leigh Road Bridge North #075301/21**
City/Town Street Abutting Site Street address number (if applicable)

Project limits extend along I-295 from Leigh Road west, approximately 230 feet.
Nearest street intersection and its distance and direction from site

Nearest utility pole number(s): **N/A** Direction to site from abutting street: N ____ S ____ E ____ W ____

Tax Assessor's Plat(s) and Lot No.(s): **N/A**
Recorded Plat (s) and Lots No.(s) (if no Tax Assessor Plat and Lots available): **N/A**

PART C **General Information and Checklist**

- ☐ Any previous application for this site? Yes ____ No **X** Provide Application No(s) ____
- ☐ Any previous enforcement action for this site? Yes ____ No **X** Provide File No(s) ____
- ☐ Fee Enclosed - $150.00 made payable to the General Treasurer of Rhode Island Check No. **N/A**
- ☐ Attach 3 copies of plan illustrating the current and proposed conditions of the property and location of wetlands.
- ☐ Attach written project description including purpose, size, and area(s) on the property where project is proposed.
- ☐ Attach photograph(s) of the current site conditions where work is proposed.

PART D **Professional's Certification** (if any):

Note: The prime professional (e.g. engineer, biologist, landscape architect, etc.) who participated in the submission and/or preparation of this Application and supporting must sign below.

I hereby certify that I have been authorized by the applicant to prepare documentation to be submitted in support of this Application; that such documentation is in accordance with the *Rules and Regulations Governing the Administration and Enforcement of the Freshwater Wetlands Act*; and that such documentation is true, accurate and complete to the best of my knowledge.

Professional's Name (*print*): **Thomas R. Cabana, PE** Title: **Senior Project Manager**

Address: **166 Valley Street, Bldg. 6, Suite 101 Providence, Rhode Island 02909** d/b/a: **Jacobs Engineering**

Professional's Signature: _____ Date: 6/12/17

Professional's Email Address: **thomas.cabana@jacobs.com** Tel. **401.272.1969 ext. 29**

PART E **Applicant's Certification/Authorization**

I hereby certify that I have requested and authorized the investigation, compilation, and submission of all the information, in whatever form, contained in this Application; that I have personally examined and am familiar with the information submitted herein; and that such information is true, accurate and complete to the best of my knowledge. I hereby authorize RIDEM personnel access to the property for purposes of observing conditions pertinent to this application, consistent with the RIDEM Administrative Inspection Guidelines. (See DEM website - Office of Compliance and Inspection for copy). Note any instructions or special concerns for access here:

Applicant's Signature: _____ Title (if applicable): **Administrator of Planning**

Print Name Signed Above: **Meredith Brady** Date: 6/12/17

DO NOT WRITE BELOW THIS LINE

Rhode Island Department of Environmental Management Determination

To Applicant:

In accordance with Rule 8.04, DEM issues the following determination concerning your proposed project based on reliance on the above information and accompanying attachments to your application. Be advised that any change in your project, or the existence of property characteristics that differ from descriptions that were provided to the DEM, may invalidate this determination:

- ☑ Permit not required – you may proceed with your project.
  - ☑ Freshwater Wetland Rules are not applicable to the project as proposed.
  - ☐ Project is exempt as proposed and described.
- ☐ Further application required - you may **NOT** proceed with your project.
  - ☐ Alteration of freshwater wetland is proposed.
  - ☐ Unable to make an applicability determination based on information provided.

JUN 14 2017

Staff Comment: _____

DEM authorized staff Charles A. Horton **Date:** 7/6/17

RHODE ISLAND DEPARTMENT OF ENVIRONMENTAL MANAGEMENT
OFFICE OF WATER RESOURCES
235 Promenade Street
Providence, Rhode Island 02908

July 5, 2017

RI Department of Transportation
Meredith Brady, Administrator of Planning
Two Capitol Hill
Providence, RI 02903

Re: Application No. 17-0137 in reference to the location below:

On Interstate 195 at Washington Bridge South #020001, and Washington Bridge North #070001, project limits extend along I-195 between India Street and Gano Street in Providence and from Valley Street to the Exit 4 on-ramps in East Providence, RI

Dear Ms. Brady

Attached is the determination concerning your Request for Regulatory Applicability under the Rules and Regulations Governing the Administration and Enforcement of the Freshwater Wetlands Act. Also enclosed is one copy of the site plans stamped received by the Office of Water Resources on June 14, 2017 depicting the project that was reviewed. **Please note** that a portion of this project was not reviewed since it is located in the jurisdiction of the RI Coastal Resources Management Council. You are advised to contact that agency with respect to the portion of this project in their jurisdiction.

If the determination is that a permit under the subject regulations is not required, please note that other federal, state, or local permits may be required prior to proceeding with your project. Also note that for projects or activities determined to be exempt from permitting requirements, certain general restrictions and best management practices still apply, including placement and maintenance of erosion and sediment controls, in accordance with Rule 6.01 in order to ensure protection of wetland resources.

If you have any questions concerning the determination, please feel free to contact me at (401) 222-6820, ext. 7402.

Sincerely,

Charles A. Horbert, Program Supervisor
Office of Water Resources
Freshwater Wetlands Program

Enclosure: Determination
Site Plans

ec: Thomas Cabana, PE, Jacobs Engineering
David Reis, Supervising Environmental Scientist, RI CRMC

RHODE ISLAND DEPARTMENT OF ENVIRONMENTAL MANAGEMENT
OFFICE OF WATER RESOURCES/FRESHWATER WETLANDS PROGRAM

235 Promenade Street, Providence, RI 02908
Telephone: 401-222-6820, Telecommunication Device for the Deaf: 401-222-4462

REQUEST FOR REGULATORY APPLICABILITY FORM

Please type or print

AGENCY USE ONLY
Application No: 17-037
Application Received: RECEIVED JUN 14 2017 Department of Environmental Management Permit Application Office

PART A Purpose of Application:

Use this application form only if you desire confirmation that your proposed project does not require a permit under the Freshwater Wetlands Rules. (see Rules 5.02, 7.01, 7.02 and 8.04 for a description of application types, submittal requirements and application outcomes.) Please be informed that many projects or activities occurring outside of wetlands may directly or indirectly alter the character of wetlands. Applicants proposing development in undisturbed areas in or near wetlands should use the Request for Preliminary Determination (Rule 9) and General Application Form to obtain a suitable determination in cases where applicability of the Freshwater Wetlands Rules is likely.

PART B Applicant Information:

Applicant's Name (see Rules 7.02): **Rhode Island Department of Transportation, Planning Division**

Note: The applicant must be the owner of the property or easement which is the subject of this application or must be the government agency or entity with power of condemnation over such property or easement.

Applicant's Mailing Address:

Two Capitol Hill – Room 350 A
Street/Road P.O. Box

Providence | **RI** | **02903** | **401-222-6940 x 4530**
City/Town | State | Zip Code | Telephone No.

Applicant's Email Address: **Meredith.brady@dot.ri.gov**

Location of Property subject to this Application (if different from mailing address):

East Providence and Providence | **Interstate 195 at Washington Bridge South #020001, and Washington Bridge North #070001**
City/Town | Street Abutting Site Street address number (if applicable)

Project limits extend along I-195 between India Street and Gano Street in Providence and from Valley Street to the Exit 4 on-ramps in East Providence.
Nearest street intersection and its distance and direction from site

Nearest utility pole number(s): **N/A** Direction to site from abutting street: N _____ S _____ E _____ W _____
Tax Assessor's Plat(s) and Lot No.(s): **N/A**
Recorded Plat (s) and Lots No.(s) (if no Tax Assessor Plat and Lots available): **N/A**

PART C General Information and Checklist

- ☐ Any previous application for this site? Yes _____ No **X** Provide Application No(s) _____
- ☐ Any previous enforcement action for this site? Yes _____ No **X** Provide File No(s) _____
- ☐ Fee Enclosed - $150.00 made payable to the General Treasurer of Rhode Island Check No. **N/A**
- ☐ Attach 3 copies of plan illustrating the current and proposed conditions of the property and location of wetlands.
- ☐ Attach written project description including purpose, size, and area(s) on the property where project is proposed.
- ☐ Attach photograph(s) of the current site conditions where work is proposed.

PART D **Professional's Certification** (if any):

Note: The prime professional (e.g. engineer, biologist, landscape architect, etc.) who participated in the submission and/or preparation of this Application and supporting must sign below.

I hereby certify that I have been authorized by the applicant to prepare documentation to be submitted in support of this Application; that such documentation is in accordance with the *Rules and Regulations Governing the Administration and Enforcement of the Freshwater Wetlands Act*; and that such documentation is true, accurate and complete to the best of my knowledge.

Professional's Name (*print*): **Thomas R. Cabana, PE** Title: **Senior Project Manager**

Address: **166 Valley Street, Bldg. 6, Suite 101 Providence, Rhode Island 02909** d/b/a: **Jacobs Engineering**

Professional's Signature: TLR Cab Date: 6/12/17

Professional's Email Address: **thomas.cabana@jacobs.com** Tel. **401.272.1969 ext. 29**

PART E **Applicant's Certification/Authorization**

I hereby certify that I have requested and authorized the investigation, compilation, and submission of all the information, in whatever form, contained in this Application; that I have personally examined and am familiar with the information submitted herein; and that such information is true, accurate and complete to the best of my knowledge. I hereby authorize RIDEM personnel access to the property for purposes of observing conditions pertinent to this application, consistent with the RIDEM Administrative Inspection Guidelines. (See DEM website - Office of Compliance and Inspection for copy). Note any instructions or special concerns for access here:

Applicant's Signature: Title (if applicable): **Administrator of Planning**

Print Name Signed Above: **Meredith Brady** Date: 6/12/17

DO NOT WRITE BELOW THIS LINE

Rhode Island Department of Environmental Management Determination

To Applicant:

In accordance with Rule 8.04, DEM issues the following determination concerning your proposed project based on reliance on the above information and accompanying attachments to your application. Be advised that any change in your project, or the existence of property characteristics that differ from descriptions that were provided to the DEM, may invalidate this determination:

- ☑ Permit not required – you may proceed with your project.
  - ☑ Freshwater Wetland Rules are not applicable to the project as proposed. *
  - ☐ Project is exempt as proposed and described.
- ☐ Further application required - you may **NOT** proceed with your project.
  - ☐ Alteration of freshwater wetland is proposed.
  - ☐ Unable to make an applicability determination based on information provided.

Staff Comment: *This determination applies to Gantries 10b and 10c ONLY. The proposed gantry identified as 10a is located within CRMC jurisdiction and should be sent to that agency for review.

DEM authorized staff Charles A. Horton **Date:** 7/5/17

State of Rhode Island and Providence Plantations
Coastal Resources Management Council
Oliver H. Stedman Government Center
4808 Tower Hill Road, Suite 3
Wakefield, RI 02879-1900

(401) 783-3370
Fax (401) 783-3767

FINDING OF NO SIGNIFICANT IMPACT

September 26, 2017

Department of Transportation
Two Capitol Hill, Room 350A
Attn: Daniel Waugh
Providence, RI 02903

RE: CRMC Assent No. A2017-09-072: Install a tolling facility on I-195 as per plans submitted to CRMC 9/25/17. Project Location: India Street, Providence; Plat , Lot

Dear Applicant:

The Coastal Resources Management Council has reviewed your project proposal and has determined the findings of no significant impact on coastal resources. This project must be completed within three (3) years of the date of this notification, unless written application requesting an extension is received by CRMC sixty (60) days prior to the expiration date. If this project involves excess excavated materials, excess soils, excess construction materials, and debris (including any destructed materials) these materials shall be removed from the site and disposed of at an inland landfill or a suitable and legal upland location. **If the project involves earthwork, appropriate erosion controls shall be utilized.** All applicable policies, prohibitions, and standards of the RICRMP shall be upheld.

CAUTION: The limits of authorized work shall be only for that which was approved by the CRMC. Any activities or alterations in which deviate from this assent or what was detailed on the CRMC approved plans will require a separate application and review. Additionally, if the information provided to the CRMC for this review is inaccurate or did not reveal all necessary information or data, then this permit may be found to be null and void. Plans for any future alteration of the shoreline or construction or alteration within the 200' zone of CRMC jurisdiction or in coastal waters must be submitted for review to the CRMC prior to commencing such activity.

Permits, licenses or easements issued by the Council are valid only with the conditions and stipulation under which they are granted and imply no guarantee of renewal. The initial application or an application for renewal may be subject to denial or modification. If an application is granted, said permit, license and easement may be subject to revocation and/or modification for failure to comply with the conditions and stipulations under which the same was issued or for other good cause.

Applicant agrees that as a condition to the granting of this assent, members of the Coastal Resources Management Council or its staff shall have access to applicant's property to make on-site inspections to insure compliance with the assent.

A copy of this authorization to perform construction related activities shall be kept on site and available for inspection. NOTE: Failure to have this letter on site or work in excess of your proposal constitutes a violation under this program.

Sincerely,

William J. Mosunic

William Mosunic, Administrative Officer
Coastal Resources Management Council

/bms

State of Rhode Island and Providence Plantations

COASTAL RESOURCES MANAGEMENT COUNCIL

NOTICE OF

ASSENT

CRMC Assent No.: A2017-09-072 Date: September 26, 2017

This certifies that Department of Transportation
has permission to Install a tolling facility on I-195 as per plans submitted to CRMC 9/25/17.

situated at India Street
Plat No. _____ Lot No. _____

Said construction operations to be done in accordance with an approved assent on file in the Offices of the Coastal Resources Management Council and subject further to all the provisions of the building ordinances of the :

City/Town of **Providence**

and to all the applicable State, Local and Federal provisions. This assent shall expire three (3) years from the date of this assent.

Brittany Borlack
Official Designee
Coastal Resources Management Council

THIS CARD MUST BE DISPLAYED IN A CONSPICUOUS PLACE ON THE PREMISES.
FAILURE TO DISPLAY WILL RESULT IN LEGAL ACTION.

RHODE ISLAND DEPARTMENT OF ENVIRONMENTAL MANAGEMENT
OFFICE OF WATER RESOURCES
235 Promenade Street
Providence, Rhode Island 02908

July 5, 2017

RI Department of Transportation
Meredith Brady, Administrator of Planning
Two Capitol Hill
Providence, RI 02903

Re: Application No. 17-0143 in reference to the location below:

Route 146 at Louisquisset Pike Bridge #027601 over Route 116, project limits extending along Route 146 from approximately 360 feet north of the Louisquisset Pike Bridge, and northwesterly for 340 feet to the Route 146 XB on-ramp, Lincoln, RI

Dear Ms. Brady

Attached is the determination concerning your Request for Regulatory Applicability under the Rules and Regulations Governing the Administration and Enforcement of the Freshwater Wetlands Act. Also enclosed is one copy of the site plans stamped received by the Office of Water Resources on June 14, 2017 depicting the project that was reviewed.

If the determination is that a permit under the subject regulations is not required, please note that other federal, state, or local permits may be required prior to proceeding with your project. Also note that for projects or activities determined to be exempt from permitting requirements, certain general restrictions and best management practices still apply, including placement and maintenance of erosion and sediment controls, in accordance with Rule 6.01 in order to ensure protection of wetland resources.

If you have any questions concerning the determination, please feel free to contact me at (401) 222-6820, ext. 7402.

Sincerely,

Charles A. Horbert, Program Supervisor
Office of Water Resources
Freshwater Wetlands Program

Enclosure: Determination
Site Plans

ec: Thomas Cabana, PE, Jacobs Engineering

RHODE ISLAND DEPARTMENT OF ENVIRONMENTAL MANAGEMENT
OFFICE OF WATER RESOURCES/FRESHWATER WETLANDS PROGRAM

235 Promenade Street, Providence, RI 02908
Telephone: 401-222-6820, Telecommunication Device for the Deaf: 401-222-4462

REQUEST FOR REGULATORY APPLICABILITY FORM

Please type or print

17-0143

AGENCY USE ONLY
Application No:
Application Received:

RECEIVED 2017

PART A **Purpose of Application:**

Use this application form only if you desire confirmation that your proposed project does not require a permit under the Freshwater Wetlands Rules. (see Rules 5.02, 7.01, 7.02 and 8.04 for a description of application types, submittal requirements and application outcomes.) Please be informed that many projects or activities occurring outside of wetlands may directly or indirectly alter the character of wetlands. Applicants proposing development in undisturbed areas in or near wetlands should use the Request for Preliminary Determination (Rule 9) and General Application Form to obtain a suitable determination in cases where applicability of the Freshwater Wetlands Rules is likely.

PART B **Applicant Information:**

Applicant's Name (see Rules 7.02): **Rhode Island Department of Transportation, Planning Division**

Note: The applicant must be the owner of the property or easement which is the subject of this application or must be the government agency or entity with power of condemnation over such property or easement.

Applicant's Mailing Address:

JUN 14 2017

Two Capitol Hill – Room 350 A
Street/Road P.O. Box

Providence **RI** **02903** **401-222-6940 x 4530**
City/Town State Zip Code Telephone No.

Applicant's Email Address: **Meredith.brady@dot.ri.gov**

Location of Property subject to this Application (if different from mailing address):

Lincoln **Route 146 at Louisquisset Pike Bridge #027601 over Route 116**
City/Town Street Abutting Site Street address number (if applicable)

Project limits extend along Route 146 from approximately 360 feet north of the Louisquisset Pike Bridge, and northwesterly for 340 feet to the Route 146 SB on-ramp.
Nearest street intersection and its distance and direction from site

Nearest utility pole number(s): **N/A** Direction to site from abutting street: N ____ S ____ E ____ W ____
Tax Assessor's Plat(s) and Lot No.(s): **N/A**
Recorded Plat (s) and Lots No.(s) (if no Tax Assessor Plat and Lots available): **N/A**

PART C **General Information and Checklist**

- ☐ Any previous application for this site? Yes ____ No **X** Provide Application No(s) ____
- ☐ Any previous enforcement action for this site? Yes ____ No **X** Provide File No(s) ____
- ☐ Fee Enclosed - $150.00 made payable to the General Treasurer of Rhode Island Check No. **N/A**
- ☐ Attach 3 copies of plan illustrating the current and proposed conditions of the property and location of wetlands.
- ☐ Attach written project description including purpose, size, and area(s) on the property where project is proposed.
- ☐ Attach photograph(s) of the current site conditions where work is proposed.

PART D **Professional's Certification** (if any):

Note: The prime professional (e.g. engineer, biologist, landscape architect, etc.) who participated in the submission and/or preparation of this Application and supporting must sign below.

I hereby certify that I have been authorized by the applicant to prepare documentation to be submitted in support of this Application; that such documentation is in accordance with the *Rules and Regulations Governing the Administration and Enforcement of the Freshwater Wetlands Act*; and that such documentation is true, accurate and complete to the best of my knowledge.

Professional's Name (*print*): **Thomas R. Cabana, PE** Title: **Senior Project Manager**

Address: **166 Valley Street, Bldg. 6, Suite 101 Providence, Rhode Island 02909** d/b/a: **Jacobs Engineering**

Professional's Signature: _____ Date: 6/12/17

Professional's Email Address: **thomas.cabana@jacobs.com** Tel. **401.272.1969 ext. 29**

PART E **Applicant's Certification/Authorization**

I hereby certify that I have requested and authorized the investigation, compilation, and submission of all the information, in whatever form, contained in this Application; that I have personally examined and am familiar with the information submitted herein; and that such information is true, accurate and complete to the best of my knowledge. I hereby authorize RIDEM personnel access to the property for purposes of observing conditions pertinent to this application, consistent with the RIDEM Administrative Inspection Guidelines. (See DEM website - Office of Compliance and Inspection for copy). Note any instructions or special concerns for access here:

JUN 14 2017

Applicant's Signature: _____ Title (if applicable): **Administrator of Planning**

Print Name Signed Above: **Meredith Brady** Date: 6/12/17

DO NOT WRITE BELOW THIS LINE

Rhode Island Department of Environmental Management Determination

To Applicant:

In accordance with Rule 8.04, DEM issues the following determination concerning your proposed project based on reliance on the above information and accompanying attachments to your application. Be advised that any change in your project, or the existence of property characteristics that differ from descriptions that were provided to the DEM, may invalidate this determination:

- ☑ Permit not required – you may proceed with your project.
  - ☑ Freshwater Wetland Rules are not applicable to the project as proposed.
  - ☐ Project is exempt as proposed and described.
- ☐ Further application required - you may **NOT** proceed with your project .
  - ☐ Alteration of freshwater wetland is proposed.
  - ☐ Unable to make an applicability determination based on information provided.

Staff Comment: _____

DEM authorized staff Charles A. Horbert **Date:** 7/5/17

RHODE ISLAND DEPARTMENT OF ENVIRONMENTAL MANAGEMENT
OFFICE OF WATER RESOURCES
235 Promenade Street
Providence, Rhode Island 02908

July 5, 2017

RI Department of Transportation
Meredith Brady, Administrator of Planning
2 Capitol Hill, Room 350A
Providence, RI 02903-1124

Re: Application No. 17-0138 in reference to the location below:

On RI Route 146 at Farnum Pike Bridge #044101/21, project limits extend along Route 146 from approximately 400 fee east of the Farnum Pike Bridge over Route 104 to 130 feet west of the Bridge, North Smithfield, RI

Dear Ms. Brady:

Attached is the determination concerning your Request for Regulatory Applicability under the Rules and Regulations Governing the Administration and Enforcement of the Freshwater Wetlands Act. As noted therein, your project proposal will require the submittal of a Request for Preliminary Determination.

The proposed toll gantries will result in encroachment into at least riverbank wetland and are not specifically exempted in Rule 6.00.

If you have any questions concerning the determination, please feel free to contact me at (401) 222-6820, ext. 7402.

Sincerely,

Charles A. Horbert

Charles A. Horbert, Program Supervisor
Office of Water Resources
Freshwater Wetlands Program

Enclosure: Determination

RHODE ISLAND DEPARTMENT OF ENVIRONMENTAL MANAGEMENT
OFFICE OF WATER RESOURCES/FRESHWATER WETLANDS PROGRAM

235 Promenade Street, Providence, RI 02908
Telephone: 401-222-6820, Telecommunication Device for the Deaf: 401-222-4462

REQUEST FOR REGULATORY APPLICABILITY FORM

17-0138

Please type or print

AGENCY USE ONLY
Application No:
Application Received:
RECEIVED JUN 1 2017 Department of Environmental Management Permit Application Center

PART A Purpose of Application:

Use this application form only if you desire confirmation that your proposed project does not require a permit under the Freshwater Wetlands Rules. (see Rules 5.02, 7.01, 7.02 and 8.04 for a description of application types, submittal requirements and application outcomes.) Please be informed that many projects or activities occurring outside of wetlands may directly or indirectly alter the character of wetlands. Applicants proposing development in undisturbed areas in or near wetlands should use the Request for Preliminary Determination (Rule 9) and General Application Form to obtain a suitable determination in cases where applicability of the Freshwater Wetlands Rules is likely.

PART B Applicant Information:

Applicant's Name (see Rules 7.02): **Rhode Island Department of Transportation, Planning Division**

Note: The applicant must be the owner of the property or easement which is the subject of this application or must be the government agency or entity with power of condemnation over such property or easement.

Applicant's Mailing Address:

Two Capitol Hill – Room 350 A
Street/Road P.O. Box

Providence | **RI** | **02903** | **401-222-6940 x 4530**
City/Town | State | Zip Code | Telephone No.

Applicant's Email Address: **Meredith.brady@dot.ri.gov**

Location of Property subject to this Application (if different from mailing address):

North Smithfield | **Route 146 at Farnum Pike Bridge #044101/21**
City/Town | Street Abutting Site Street address number (if applicable)

Project limits extend along Route 146 from approximately 400 feet east of the Farnum Pike Bridge over Route 104 to 130 feet west of the Bridge.
Nearest street intersection and its distance and direction from site

Nearest utility pole number(s): **N/A** Direction to site from abutting street: N ____ S ____ E ____ W ____

Tax Assessor's Plat(s) and Lot No.(s): **N/A**

Recorded Plat (s) and Lots No.(s) (if no Tax Assessor Plat and Lots available): **N/A**

PART C General Information and Checklist

- ☐ Any previous application for this site? Yes ____ No **X** Provide Application No(s) ____
- ☐ Any previous enforcement action for this site? Yes ____ No **X** Provide File No(s) ____
- ☐ Fee Enclosed - $150.00 made payable to the General Treasurer of Rhode Island Check No. **N/A**
- ☐ Attach 3 copies of plan illustrating the current and proposed conditions of the property and location of wetlands.
- ☐ Attach written project description including purpose, size, and area(s) on the property where project is proposed.
- ☐ Attach photograph(s) of the current site conditions where work is proposed.

PART D **Professional's Certification** (if any):

Note: The prime professional (e.g. engineer, biologist, landscape architect, etc.) who participated in the submission and/or preparation of this Application and supporting must sign below.

I hereby certify that I have been authorized by the applicant to prepare documentation to be submitted in support of this Application; that such documentation is in accordance with the *Rules and Regulations Governing the Administration and Enforcement of the Freshwater Wetlands Act*; and that such documentation is true, accurate and complete to the best of my knowledge.

Professional's Name (*print*): **Thomas R. Cabana, PE** Title: **Senior Project Manager**

Address: **166 Valley Street, Bldg. 6, Suite 101 Providence, Rhode Island 02909** d/b/a: **Jacobs Engineering**

Professional's Signature: TR Ca Date: 6/12/17

Professional's Email Address: **thomas.cabana@jacobs.com** Tel. **401.272.1969 ext. 29**

PART E **Applicant's Certification/Authorization**

I hereby certify that I have requested and authorized the investigation, compilation, and submission of all the information, in whatever form, contained in this Application; that I have personally examined and am familiar with the information submitted herein; and that such information is true, accurate and complete to the best of my knowledge. I hereby authorize RIDEM personnel access to the property for purposes of observing conditions pertinent to this application, consistent with the RIDEM Administrative Inspection Guidelines. (See DEM website - Office of Compliance and Inspection for copy). Note any instructions or special concerns for access here:

Applicant's Signature: Title (if applicable): **Administrator of Planning**

Print Name Signed Above: **Meredith Brady** Date: 6/12/17

DO NOT WRITE BELOW THIS LINE

Rhode Island Department of Environmental Management Determination

To Applicant:

In accordance with Rule 8.04, DEM issues the following determination concerning your proposed project based on reliance on the above information and accompanying attachments to your application. Be advised that any change in your project, or the existence of property characteristics that differ from descriptions that were provided to the DEM, may invalidate this determination:

- ☐ Permit not required – you may proceed with your project.
  - ☐ Freshwater Wetland Rules are not applicable to the project as proposed.
  - ☐ Project is exempt as proposed and described.
- ☑ Further application required - you may **NOT** proceed with your project .
  - ☑ Alteration of freshwater wetland is proposed.
  - ☐ Unable to make an applicability determination based on information provided.

Staff Comment: Clearing proposed in riverbank wetland is not exempt.

DEM authorized staff Charles A. Hulbert **Date:** 7/5/17

RHODE ISLAND DEPARTMENT OF ENVIRONMENTAL MANAGEMENT
OFFICE OF WATER RESOURCES
235 Promenade Street
Providence, Rhode Island 02908

July 5, 2017

RI Department of Transportation
Meredith Brady, Administrator of Planning
2 Capitol Hill, Room 350A
Providence, RI 02903-1124

Re: Application No. 17-0139 in reference to the location below:

Route 6 at Woonasquatucket River Bridge #060401, project limits extending from approximately 55 feet west of the Woonasquatucket River Bridge on Route 6, northwesterly 200 feet to a utility pole adjacent to the Woonasquatucket River Greenway bike path, Providence, RI

Dear Ms. Brady:

Attached is the determination concerning your Request for Regulatory Applicability under the Rules and Regulations Governing the Administration and Enforcement of the Freshwater Wetlands Act. As noted therein, your project proposal will require the submittal of a Request for Preliminary Determination.

The proposed toll gantries will be placed into into at least riverbank wetland and are not specifically exempted in Rule 6.00.

If you have any questions concerning the determination, please feel free to contact me at (401) 222-6820, ext. 7402.

Sincerely,

Charles A. Horbert, Program Supervisor
Office of Water Resources
Freshwater Wetlands Program

Enclosure: Determination

ec: Thomas R. Cabana, PE, Jacobs Engineering

RHODE ISLAND DEPARTMENT OF ENVIRONMENTAL MANAGEMENT
OFFICE OF WATER RESOURCES/FRESHWATER WETLANDS PROGRAM

235 Promenade Street, Providence, RI 02908
Telephone: 401-222-6820, Telecommunication Device for the Deaf: 401-222-4462

REQUEST FOR REGULATORY APPLICABILITY FORM

Please type or print

AGENCY USE ONLY
Application No: 11-0139
Application Received: JUN 14 2017
Department of Environmental Management
Permit Application Center

PART A Purpose of Application:

Use this application form only if you desire confirmation that your proposed project does not require a permit under the Freshwater Wetlands Rules. (see Rules 5.02, 7.01, 7.02 and 8.04 for a description of application types, submittal requirements and application outcomes.) Please be informed that many projects or activities occurring outside of wetlands may directly or indirectly alter the character of wetlands. Applicants proposing development in undisturbed areas in or near wetlands should use the Request for Preliminary Determination (Rule 9) and General Application Form to obtain a suitable determination in cases where applicability of the Freshwater Wetlands Rules is likely.

PART B Applicant Information:

Applicant's Name (see Rules 7.02): **Rhode Island Department of Transportation, Planning Division**

Note: The applicant must be the owner of the property or easement which is the subject of this application or must be the government agency or entity with power of condemnation over such property or easement.

Applicant's Mailing Address:

Two Capitol Hill – Room 350 A
Street/Road P.O. Box

Providence **RI** **02903** **401-222-6940 x 4530**
City/Town State Zip Code Telephone No.

Applicant's Email Address: **Meredith.brady@dot.ri.gov**

Location of Property subject to this Application (if different from mailing address):

Providence **Route 6 at Woonasquatucket River Bridge #060401**
City/Town Street Abutting Site Street address number (if applicable)

Project limits extend from approximately 55 feet west of the Woonasquatucket River Bridge on Route 6, northwesterly 200 feet to a utility pole adjacent to the bike path.
Nearest street intersection and its distance and direction from site

Nearest utility pole number(s): **N/A** Direction to site from abutting street: N ____ S ____ E ____ W ____

Tax Assessor's Plat(s) and Lot No.(s): **N/A**

Recorded Plat (s) and Lots No.(s) (if no Tax Assessor Plat and Lots available): **N/A**

PART C General Information and Checklist

- ☐ Any previous application for this site? Yes ____ No **X** Provide Application No(s) ____
- ☐ Any previous enforcement action for this site? Yes ____ No **X** Provide File No(s) ____
- ☐ Fee Enclosed - $150.00 made payable to the General Treasurer of Rhode Island Check No. **N/A**
- ☐ Attach 3 copies of plan illustrating the current and proposed conditions of the property and location of wetlands.
- ☐ Attach written project description including purpose, size, and area(s) on the property where project is proposed.
- ☐ Attach photograph(s) of the current site conditions where work is proposed.

PART D **Professional's Certification** (if any):

Note: The prime professional (e.g. engineer, biologist, landscape architect, etc.) who participated in the submission and/or preparation of this Application and supporting must sign below.

I hereby certify that I have been authorized by the applicant to prepare documentation to be submitted in support of this Application; that such documentation is in accordance with the *Rules and Regulations Governing the Administration and Enforcement of the Freshwater Wetlands Act*; and that such documentation is true, accurate and complete to the best of my knowledge.

Professional's Name (*print*): **Thomas R. Cabana, PE** Title: **Senior Project Manager**

Address: **166 Valley Street, Bldg. 6, Suite 101 Providence, Rhode Island 02909** d/b/a: **Jacobs Engineering**

Professional's Signature: [signature] Date: 6/12/17

Professional's Email Address: **thomas.cabana@jacobs.com** Tel. **401.272.1969 ext. 29**

PART E **Applicant's Certification/Authorization**

I hereby certify that I have requested and authorized the investigation, compilation, and submission of all the information, in whatever form, contained in this Application; that I have personally examined and am familiar with the information submitted herein; and that such information is true, accurate and complete to the best of my knowledge. I hereby authorize RIDEM personnel access to the property for purposes of observing conditions pertinent to this application, consistent with the RIDEM Administrative Inspection Guidelines. (See DEM website - Office of Compliance and Inspection for copy). Note any instructions or special concerns for access here:

Applicant's Signature: [signature] Title (if applicable): **Administrator of Planning**

Print Name Signed Above: **Meredith Brady** Date: 6/12/17

DO NOT WRITE BELOW THIS LINE

Rhode Island Department of Environmental Management Determination

To Applicant:

In accordance with Rule 8.04, DEM issues the following determination concerning your proposed project based on reliance on the above information and accompanying attachments to your application. Be advised that any change in your project, or the existence of property characteristics that differ from descriptions that were provided to the DEM, may invalidate this determination:

- ☐ Permit not required – you may proceed with your project.
  - ☐ Freshwater Wetland Rules are not applicable to the project as proposed.
  - ☐ Project is exempt as proposed and described.
- ☑ Further application required - you may **NOT** proceed with your project .
  - ☑ Alteration of freshwater wetland is proposed.
  - ☐ Unable to make an applicability determination based on information provided.

Staff Comment:

DEM authorized staff [signature] **Date:** 7/5/17

Appendix C

Section 7 Consultation Documents

United States Department of the Interior

FISH AND WILDLIFE SERVICE
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In Reply Refer To: December 11, 2017
Consultation Code: 05E1NE00-2018-I-0419
Event Code: 05E1NE00-2018-E-01165
Project Name: RIDOT Tolling Facilities: Locations 3, 4, & 6-13

Subject: Concurrence verification letter for the 'RIDOT Tolling Facilities: Locations 3, 4, & 6-13' project under the December 15, 2016 FHWA, FRA, FTA Programmatic Biological Opinion for Transportation Projects within the Range of the Indiana Bat and Northern Long-eared Bat.

To whom it may concern:

The U.S. Fish and Wildlife Service (Service) has received your request dated to verify that the **RIDOT Tolling Facilities: Locations 3, 4, & 6-13** (Proposed Action) may rely on the concurrence provided in the December 15, 2016, FHWA, FRA, FTA Programmatic Biological Opinion for Transportation Projects within the Range of the Indiana Bat and Northern Long-eared Bat (PBO) to satisfy requirements under Section 7(a)(2) of the Endangered Species Act of 1973 (ESA) (87 Stat. 884, as amended; 16 U.S.C. 1531 *et seq.*). Based on the information you provided (Project Description repeated below), you have determined that the Proposed Action is within the scope and adheres to the criteria of the PBO, including the adoption of applicable avoidance and minimization measures, and is <u>not likely to adversely affect</u> (NLAA) the endangered Indiana bat (*Myotis sodalis*) and/or the threatened Northern long-eared bat (*Myotis septentrionalis*).

The Service has 14 calendar days to notify the lead Federal action agency or designated non-federal representative if we determine that the Proposed Action does not meet the criteria for a NLAA determination under the PBO. If we do <u>not</u> notify the lead Federal action agency or designated non-federal representative within that timeframe, you may proceed with the Proposed Action under the terms of the NLAA concurrence provided in the PBO. This verification period allows Service Field Offices to apply local knowledge to implementation of the PBO, as we may identify a small subset of actions having impacts that were unanticipated. In such instances, Service Field Offices may request additional information that is necessary to verify inclusion of the proposed action under the PBO.

If the Proposed Action is modified, or new information reveals that it may affect the Indiana bat and/or northern long-eared bat in a manner or to an extent not considered in the PBO, further

review to conclude the requirements of ESA Section 7(a)(2) may be required. If the Proposed Action may affect any other federally-listed or proposed species, or any designated critical habitat, additional consultation is required. In either of these circumstances, please contact this Office.

The following species may occur in your project area and **are not** covered by this determination:

- Red Knot, *Calidris canutus rufa* (Threatened)

Project Description

The following project name and description was collected in IPaC as part of the endangered species review process.

Name

RIDOT Tolling Facilities: Locations 3, 4, & 6-13

Description

The Rhode Island Department of Transportation (RIDOT) proposes to construct and operate toll systems at Toll Locations 3, 4 & 6-13 along five major highway corridors (I-95, I-195, and I-295, US Route 6, and RI Route 146). The Toll Locations are located in Warwick, Providence, Pawtucket, Cranston, Johnston, Cumberland, East Providence, Lincoln, and North Smithfield. The proposed toll systems at the Ten Toll Locations would be used to collect toll revenue from a tractor or truck tractor as defined in 23 CFR 658.5, pulling a trailer or trailers travelling across select bridges associated with the toll locations. The toll system at each proposed location will be located within the existing highway right-of-way, approximately 15-20 feet from the existing edge of pavement. Each toll location will be comprised of one or more gantries, conduit for both communication and electrical connections, a roadside cabinet on a concrete pad, and an additional safety guardrail. The cameras and detectors will be on the gantry that will span the roadway. Ground disturbance will be limited, and the project will not involve the clearcutting of any trees or vegetation. There will be minor vegetation trimming at some locations to construct the gantries. There are no hazardous materials located within or adjacent to the project area. The conduit will be installed either by direct bury methods or narrow trenching that will be backfilled and seeded to match existing conditions. There will be a slight increase in impervious surface at each location due to the concrete pads for the utility cabinets and the gantry foundations. Foundations for the gantries will be augured to minimize excavation and land disturbance, which will also minimize potential for erosion. Compost filter socks will provide erosion control and identify the limit of disturbance.

There are no federal wetlands within the Limit of Disturbance (LOD) at each toll location. The entire state of Rhode Island is within the range of the Northern Long-Eared Bat (NLEB).

The limit of disturbance (LOD) is the area of direct impacts for any project-related work associated with construction of the tolling locations, including paving, excavation, grading, trenching, staging, construction, and utility connections at the proposed locations. The LOD ranges from 10,424 SF of existing maintained operational roadway shoulder for Toll Location 13 to 85,131 SF for Toll Location 7. Some trucks subject to tolls may divert to other routes. No construction is proposed on any potential diversion routes.

Construction of the ten toll locations is anticipated to begin in early 2018.

Determination Key Result

Based on your answers provided, this project(s) may affect, but is not likely to adversely affect, the endangered Indiana bat and/or the threatened Northern long- eared bat; therefore, consultation with the U.S. Fish and Wildlife Service pursuant to Section 7(a)(2) of the Endangered Species Act of 1973 (ESA) (87 Stat. 884, as amended 16 U.S.C. 1531 *et seq.*) is required. However, also based on your answers provided, this project may rely on the December 15, 2016 FHWA, FRA, FTA Programmatic Biological Opinion for Transportation Projects within the Range of the Indiana Bat and Northern Long-eared Bat.

Qualification Interview

1. Is the project within the range of the Indiana bat[1]?

   [1] See Indiana bat species profile

   Automatically answered
   No

2. Is the project within the range of the Northern long-eared bat[1] (NLEB)?

   [1] See Northern long-eared bat species profile

   Automatically answered
   Yes

3. Which Federal Agency is the lead for the action?

   A) Federal Highway Administration (FHWA)

4. Are *all* project activities limited to non-construction activities only? (examples of non-construction activities include: bridge/abandoned structure assessments, property inspections, planning and technical studies, property sales, property easements, and equipment purchases)

   No

5. Are *all* project activities completely within the existing road/rail surface[1] (e.g., road line painting)?

   [1] Road surface is defined as the driving surface and shoulders (may be pavement, gravel, etc.) and rail surface is defined as the edge of the rail ballast.

   Yes

6. Will the project raise the road profile **above the tree canopy** within 1,000 feet of known summer habitat (based on documented roosts and/or captures)?

   No

7. Does the project include percussives or other activities (not including the removal of trees) that will increase noise levels above existing traffic/background levels?

   No

8. Is there any suitable summer habitat[1] for Indiana Bat or NLEB within the project area? (includes any trees suitable for maternity, roosting, foraging, or travelling habitat)

   [1] See the Service's summer survey guidance for our current definitions of suitable habitat.

   No

9. Does the project include any ground disturbing activities?

   Yes

10. Is the project located within a karst area?

    No

11. Will the project include any type of activity that could impact a **known** hibernaculum[1], or impact a karst feature (e.g., sinkhole, losing stream, or spring) that could result in effects to a **known** hibernaculum?

    [1] For the purpose of this consultation, a hibernaculum is a site, most often a cave or mine, where bats hibernate during the winter (see suitable habitat), but could also include bridges and structures if bats are found to be hibernating there during the winter.

    No

12. Does the project include any activities **within** 0.5 miles of an Indiana bat and/or NLEB hibernaculum[1]?

    [1] For the purpose of this consultation, a hibernaculum is a site, most often a cave or mine, where bats hibernate during the winter (see suitable habitat), but could also include bridges and structures if bats are found to be hibernating there during the winter.

    Yes

13. Does the project include any activities **greater than** 0.5 miles from an Indiana bat and/or NLEB hibernaculum[1]?

    [1] For the purpose of this consultation, a hibernaculum is a site, most often a cave or mine, where bats hibernate during the winter (see suitable habitat), but could also include bridges and structures if bats are found to be hibernating there during the winter.

    Yes

14. Does the project include any activities **greater than** 300 feet from existing road/rail surfaces?

    No

15. Does the project include slash pile burning?

    No

16. Does the project include any bridge removal and/or replacement activities?

    No

17. Does the project include any bridge maintenance activities (e.g., any bridge repair, retrofit, maintenance, and/or rehabilitation work)?

    No

18. Does the project include the removal and/or replacement of any structures other than a bridge? (e.g., rest areas, offices, sheds, outbuildings, barns, parking garages, etc.)

    No

19. Does the project include maintenance activities of any structures other than a bridge? (e.g., rest areas, offices, sheds, outbuildings, barns, parking garages, etc.)

    No

20. Will the project involve the use of **temporary** lighting during the construction/maintenance activities?

    Yes

21. **Lighting AMM 1**
    Will *all* temporary lighting be directed away from suitable habitat during the active season?

    Yes

22. Will the project install new (or replace existing) **permanent** lighting?

    No

23. Will the use of temporary or permanent lighting increase illumination *within suitable habitat* above ambient conditions?

    No

24. **General AMM 1**
    Will the project ensure all operators, employees, and contractors working in areas of known or presumed bat habitat are aware of all FHWA/FRA/FTA (Transportation Agencies) environmental commitments, including all applicable Avoidance and Minimization Measures?

    Yes

Project Questionnaire

1. Have you made a No Effect determination for all other species indicated on the FWS IPaC generated species list?

   No

2. Have you made a May Affect determination for any other species on the FWS IPaC generated species list?

   No

Avoidance And Minimization Measures (AMMs)

These measures **were accepted** as part of this determination key result:

GENERAL AMM 1

Ensure all operators, employees, and contractors working in areas of known or presumed bat habitat are aware of all FHWA/FRA/FTA (Transportation Agencies) environmental commitments, including all applicable AMMs.

LIGHTING AMM 1

Direct temporary lighting away from suitable habitat during the active season.

Additional Avoidance And Minimization Measures (AMMs)

These measures **are not required** for this project as described:

TREE REMOVAL AMM 1

Modify all phases/aspects of the project (e.g., temporary work areas, alignments) to the extent practicable to avoid tree removal in excess of what is required to implement the project safely.

Note: Tree Removal AMM 1 is an avoidance measure, the full implementation of which may not always be practicable. In such cases, projects may still be NLAA as long as Tree Removal AMMs 2, 3, and 4 are implemented.

TREE REMOVAL AMM 2

Apply time of year (TOY) restrictions for tree removal[1] when bats are not likely to be present.
[1] Coordinate with the local Service Field Office for appropriate dates.

TREE REMOVAL AMM 3

Ensure tree removal is limited to that specified in project plans. Install bright colored flagging/fencing prior to any tree clearing to ensure contractors stay within clearing limits. Ensure that contractors understand clearing limits and how they are marked in the field.

TREE REMOVAL AMM 4

Do not cut down documented Indiana bat or NLEB roosts (that are still suitable for roosting) or trees within 0.25 miles of roosts, or documented foraging habitat at any time of year.

TREE REMOVAL AMM 5

Avoid conducting tree removal within documented Indiana bat roosting/foraging habitat[1] or travel corridors[2] from May 1-July 31.

[1] Documented roosting or foraging habitat – for the purposes of this BA, we are considering documented habitat as that where Indiana bats and/or NLEB have actually been captured and tracked using (1) radio telemetry to roosts; (2) radio telemetry biangulation/triangulation to estimate foraging areas; or (3) foraging areas with repeated use documented using acoustics. Documented roosting habitat is also considered as suitable summer habitat within 0.25 miles of documented roosts.

[2] Documented travel corridor - for the purposes of this BA, we are considering documented corridors as that where Indiana bats and/or NLEB have actually been captured and tracked to using (1) radio telemetry; or (2) tree corridors located directly between documented roosting and foraging habitat.

TREE REMOVAL AMM 6

Minimize tree removal within suitable Indiana bat habitat (no documented habitat) from May 1-July 31 in the following manner:
1) Limit clearing such that all trees can be visually assessed.
2a) Conduct visual emergence surveys if trees are greater than or equal to 9 inches diameter at breast height (dbh).

- If no bats are observed, proceed with clearing the following day.
- If bats observed, modify project to conduct tree removal after August 1.

OR
2b) If trees are <9 inches dbh, no emergence survey required.

TREE REMOVAL AMM 7

Avoid removing documented NLEB maternity roosts and trees within 150 feet of those roosts from June 1-July 31.

BRIDGE AMM 1

To completely avoid direct effects to roosting bats, perform any bridge repair, retrofit, maintenance, and/or rehabilitation work during the winter hibernation period[1].

[1] Coordinate with the local Service Field Office for appropriate dates.

BRIDGE AMM 2

If construction activity is planned during the active season, perform a bridge assessment[1] for presence of bats.

[1] See User Guide Appendix D for bridge assessment guidance

BRIDGE AMM 3

If bridge assessment for bats suggests presence of bats, ensure activity will not disturb bats.

BRIDGE AMM 4

If bridge assessment for bats suggests presence of a small number of bats (5)6, conduct bridge repair, retrofit, maintenance, and/or rehabilitation work (including activity with percussives) outside of pup season (June 1- July 31) AND keep the light localized in the evening while the bats are feeding, starting one hour after sunset and ending one hour before daylight, excluding the hours between 10 p.m. and midnight[1].

[1] Keeley and Tuttle (1999) indicated peak night roost usage is between 10:00 p.m. to midnight.

BRIDGE AMM 5

Ensure suitable roosting sites remain after any bridge work. Suitable roosting sites may be incorporated into the design of a new bridge.

STRUCTURE AMM 1

If the goal of the project is to exclude bats from the structure, coordinate with your local Service Field Office and follow the Acceptable Management Practices for Bat Control Activities in Structures guidance document (White-nose Syndrome Conservation and Recovery Working Group 2015).

STRUCTURE AMM 2

Perform *all* maintenance and/or repair work during the winter hibernation period[1] unless a hibernating colony of bats is present.

[1] Coordinate with the local Service Field Office for appropriate dates.

STRUCTURE AMM 3

If maintenance and/or repair work will be performed outside of the winter hibernation period, determine if work will occur in an area with roosting bats. If there is observed bat activity (or signs of frequent bat activity), Transportation Agencies/State Departments of Transportation (DOTs) will conduct maintenance activity or similar structure alteration when bats are not present (i.e., foraging) or in a manner that will not disturb them.

STRUCTURE AMM 4

If roosting bats or signs of roosting bats are observed, Transportation Agencies/State DOTs will avoid removing the structure.

Note: If there are concerns about human health/safety/property coordinate with a nuisance wildlife control officer and the local USFWS Field Office.

LIGHTING AMM 2

Use downward-facing, full cut-off[1] lens lights, and direct lighting away from suitable habitat when installing new or replacing existing permanent lights; or for those transportation agencies using the BUG system developed by the Illuminating Engineering Society[2][3], the goal is to be as close to 0 for all three ratings with a priority of "uplight" of 0 and "backlight" as low as practicable.

[1] Refer to Luminaire classification for controlling stray light

[2] Refer to Fundamentals of Lighting - BUG Ratings

[3] Refer to The BUG System—A New Way To Control Stray Light

HIBERNACULA AMM 1

For projects located within karst areas, on-site personnel will use best management practices[1], secondary containment measures, or other standard spill prevention and countermeasures to avoid impacts to possible hibernacula. Where practicable, a 300 foot buffer will be employed to separate fueling areas and other major containment risk activities from caves, sinkholes, losing streams, and springs in karst topography.

[1] Coordinate with the appropriate Service Field Office on recommended best management practices for karst in your state.

Determination Key Description: FHWA, FRA, FTA Programmatic Consultation For Transportation Projects Affecting NLEB Or Indiana Bat

This key was last updated in IPaC on April 03, 2017. Keys are subject to periodic revision.

This decision key is intended for projects/activities funded or authorized by the Federal Highway Administration (FHWA), Federal Railroad Administration (FRA), and/or Federal Transit Administration (FTA), which require consultation with the U.S. Fish and Wildlife Service (Service) under Section 7 of the Endangered Species Act (ESA) for the endangered **Indiana bat** (*Myotis sodalis*) and the threatened **Northern long-eared bat** (NLEB) (*Myotis septentrionalis*).

This decision key should only be used to verify project applicability with the Service's revised programmatic biological opinion for transportation projects dated December 15, 2016. The programmatic biological opinion covers limited transportation activities that may affect either bat species, and addresses situations that are both likely and not likely to adversely affect either bat species. This decision key will assist in identifying the effect of a specific project/activity and applicability of the programmatic consultation. The programmatic biological opinion is not intended to cover all types of transportation actions. Activities outside the scope of the programmatic biological opinion, or that may affect ESA-listed species other than the Indiana bat or NLEB, or any designated critical habitat, may require additional ESA Section 7 consultation.

U.S. Fish & Wildlife Service Contact List

Determination key office contact information

Assistant Director-Ecological Services
5275 Leesburg Pike, Ms: Es
Falls Church, VA 22041-3803
(703) 358-2171

Offices with jurisdiction over project area

New England Ecological Services Field Office
70 Commercial Street, Suite 300
Concord, NH 03301-5094
(603) 223-2541

United States Department of the Interior

FISH AND WILDLIFE SERVICE
New England Ecological Services Field Office
70 Commercial Street, Suite 300
Concord, NH 03301-5094
Phone: (603) 223-2541 Fax: (603) 223-0104
http://www.fws.gov/newengland

IPaC Record Locator: 374-10309095 November 21, 2017

Subject: Consistency letter for the 'RIDOT Tolling Facilities: Locations 3, 4, & 6-13' project under the December 15, 2016 FHWA, FRA, FTA Programmatic Biological Opinion for Transportation Projects within the Range of the Indiana Bat and Northern Long-eared Bat.

To whom it may concern:

The U.S. Fish and Wildlife Service (Service) has received your request dated to verify that the **RIDOT Tolling Facilities: Locations 3, 4, & 6-13** (Proposed Action) may rely on the concurrence provided in the December 15, 2016 FHWA, FRA, FTA Programmatic Biological Opinion for Transportation Projects within the Range of the Indiana Bat and Northern Long-eared Bat (PBO) to satisfy requirements under Section 7(a)(2) of the Endangered Species Act of 1973 (ESA) (87 Stat.884, as amended; 16 U.S.C. 1531 *et seq.*). Based on the information you provided (Project Description repeated below), you have determined that the Proposed Action is within the scope, and adheres to the criteria of the PBO, including the adoption of applicable avoidance and minimization measures, and is not likely to adversely affect the endangered Indiana bat (*Myotis sodalis*) and/or the threatened Northern long-eared bat (*Myotis septentrionalis*). Consultation with the Service pursuant to Section 7(a)(2) of the Endangered Species Act of 1973 (ESA) (87 Stat. 884, as amended; 16 U.S.C. 1531 *et seq.*) is required.

The validity of this not likely to adversely affect determination is contingent upon a representative from the lead Federal action agency or a designated non-federal representative formally submitting a concurrence verification to the Service.

To submit a project for concurrence verification, the lead Federal action agency or designated non-federal representative should log into IPaC using their agency email account and click "Submit a project for verification". They will need to enter the record locator **374-10309095**.

If the Proposed Action may affect any other federally-listed or proposed species or designated critical habitat, additional consultation between the lead Federal action agency and this Office is required. Please advise the lead Federal action agency for the Proposed Action accordingly.

The following species may occur in your project area and **are not** covered by this determination:

- Red Knot, *Calidris canutus rufa* (Threatened)

Project Description

The following project name and description was collected in IPaC as part of the endangered species review process.

Name

RIDOT Tolling Facilities: Locations 3, 4, & 6-13

Description

The Rhode Island Department of Transportation (RIDOT) proposes to construct and operate toll systems at Toll Locations 3, 4 & 6-13 along five major highway corridors (I-95, I-195, and I-295, US Route 6, and RI Route 146). The Toll Locations are located in Warwick, Providence, Pawtucket, Cranston, Johnston, Cumberland, East Providence, Lincoln, and North Smithfield. The proposed toll systems at the Ten Toll Locations would be used to collect toll revenue from a tractor or truck tractor as defined in 23 CFR 658.5, pulling a trailer or trailers travelling across select bridges associated with the toll locations. The toll system at each proposed location will be located within the existing highway right-of-way, approximately 15-20 feet from the existing edge of pavement. Each toll location will be comprised of one or more gantries, conduit for both communication and electrical connections, a roadside cabinet on a concrete pad, and an additional safety guardrail. The cameras and detectors will be on the gantry that will span the roadway. Ground disturbance will be limited, and the project will not involve the clearcutting of any trees or vegetation. There will be minor vegetation trimming at some locations to construct the gantries. There are no hazardous materials located within or adjacent to the project area. The conduit will be installed either by direct bury methods or narrow trenching that will be backfilled and seeded to match existing conditions. There will be a slight increase in impervious surface at each location due to the concrete pads for the utility cabinets and the gantry foundations. Foundations for the gantries will be augured to minimize excavation and land disturbance, which will also minimize potential for erosion. Compost filter socks will provide erosion control and identify the limit of disturbance.

There are no federal wetlands within the Limit of Disturbance (LOD) at each toll location. The entire state of Rhode Island is within the range of the Northern Long-Eared Bat (NLEB).

The limit of disturbance (LOD) is the area of direct impacts for any project-related work associated with construction of the tolling locations, including paving, excavation, grading, trenching, staging, construction, and utility connections at the proposed locations. The LOD ranges from 10,424 SF of existing maintained operational roadway shoulder for Toll Location 13 to 85,131 SF for Toll Location 7. Some trucks subject to tolls may divert to other routes. No construction is proposed on any potential diversion routes.

Construction of the ten toll locations is anticipated to begin in early 2018.

Determination Key Result

Based on your answers provided, this project(s) may affect, but is not likely to adversely affect, the endangered Indiana bat and/or the threatened Northern long- eared bat; therefore, consultation with the U.S. Fish and Wildlife Service pursuant to Section 7(a)(2) of the Endangered Species Act of 1973 (ESA) (87 Stat. 884, as amended 16 U.S.C. 1531 *et seq.*) is required. However, also based on your answers provided, this project may rely on the December 15, 2016 FHWA, FRA, FTA Programmatic Biological Opinion for Transportation Projects within the Range of the Indiana Bat and Northern Long-eared Bat.

Qualification Interview

1. Is the project within the range of the Indiana bat[1]?

   [1] See Indiana bat species profile

   Automatically answered
   No

2. Is the project within the range of the Northern long-eared bat[1] (NLEB)?

   [1] See Northern long-eared bat species profile

   Automatically answered
   Yes

3. Which Federal Agency is the lead for the action?

   A) Federal Highway Administration (FHWA)

4. Are *all* project activities limited to non-construction activities only? (examples of non-construction activities include: bridge/abandoned structure assessments, property inspections, planning and technical studies, property sales, property easements, and equipment purchases)

   No

5. Are *all* project activities completely within the existing road/rail surface[1] (e.g., road line painting)?

   [1] Road surface is defined as the driving surface and shoulders (may be pavement, gravel, etc.) and rail surface is defined as the edge of the rail ballast.

   Yes

6. Will the project raise the road profile **above the tree canopy** within 1,000 feet of known summer habitat (based on documented roosts and/or captures)?

   No

7. Does the project include percussives or other activities (not including the removal of trees) that will increase noise levels above existing traffic/background levels?

   No

8. Is there any suitable summer habitat[1] for Indiana Bat or NLEB within the project area? (includes any trees suitable for maternity, roosting, foraging, or travelling habitat)

   [1] See the Service's summer survey guidance for our current definitions of suitable habitat.

   No

9. Does the project include any ground disturbing activities?

   Yes

10. Is the project located within a karst area?

    No

11. Will the project include any type of activity that could impact a **known** hibernaculum[1], or impact a karst feature (e.g., sinkhole, losing stream, or spring) that could result in effects to a **known** hibernaculum?

    [1] For the purpose of this consultation, a hibernaculum is a site, most often a cave or mine, where bats hibernate during the winter (see suitable habitat), but could also include bridges and structures if bats are found to be hibernating there during the winter.

    No

12. Does the project include any activities **within** 0.5 miles of an Indiana bat and/or NLEB hibernaculum[1]?

    [1] For the purpose of this consultation, a hibernaculum is a site, most often a cave or mine, where bats hibernate during the winter (see suitable habitat), but could also include bridges and structures if bats are found to be hibernating there during the winter.

    Yes

13. Does the project include any activities **greater than** 0.5 miles from an Indiana bat and/or NLEB hibernaculum[1]?

    [1] For the purpose of this consultation, a hibernaculum is a site, most often a cave or mine, where bats hibernate during the winter (see suitable habitat), but could also include bridges and structures if bats are found to be hibernating there during the winter.

    Yes

14. Does the project include any activities **greater than** 300 feet from existing road/rail surfaces?

    No

15. Does the project include slash pile burning?

    No

16. Does the project include any bridge removal and/or replacement activities?

    No

17. Does the project include any bridge maintenance activities (e.g., any bridge repair, retrofit, maintenance, and/or rehabilitation work)?

    No

18. Does the project include the removal and/or replacement of any structures other than a bridge? (e.g., rest areas, offices, sheds, outbuildings, barns, parking garages, etc.)

    No

19. Does the project include maintenance activities of any structures other than a bridge? (e.g., rest areas, offices, sheds, outbuildings, barns, parking garages, etc.)

    No

20. Will the project involve the use of **temporary** lighting during the construction/maintenance activities?

    Yes

21. **Lighting AMM 1**
    Will *all* temporary lighting be directed away from suitable habitat during the active season?

    Yes

22. Will the project install new (or replace existing) **permanent** lighting?

    No

23. Will the use of temporary or permanent lighting increase illumination *within suitable habitat* above ambient conditions?

    No

24. **General AMM 1**
    Will the project ensure all operators, employees, and contractors working in areas of known or presumed bat habitat are aware of all FHWA/FRA/FTA (Transportation Agencies) environmental commitments, including all applicable Avoidance and Minimization Measures?

    Yes

Project Questionnaire

1. Have you made a No Effect determination for all other species indicated on the FWS IPaC generated species list?

   No

2. Have you made a May Affect determination for any other species on the FWS IPaC generated species list?

   No

Avoidance And Minimization Measures (AMMs)

These measures **were accepted** as part of this determination key result:

GENERAL AMM 1

Ensure all operators, employees, and contractors working in areas of known or presumed bat habitat are aware of all FHWA/FRA/FTA (Transportation Agencies) environmental commitments, including all applicable AMMs.

LIGHTING AMM 1

Direct temporary lighting away from suitable habitat during the active season.

Additional Avoidance And Minimization Measures (AMMs)

These measures **are not required** for this project as described:

TREE REMOVAL AMM 1

Modify all phases/aspects of the project (e.g., temporary work areas, alignments) to the extent practicable to avoid tree removal in excess of what is required to implement the project safely.

Note: Tree Removal AMM 1 is an avoidance measure, the full implementation of which may not always be practicable. In such cases, projects may still be NLAA as long as Tree Removal AMMs 2, 3, and 4 are implemented.

TREE REMOVAL AMM 2

Apply time of year (TOY) restrictions for tree removal[1] when bats are not likely to be present.
[1] Coordinate with the local Service Field Office for appropriate dates.

TREE REMOVAL AMM 3

Ensure tree removal is limited to that specified in project plans. Install bright colored flagging/fencing prior to any tree clearing to ensure contractors stay within clearing limits. Ensure that contractors understand clearing limits and how they are marked in the field.

TREE REMOVAL AMM 4

Do not cut down documented Indiana bat or NLEB roosts (that are still suitable for roosting) or trees within 0.25 miles of roosts, or documented foraging habitat at any time of year.

TREE REMOVAL AMM 5

Avoid conducting tree removal within documented Indiana bat roosting/foraging habitat[1] or travel corridors[2] from May 1-July 31.

[1] Documented roosting or foraging habitat – for the purposes of this BA, we are considering documented habitat as that where Indiana bats and/or NLEB have actually been captured and tracked using (1) radio telemetry to roosts; (2) radio telemetry biangulation/triangulation to estimate foraging areas; or (3) foraging areas with repeated use documented using acoustics. Documented roosting habitat is also considered as suitable summer habitat within 0.25 miles of documented roosts.

[2] Documented travel corridor - for the purposes of this BA, we are considering documented corridors as that where Indiana bats and/or NLEB have actually been captured and tracked to using (1) radio telemetry; or (2) tree corridors located directly between documented roosting and foraging habitat.

TREE REMOVAL AMM 6

Minimize tree removal within suitable Indiana bat habitat (no documented habitat) from May 1-July 31 in the following manner:
1) Limit clearing such that all trees can be visually assessed.
2a) Conduct visual emergence surveys if trees are greater than or equal to 9 inches diameter at breast height (dbh).

- If no bats are observed, proceed with clearing the following day.
- If bats observed, modify project to conduct tree removal after August 1.

OR
2b) If trees are <9 inches dbh, no emergence survey required.

TREE REMOVAL AMM 7

Avoid removing documented NLEB maternity roosts and trees within 150 feet of those roosts from June 1-July 31.

BRIDGE AMM 1

To completely avoid direct effects to roosting bats, perform any bridge repair, retrofit, maintenance, and/or rehabilitation work during the winter hibernation period[1].

[1] Coordinate with the local Service Field Office for appropriate dates.

BRIDGE AMM 2

If construction activity is planned during the active season, perform a bridge assessment[1] for presence of bats.

[1] See User Guide Appendix D for bridge assessment guidance

BRIDGE AMM 3

If bridge assessment for bats suggests presence of bats, ensure activity will not disturb bats.

BRIDGE AMM 4

If bridge assessment for bats suggests presence of a small number of bats (5)6, conduct bridge repair, retrofit, maintenance, and/or rehabilitation work (including activity with percussives) outside of pup season (June 1- July 31) AND keep the light localized in the evening while the bats are feeding, starting one hour after sunset and ending one hour before daylight, excluding the hours between 10 p.m. and midnight[1].

[1] Keeley and Tuttle (1999) indicated peak night roost usage is between 10:00 p.m. to midnight.

BRIDGE AMM 5

Ensure suitable roosting sites remain after any bridge work. Suitable roosting sites may be incorporated into the design of a new bridge.

STRUCTURE AMM 1

If the goal of the project is to exclude bats from the structure, coordinate with your local Service Field Office and follow the Acceptable Management Practices for Bat Control Activities in Structures guidance document (White-nose Syndrome Conservation and Recovery Working Group 2015).

STRUCTURE AMM 2

Perform *all* maintenance and/or repair work during the winter hibernation period[1] unless a hibernating colony of bats is present.

[1] Coordinate with the local Service Field Office for appropriate dates.

STRUCTURE AMM 3

If maintenance and/or repair work will be performed outside of the winter hibernation period, determine if work will occur in an area with roosting bats. If there is observed bat activity (or signs of frequent bat activity), Transportation Agencies/State Departments of Transportation (DOTs) will conduct maintenance activity or similar structure alteration when bats are not present (i.e., foraging) or in a manner that will not disturb them.

STRUCTURE AMM 4

If roosting bats or signs of roosting bats are observed, Transportation Agencies/State DOTs will avoid removing the structure.

Note: If there are concerns about human health/safety/property coordinate with a nuisance wildlife control officer and the local USFWS Field Office.

LIGHTING AMM 2

Use downward-facing, full cut-off[1] lens lights, and direct lighting away from suitable habitat when installing new or replacing existing permanent lights; or for those transportation agencies using the BUG system developed by the Illuminating Engineering Society[2][3], the goal is to be as close to 0 for all three ratings with a priority of "uplight" of 0 and "backlight" as low as practicable.

[1] Refer to Luminaire classification for controlling stray light

[2] Refer to Fundamentals of Lighting - BUG Ratings

[3] Refer to The BUG System—A New Way To Control Stray Light

HIBERNACULA AMM 1

For projects located within karst areas, on-site personnel will use best management practices[1], secondary containment measures, or other standard spill prevention and countermeasures to avoid impacts to possible hibernacula. Where practicable, a 300 foot buffer will be employed to separate fueling areas and other major containment risk activities from caves, sinkholes, losing streams, and springs in karst topography.

[1] Coordinate with the appropriate Service Field Office on recommended best management practices for karst in your state.

Determination Key Description: FHWA, FRA, FTA Programmatic Consultation For Transportation Projects Affecting NLEB Or Indiana Bat

This key was last updated in IPaC on April 03, 2017. Keys are subject to periodic revision.

This decision key is intended for projects/activities funded or authorized by the Federal Highway Administration (FHWA), Federal Railroad Administration (FRA), and/or Federal Transit Administration (FTA), which require consultation with the U.S. Fish and Wildlife Service (Service) under Section 7 of the Endangered Species Act (ESA) for the endangered **Indiana bat** (*Myotis sodalis*) and the threatened **Northern long-eared bat** (NLEB) (*Myotis septentrionalis*).

This decision key should only be used to verify project applicability with the Service's revised programmatic biological opinion for transportation projects dated December 15, 2016. The programmatic biological opinion covers limited transportation activities that may affect either bat species, and addresses situations that are both likely and not likely to adversely affect either bat species. This decision key will assist in identifying the effect of a specific project/activity and applicability of the programmatic consultation. The programmatic biological opinion is not intended to cover all types of transportation actions. Activities outside the scope of the programmatic biological opinion, or that may affect ESA-listed species other than the Indiana bat or NLEB, or any designated critical habitat, may require additional ESA Section 7 consultation.

U.S. Fish & Wildlife Service Contact List

Determination key office contact information

Assistant Director-Ecological Services
5275 Leesburg Pike, Ms: Es
Falls Church, VA 22041-3803
(703) 358-2171

Offices with jurisdiction over project area

New England Ecological Services Field Office
70 Commercial Street, Suite 300
Concord, NH 03301-5094
(603) 223-2541

United States Department of the Interior

FISH AND WILDLIFE SERVICE
New England Ecological Services Field Office
70 Commercial Street, Suite 300
Concord, NH 03301-5094
Phone: (603) 223-2541 Fax: (603) 223-0104
http://www.fws.gov/newengland

In Reply Refer To: November 21, 2017
Consultation Code: 05E1NE00-2018-SLI-0419
Event Code: 05E1NE00-2018-E-00951
Project Name: RIDOT Tolling Facilities: Locations 3, 4, & 6-13

Subject: List of threatened and endangered species that may occur in your proposed project location, and/or may be affected by your proposed project

To Whom It May Concern:

The enclosed species list identifies threatened, endangered, proposed and candidate species, as well as proposed and final designated critical habitat, that may occur within the boundary of your proposed project and/or may be affected by your proposed project. The species list fulfills the requirements of the U.S. Fish and Wildlife Service (Service) under section 7(c) of the Endangered Species Act (Act) of 1973, as amended (16 U.S.C. 1531 et seq.).

New information based on updated surveys, changes in the abundance and distribution of species, changed habitat conditions, or other factors could change this list. Please feel free to contact us if you need more current information or assistance regarding the potential impacts to federally proposed, listed, and candidate species and federally designated and proposed critical habitat. Please note that under 50 CFR 402.12(e) of the regulations implementing section 7 of the Act, the accuracy of this species list should be verified after 90 days. This verification can be completed formally or informally as desired. The Service recommends that verification be completed by visiting the ECOS-IPaC website at regular intervals during project planning and implementation for updates to species lists and information. An updated list may be requested through the ECOS-IPaC system by completing the same process used to receive the enclosed list.

The purpose of the Act is to provide a means whereby threatened and endangered species and the ecosystems upon which they depend may be conserved. Under sections 7(a)(1) and 7(a)(2) of the Act and its implementing regulations (50 CFR 402 et seq.), Federal agencies are required to utilize their authorities to carry out programs for the conservation of threatened and endangered species and to determine whether projects may affect threatened and endangered species and/or designated critical habitat.

A Biological Assessment is required for construction projects (or other undertakings having similar physical impacts) that are major Federal actions significantly affecting the quality of the

human environment as defined in the National Environmental Policy Act (42 U.S.C. 4332(2)(c)). For projects other than major construction activities, the Service suggests that a biological evaluation similar to a Biological Assessment be prepared to determine whether the project may affect listed or proposed species and/or designated or proposed critical habitat. Recommended contents of a Biological Assessment are described at 50 CFR 402.12.

If a Federal agency determines, based on the Biological Assessment or biological evaluation, that listed species and/or designated critical habitat may be affected by the proposed project, the agency is required to consult with the Service pursuant to 50 CFR 402. In addition, the Service recommends that candidate species, proposed species and proposed critical habitat be addressed within the consultation. More information on the regulations and procedures for section 7 consultation, including the role of permit or license applicants, can be found in the "Endangered Species Consultation Handbook" at:

http://www.fws.gov/endangered/esa-library/pdf/TOC-GLOS.PDF

Please be aware that bald and golden eagles are protected under the Bald and Golden Eagle Protection Act (16 U.S.C. 668 et seq.), and projects affecting these species may require development of an eagle conservation plan (http://www.fws.gov/windenergy/eagle_guidance.html). Additionally, wind energy projects should follow the wind energy guidelines (http://www.fws.gov/windenergy/) for minimizing impacts to migratory birds and bats.

Guidance for minimizing impacts to migratory birds for projects including communications towers (e.g., cellular, digital television, radio, and emergency broadcast) can be found at: http://www.fws.gov/migratorybirds/CurrentBirdIssues/Hazards/towers/towers.htm; http://www.towerkill.com; and http://www.fws.gov/migratorybirds/CurrentBirdIssues/Hazards/towers/comtow.html.

We appreciate your concern for threatened and endangered species. The Service encourages Federal agencies to include conservation of threatened and endangered species into their project planning to further the purposes of the Act. Please include the Consultation Tracking Number in the header of this letter with any request for consultation or correspondence about your project that you submit to our office.

Attachment(s):

- Official Species List

Official Species List

This list is provided pursuant to Section 7 of the Endangered Species Act, and fulfills the requirement for Federal agencies to "request of the Secretary of the Interior information whether any species which is listed or proposed to be listed may be present in the area of a proposed action".

This species list is provided by:

New England Ecological Services Field Office
70 Commercial Street, Suite 300
Concord, NH 03301-5094
(603) 223-2541

Project Summary

Consultation Code: 05E1NE00-2018-SLI-0419

Event Code: 05E1NE00-2018-E-00951

Project Name: RIDOT Tolling Facilities: Locations 3, 4, & 6-13

Project Type: ** OTHER **

Project Description: The Rhode Island Department of Transportation (RIDOT) proposes to construct and operate toll systems at Toll Locations 3, 4 & 6-13 along five major highway corridors (I-95, I-195, and I-295, US Route 6, and RI Route 146). The Toll Locations are located in Warwick, Providence, Pawtucket, Cranston, Johnston, Cumberland, East Providence, Lincoln, and North Smithfield. The proposed toll systems at the Ten Toll Locations would be used to collect toll revenue from a tractor or truck tractor as defined in 23 CFR 658.5, pulling a trailer or trailers travelling across select bridges associated with the toll locations. The toll system at each proposed location will be located within the existing highway right-of-way, approximately 15-20 feet from the existing edge of pavement. Each toll location will be comprised of one or more gantries, conduit for both communication and electrical connections, a roadside cabinet on a concrete pad, and an additional safety guardrail. The cameras and detectors will be on the gantry that will span the roadway. Ground disturbance will be limited, and the project will not involve the clearcutting of any trees or vegetation. There will be minor vegetation trimming at some locations to construct the gantries. There are no hazardous materials located within or adjacent to the project area. The conduit will be installed either by direct bury methods or narrow trenching that will be backfilled and seeded to match existing conditions. There will be a slight increase in impervious surface at each location due to the concrete pads for the utility cabinets and the gantry foundations. Foundations for the gantries will be augured to minimize excavation and land disturbance, which will also minimize potential for erosion. Compost filter socks will provide erosion control and identify the limit of disturbance.

There are no federal wetlands within the Limit of Disturbance (LOD) at each toll location. The entire state of Rhode Island is within the range of the Northern Long-Eared Bat (NLEB).

The limit of disturbance (LOD) is the area of direct impacts for any project-related work associated with construction of the tolling locations, including paving, excavation, grading, trenching, staging, construction,

and utility connections at the proposed locations. The LOD ranges from 10,424 SF of existing maintained operational roadway shoulder for Toll Location 13 to 85,131 SF for Toll Location 7. Some trucks subject to tolls may divert to other routes. No construction is proposed on any potential

diversion routes.

Construction of the ten toll locations is anticipated to begin in early 2018.

Project Location:

Approximate location of the project can be viewed in Google Maps:
https://www.google.com/maps/place/41.936099964777355N71.4683122805256W

Counties: Kent, RI | Providence, RI

Endangered Species Act Species

There is a total of 2 threatened, endangered, or candidate species on this species list. Species on this list should be considered in an effects analysis for your project and could include species that exist in another geographic area. For example, certain fish may appear on the species list because a project could affect downstream species. See the "Critical habitats" section below for those critical habitats that lie wholly or partially within your project area under this office's jurisdiction. Please contact the designated FWS office if you have questions.

Mammals

NAME	STATUS
Northern Long-eared Bat *Myotis septentrionalis* No critical habitat has been designated for this species. Species profile: https://ecos.fws.gov/ecp/species/9045	Threatened

Birds

NAME	STATUS
Red Knot *Calidris canutus rufa* No critical habitat has been designated for this species. Species profile: https://ecos.fws.gov/ecp/species/1864	Threatened

Critical habitats

THERE ARE NO CRITICAL HABITATS WITHIN YOUR PROJECT AREA UNDER THIS OFFICE'S JURISDICTION.

Appendix D

Section 106 Due Diligence Technical Memos and Correspondence

D-1	**Section 106 Due Diligence Technical Memos**
D-2	**Section 106 Tribal and State SHPO Consultation Letters**
D-3	**Community and other Agency Consultation and Correspondence**
D-4	**Notification of a Finding of No Adverse Effect**

D-1 Section 106 Due Diligence Technical Memos

Due Diligence memos for the Toll Locations and Diversion Routes

Technical Memorandum

RhodeWorks Bridge Tolling Program

Toll Location 3:
I-95 near Centerville Road Bridge No. 068401
and Toll Gate Road Bridge No. 068301
Warwick, Rhode Island

Due Diligence Review

August 2017
PAL No. 3215

Submitted to
Jacobs Engineering Group, Inc.
166 Valley Street, Building 6M, Suite 101
Providence, Rhode Island 02909

This report presents the findings of a due diligence review conducted by The Public Archaeology Laboratory, Inc. (PAL) to identify known historic architectural properties and archaeological sites, and to assess the potential for unidentified archaeological sites that might be affected by the Rhode Island Department of Transportation's RhodeWorks Bridge Tolling Program (the Project).

Project Description

The Rhode Island Department of Transportation (RIDOT), in cooperation with the Federal Highway Administration (FHWA) is proposing to install commercial vehicle automated toll collection gantries at twelve locations along the I-95, I-195, I-295, and Routes 6 and 146 highway corridors (Figure 1). Electronic fees assessed to heavy commercial vehicles travelling along these corridors will be used to partially fund the reconstruction of bridges under "RhodeWorks," the State's 10-year Bridge Reconstruction Program. Each gantry will span the travel lanes where tolls will be collected and consists of an overhead structure to support electronic collection transponders and cameras. Power to each gantry, and toll data collected, will be transmitted by electrical and communication conduits from a tolling cabinet mounted on a concrete pad at each gantry to existing power sources. At some gantry locations new guard rail will be installed for safety. Within each construction envelope is a staging area.

This report addresses Toll Location No. 3 on I-95 in Warwick near Centerville Road (Route 117) and Toll Gate Road (Route 115) (Figure 2). Two bridges carry I-95 northbound and southbound over Centerville Road (RIDOT Bridge No. 068401) and over Toll Gate Road (RIDOT Bridge No. 068301). Tolls collected at Location No. 3 will be used to offset the costs of reconstructing these bridges. The ROW of I-95 is within a suburban setting with overhead directional signing and surrounded by thick vegetation. Toll Location No. 3 consists of three gantries (Figure 3). Gantry 3a will span I-95 northbound and southbound. Gantry 3b will span the off-ramp from I-95 southbound

to Centerville Road and Gantry 3c will span the on-ramp from Centerville Road to I-95 northbound. Construction of each gantry will include the installation of guardrail (see Figure 3). The electrical and communication conduits for the gantries will run south within the center median of I-95 before running under the I-95 southbound bridge over Centerville Road to an existing utility/light pole (see Figure 3). Construction staging areas are proposed within the infields of the on-ramp to I-95 northbound and the off-ramp from I-95 southbound.

Most of the construction work will occur within the median between I-95 northbound and southbound and the infields between the adjacent ramps and I-95. Ground disturbance will be limited. The conduits will be installed either by direct bury methods or narrow trenching that will be back filled and seeded to match existing conditions. There will be a slight increase in impervious surface due to the concrete pads for the utility cabinets. Foundations for the gantries will be augured to minimize excavation and land disturbance, which will also minimize the potential for erosion.

Project Authority

The proposed Project will require review under the National Environmental Policy Act (NEPA), Section 106 of the National Historic Preservation Act of 1966, as amended (54 U.S.C. 3100101 *et seq*.), and its implementing regulations (36 CFR § 800), and Section 4(f) of the Department of Transportation Act of 1966 (49 U.S.C 303). At the state level, the Project is subject to the Rhode Island Historic Preservation Act of 1968 (Rhode Island General Law 42-45 *et seq*.). The results of this study will assist the FHWA and RIDOT with complying with applicable federal and state legislation and regulations pertaining to cultural resources and historic preservation. All tasks associated with this project were undertaken in accordance with the standards outlined in the Secretary of the Interior's *Standards and Guidelines for Archaeology and Historic Preservation* (48 FR 44716, 1983) and the Rhode Island Historical Preservation and Heritage Commission's *Performance Standards and Guidelines for Archaeology in Rhode Island* (RIHPHC 2015).

Area of Potential Effects

Under Section 106 (36 CFR § 800.16 (d)), the Project's Area of Potential Effects (APE) is defined as "the geographic area or areas within which an undertaking may directly or indirectly cause alterations in the character or use of historic properties, if any such properties exist." A historic property is defined as "any prehistoric or historic district, site, building, structure, or object included in, or eligible for inclusion in, the National Register of Historic Places maintained by the Secretary of the Interior" (36 CFR § 800.16(l)). The APE is defined based on the *potential* for effect, which may differ for aboveground resources (historic structures and landscapes) and subsurface resources (archaeological sites).

The APE established for the purposes of the identification effort was defined to provide information about the types, nature, and distribution of resources located within the vicinity of the Project Area. For archaeological resources, the APE is defined as a 300-foot wide linear corridor centered on the guardrail in the median between I-95 northbound and southbound and extending north approximately 1,060 feet along I-95 from the Centerville Road Bridge No. 068401 and encompasses the area of proposed direct impacts associated with construction of the gantries, toll cabinets, installation of conduits along I-95, guardrail, construction staging areas and associated roadway improvements (e.g. resurfacing) (Figure 4). For aboveground resources, the APE is a circle with a radius of 0.25 miles

centered on the proposed gantries, encompassing the limits of disturbance and visible portions of abutting properties to account for both direct and indirect (visual) potential effects (see Figure 4).

PAL Scope

PAL reviewed in-house databases relative to environmental, and Pre- and Post-Contact Period historic contexts for Toll Location No. 3; information on recorded aboveground and archaeological resources, and historic cemeteries from inventories maintained by the Rhode Island Historical Preservation and Heritage Commission (RIHPHC) and the Rhode Island Historical Cemetery Commission (RIHCC). The survey report for the city of Warwick (1981) was reviewed for general historic development within the city. PAL also reviewed Cultural Resource Management (CRM) reports conducted in the general area, historical maps (Beers 1870, Everts & Richards 1895; Walling 1855), USGS topographic maps (USGS 1944), aerial photographs (RIGIS 1939–2014), and LiDAR Hillside images to evaluate more recent changes within the APE. PAL also reviewed conceptual design plans showing limits disturbance associated with the construction of each gantry (Jacobs Engineering Group, Inc. 2016; Kapsch 2017). Finally, PAL reviewed the 1965 general plans for the construction to I-95 (RIDPW 1965) between Centerville and Toll Gate roads provided by RIDOT. Taken together, information from these various sources was used to arrive at an assessment of the potential for impacts to historic properties at Toll Location No. 3.

Results

The RIHPHC inventory lists one aboveground historic property (William H. Taylor House/Whitehall) and two archaeological sites (RI 1836 and RI 1837) within the APEs. There are no historic cemeteries identified in the APEs (see Figure 4). Whitehall, located at 740 Commonwealth Avenue, is a 2½-story, gabled roof dwelling built around 1850. RI 1836 and 1837 are Pre-Contact Period Native American archaeological sites described as artifact clusters/scatters that are potentially eligible for listing in the National Register of Historic Places. RI 1836 can be dated to the Late Woodland Period based on the recovery of a Levanna projectile point. The boundaries of these sites have not been defined. There are historic properties depicted on historical maps in the Project APEs (Figure 5). Several buildings of the Barber farmstead are located in the APEs on the 1895 map (Everts and Richards 1895). The soils within the I-95 ROW are identified as Udorthents-Urban land complex, soils that have been disturbed by extensive cutting and filling (Rector 1981). A review of historical aerial photographs depicts agricultural fields interspersed with wooded areas prior to the construction of I-95. The 1965 plans for the construction of I-95 in the vicinity of Toll Location No. 3 identify up to ten feet of fill at STA 295+00, the approximate location of Toll Location No. 3 (Figure 6). A LiDAR Hillshade image of I-95 in the vicinity of Toll Location No. 3 depicts the extent of land modification associated with the construction of I-95 and the bridges over Centerville Road and Toll Gate Road (Figure 7).

Conclusions and Recommendations

Based on the available information assembled from archival sources, RIHPHC site files, and a review of aerial photography, PAL offers the following recommendation. No historic properties will be affected by the proposed construction of Toll Location No. 3.

The archaeological sensitivity of the APE for archaeological resources at Toll Location No. 3 is assessed as low or none. The disturbance associated with the clearing and construction of the ROW for I-95 has compromised the integrity of the soils. The potential for identifying archaeological resources in meaningful contexts is low and the construction of Toll Location No. 3 will have no impact on archaeological resources. If construction extends beyond the existing limits of disturbance, an archaeological survey may be warranted. The construction of Toll Location No. 3 will have no direct or indirect impacts on the William H. Taylor House/Whitehall as this property is shielded by vegetation, topography, and distance from Toll Location No. 3.

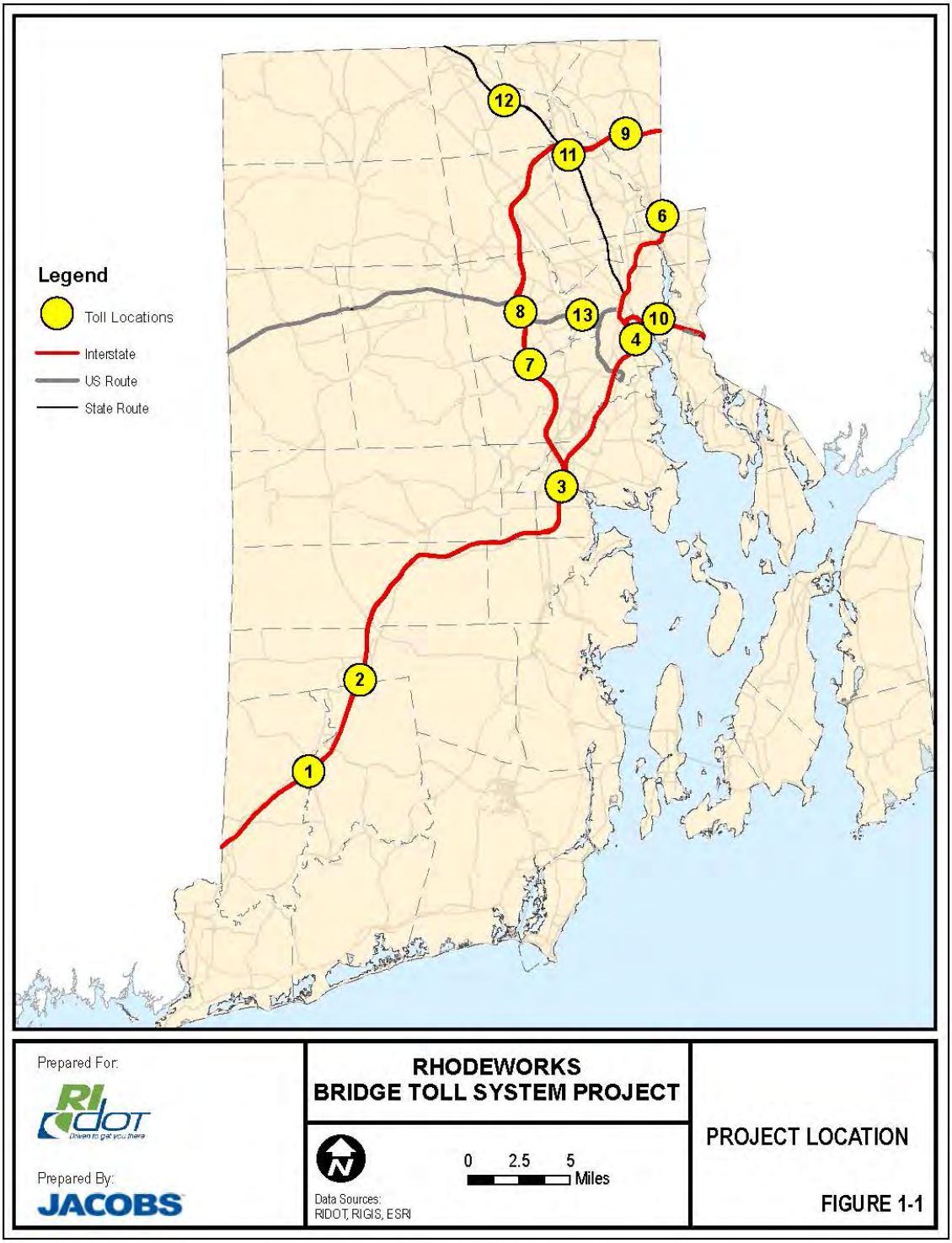


Figure 1. Location of proposed automated toll gantries, RhodeWorks Bridge Tolling Program (source: Jacobs 2017).

Figure 2. Location 3: Proposed gantries on I-95 near Centerville Road Bridge (No. 068401) and Toll Gate Road Bridge (No. 068301), Warwick, Rhode Island.

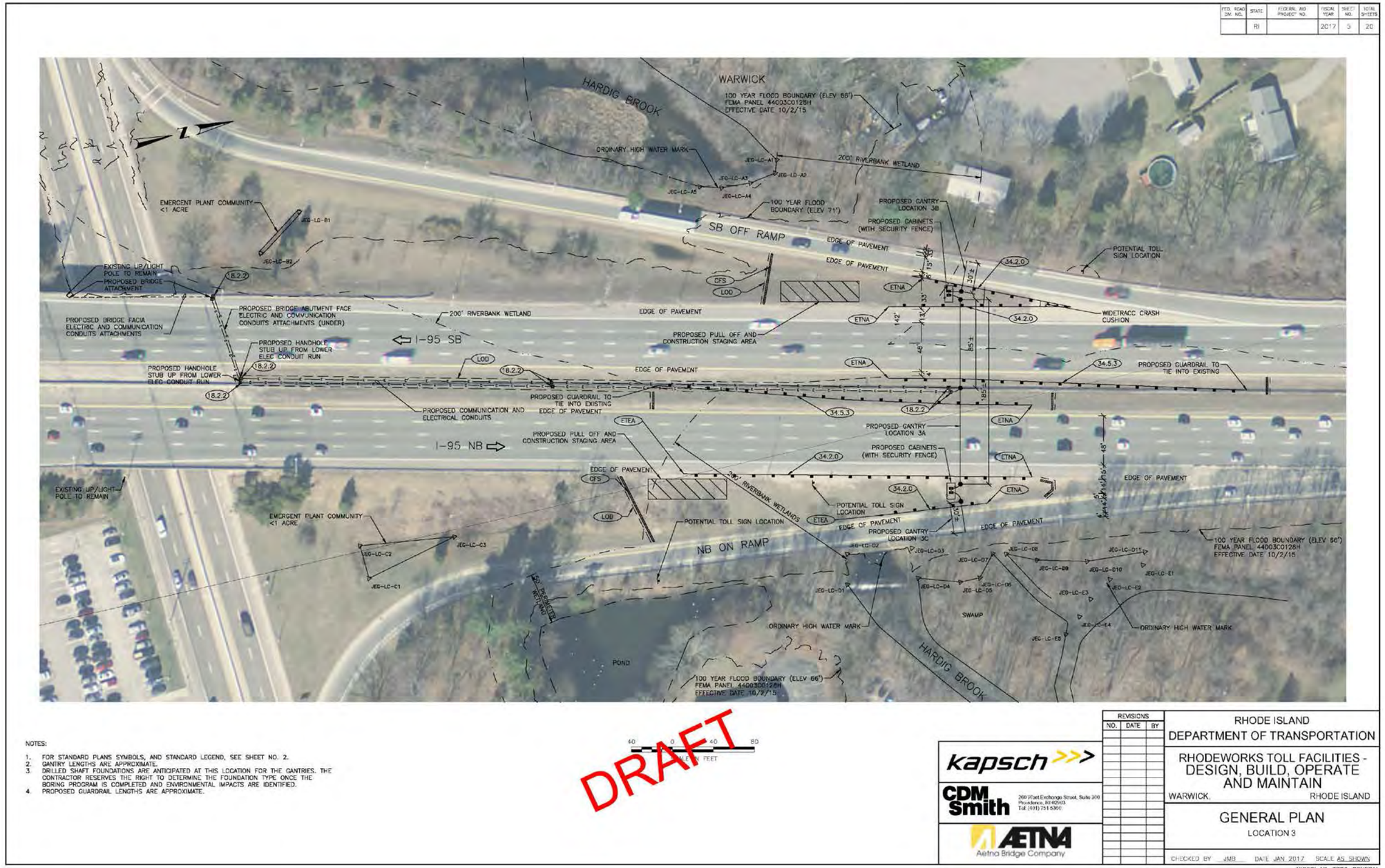
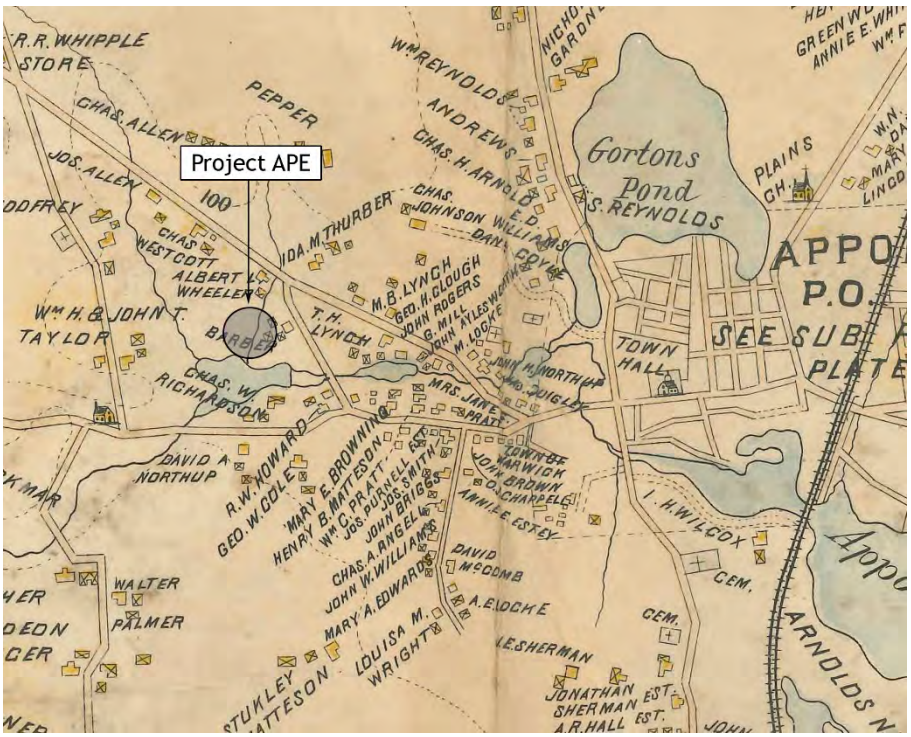


Figure 3. General Plan: Gantries 3a, 3b, and 3c on I-95 near Centerville Road Bridge (No. 068401) and Toll Gate Road Bridge (No. 068301), Warwick, Rhode Island (source: Kapsch 2017).

Figure 4. APE for Toll Location No. 3 near Centerville Road Bridge (No. 068401) and Toll Gate Road Bridge (No. 068301), Warwick, Rhode Island. (Archaeological site locations have been removed from figure.)

Beers 1870



Everts & Richards 1895

Figure 5. Historical maps with the approximate location of Toll Location No. 3, near Centerville Road Bridge (No. 068401) and Toll Gate Road Bridge (No. 068301), Warwick, Rhode Island.

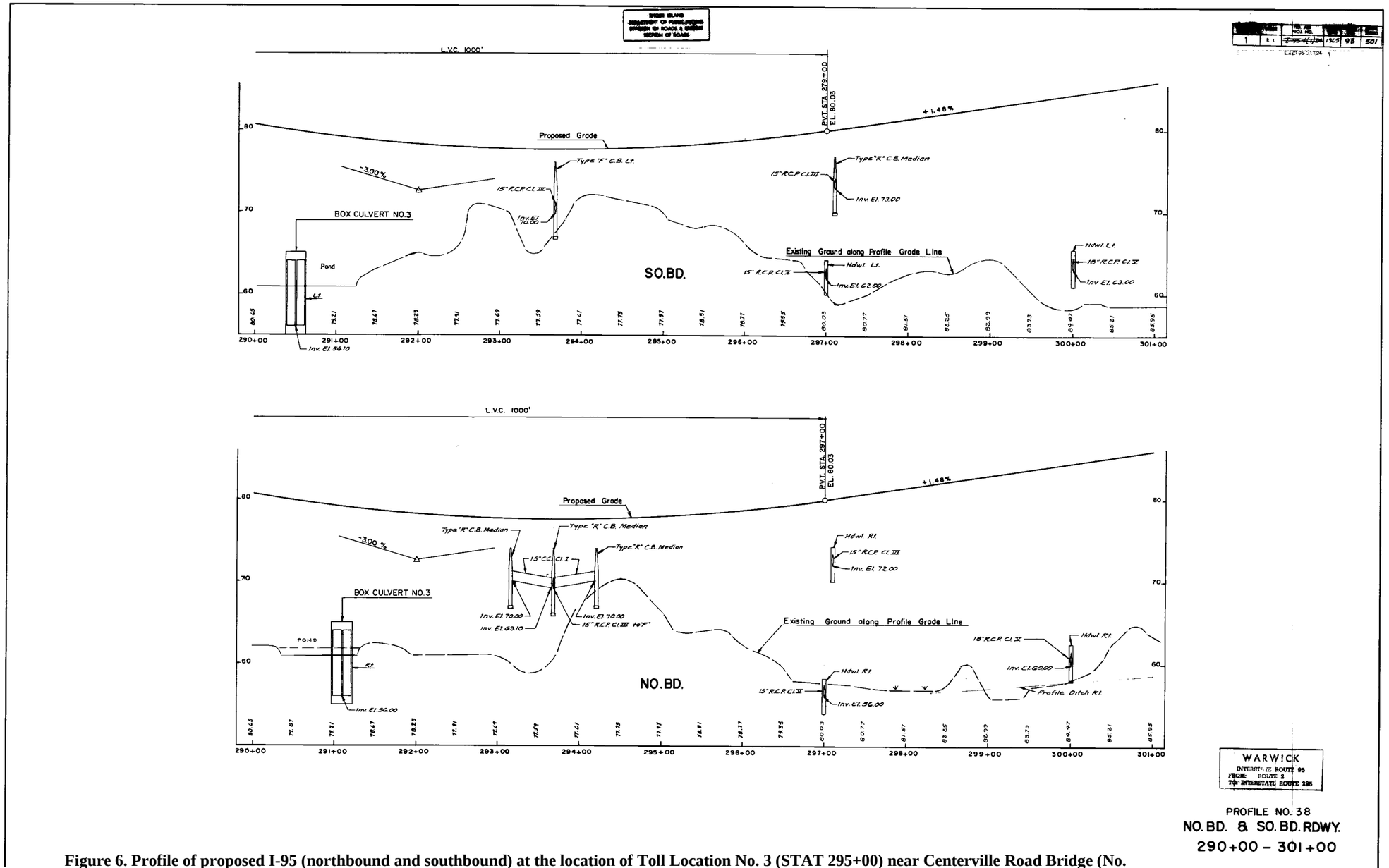


Figure 6. Profile of proposed I-95 (northbound and southbound) at the location of Toll Location No. 3 (STAT 295+00) near Centerville Road Bridge (No. 068401) and Toll Gate Road Bridge (No. 068301), Warwick, Rhode Island (source: RIDPW 1965).

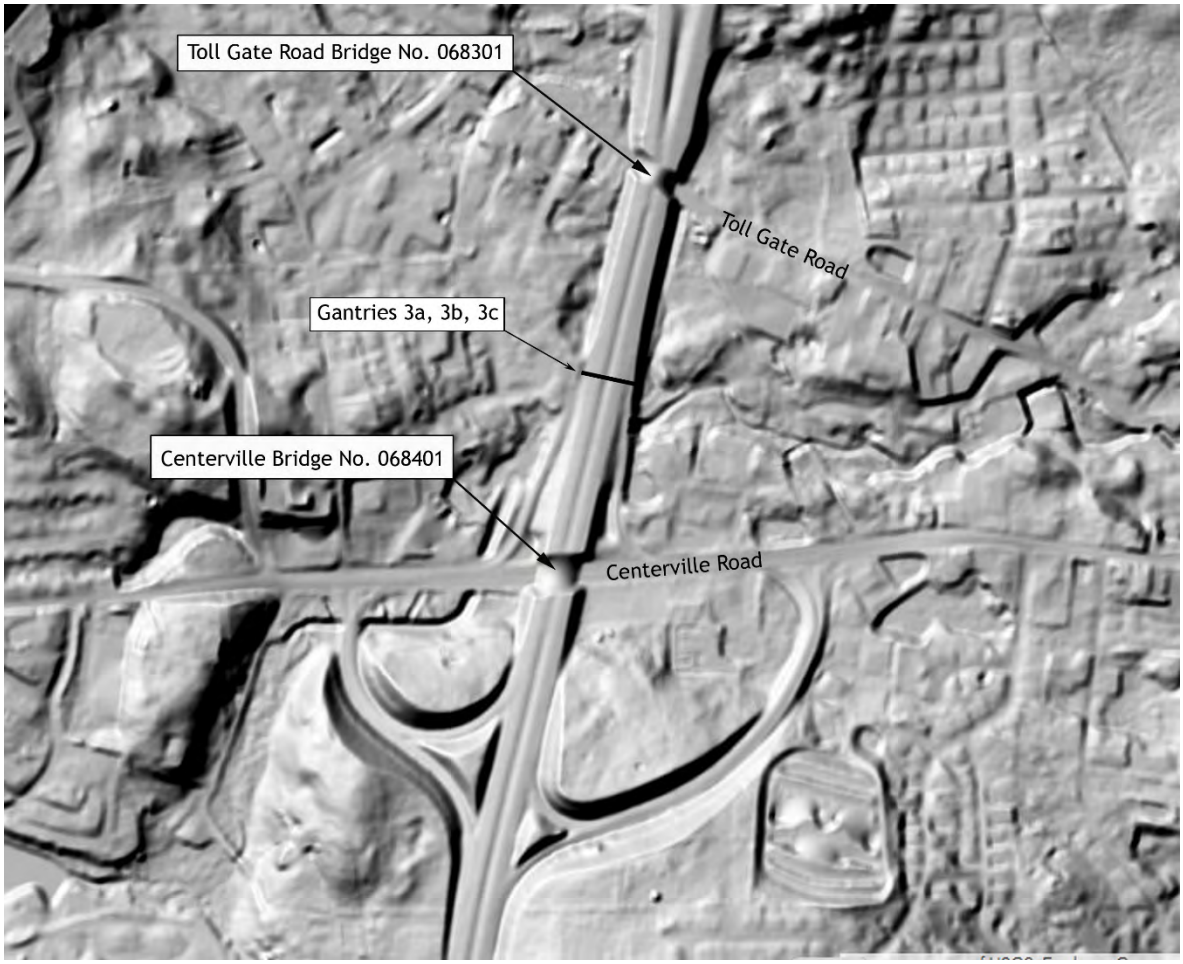


Figure 7. LiDAR Hillshade image showing extent of fill (shown as a shadow) along I-95 at Toll Location No. 3 near Centerville Road Bridge (No. 068401) and Toll Gate Road Bridge (No. 068301), Warwick, Rhode Island.

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Technical Memorandum

RhodeWorks Bridge Tolling Program

Toll Location 4:
I-95 near Oxford Street Bridge No. 065301
Providence, Rhode Island

Due Diligence Review

August 2017
PAL No. 3215

Submitted to:
Jacobs Engineering Group, Inc.
166 Valley Street, Building 6M, Suite 101
Providence, Rhode Island 02909

This report presents the findings of a due diligence review conducted by The Public Archaeology Laboratory, Inc. (PAL) to identify known historic architectural properties and archaeological sites, and to assess the potential for unidentified archaeological sites that might be affected by the Rhode Island Department of Transportation's RhodeWorks Bridge Tolling Program (the Project).

Project Description

The Rhode Island Department of Transportation (RIDOT), in cooperation with the Federal Highway Administration (FHWA) is proposing to install commercial vehicle automated toll collection gantries at twelve locations along the I-95, I-195, I-295, and Routes 6 and 146 highway corridors (Figure 1). Electronic fees assessed to heavy commercial vehicles travelling along these corridors will be used to partially fund the reconstruction of bridges under "RhodeWorks," the State's 10-year Bridge Reconstruction Program. Each gantry will span the travel lanes where tolls will be collected and consists of an overhead structure to support electronic collection transponders and cameras. Power to each gantry, and toll data collected, will be transmitted by electrical and communication conduits from a tolling cabinet mounted on a concrete pad at each gantry to existing power sources. At some gantry locations new guard rail will be installed for safety. Within each construction envelope is a staging area.

This report addresses Toll Location No. 4 on I-95 in Providence near the Oxford Street Bridge (RIDOT Bridge No. 065301) which carries I-95 NB and SB and the northbound on-ramp from Thurbers and Allens avenues (Figure 2). Tolls collected at Location No. 4 will be used to offset the costs of reconstructing the Oxford Street Bridge. The ROW of I-95 is within a heavily developed urban environment characterized by commercial buildings and cleared grassy slopes. Toll Location No. 4 consists of a single gantry over the northbound and southbound lanes of I-95 north of the Oxford Street Bridge No. 065301. The electrical and communication conduits will run south along I-95 southbound approximately 70 feet to a utility pole at Mutual Street (Figure 3). A construction staging area will be located within the ROW of southbound I-95.

Most of the construction work will occur within the ROW adjacent to I-95. Ground disturbance will be limited. The conduits will be installed either by direct bury methods or narrow trenching that will be back filled and seeded to match existing conditions. There will be a slight increase in impervious surface due to the concrete pad for the utility cabinets. Foundations for the gantry will be augured to minimize excavation and land disturbance, which will also minimize the potential for erosion.

Project Authority

The proposed Project will require review under the National Environmental Policy Act (NEPA), Section 106 of the National Historic Preservation Act of 1966, as amended (54 U.S.C. 3100101 *et seq*.), and its implementing regulations (36 CFR § 800), and Section 4(f) of the Department of Transportation Act of 1966 (49 U.S.C 303). At the state level, the Project is subject to the Rhode Island Historic Preservation Act of 1968 (Rhode Island General Law 42-45 *et seq.*). The results of this study will assist the FHWA and RIDOT with complying with applicable federal and state legislation and regulations pertaining to cultural resources and historic preservation. All tasks associated with this project were undertaken in accordance with the standards outlined in the Secretary of the Interior's *Standards and Guidelines for Archaeology and Historic Preservation* (48 FR 44716, 1983) and the Rhode Island Historical Preservation and Heritage Commission's *Performance Standards and Guidelines for Archaeology in Rhode Island* (RIHPHC 2015).

Area of Potential Effects

Under Section 106 (36 CFR § 800.16 (d)), the Project's Area of Potential Effects (APE) is defined as "the geographic area or areas within which an undertaking may directly or indirectly cause alterations in the character or use of historic properties, if any such properties exist." A historic property is defined as "any prehistoric or historic district, site, building, structure, or object included in, or eligible for inclusion in, the National Register of Historic Places maintained by the Secretary of the Interior" (36 CFR § 800.16(l)). The APE is defined based on the *potential* for effect, which may differ for aboveground resources (historic structures and landscapes) and subsurface resources (archaeological sites).

The APE established for the purposes of the identification effort was defined to provide information about the types, nature, and distribution of resources located within the vicinity of the Project Area. For archaeological resources, the APE is defined as 260 feet wide by 260 feet long (centered on the existing median of I-95 at Toll Location No. 4) and encompasses the area of proposed direct impacts associated with construction of the gantry, toll cabinet, installation of conduits along I-95 southbound, guardrail, construction staging area and any associated roadway improvements (Figure 4). For aboveground resources, the APE is a circle with a radius of 0.25 miles centered on the proposed gantry, encompassing the limits of disturbance and visible portions of abutting properties to account for both direct and indirect (visual) potential effects (see Figure 4).

PAL Scope

PAL reviewed in-house databases relative to environmental, and Pre- and Post-Contact Period historic contexts for Toll Location No. 4 and information on recorded aboveground and archaeological resources, and historic cemeteries from inventories maintained by the Rhode Island

Historical Preservation and Heritage Commission (RIHPHC) and the Rhode Island Historical Cemetery Commission (RIHCC). The various survey reports for the city of Providence (RIHPC 1978, 1981, 1986) were reviewed for general historic development, as was the Providence Preservation Society Industrial Sites and Commercial Buildings Survey 2001-2012. PAL also reviewed Cultural Resource Management (CRM) reports conducted in the general area, historical maps (Beers 1870, Everts & Richards 1895; Hopkins 1875, 1882, 1918; Walling 1855), USGS topographic maps (USGS 1944), aerial photographs (RIGIS 1939–2014), and LiDAR Hillside images to evaluate more recent changes within the APE. PAL also reviewed conceptual design plans showing limits disturbance associated with the construction of each gantry (Jacobs Engineering Group, Inc. 2016; Kapsch 2017). Finally, PAL reviewed the 1961 general plans for the construction of I-95 between Eddy Street and Blackstone Street (RIDPW 1961) provided by RIDOT. Taken together, information from these various sources was used to arrive at an assessment of the potential for impacts to historic properties at Toll Location No. 4.

Results

The RIHPHC inventory does not list any archaeological sites, aboveground districts or individual properties listed in, eligible, determined eligible, or potentially eligible for listing in the National Register within the APEs. The Providence Historic District Overlay lists four historic properties that are considered eligible for listing as State Register historic properties: Providence Teaming Company at 200 Allens Avenue, Scoville Manufacturing Company at 183 Public Street, Silverman Brothers Jewelers at 222-226 Public Street, and the George A. Rickard House at 865 Eddy Street (Figure 5). There are no historic cemeteries identified in the APEs (see Figure 5). Historical maps and aerial photographs (Figure 6) depict an urban environment prior to the construction of I-95. The soils within the I-95 ROW are identified as Udorthents-Urban land complex, soils that have been disturbed by extensive cutting and filling (Rector 1981). The 1962 general plans for the construction of I-95 and Oxford Street Bridge (RIDPW 1965) show approximately 10 feet of fill and major drainage work at STA 204+00, the approximate location of Toll Location No. 4 (Figure 7). A LiDAR Hillshade image of I-95 at Toll Location No. 4 depicts the extent of land modification associated with the construction of I-95 (Figure 8).

Conclusions and Recommendations

Based on the available information assembled from archival sources, RIHPHC site files, and a review of aerial photography, PAL offers the following recommendation. No historic properties will be affected by the proposed construction of Toll Location No. 4.

The archaeological sensitivity of the APE for archaeological resources at Toll Location No. 4 is assessed as low or none. The disturbance associated with the clearing and construction of the ROW for I-95 has compromised the integrity of the soils. The potential for identifying archaeological resources in meaningful contexts is low and the construction of Toll Location No. 4 will have no impact on archaeological resources. If construction extends beyond the existing limits of disturbance, an archaeological survey may be warranted. There are four above-ground resources within the APE: Providence Teaming Company, Scoville Manufacturing Company, Silverman Brothers Jewelers, and the George A. Rickard House. The construction of Toll Location No. 4 will have no direct or indirect impacts on these properties as they are outside of the limits of disturbance and would be shielded by vegetation, topography, and distance.

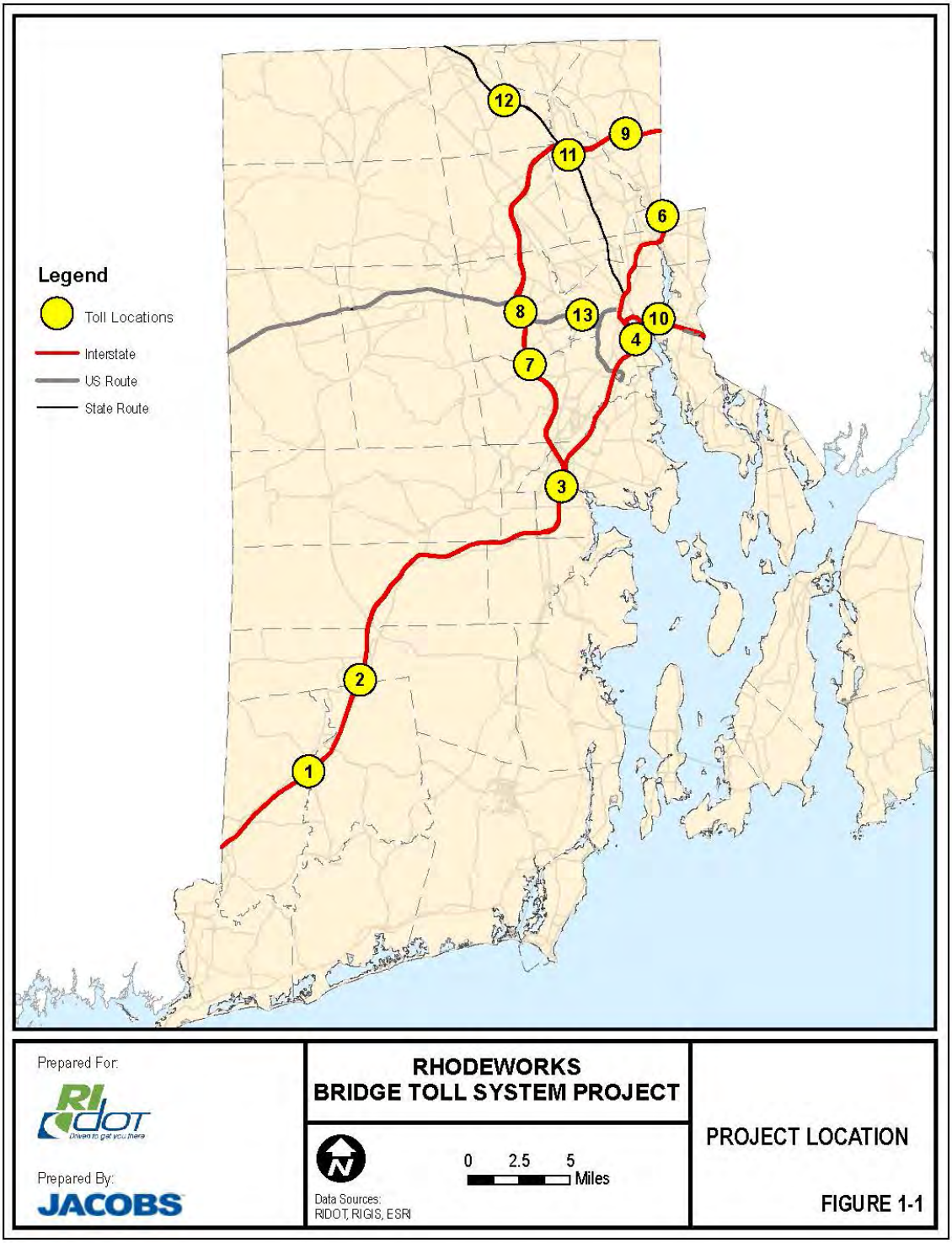

Figure 1. Location of proposed automated toll gantries, RhodeWorks Bridge Tolling Program (source: Jacobs 2017).

Figure 2. Location 4: Proposed gantry on I-95 near the Oxford Street Bridge (RIDOT Bridge No. 065301), Providence, Rhode Island.

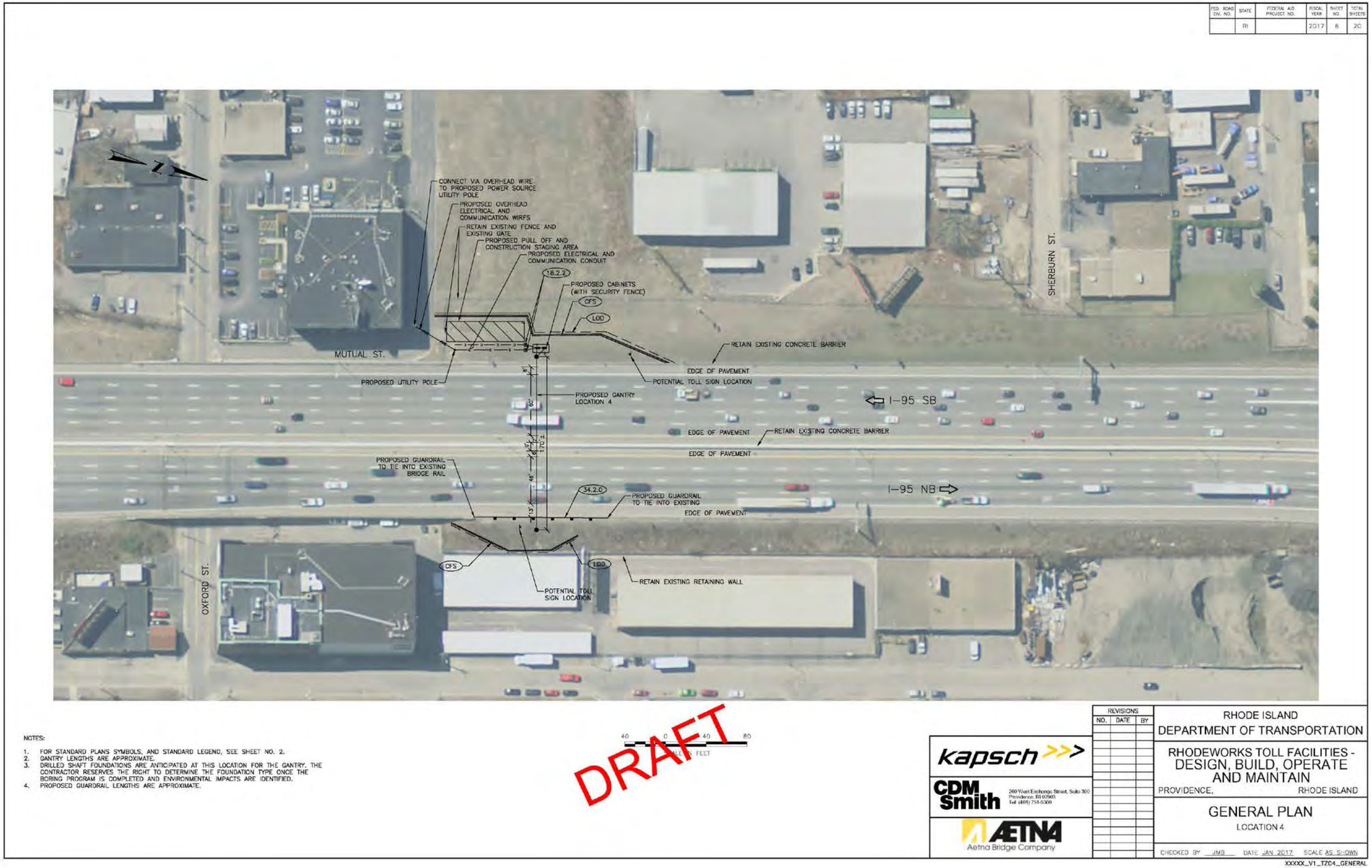

Figure 3: General Plan, Toll Location No. 4 on I-95 near the Oxford Street Bridge No. 065301, Providence, Rhode Island (source: Kapsch 2017).

Figure 4. APE for Toll Location No. 4 near the Oxford Street Bridge No. 065301, Providence, Rhode Island.

Figure 5. 1918 map of Providence with the location of Toll Location No. 4 and the Oxford Street Bridge No. 065301, Providence, Rhode Island (source: Hopkins 1918).

1951

1972

Figure 6. Aerial photographs with the location of Toll Location No. 4 and the Oxford Street Bridge No. 065301 before and after construction of I-95, Providence, Rhode Island.

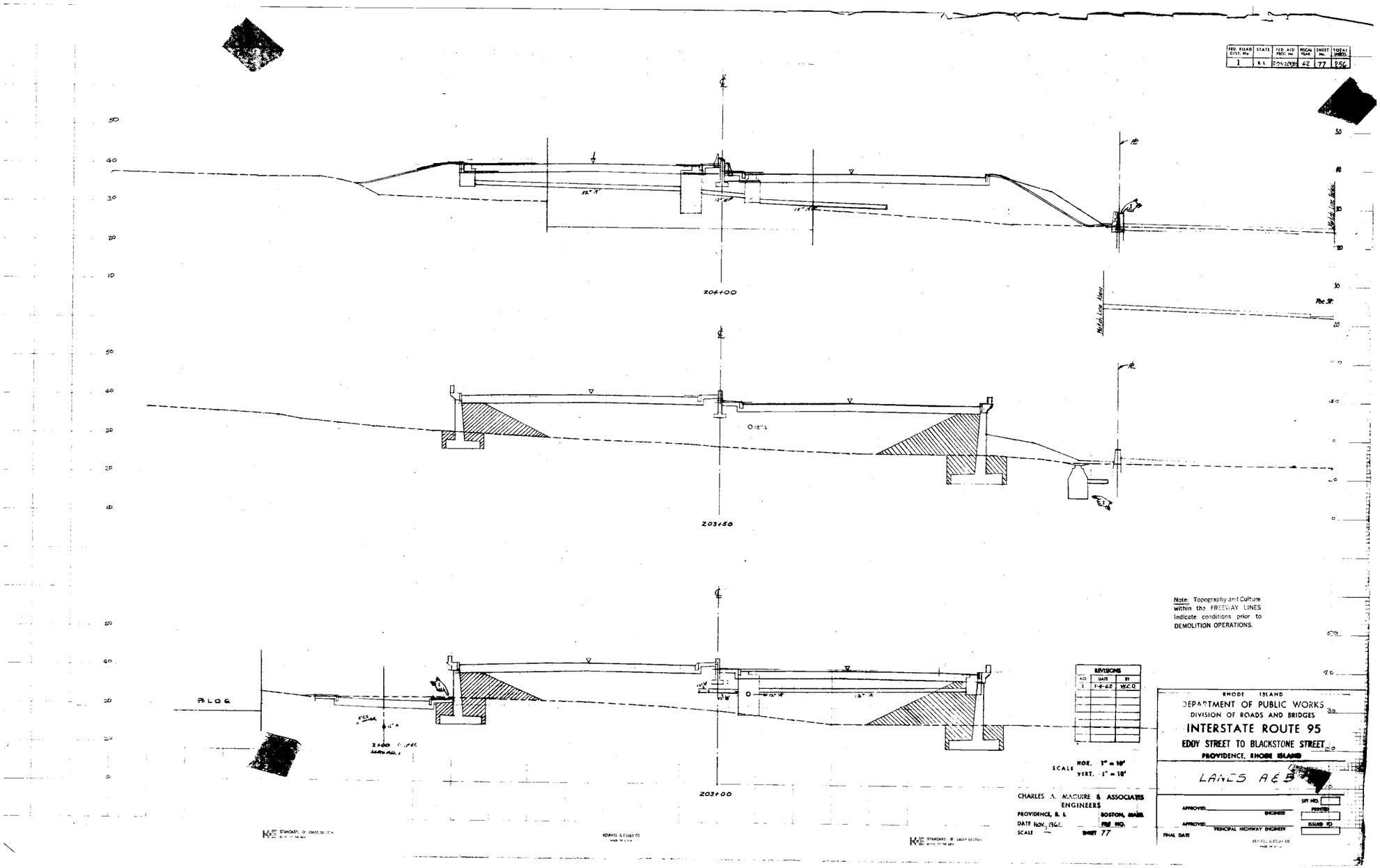

Figure 7. Profile of proposed I-95 at the location of Toll Location No. 4 (STA 204+00) near the Oxford Street Bridge No. 065301, Providence, Rhode Island (source: RIDPW 1961).

Figure 8. LiDAR Hillshade image showing extent of fill (shown as a shadow) along I-95 at Toll Location No. 4 near the Oxford Street Bridge No. 065301, Providence, Rhode Island

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Technical Memorandum

RhodeWorks Bridge Tolling Program

Toll Location 6:
I-95 near the East Street Bridge No. 561 and
Roosevelt Avenue Bridge No. 562
Pawtucket, Rhode Island

Due Diligence Review

August 2017
PAL No. 3215

Submitted to:
Jacobs Engineering Group, Inc.
166 Valley Street, Building 6M, Suite 101
Providence, Rhode Island 02909

This report presents the findings of a due diligence review conducted by The Public Archaeology Laboratory, Inc. (PAL) to identify known historic architectural properties and archaeological sites, and to assess the potential for unidentified archaeological sites that might be affected by the Rhode Island Department of Transportation's RhodeWorks Bridge Tolling Program (the Project).

Project Description

The Rhode Island Department of Transportation (RIDOT), in cooperation with the Federal Highway Administration (FHWA) is proposing to install commercial vehicle automated toll collection gantries at twelve locations along the I-95, I-195, I-295, and Routes 6 and 146 highway corridors (Figure 1). Electronic fees assessed to heavy commercial vehicles travelling along these corridors will be used to partially fund the reconstruction of bridges under "RhodeWorks," the State's 10-year Bridge Reconstruction Program. Each gantry will span the travel lanes where tolls will be collected and consists of an overhead structure to support electronic collection transponders and cameras. Power to each gantry, and toll data collected, will be transmitted by electrical and communication conduits from a tolling cabinet mounted on a concrete pad at each gantry to existing power sources. At some gantry locations new guard rail will be installed for safety. Within each construction envelope is a staging area.

This report addresses Toll Location No. 6 on I-95 in Pawtucket between the East Street Bridges (RIDOT Bridge Nos. 056101 and 056121) and the Roosevelt Avenue Bridges (RIDOT Bridges Nos. 056201 and 056221) (Figure 2). Tolls collected at Location No. 6 will be used to offset the costs of reconstructing these bridges. The ROW of I-95 is within a heavily developed urban setting. Toll Location No. 6 consists of three gantries. Gantry 6a will span the travels lanes of I-95. Gantry 6b will span the off-ramp (Exit 30) from I-95 southbound to Roosevelt Avenue. Gantry 6c will span the on-ramp from Fountain Street to I-95 northbound. The electrical and communication conduits will run from the Gantry 6a utility cabinet south along Roosevelt Avenue to an existing power

source (Figure 3). Construction staging areas area proposed within the infield between I-95 SB and the Exit 30 off ramp and on Fountain Street next to I-95 SB.

Most of the construction work will occur within the I-95 ROW and along Roosevelt Avenue. Ground disturbance will be limited. The conduit will be installed either by direct bury methods or narrow trenching that will be back filled and seeded to match existing conditions. There will be a slight increase in impervious surface due to the concrete pad for the utility cabinets. Foundations for the gantries will be augured to minimize excavation and land disturbance, which will also minimize the potential for erosion.

Project Authority

The proposed Project will require review under the National Environmental Policy Act (NEPA), Section 106 of the National Historic Preservation Act of 1966, as amended (54 U.S.C. 3100101 *et seq*.), and its implementing regulations (36 CFR § 800), Section 9 of Public Law 99-647 (November 10, 1986), and Section 4(f) of the Department of Transportation Act of 1966 (49 U.S.C 303). At the state level, the Project is subject to the Rhode Island Historic Preservation Act of 1968 (Rhode Island General Law 42-45 *et seq*.). The results of this study will assist the FHWA and RIDOT with complying with applicable federal and state legislation and regulations pertaining to cultural resources and historic preservation. All tasks associated with this project were undertaken in accordance with the standards outlined in the Secretary of the Interior's *Standards and Guidelines for Archaeology and Historic Preservation* (48 FR 44716, 1983) and the Rhode Island Historical Preservation and Heritage Commission's *Performance Standards and Guidelines for Archaeology in Rhode Island* (RIHPHC 2015).

Area of Potential Effects

Under Section 106 (36 CFR § 800.16 (d)), the Project's Area of Potential Effects (APE) is defined as "the geographic area or areas within which an undertaking may directly or indirectly cause alterations in the character or use of historic properties, if any such properties exist." A historic property is defined as "any prehistoric or historic district, site, building, structure, or object included in, or eligible for inclusion in, the National Register of Historic Places maintained by the Secretary of the Interior" (36 CFR § 800.16(l)). The APE is defined based on the *potential* for effect, which may differ for aboveground resources (historic structures and landscapes) and subsurface resources (archaeological sites).

The APE established for the purposes of the identification effort was defined to provide information about the types, nature, and distribution of resources located within the vicinity of the Project Area. The APE for archaeological resources is approximately 520 feet wide by 520 feet long (centered on the infield between I-95 southbound and proposed gantries 6a and 6b) and encompasses the area of proposed direct impacts associated with construction of the gantries, installation of toll cabinets, conduits, guardrail, construction staging areas, and any associated roadway improvements (Figure 4). For aboveground resources, the APE is a circle with a radius of 0.25 miles centered on the infield between proposed gantries 6a and 6c, encompassing the limits of disturbance and visible portions of abutting properties to account for both direct and indirect (visual) potential effects (see Figure 4).

PAL Scope

PAL reviewed in-house databases relative to environmental, and Pre- and Post-Contact Period historic contexts for Toll Location No. 6 and information on recorded aboveground and archaeological resources, and historic cemeteries from inventories maintained by the Rhode Island Historical Preservation and Heritage Commission (RIHPHC) and the Rhode Island Historical Cemetery Commission (RIHCC). The survey report for the city of Pawtucket (RIHPC 1978) was reviewed for general historic development. PAL also reviewed Cultural Resource Management (CRM) reports conducted in the general area, historical maps (Beers 1870, Everts & Richards 1895; Hopkins 1882; Walling 1851, 1855), USGS topographic maps (USGS 1944), aerial photographs (RIGIS 1939–2014), and LiDAR Hillside images to evaluate more recent changes within the APE. PAL also reviewed conceptual design plans showing limits disturbance associated with the construction of each gantry (Jacobs Engineering Group, Inc. 2016; Kapsch 2017). Finally, PAL reviewed the 1961 general plans for the construction to I-95 (RIDPW 1961) from Cottage Street to the Rhode Island and Massachusetts State Line. Taken together, information from these various sources was used to arrive at an assessment of the potential for impacts to historic properties at Toll Location No. 6.

Results

The RIHPHC inventory lists three aboveground historic properties (Colvin-Woodcock-Kulik House, William J. Grover House, and George Salisbury House) that are potentially eligible for listing in the National Register of Historic Places (see Figure 4). There are no archaeological sites or aboveground historic districts listed in, eligible, determined eligible, or potentially eligible for listing in the National Register within the APEs. There are no historic cemeteries identified in the APEs. The Colvin-Woodcock-Kulik House at 166 East Street is a 1½-story Queen Anne style gable-roofed cottage with a cross-gabled central pavilion constructed around 1852 and remodeled around 1880 (RIHPC 1978). The William J. Grover House at 145 East Street is a 1½-story, 5-bay gable-roofed cottage with bracketed doorway built around 1870 (RIHPC 1978). The George Salisbury House at 160 East Street is a 1½-story, end-gable bracketed cottage built around 1877 (RIHPC 1978). Historical maps (Figure 5) depict a sparsely developed area while aerial photographs (Figure 6) depict an urban environment prior to the razing of structures to create the transportation corridor for I-95. The soils are identified as Udorthents-Urban land complex, soils that have been disturbed by extensive cutting and filling (Rector 1981). The 1961 plans for the construction of 1-95 show that Fountain Street and Roosevelt Avenue were realigned (including utilities) and many residential structures were removed. The Location and Profile Sheet shows a significant change in elevation between the existing conditions and proposed I-95 (Figure 7). The LiDAR Hillshade image of I-95 at Toll Location No. 6 depicts the extent of land modification associated with the construction of I-95 (Figure 8).

Conclusions and Recommendations

Based on the available information assembled from archival sources, RIHPHC site files, and a review of aerial photography, PAL offers the following recommendation. No historic properties will be affected by the proposed construction of Toll Location No. 6.

The archaeological sensitivity of the APE for archaeological resources at Toll Location No. 6 is assessed as low or none. The disturbance associated with the clearing and construction of the ROW for I-95 has compromised the integrity of the soils. The potential for identifying archaeological resources in meaningful contexts is low and the construction of Toll Location No. 6 will have no impact on archaeological resources. If construction extends beyond the existing limits of disturbance, an archaeological survey may be warranted. There are three above-ground resources within the APEs: the Colvin-Woodcock-Kulik House, William J. Grover House, or George Salisbury House. Construction of Toll Location No. 6 will have no direct or indirect impacts on these properties as they are outside of the limits of disturbance and are shielded by vegetation, structures, and distance.

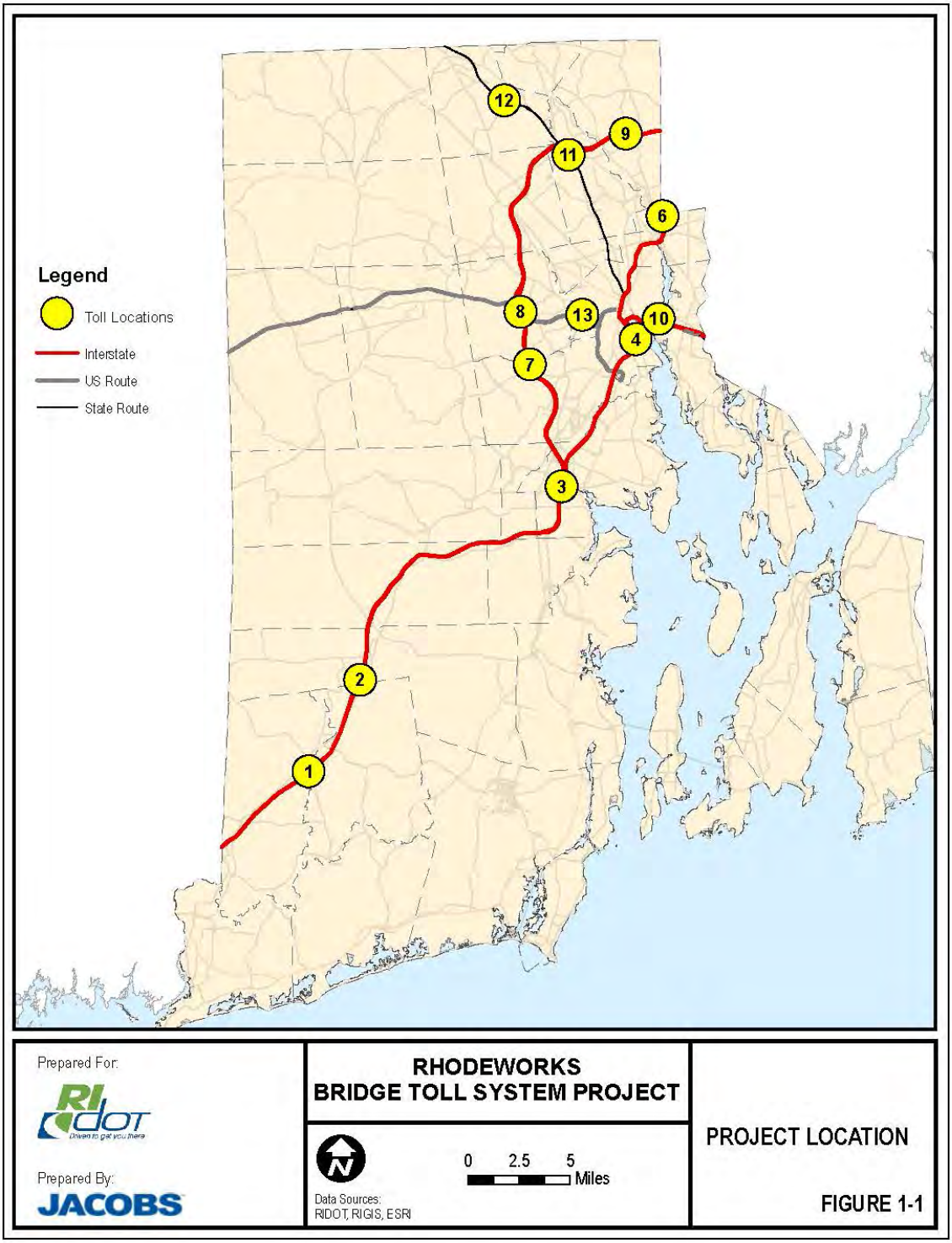


Figure 1. Location of proposed automated toll gantries, RhodeWorks Bridge Tolling Program (source: Jacobs 2017).

Figure 2. Location 6: Proposed gantry on I-95 near the East Street (RIDOT Nos. 056101 and 056121) and Roosevelt Avenue (RIDOT Nos. 026201 and 056221) bridges, Pawtucket, Rhode Island.

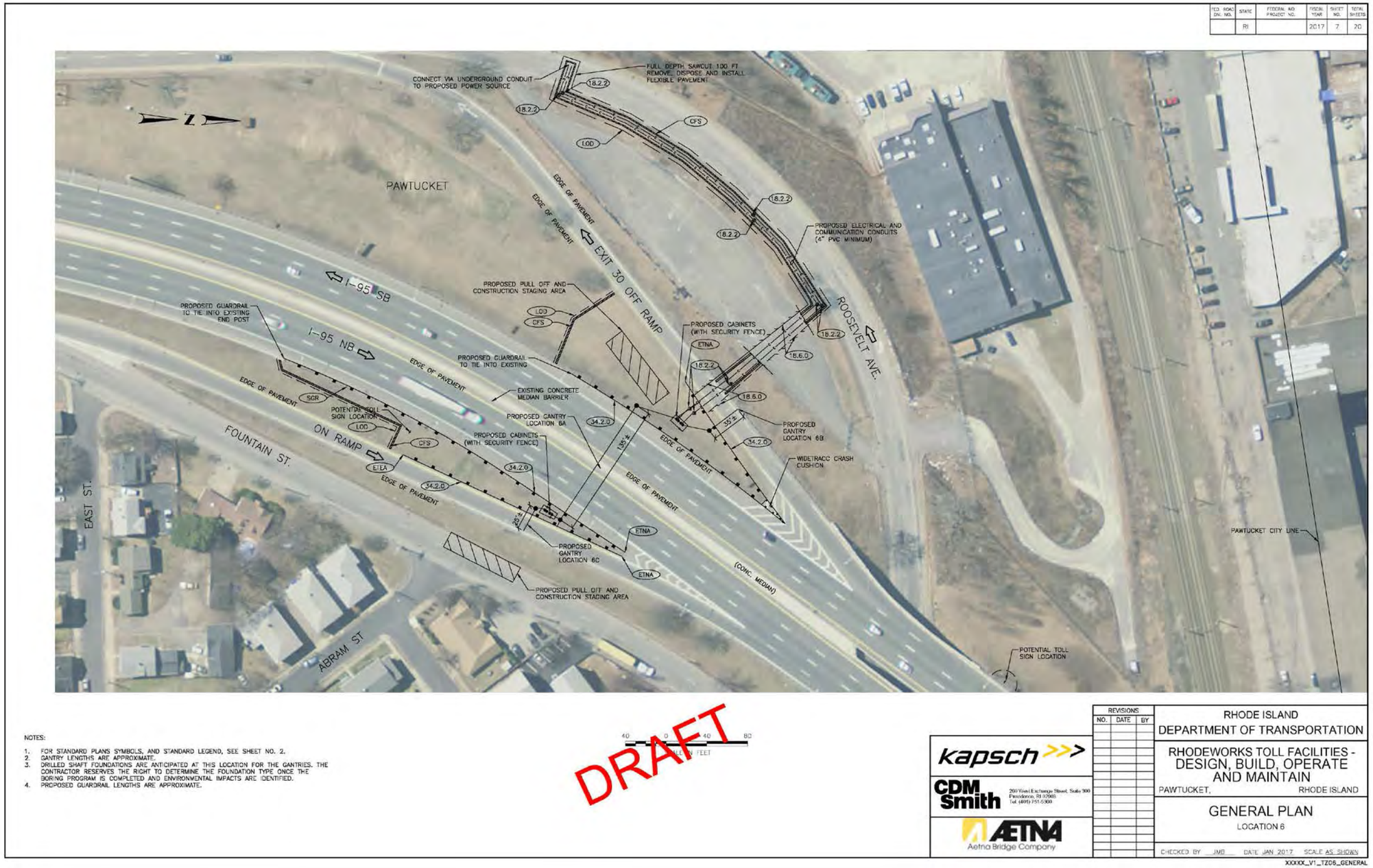
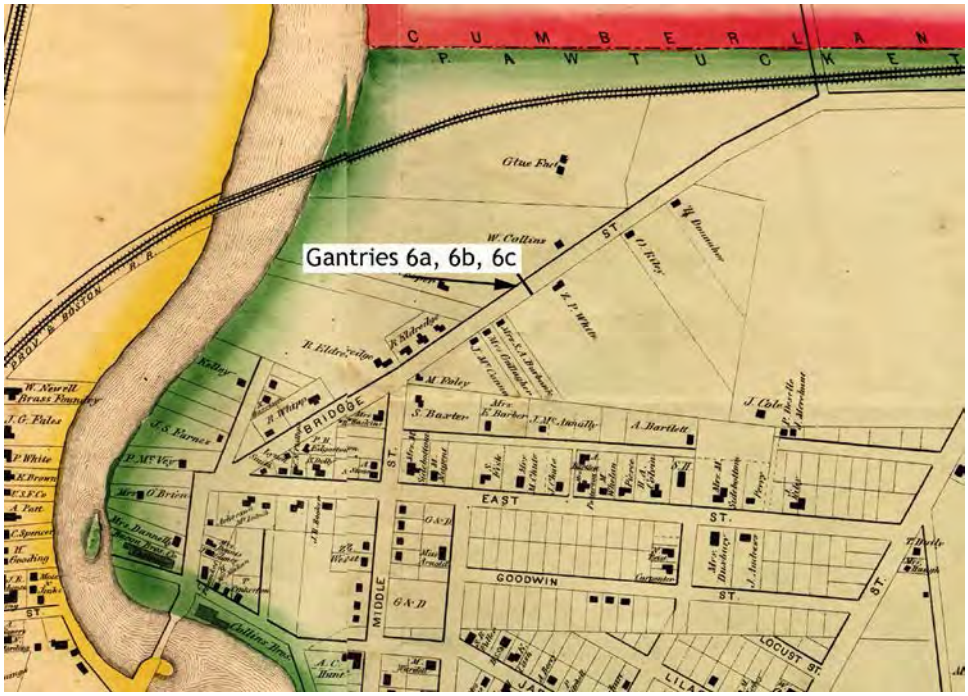
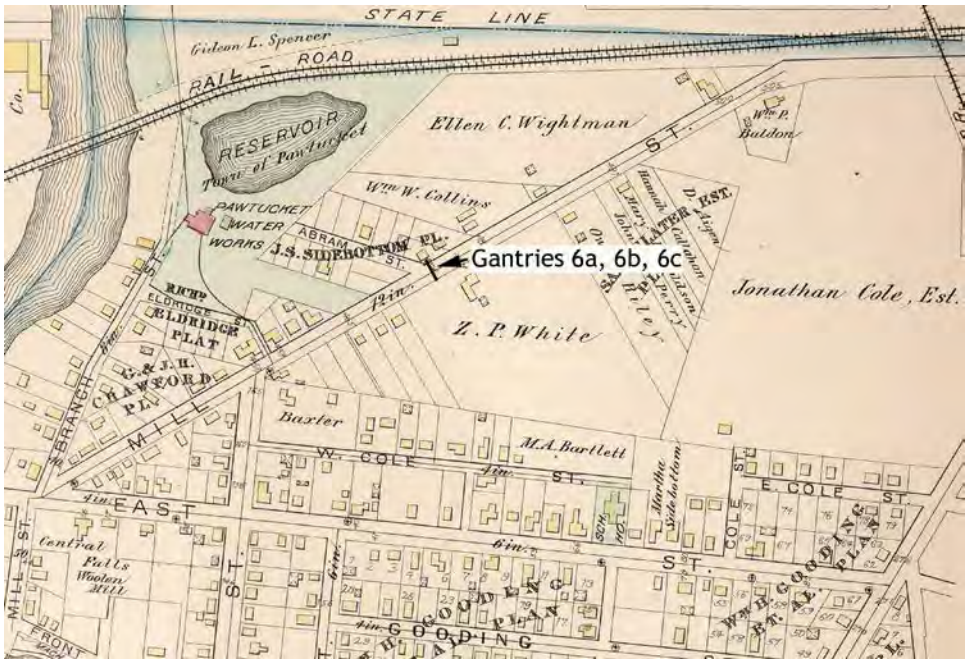


Figure 3: General Plan, Toll Location No. 6 on I-95 near the East Street (RIDOT Nos. 056101 and 056121) and Roosevelt Avenue (RIDOT Nos. 026201 and 056221) bridges, Pawtucket, Rhode Island (source: Kapsch 2017).

Figure 4. APE for Toll Location No. 6 near the East Street (RIDOT Nos. 056101 and 056121) and Roosevelt Avenue (RIDOT Nos. 026201 and 056221) bridges, Pawtucket, Rhode Island.



1870 Beers



1882 Hopkins

Figure 5. Historic maps with the approximate location of Toll Location No. 6, Pawtucket, Rhode Island.

1952

1972

Figure 6. Aerial photographs showing the location of Toll Location No. 6 before and after the construction of I-95.

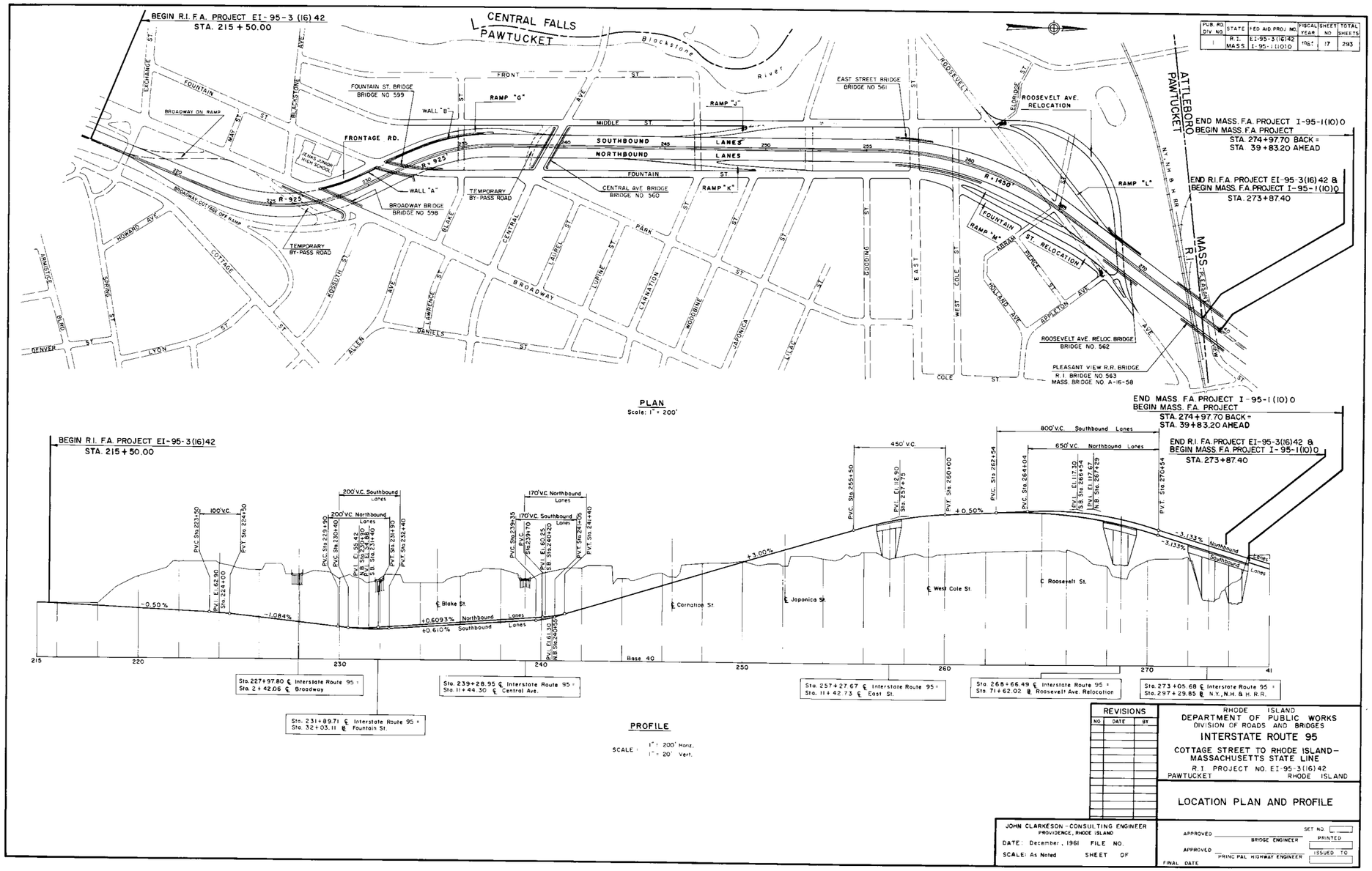


Figure 7. Location Plan and Profile of proposed I-95 at the location of Toll Location No. 6 (STA 265+00), Pawtucket, Rhode Island (source: RIDPW 1961).

Figure 8. LiDAR Hillshade image showing extent of fill (shown as a shadow) along I-95 at Toll Location No. 6 near East Street (RIDOT Nos. 056101 and 056121) and Roosevelt Avenue (RIDOT Nos. 026201 and 056221) bridges, Pawtucket, Rhode Island.

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Technical Memorandum

RhodeWorks Bridge Tolling Program

Toll Location 7:
I-295 near Plainfield Pike (Route 14) Bridge
Cranston and Johnston, Rhode Island

Due Diligence Review

August 2017
PAL No. 3215

Submitted to:
Jacobs Engineering Group, Inc.
166 Valley Street, Building 6M, Suite 101
Providence, Rhode Island 02909

This report presents the findings of a due diligence review conducted by The Public Archaeology Laboratory, Inc. (PAL) to identify known historic architectural properties and archaeological sites, and to assess the potential for unidentified archaeological sites that might be affected by the Rhode Island Department of Transportation's Automated Toll Facilities Project (the Project).

Project Description

The Rhode Island Department of Transportation (RIDOT), in cooperation with the Federal Highway Administration (FHWA) is proposing to install commercial vehicle automated toll collection gantries at twelve locations along the I-95, I-195, I-295, and Routes 6 and 146 highway corridors (Figure 1). Electronic fees assessed to heavy commercial vehicles travelling along these corridors will be used to partially fund the reconstruction of bridges under "RhodeWorks", the State's 10-year Bridge Reconstruction Program. Each gantry will span the travel lanes where tolls will be collected and consists of an overhead structure to support electronic collection transponders and cameras. Power to each gantry, and toll data collected, will be transmitted by electrical and communication conduits from a tolling cabinet mounted on a concrete pad at each gantry to existing power sources. At some gantry locations new guard rail will be installed for safety. Within each construction envelope is a staging area.

This report addresses Toll Location No. 7 on I-295 in Cranston near the Plainfield Pike (Route 14) Bridge that carries I-295 northbound (RIDOT Bridge No. 073201) and I-295 southbound (RIDOT Bridge No. 073221) over Plainfield Pike at the Cranston/Johnston line (Figure 2). Tolls collected at Location No. 7 will be used to offset the costs of reconstructing the Plainfield Pike Bridge and the Aqueduct Bridge (RIDOT Bridge Nos. 073001 and 073021) (see Figure 2). The ROW of I-295 is within a developed suburban setting surrounded by heavy vegetation. Toll Location No. 7 consists of three gantries. Gantry 7a will span the northbound and southbound travel lanes of I-295. Gantry 7b will span the off-ramp from I-295 northbound to Plainfield Pike and Gantry 7c will span the on-ramp from Plainfield Pike to I-295 northbound. (Figure 3). The electrical and communication conduits from Gantries 7b and 7c will be located within the infield between I-295 northbound and

the ramps to and from Plainfield Pike to a proposed cabinet at Gantry 7a. The electrical and communication conduits from Gantry 7a run north within the infield between I-295 northbound and southbound to a connection on Plainfield Pike. Construction of the gantries will also include the installation of guardrail (see Figure 3). Construction staging areas are proposed within the infield between I-295 NB and the ramps to and from Plainfield Pike and along the outside edge of I-295 NB.

Most of the construction work will occur in the sloped clear grassed areas adjacent to I-295 and the infield of the on and off ramps from I-295 northbound to Plainfield Pike. Ground disturbance will be limited. The conduits will be installed either by direct bury methods or narrow trenching that will be back filled and seeded to match existing conditions. There will be a slight increase in impervious surface due to the concrete pads for the utility cabinets. Foundations for the gantries will be augured to minimize excavation and land disturbance, which will also minimize the potential for erosion.

Project Authority

The proposed Project will require review under the National Environmental Policy Act (NEPA), Section 106 of the National Historic Preservation Act of 1966, as amended (54 U.S.C. 3100101 *et seq*.), and its implementing regulations (36 CFR § 800), and Section 4(f) of the Department of Transportation Act of 1966 (49 U.S.C 303). At the state level, the Project is subject to the Rhode Island Historic Preservation Act of 1968 (Rhode Island General Law 42-45 *et seq*.). The results of this study will assist the FHWA and RIDOT with complying with applicable federal and state legislation and regulations pertaining to cultural resources and historic preservation. All tasks associated with this project were undertaken in accordance with the standards outlined in the Secretary of the Interior's *Standards and Guidelines for Archaeology and Historic Preservation* (48 FR 44716, 1983) and the Rhode Island Historical Preservation and Heritage Commission's *Performance Standards and Guidelines for Archaeology in Rhode Island* (RIHPHC 2015).

Area of Potential Effects

Under Section 106 (36 CFR § 800.16 (d)), the Project's Area of Potential Effects (APE) is defined as "the geographic area or areas within which an undertaking may directly or indirectly cause alterations in the character or use of historic properties, if any such properties exist." A historic property is defined as "any prehistoric or historic district, site, building, structure, or object included in, or eligible for inclusion in, the National Register of Historic Places maintained by the Secretary of the Interior" (36 CFR § 800.16(l)). The APE is defined based on the *potential* for effect, which may differ for aboveground resources (historic structures and landscapes) and subsurface resources (archaeological sites).

The APE established for the purposes of the identification effort was defined to provide information about the types, nature, and distribution of resources located within the vicinity of the Project Area. The APE for archaeological resources is defined as a 400-foot wide by 1,225-foot long corridor centered on the northbound lane of I-295 and extending south from the Plainfield Pike Bridge, encompassing the area of proposed direct impacts associated with construction of the gantries, installation of conduits, tolling cabinets, guard rail, construction staging areas, landscaping and any associated roadway improvements (Figure 4). For aboveground resources, the APE is a circle with

a radius of 0.25 miles centered on the proposed gantries, encompassing the limits of disturbance and visible portions of abutting properties to account for both direct and indirect (visual) potential effects (see Figure 4).

PAL Scope

PAL reviewed in-house databases relative to environmental, and Pre- and Post-Contact Period historic contexts for Toll Location No. 7 and information on recorded aboveground and archaeological resources, and historic cemeteries from inventories maintained by the Rhode Island Historical Preservation and Heritage Commission (RIHPHC) and the Rhode Island Historical Cemetery Commission (RIHCC). The survey report for the city of Cranston (RIHPC 1980) and the town of Johnston (RIHPC 1976) were reviewed for general historic development. PAL also reviewed Cultural Resource Management (CRM) reports conducted in the general area, historical maps (Beers 1870, Everts & Richards 1895; Walling 1851, 1855), USGS topographic maps (USGS 1944), aerial photographs (RIGIS 1939–2014), and LiDAR Hillside images to evaluate more recent changes within the APE. PAL also reviewed conceptual design plans showing limits disturbance associated with the construction of each gantry (Jacobs Engineering Group, Inc. 2016; Kapsch 2017). Finally, PAL reviewed the general plans for the construction of I-295 (Cataldo 1988; Maguire 1967) provided by RIDOT. Taken together, information from these various sources was used to arrive at an assessment of the potential for impacts to historic properties at Toll Location No. 7.

Results

The RIHPHC inventory does not list any archaeological sites, aboveground districts or individual properties listed in, eligible, determined eligible, or potentially eligible for listing in the National Register within the APEs. There is one historic cemetery (CR18, the Fenner-Lawton Lot) in the APEs. Historical maps (Figure 5) and aerial photographs (Figure 6) depict a rural environment prior to the construction of I-295. The soils are identified as Udorthents-Urban land complex, soils that have been disturbed by extensive cutting and filling (Rector 1981). The profile sheets from the 1967 general plans for the construction of I-295 show significant filling in the vicinity of Gantry 7a (Figure 7), Gantry 7b (Figure 8), and Gantry 7c (Figure 9). A LiDAR Hillshade image of I-295 at Toll Location No. 7 depicts the extent of land modification associated with the construction of I-295 and the ramps to Plainfield Pike. Toll Location No. 7 is located on filled, elevated sections of I-295 and ramps (Figure 10).

Conclusions and Recommendations

Based on the available information assembled from archival sources, RIHPHC site files, and a review of aerial photography, PAL offers the following recommendation. No historic properties will be affected by the proposed construction of Toll Location No. 7.

The archaeological sensitivity of the APE for archaeological resources at Toll Location No. 7 is assessed as low or none. The disturbance associated with the clearing and construction of the ROW for I-295, Plainfield Pike Bridge and ramps has compromised the integrity of the soils. The potential for identifying archaeological resources in meaningful contexts is low and the construction Toll Location No. 7 will have no impact on archaeological resources. If construction

extends beyond the existing limits of disturbance, an archaeological survey may be warranted. Construction of Toll Location No. 7 will have no direct or indirect impact on CR18, the Fenner-Lawton Lot, as this cemetery is outside of the limits of disturbance and would be shielded by vegetation, topography, and distance.

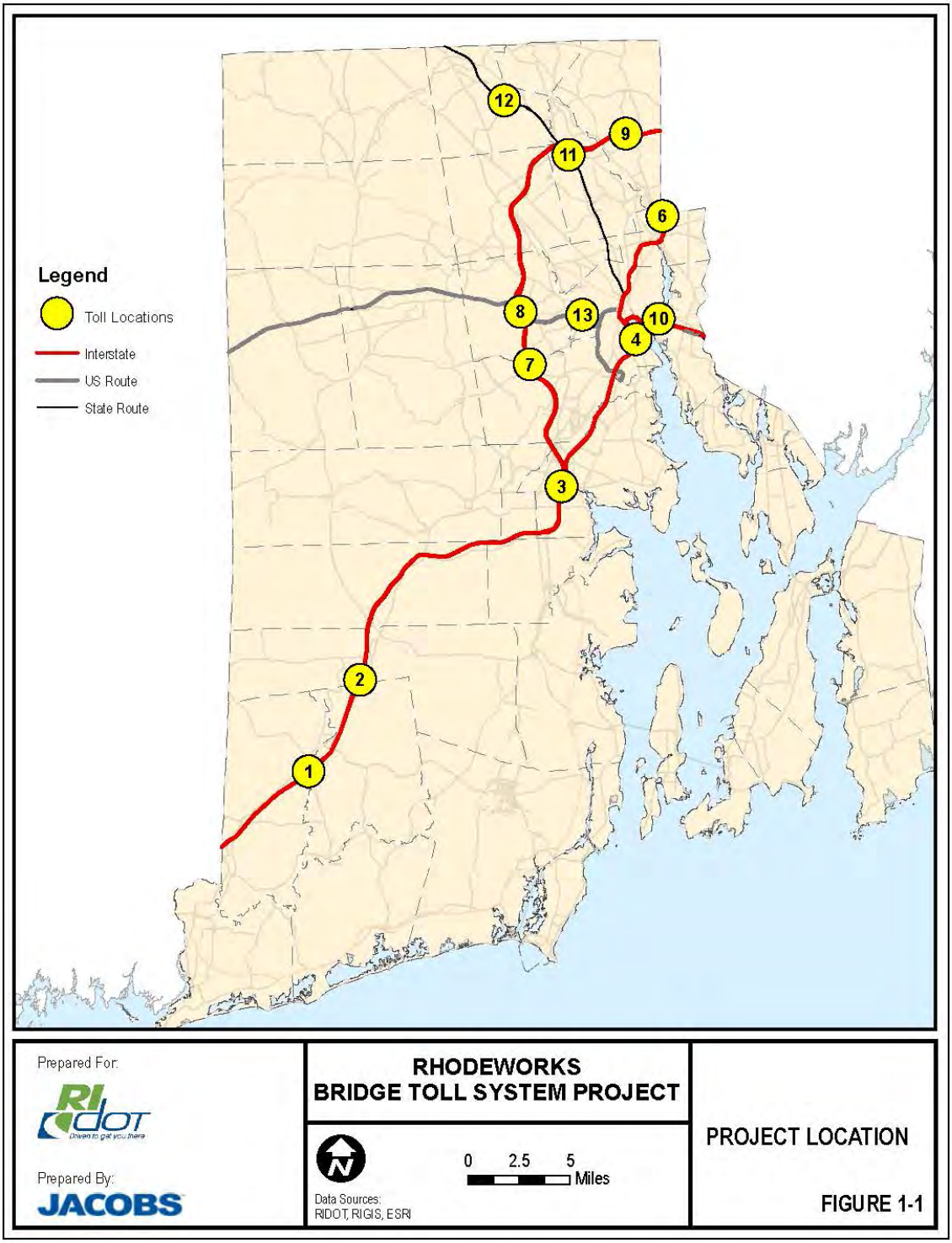


Figure 1. Location of proposed automated toll gantries, RhodeWorks Bridge Tolling Program (source: Jacobs 2017).

Figure 2. Location 7: Proposed gantry on I-295 near the Plainfield Pike (Route 14) Bridge (RIDOT Bridge Nos. 073201 and 073221), Cranston, Rhode Island.

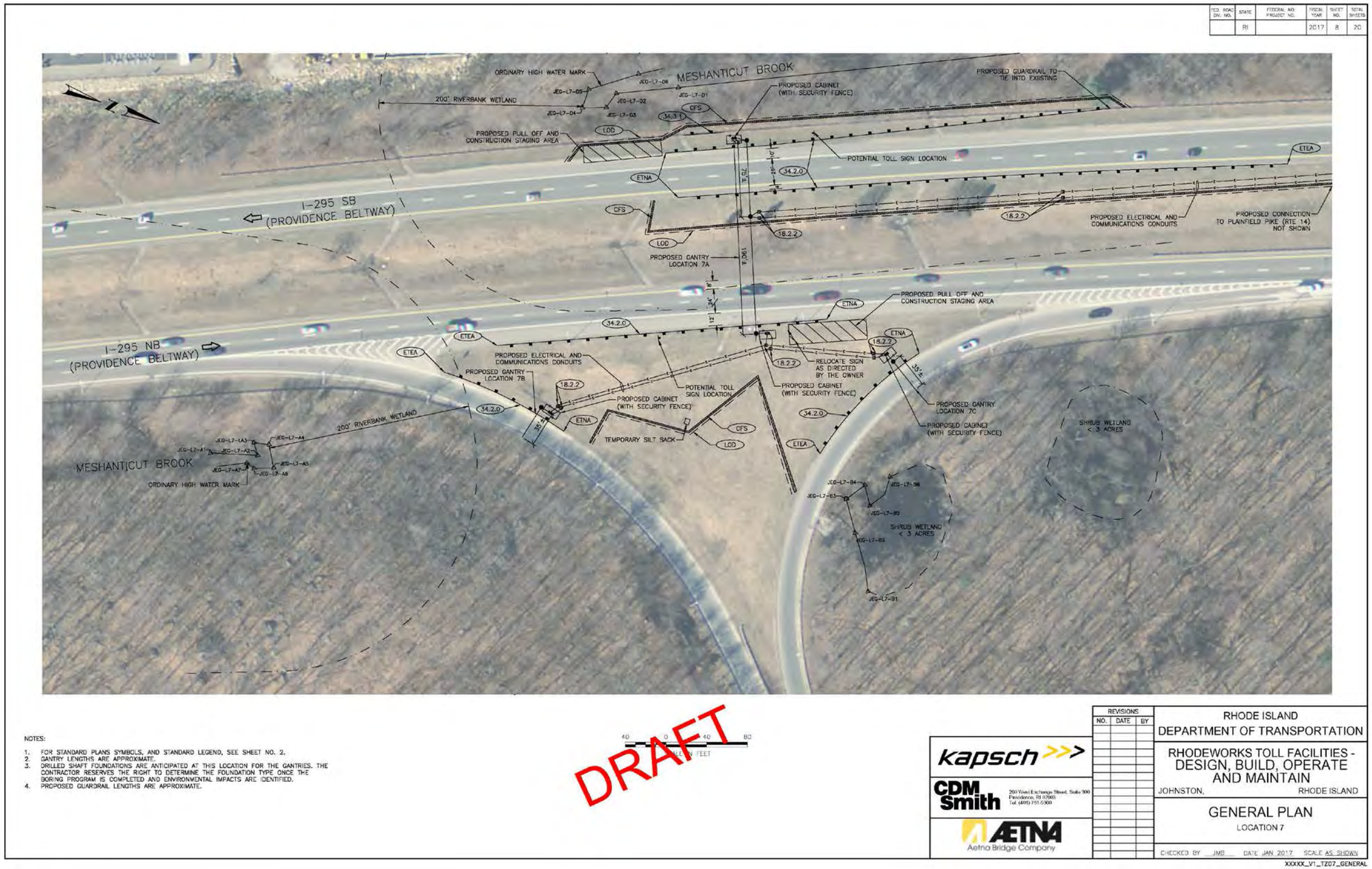


Figure 3: General Plan, Toll Location No. 7 on I-295 near the Plainfield Pike (Route 14) Bridge ((RIDOT Bridge Nos. 073201 and 073221), Cranston, Rhode Island (source: Kapsch 2017).

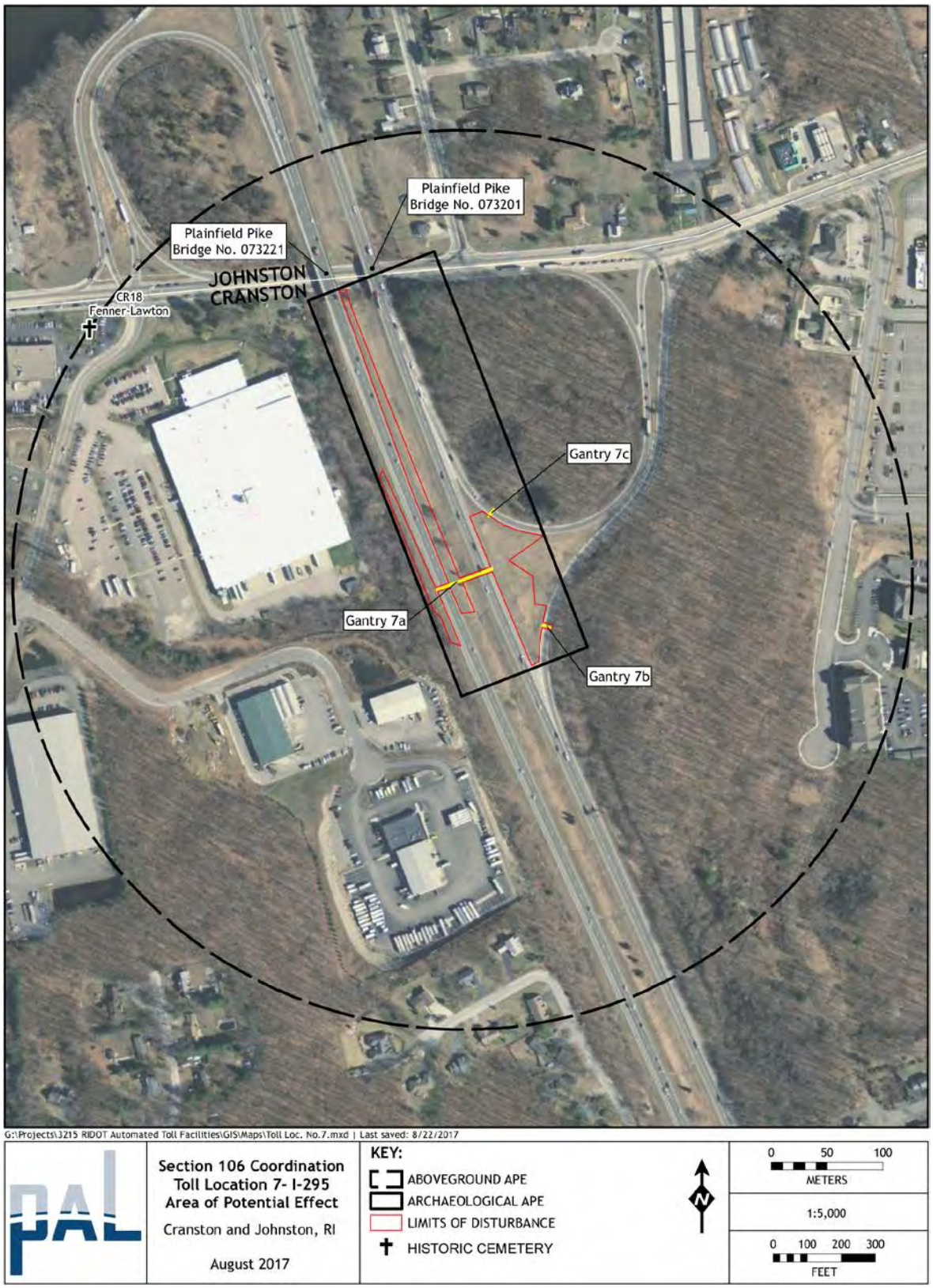
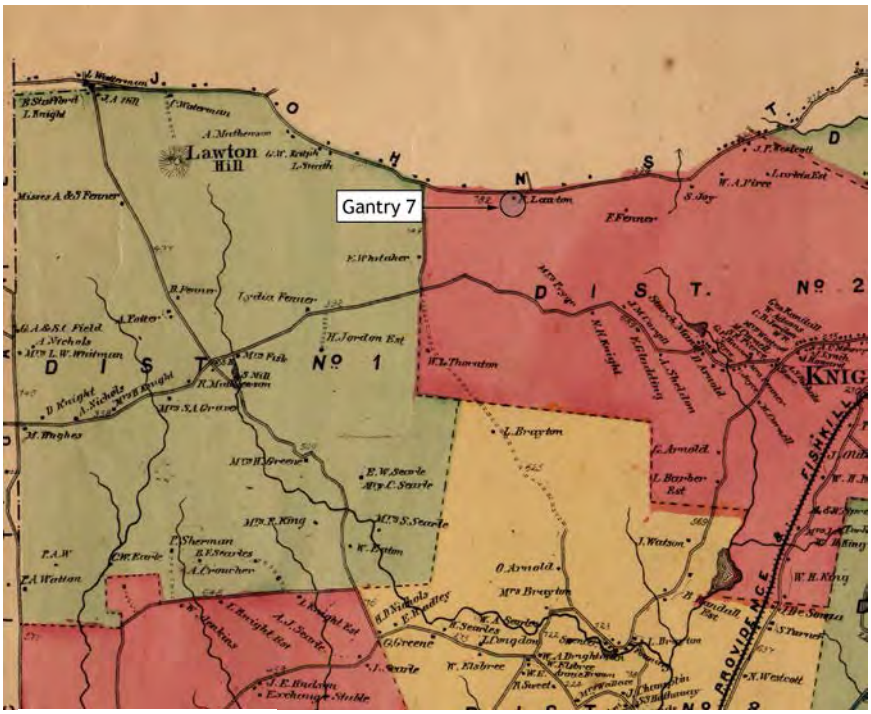
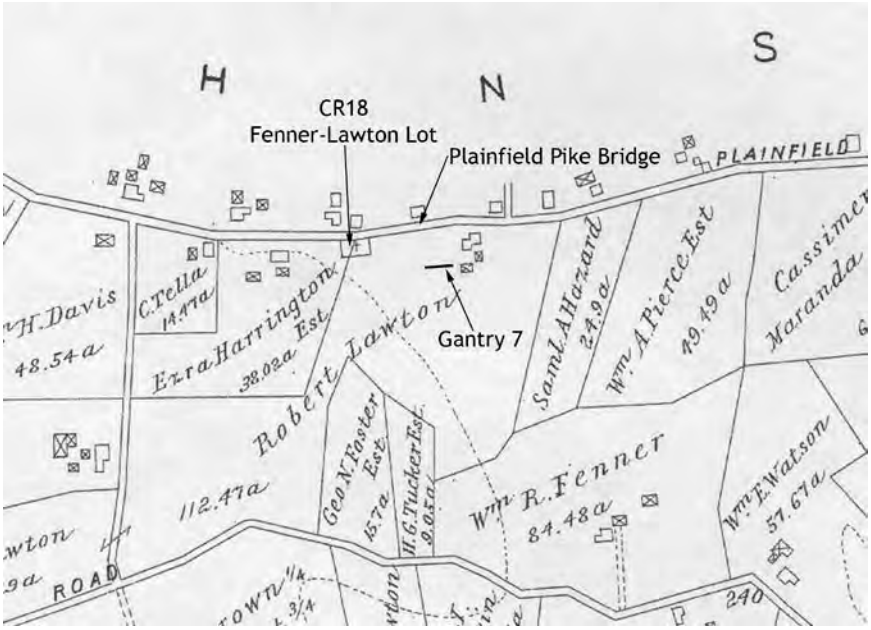


Figure 4. APE for Toll Location No. 7 near the Plainfield Pike (Route 14) Bridge ((RIDOT Bridge Nos. 073201 and 073221), Cranston and Johnston, Rhode Island.



Beers 1870



Everts & Richards 1895

Figure 5. Historical maps depicting the approximate location of Toll Location No. 7 near the Plainfield Pike (Route 14) Bridge ((RIDOT Bridge Nos. 073201 and 073221), Cranston, Rhode Island

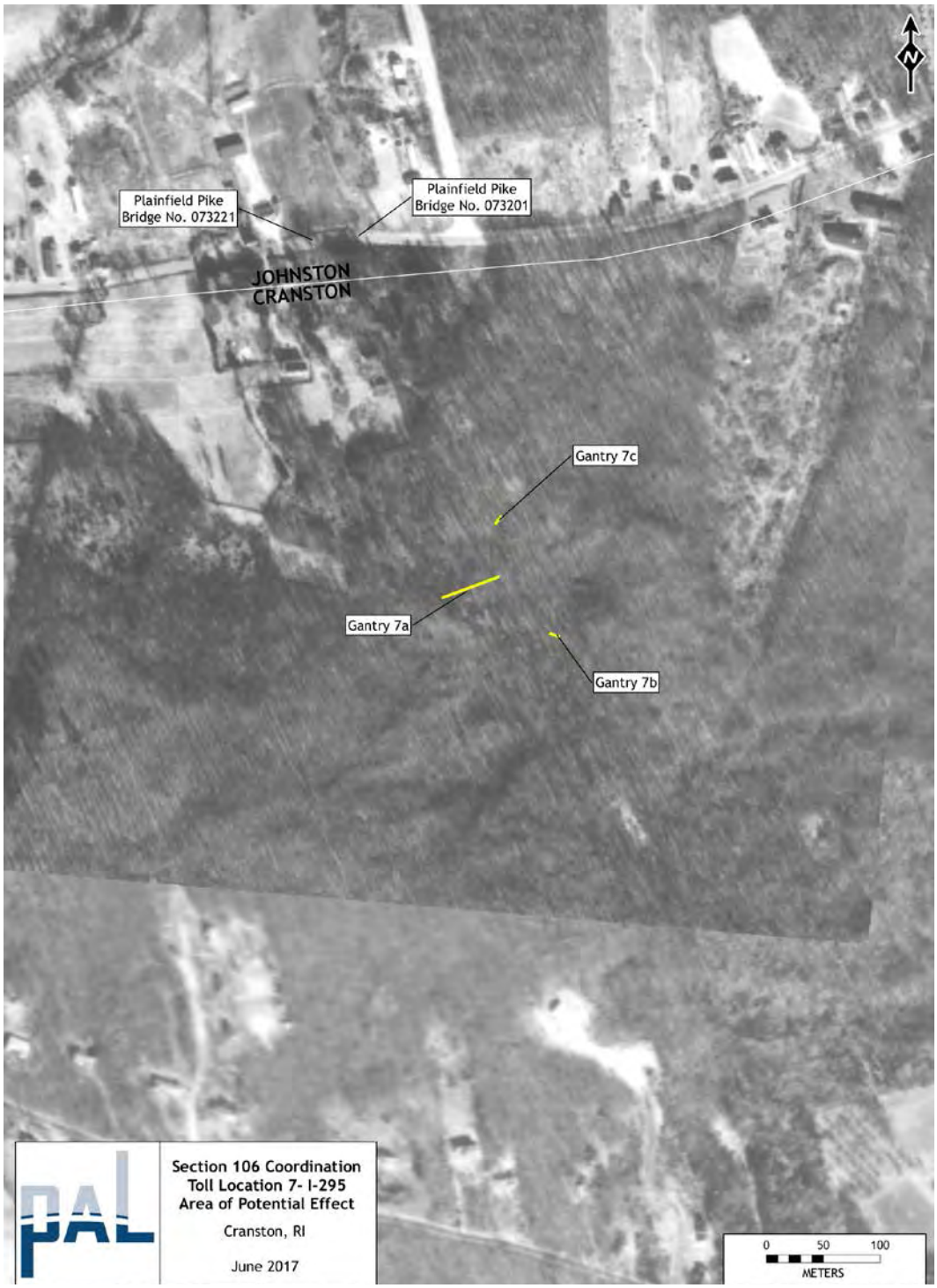


Figure 6. 1962 aerial photograph with Toll Location No. 7 near the Plainfield Pike (Route 14) Bridge ((RIDOT Bridge Nos. 073201 and 073221), Cranston, Rhode Island.

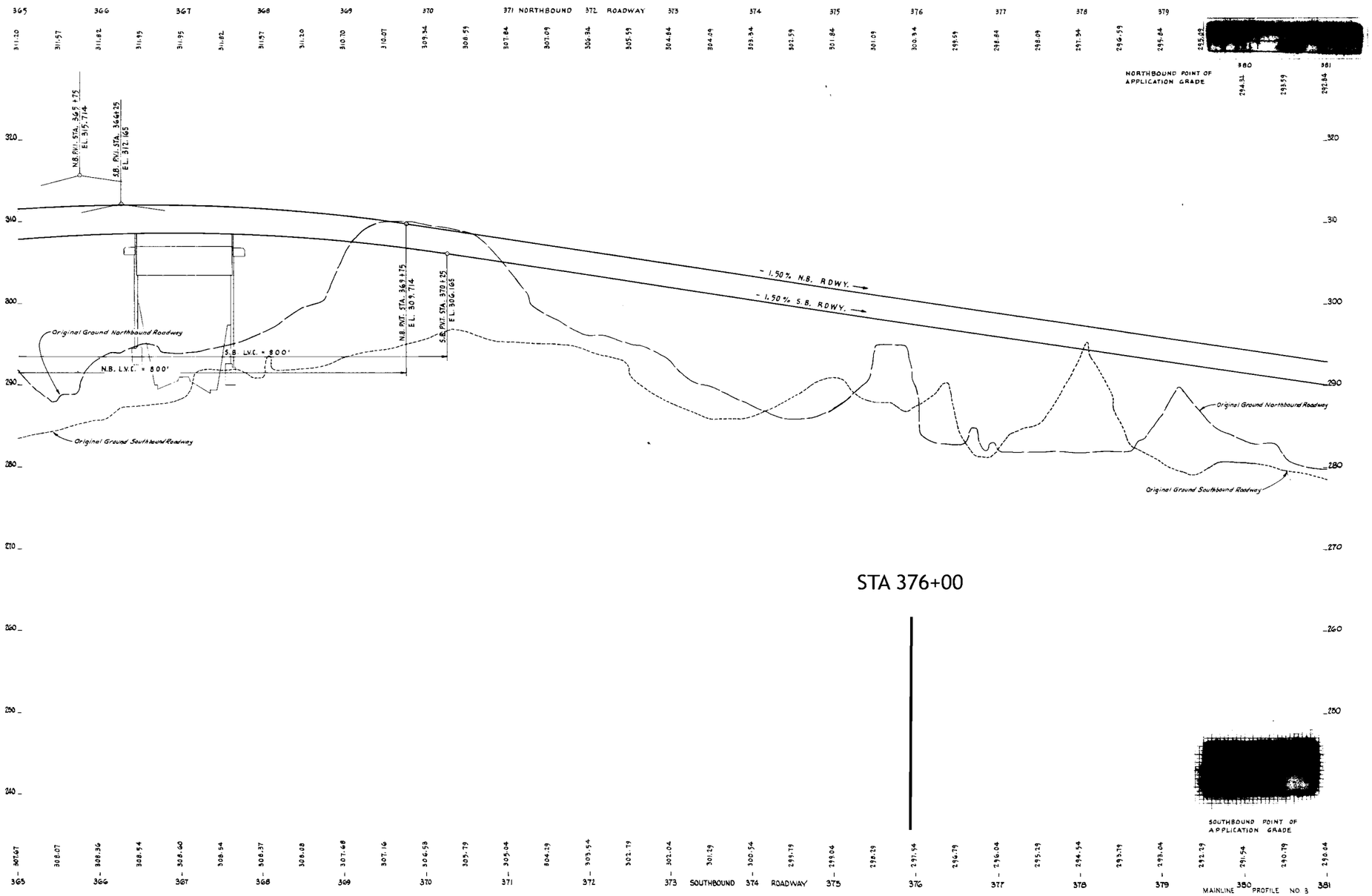


Figure 7. Profile sheet for proposed I-295 (northbound and southbound) at the location of Gantry 7a (STA 376+00) near the Plainfield Pike (Route 14) Bridge ((RIDOT Bridge Nos. 073201 and 073221), Cranston, Rhode Island (source: Maguire 1967).

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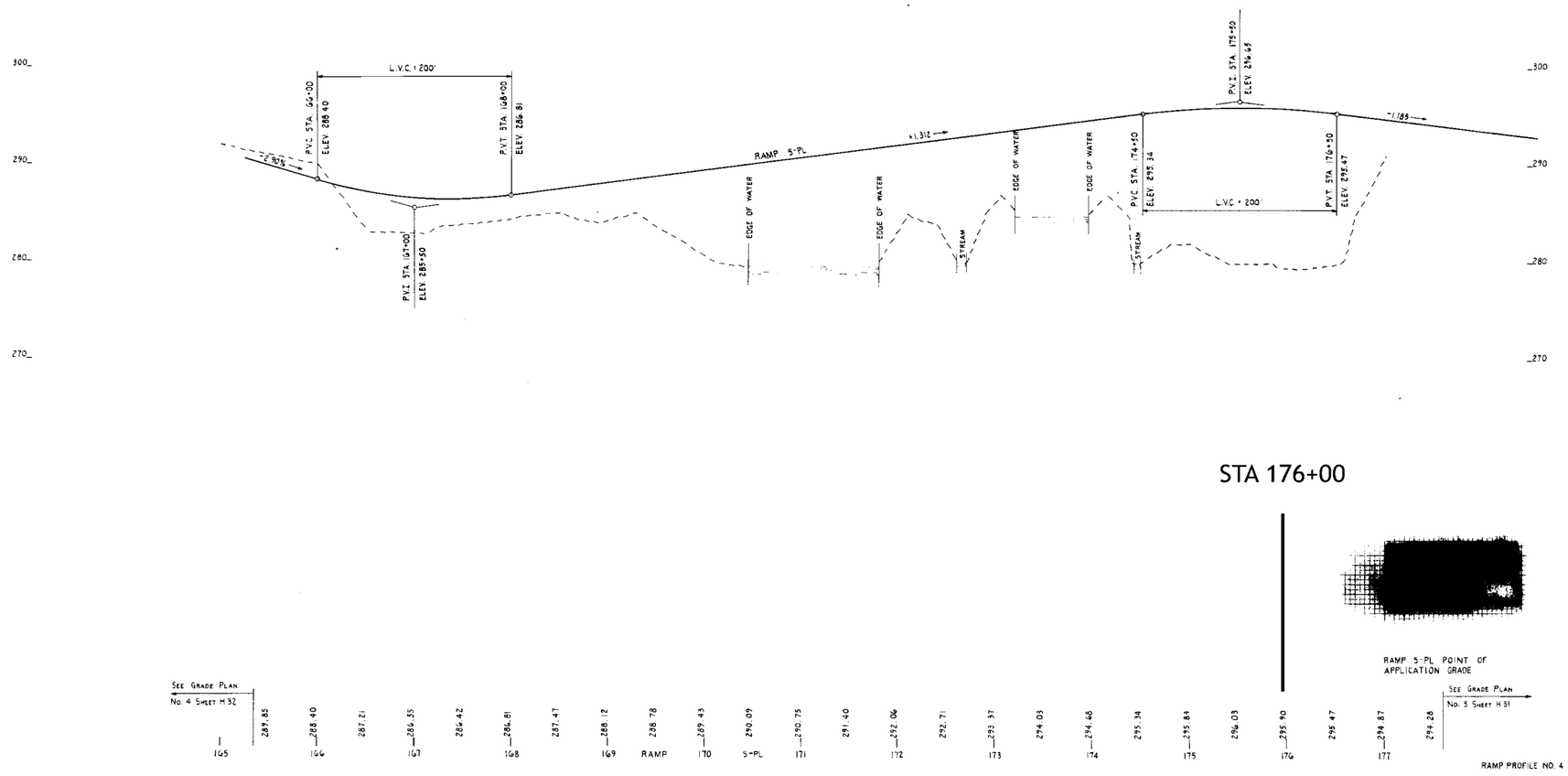

Figure 8. Profile sheet for proposed I-295 (northbound and southbound) at the location of Gantry 7b (STA 176+00) near the Plainfield Pike (Route 14) Bridge ((RIDOT Bridge Nos. 073201 and 073221), Cranston, Rhode Island (source: Maguire 1967).

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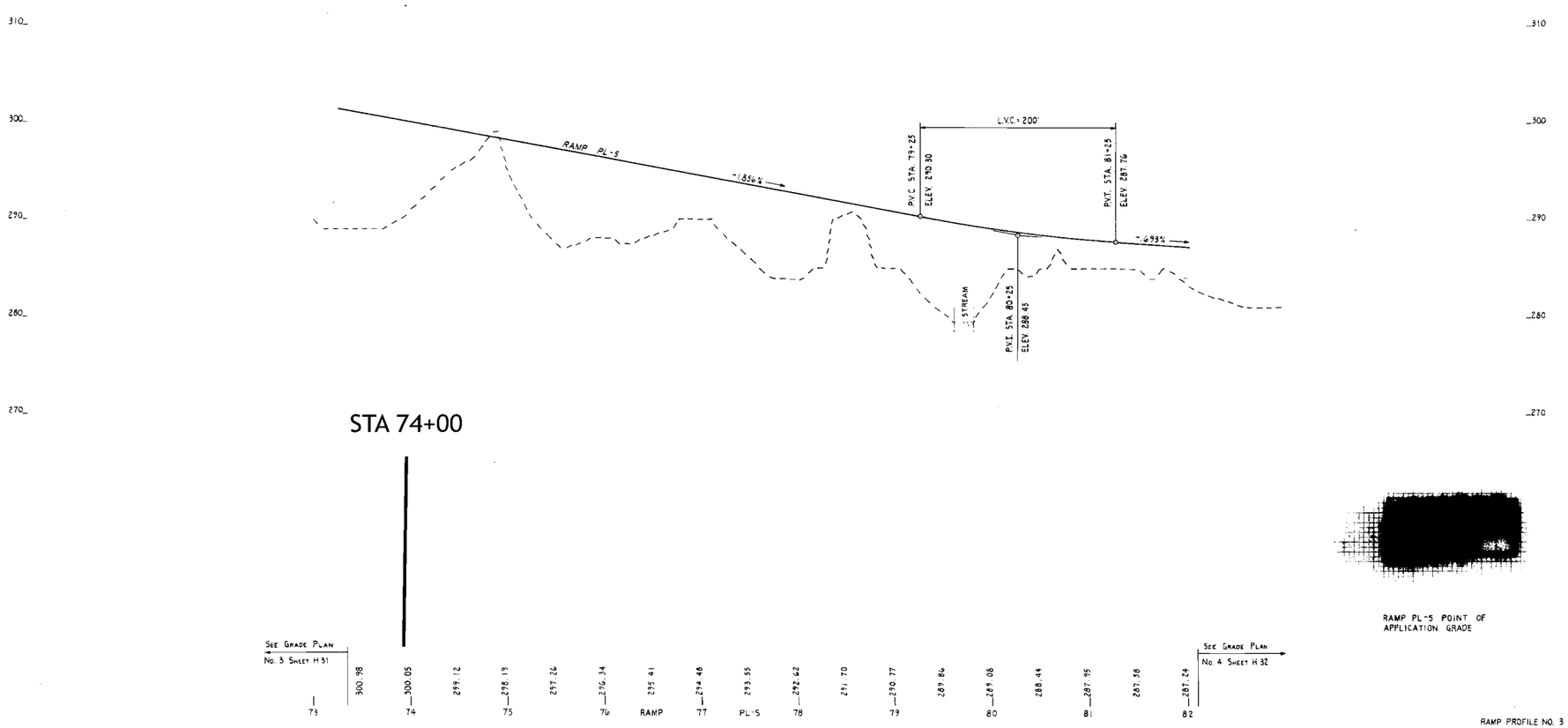

Figure 8. Profile sheet for proposed I-295 (northbound and southbound) at the location of Gantry 7c (STA 74+00) near the Plainfield Pike (Route 14) Bridge ((RIDOT Bridge Nos. 073201 and 073221), Cranston, Rhode Island (source: Maguire 1967).

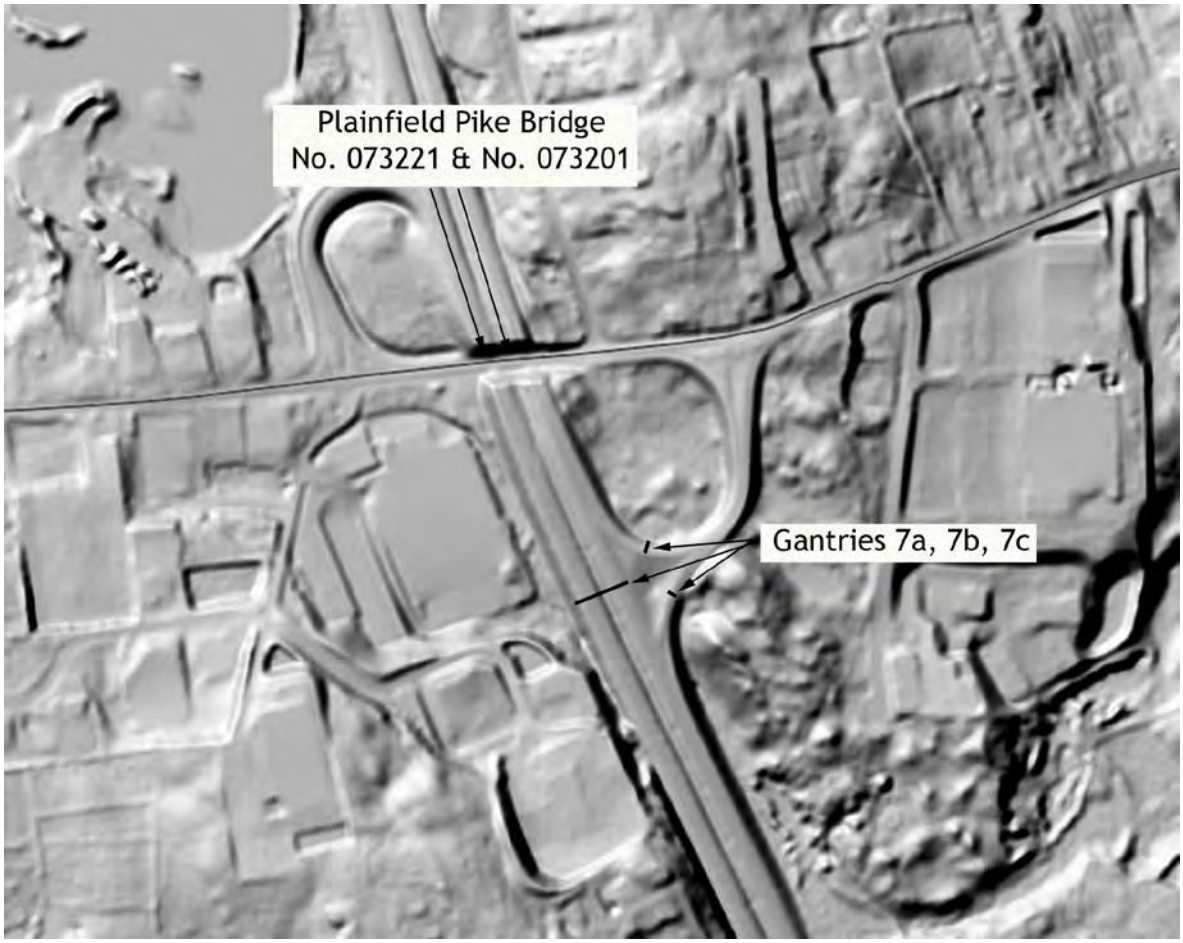

Figure 10. LiDAR Hillshade image showing extent of fill (shown as a shadow) Toll Location No. 7 near the Plainfield Pike (Route 14) Bridge (RIDOT Bridge Nos. 073201 and 073221), Cranston, Rhode Island.

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Technical Memorandum

RhodeWorks Bridge Tolling Program

Location 8: I-295 near the
Route 6 (RIDOT Bridge Nos. 073601, 073621, 073701, and 073721), Route 6A (RIDOT Bridge Nos. 075701 and 075721), and Greenville Avenue/Route 5 (RIDOT Bridge Nos. 074001 and 074021) Bridges
Johnston, Rhode Island

Due Diligence Review

August 2017
PAL No. 3215

Submitted to:
Jacobs Engineering Group, Inc.
166 Valley Street, Building 6M, Suite 101
Providence, Rhode Island 02909

This report presents the findings of a due diligence review conducted by The Public Archaeology Laboratory, Inc. (PAL) to identify known historic architectural properties and archaeological sites, and to assess the potential for unidentified archaeological sites that might be affected by the Rhode Island Department of Transportation's RhodeWorks Bridge Tolling Program (the Project).

Project Description

The Rhode Island Department of Transportation (RIDOT), in cooperation with the Federal Highway Administration (FHWA) is proposing to install commercial vehicle automated toll collection gantries at twelve locations along the I-95, I-195, I-295, and Routes 6 and 146 highway corridors (Figure 1). Electronic fees assessed to heavy commercial vehicles travelling along these corridors will be used to partially fund the reconstruction of bridges under "RhodeWorks", the State's 10-year Bridge Reconstruction Program. Each gantry will span the travel lanes where tolls will be collected and consists of an overhead structure to support electronic collection transponders and cameras. Power to each gantry, and toll data collected, will be transmitted by electrical and communication conduits from a tolling cabinet mounted on a concrete pad at each gantry to existing power sources. At some gantry locations new guard rail will be installed for safety. Within each construction envelope is a staging area.

This report addresses Toll Location No. 8 on I-295 in Johnston near the Route 6 (RIDOT Bridge Nos. 073601, 073621, 073701, and 073721), Route 6A (Hartford Pike) (RIDOT Bridge Nos. 075701 and 075721), and Greenville Avenue/Route 5 (RIDOT Bridge Nos 074001 and 074021) bridges (Figure 2). The ROW of I-295 is within a developed suburban setting. Toll Location No. 8 consists of six gantries.

- Gantry 8a will span I-295 SB and the Route 6 CD road north of Route 6A (Hartford Pike). Electrical and communication conduits will run south along the Route 6 CD road to an existing utility pole north of Route 6A (Hartford Pike). Guardrail is proposed at the gantry along I-295 SB and the construction staging area will be in a cleared area along Route 6A (Hartford Pike) (Figure 3).
- Gantry 8b will span I-295 SB south of Route 6 (Roberts Expressway). Electrical and communication conduits will run north approximately 840 feet along I-295 SB to the bridges crossing Route 6 (Roberts Expressway), beneath the bridges and then approximately 1,200 feet north along I-295 NB to Gantries 8c and 8d. Guardrail is proposed along both sides of I-295 SB at the Gantry 8b and the construction staging area is located in a cleared area adjacent to I-295 SB (Figure 4).
- Gantries 8c and 8d will span the I-295 NB on-ramp from Route 6 and I-295 NB, respectively (Figure 5). Electrical and communication conduits from both gantries will run from a single toll cabinet south to connect with the conduits from Gantry 8b, cross beneath the I-295 NB on ramp, then run north along I-295 NB approximately 1,520 feet to an existing utility pole on Route 6A (Hartford Pike). Guardrail is proposed along I-295 northbound and along the I-295 NB on ramp. The construction staging area is located in the infield between I-295 NB and the I-295 NB on ramp (see Figure 5).
- Gantries 8e and 8f will span I-295 SB and NB, respectively, south of the Greenville Avenue Bridge (RIDOT Bridge Nos 074001 and 074021) (Figure 6). Electrical and communication conduits from Gantry 8f will run from a toll cabinet in the median to the toll cabinet for Gantry 8e. Conduits from Gantry 8e will run north along I-295 SB to an existing utility pole on Greenville Avenue/Route 5. Guardrail is proposed both lanes of I-295 and the construction staging area will be located on Greenville Avenue/Route5 between the Greenville Avenue Bridge (RIDOT Bridge Nos 074001 and 074021) (see Figure 6).

Most of the construction work will occur in the cleared areas adjacent to I-295. Ground disturbance will be limited. The conduits will be installed either by direct bury methods or narrow trenching that will be back filled and seeded to match existing conditions. There will be a slight increase in impervious surface due to the concrete pad for the utility cabinets. Foundations for the gantries will be augured to minimize excavation and land disturbance, which will also minimize the potential for erosion.

Project Authority

The proposed Project will require review under the National Environmental Policy Act (NEPA), Section 106 of the National Historic Preservation Act of 1966, as amended (54 U.S.C. 3100101 *et seq*.), and its implementing regulations (36 CFR § 800), and Section 4(f) of the Department of Transportation Act of 1966 (49 U.S.C 303). At the state level, the Project is subject to the Rhode Island Historic Preservation Act of 1968 (Rhode Island General Law 42-45 *et seq*.). The results of this study will assist the FHWA and RIDOT with complying with applicable federal and state legislation and regulations pertaining to cultural resources and historic preservation. All tasks associated with this project were undertaken in accordance with the standards outlined in the Secretary of the Interior's *Standards and Guidelines for Archaeology and Historic Preservation* (48

FR 44716, 1983) and the Rhode Island Historical Preservation and Heritage Commission's *Performance Standards and Guidelines for Archaeology in Rhode Island* (RIHPHC 2015).

Area of Potential Effects

Under Section 106 (36 CFR § 800.16 (d)), the Project's Area of Potential Effects (APE) is defined as "the geographic area or areas within which an undertaking may directly or indirectly cause alterations in the character or use of historic properties, if any such properties exist." A historic property is defined as "any prehistoric or historic district, site, building, structure, or object included in, or eligible for inclusion in, the National Register of Historic Places maintained by the Secretary of the Interior" (36 CFR § 800.16(l)). The APE is defined based on the *potential* for effect, which may differ for aboveground resources (historic structures and landscapes) and subsurface resources (archaeological sites).

The APE established for the purposes of the identification effort was defined to provide information about the types, nature, and distribution of resources located within the vicinity of the Project Area. For archaeological resources, the APE for Gantry 8a is defined as a 300-foot wide by 660-foot long corridor centered on the proposed gantry and I-295 southbound, north of Route 6A (Hartford Pike); for proposed Gantries 8b, 8c, and 8d as a corridor approximately 4,400 feet in length and 300 feet in width centered on I-295 northbound from Route 6A (Hartford Pike) south to Route 6 (Roberts Expressway) before shifting to I-295 southbound to Gantry 8b; for Gantries 8e and 8f as a corridor 800 feet long and 300 feet wide centered on median of I-295 south of Greenville Avenue/Route 5, encompassing the area of proposed direct impacts associated with construction of the gantries, installation of conduits, tolling cabinets, guardrail, construction staging areas, landscaping and any associated roadway improvements (Figures 7 and 8). For aboveground resources, the APE is a circle with a radius of 0.25 miles centered on each proposed gantry, encompassing the limits of disturbance and visible portions of abutting properties to account for both direct and indirect (visual) potential effects (see Figures 7 and 8).

PAL Scope

PAL reviewed in-house databases relative to environmental, and Pre- and Post-Contact Period historic contexts for Toll Location No. 8 and information on recorded aboveground and archaeological resources, and historic cemeteries from inventories maintained by the Rhode Island Historical Preservation and Heritage Commission (RIHPHC) and the Rhode Island Historical Cemetery Commission (RIHCC). The survey report for the town of Johnston (RIHPC 1976) was reviewed for general historic development. PAL also reviewed Cultural Resource Management (CRM) reports conducted in the general area, historical maps (Beers 1870, Everts & Richards 1895; Walling 1851, 1855), USGS topographic maps (USGS 1944), aerial photographs (RIGIS 1939–2014), and LiDAR Hillside images to evaluate more recent changes within the APE. PAL also reviewed conceptual design plans showing limits disturbance associated with the construction of each gantry (Jacobs Engineering Group, Inc. 2016; Kapsch 2017). Finally, PAL reviewed the various general plans for the construction to I-295 (Beta 2005; Maguire 1969, 1971; Cataldo 1981, 1988) provided by RIDOT. Taken together, information from these various sources was used to arrive at an assessment of the potential for impacts to historic properties at Toll Location No. 8.

Results

The RIHPHC inventory does not list any aboveground districts or individual properties listed in, eligible, determined eligible, or potentially eligible for listing in the National Register within the APEs. There is one Post-Contact Period archaeological site: RI 1923 (Woonasquatucket Valley Line) within the APEs for Gantry 8a (see Figure 7) and one Post-Contact Period archaeological site: RI 2604 (Boulder Field Quarry Site) within the APEs for Gantries 8e and 8f (see Figure 8). There is one historic cemetery (JN68, Rhodes Cemetery) identified in the APEs for Gantries 8e and 8f (see Figure 8). Historical maps (Figure 9) and aerial photographs (Figure 10) depict a rural environment prior to the construction of I-295. The soils are identified as Udorthents-Urban land complex, soils that have been disturbed by extensive cutting and filling (Rector 1981). The 1969 and 1971 plans for the construction of I-295 (Maguire 1969, 1971) reveal significant cutting and filling throughout the I-295 corridor in the vicinity of Gantry 8a (Figure 11), Gantry 8b (Figure 12), Gantries 8c and 8d (Figure 13) and Gantries 8e and 8f (Figure 14). LiDAR Hillshade image of I-295 at Toll Location No. 8 depicts the extent of land modification associated with the construction of I-295 (Figure 15).

Conclusions and Recommendations

Based on the available information assembled from archival sources, RIHPHC site files, and a review of aerial photography, PAL offers the following recommendation. No historic properties will be affected by the proposed construction of Toll Location No. 8.

The archaeological resources: RI 1923 (Woonasquatucket Valley Line) and RI 2604 (Boulder Field Quarry Site) are outside of the limits of disturbance. The archaeological sensitivity of the APE for archaeological resources at Toll Location No. 8 is assessed as low or none. The disturbance associated with the clearing and construction of the ROW for I-295, the Route 6 and Route 6A interchanges and ramps, and the Greenville Avenue Bridge (RIDOT Bridge Nos 074001 and 074021) has compromised the integrity of the soils. The potential for identifying archaeological resources in meaningful contexts is low and the construction Toll Location No. 8 will have no impact on archaeological resources. If construction extends beyond the existing limits of disturbance, an archaeological survey may be warranted. The construction of Gantries 8e and 8f will have no direct or indirect impacts on JN68, Rhodes Cemetery, as this resource is outside of the limits of disturbance and would be shielded by vegetation, topography and distance. No other aboveground historic resources are located within the APEs.

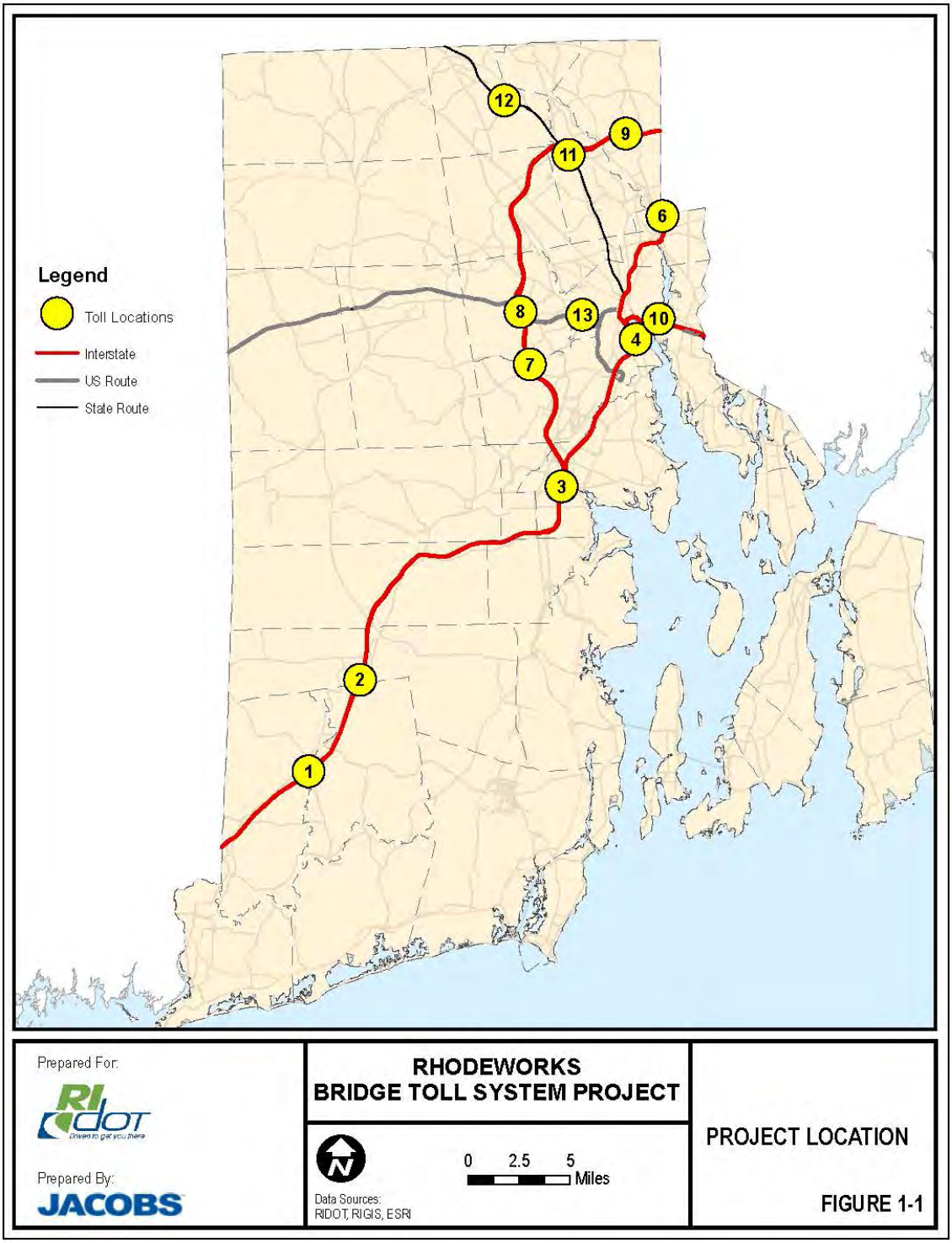

Figure 1. Location of proposed automated toll gantries, RhodeWorks Bridge Tolling Program (source: Jacobs 2017).

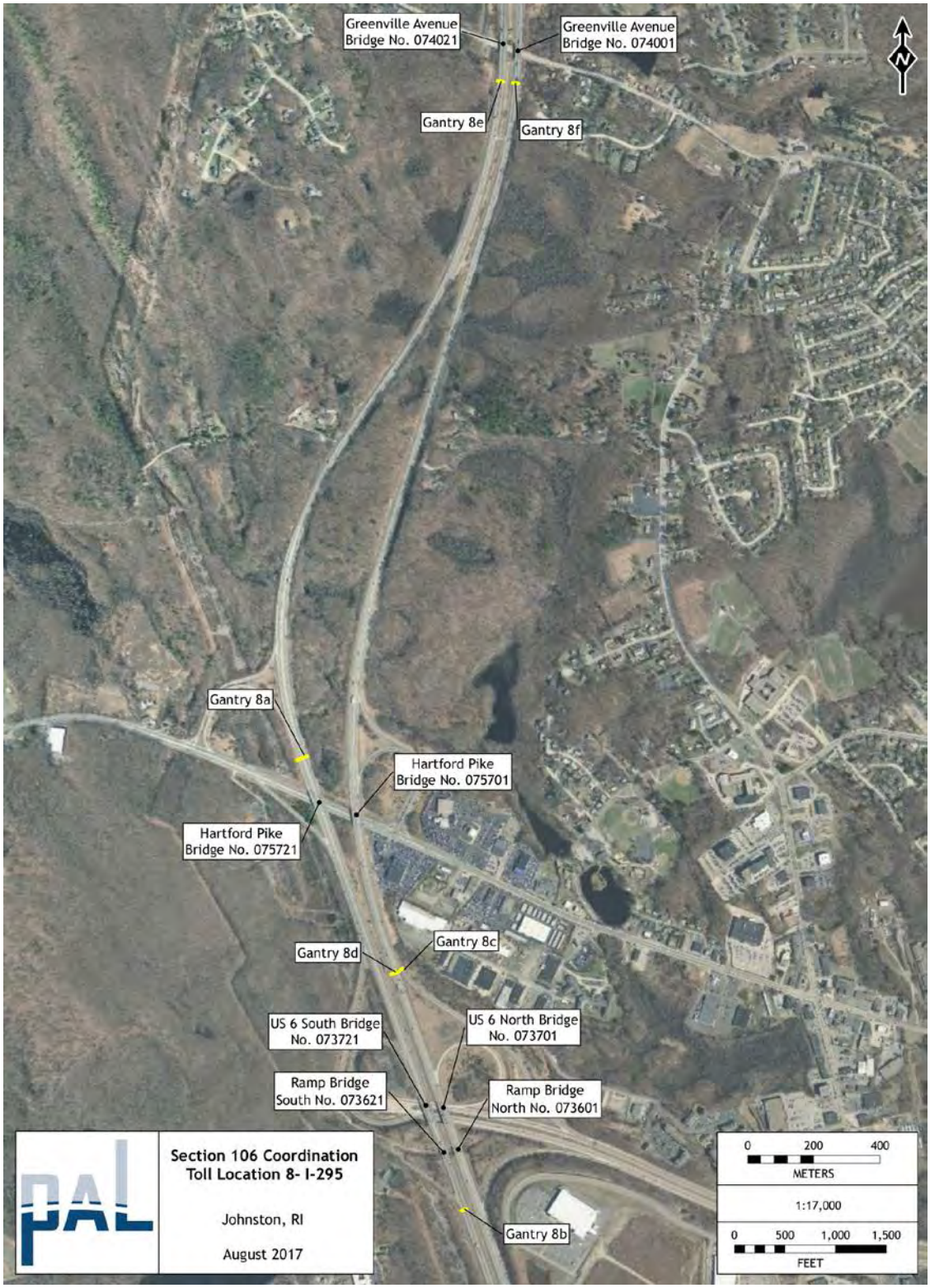

Figure 2. Location 8: Proposed gantries on I-295 near the interchanges with Route 6 (RIDOT Bridge Nos. 073601, 073621, 073701, and 073721), Route 6A (Hartford Pike) (RIDOT Bridge Nos. 075701 and 075721), and Greenville Avenue/Route 5 (RIDOT Bridge Nos. 074001 and 074021), Johnston, Rhode Island.

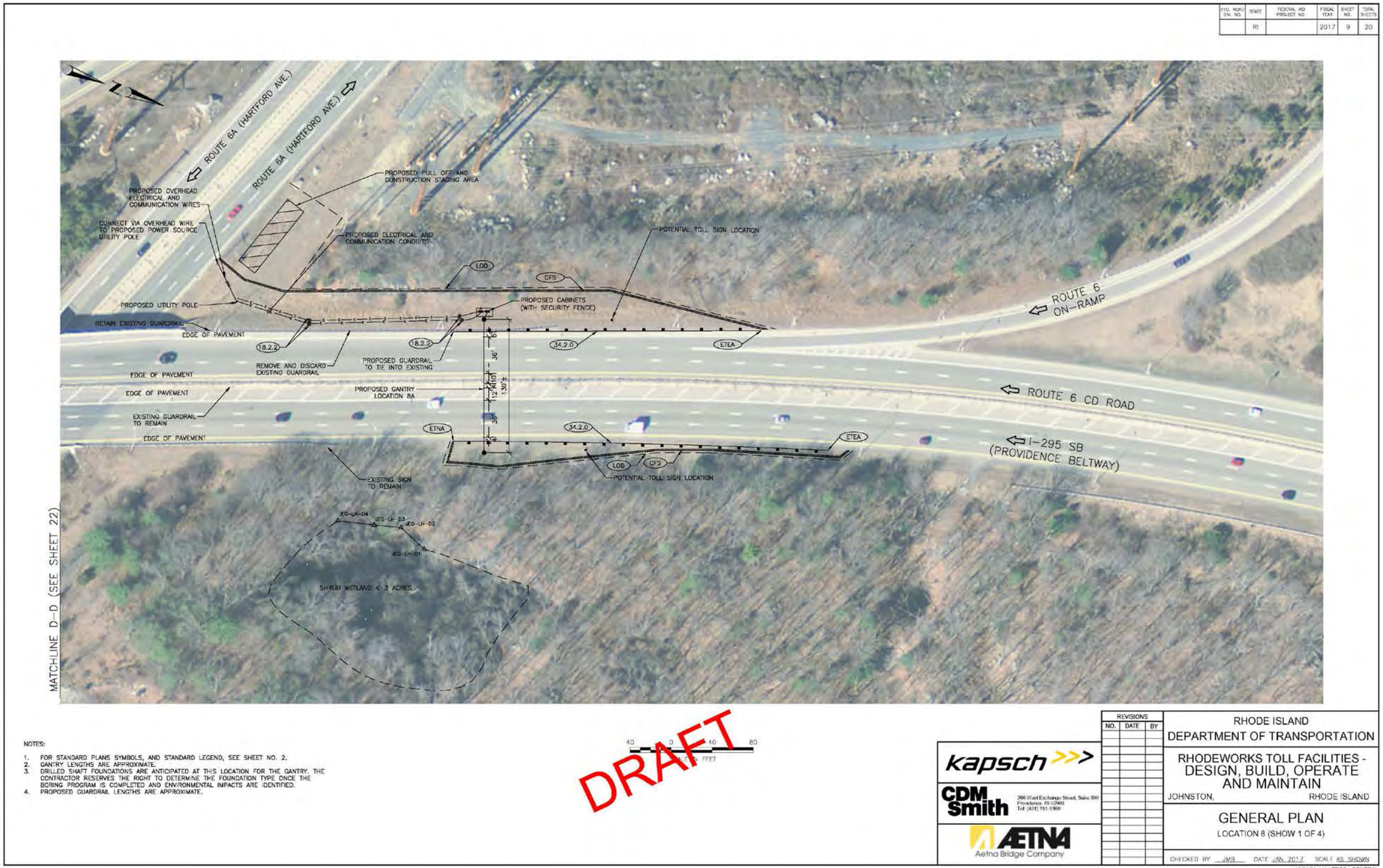

Figure 3: General Plan, Toll Location No. 8a on I-295 near the Route 6A (Hartford Pike) Bridge (RIDOT Bridge Nos. 075701 and 075721), Johnston, Rhode Island (source: Kapsch 2017).

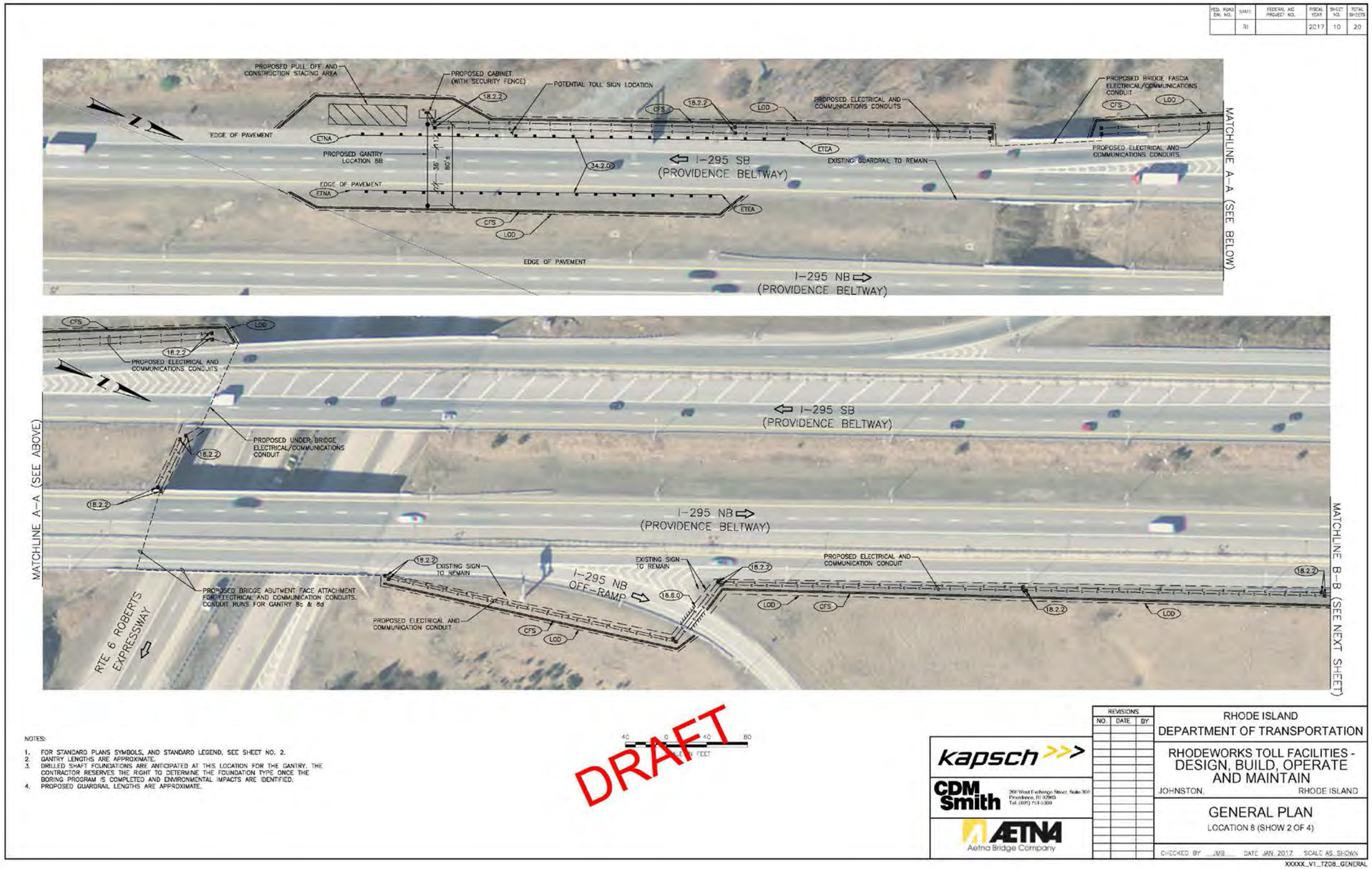

Figure 4: General Plan, Toll Location No. 8b on I-295 near the interchanges with Route 6 (RIDOT Bridge Nos. 073601, 073621, 073701, and 073721), Johnston, Rhode Island (source: Kapsch 2017).

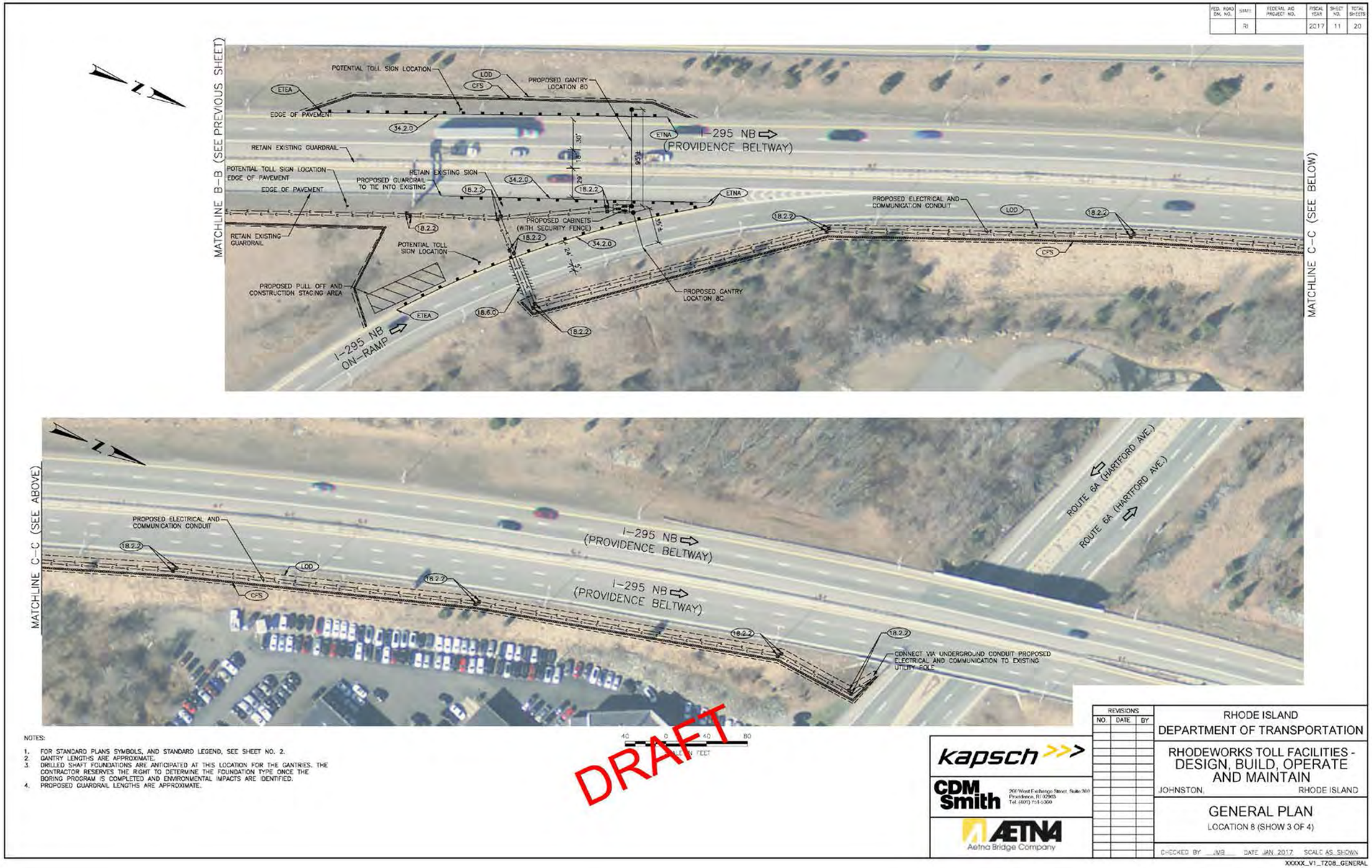

Figure 3: General Plan, Toll Location No. 8C and 8D on I-295 near the interchanges with Route 6 (RIDOT Bridge Nos. 073001, 073021, 073701, and 073721), Johnston, Rhode Island (source: Kapsch 2017).

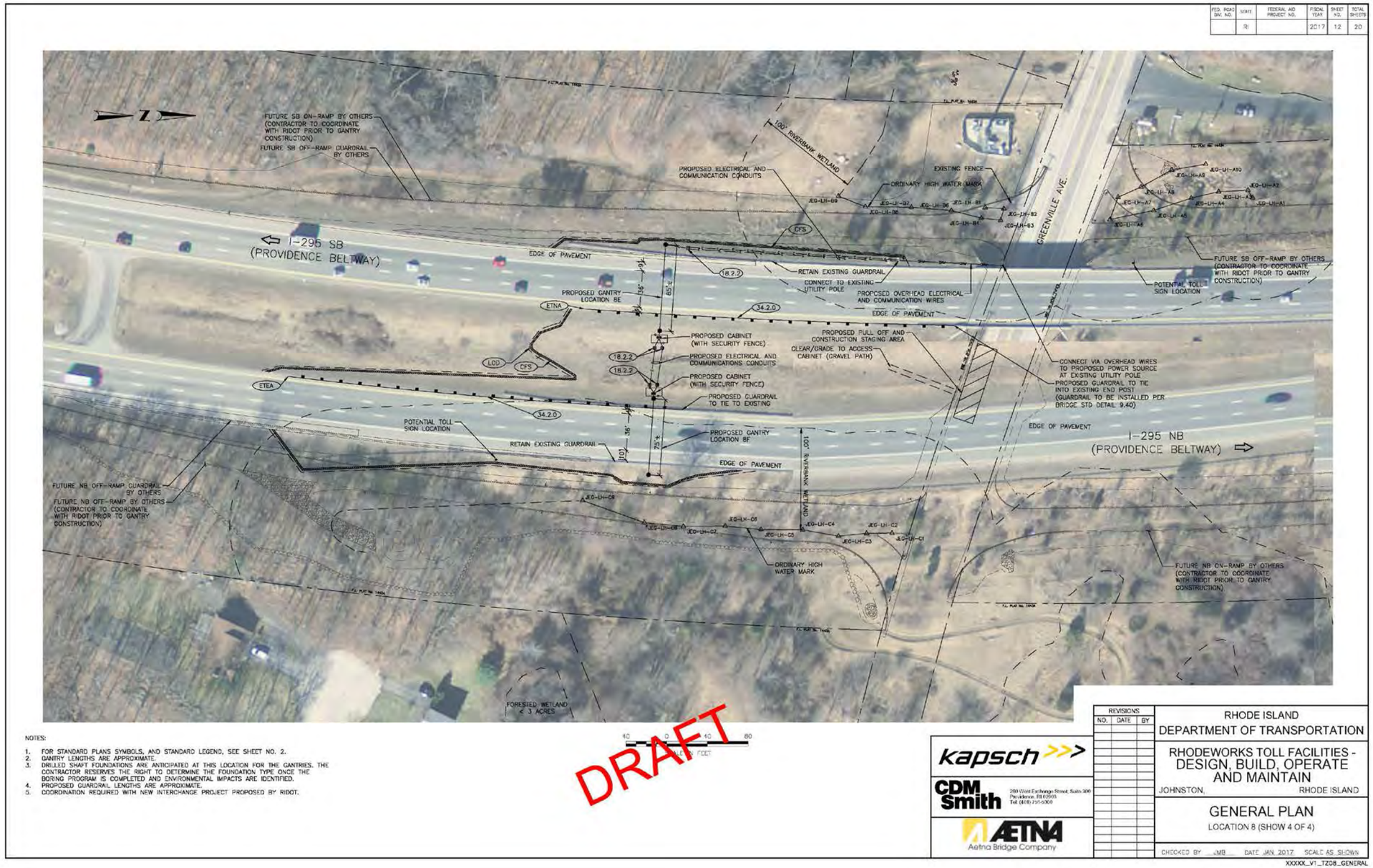

Figure 6: General Plan, Toll Location No. 8 at the I-295 near the Greenville Avenue Bridge (RIDOT Bridge Nos. 07-1005 and 07-1021), Johnston, Rhode Island (Source: Kapsch 2017).

Figure 7. APE for Toll Location No. 8, Gantries 8a through 8d near the interchanges with Route 6 (RIDOT Bridge Nos. 073601, 073621, 073701, and 073721) and Route 6A (Hartford Pike) (RIDOT Bridge Nos. 075701 and 075721), Johnston, Rhode Island. (Archaeological site locations have been removed from figure.)

Figure 8. APE for Toll Location No. 8, Gantries 8e and 8f near the Greenville Avenue Bridge (RIDOT Bridge Nos 074001 and 074021), Johnston, Rhode Island. (Note: Archaeological site locations have been removed).

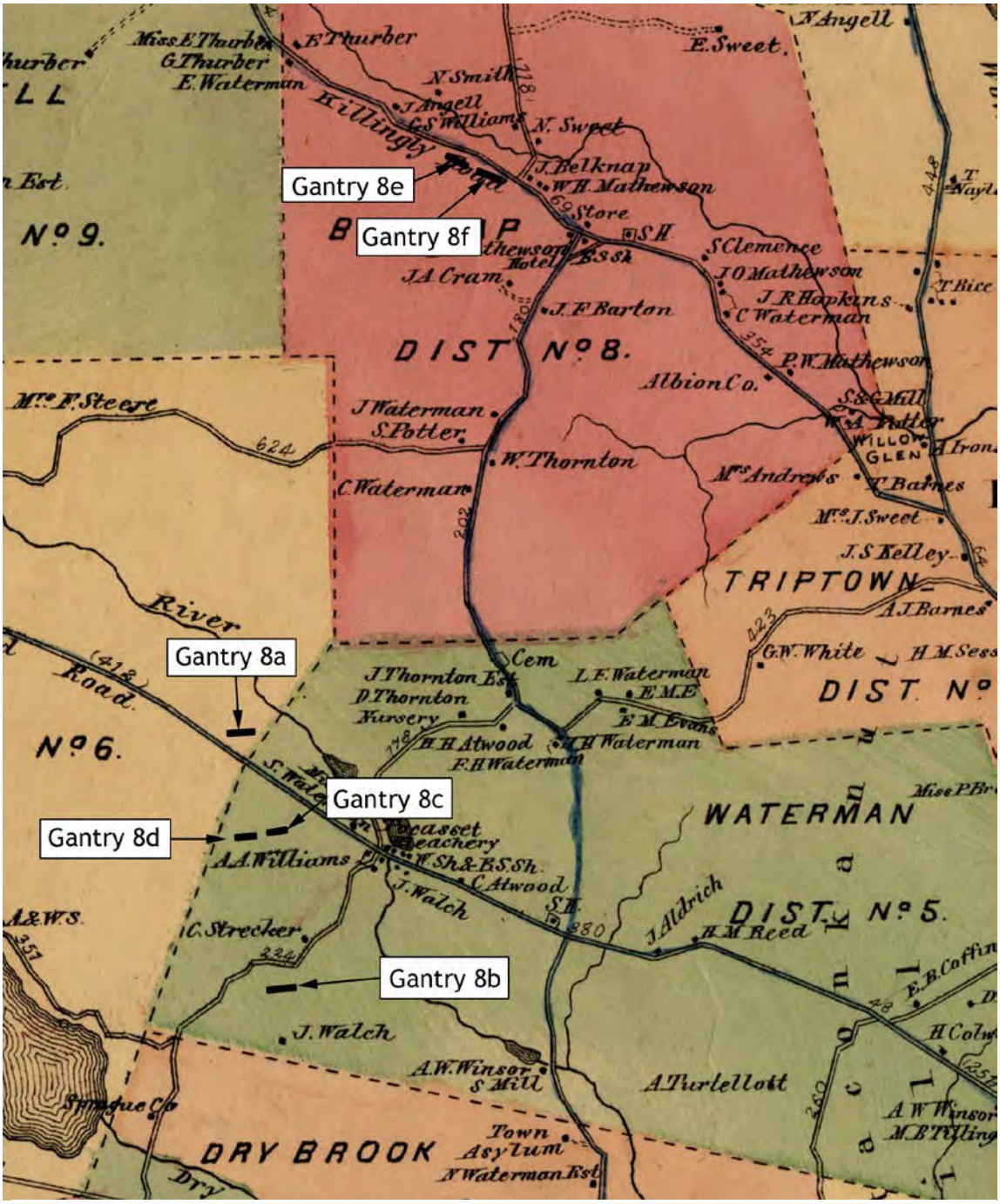

Figure 9. 1870 map of Johnston with the approximate location of gantries at Toll Location No. 8 (source: Beers 1870).

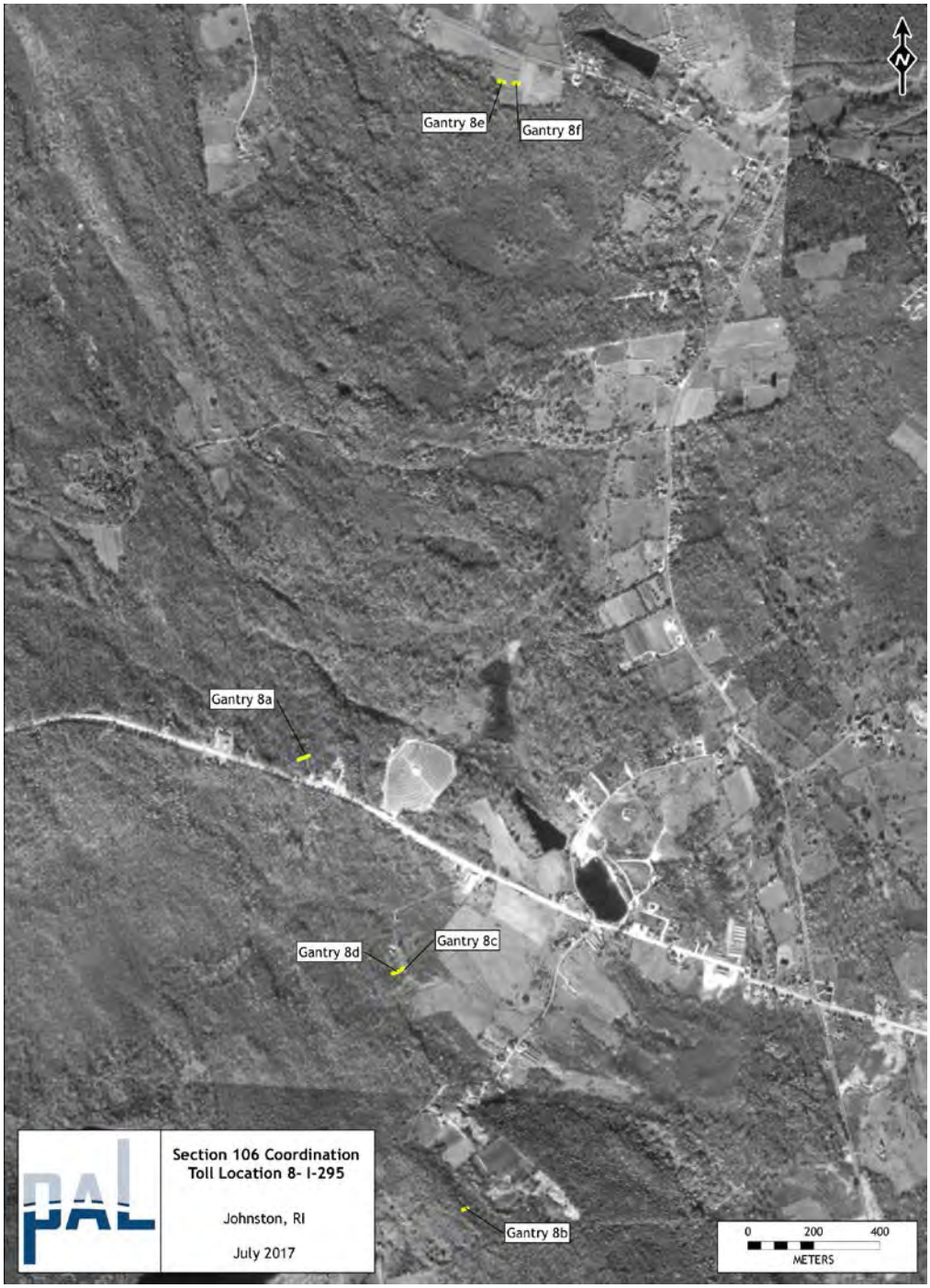

Figure 10. 1951 aerial with the location of the gantries at Toll Location No. 8.

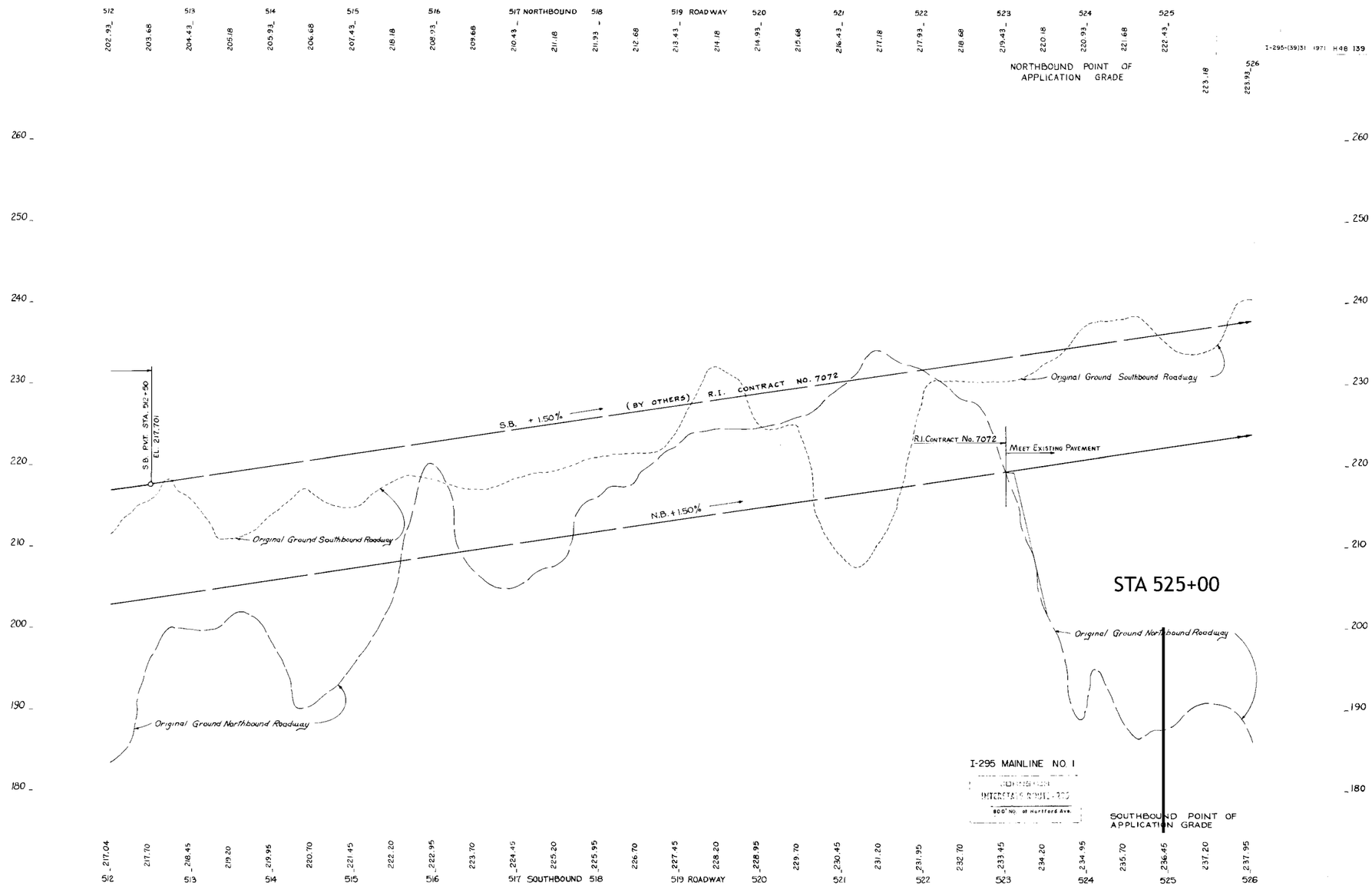

Figure 11. Profile sheet for proposed I-295 (northbound and southbound) at the location of Toll Location No. 8a (STA 525+00) near the Route 6A (Hartford Pike) Bridge (RIDOT Bridge Nos. 075701 and 075721), Johnston, Rhode Island (source: Maguire 1971).

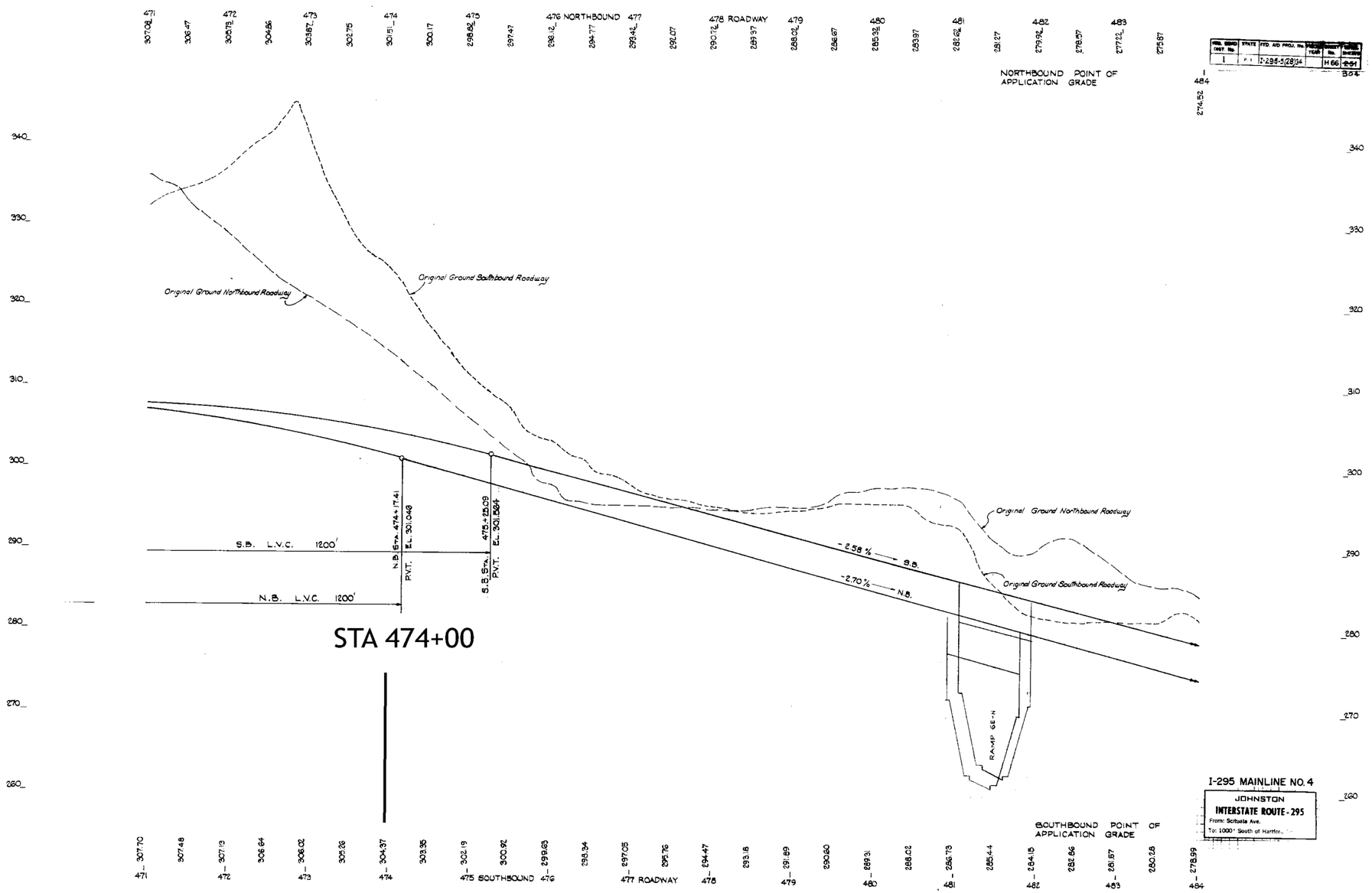

Figure 12. Profile sheet for proposed I-295 (northbound and southbound) at the location of Toll Location No. 8b (STA 474+00) near the interchanges with Route 6 (RIDOT Bridge Nos. 073601, 073621, 073701, and 073721), Johnston, Rhode Island (source: Maguire 1969).

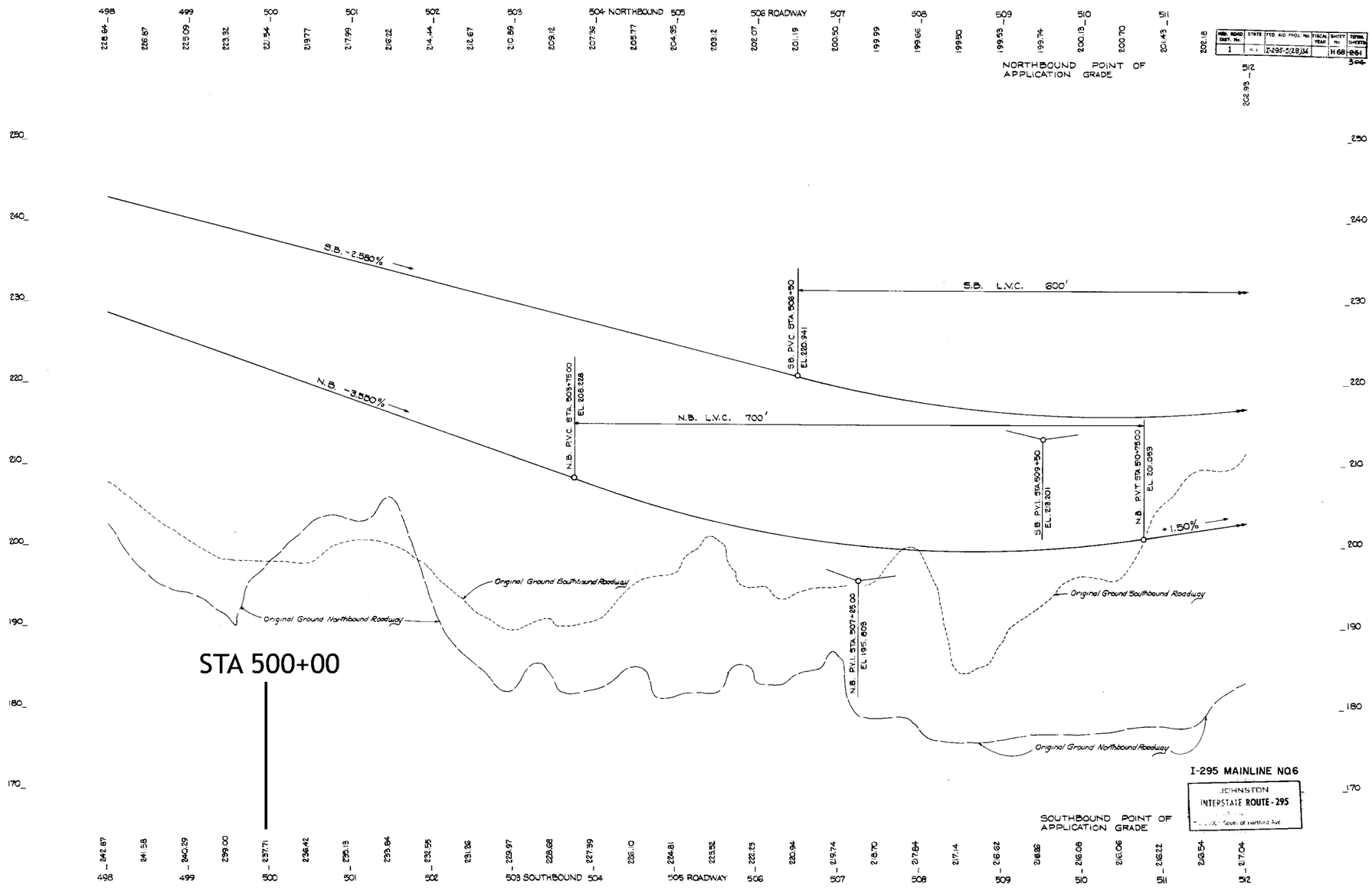

Figure 13. Profile sheet for proposed I-295 (northbound and southbound) at the location of Toll Location No. 8c and 8d (STA 500+00) near the interchanges with Route 6 (RIDOT Bridge Nos. 073601, 073621, 073701, and 073721), Johnston, Rhode Island (source: Maguire 1969).

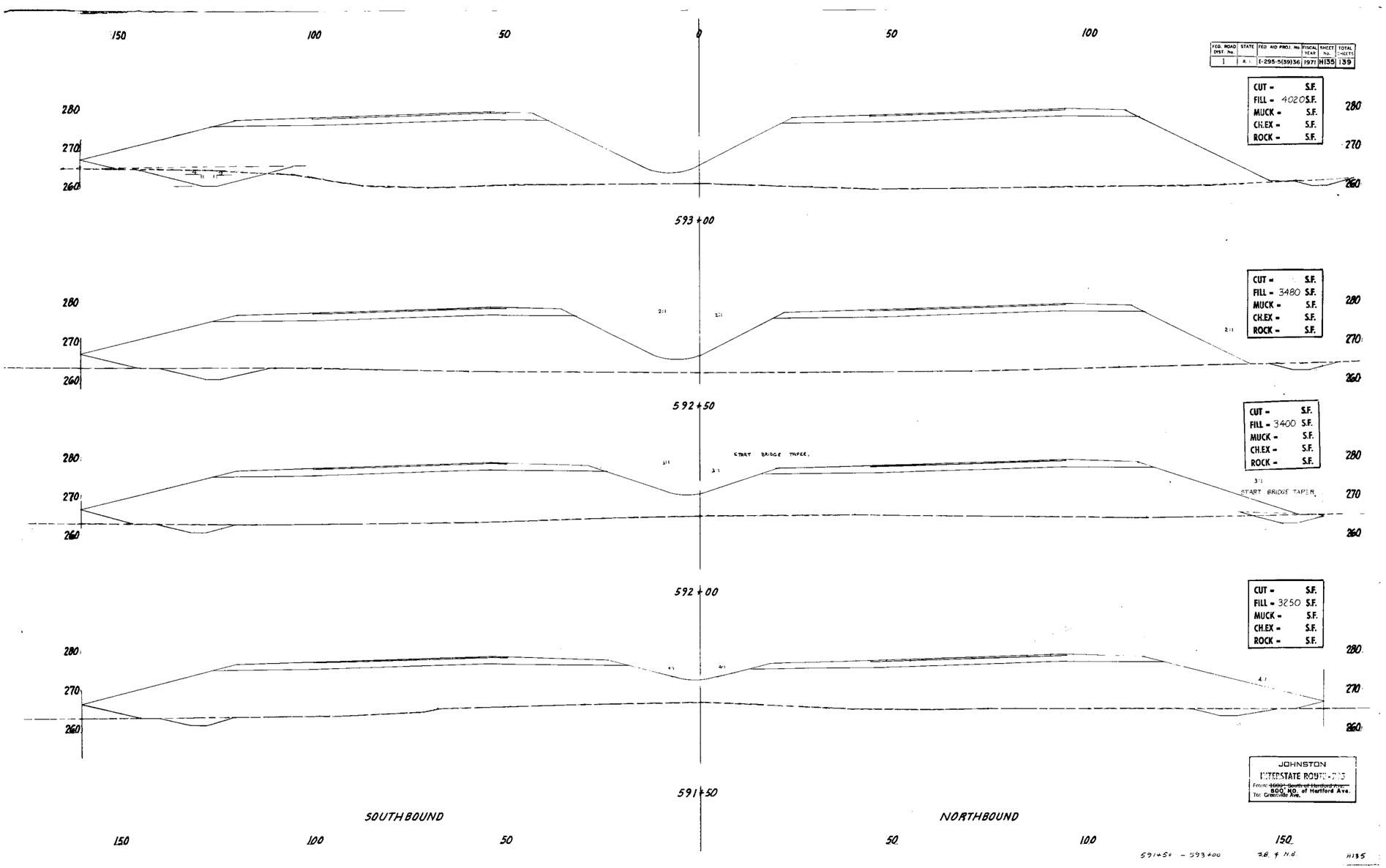

Figure 14. Profile sheet for proposed I-295 (northbound and southbound) at the location of Toll Location No. 8e and 8f (STA 592+00) near the Greenville Avenue Bridge (RIDOT Bridge Nos. 074001 and 074021), Johnston, Rhode Island (source: Maguire 1971).

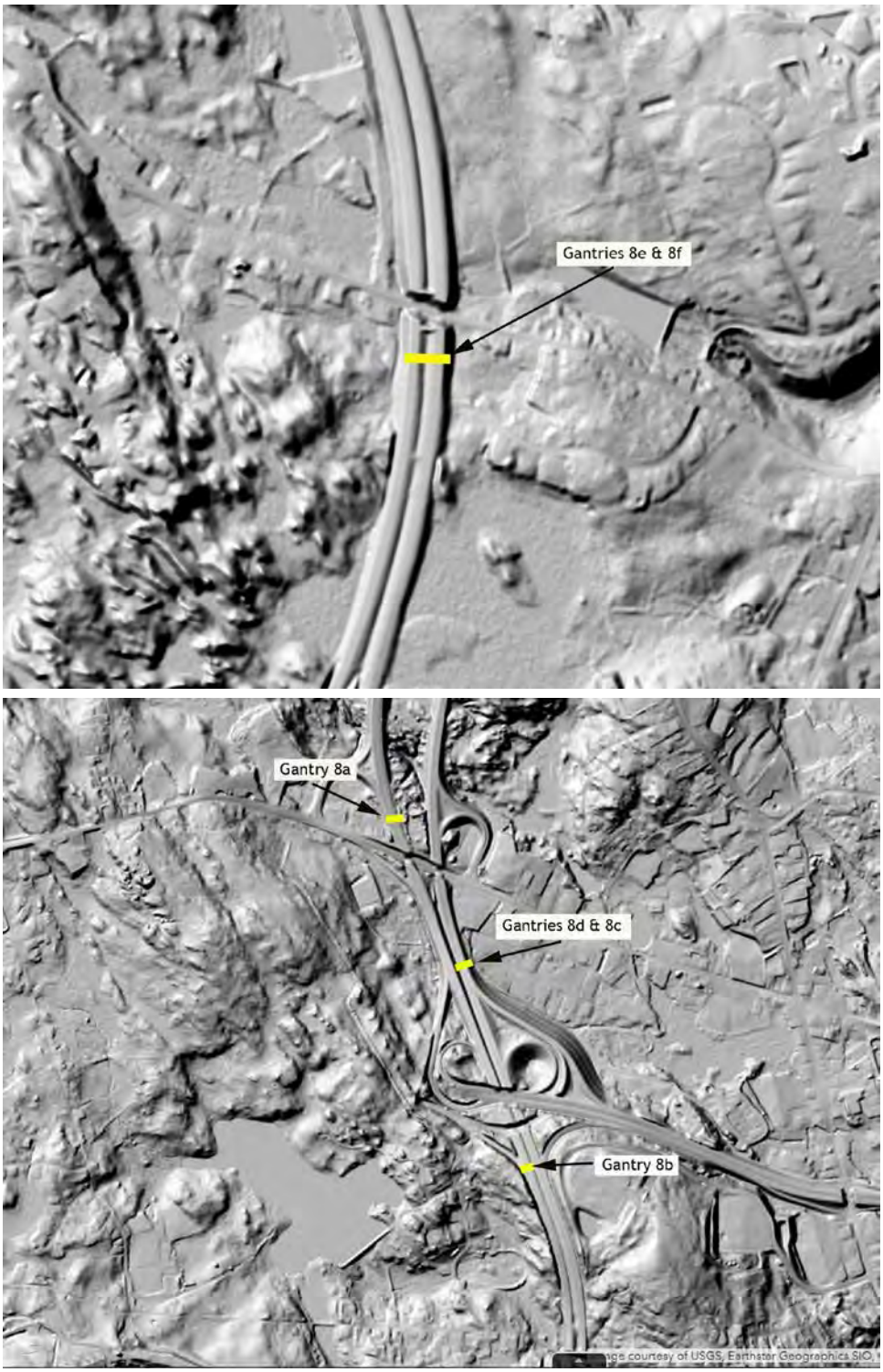

Figure 15. LiDAR Hillshade image showing the extent of land modification along I-295 at Toll Location No. 8.

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Technical Memorandum

RIDOT Automated Toll Facilities

Location 9: I-295 near the Leigh Road Bridge
(RIDOT Bridge Nos. 075301and 075321)

Cumberland, Rhode Island

Due Diligence Review

August 2017
PAL No. 3215

Submitted to:
Jacobs Engineering Group, Inc.
166 Valley Street, Building 6M, Suite 101
Providence, Rhode Island 02909

This report presents the findings of a due diligence review conducted by The Public Archaeology Laboratory, Inc. (PAL) to identify known historic architectural properties and archaeological sites, and to assess the potential for unidentified archaeological sites that might be affected by the Rhode Island Department of Transportation's RIDOT Automated Toll Facilities (the Project).

Project Description

The Rhode Island Department of Transportation (RIDOT), in cooperation with the Federal Highway Administration (FHWA) is proposing to install commercial vehicle automated toll collection gantries at twelve locations along the I-95, I-195, I-295, and Routes 6 and 146 highway corridors (Figure 1). Electronic fees assessed to heavy commercial vehicles travelling along these corridors will be used to partially fund the reconstruction of bridges under "RhodeWorks", the State's 10-year Bridge Reconstruction Program. Each gantry will span the travel lanes where tolls will be collected and consists of an overhead structure to support electronic collection transponders and cameras. Power to each gantry, and toll data collected, will be transmitted by electrical and communication conduits from a tolling cabinet mounted on a concrete pad at each gantry to existing power sources. At some gantry locations new guard rail will be installed for safety. Within each construction envelope is a staging area.

This report addresses Toll Location No. 9 on I-295 in Cumberland near the Leigh Road Bridge (RIDOT Bridge Nos. 075301and 075321) (Figure 2). Tolls collected at Location No. 9 will be used to offset the costs of reconstructing the Leigh Road Bridge and the Scott Road Bridge (RIDOT Bridge Nos. 075201 and 075221) (see Figure 2). The ROW of I-295 is within a developed rural setting surrounded by heavy vegetation. Toll Location No. 9 consists of a single gantry spanning I-295 NB and SB (Figure 3). The electrical and communication conduits north of I-295 SB will run east to a connection on Leigh Road. Construction of the gantry will also include the installation of

guardrail along I-295 NB (see Figure 3). A construction staging area is proposed on Leigh road adjacent to Leigh Road Bridge.

Most of the construction work will occur within the I-295 ROW and along Leigh Road. Ground disturbance will be limited. The conduits will be installed either by direct bury methods or narrow trenching that will be back filled and seeded to match existing conditions. There will be a slight increase in impervious surface due to the concrete pad for the utility cabinets. Foundations for the gantry will be augured to minimize excavation and land disturbance, which will also minimize the potential for erosion.

Project Authority

The proposed Project will require review under the National Environmental Policy Act (NEPA), Section 106 of the National Historic Preservation Act of 1966, as amended (54 U.S.C. 3100101 *et seq*.), and its implementing regulations (36 CFR § 800), Section 9 of Public Law 99-647 (November 10, 1986), and Section 4(f) of the Department of Transportation Act of 1966 (49 U.S.C 303). At the state level, the Project is subject to the Rhode Island Historic Preservation Act of 1968 (Rhode Island General Law 42-45 *et seq.*). The results of this study will assist the FHWA and RIDOT with complying with applicable federal and state legislation and regulations pertaining to cultural resources and historic preservation. All tasks associated with this project were undertaken in accordance with the standards outlined in the Secretary of the Interior's *Standards and Guidelines for Archaeology and Historic Preservation* (48 FR 44716, 1983) and the Rhode Island Historical Preservation and Heritage Commission's *Performance Standards and Guidelines for Archaeology in Rhode Island* (RIHPHC 2015).

Area of Potential Effects

Under Section 106 (36 CFR § 800.16 (d)), the Project's Area of Potential Effects (APE) is defined as "the geographic area or areas within which an undertaking may directly or indirectly cause alterations in the character or use of historic properties, if any such properties exist." A historic property is defined as "any prehistoric or historic district, site, building, structure, or object included in, or eligible for inclusion in, the National Register of Historic Places maintained by the Secretary of the Interior" (36 CFR § 800.16(l)). The APE is defined based on the *potential* for effect, which may differ for aboveground resources (historic structures and landscapes) and subsurface resources (archaeological sites).

The APE established for the purposes of the identification effort was defined to provide information about the types, nature, and distribution of resources located within the vicinity of the Project Area. The APE for archaeological resources is defined as a 275-foot wide by 600-foot long corridor centered on the median of I-295 at the gantry structure and extending west 350 feet and east 250 feet from the Leigh Road Bridge and 125 feet south and 150 north of the center of the median between I-295 northbound and southbound, encompassing the area of proposed direct impacts associated with construction of the gantry, installation of conduits, tolling cabinet, guard rail, construction staging area, landscaping and any associated roadway improvements (Figure 4). For aboveground resources, the APE is a circle with a radius of 0.25 miles centered on the proposed gantry, encompassing the limits of disturbance and visible portions of abutting properties to account for both direct and indirect (visual) potential effects (see Figure 4).

PAL Scope

PAL reviewed in-house databases relative to environmental, and Pre- and Post-Contact Period historic contexts for Toll Location No. 9 and information on recorded aboveground and archaeological resources, and historic cemeteries from inventories maintained by the Rhode Island Historical Preservation and Heritage Commission (RIHPHC) and the Rhode Island Historical Cemetery Commission (RIHCC). The survey report for the town of Cumberland (RIHPC 1998) was reviewed for general historic development. PAL also reviewed Cultural Resource Management (CRM) reports conducted in the general area, historical maps (Beers 1870, Everts & Richards 1895; Nelson 1838; Walling 1851, 1855), USGS topographic maps (USGS 1944), aerial photographs (RIGIS 1939–2014), and LiDAR Hillside images to evaluate more recent changes within the APE. PAL also reviewed conceptual design plans showing limits disturbance associated with the construction of the gantry (Jacobs Engineering Group, Inc. 2016; Kapsch 2017). PAL also reviewed the RIDOT bridge/highway plats and general plans for I-295 in the vicinity of the Leigh Road Bridge (RIDPW 1963a, 1963b). Taken together, information from these various sources was used to arrive at an assessment of the potential for impacts to historic properties at Toll Location No. 9.

Results

The RIHPHC inventory lists two potentially eligible historic properties: “Gray Rock” and the Jeremiah Wilkinson House, and one historic cemetery, the Wilkinson Lot (CU32) in the APEs (see Figure 4). Gray Rock, located at 160 Angell Road is described as a large, stone, country house built in 1920 by Squire Senior Nicholson, the owner of a chain of grocery stores in Pawtucket (RIHPC 1998). The Jeremiah Wilkinson House, located at 140 Angell Road, was built around 1800 and is described as a 2½ story, five-bay Federal Period house with one center chimney and one end chimney and a central doorway with a wood fan (RIHPC 1998). The Wilkinson’s were early settlers in this part of Cumberland and their various properties are depicted on historical maps in or near the Project area (see Figures 5 and 6). Historical aerial photographs show predominantly undeveloped forest and open land prior to the construction of I-295. Before the construction of I-295, Lippitt Avenue diverged from Leigh Road and ran north, northwest and at Summit Road formed a T intersection with Lippitt Avenue (Figure 7).

The construction of I-295 required the relocation of a section of Lippitt Avenue, including the intersection with Summit Road, and the taking of numerous stone walls and five structures (four houses and an outbuilding) (see Figure 7 and Figure 8). Existing Lippitt Avenue south of the I-295 corridor was dead ended and a new alignment and intersection with Leigh Road was constructed north of the I-295 corridor (see Figure 8). The I-295 corridor is characterized by steep slopes composed of fill supporting the bridges carrying I-295 over Leigh Road. The soils are identified as Udorthents-Urban land complex, soils that have been disturbed by extensive cutting and filling (Rector 1981). The 1963 General Plans for the construction of Bridges 75301 and 75321 show the extent of cutting and filling (Figure 9). The proposed elevation of I-295 was achieved through cutting of the existing elevation west of Leigh Road and filling east of Leigh Road. The extent of cutting and filling is clear in a LiDAR Hillshade image of I-295 in the vicinity of Toll Location No. 9 and Leigh Road (Figure 10).

Conclusions and Recommendations

Based on the available information assembled from archival sources, RIHPHC site files, and a review of aerial photography and RIDPW plans, PAL offers the following recommendation. No historic properties will be adversely affected by the proposed construction of Toll Location No. 9.

The archaeological sensitivity of the APE for archaeological resources at Toll Location No. 9 is assessed as low or none. The disturbance associated with the clearing and construction of the ROW for I-295 and the Leigh Road Bridge has compromised the integrity of the soils. The potential for identifying archaeological resources in meaningful contexts is low and the construction of Toll Location No. 9 will have no impact on any archaeological resources. If construction extends beyond the existing limits of disturbance, an archaeological survey may be warranted. Toll Location No. 9 will have no direct or indirect impacts on “Gray Rock”, the Jeremiah Wilkinson House, and CU32, the Wilkinson Lot, as these aboveground resources and historic cemetery are outside of the limits of disturbance and would be shielded by vegetation, topography, and distance.

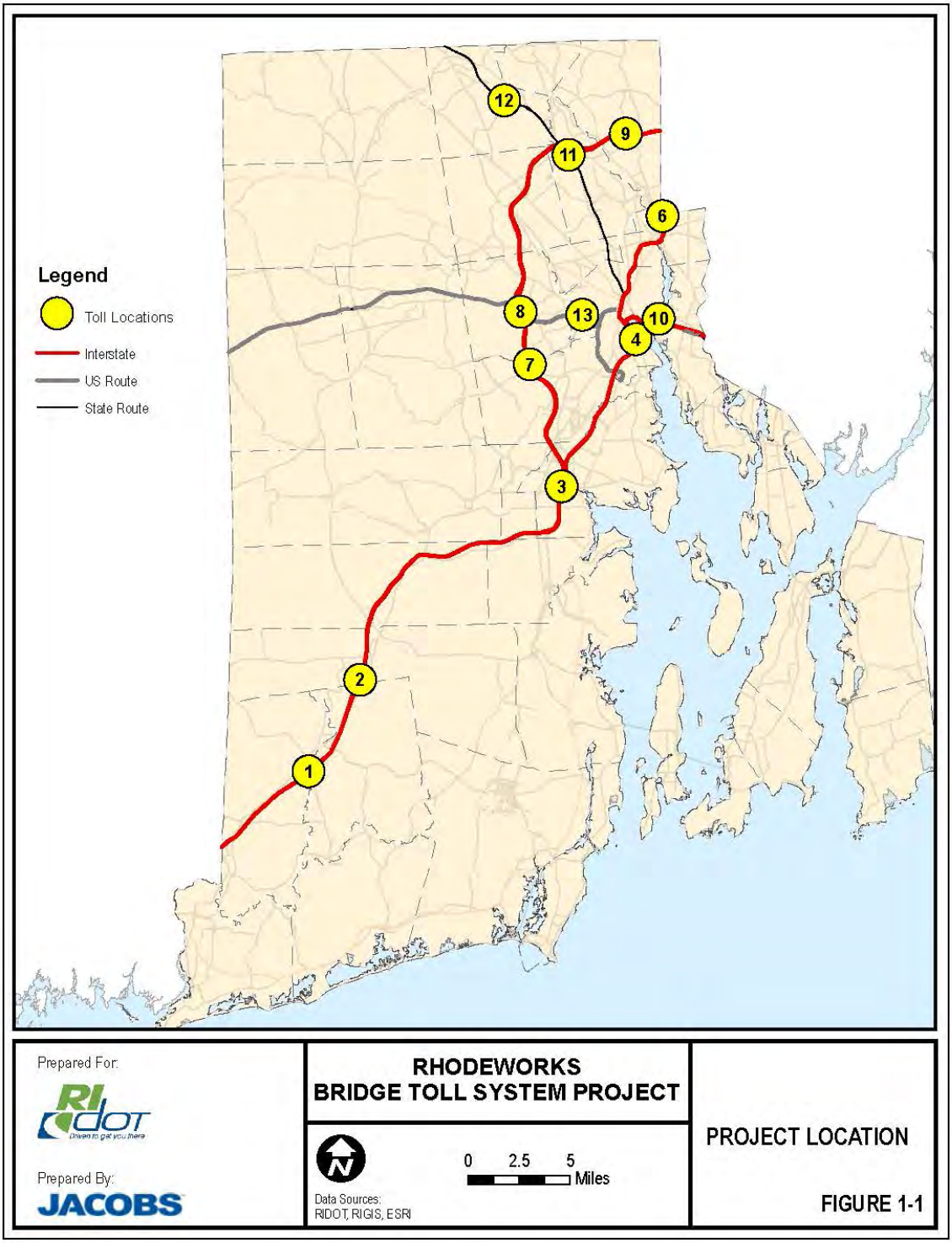


Figure 1. Location of proposed automated toll gantries, RhodeWorks Bridge Tolling Program (source: Jacobs 2017).

Figure 2. Toll Location 9: Proposed gantry on I-295 near the Leigh Road Bridge (RIDOT Bridge Nos. 075301 and 075321), Cumberland, Rhode Island.

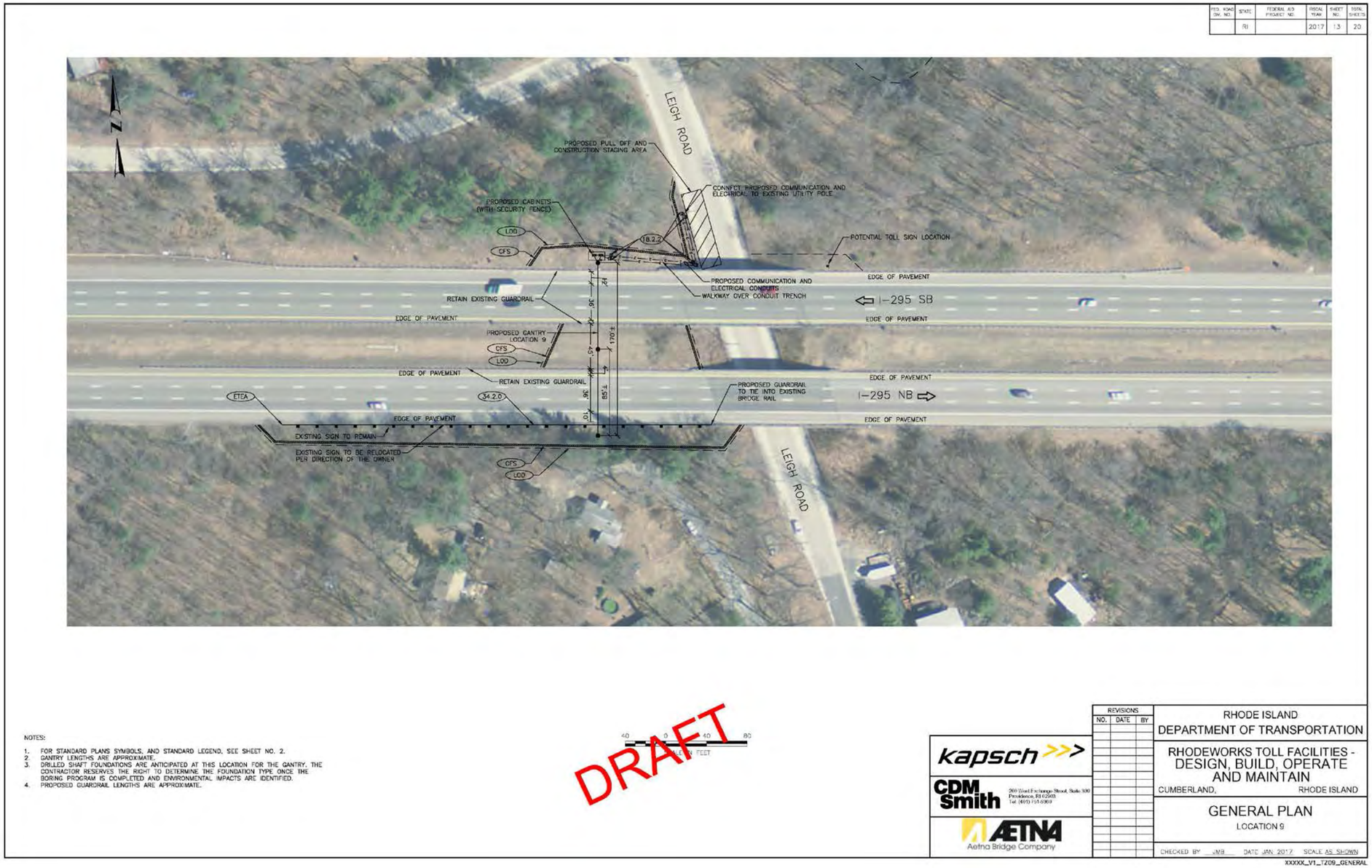


Figure 3: General Plan, Toll Location No. 9 on I-295 near the Leigh Road Bridge (RIDOT Bridge Nos. 075301 and 075321), Cumberland, Rhode Island (source: Kapsch 2017).

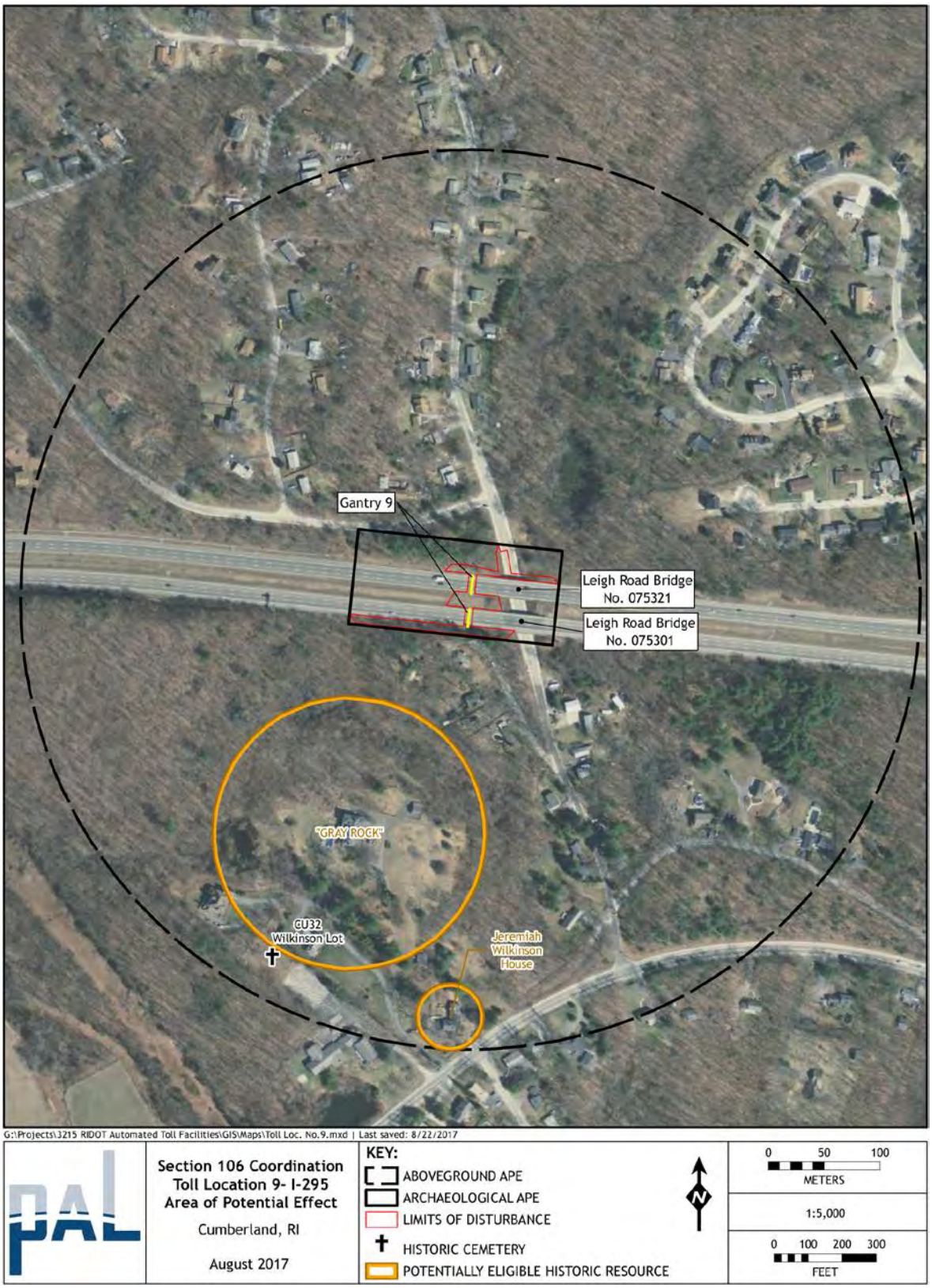
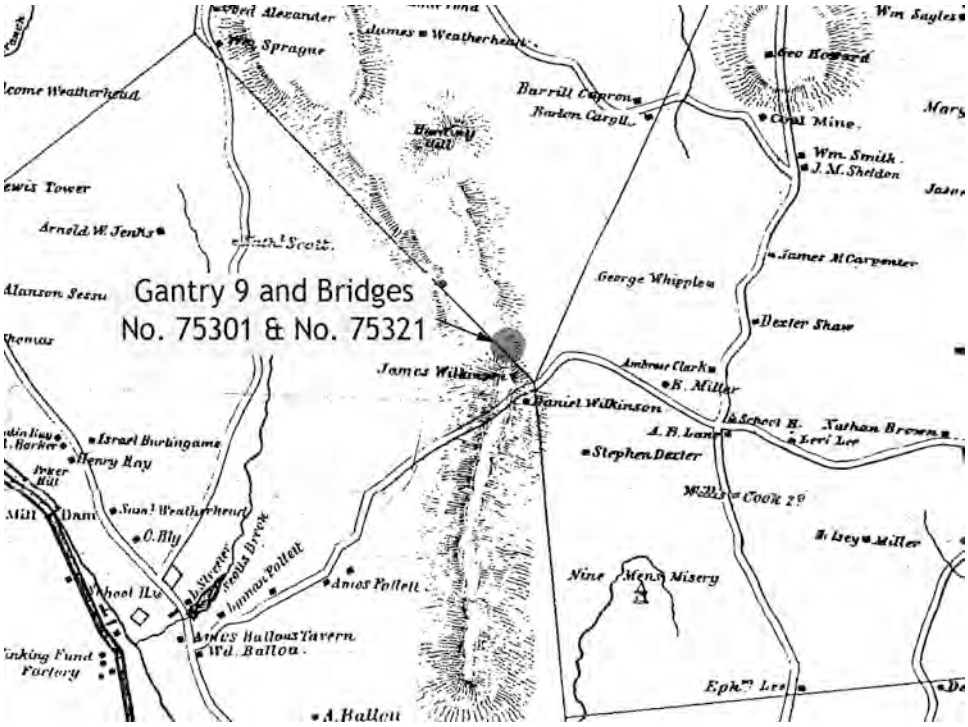
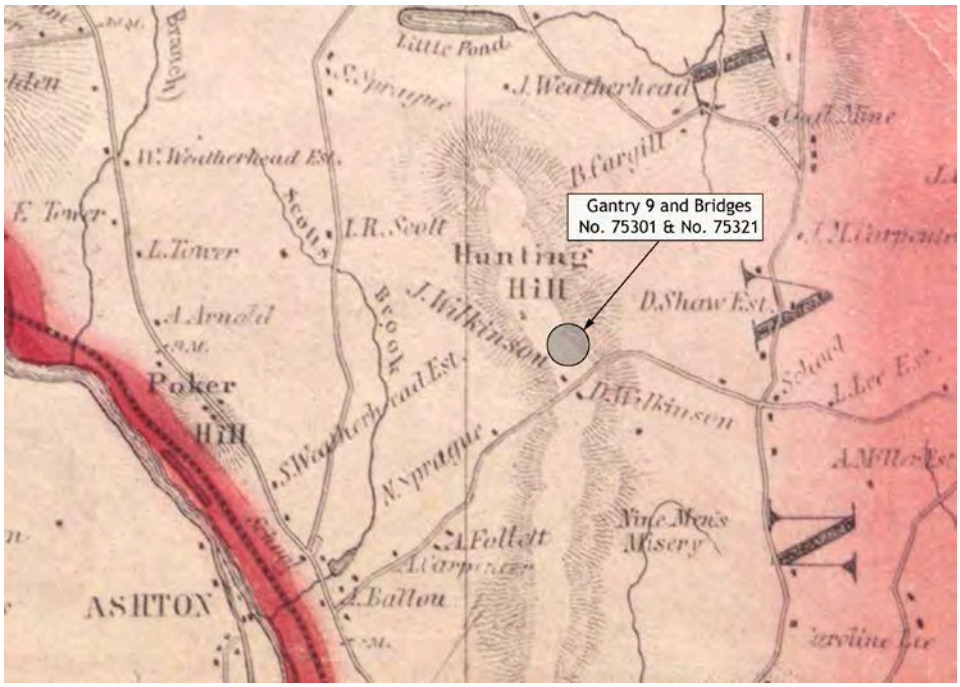


Figure 4. APE for Toll Location No. 9 near the Leigh Road Bridge (RIDOT Bridge Nos. 075301 and 075321), Cumberland, Rhode Island.



Nelson 1838



Walling 1855

Figure 5. Historical maps depicting the approximate location of Toll Location 9 and Leigh Road Bridge (RIDOT Bridge Nos. 075301 and 075321), Cumberland, Rhode Island.

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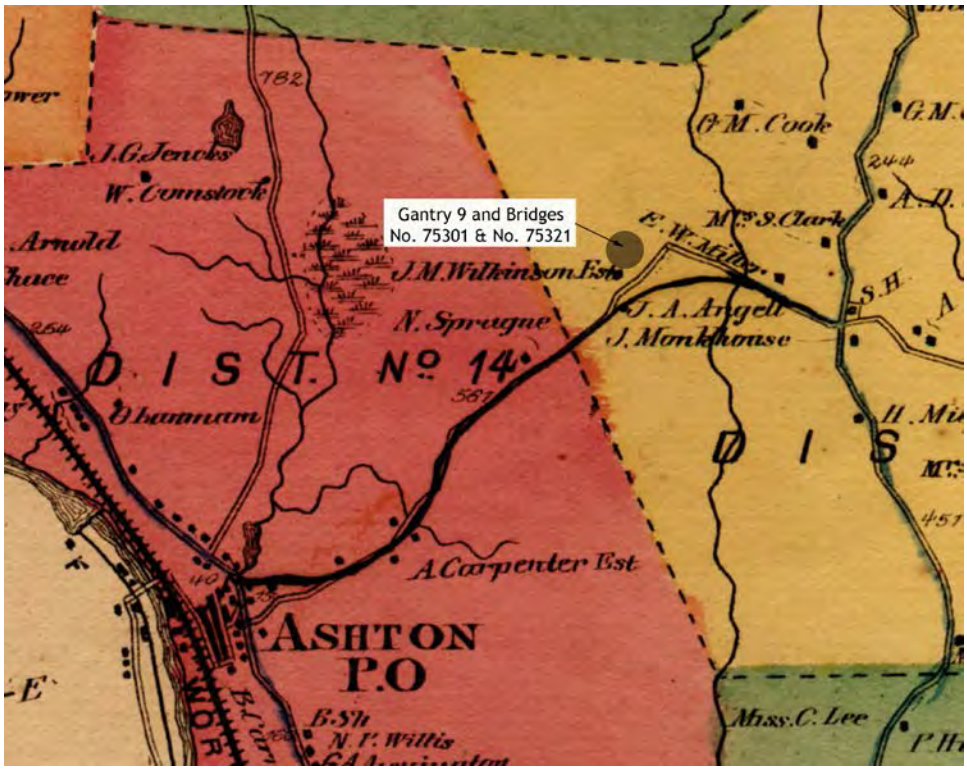
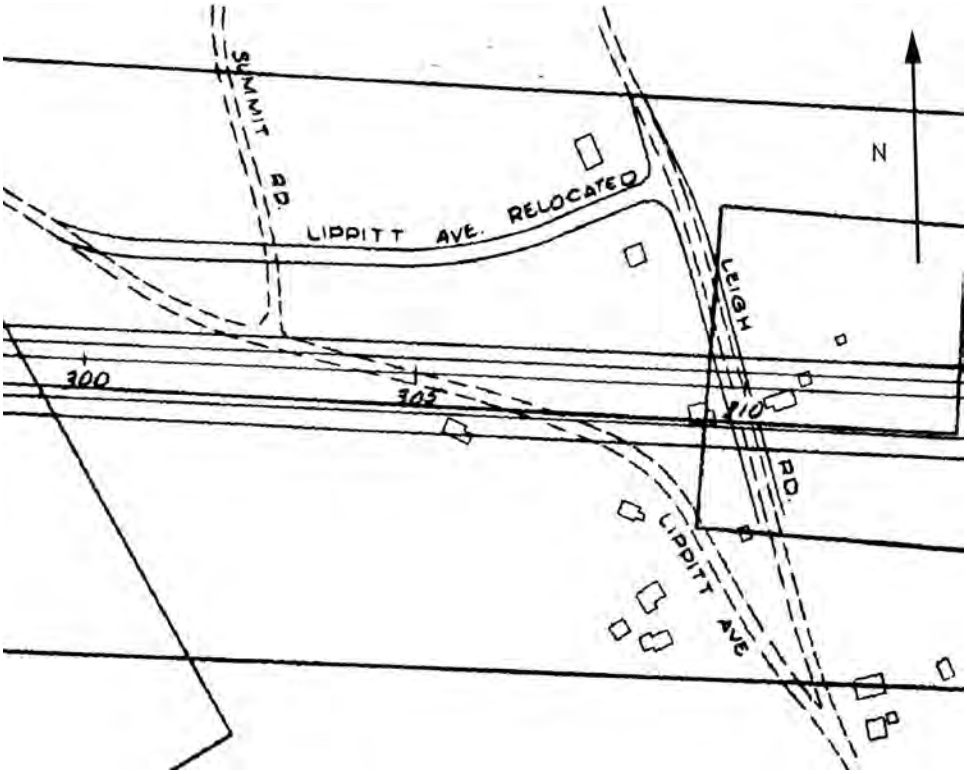


Beers 1870

Everts and Richards 1895

Figure 6. Historical maps depicting the approximate location of Toll Location 9 and Leigh Road Bridge (RIDOT Bridge Nos. 075301 and 075321), Cumberland, Rhode Island.



Plat 1319 (source: RIDPW 1963a)

Figure 7. RIDPW Plat 1319 and 2011 aerial photograph superimposed over the 1939 aerial photograph at I-295 and Leigh Road showing relocation of Lippitt Avenue.

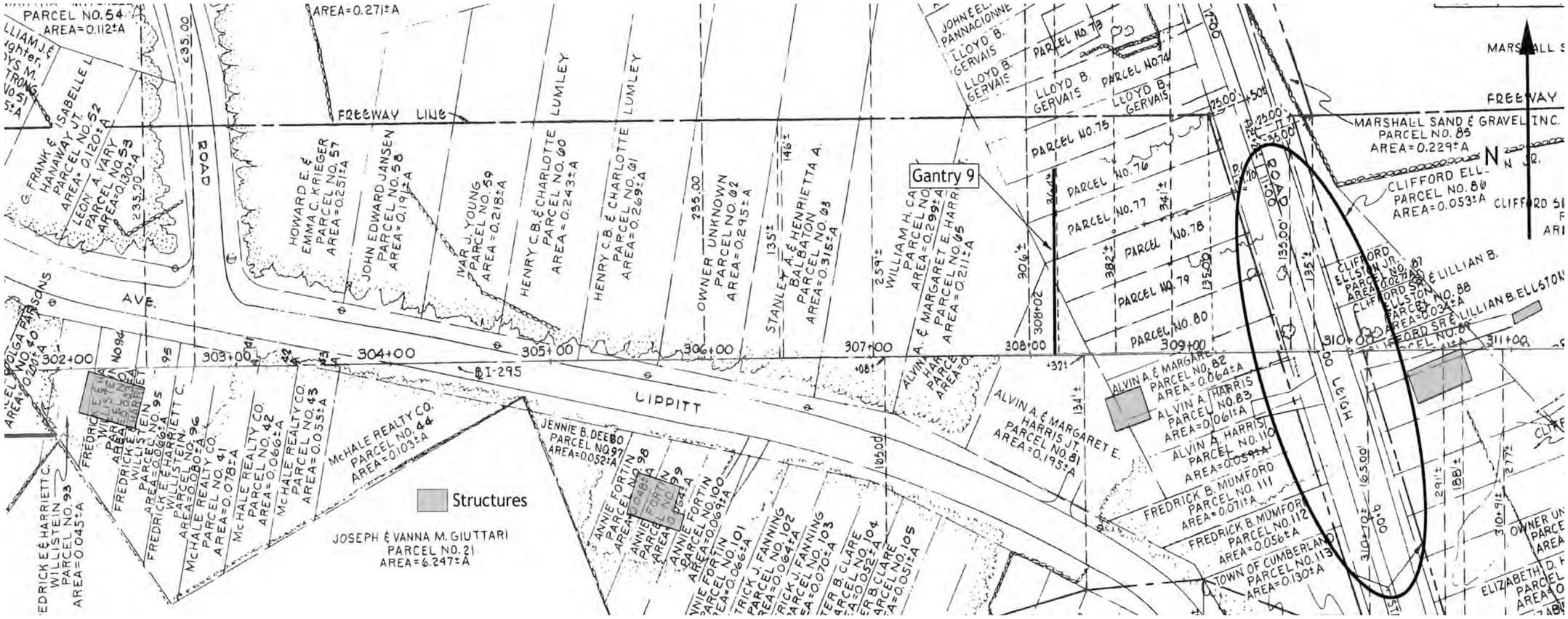


Figure 8. RIDPW Plat 1319 depicting proposed ROW for I-295 at Leigh Road, Federal Aid Project No. EACI-295-5(8)48 (source: RIDPW 1963b).

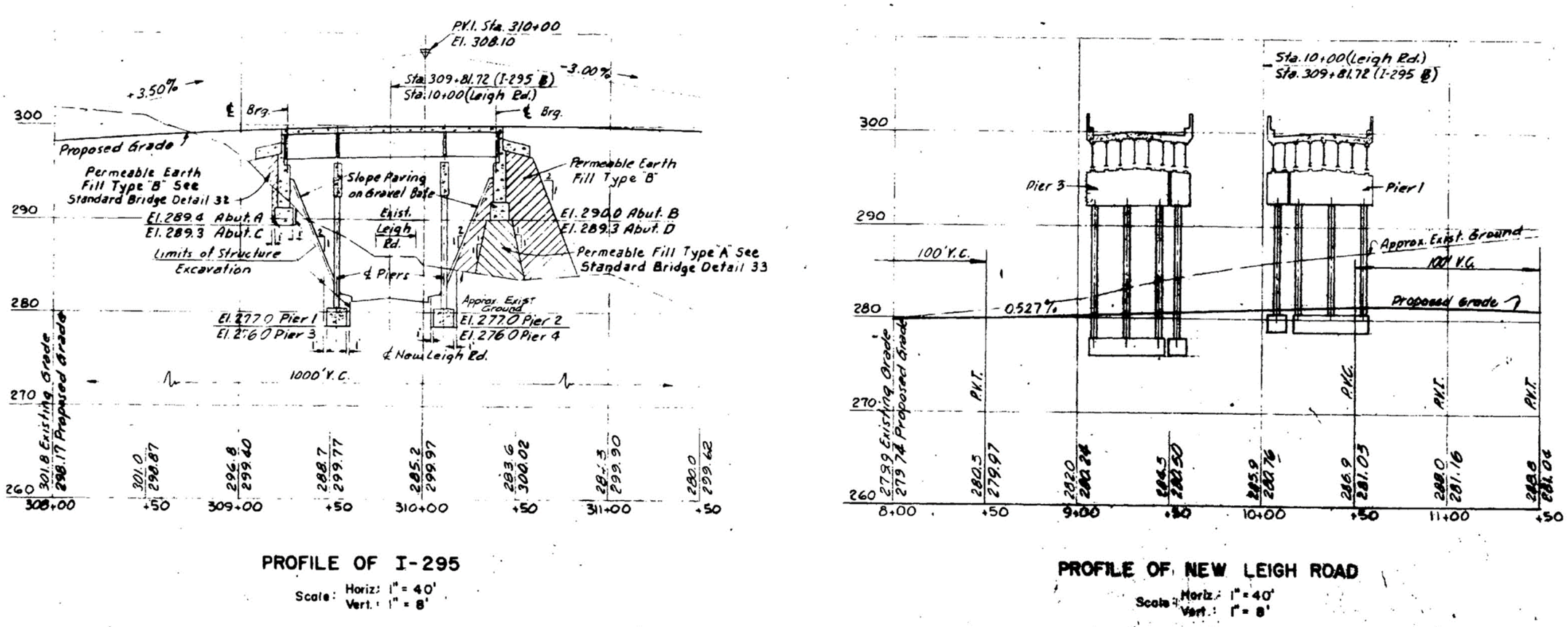


Figure 9. Profile of I-295 Bridges 75301 & 75321 at Leigh Road, Federal Aid Project No. EACI-295-5(8)48 (source: RIDPW 1963b).

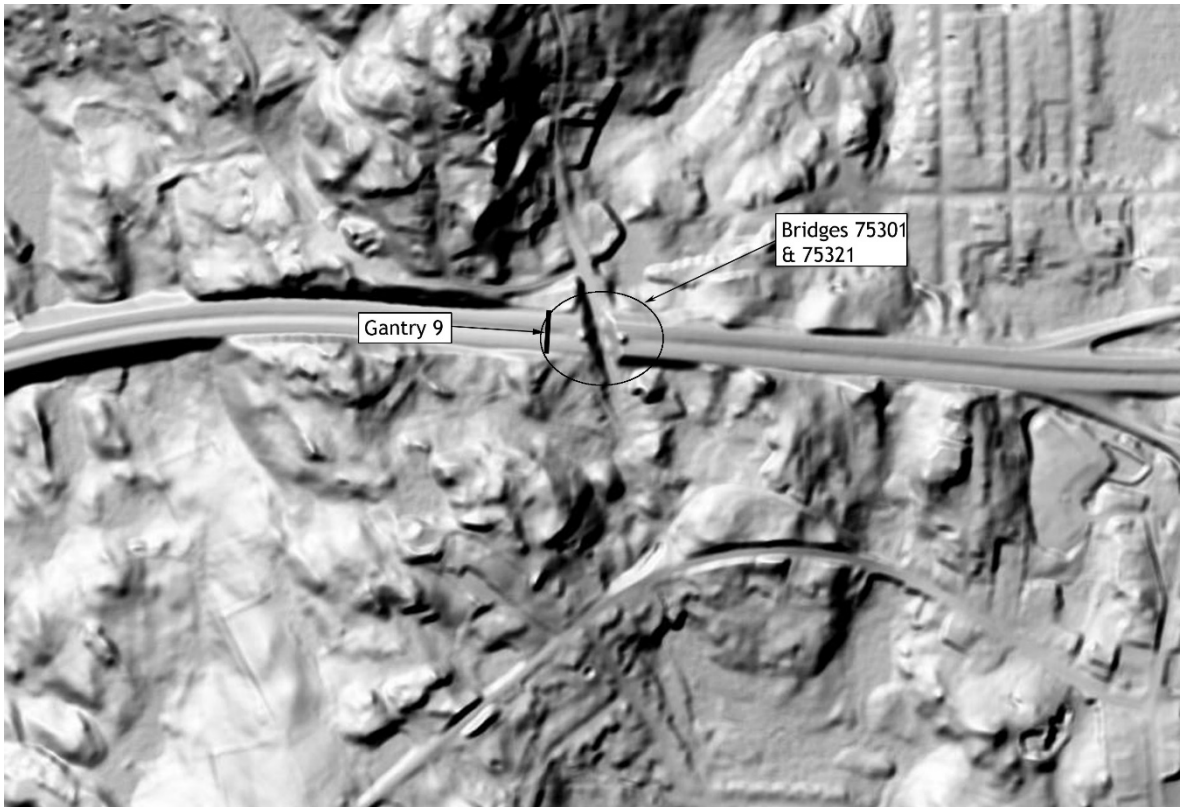


Figure 10. LiDAR Hillshade image showing extent of land modifications along I-295 at Toll Location No. 9 and Leigh Road Bridge (RIDOT Bridge Nos. 075301 and 075321), Cumberland, Rhode Island.

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Technical Memorandum

RhodeWorks Bridge Tolling Program

Location 10: I-195 near the Washington Bridge
(RIDOT Bridge Nos. 070001 and 020001)

East Providence and Providence, Rhode Island

Due Diligence Review

August 2017
PAL No. 3215

Submitted to:
Jacobs Engineering Group, Inc.
166 Valley Street, Building 6M, Suite 101
Providence, Rhode Island 02909

This report presents the findings of a due diligence review conducted by The Public Archaeology Laboratory, Inc. (PAL) to identify known historic architectural properties and archaeological sites, and to assess the potential for unidentified archaeological sites that might be affected by the Rhode Island Department of Transportation's Automated Toll Facilities Project (the Project).

Project Description

The Rhode Island Department of Transportation (RIDOT), in cooperation with the Federal Highway Administration (FHWA) is proposing to install commercial vehicle automated toll collection gantries at twelve locations along the I-95, I-195, I-295, and Routes 6 and 146 highway corridors (Figure 1). Electronic fees assessed to heavy commercial vehicles travelling along these corridors will be used to partially fund the reconstruction of bridges under "RhodeWorks", the State's 10-year Bridge Reconstruction Program. Each gantry will span the travel lanes where tolls will be collected and consists of an overhead structure to support electronic collection transponders and cameras. Power to each gantry, and toll data collected, will be transmitted by electrical and communication conduits from a tolling cabinet mounted on a concrete pad at each gantry to existing power sources. At some gantry locations new guard rail will be installed for safety. Within each construction envelope is a staging area.

This report addresses Toll Location No. 10 on I-195 in East Providence and Providence near the Washington Bridge (RIDOT Bridge Nos. 070001 and 020001) (Figure 2). The ROW of I-195 is within a heavily developed urban setting. Toll Location No. 10 consists of three gantries. Gantry 10a in Providence will span I-195 eastbound west of the Washington Bridge (Figure 3). Gantry 10b in East Providence will span I-195 westbound east of the bridge. Gantry 10c, also in East Providence, will span the Warren Avenue and Taunton Avenue on ramp to I-195 westbound (Figure 4). The electrical and communication conduits from Gantry 10a run west along I-195 eastbound before turning south and running through the parking lot of the Hilton Garden Inn and

beneath the Exit 2 off ramp from I-195 eastbound to India Street. A construction staging area is proposed adjacent to I-195 eastbound (see Figure 3). The electrical and communication conduits from Gantries 10b and 10c will be located within the infield between I-195 westbound and the Warren Avenue on ramp to I-195 westbound. The construction staging area is also located within this infield and an existing concrete median barrier will be replaced with a new median barrier (see Figure 4).

Most of the construction work will occur in the cleared areas adjacent to I-195. Ground disturbance will be limited. The conduits will be installed either by direct bury methods or narrow trenching that will be back filled and seeded to match existing conditions. There will be a slight increase in impervious surface due to the concrete pad for the utility cabinets. Foundations for the gantries will be augured to minimize excavation and land disturbance, which will also minimize the potential for erosion.

Project Authority

The proposed Project will require review under the National Environmental Policy Act (NEPA), Section 106 of the National Historic Preservation Act of 1966, as amended (54 U.S.C. 3100101 *et seq*.), and its implementing regulations (36 CFR § 800), Section 9 of Public Law 99-647 (November 10, 1986), and Section 4(f) of the Department of Transportation Act of 1966 (49 U.S.C 303). At the state level, the Project is subject to the Rhode Island Historic Preservation Act of 1968 (Rhode Island General Law 42-45 *et seq.*). The results of this study will assist the FHWA and RIDOT with complying with applicable federal and state legislation and regulations pertaining to cultural resources and historic preservation. All tasks associated with this project were undertaken in accordance with the standards outlined in the Secretary of the Interior's *Standards and Guidelines for Archaeology and Historic Preservation* (48 FR 44716, 1983) and the Rhode Island Historical Preservation and Heritage Commission's *Performance Standards and Guidelines for Archaeology in Rhode Island* (RIHPHC 2015).

Area of Potential Effects

Under Section 106 (36 CFR § 800.16 (d)), the Project's Area of Potential Effects (APE) is defined as "the geographic area or areas within which an undertaking may directly or indirectly cause alterations in the character or use of historic properties, if any such properties exist." A historic property is defined as "any prehistoric or historic district, site, building, structure, or object included in, or eligible for inclusion in, the National Register of Historic Places maintained by the Secretary of the Interior" (36 CFR § 800.16(l)). The APE is defined based on the *potential* for effect, which may differ for aboveground resources (historic structures and landscapes) and subsurface resources (archaeological sites).

The APE established for the purposes of the identification effort was defined to provide information about the types, nature, and distribution of resources located within the vicinity of the Project Area. The APE for archaeological resources for Gantry 10a is defined as a 300-foot wide by 470-foot long corridor extending 145 feet east and 325 feet west along the I-195 corridor and extending 300 feet south from the median between I-195 eastbound and westbound, encompassing the area of proposed direct impacts associated with construction of the gantry, installation of conduits, tolling cabinet, guard rail, construction staging area, landscaping and any associated roadway

improvements (Figure 5). For Gantries 10b and 10c the APE for archaeological resources is a 240-foot wide by 400-long corridor centered on the infield between I-195 westbound and the Warren Avenue on ramp and extending 155 feet west and 245 feet east along the I-195 corridor and approximately 240 feet north from the median between I-195 eastbound and westbound, encompassing the area of proposed direct impacts associated with construction of the gantries, installation of conduits, tolling cabinets, guard rail, construction staging area, landscaping and any associated roadway improvements (see Figure 5) For aboveground resources, the APE is a circle with a radius of 0.25 miles centered on each proposed gantry, encompassing the limits of disturbance and visible portions of abutting properties to account for both direct and indirect (visual) potential effects (see Figure 5).

PAL Scope

PAL reviewed in-house databases relative to environmental, and Pre- and Post-Contact Period historic contexts for Toll Location No. 10 and information on recorded aboveground and archaeological resources, and historic cemeteries from inventories maintained by the Rhode Island Historical Preservation and Heritage Commission (RIHPHC) and the Rhode Island Historical Cemetery Commission (RIHCC). The survey reports for the cities of East Providence and Providence (RIHPC 1976, 1978, 1981, 1986) were reviewed for general historic development, as was the Providence Preservation Society Industrial Sites and Commercial Buildings Survey 2001-2012. PAL also reviewed Cultural Resource Management (CRM) reports conducted in the general area (Adams et al. 2005; Deaton and Mair 2003; Kline and Adams 2009), historical maps (Beers 1870, Everts & Richards 1895; Hopkins 1875, 1882, 1918; Walling 1851, 1855), USGS topographic maps (USGS 1944), aerial photographs (RIGIS 1939–2014), and LiDAR Hillside images to evaluate more recent changes within the APE. PAL also reviewed conceptual design plans showing limits disturbance associated with the construction of each gantry (Jacobs Engineering Group, Inc. 2016; Kapsch 2017). Finally, PAL reviewed the general plans for the reconstruction of the Washington Bridge No. 200 (VHB 2003a, 2003b) provided by RIDOT. Taken together, information from these various sources was used to arrive at an assessment of the potential for impacts to historic properties at Toll Location No. 10.

Results

The RIHPHC inventory lists several aboveground resources within the APEs listed in, eligible, determined eligible, or potentially eligible for listing in the National Register (see Figure 5). These resources are: College Hill Historic District (NHL) and Extension (NR-Listed), Providence; OddFellow's Hall at 63-67 Warren Avenue, East Providence (NR-Listed); Saint Mary's Episcopal Church at 83 Warren Avenue, East Providence (NR-Listed); Sacred Heart Roman Catholic Church at 118 Taunton Avenue (potentially eligible); Industrial Trust Company Building at 39 Warren Avenue, East Providence (potentially eligible); Stratford Oyster Company at 28 Water Street, East Providence (potentially eligible); and Veterans Memorial Parkway (potentially eligible). The existing Washington Bridge consists of three separate structures. Bridge No. 700, Washington Bridge North carries westbound traffic on I-195 and Bridge No. 200, Washington Bridge South carries eastbound traffic. The historic portion of Bridge No. 200 that was constructed in 1930 now serves as a pedestrian/bicycle crossing (George Redman Linear Park) and is no longer National Register eligible. There are no archaeological sites listed within the APEs. There are no historic cemeteries in the APEs. The soils are identified as Udorthents-Urban land complex, soils that have

been disturbed by extensive cutting and filling (Rector 1981). At Gantry 10a, the profile sheet from the plans for the reconstruction of Washington Bridge No. 200 (VHB 2003a) (Figure 6) depicts the existing ground surface at I-195 as significantly higher in elevation than the existing ground surface at Gano Street and the surrounding area At Gantry 10b, the profile sheet (Figure 7) depicts the existing ground surface at I-195 as higher that the existing ground surface of Valley Street. The differences in existing elevation between I-195 and the surrounding areas suggests that the construction of I-195 entailed significant amounts of fill. Aerial photographs (Figure 8) depict a changing transportation corridor with the reconstruction of the Washington Bridge and associated ramps. A LiDAR Hillshade image of I-195 at Toll Location No. 10 depicts the extent of land modification associated with the construction of I-195 (Figure 9).

Conclusions and Recommendations

Based on the available information assembled from archival sources, RIHPHC site files, and a review of aerial photography and general plans for the reconstruction of the Washington Bridge, PAL offers the following recommendation. No aboveground or archaeological historic properties will be adversely affected by the proposed construction of Toll Location No. 10.

The archaeological sensitivity of the APE for archaeological resources is assessed as low or none. The disturbance associated with the clearing and construction of the ROW for I-195 over the Seekonk River and the interchanges to local streets has compromised the integrity of the soils. The potential for identifying archaeological resources in meaningful contexts is low and the construction of Toll Location No. 10 will have no impact on archaeological resources. If construction extends beyond the existing limits of disturbance, an archaeological survey may be warranted. No direct impacts or indirect visual impacts to the aboveground resources are expected as each of the gantries is located within a transportation corridor characterized by overhead intrusions such as directional signage and lighting. The addition of another overhead transportation structure would not significantly alter the current visual setting.

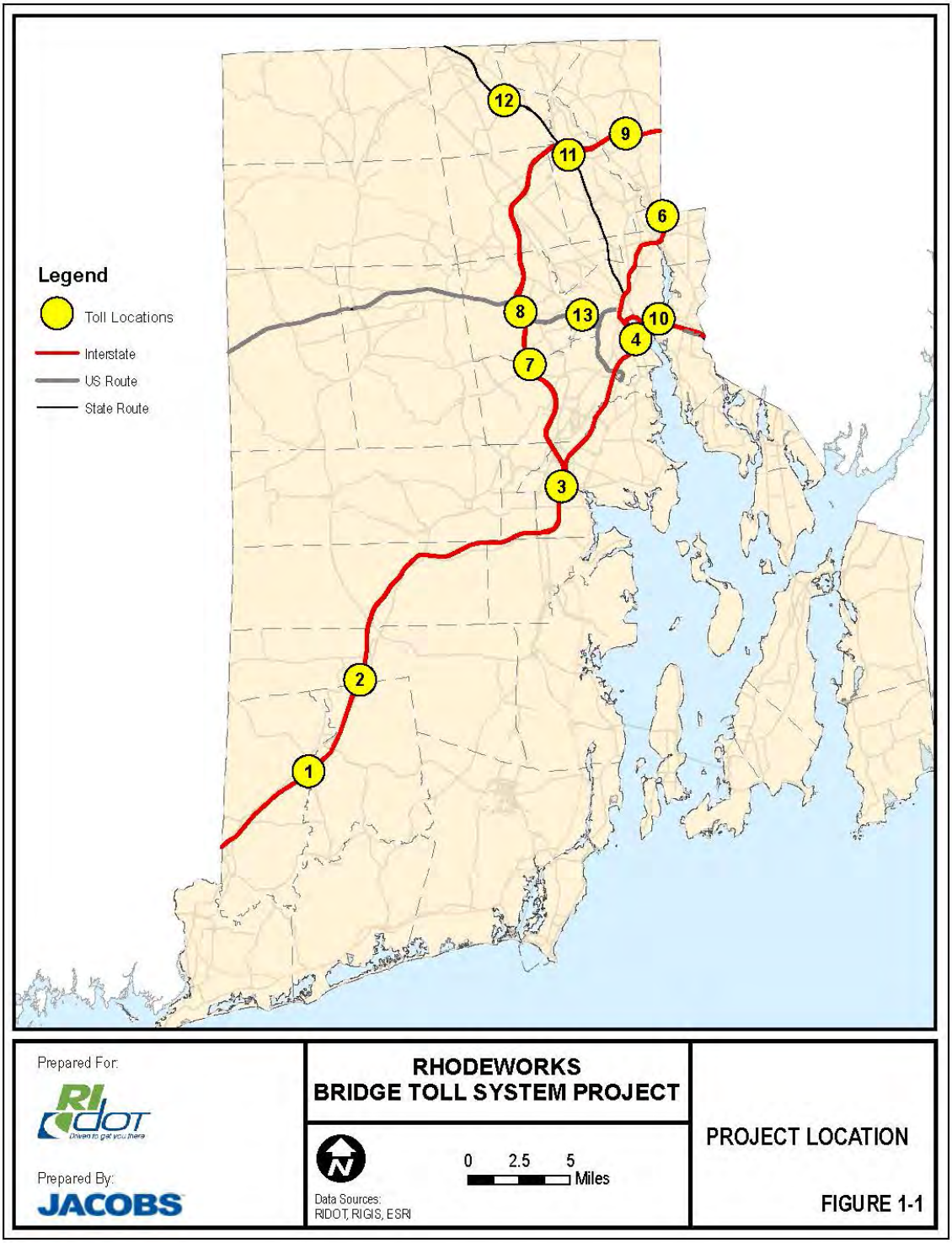

Figure 1. Location of proposed automated toll gantries, RIDOT Automated Toll Facilities Project (source: Jacobs 2017).

Figure 2. Location 10: Proposed gantries on I-195 near the Washington Bridge (RIDOT Bridge Nos. 070001 and 020001), East Providence and Providence, Rhode Island.

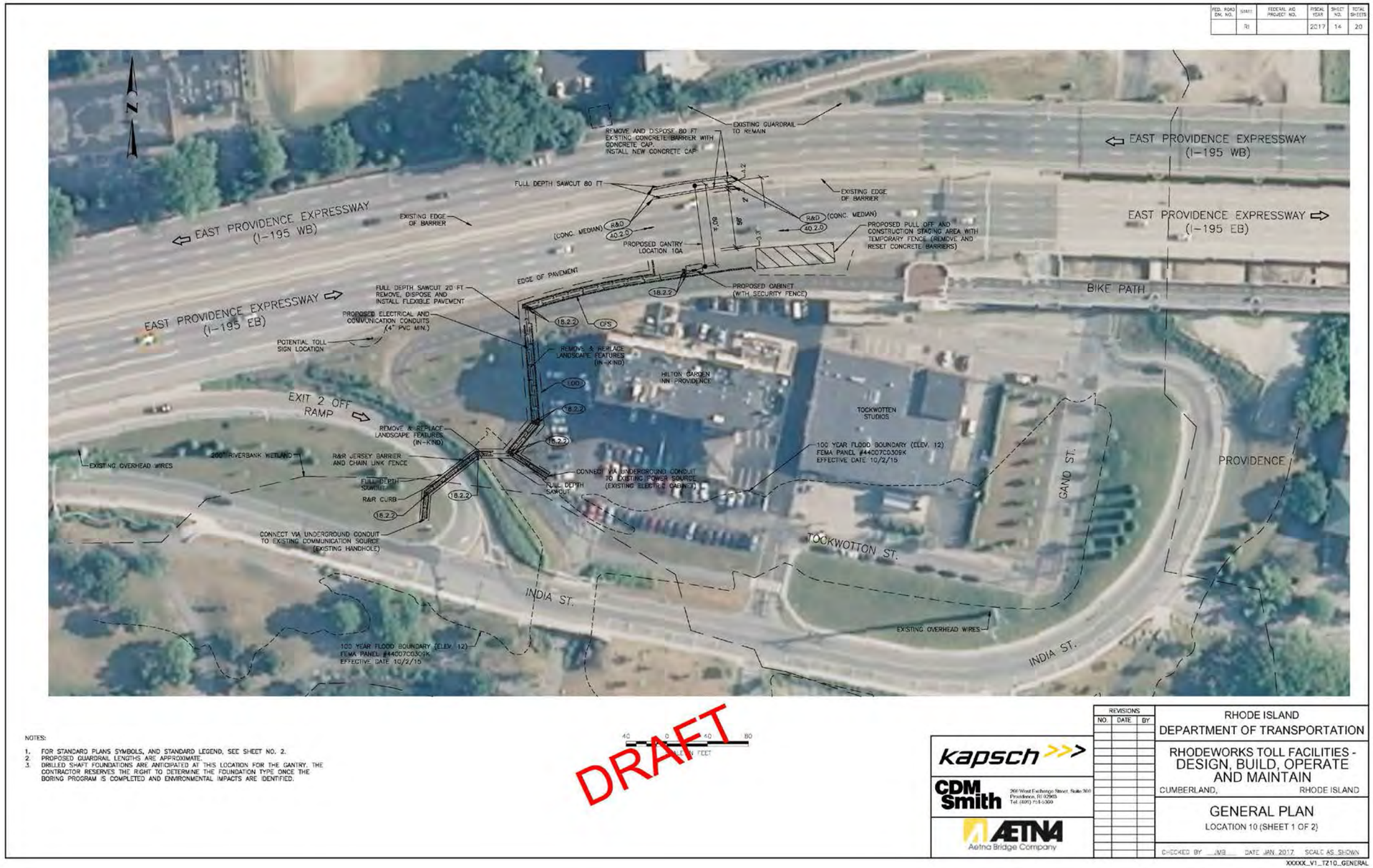

Figure 3: General Plan, Toll Location No. 10, Gantry 10a on I-195 near the Washington Bridge (RIDOT Bridge Nos. 070001 and 020001), Providence, Rhode Island (source: Kapsch 2017).

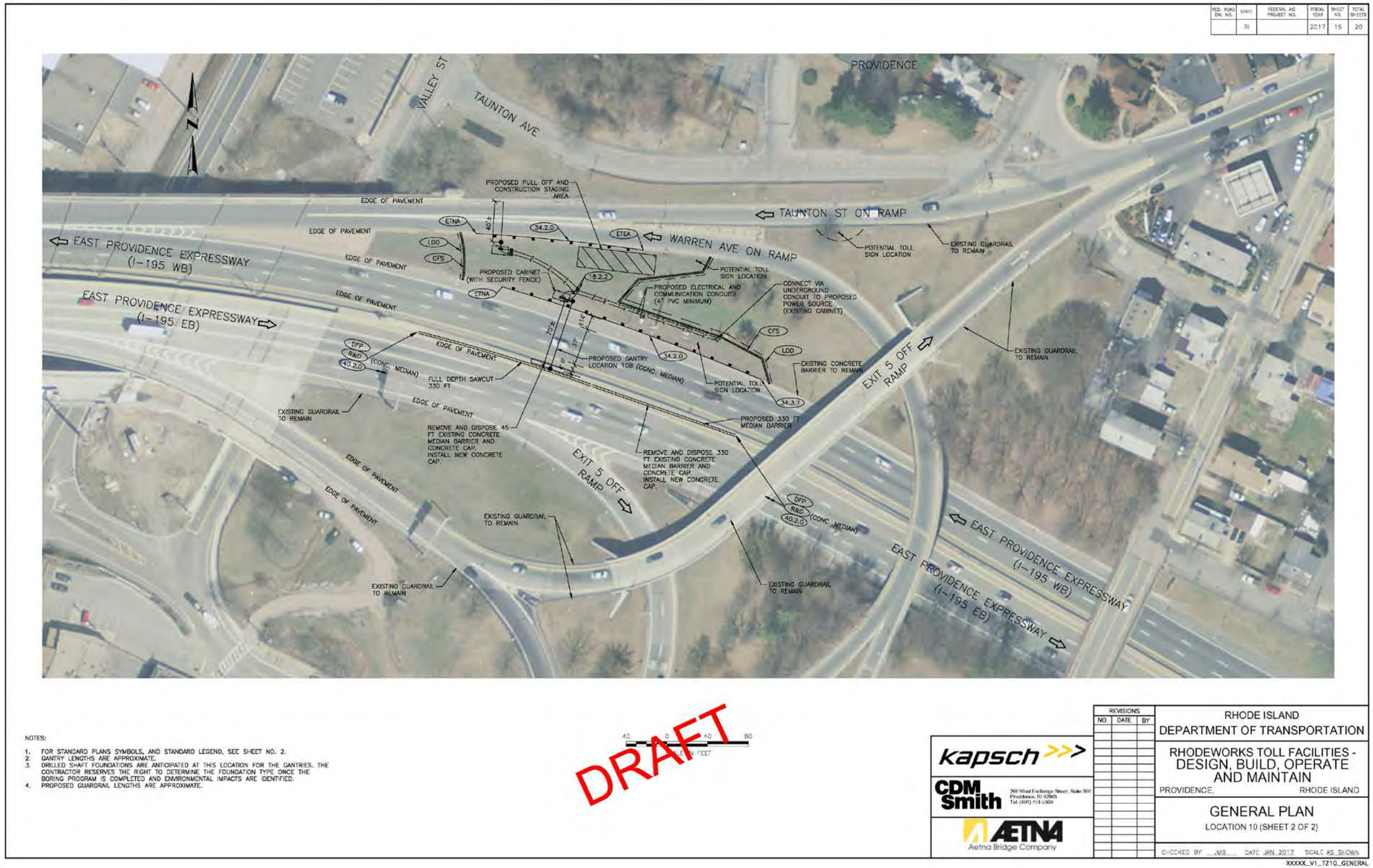

Figure 4: General Plan, Toll Location No. 10, Gantries10b and 10c on I-195 near the Washington Bridge (RIDOT Bridge Nos. 070001 and 020001), East Providence, Rhode Island (source: Kapsch 2017).

Figure 5. APE for Toll Location No. 10 near the Washington Bridge (RIDOT Bridge Nos. 070001 and 020001), East Providence and Providence, Rhode Island.

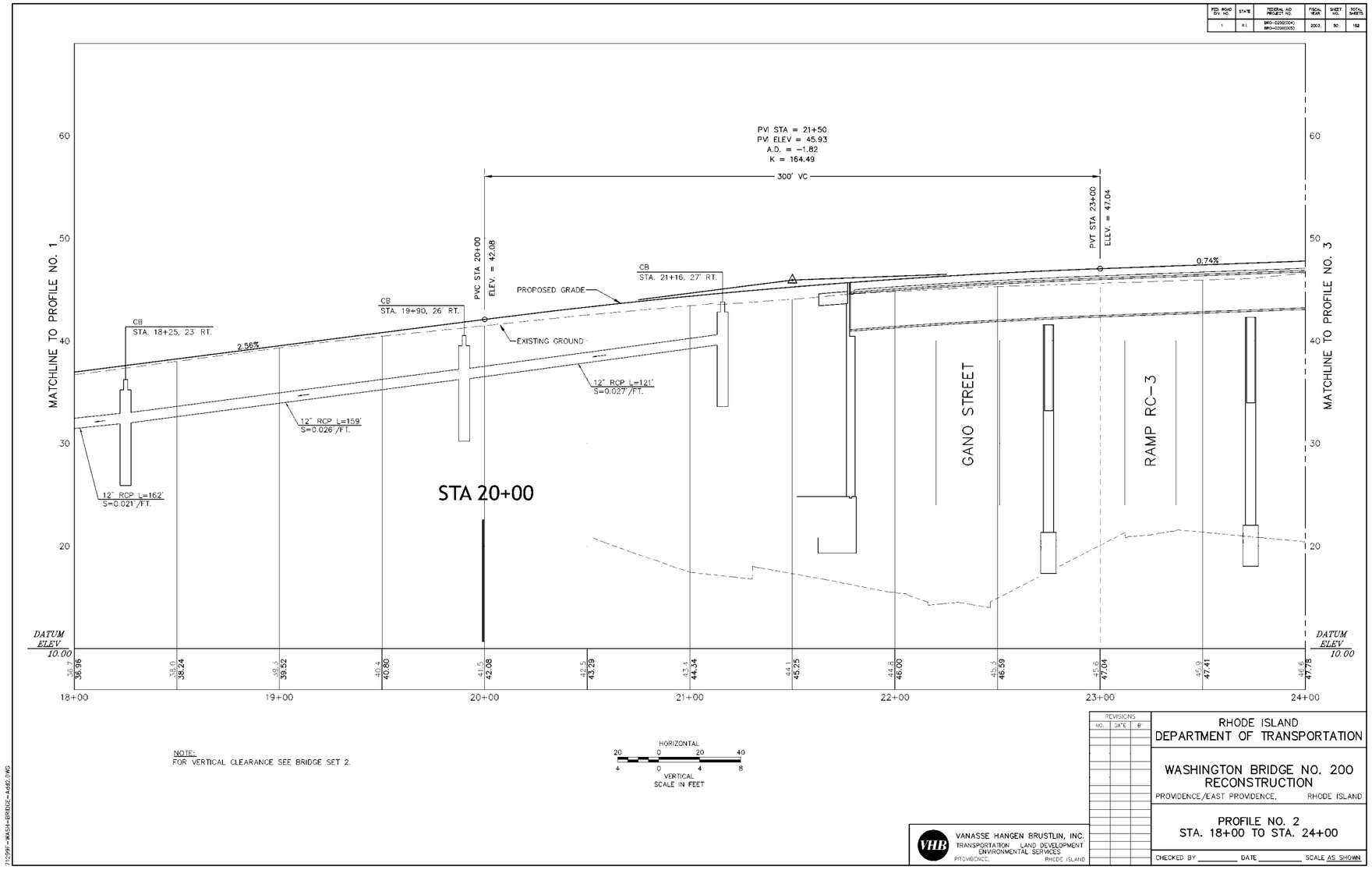

Figure 6. Profile sheet for the proposed reconstruction of Washington Bridge No. 200 at the location of Toll Location No. 10a (STA 20+00) Providence, Rhode Island (source: VHB 2003a).

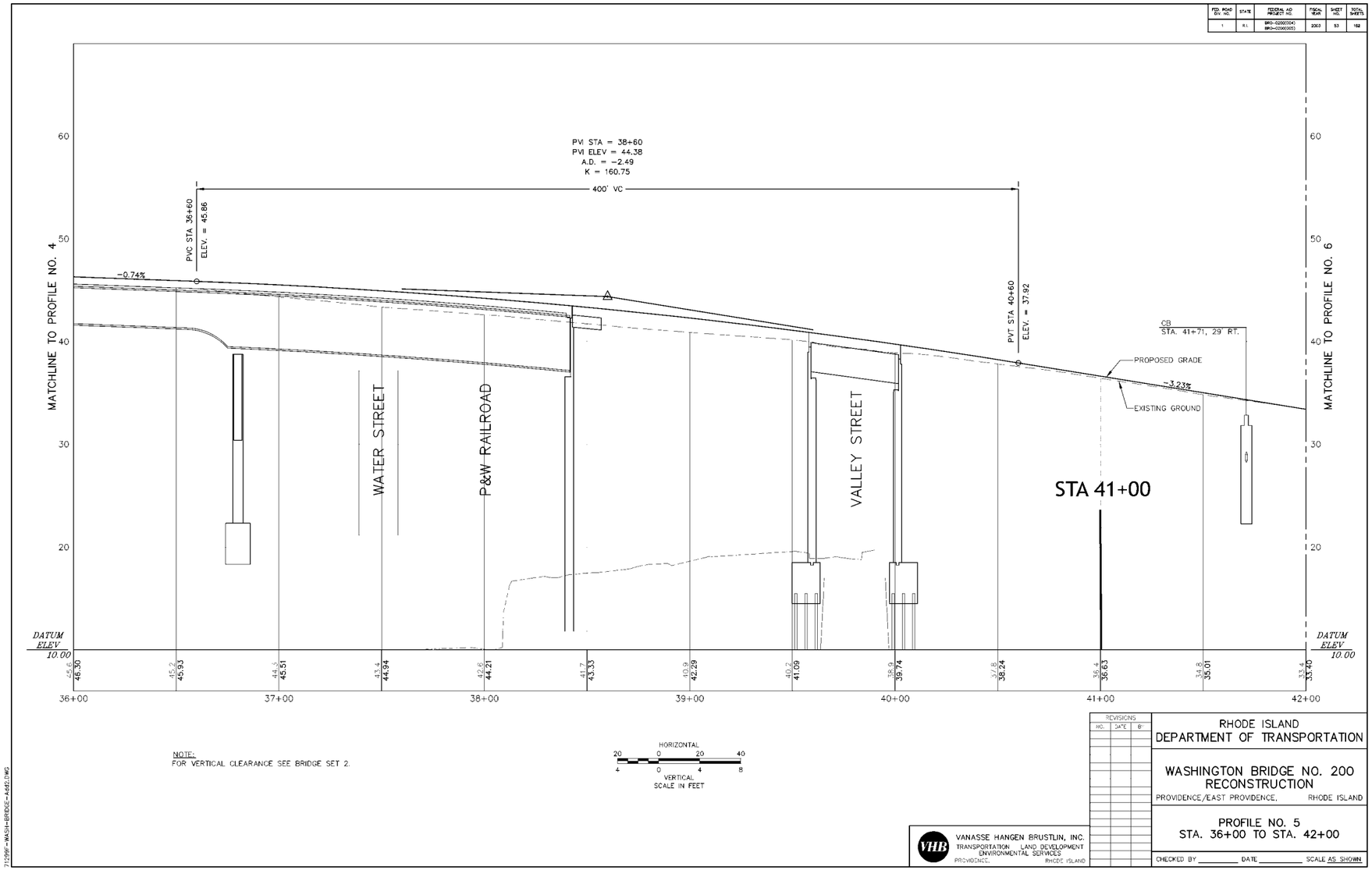

Figure 7. Profile sheet for the proposed reconstruction of Washington Bridge No. 200 at the location of Toll Location No. 10b (STA 41+00) East Providence, Rhode Island (source: VHB 2003b).

1952

1972

Figure 8. Aerial photographs of Toll Location No. 10 near the Washington Bridge (RIDOT Bridge Nos. 070001 and 020001), East Providence and Providence, Rhode Island.

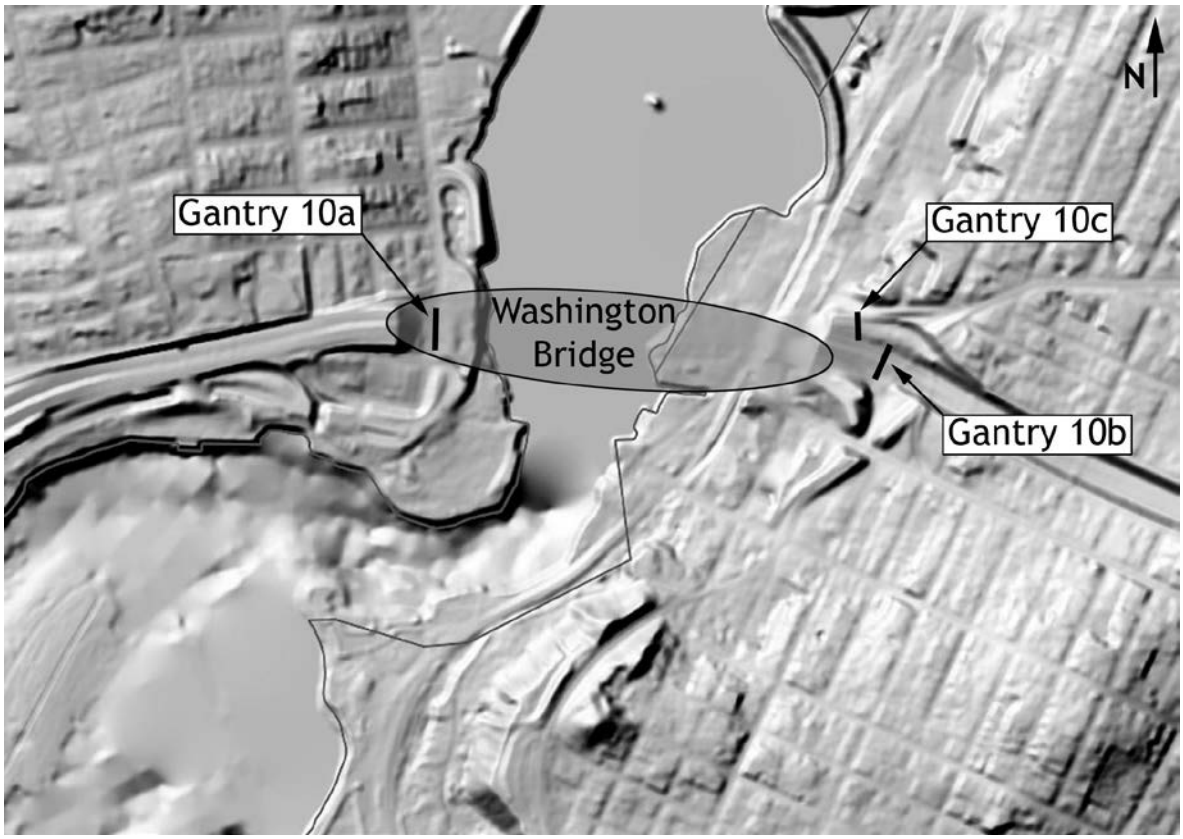

Figure 9. LiDAR Hillshade image showing extent of land modifications near Toll Location No. 10 and the Washington Bridge, East Providence and Providence, Rhode Island.

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Technical Memorandum

RhodeWorks Bridge Tolling Program

Location 11: Route 146 near the Louisquisset Pike Bridge (RIDOT Bridge No. 027601)

Lincoln, Rhode Island

Due Diligence Review

August 2017
PAL No. 3215

Submitted to:
Jacobs Engineering Group, Inc.
166 Valley Street, Building 6M, Suite 101
Providence, Rhode Island 02909

This report presents the findings of a due diligence review conducted by The Public Archaeology Laboratory, Inc. (PAL) to identify known historic architectural properties and archaeological sites, and to assess the potential for unidentified archaeological sites that might be affected by the Rhode Island Department of Transportation's Automated Toll Facilities Project (the Project).

Project Description

The Rhode Island Department of Transportation (RIDOT), in cooperation with the Federal Highway Administration (FHWA) is proposing to install commercial vehicle automated toll collection gantries at twelve locations along the I-95, I-195, I-295, and Routes 6 and 146 highway corridors (Figure 1). Electronic fees assessed to heavy commercial vehicles travelling along these corridors will be used to partially fund the reconstruction of bridges under "RhodeWorks", the State's 10-year Bridge Reconstruction Program. Each gantry will span the travel lanes where tolls will be collected and consists of an overhead structure to support electronic collection transponders and cameras. Power to each gantry, and toll data collected, will be transmitted by electrical and communication conduits from a tolling cabinet mounted on a concrete pad at each gantry to existing power sources. At some gantry locations new guard rail will be installed for safety. Within each construction envelope is a staging area.

This report addresses Toll Location No. 11 on Route 146 in Lincoln near Louisquisset Pike Bridge (RIDOT Bridge No. 027601) (Figure 2). The ROW of Route 146 is in a rural setting characterized by clear zones, ramps, and heavy vegetation. Toll Location No. 11 consists of two gantries. Gantry 11a will span the Route 116 westbound on ramp to Route 146 southbound. Gantry 11b will span Route 146 northbound and southbound. The electrical and communication conduits and construction staging area will be located in the infield between the Route 116 westbound on ramp to Route 146 southbound and Route 146 southbound. Guardrail is proposed along Route 146 southbound and the Route 116 westbound on ramp (Figure 3).

Most of the construction work will occur in the cleared areas adjacent to Route 146. Ground disturbance will be limited. The conduits will be installed either by direct bury methods or narrow trenching that will be back filled and seeded to match existing conditions. There will be a slight increase in impervious surface due to the concrete pad for the utility cabinets. Foundations for the gantries will be augured to minimize excavation and land disturbance, which will also minimize the potential for erosion.

Project Authority

The proposed Project will require review under the National Environmental Policy Act (NEPA), Section 106 of the National Historic Preservation Act of 1966, as amended (54 U.S.C. 3100101 *et seq*.), and its implementing regulations (36 CFR § 800), Section 9 of Public Law 99-647 (November 10, 1986), and Section 4(f) of the Department of Transportation Act of 1966 (49 U.S.C 303). At the state level, the Project is subject to the Rhode Island Historic Preservation Act of 1968 (Rhode Island General Law 42-45 *et seq.*). The results of this study will assist the FHWA and RIDOT with complying with applicable federal and state legislation and regulations pertaining to cultural resources and historic preservation. All tasks associated with this project were undertaken in accordance with the standards outlined in the Secretary of the Interior's *Standards and Guidelines for Archaeology and Historic Preservation* (48 FR 44716, 1983) and the Rhode Island Historical Preservation and Heritage Commission's *Performance Standards and Guidelines for Archaeology in Rhode Island* (RIHPHC 2015).

Area of Potential Effects

Under Section 106 (36 CFR § 800.16 (d)), the Project's Area of Potential Effects (APE) is defined as "the geographic area or areas within which an undertaking may directly or indirectly cause alterations in the character or use of historic properties, if any such properties exist." A historic property is defined as "any prehistoric or historic district, site, building, structure, or object included in, or eligible for inclusion in, the National Register of Historic Places maintained by the Secretary of the Interior" (36 CFR § 800.16(l)). The APE is defined based on the *potential* for effect, which may differ for aboveground resources (historic structures and landscapes) and subsurface resources (archaeological sites).

The APE established for the purposes of the identification effort was defined to provide information about the types, nature, and distribution of resources located within the vicinity of the Project Area. For archaeological resources, the APE for Toll Location No. 11 is defined as a 350-foot wide by 400-foot long corridor that extends 100 feet east and 325 feet west along I-295 from proposed Gantry 11a and 75 feet north and 275 feet south from the center of the median between I-295 northbound and southbound, encompassing the area of proposed direct impacts associated with construction of the gantries, installation of conduits, tolling cabinets, guard rail, construction staging area, landscaping and any associated roadway improvements (Figure 4). For aboveground resources, the APE is a circle with a radius of 0.25 miles centered on the gantries, encompassing the limits of disturbance and visible portions of abutting properties to account for both direct and indirect (visual) potential effects (see Figure 4).

PAL Scope

PAL reviewed in-house databases relative to environmental, and Pre- and Post-Contact Period historic contexts for Toll Location No. 11 and information on recorded aboveground and archaeological resources, and historic cemeteries from inventories maintained by the Rhode Island Historical Preservation and Heritage Commission (RIHPHC) and the Rhode Island Historical Cemetery Commission (RIHCC). The survey report for the town of Lincoln (RIHPC 1982) was reviewed for general historic development. PAL also reviewed Cultural Resource Management (CRM) reports conducted in the general area (Freedman and Morenon 1992; Garman 1995; Milne et al. 2002; Morenon 1991; Olausen et al. 1998; RIHPC 1980), historical maps (Beers 1870, Everts & Richards 1895; Walling 1851, 1855), USGS topographic maps (USGS 1944), aerial photographs (RIGIS 1939–2014), and LiDAR Hillside images to evaluate more recent changes within the APEs. PAL also reviewed conceptual design plans showing limits disturbance associated with the construction of each gantry (Jacobs Engineering Group, Inc. 2016; Kapsch 2017). Finally, PAL the general plans for the construction to Route 146 (RIDPW 1940, 1945) provided by RIDOT. Taken together, information from these various sources was used to arrive at an assessment of the potential for impacts to historic properties at Toll Location No. 11.

Results

The RIHPHC inventory includes one aboveground property within the APEs, the Louisquisset Pike Bridge (RIDOT Bridge No. 027601, built in 1942) that has been determined eligible for listing in the National Register (Figure 4). The bridge, which is largely unchanged from its original appearance and includes restrained Art Deco styling and ceramic identification tiles, appears to be the earliest remaining rigid-frame bridge that is not part of the Interstate System. The arched form of the bridge, while not structural, is typical of mid-20th century rigid frames (Clouette 2014). There are no historic cemeteries in the APEs. A number of archaeological investigations and aboveground surveys conducted prior to the reconfiguration of the Route 146/116 interchange (Freedman and Morenon 1992; Garman 1995; Milne et al. 2002; Morenon 1991; Olausen et al. 1998; RIHPC 1980) identified Pre-Contact Period and Post-Contact Period archaeological sites within the interchange. There are three Pre-Contact Period archaeological sites: RI 1978, RI 1983, and RI 2208 (Find Spot) and four Post-Contact Period archaeological sites: RI 0551 (The Clover Leaf House Site), RI 0544 (Old Great Road), RI 545 (Old Louisquisset Pike), and RI 2209 (Aldrich-Guertin House Site, no longer extant) located within the APEs (see Figure 4). The majority of these sites were impacted with the reconstruction of the interchange. RI 0544, the Great Road, is located north of Route 116 approximately 100 meters east of the Route 146 northbound on- and off-ramps to Route 116. RI 0544 was determined eligible for listing in the National Register of Historic Places by the Keeper of the National Register on August 7, 2000.

The 1870 map of Lincoln and the 1939 aerial photograph (Figures 5 and 6) depict open space prior to the construction of the Route 146/116 interchange. The soils are identified as Udorthents-Urban land complex, soils that have been disturbed by extensive cutting and filling (Rector 1981). The 1940 plans for the construction of Louisquisset Pike in the vicinity of Toll Location No. 11 identify up to ten feet of fill at STA 311+00, the approximate location of Toll Location No. 11 (Figure 7). The 1945 plan for the new interchange at Routes 146 and 116 show no structures in the vicinity of Toll Location No. 11 (Figure 8). A LiDAR Hillshade image of Route 146 in the vicinity of Toll

Location No. 11 depicts the extent of land modification associated with the construction of the Route 146 and Route 116 interchange (Figure 9).

Conclusions and Recommendations

Based on the available information assembled from archival sources, RIHPHC site files, a review of RIDPW original general plans for the construction of Route 146, and a review of aerial photography, PAL offers the following recommendation. No historic properties will be adversely affected by the proposed construction of Toll Location No. 11.

None of the recorded archaeological sites are located within the limits of disturbance and the archaeological sensitivity of the APE for archaeological resources at Toll Location No. 11 is assessed as low or none. The disturbance associated with the clearing and construction of the ROW for the Route 146 and Route 116 interchange has compromised the integrity of the soils. The potential for identifying archaeological resources in meaningful contexts is low and the construction of Toll Location No. 11 will have no impact on archaeological resources. If construction extends beyond the existing limits of disturbance, an archaeological survey may be warranted. Construction of Toll Location 11 will have no direct or indirect impacts on the Louisquisset Pike Bridge (RIDOT Bridge NO. 027601) as this resource is located approximately 600 feet outside of the limits of disturbance.

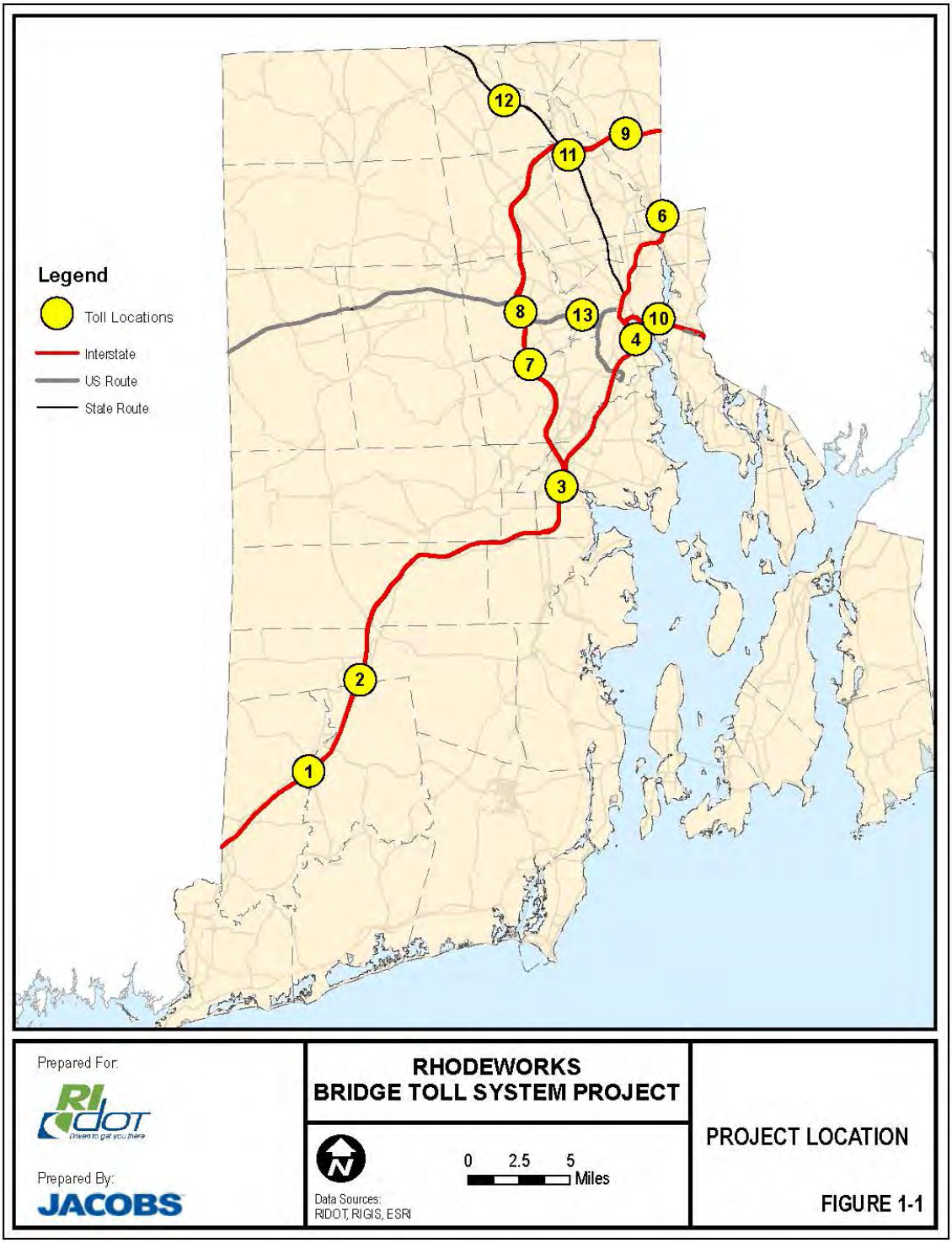

Figure 1. Location of proposed automated toll gantries, RIDOT Automated Toll Facilities Project (source: Jacobs 2017).

Figure 2. Location 11: Proposed gantries on Route 146 near the Louisquisset Pike Bridge (RIDOT Bridge No. 027601), Lincoln, Rhode Island.

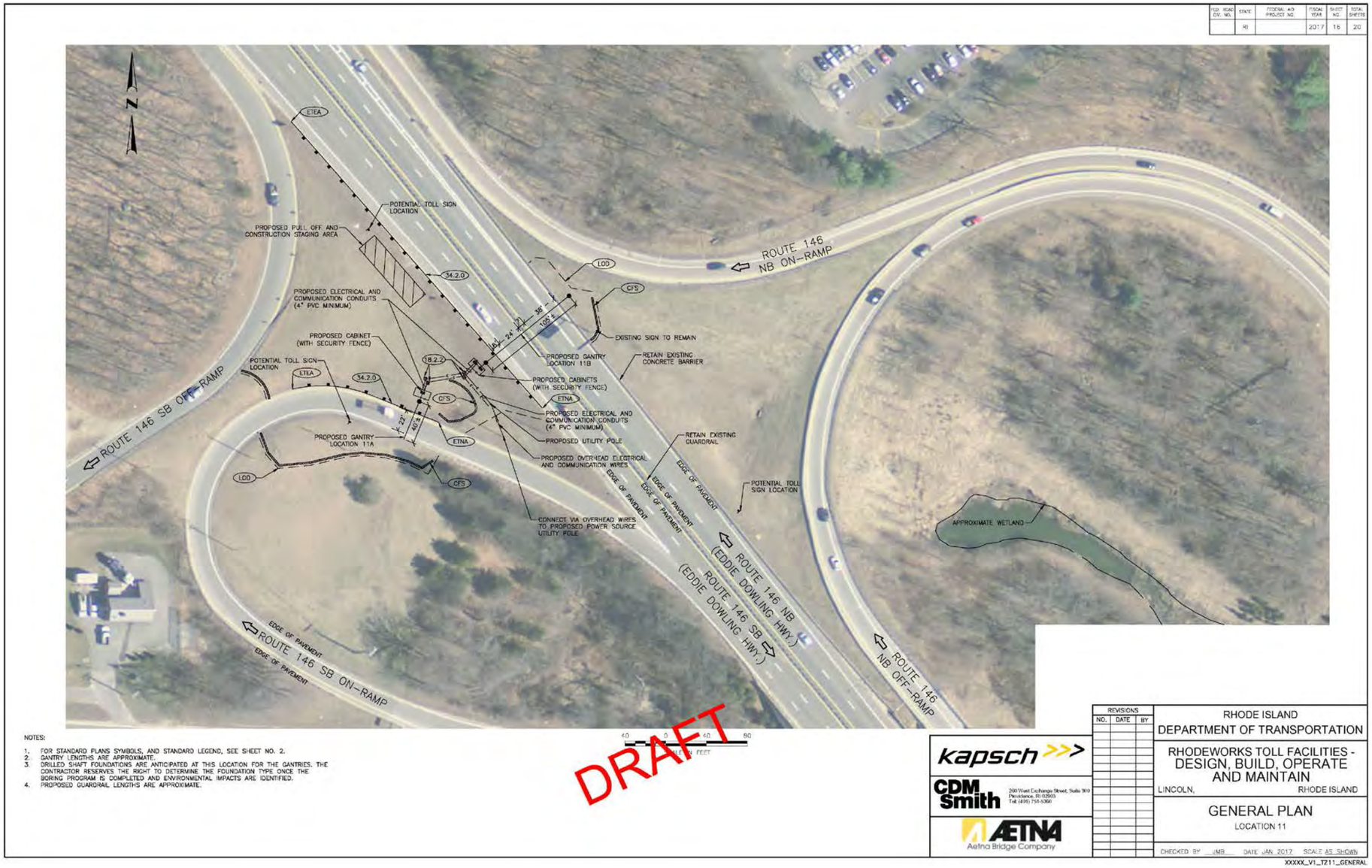

Figure 3: General Plan, Toll Location No. 11 on Route 146 near the Louisquisset Pike Bridge (RIDOT Bridge No. 027601), Lincoln, Rhode Island (source: Kapsch 2017).

Figure 5. APE for Toll Location No. 11 near the Louisquisset Pike Bridge (RIDOT Bridge No. 027601), Lincoln, Rhode Island.
(Archaeological site locations have been removed from figure.)

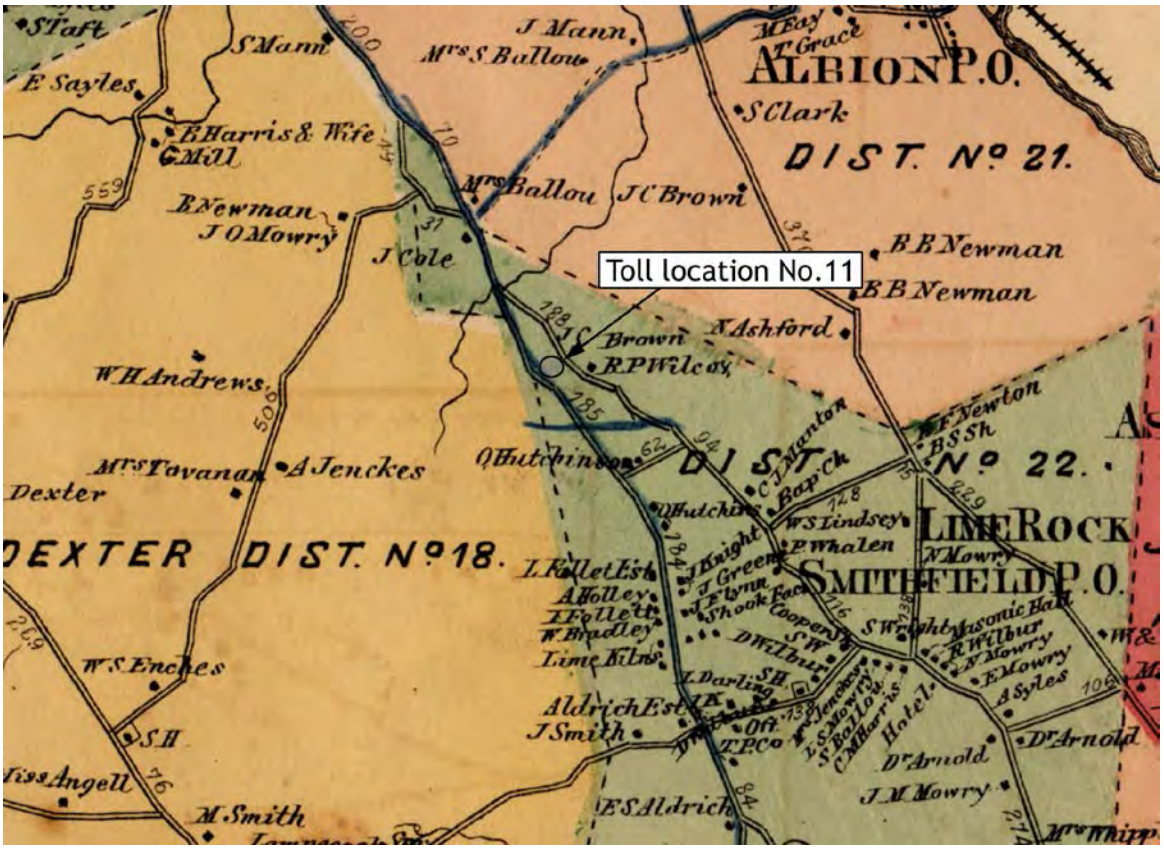

Figure 5. Historic map showing the location of Toll Location No. 11 near the Louisquisset Pike Bridge (RIDOT Bridge No. 027601), Lincoln, Rhode Island (source: Beers 1870).

Figure 6. 1939 aerial photograph with the location of Toll Location No. 11, Lincoln, Rhode Island

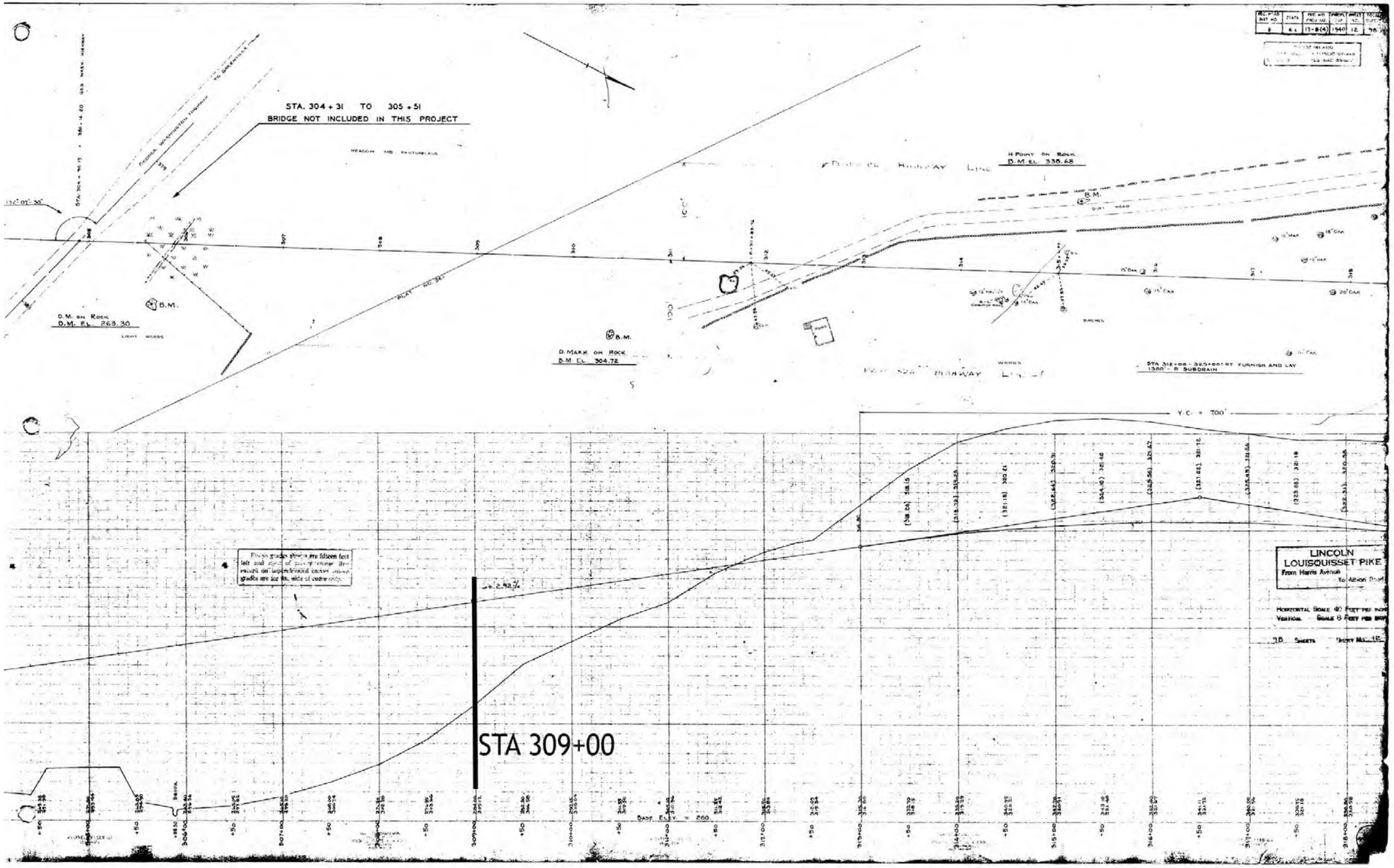

Figure 7. Profile sheet from the 1940 general plans for the construction Louisquisset Pike with the location of the Toll Location No. 11. near the Louisquisset Pike Bridge (RIDOT Bridge No. 027601), Lincoln, Rhode Island (source: RIDPW 1940).

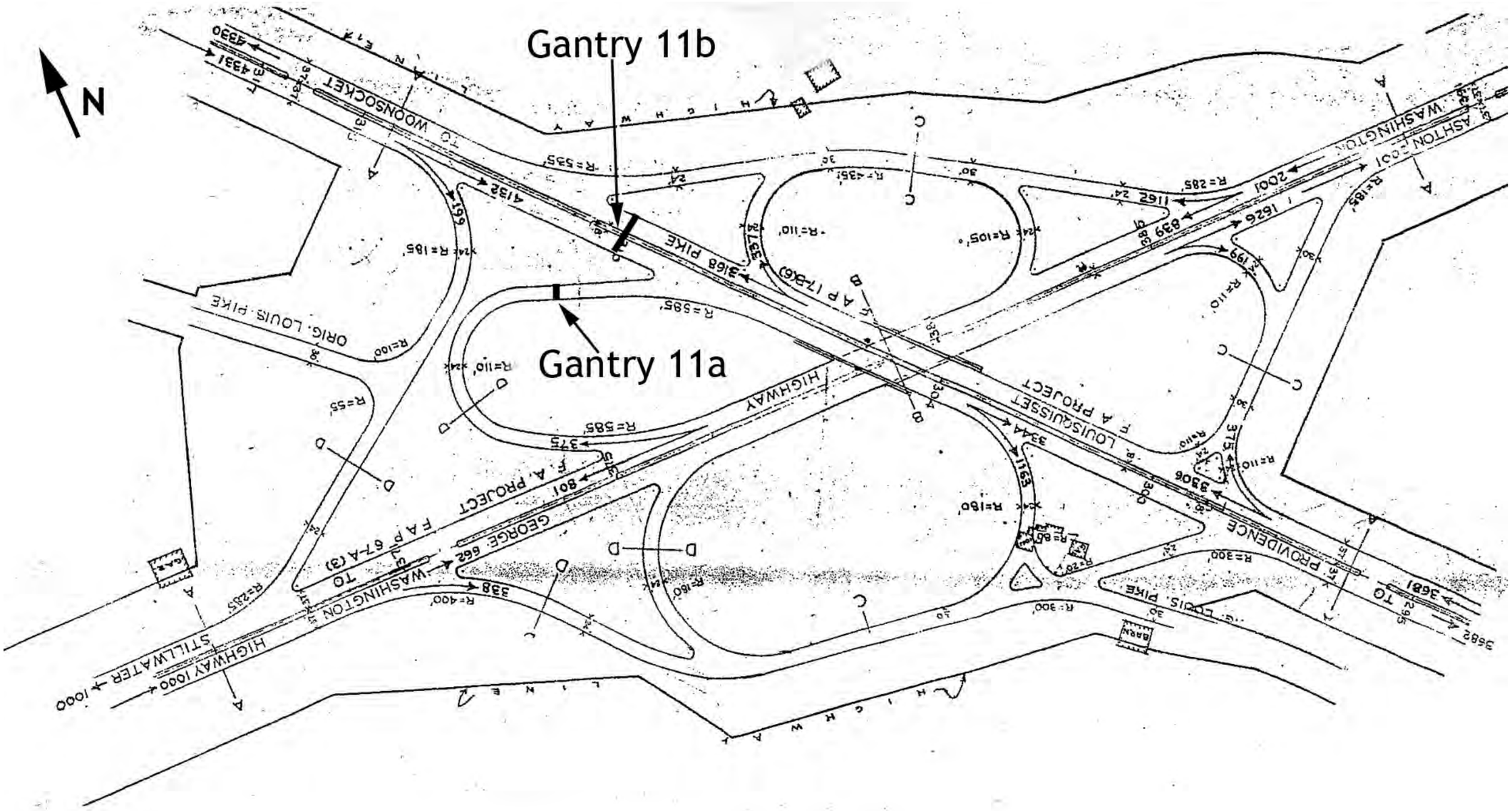

Figure 8. 1945 location plan for the proposed George Washington Highway/Louisquisset Pike Interchange with the location of Toll Location No. 11. near the Louisquisset Pike Bridge (RIDOT Bridge No. 027601), Lincoln, Rhode Island (source: RIDPW 1945).

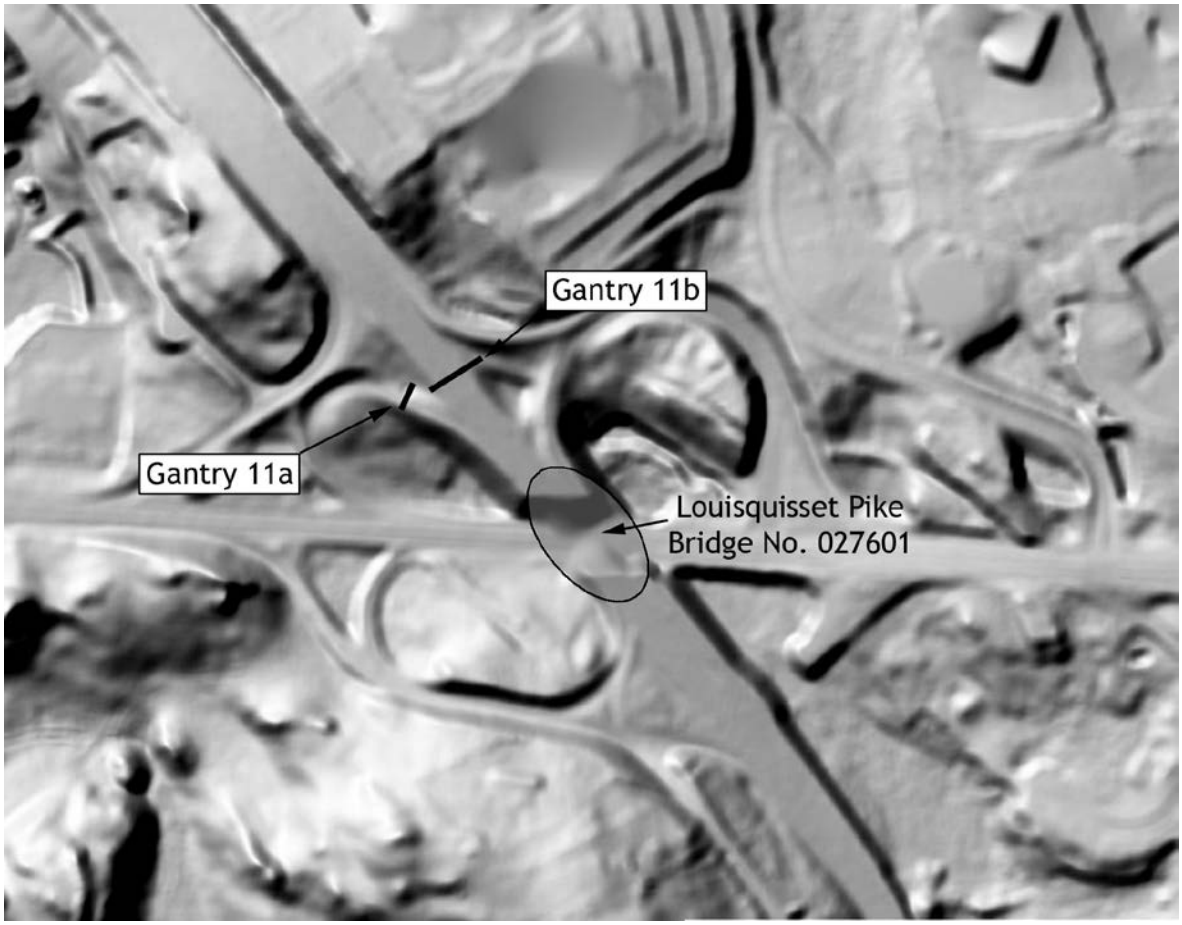

Figure 9. LiDAR Hillshade image showing extent of fill (shown as a shadow) along Route 146 at Toll Location No. 11. near the Louisquisset Pike Bridge (RIDOT Bridge No. 027601), Lincoln, Rhode Island.

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Technical Memorandum

RhodeWorks Bridge Tolling Program

Location 12: Route 146 near Farnum Pike Bridge (RIDOT Bridge Nos. 044101 and 044121)

North Smithfield, Rhode Island

Due Diligence Review

August 2017
Revised April 2018
PAL No. 3215

Submitted to:
Jacobs Engineering Group, Inc.
166 Valley Street, Building 6M, Suite 101
Providence, Rhode Island 02909

This report presents the findings of a revised due diligence review conducted by The Public Archaeology Laboratory, Inc. (PAL) to identify known historic architectural properties and archaeological sites, and to assess the potential for unidentified archaeological sites that might be affected by the Rhode Island Department of Transportation's RhodeWorks Bridge Tolling Program. This revised review was conducted because of a change in the design of Toll Location 12 to accommodate the proposed reconstruction of the Farnum Pike Bridge (RIDOT Bridge Nos. 044101 and 044121). This report supersedes the previous Due Diligence Review dated August 2017 for Toll Location No. 12

Project Description

The Rhode Island Department of Transportation (RIDOT), in cooperation with the Federal Highway Administration (FHWA), is proposing to install commercial vehicle automated toll collection gantries at twelve locations along the I-95, I-195, I-295, and Routes 6 and 146 highway corridors (Figure 1). Electronic fees assessed to tractor or truck tractor vehicles as defined in 23 CFR 658.5, pulling a trailer or trailers travelling along these corridors will be used to partially fund the reconstruction of bridges under "RhodeWorks", the State's 10-year Bridge Reconstruction Program. Each gantry will span the travel lanes where tolls will be collected and consists of an overhead structure to support electronic collection transponders and cameras. Power to each gantry, and toll data collected, will be transmitted by electrical and communication conduits from a tolling cabinet mounted on a concrete pad at each gantry to existing power sources. At some gantry locations new guard rail will be installed for safety. Within each construction envelope is a staging area.

Toll Location No. 12 (the Project) is located on Route 146 in North Smithfield near Farnum Pike Bridge (RIDOT Bridge Nos. 044101 and 044121) that carries Route 146 over Route 104

(Greenville Road) (Figure 2). The ROW of Route 146 is in a rural setting characterized by clear zones, ramps, and heavy vegetation. Toll Location No. 12 consists of a single gantry spanning the Route 146 southbound and northbound lanes, 140 feet west of Farnum Pike Bridge No. 044101. The electrical and communication conduits will run east along northbound Route 146 to a tolling cabinet north of Route 146 and west of Route 104, then to an existing utility pole adjacent to Route 104. Guardrail is proposed along Route 146 southbound and northbound and a temporary construction staging area will be located adjacent to Route 104, north of Route 146 northbound (Figure 3).

Most of the construction work will occur in the cleared areas adjacent to Route 146. Ground disturbance will be limited. The conduits will be installed either by direct bury methods or narrow trenching that will be back filled and seeded to match existing conditions. There will be a slight increase in impervious surface due to the concrete pad for the utility cabinets. Foundations for the gantries will be augured to minimize excavation and land disturbance, which will also minimize the potential for erosion.

Project Authority

The proposed Project will require review under the National Environmental Policy Act (NEPA), Section 106 of the National Historic Preservation Act of 1966, as amended (54 U.S.C. 3100101 *et seq*.), and its implementing regulations (36 CFR § 800), Section 9 of Public Law 99-647 (November 10, 1986), and Section 4(f) of the Department of Transportation Act of 1966 (49 U.S.C 303). At the state level, the Project is subject to the Rhode Island Historic Preservation Act of 1968 (Rhode Island General Law 42-45 *et seq.*). The results of this study will assist the FHWA and RIDOT with complying with applicable federal and state legislation and regulations pertaining to cultural resources and historic preservation. All tasks associated with this project were undertaken in accordance with the standards outlined in the Secretary of the Interior's *Standards and Guidelines for Archaeology and Historic Preservation* (48 FR 44716, 1983) and the Rhode Island Historical Preservation & Heritage Commission's *Performance Standards and Guidelines for Archaeology in Rhode Island* (RIHPHC 2015).

Area of Potential Effects

Under Section 106 (36 CFR § 800.16 (d)), the Project's Area of Potential Effects (APE) is defined as "the geographic area or areas within which an undertaking may directly or indirectly cause alterations in the character or use of historic properties, if any such properties exist." A historic property is defined as "any prehistoric or historic district, site, building, structure, or object included in, or eligible for inclusion in, the National Register of Historic Places maintained by the Secretary of the Interior" (36 CFR § 800.16(l)). The APE is defined based on the *potential* for effect, which may differ for aboveground resources (historic structures and landscapes) and subsurface resources (archaeological sites).

The APE established for the purposes of the identification effort was defined to provide information about the types, nature, and distribution of resources located within the vicinity of the Project Area. The APE for archaeological resources is defined as a 250-foot wide by 650-foot long corridor slightly offset from the center median of Route 146 and Farnum Pike Bridge, encompassing the area of proposed direct impacts associated with construction of the gantry, installation of conduits,

tolling cabinet, guardrail, construction staging area, landscaping and any associated roadway improvements (Figure 4). For aboveground resources, the APE is a circle with a radius of 0.25 miles centered on the gantry, encompassing the limits of disturbance and visible portions of abutting properties to account for both direct and indirect (visual) potential effects (see Figure 4).

PAL Scope

PAL reviewed in-house databases relative to environmental, and Pre- and Post-Contact Period historic contexts for Toll Location No. 12 and information on recorded aboveground and archaeological resources, and historic cemeteries from inventories maintained by the Rhode Island Historical Preservation & Heritage Commission (RIHPHC) and the Rhode Island Historical Cemetery Commission (RIHCC). The survey report for the town of North Smithfield (RIHPC 1980) was reviewed for general historic development. PAL also reviewed Cultural Resource Management (CRM) reports conducted in the general area, historical maps (Beers 1870, Everts & Richards 1895; Walling 1851, 1855), USGS topographic maps (USGS 1944), aerial photographs (RIGIS 1939–2014), and LiDAR Hillside images to evaluate more recent changes within the APE. PAL also reviewed conceptual design plans showing limits disturbance associated with the construction of the gantry (CDM Smith 2018). Finally, PAL reviewed the general plans for the construction to Route 146 (RIDPW 1959) provided by RIDOT. Taken together, information from these various sources was used to arrive at an assessment of the potential for impacts to historic properties at Toll Location No. 12.

Results

The RIHPHC inventory includes one aboveground individual property within the APEs, the Farnum Pike Bridge (RIDOT Bridge Nos. 044101 and 044121) that has been determined eligible for listing in the National Register (Figure 4). The bridge structures are two of six remaining original bridges from the upgrading of Route 146 to a four-lane divided highway in the late 1950s. Both structures consist of six parallel rigid-frame ribs, connected by cross braces underneath the deck. The rigid-frame technique where the horizontal and vertical members are connected by continuous reinforcement was a signature bridge design of parkways and other state-built divided highways in the 1930s (Clouette 2016a, 2016b). Also within the APEs is a remnant of the colonial-era Old Greenville Road and associated stone culvert, and a historic stone foundation identified during a recent due diligence review for the Farnum Pike Bridge (Campetti and Rachleff 2017). There are no recorded historic cemeteries in the APEs (see Figure 4).

The 1870 map of Smithfield and the 1939 aerial photograph (Figures 5 and 6) depict open space prior to the construction of the Route 146 and the Farnum Pike Bridge. The soils are identified as Udorthents-Urban land complex, soils that have been disturbed by extensive cutting and filling (Rector 1981). The profile sheet from the general plans for the construction of Route 146 in the vicinity of Toll Location No. 12 show more than 20 feet of fill at Gantry 12 (STA 536+00) (Figure 7). A LiDAR Hillshade image of Route 146 in the vicinity of Toll Location No. 12 depicts the extent of land modification associated with the construction of the Route 146 and the Farnum Pike Bridge (Figure 8).

Conclusions and Recommendations

Based on the available information assembled from archival sources, RIHPHC site files, and a review of aerial photography and original general plans for the construction of Route 146, PAL offers the following recommendation. No aboveground historic properties will be adversely affected by the proposed construction of Toll Location No. 12.

The historic stone foundation identified within the APE's is outside of the limits of disturbance and the archaeological sensitivity of the APE for archaeological resources at Toll Location No. 12 is assessed as low. The disturbance associated with the construction of the ROW for the Route 146 and Farnum Pike Bridge has compromised the integrity of the soils. The potential for identifying archaeological resources in meaningful contexts is low and the construction Toll Location No. 12 will have no impact on archaeological resources. If construction extends beyond the existing limits of disturbance, an archaeological survey may be warranted. Construction of Toll Location No. 12 will have no direct or indirect visual impacts on the Farnum Pike Bridge (RIDOT Bridge Nos. 044101 and 044121), historic stone foundation, or the remnant of Old Greenville Road and stone culvert as these resources are outside of the limits of disturbance, and in the case of Old Greenville Road and the historic stone foundation, separated from the gantry by distance and vegetation.

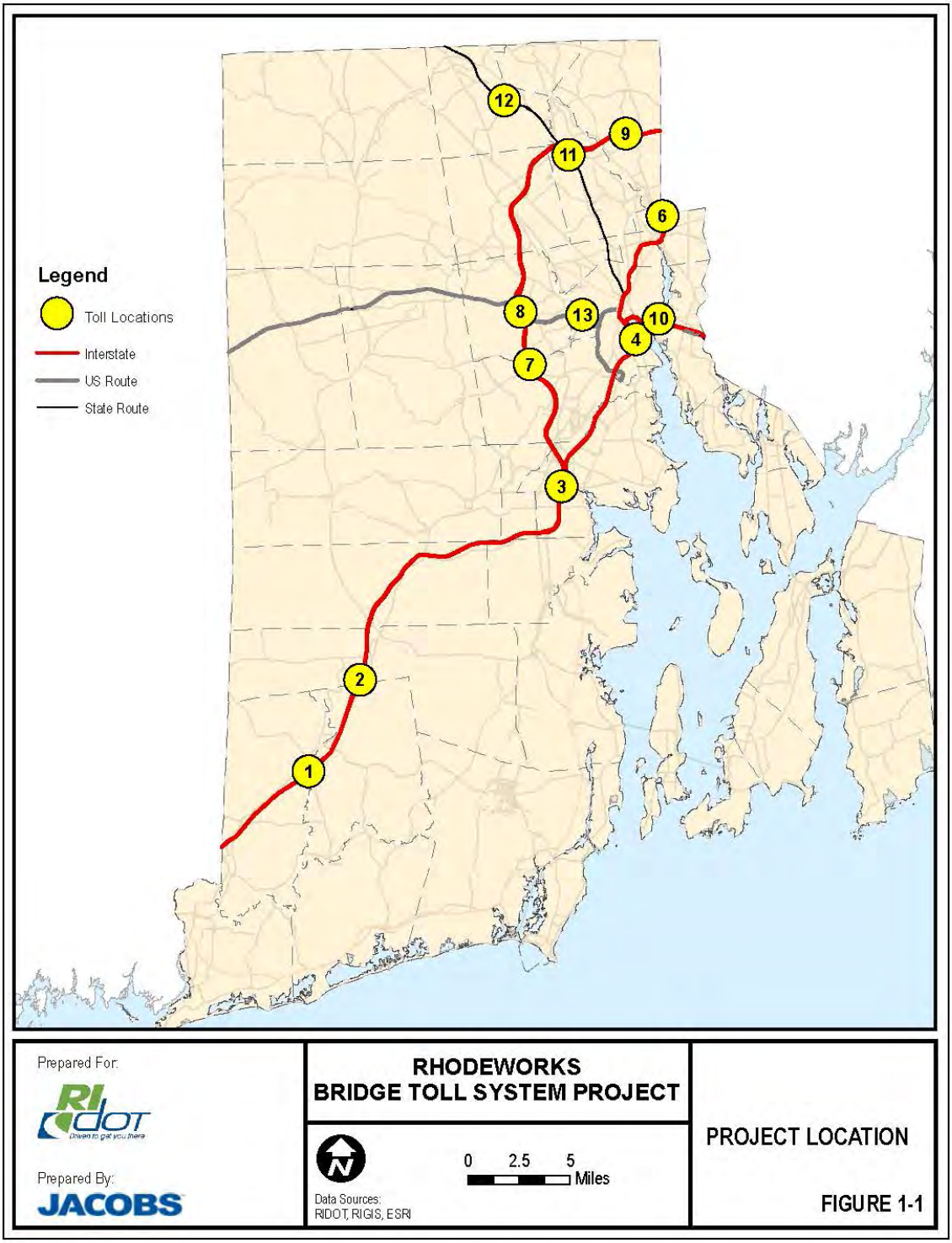

Figure 1. Location of proposed automated toll gantries, RhodeWorks Bridge Tolling Program (source: Jacobs 2017).

Figure 2. Location 12: Proposed gantry on Route 146 near the Farnum Pike Bridge (RIDOT Bridge Nos. 044101 and 044121), North Smithfield, Rhode Island.

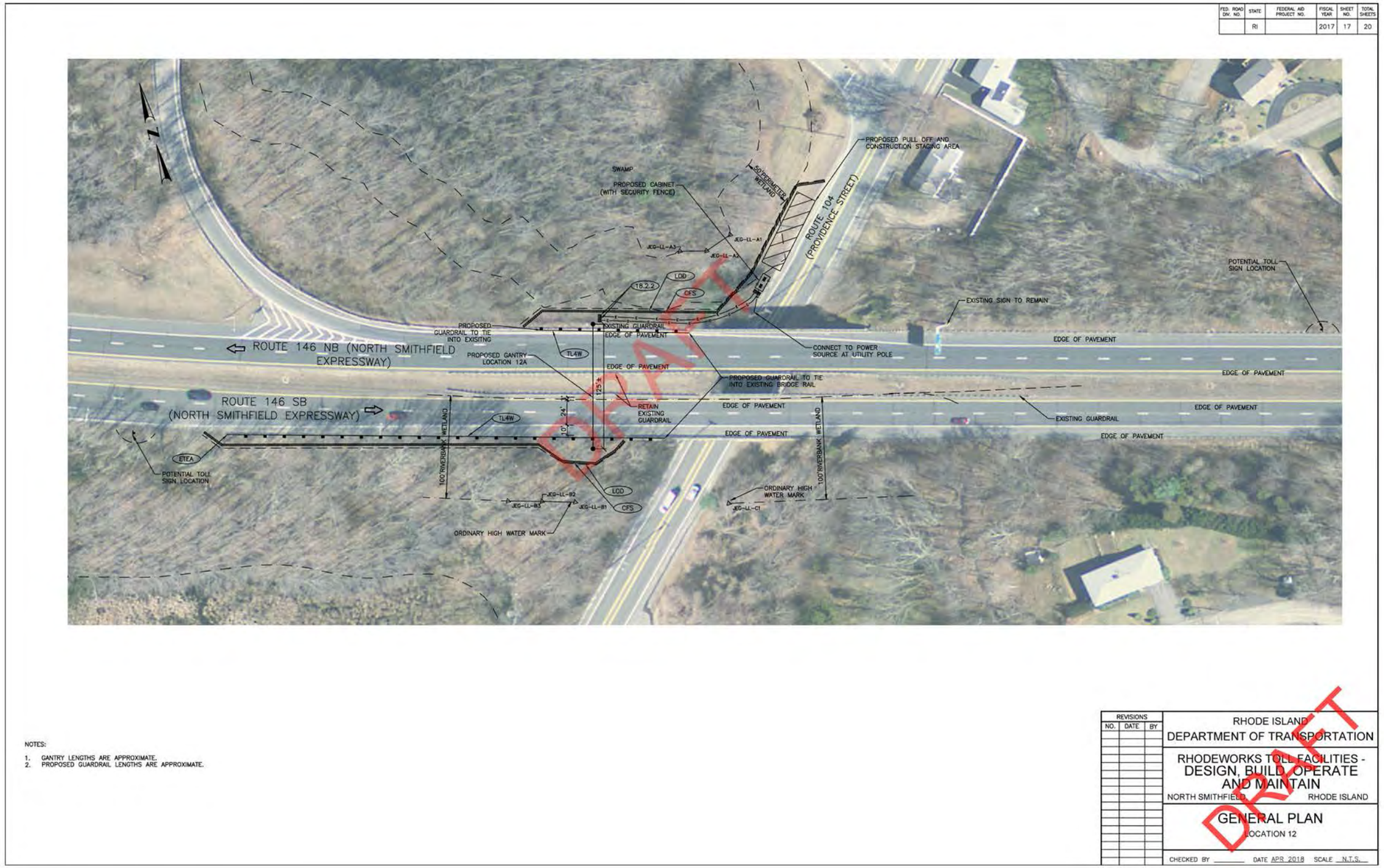

Figure 3: General Plan, Toll Location No. 12 on Route 146 near the Farnum Pike Bridge (RIDOT Bridge Nos. 044101 and 044121), North Smithfield, Rhode Island (source: CDM Smith 2018).

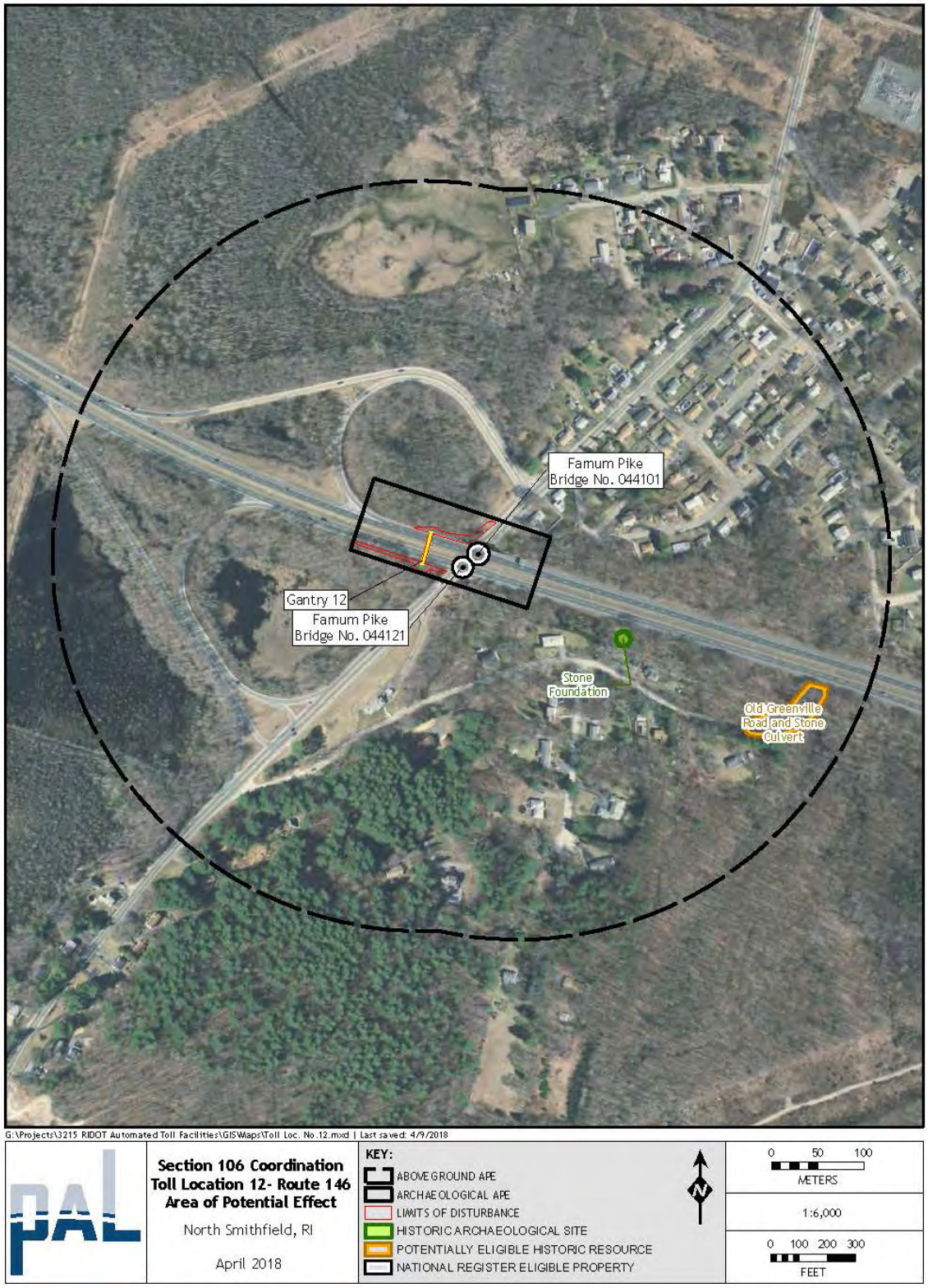

Figure 4. APE for Toll Location No. 12 on Route 146 near the Farnum Pike Bridge (RIDOT Bridge Nos. 044101 and 044121), North Smithfield, Rhode Island.

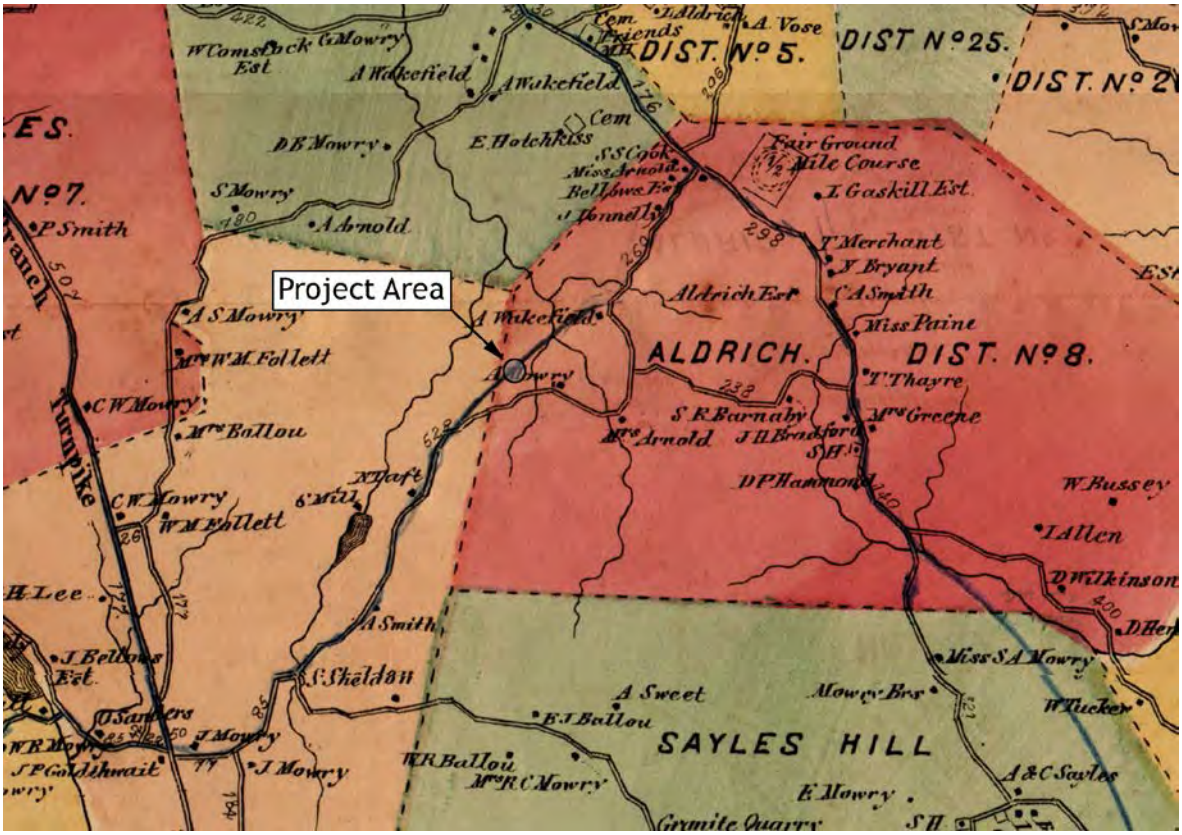

Figure 5. Historic map showing the location of Toll Location No. 12 near the Farnum Pike Bridge (RIDOT Bridge Nos. 044101 and 044121), North Smithfield, Rhode Island. (source: Beers 1870).

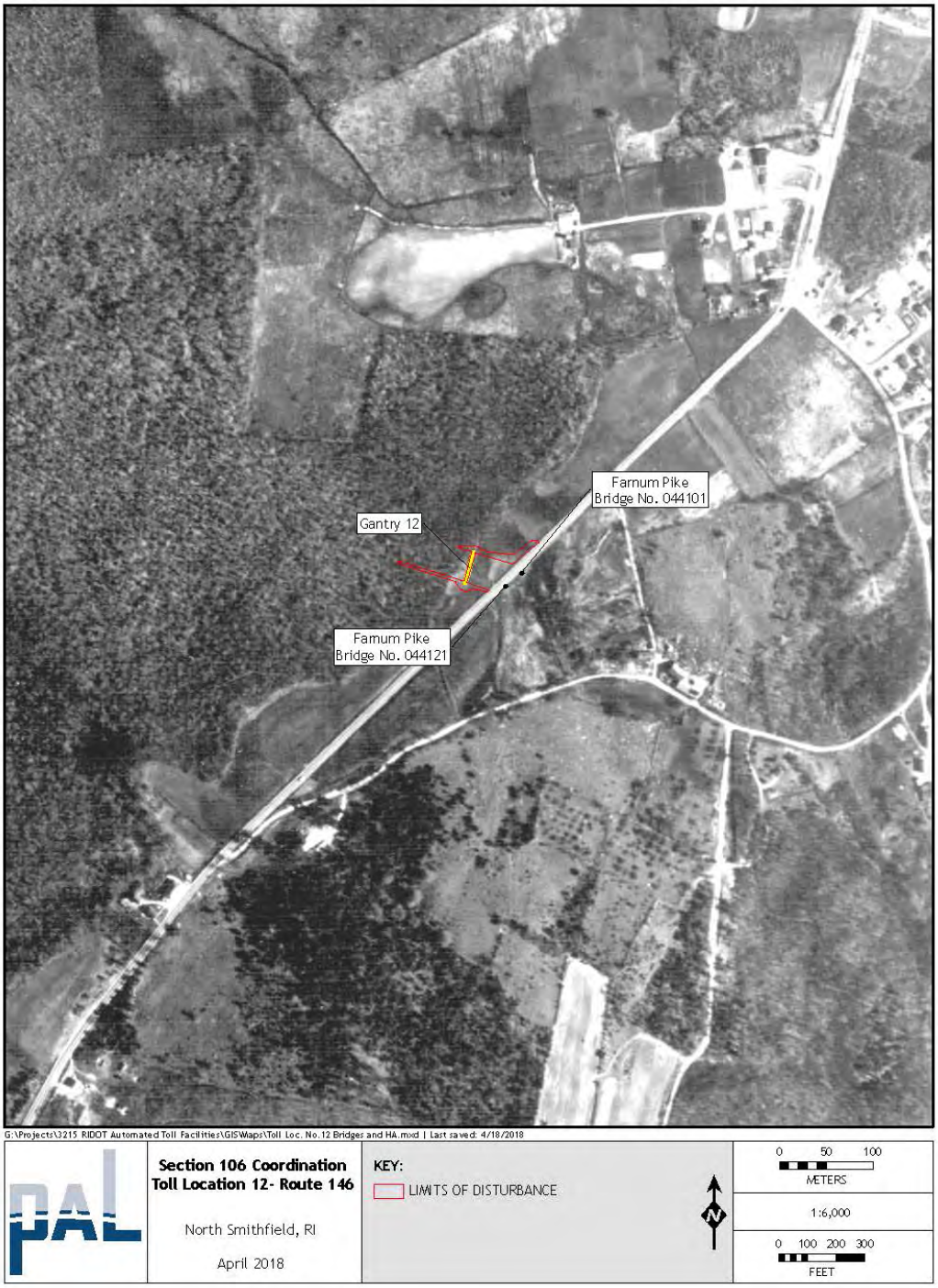

Figure 6. 1939 aerial photograph with the location of Toll Location No. 12, North Smithfield, Rhode Island

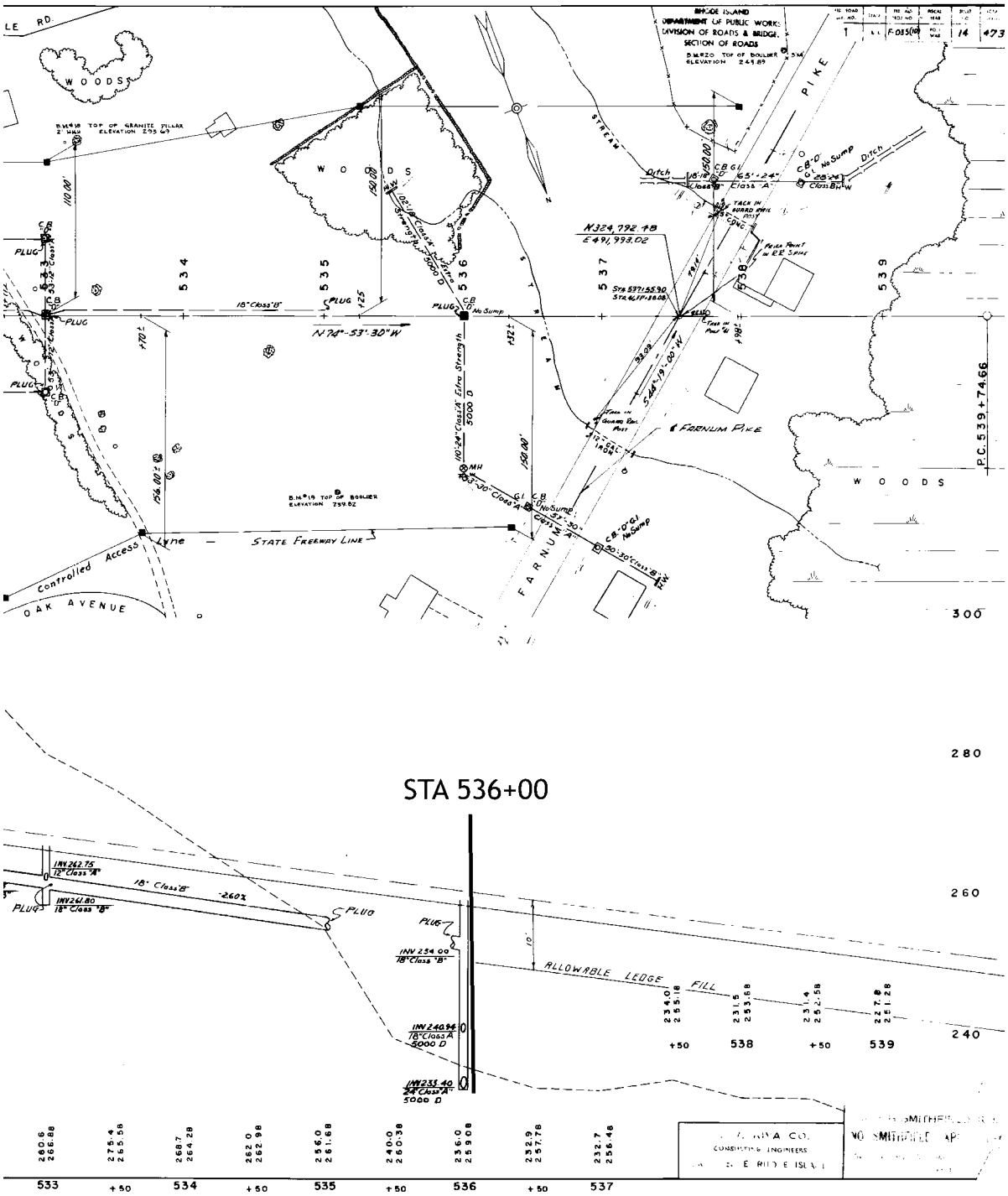

Figure 7. Profile sheet for proposed construction of Route 146 at the location of Toll Location No. 12 (STA 536+00) near the Farnum Pike Bridge (RIDOT Bridge Nos. 044101 and 044121), North Smithfield, Rhode Island (source RIDPW 1959).

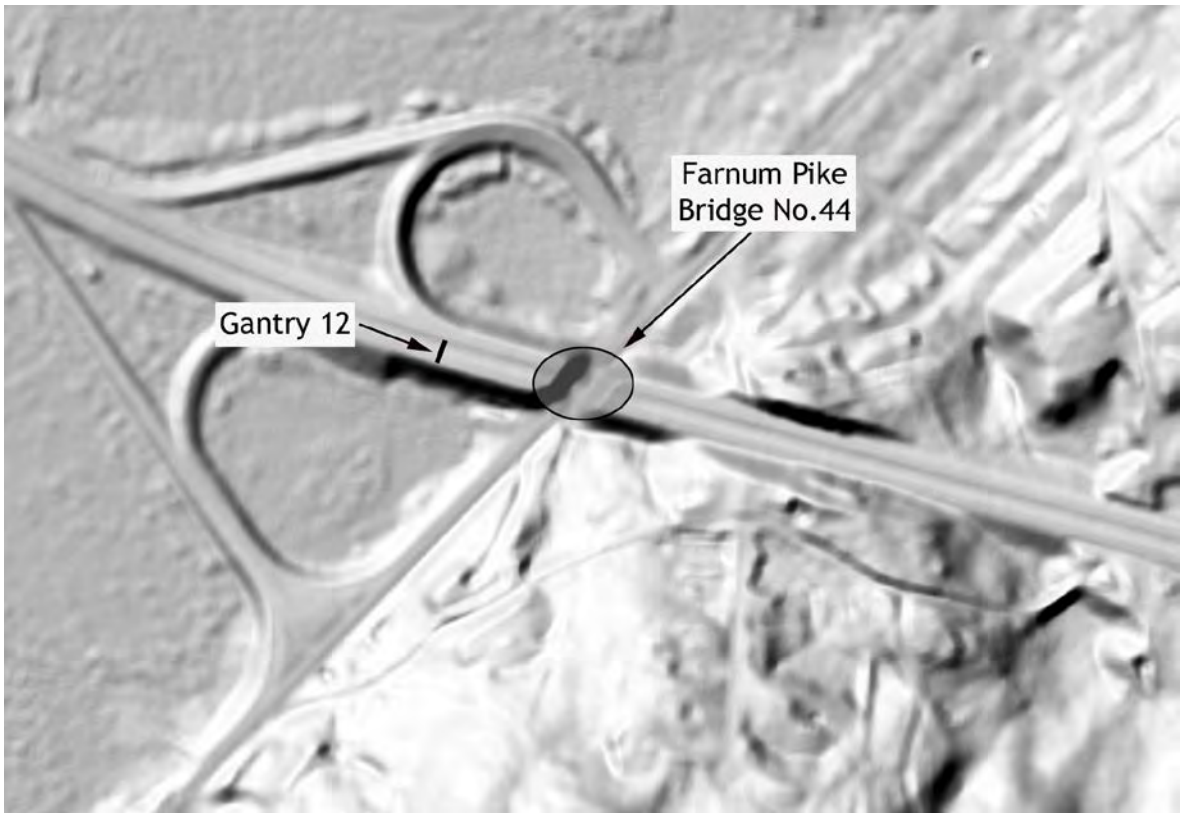

Figure 8. LiDAR Hillshade image showing extent of fill (shown as a shadow) along Route 146 at Toll Location No. 12 near the Farnum Pike Bridge (RIDOT Bridge Nos. 044101 and 044121), North Smithfield, Rhode Island.

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Technical Memorandum

RhodeWorks Bridge Tolling Program

Location 13: Route 6 near the Woonasquatucket River Bridge (RIDOT Bridge No. 006040)

Providence, Rhode Island

Due Diligence Review

August 2017
PAL No. 3215

Submitted to:
Jacobs Engineering Group, Inc.
166 Valley Street, Building 6M, Suite 101
Providence, Rhode Island 02909

This report presents the findings of a due diligence review conducted by The Public Archaeology Laboratory, Inc. (PAL) to identify known historic architectural properties and archaeological sites, and to assess the potential for unidentified archaeological sites that might be affected by the Rhode Island Department of Transportation's Automated Toll Facilities Project (the Project).

Project Description

The Rhode Island Department of Transportation (RIDOT), in cooperation with the Federal Highway Administration (FHWA) is proposing to install commercial vehicle automated toll collection gantries at twelve locations along the I-95, I-195, I-295, and Routes 6 and 146 highway corridors (Figure 1). Electronic fees assessed to heavy commercial vehicles travelling along these corridors will be used to partially fund the reconstruction of bridges under "RhodeWorks", the State's 10-year Bridge Reconstruction Program. Each gantry will span the travel lanes where tolls will be collected and consists of an overhead structure to support electronic collection transponders and cameras. Power to each gantry, and toll data collected, will be transmitted by electrical and communication conduits from a tolling cabinet mounted on a concrete pad at each gantry to existing power sources. At some gantry locations new guard rail will be installed for safety. Within each construction envelope is a staging area.

This report addresses Toll Location No. 13 on Route 6 in Providence near the Woonasquatucket River Bridge (RIDOT Bridge No. 060401) (Figure 2). The ROW of Route 6 is in an urban setting. The immediate surrounding area is populated with a cellular communications tower, billboards and vegetation with dense residential development and a park beyond the ROW. Toll Location No. 13 consists of a single gantry spanning Route 6 eastbound and westbound. The electrical and communication conduits run northwest from the toll cabinet to an existing utility pole. A construction staging area will be located in a cleared area adjacent to Route 6 westbound (Figure 3).

Most of the construction work will occur in the cleared areas adjacent to Route 6. Ground disturbance will be limited. The conduits will be installed either by direct bury methods or narrow trenching that will be back filled and seeded to match existing conditions. There will be a slight increase in impervious surface due to the concrete pad for the utility cabinets. Foundations for the gantries will be augured to minimize excavation and land disturbance, which will also minimize the potential for erosion.

Project Authority

The proposed Project will require review under the National Environmental Policy Act (NEPA), Section 106 of the National Historic Preservation Act of 1966, as amended (54 U.S.C. 3100101 *et seq*.), and its implementing regulations (36 CFR § 800), Section 9 of Public Law 99-647 (November 10, 1986), and Section 4(f) of the Department of Transportation Act of 1966 (49 U.S.C 303). At the state level, the Project is subject to the Rhode Island Historic Preservation Act of 1968 (Rhode Island General Law 42-45 *et seq*.). The results of this study will assist the FHWA and RIDOT with complying with applicable federal and state legislation and regulations pertaining to cultural resources and historic preservation. All tasks associated with this project were undertaken in accordance with the standards outlined in the Secretary of the Interior's *Standards and Guidelines for Archaeology and Historic Preservation* (48 FR 44716, 1983) and the Rhode Island Historical Preservation and Heritage Commission's *Performance Standards and Guidelines for Archaeology in Rhode Island* (RIHPHC 2015).

Area of Potential Effects

Under Section 106 (36 CFR § 800.16 (d)), the Project's Area of Potential Effects (APE) is defined as "the geographic area or areas within which an undertaking may directly or indirectly cause alterations in the character or use of historic properties, if any such properties exist." A historic property is defined as "any prehistoric or historic district, site, building, structure, or object included in, or eligible for inclusion in, the National Register of Historic Places maintained by the Secretary of the Interior" (36 CFR § 800.16(l)). The APE is defined based on the *potential* for effect, which may differ for aboveground resources (historic structures and landscapes) and subsurface resources (archaeological sites).

The APE established for the purposes of the identification effort was defined to provide information about the types, nature, and distribution of resources located within the vicinity of the Project Area. The APE for archaeological resources is defined as a 200-foot wide by 300-foot long corridor extending 150 feet east and west along Route 6 from the proposed the gantry location and 120 feet north and 80 feet south from the jersey barrier separating Route 6 eastbound and westbound, encompassing the area of proposed direct impacts associated with construction of the gantry, installation of conduits, tolling cabinet, construction staging area, landscaping and any associated roadway improvements (Figure 4). For aboveground resources, the APE is a circle with a radius of 0.25 miles centered on the gantry, encompassing the limits of disturbance and visible portions of abutting properties to account for both direct and indirect (visual) potential effects (see Figure 4).

PAL Scope

PAL reviewed in-house databases relative to environmental, and Pre- and Post-Contact Period historic contexts for Toll Location No. 13 and information on recorded aboveground and archaeological resources, and historic cemeteries from inventories maintained by the Rhode Island Historical Preservation and Heritage Commission (RIHPHC) and the Rhode Island Historical Cemetery Commission (RIHCC). The survey reports for the city of Providence (RIHPC 1981; Woodward and Sanderson 1986) were reviewed for general historic development, as was the Providence Preservation Society's Industrial Sites and Commercial Buildings Survey (PPS 2017). PAL also reviewed Cultural Resource Management (CRM) reports conducted in the general area, historical maps (Beers 1870, Everts & Richards 1895; Hopkins 1875, 1892, 1918; Walling 1851, 1855), USGS topographic maps (USGS 1944), aerial photographs (RIGIS 1939–2014), and LiDAR Hillside images to evaluate more recent changes within the APE. PAL also reviewed conceptual design plans showing limits disturbance associated with the construction of the gantry (Jacobs Engineering Group, Inc. 2016; Kapsch 2017). Finally, PAL reviewed the general plans for the construction to Route 6 (Edwards and Kelcey 1961; Maguire 1998, 2002) provided by RIDOT. Taken together, information from these various sources was used to arrive at an assessment of the potential for impacts to historic properties at Toll Location No. 13.

Results

The RIHPHC inventory lists three aboveground resources: Merino Mill Village Historic District (potentially eligible), the Atlantic and Riverside Mills (NR eligible), and the Atlantic Mill Worker Housing (NR eligible) and one Pre-Contact Period Native American archaeological site (RI 1941) within the APEs (see Figure 4). The Providence Planning Department's historic overlay identifies one historic property that is potentially eligible: the Rochambeau Worsted Company (NR-listed, 7/24/17). There are no historic cemeteries in the APEs. RI 1941 (Merino Flats Site) is described as a Woodland Period artifact cluster containing rhyolite, argillite, quartz, felsite, hornfels, and quartzite chipping debris as well as several projectile points. Historical maps and aerial photographs show that the Route 6 crossing of the Woonasquatucket River is in the same location as a crossing of the former Providence and Springfield Branch of the New York, New Haven, and Hartford Railroad (NYNHHRR) (Hopkins 1918) (Figures 5 and 6). The former ROW for the NYNHHRR is now part of the Fred Lippitt Woonasquatucket River Greenway. The 1961 general plans (Edwards & Kelsey 1931) for the construction of Route 6 are inconclusive, but the 1998 and 2002 drainage and utility plans (Maguire 1998, 2002) in the vicinity of Toll Location No. 13 depict drainage improvements and greater than 20 percent slopes (Figures 7 and 8). A LiDAR Hillshade image of Route 6 at Toll Location No. 13 depicts the extent of land modification associated with the construction of Route 6 (Figure 9).

Conclusions and Recommendations

Based on the available information assembled from archival sources, RIHPHC site files, and a review of aerial photography and general plans for the construction of Route 6 (Maguire 1998, 2002), PAL offers the following recommendation. No historic properties will be adversely affected by the proposed construction of Toll Location No. 13.

The archaeological sensitivity of the APE for archaeological resources is assessed as low or none. The disturbance associated with the clearing and construction of the ROW for Route 6 and the former NYNHHRR has compromised the integrity of the soils. The potential for identifying archaeological resources in meaningful contexts is low and the construction of Toll Location No. 13 will have no impact on archaeological resources. If construction extends beyond the existing limits of disturbance, an archaeological survey may be warranted. The construction of Toll Location No. 13 will have no direct impacts or indirect visual impacts to Merino Mill Village Historic District, the Atlantic and Riverside Mills, Atlantic Mill Worker Housing, and Rochambeau Worsted Company as they are located outside of the limits of disturbance and are shielded from the gantry by distance, vegetation, and structures.

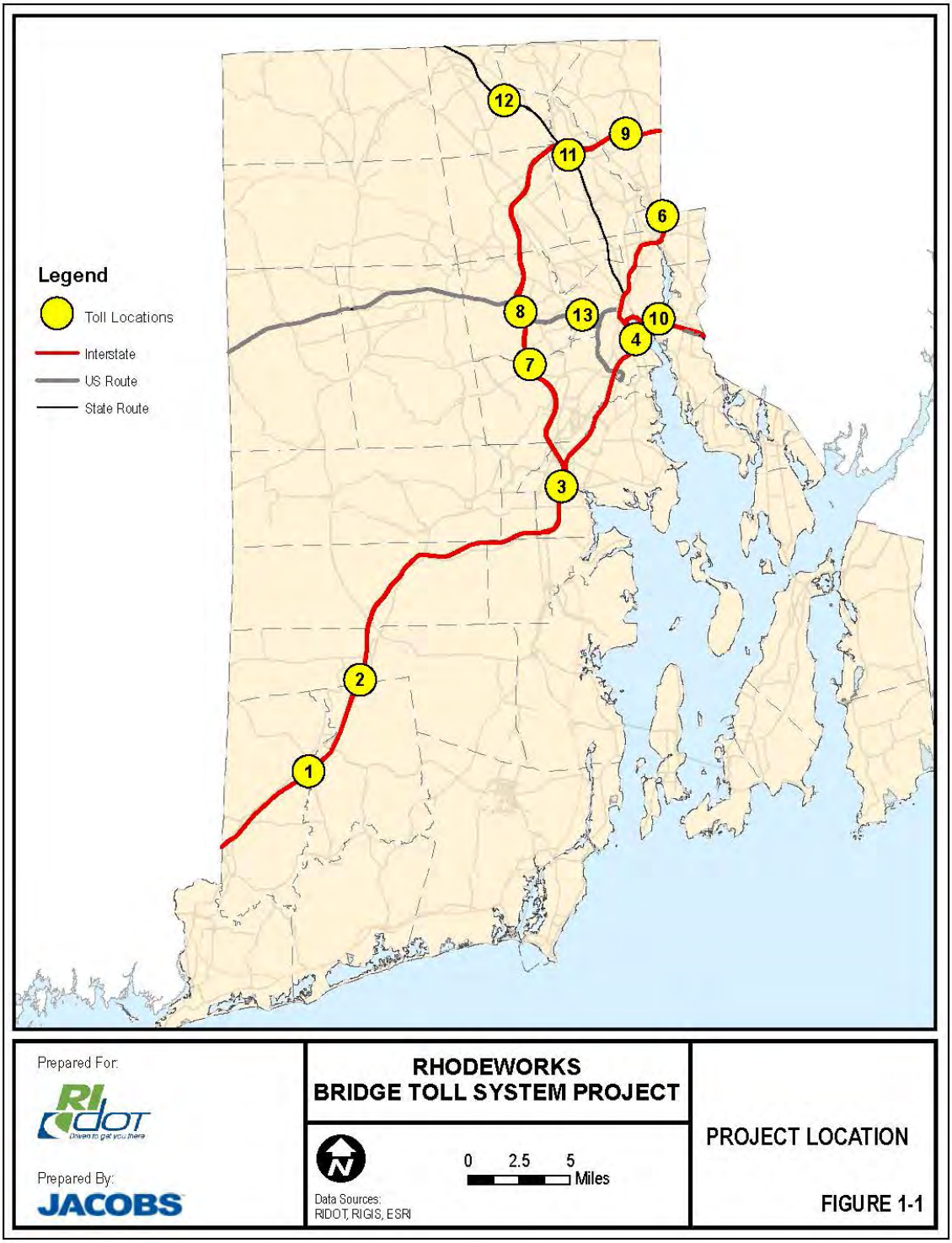
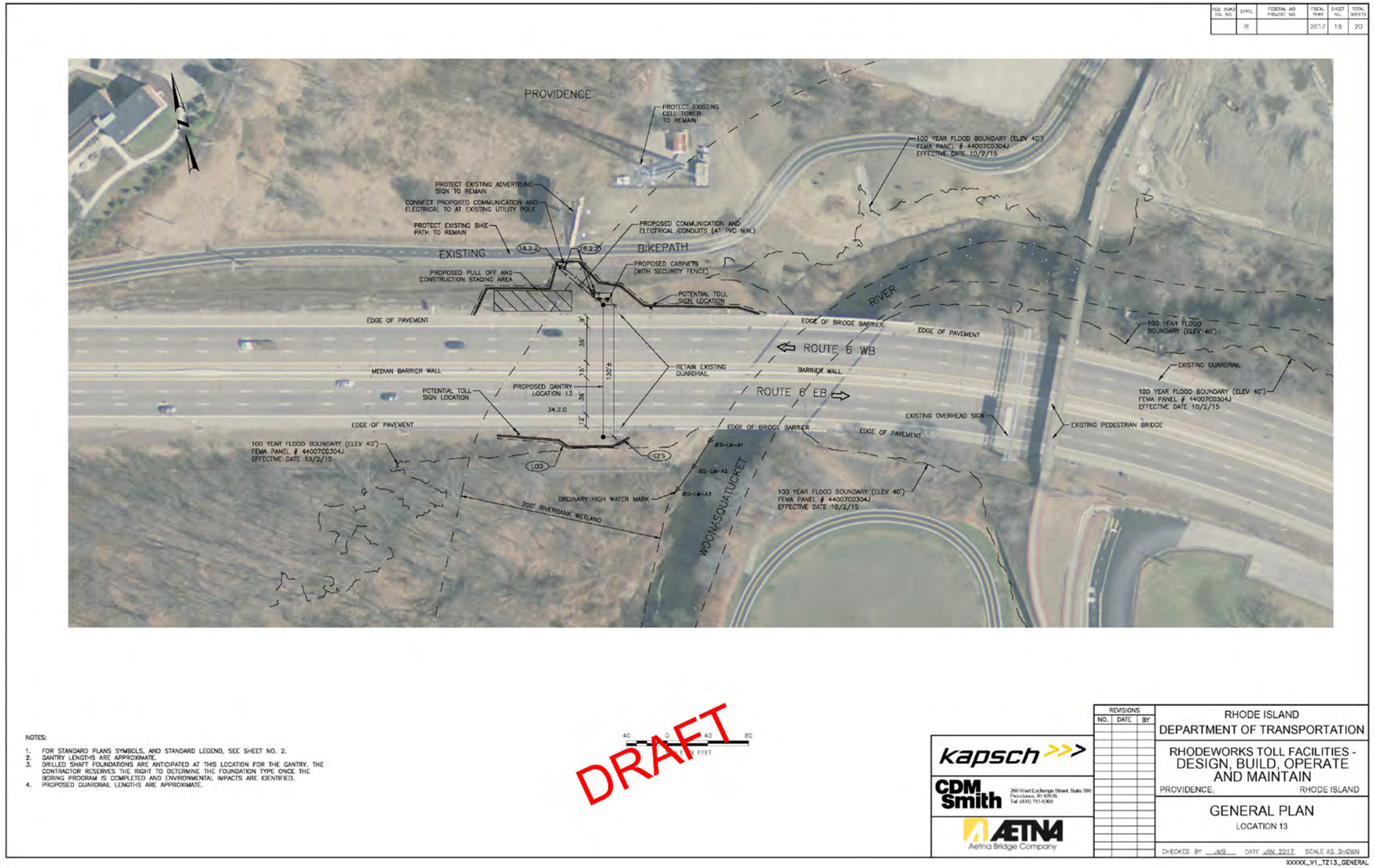


Figure 1. Location of proposed automated toll gantries, RhodeWorks Bridge Tolling Program (source: Jacobs 2017).

Figure 2. Location 13: Proposed gantry on Route 6 near the Woonasquatucket River Bridge (RIDOT Bridge No. 060401), Providence, Rhode Island.



NOTES:

1. FOR STANDARD PLANS SYMBOLS, AND STANDARD LEGEND, SEE SHEET NO. 2.
2. GANTRY LENGTHS ARE APPROXIMATE.
3. DRILLED SHAFT FOUNDATIONS ARE ANTICIPATED AT THIS LOCATION FOR THE GANTRY. THE CONTRACTOR RESERVES THE RIGHT TO DETERMINE THE FOUNDATION TYPE ONCE THE BORING PROGRAM IS COMPLETED AND ENVIRONMENTAL IMPACTS ARE IDENTIFIED.
4. PROPOSED GUARDRAIL LENGTHS ARE APPROXIMATE.

DRAFT

RHODE ISLAND DEPARTMENT OF TRANSPORTATION
RHODEWORKS TOLL FACILITIES - DESIGN, BUILD, OPERATE AND MAINTAIN
PROVIDENCE, RHODE ISLAND
GENERAL PLAN
LOCATION 13

Figure 3: General Plan, Toll Location No. 13 on Route 6 near the Woonasquatucket River Bridge (RIDOT Bridge No. 060401), Providence, Rhode Island (source: Kapsch 2017).

Figure 4. APE for Toll Location No. 13 on Route 6 near the Woonasquatucket River Bridge (RIDOT Bridge No. 060401), Providence, Rhode Island. (Archaeological site locations have been removed from figure.)

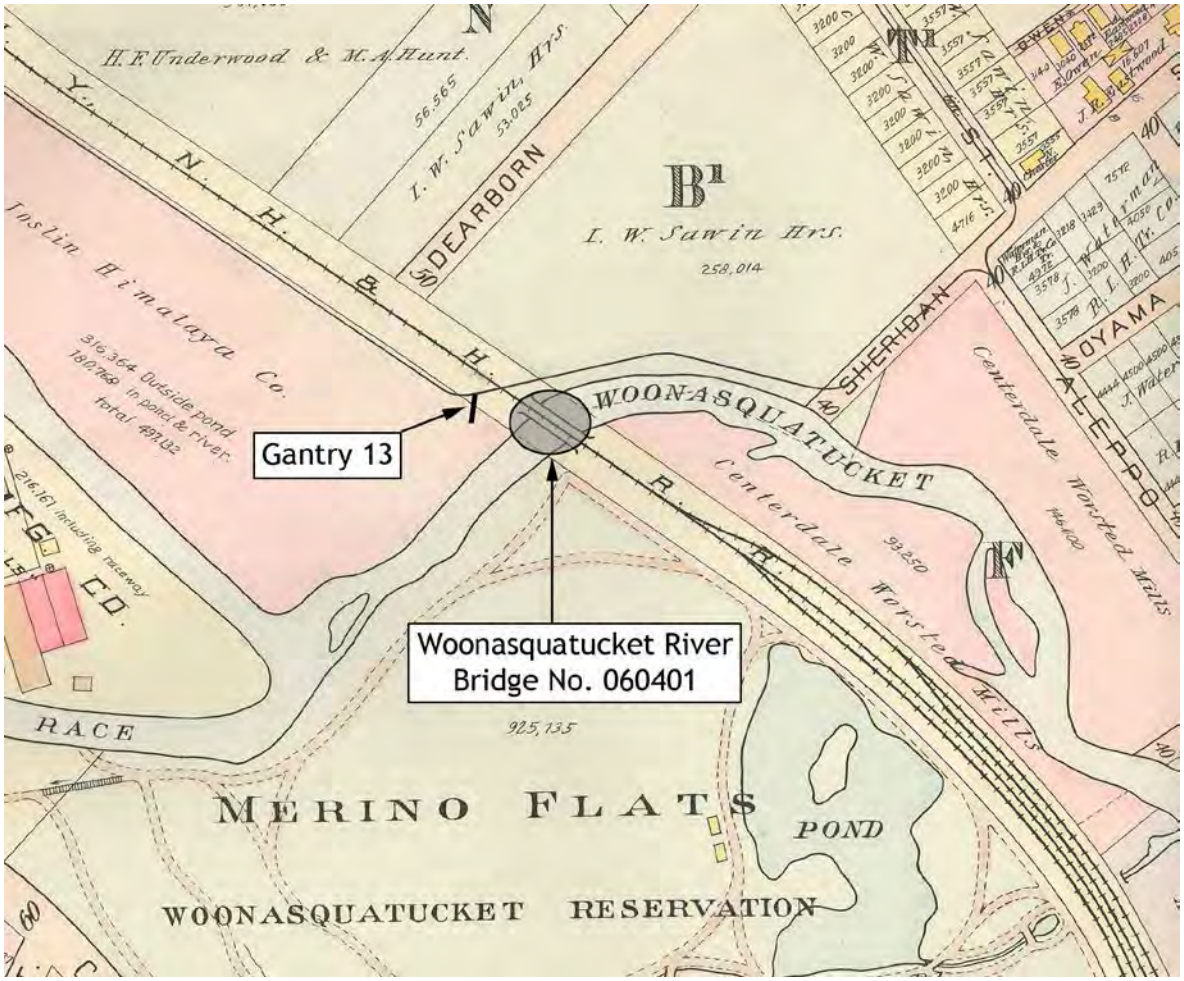


Figure 5. 1918 map of Providence with Toll Location No. 13 and the Woonasquatucket River Bridge (RIDOT Bridge No. 060401), Providence, Rhode Island (source: Hopkins 1918).

Figure 6. 1952 aerial photograph with the location of Toll Location No. 13 and the Woonasquatucket River Bridge (RIDOT Bridge No. 060401), Providence, Rhode Island.

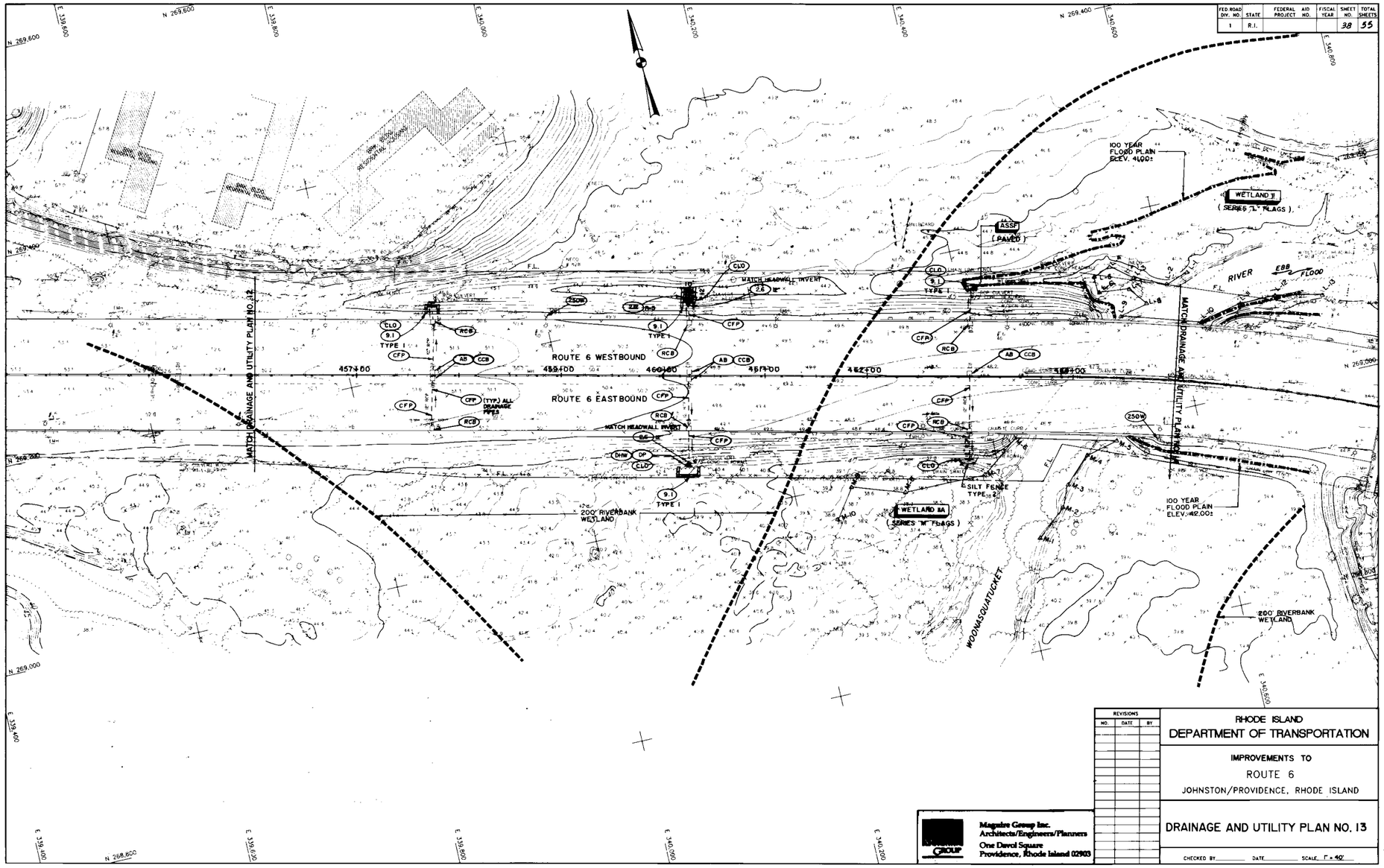


Figure 7. Drainage and Utility plan for proposed improvements to Route 6 at Toll Location No. 13 (STA 462+00) and the Woonasquatucket River Bridge (RIDOT Bridge No. 060401), Providence, Rhode Island (source: Maguire 1998).

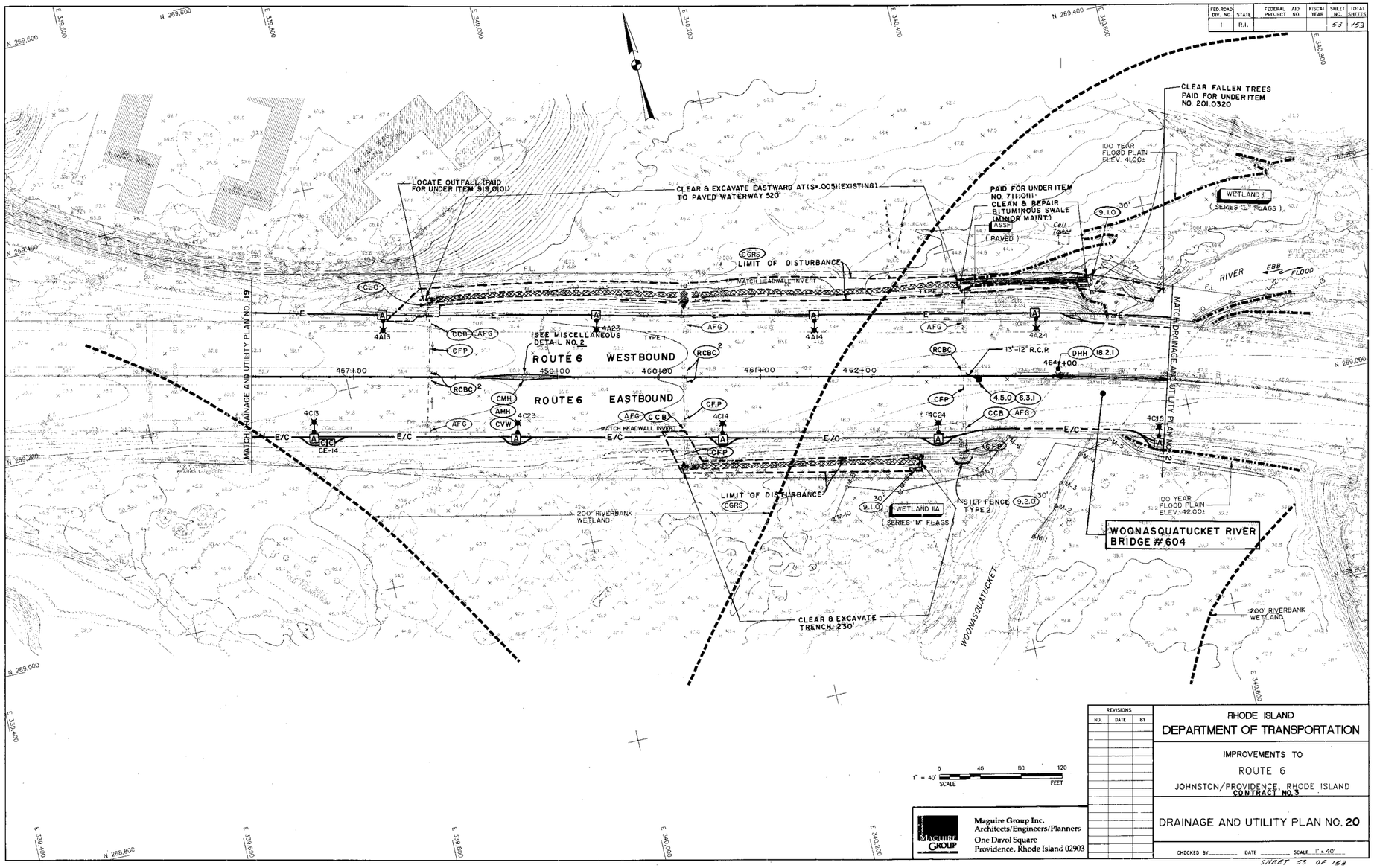


Figure 8. Drainage and Utility plan for proposed improvements to Route 6 at Toll Location No. 13 (STA 462+00) and the Woonasquatucket River Bridge (RIDOT Bridge No. 060401), Providence, Rhode Island (source: Maguire 2002).

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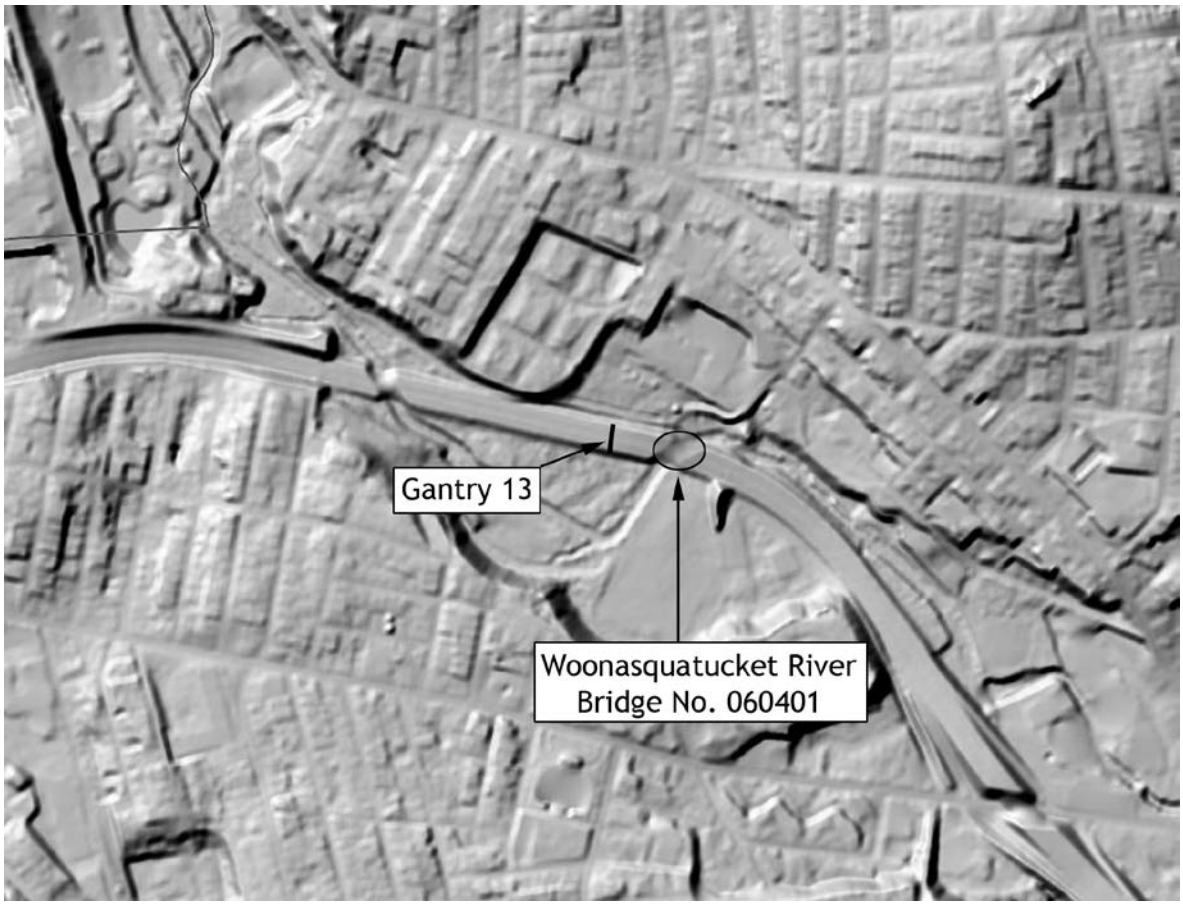

Figure 9. LiDAR Hillshade image showing extent of land modifications near Toll Location No. 13 and the Woonasquatucket River Bridge (RIDOT Bridge No. 060401), Providence, Rhode Island.

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Technical Memorandum

RIDOT Project at Toll Locations 3, 4 & 6 through 13

Potential Diversion Routes
State-wide, Rhode Island

Due Diligence Review

December 2017
PAL No. 3215

Submitted to:
Jacobs Engineering Group, Inc.
166 Valley Street, Building 6M, Suite 101
Providence, Rhode Island 02909

This report presents the findings of a due diligence review conducted by The Public Archaeology Laboratory, Inc. (PAL) to identify known historic architectural properties along potential diversion routes associated with Toll Locations 3, 4 & 6 through 13.

Project Description

The Rhode Island Department of Transportation (RIDOT) proposes to construct and operate toll systems at Toll Locations 3, 4 & 6 through 13 (Project) along five major highway corridors (I-95, I-195, and I-295, US Route 6, and RI Route 146 (Figure 1). The proposed toll systems at the toll locations would be used to collect toll revenue from a tractor or truck tractor as defined in 23 CFR 658.5, pulling a trailer or trailers travelling across select bridges associated with the toll locations.

RIDOT is preparing an Environmental Assessment (EA) for the Project. The Federal Highway Administration (FHWA) is the lead federal agency. The EA will evaluate the impacts of construction and implementation of the toll systems at Toll Locations 3, 4 & 6 through 13.

Implementation of tolling can sometimes result in a shift of travel behavior wherein some drivers travel on a different route to avoid paying a toll. The potential shift of vehicles away from the tolled facilities is referred to as a "toll diversion." Potential diversion routes are listed in Table 1 and identified on Figure 2.

Project Authority

The proposed Project will require review under the National Environmental Policy Act (NEPA), Section 106 of the National Historic Preservation Act of 1966, as amended (54 U.S.C. 3100101 *et seq*.), and its implementing regulations (36 CFR § 800), Section 9 of Public Law 99-647

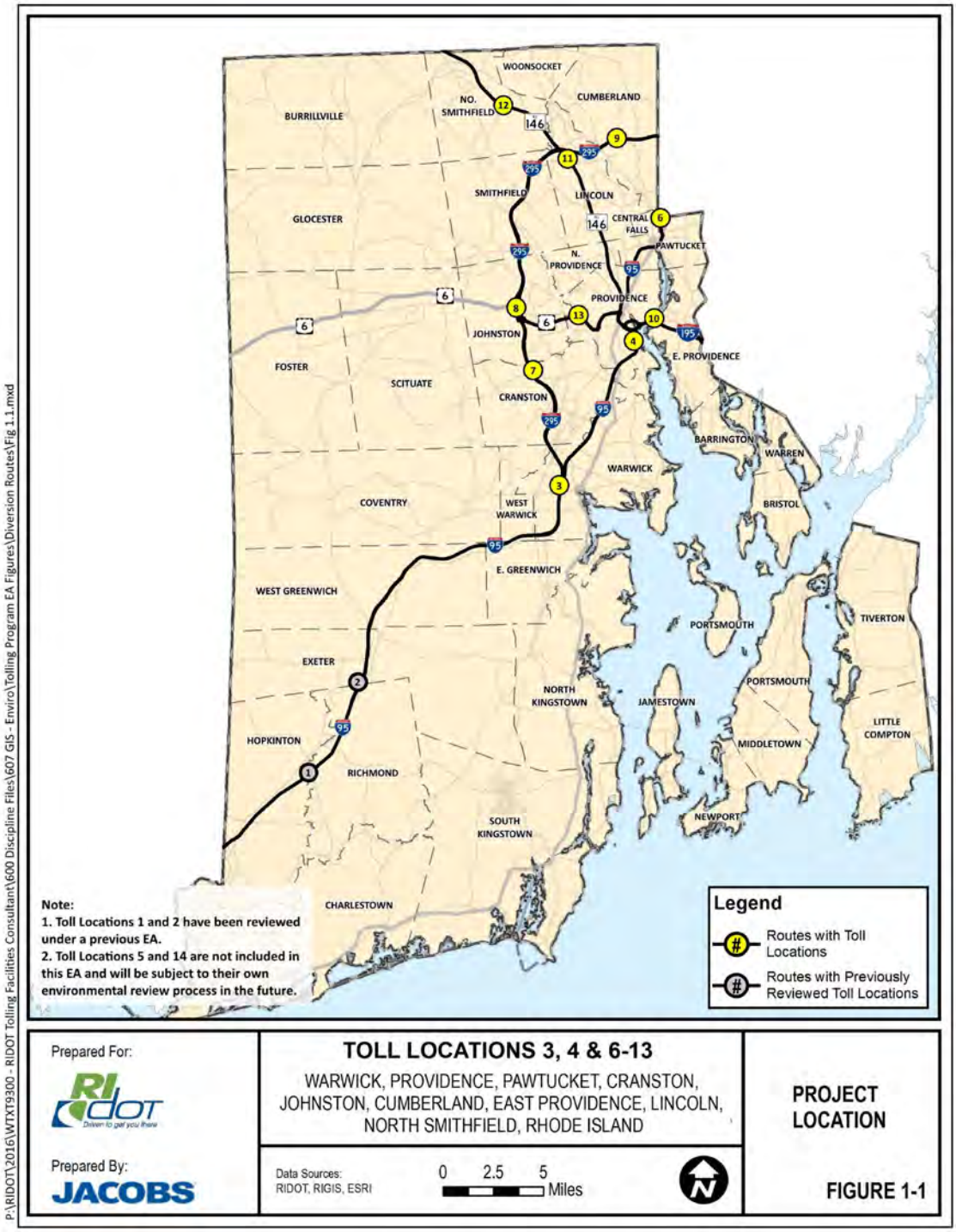

Figure 1. Location of proposed automated tolling locations, RIDOT Project at Toll Locations 3, 4 & 6 through 13 (source: Jacobs 2017).

(November 10, 1986), and Section 4(f) of the U.S. Department of Transportation Act of 1966 (49 U.S.C 303). At the state level, the Project is subject to the Rhode Island Historic Preservation Act of 1968 (Rhode Island General Law 42-45 *et seq.*). The results of this study will assist the FHWA and RIDOT with complying with applicable federal and state legislation and regulations pertaining to cultural resources and historic preservation. All tasks associated with this project were undertaken in accordance with the standards outlined in the Secretary of the Interior's *Standards and Guidelines for Archaeology and Historic Preservation* (48 FR 44716, 1983) and the Rhode Island Historical Preservation and Heritage Commission's *Performance Standards and Guidelines for Archaeology in Rhode Island* (RIHPHC 2015).

Table 1. Potential Diversion Routes, RIDOT Project at Toll Locations 3, 4 & 6 through 13.

Diversion Route	Location	Tolls Avoided
2	Burrillville, Coventry, Foster, Glocester, North Smithfield, Scituate, West Greenwich, RI, Uxbridge, MA	3: I-95 Warwick 7: I-295 Cranston, Johnston 8: I-295 Johnston 12: Route 146 North Smithfield
3	East Greenwich, North Kingstown, Warwick	3: I-95 Warwick
4	Warwick, West Warwick	3: I-95 Warwick
5	Coventry, Scituate, West Greenwich	3: I-95 Warwick 7: I-295 Cranston & Johnston 8: I-295 Johnston
6	Cranston, Johnston, Scituate, Smithfield	3: I-95 Warwick 7: I-295 Cranston & Johnston 8: I-295 Johnston
7	North Providence, North Smithfield, Providence, Smithfield	11: Route 146 Lincoln 12: Route 146 North Smithfield 13: Route 6 Providence
8	East Providence, Providence	4: I-95 Providence 10: I-195 East Providence & Providence
9	Pawtucket, RI, Attleboro, MA	6: I-95 Pawtucket
10	Pawtucket, RI, Attleboro, MA	6: I-95 Pawtucket
11	Cumberland	9: I-295 Cumberland
12	Central Falls, Cumberland, Lincoln, Pawtucket	11: Route 146 Lincoln
13	North Smithfield	12: Route 146 North Smithfield
14	Exeter, Jamestown, Middletown, Newport, North Kingstown, Portsmouth	3: I-95 Warwick 4: I-95 Providence 10: I-195 East Providence & Providence
15	Glocester, Scituate, Smithfield	3: I-95 Warwick 7: I-295 Cranston & Johnston 8: I-295 Johnston
16	Cranston, Providence	4: I-95 Providence 10: I-195 East Providence & Providence

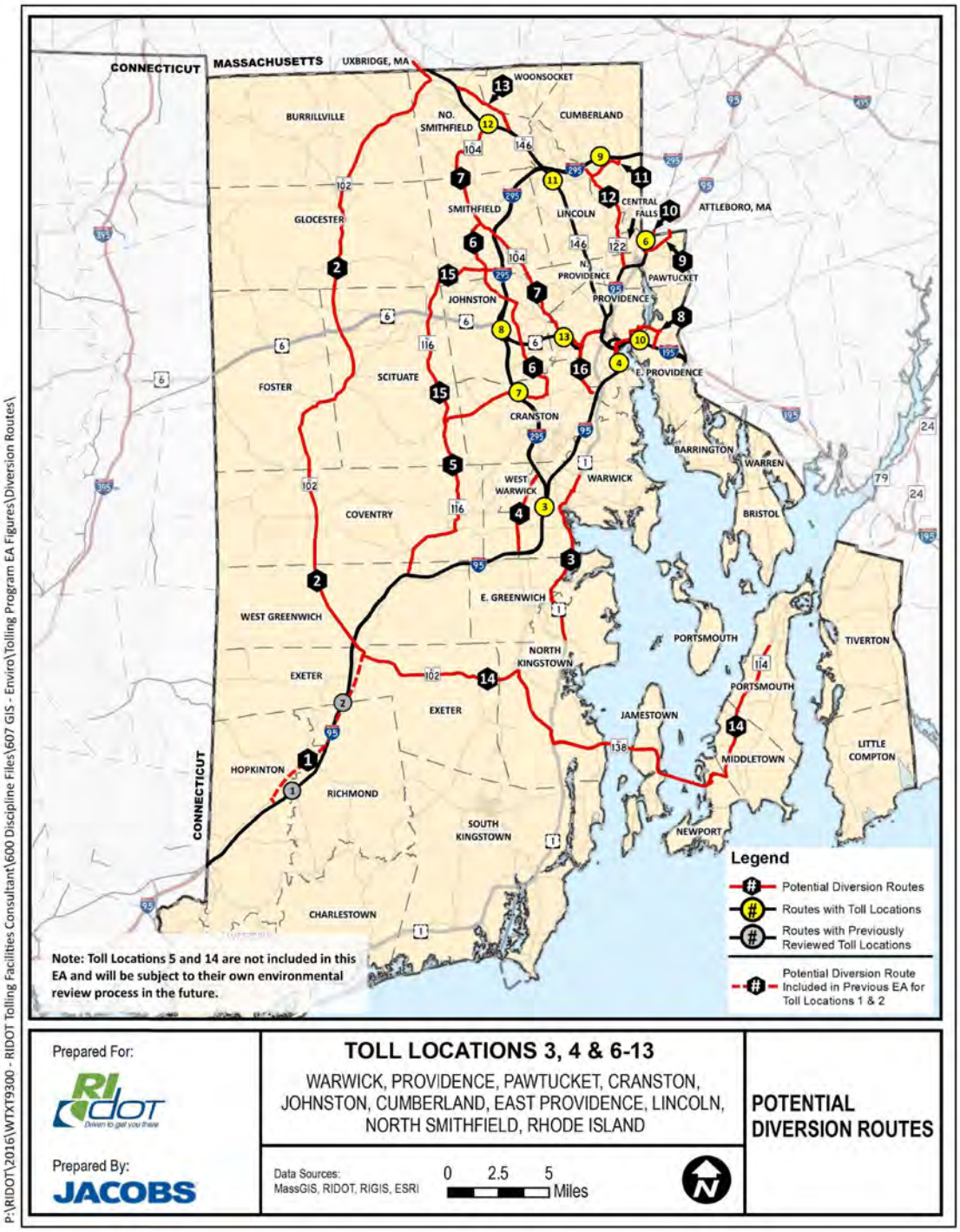

Figure 2. Potential Diversion Routes, Toll Locations, RIDOT Project at Toll Locations 3, 4 & 6 through 13 (source: Jacobs 2017).

Area of Potential Effects

Under Section 106 (36 CFR § 800.16 (d)), the Project's Area of Potential Effects (APE) is defined as "the geographic area or areas within which an undertaking may directly or indirectly cause alterations in the character or use of historic properties, if any such properties exist." A historic property is defined as "any prehistoric or historic district, site, building, structure, or object included in, or eligible for inclusion in, the National Register of Historic Places maintained by the Secretary of the Interior" (36 CFR § 800.16(l)). The APE is defined based on the *potential* for effect, which may differ for aboveground resources (historic structures and landscapes) and subsurface resources (archaeological sites).

The APE established for the purposes of the identification effort was defined to provide information about the types, nature, and distribution of resources located within the vicinity of the Project Area. As there are no proposed improvements or construction activities along each Diversion Route there is no APE for archaeological resources. The APE for aboveground resources was discussed with and approved by RIHPHC and is defined as a corridor extending 250 feet left and right from the centerline of each Diversion Route encompassing the visible portions of abutting properties to account for potential direct (vibration) and indirect (visual, noise, and air quality) effects.

Diversion Route 2

Diversion Route 2 avoids Toll Locations 3, 7, 8 and 12 and is located in West Greenwich, Coventry, Foster, Scituate, Glocester, Burrillville, and North Smithfield, Rhode Island, and Uxbridge, Massachusetts. The route extends between Exit 5 on I-95 in West Greenwich, Rhode Island, following RI Route 102 (Victory Highway, Plainfield Pike, Chompist Hill Road, Money Hill Road, Broncos Highway, and US Route 44 (Putnam Pike)), as well as RI Route 5 (Main Street), and Quaker Highway (146A) to Exit 1 of the Worcester-Providence Turnpike (Route 146) in Uxbridge, Massachusetts. Diversion Route 2 is shown in Figure 3. Diversion Route 2 is primarily a two-lane road with narrow shoulders and intersecting side streets and driveways.

PAL Scope

PAL reviewed information on recorded aboveground resources and historic cemeteries from inventories maintained by the RIHPHC and the Rhode Island Historical Cemetery Commission (RIHCC), RIHPHC's Inventory of National Register listed resources, RIHPHC's survey reports: for Burrillville (1982a), Coventry (1978a), Foster (1982b), Glocester (1980a), North Smithfield (1980b), Scituate (1980c), and West Greenwich (1978b); historical aerial photographs and topographic maps.

Results

The RIHPHC inventory lists four aboveground districts and nine individual properties listed in, determined eligible, or potentially eligible for listing in the National Register, and fifteen historic cemeteries within the APE (Table 2, Figures 4a through 4k,). Furthermore, Slatersville Historic District is eligible as a National Historic Landmark.

Table 2. Aboveground resources within the Diversion Route 2 APE, West Greenwich, Coventry, Foster, Scituate, Glocester, Burrillville, and North Smithfield, RI, and Uxbridge, MA.

Resource	Location	NR Status	Figure
Districts			
Clayville HD	Foster/Scituate	Listed (12/29/88)	4e
Chepachet Village HD	Glocester	Listed (3/13/71)	4i
Oakland HD	Burrillville	Listed (9/9/87)	4j
Slatersville HD	North Smithfield	Listed (4/24/73)	4k
Individual Properties			
Stephen Allen House	West Greenwich	Listed (9/10/78)	4b
Stephen Allen Schoolhouse	West Greenwich	Potentially Eligible	4b
William Waterman House	Coventry	Listed (11/14/80)	4c
Isaac Bowen House	Coventry	Listed (6/27/80)	4d
Amos Cooke House	Scituate	Listed (9/11/80)	4f
Dexter Arnold Farmstead	Scituate	Listed (11/25/77)	4f
Glocester Town Pound	Glocester	Listed (9/22/70)	4h
M. Smith House	Burrillville	Potentially Eligible	4i
Nasonville School	Burrillville	Potentially Eligible	4j
Historic Cemeteries			
WG131 (Thayer Lot)	West Greenwich	NA	4a
WG15 (Greene-Waite Lot)	West Greenwich	NA	4b
WG16 (Seth Brown Lot)	West Greenwich	NA	4b
CY19 (Hall-Moore Lot)	Coventry	NA	4c
CY26 (Wickes Lot)	Coventry	NA	4c
CY27 (Cornell Cemetery)	Coventry	NA	4c
CY28 (Latham Cornell Lot)	Coventry	NA	4c
FR68 (Clayville Cemetery)	Foster	NA	4e
GL25 (Place-Keach Lot)	Glocester	NA	4i
GL133 (Owen-Evans Lot)	Glocester	NA	4i
GL134 (Public Cemetery)	Glocester	NA	4i
BU114 (Smith Lot)	Burrillville	NA	4i
NS1 (Buxton)	North Smithfield	NA	4k
UXB.824 (Almshouse Cemetery)	Uxbridge	NA	4k
UXB.827 (Aldrich-Buxton Cemetery)	Uxbridge	NA	4k

Additionally, there are numerous properties that were noted during the field review that are 50 years old or older that may be potentially eligible for listing in the National Register but have not been evaluated.

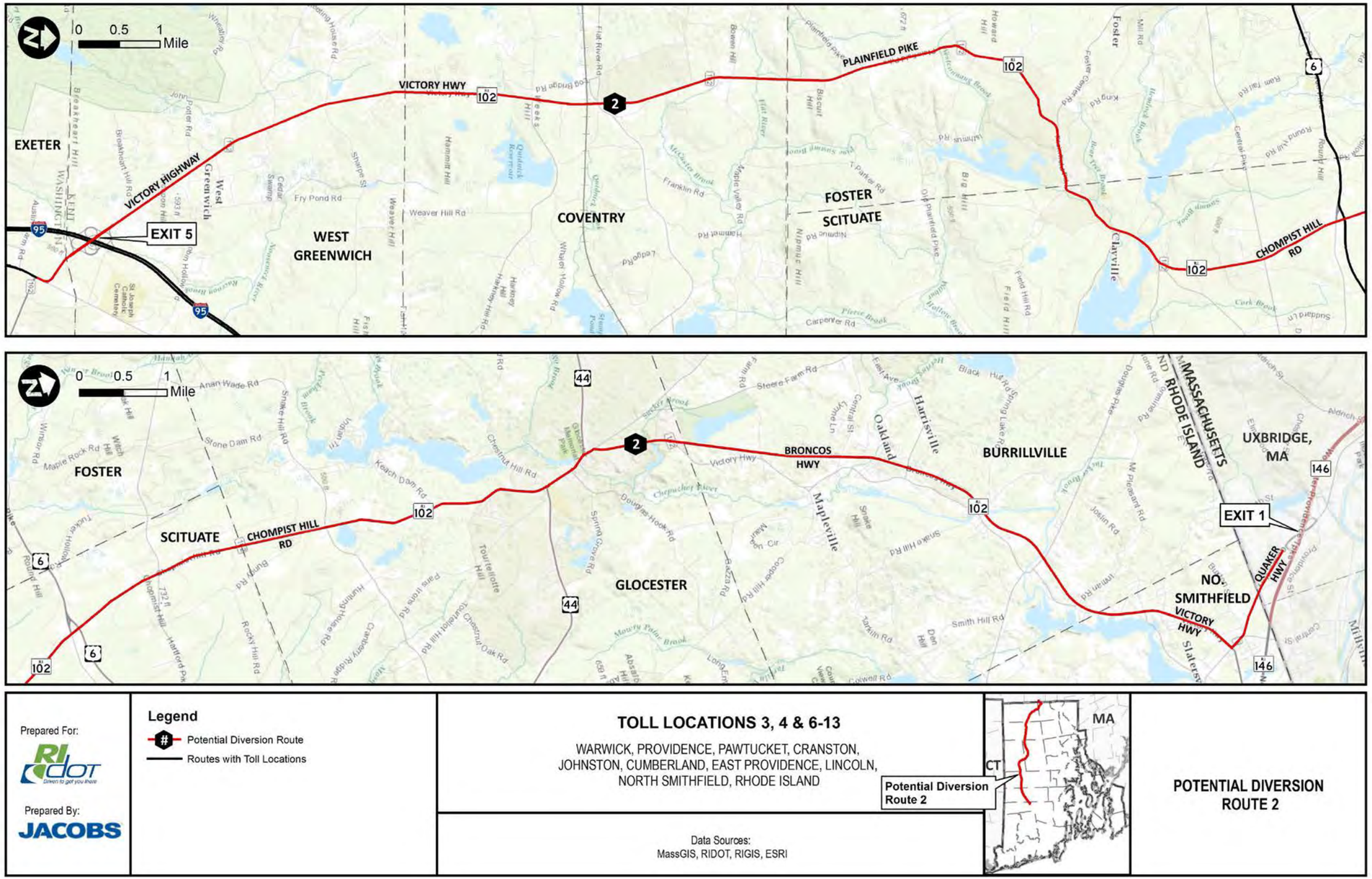

Figure 3. Location of Diversion Route 2, RIDOT Project at Toll Locations 3, 4 & 6 through 13 (source: Jacobs 2017).

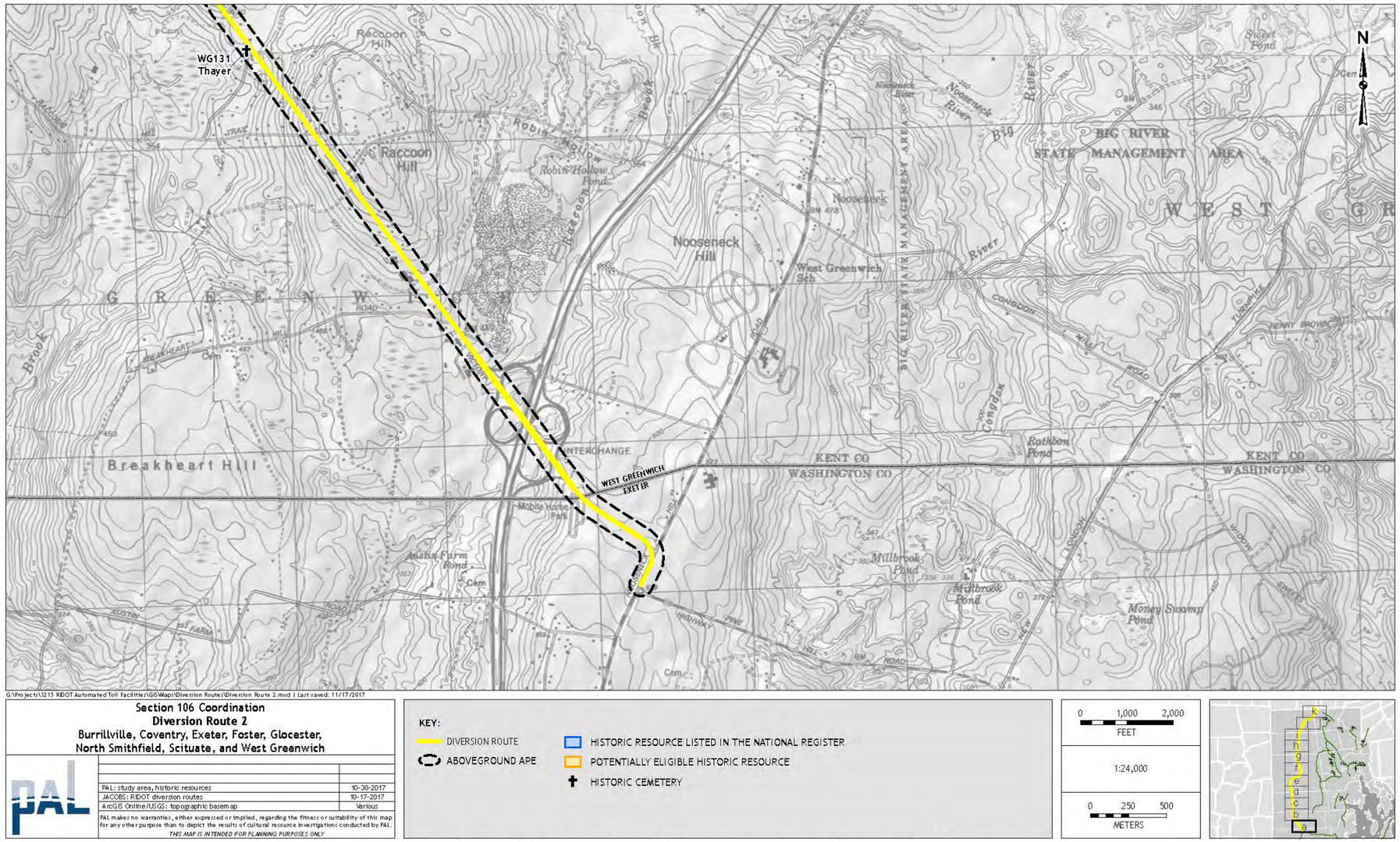

Figure 4a. Inventoried historic aboveground resources within the Diversion Route 2 APE on the Carolina and Hope Valley USGS topographic quadrangles, 7.5 minute series.

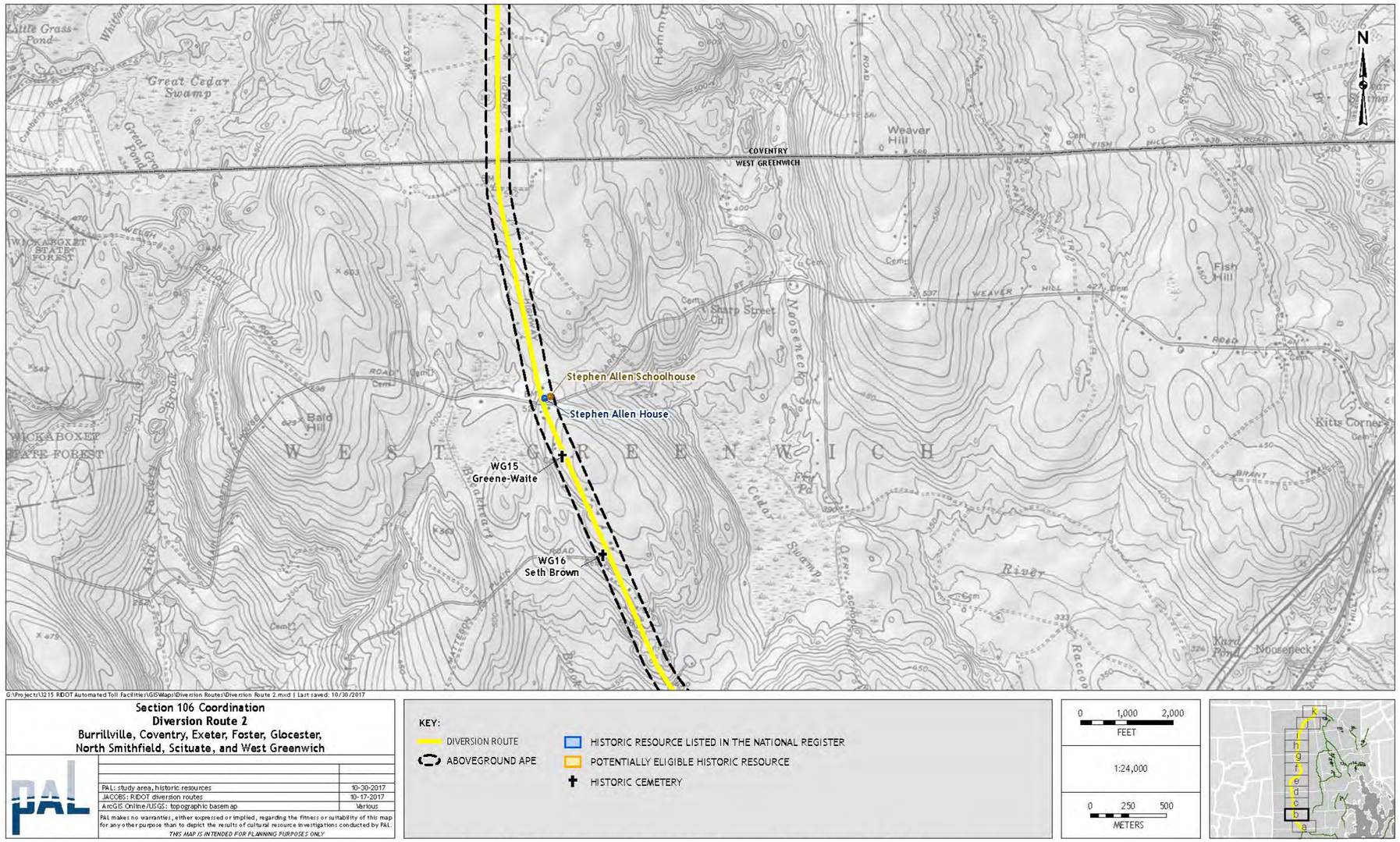

Figure 4b. Inventoried historic aboveground resources within the Diversion Route 2 APE on the Coventry Center USGS topographic quadrangle, 7.5 minute series.

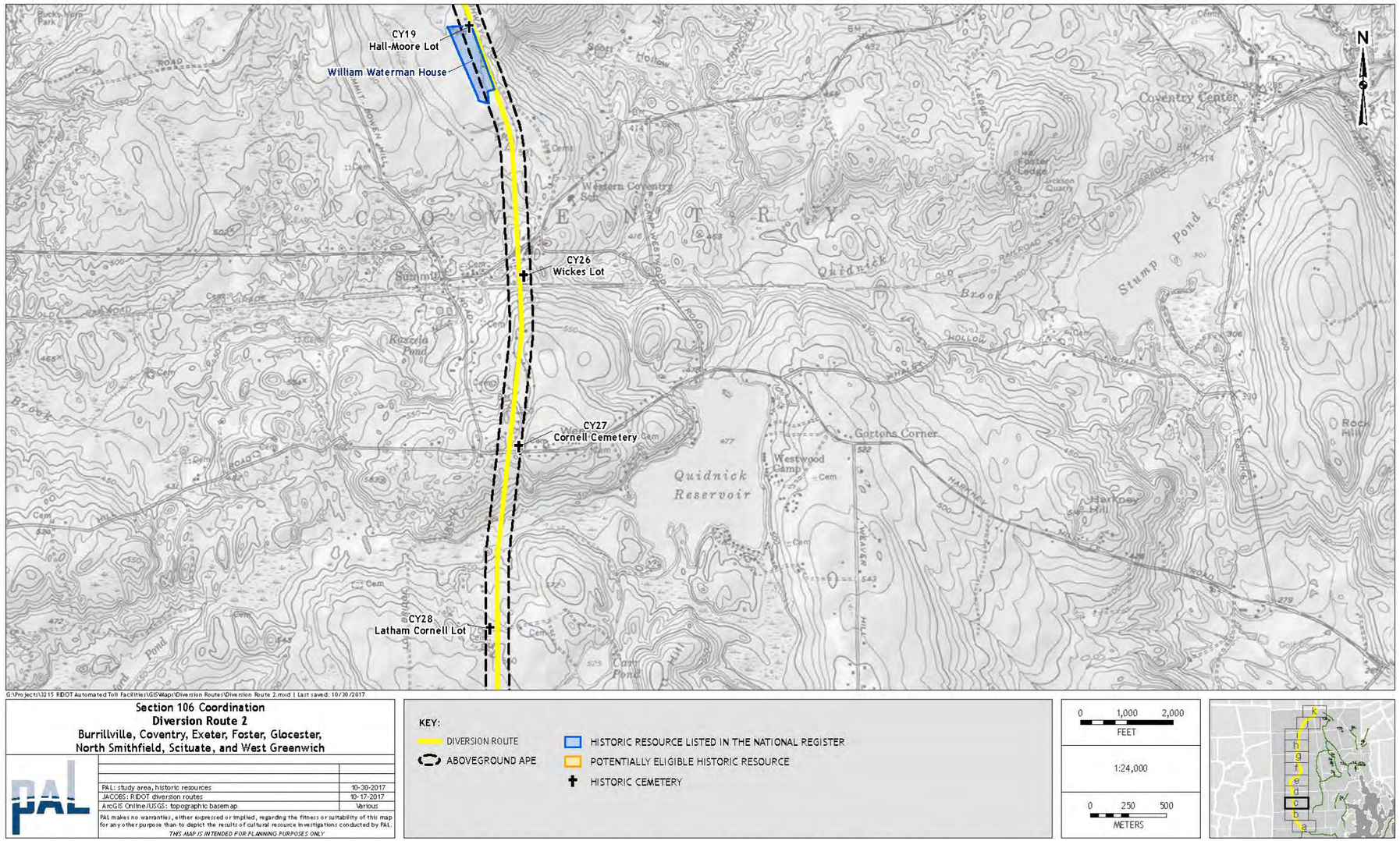

Figure 4c. Inventoried historic aboveground resources within the Diversion Route 2 APE on the Coventry Center USGS topographic quadrangle, 7.5 minute series.

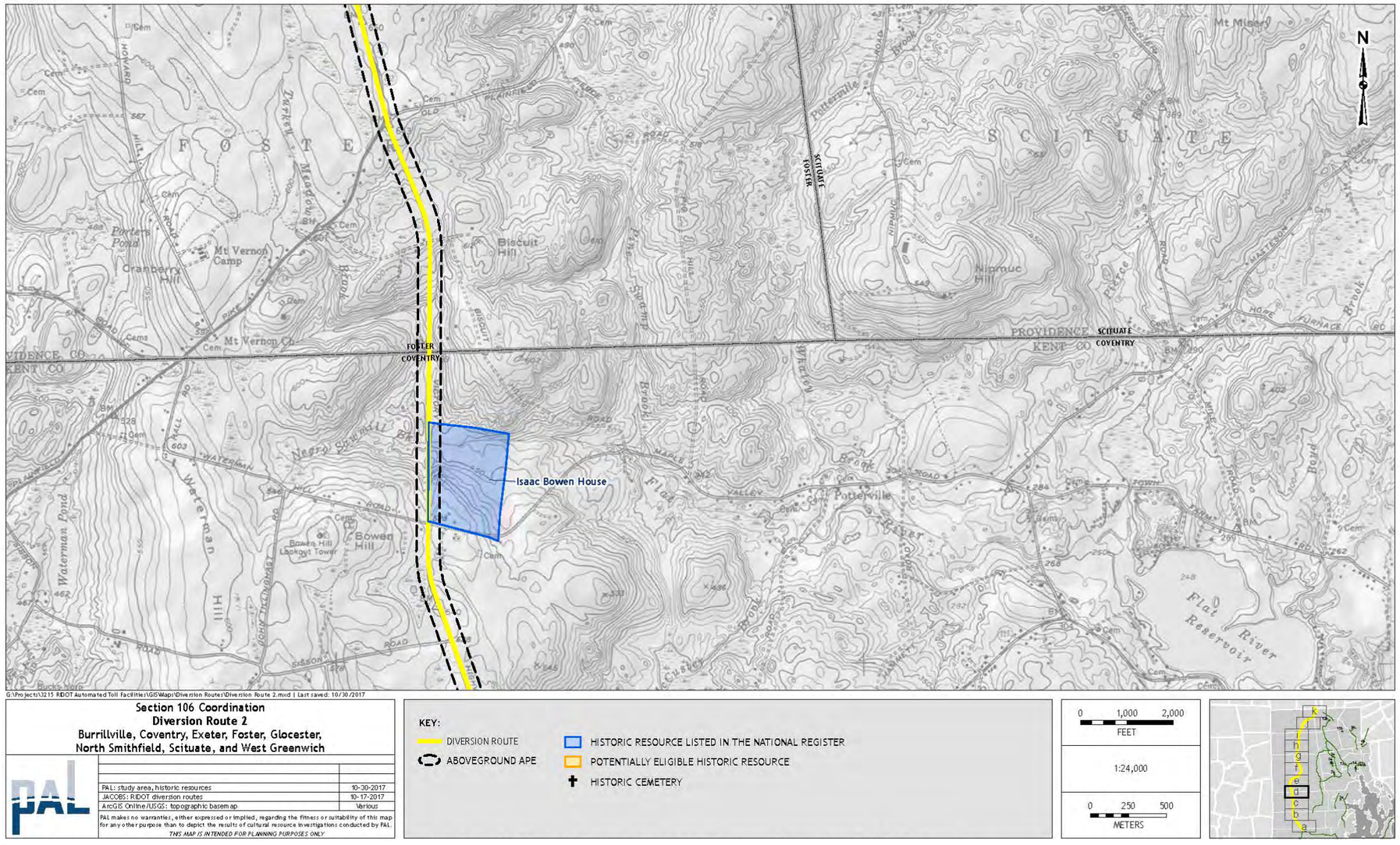

Figure 4d. Inventoried historic aboveground resources within the Diversion Route 2 APE on the Coventry Center USGS topographic quadrangle, 7.5 minute series.

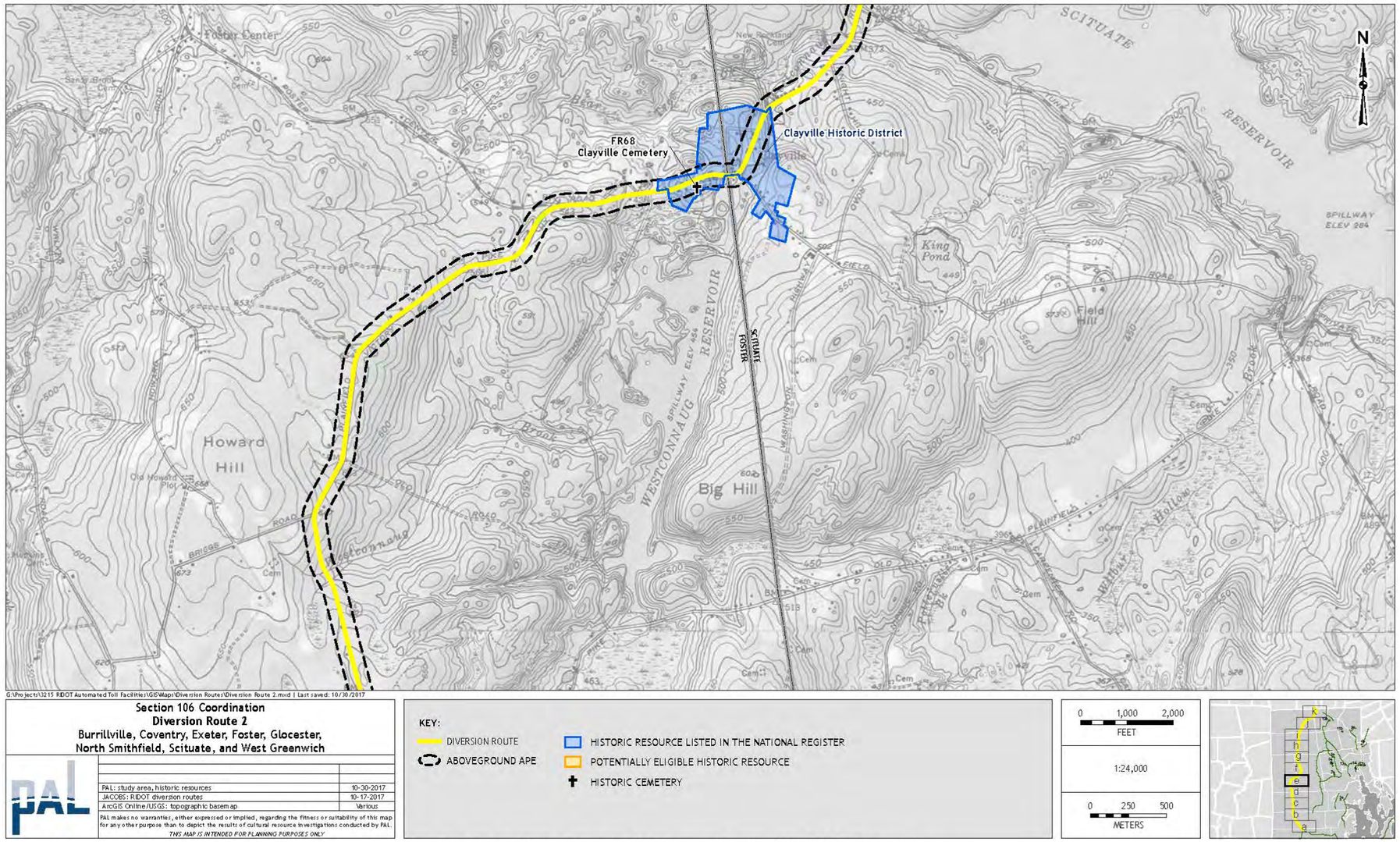

Figure 4e. Inventoried historic aboveground resources within the Diversion Route 2 APE on the Clayville USGS topographic quadrangle, 7.5 minute series.

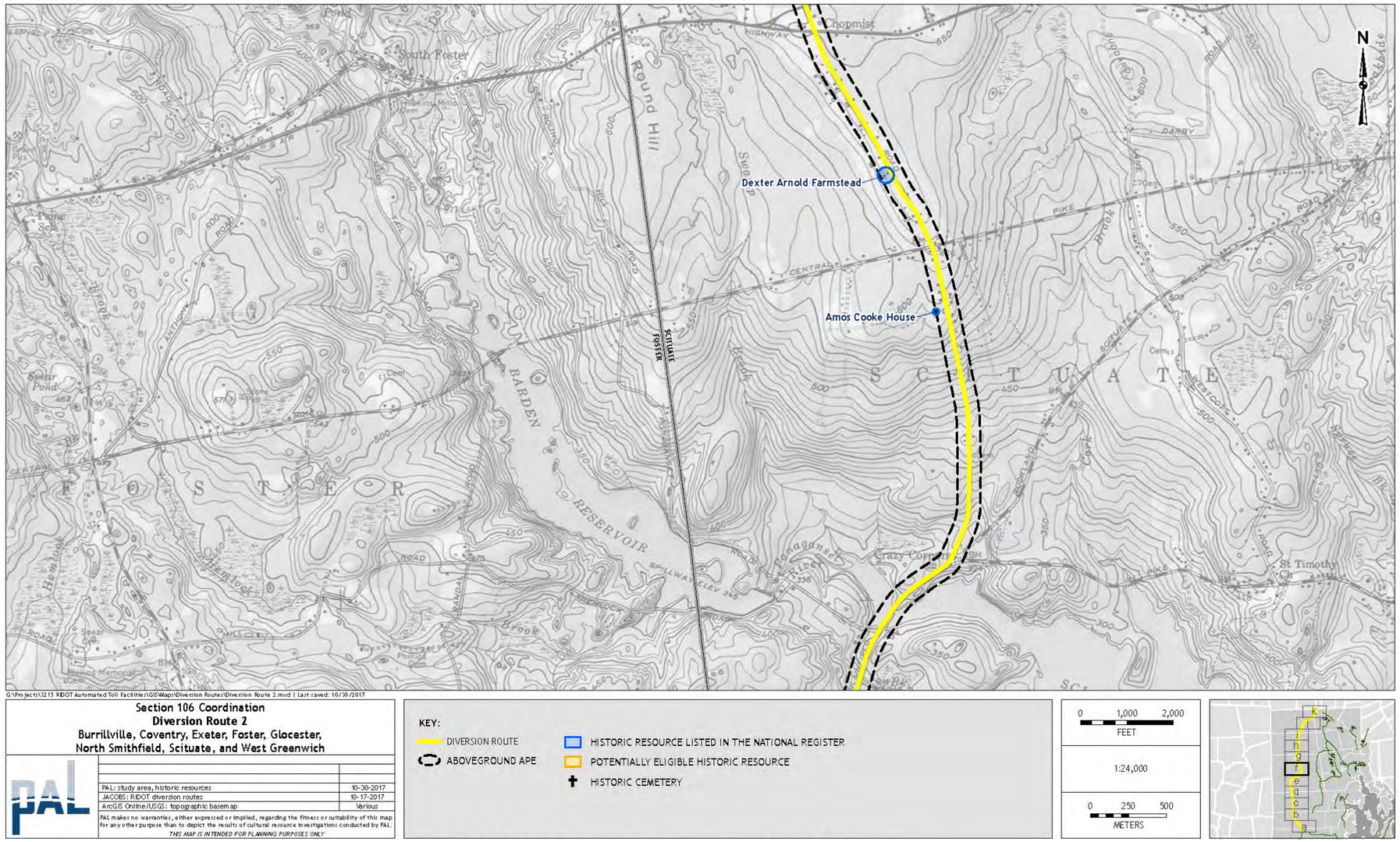

Figure 4f. Inventoried historic aboveground resources within the Diversion Route 2 APE on the Clayville USGS topographic quadrangle, 7.5 minute series.

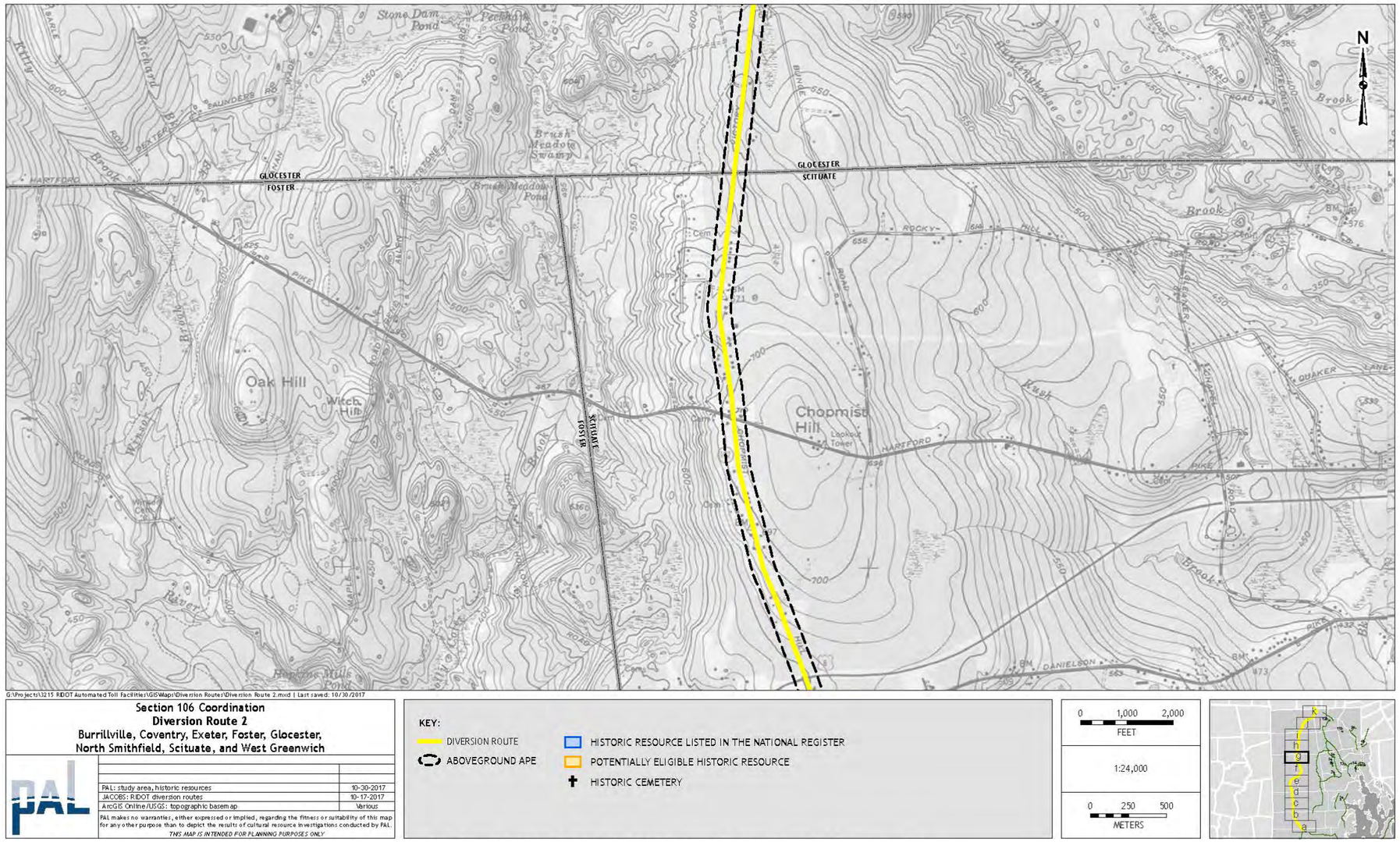

Figure 4g. Inventoried historic aboveground resources within the Diversion Route 2 APE on the Clayville USGS topographic quadrangle, 7.5 minute series.

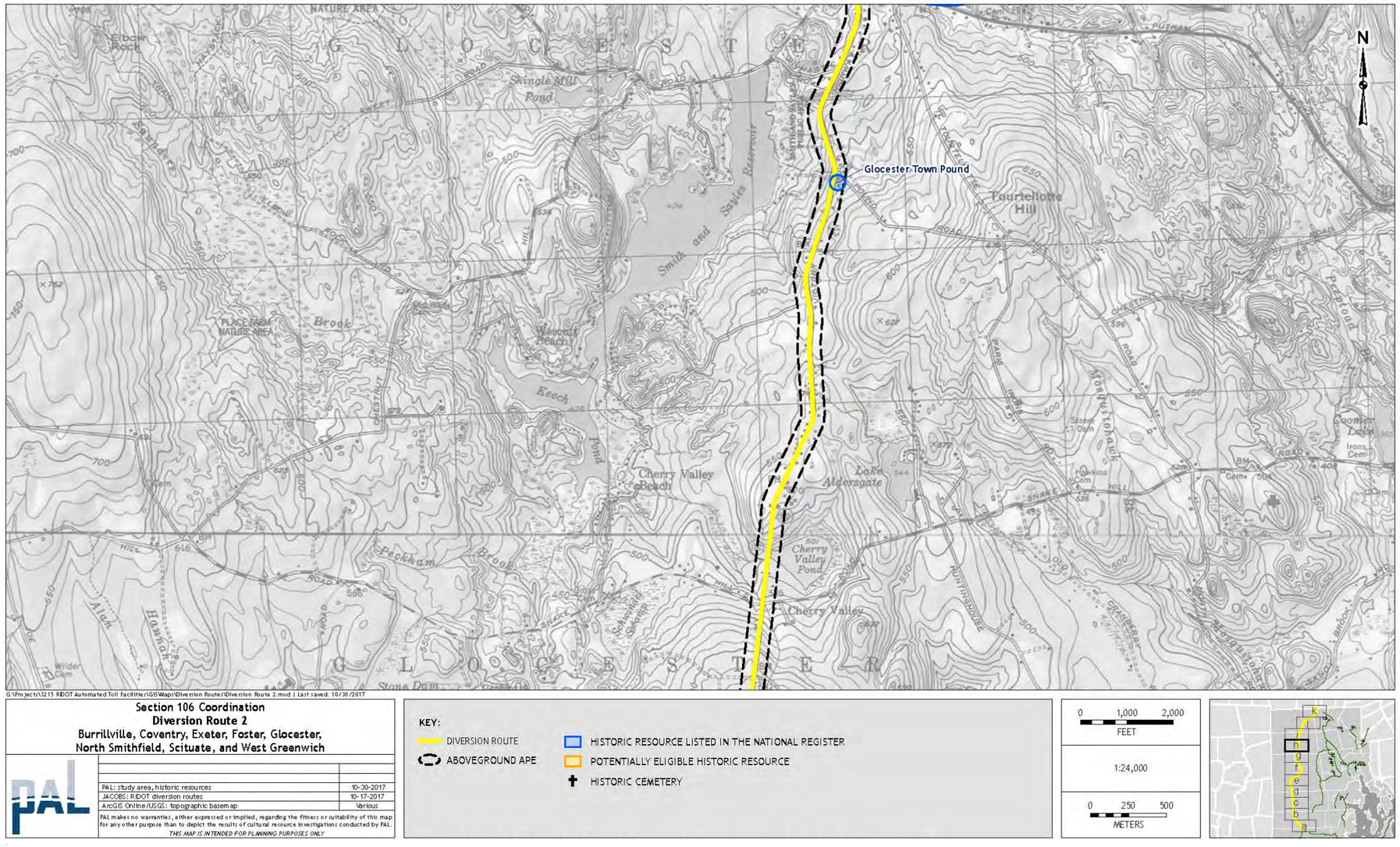

Figure 4h. Inventoried historic aboveground resources within the Diversion Route 2 APE on the Chepachet USGS topographic quadrangle, 7.5 minute series.

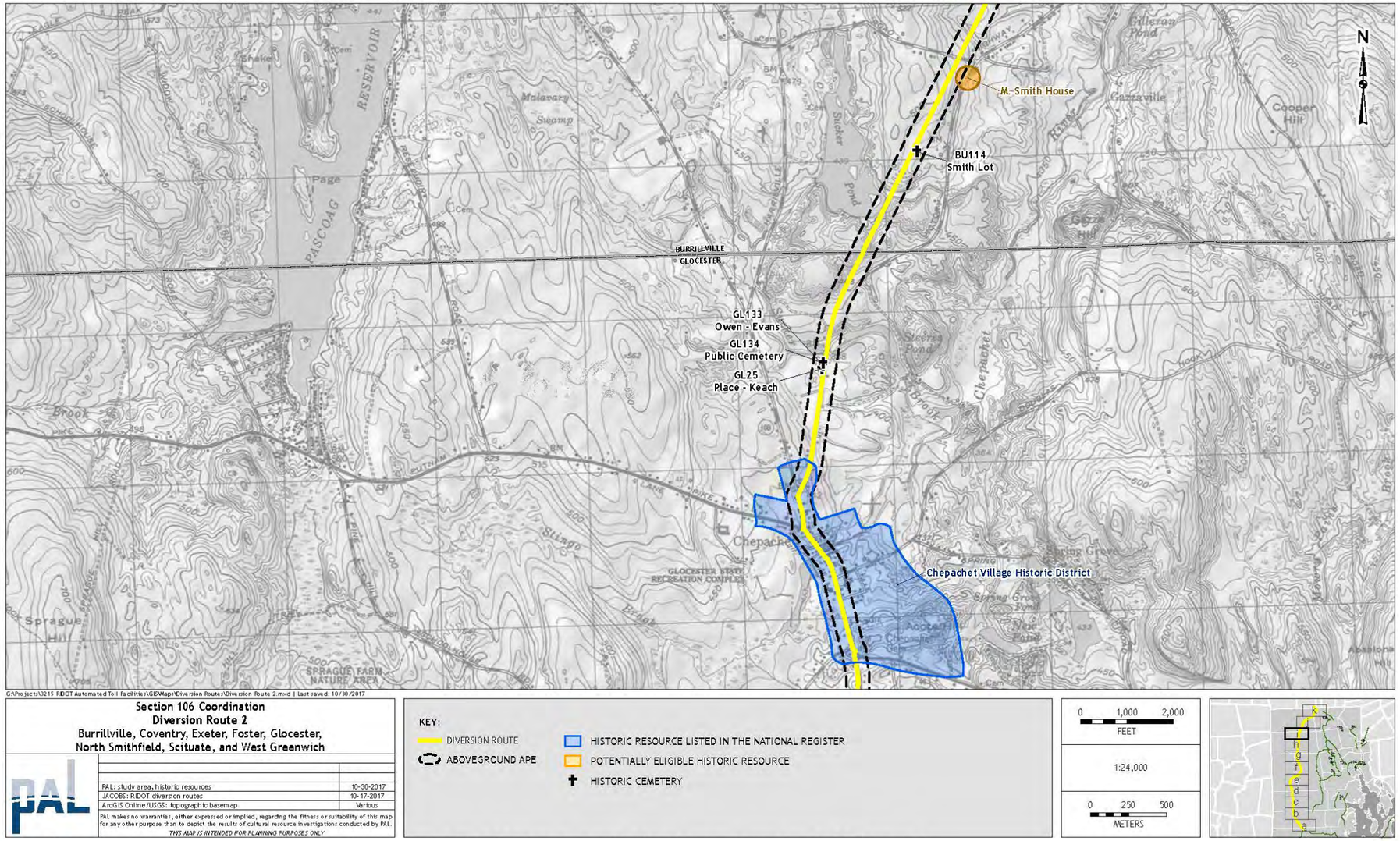

Figure 4i. Inventoried historic aboveground resources within the Diversion Route 2 APE on the Chepachet USGS topographic quadrangle, 7.5 minute series.

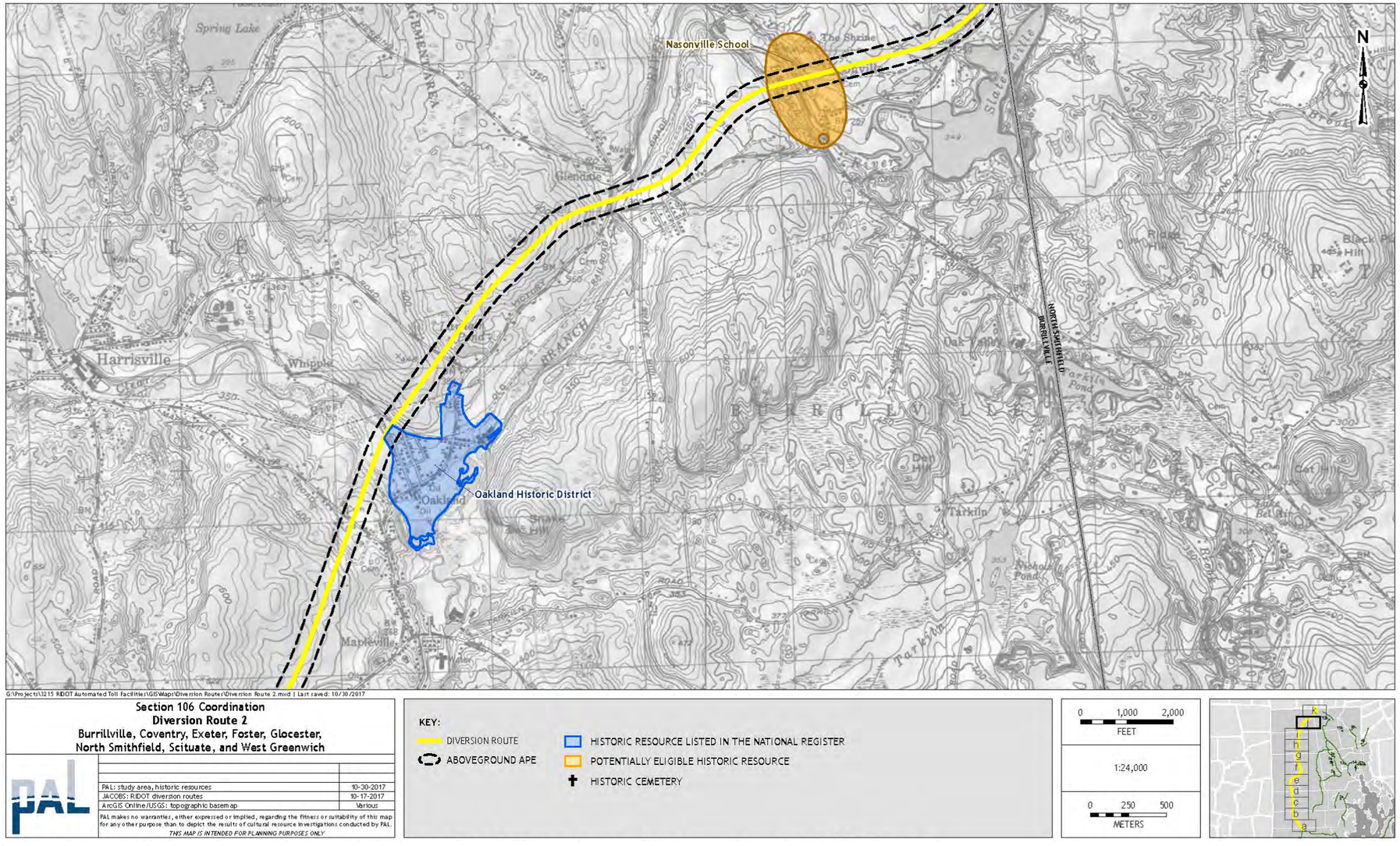

Figure 4j. Inventoried historic aboveground resources within the Diversion Route 2 APE on the Chepachet USGS topographic quadrangle, 7.5 minute series.

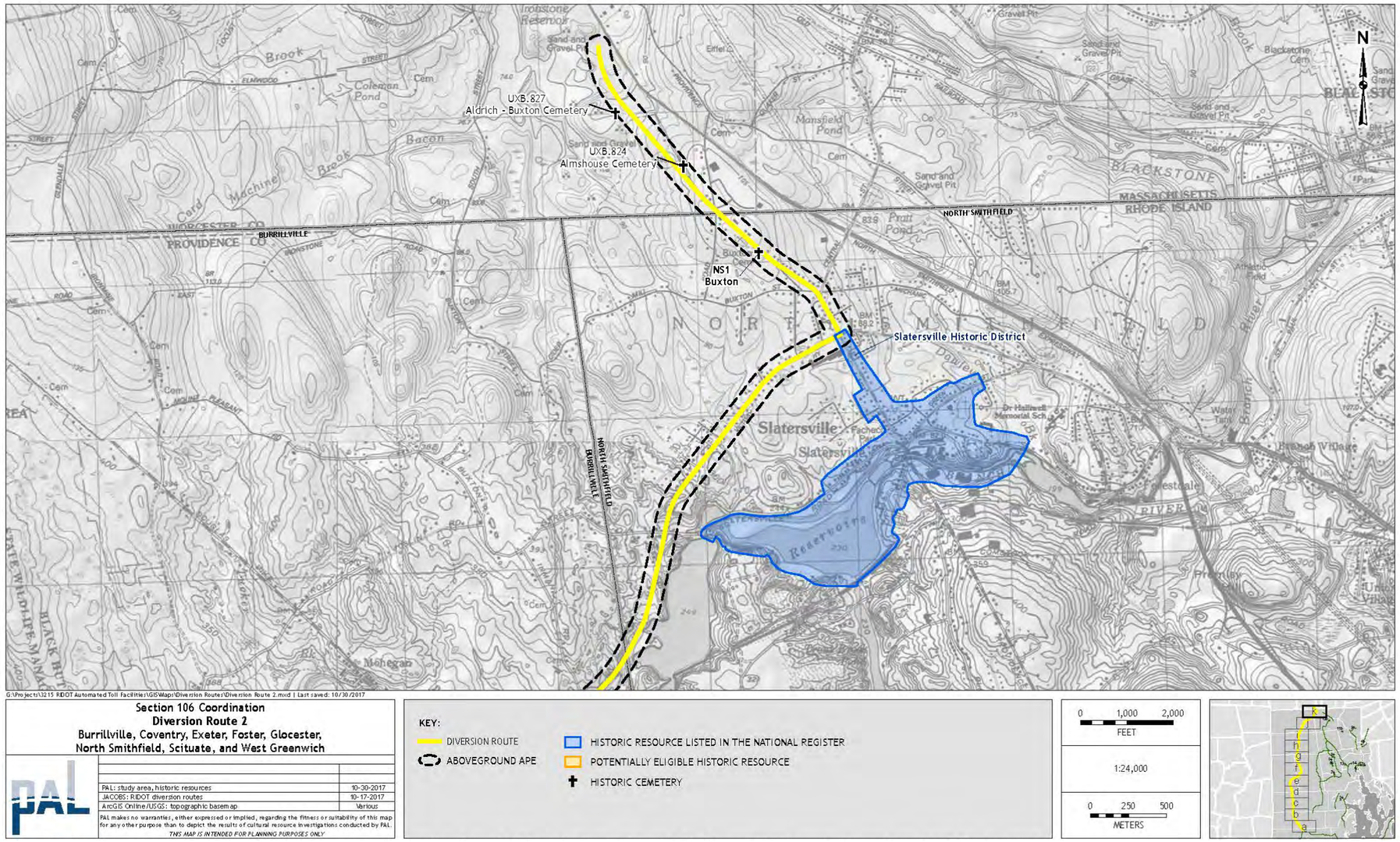

Figure 4k. Inventoried historic aboveground resources within the Diversion Route 2 APE on the Georgiaville and Blackstone USGS topographic quadrangles, 7.5 minute series.

Diversion Route 3

Diversion Route 3 avoids Toll Location 3 and is located in North Kingstown, Warwick, and East Greenwich, Rhode Island. The route extends from RI Route 403 in North Kingstown, following US Route 1 (Post Road) to the T.F. Green Airport Connector Road, and from there onto I-95 at Exit 13 in Warwick. Diversion Route 3 is shown in Figure 5. Diversion Route 3 is primarily a four-lane undivided road south of the Village of East Greenwich, a two-lane road between the villages of East Greenwich and Apponaug in Warwick, and a four-lane roadway north of the village of Apponaug. Diversion Route 3 is characterized by numerous cross streets and driveway.

PAL Scope

PAL reviewed information on recorded aboveground resources and historic cemeteries from inventories maintained by the Rhode Island Historical Preservation and Heritage Commission (RIHPHC) and the Rhode Island Historical Cemetery Commission (RIHCC); RIHPHC's Inventory of National Register listed resources, RIHPHC's survey reports for East Greenwich (1974), North Kingstown (1979), and Warwick (1981); historical aerial photographs and topographic maps.

Results

The RIHPHC inventory lists two aboveground districts and twelve individual properties listed in, determined eligible, or potentially eligible for listing in the National Register, and nine historic cemeteries within the APE (Table 3, Figures 6a through 6d). Additionally, there are numerous properties that were noted during the field review that are 50 years old or older that may be potentially eligible for listing in the National Register but have not been evaluated.

Table 3. Aboveground resources in the Diversion Route 3 APE, East Greenwich, North Kingstown, and Warwick, RI.

Resource	Location	NR Status	Figure
Districts			
East Greenwich Village HD	East Greenwich	Listed (6/13/74)	6b
East Greenwich Village HD	Warwick	Listed (4/24/73)	6b
Apponaug HD	Warwick	Listed (2/23/84)	6c
Individual Properties			
Nike Housing	North Kingstown	Potentially Eligible	6a
Aaron Pierce-Joshua Coggeshall House	East Greenwich	Potentially Eligible	6b
Armory of the Kentish Guards, Armory & Peirce Street	East Greenwich	Listed (4/28/70)	6b
Kent County Court House	East Greenwich	Listed (4/28/70)	6b
Whitmarsh (Colonel Micah) House	East Greenwich	Listed (2/18/71)	6b
Amasa Sprague Estate Stone Walls	Warwick	Potentially Eligible	6c
3960 Post Road	Warwick	Potentially Eligible	6c
Building, 1303/23 Greenwich	Warwick	Potentially Eligible	6c
Captain Oliver Gardiner House	Warwick	Listed (8/18/83)	6c
Caleb Greene House	Warwick	Listed (11/28/78)	6c
George Tyler House	Warwick	Potentially Eligible	6c
Greenwood Volunteer Fire Company	Warwick	Potentially Eligible	6d
Historic Cemeteries			
NK4 (Fones-Brown Lot)	North Kingstown	NA	6b
NK5 (Austin Lot)	North Kingstown	NA	6b
NK127 (Letson)	North Kingstown	NA	6b
WK6 (Prophet-Hammond-Wickes)	Warwick	NA	6c
WK34 (Brayton)	Warwick	NA	6c
WK38 (Thomas Taylor)	Warwick	NA	6c
WK121 (David Baten)	Warwick	NA	6c
WK146 (Brush Neck Farm Burial Ground)	Warwick	NA	6c
WK133 (Unknown Lot)	Warwick	NA	6d

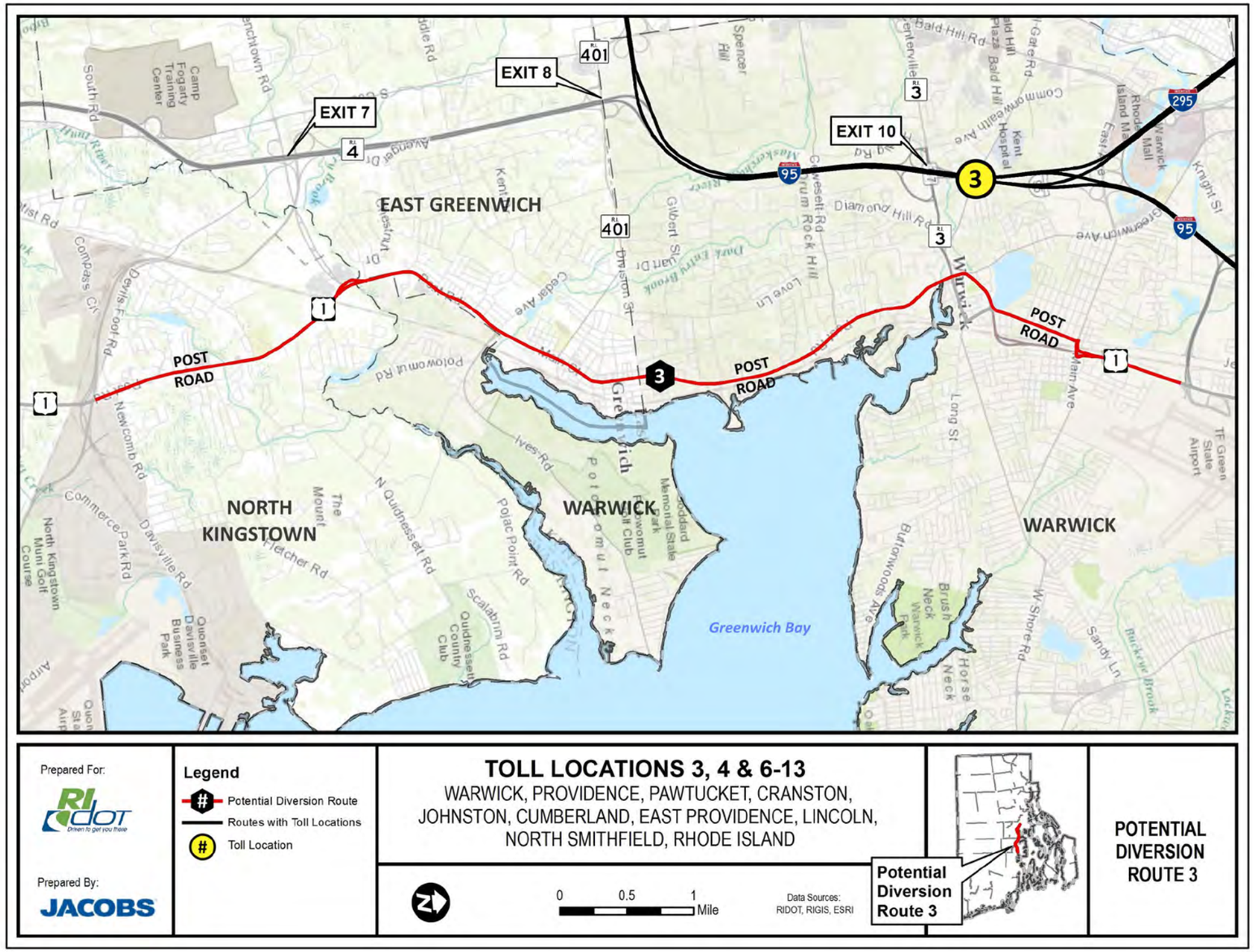

Figure 5. Location of Diversion Route 3, RIDOT Project at Toll Locations 3, 4 & 6 through 13 (source: Jacobs 2017).

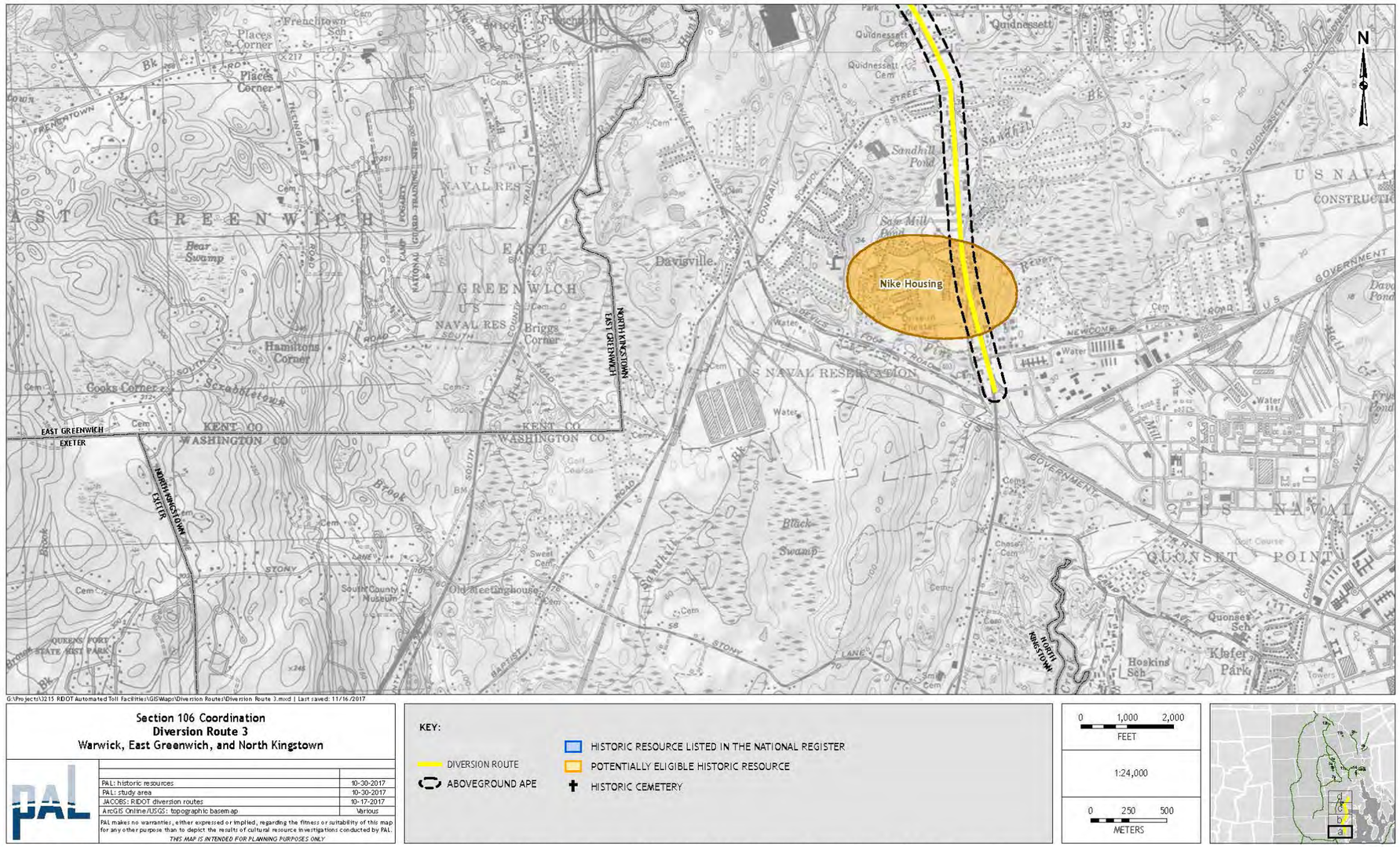

Figure 6a. Inventoried historic aboveground resources within the Diversion Route 3 APE on the Slocum and Wickford USGS topographic quadrangles, 7.5 minute series.

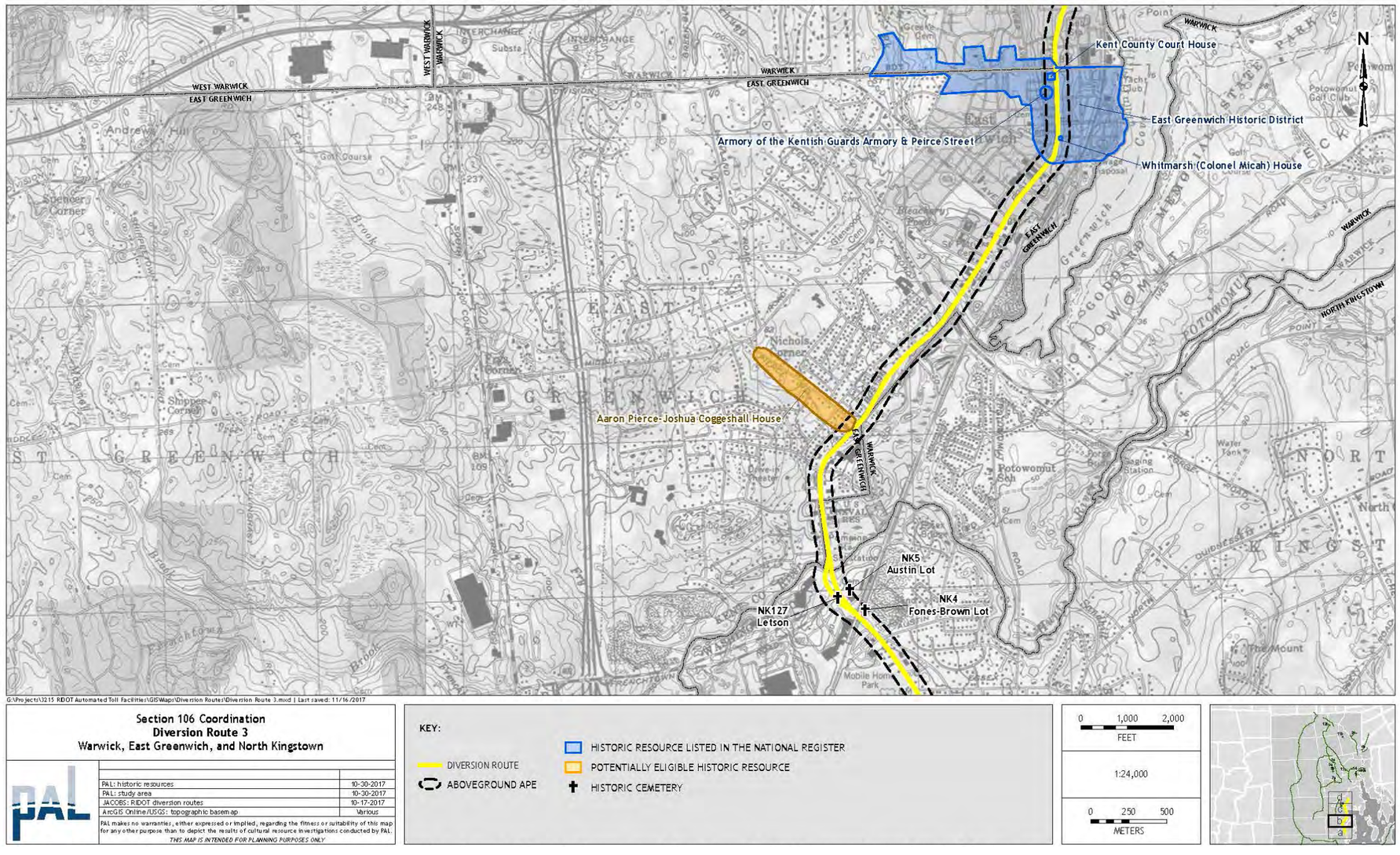

Figure 6b. Inventoried historic aboveground resources within the Diversion Route 3 APE on the Crompton and East Greenwich USGS topographic quadrangles, 7.5 minute series.

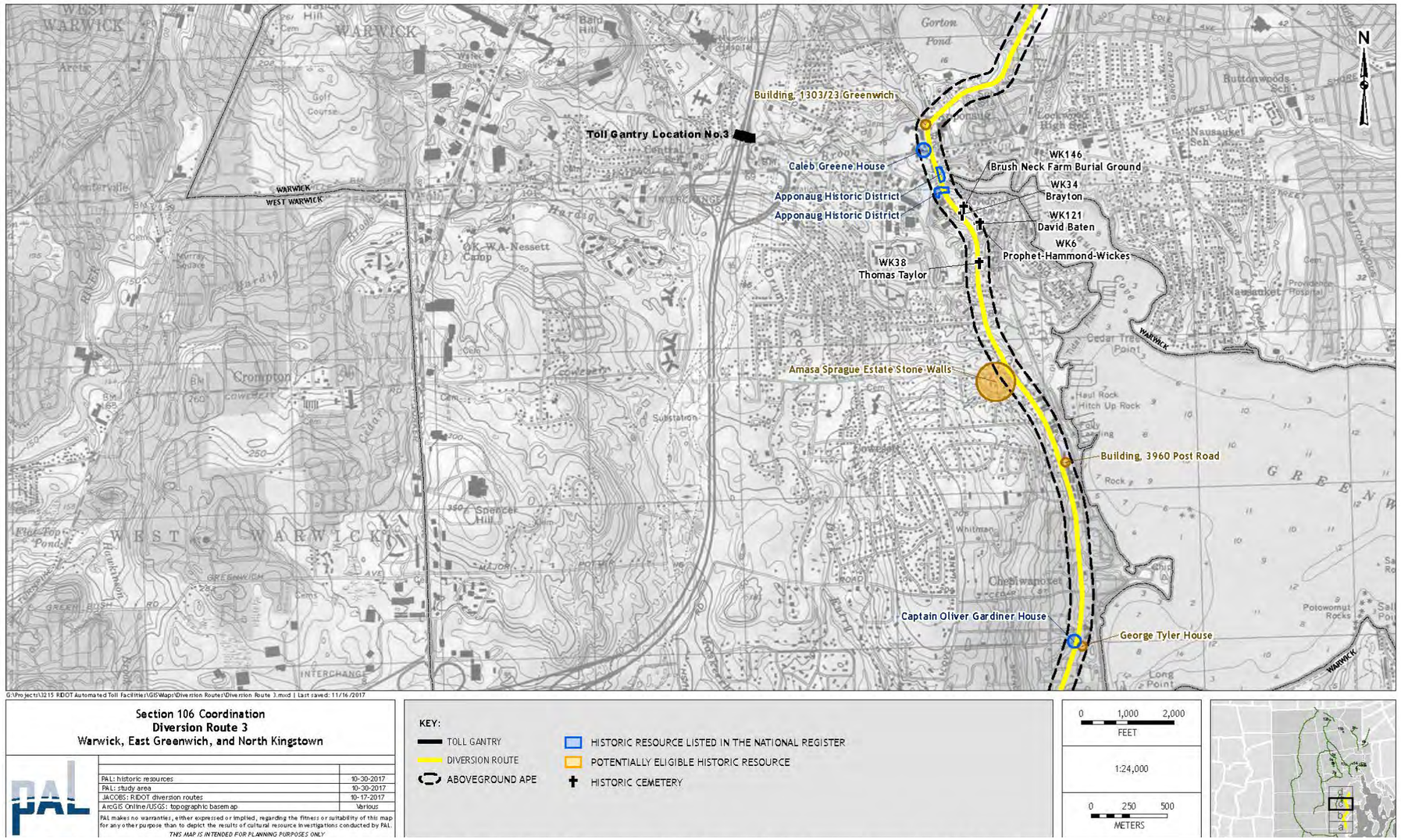

Figure 6c. Inventoried historic aboveground resources within the Diversion Route 3 APE on the Crompton and East Greenwich USGS topographic quadrangles, 7.5 minute series.

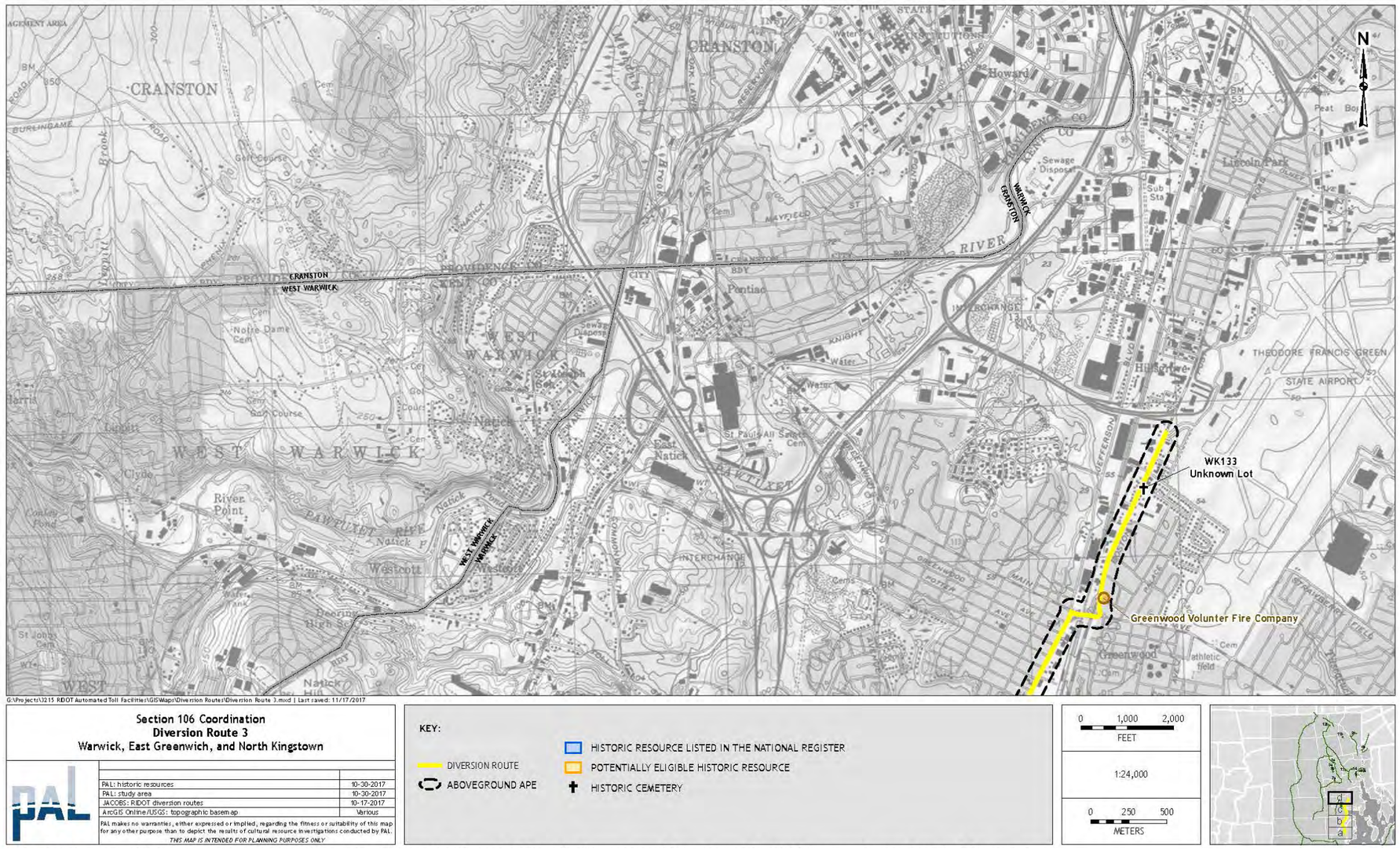

Figure 6d. Inventoried historic aboveground resources within the Diversion Route 3 APE on the Crompton and East Greenwich USGS topographic quadrangles, 7.5 minute series.

Diversion Route 4

Diversion Route 4 avoids Toll Location 3 and is located in West Warwick and Warwick, Rhode Island. The route extends from Exit 8 on I-95 in Warwick/West Warwick, following RI Route 2 (Quaker Lane and Bald Hill Road) to its connection onto I-295 at Exit 2 in Warwick. Diversion Route 4 is shown in Figure 7. Diversion Route 4 is primarily a four-lane undivided road with center turning lanes, numerous signalized intersections and driveways.

PAL Scope

PAL reviewed information on recorded aboveground resources and historic cemeteries from inventories maintained by the Rhode Island Historical Preservation and Heritage Commission (RIHPHC) and the Rhode Island Historical Cemetery Commission (RIHCC); RIHPHC's Inventory of National Register listed resources, RIHPHC's survey reports for Warwick (1981) and West Warwick (1987); historical aerial photographs and topographic maps.

Results

The RIHPHC inventory lists one individual property listed in, determined eligible, or potentially eligible for listing in the National Register, and one historic cemetery within the APE (Table 4, Figures 8a and 8b).

Table 4. Aboveground resources within the Diversion Route 4 APE, Warwick and West Warwick, RI.

Resource	Location	NR Status	Figure
Individual Properties			
642 East Avenue	Warwick	Potentially Eligible	8b
Historic Cemeteries			
WK120 (Harris Arnold Lot)	Warwick	NA	8a

Additionally, there are numerous properties that were noted during the field review that are 50 years old or older that may be potentially eligible for listing in the National Register but have not been evaluated.

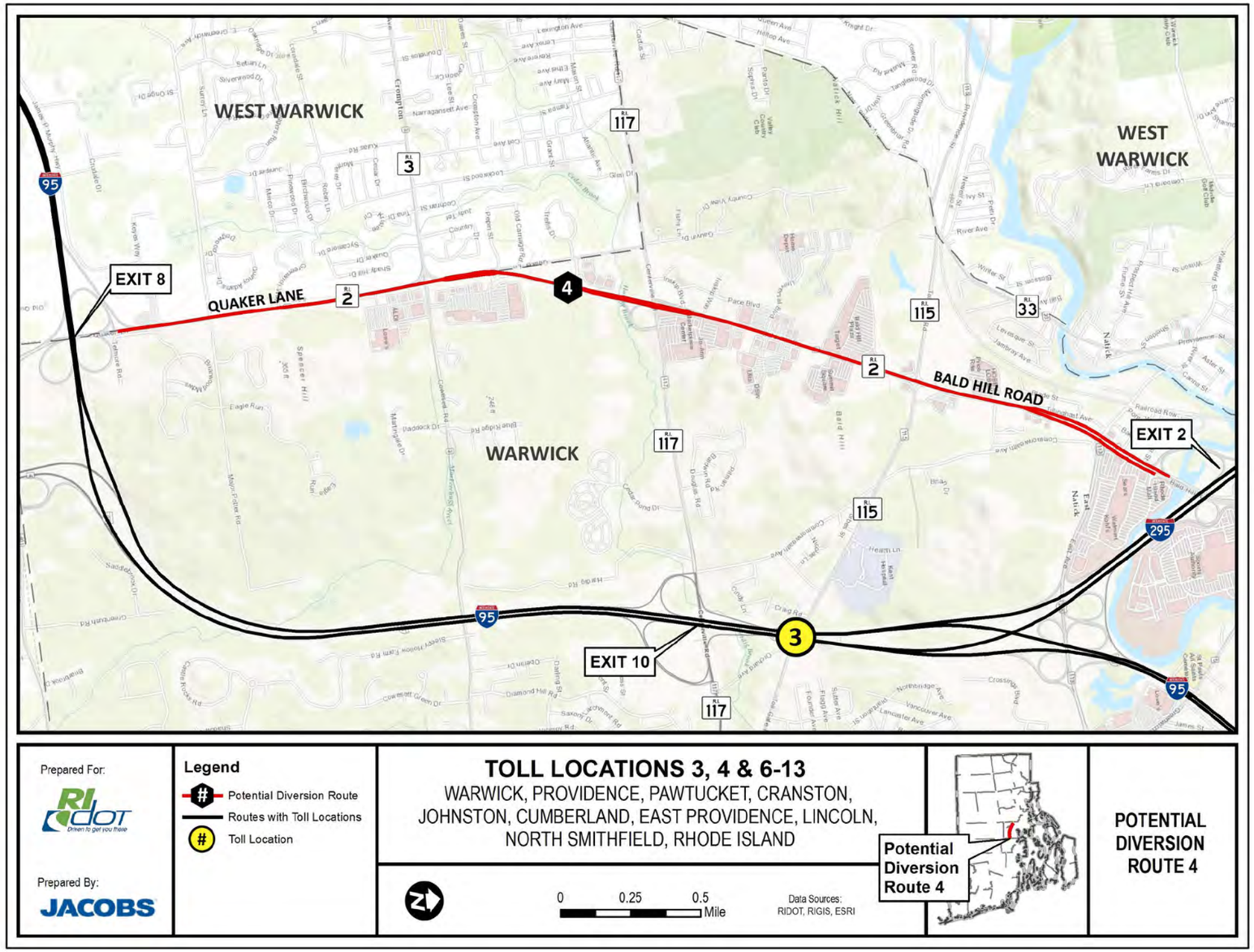

Figure 7. Location of Diversion Route 4, RIDOT Project at Toll Locations 3, 4 & 6 through 13 (source: Jacobs 2017).

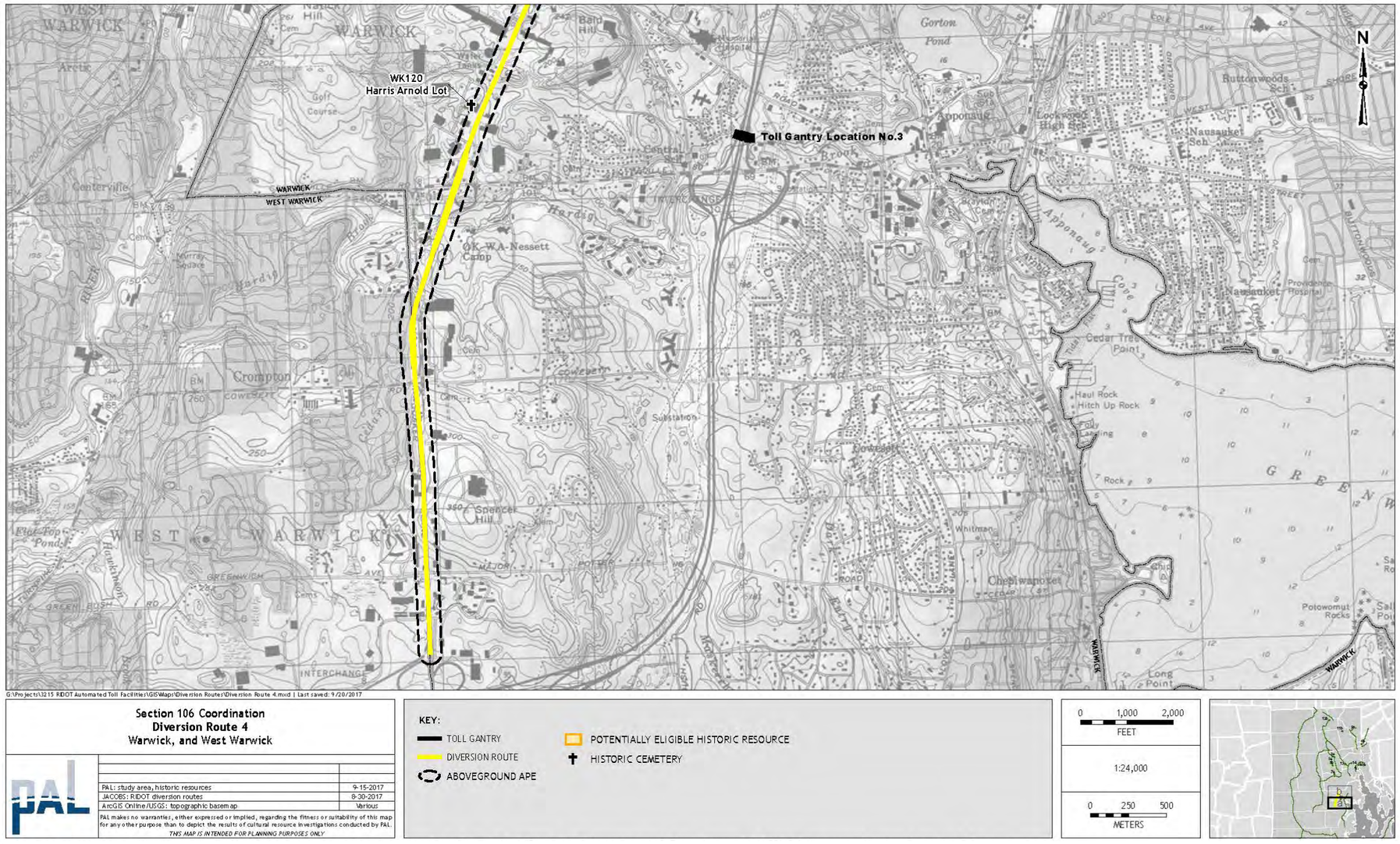

Figure 8a. Inventoried aboveground resources within the Diversion Route 4 APE on the Crompton and East Greenwich USGS topographic quadrangles, 7.5 minute series.

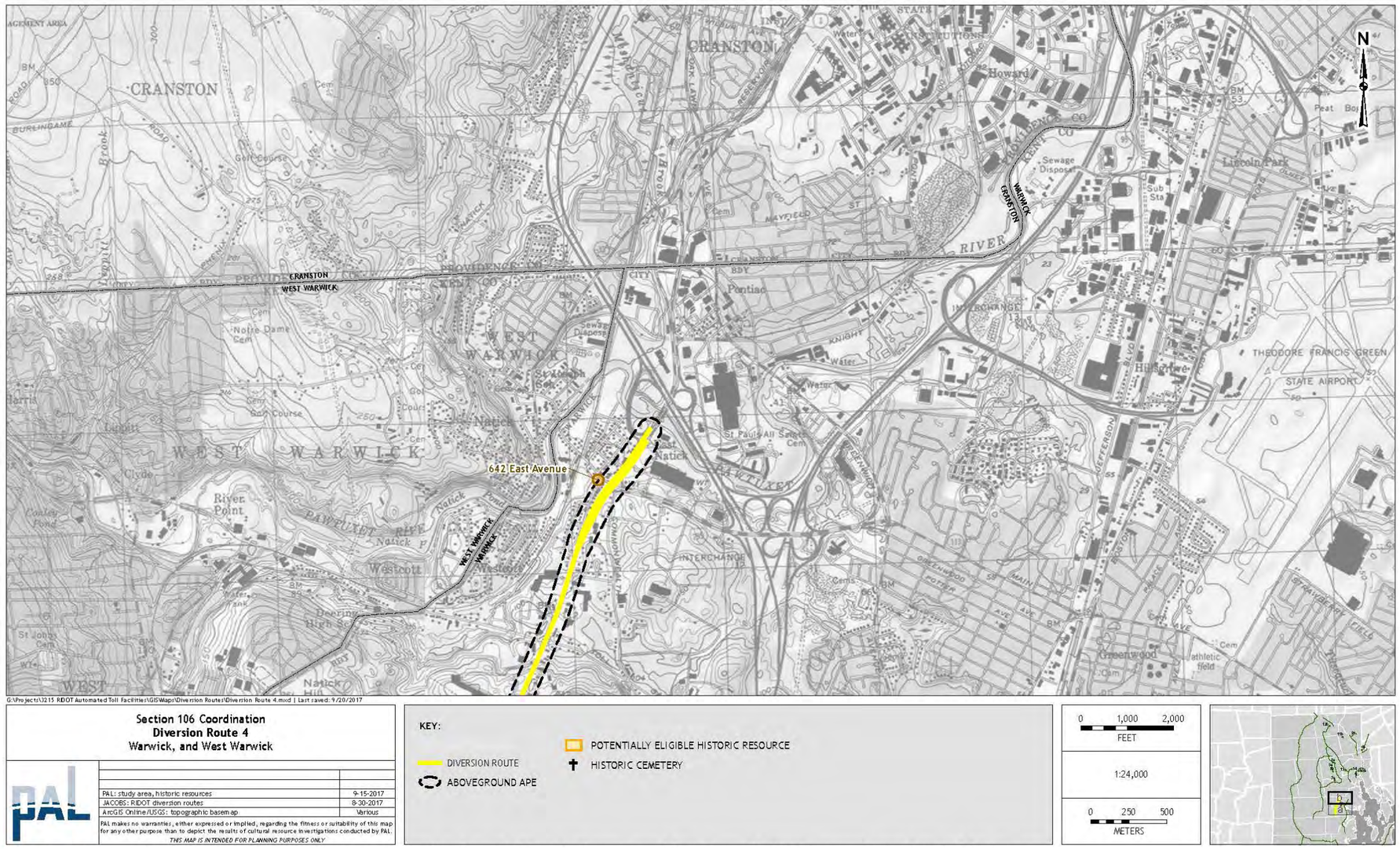

Figure 8b. Inventoried aboveground resources within the Diversion Route 4 APE on the Crompton and East Greenwich USGS topographic quadrangles, 7.5 minute series.

Diversion Route 5

Diversion Route 5 avoids Toll Locations 3, 7, and 8 and is located in West Greenwich, Coventry, and Scituate, Rhode Island. The route extends from I-95 at Exit 6 in West Greenwich, following RI Route 3, RI Route 33, and RI Route 116 (Nooseneck Hill Road, Tiogue Avenue, Sandy Bottom Road, Main Street, Knotty Oak Road and North Road) to its junction with Scituate Avenue (RI Route 12) where Diversion Route 5 then splits into Diversion Route 6 and Diversion Route 15. Diversion Route 5 is shown in Figure 9. Diversion Route 5, with the exception of Route 3 which is a 4-lane undivided road, is a narrow two-lane road with narrow or no shoulders, intersecting streets and driveways.

PAL Scope

PAL reviewed information on recorded aboveground resources and historic cemeteries from inventories maintained by the Rhode Island Historical Preservation and Heritage Commission (RIHPHC) and the Rhode Island Historical Cemetery Commission (RIHCC); RIHPHC's Inventory of National Register listed resources, RIHPHC's survey reports for Coventry (1978a), Scituate (1980), and West Greenwich (1978b); historical aerial photographs and topographic maps.

Results

The RIHPHC inventory lists three aboveground districts and two individual properties listed in, determined eligible, or potentially eligible for listing in the National Register, and four historic cemeteries within the APE (Table 5, Figures 10a, 10b, and 10c).

Table 5. Aboveground resources within the Diversion Route 5 APE, Coventry, Scituate, and West Greenwich, RI.

Resource	Location	NR Status	Figure
Districts			
Anthony Village HD	Coventry	Listed (7/3/2004)	10a, 10b
Washington HD	Coventry	Potentially Eligible	10a, 10b
Hope Village HD	Scituate	Listed (5/2/1974)	10b, 10c
Individual Properties			
Breezy Hill	Scituate	Potentially Eligible	10b
Hope Bridge	Scituate	Potentially Eligible	10b, 10c
Historic Cemeteries			
CY71 (Johnson-Capwell Lot)	Coventry	NA	10a
WG82 (Phillip Matteson)	West Greenwich	NA	10a
CY62 (Arnold Lot)	Coventry	NA	10b
CY55 (Thomas Cruff)	Coventry	NA	10b

Additionally, there are numerous properties that were noted during the field review that are 50 years old or older that may be potentially eligible for listing in the National Register but have not been evaluated.

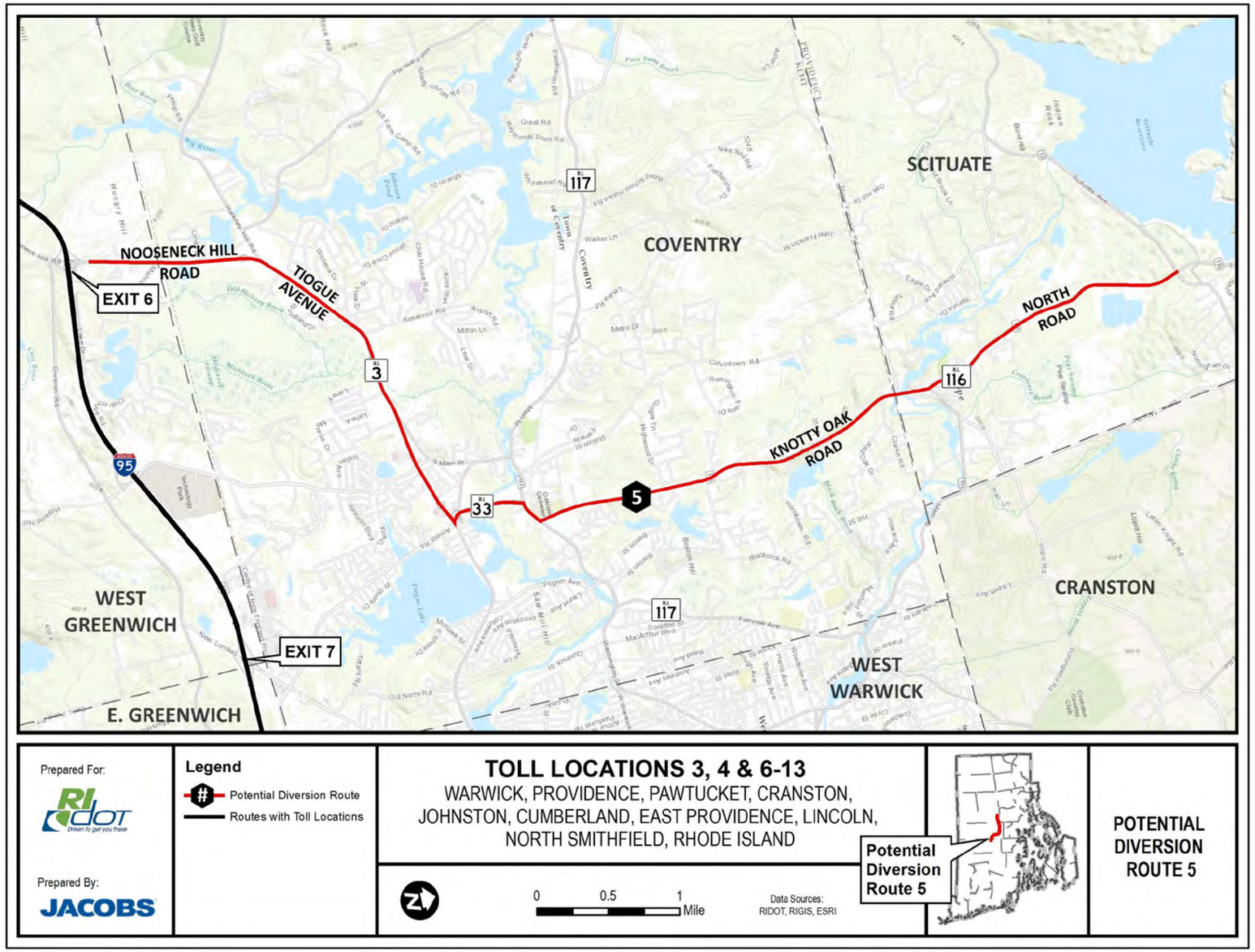

Figure 9. Location of Diversion Route 5, RIDOT Project at Toll Locations 3, 4 & 6 through 13 (source: Jacobs 2017).

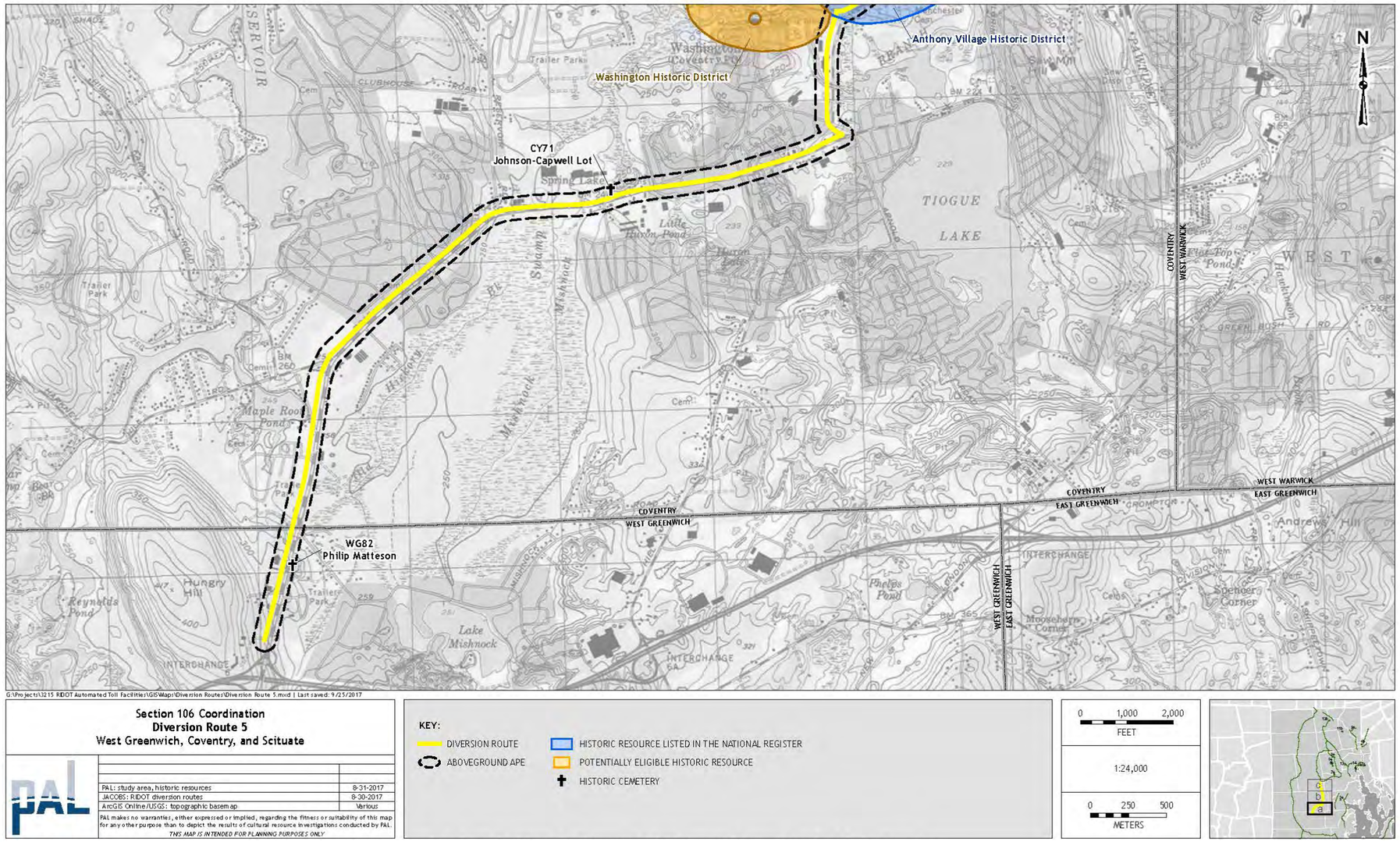

Figure 10a. Inventoried historic aboveground resources within the Diversion Route 5 APE on the Crompton USGS topographic quadrangle, 7.5 minute series.

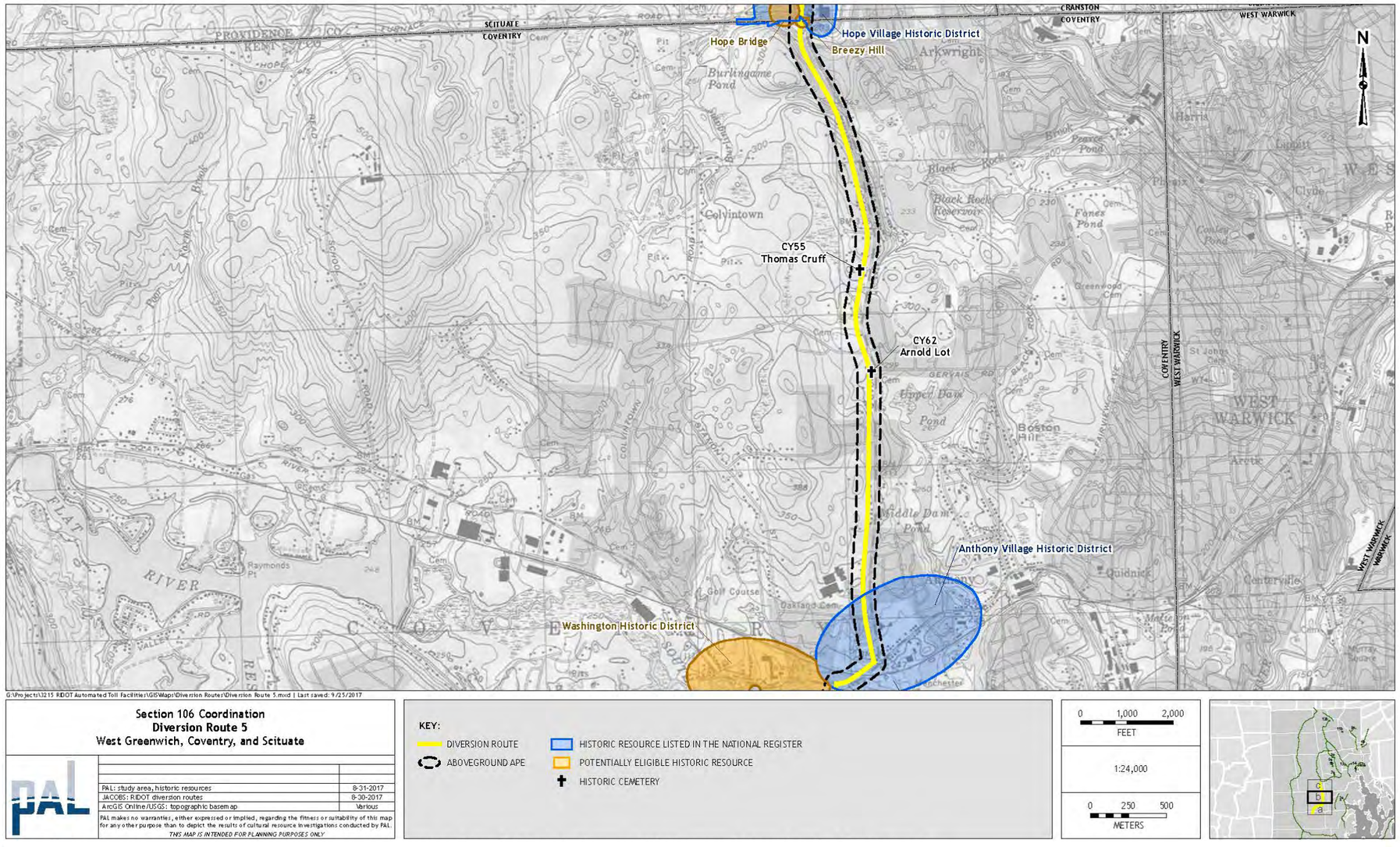

Figure 10b. Inventoried historic aboveground resources within the Diversion Route 5 APE on the Crompton USGS topographic quadrangle, 7.5 minute series.

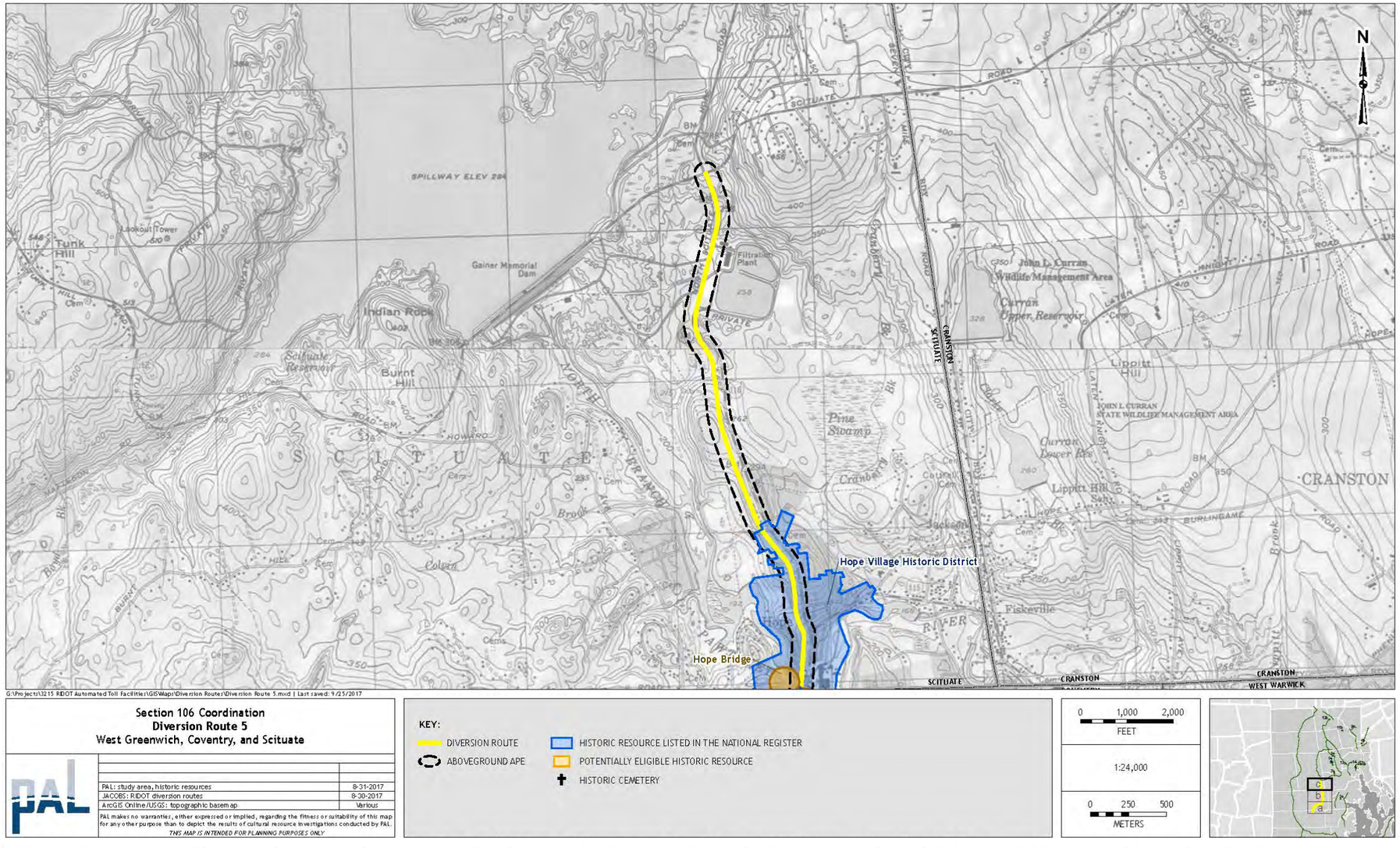

Figure 10c. Inventoried historic aboveground resources within the Diversion Route 5 APE on the Crompton and North Scituate USGS topographic quadrangles, 7.5 minute series.

Diversion Route 6

Diversion Route 6 avoids Toll Locations 3, 7, and 8 and is located in Scituate, Cranston, Johnston, and Smithfield, Rhode Island. The route extends from the intersection in Scituate of East Road/RI Route 116, North Road/RI Route 116, and Scituate Avenue/RI Route 12, following RI Route 12 (Scituate Avenue, Phenix Avenue) to RI Route 5 (Atwood Avenue, Greenville Avenue, Cedar Swamp Road) and RI Route 116 (Pleasant View Avenue), eventually terminating at RI Route 104 (Farnum Pike) in Smithfield. Diversion Route 6 is shown in Figure 11. Diversion Route 6 is a two-lane rural and urban road with narrow shoulders, driveways, and cross streets.

PAL Scope

PAL reviewed information on recorded aboveground resources and historic cemeteries from inventories maintained by the Rhode Island Historical Preservation and Heritage Commission (RIHPHC) and the Rhode Island Historical Cemetery Commission (RIHCC); RIHPHC's Inventory of National Register listed resources, RIHPHC's survey reports: for Cranston (1980a), Johnston (1976), Scituate (1980b), and Smithfield (1992); historical aerial photographs and topographic maps.

Results

The RIHPHC inventory lists one aboveground districts and six individual properties listed in, determined eligible, or potentially eligible for listing in the National Register, and 14 historic cemeteries within the APE (Table 6, Figures 12a through 12f).

Table 6. Aboveground resources within the APE of Diversion Route 6 APE, Cranston, Johnston, Scituate, and Smithfield, RI.

Resource	Location	NR Status	Figure
Districts			
Hughesdale HD	Johnston	Potentially Eligible	12c
Individual Properties			
James F. Simmons House	Johnston	Potentially Eligible	12c
Nathan Wescott House	Cranston	Listed (1/5/89)	12c
Sheldon House	Cranston	Listed (1/5/89)	12c
Mathewson Farm	Johnston	Listed (1/26/01)	12d
Phetteplace House	Smithfield	Potentially Eligible	12e, 12f
Harris House	Smithfield	Potentially Eligible	12f

Table 6. Aboveground resources within the APE of Diversion Route 6 APE, Cranston, Johnston, Scituate, and Smithfield, RI.			
Historic Cemeteries			
CR12 (Graves)	Cranston	NA	12a
CR15 (Knight - Fiske)	Cranston	NA	12b
CR19 (Nicholas Sheldon)	Cranston	NA	12c
JN38 (Pardon Fenner Lot)	Johnston	NA	12c
JN16 (Daniel Thornton Lot)	Johnston	NA	12d
JN23 (William Waterman Lot)	Johnston	NA	12d
JN84 (Granville-Williams Lot)	Johnston	NA	12d
JN9 (Dea James Olney Lot)	Johnston	NA	12e
JN76 (James W. Smith Lot)	Johnston	NA	12e
SM 33 (Applebey Smith Lot)	Smithfield	NA	12e
SM104 (Caleb Newell Lot)	Smithfield	NA	12e
SM37 (Mowry-Turner Lot)	Smithfield	NA	12e
SM77 (Unknown Lot)	Smithfield	NA	12e
SM110 (William Brown Lot)	Smithfield	NA	12f

Additionally, there are numerous properties that were noted during the field review that are 50 years old or older that may be potentially eligible for listing in the National Register but have not been evaluated.

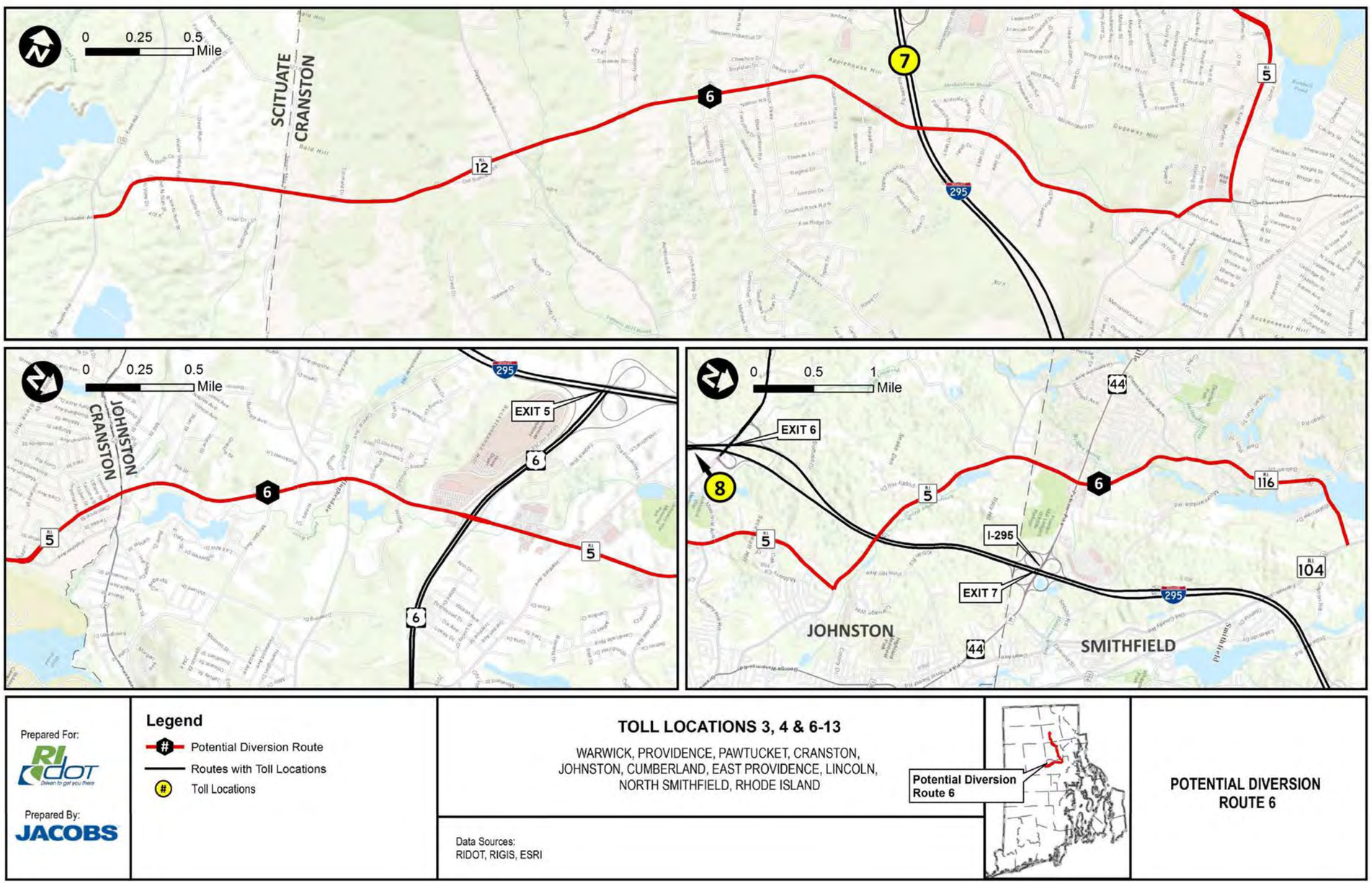

Figure 11. Location of Diversion Route 6, RIDOT Project at Toll Locations 3, 4 & 6 through 13 (source: Jacobs 2017).

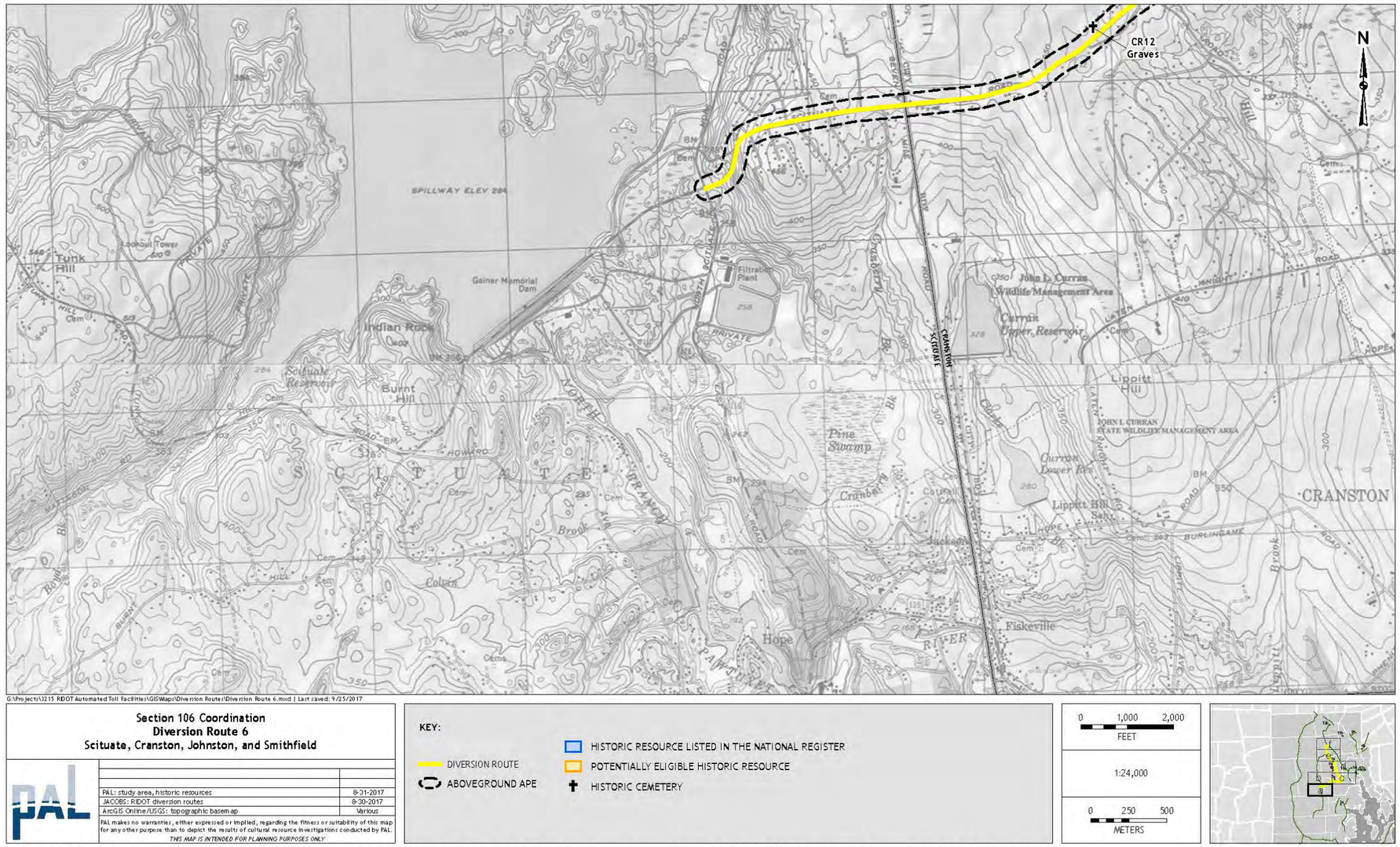

Figure 12a. Inventoried historic aboveground resources with the Diversion Route 6 APE on the Crompton and North Scituate USGS topographic quadrangles, 7.5 minute series.

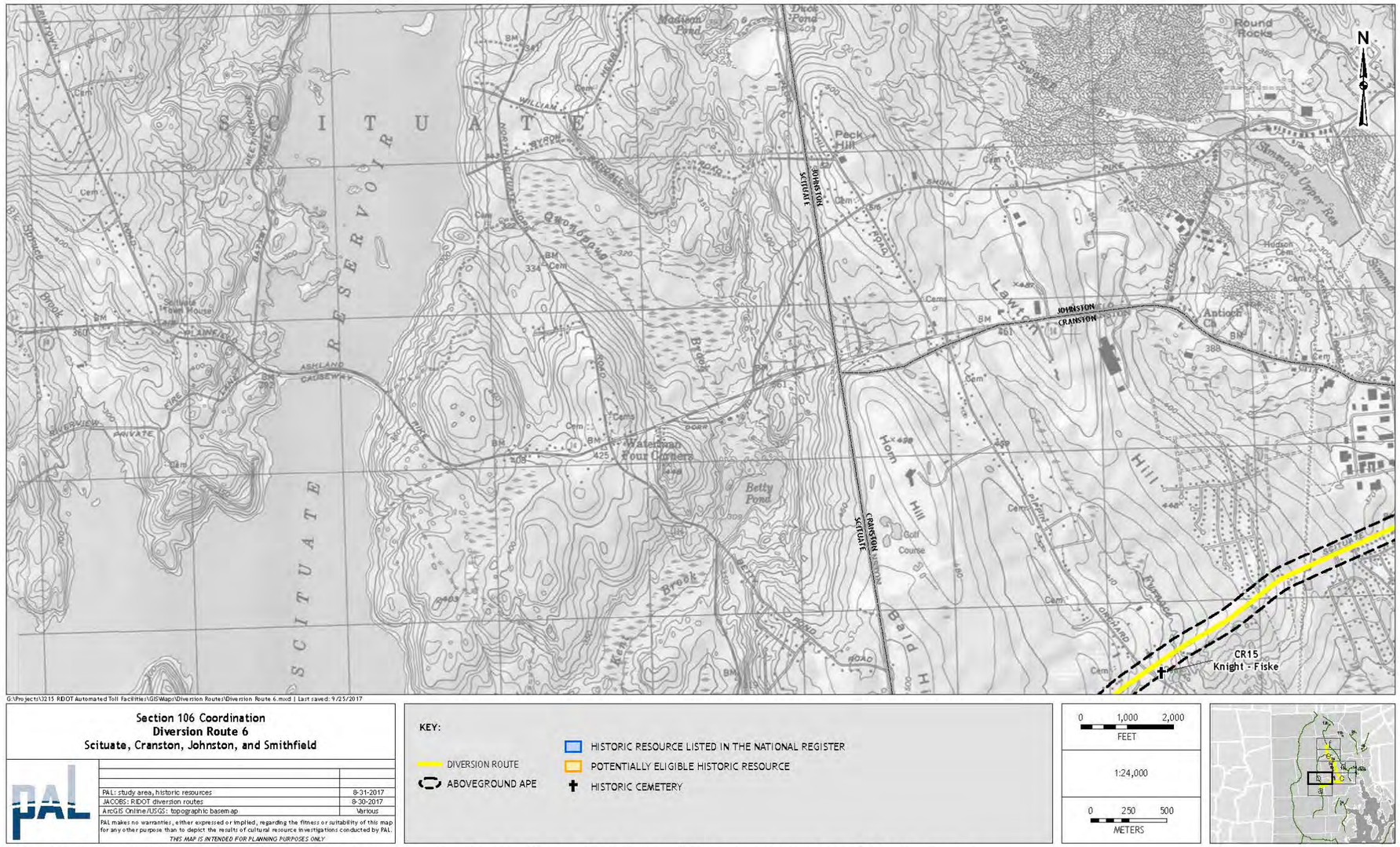

Figure 12b. Inventoried historic aboveground resources with the Diversion Route 6 APE on the North Scituate USGS topographic quadrangle, 7.5 minute series.

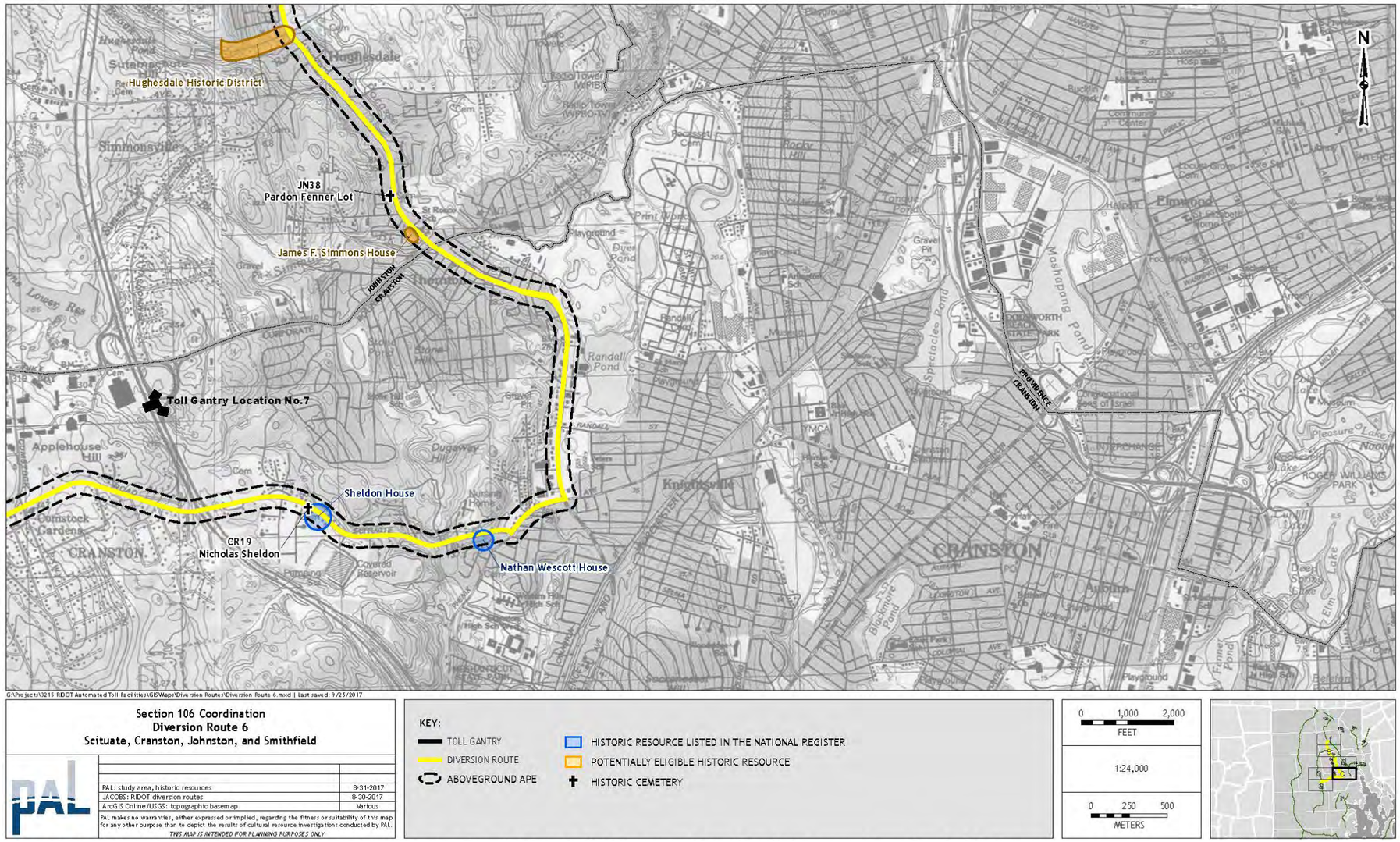

Figure 12c. Inventoried historic aboveground resources with the Diversion Route 6 APE on the North Scituate and Providence USGS topographic quadrangles, 7.5 minute series.

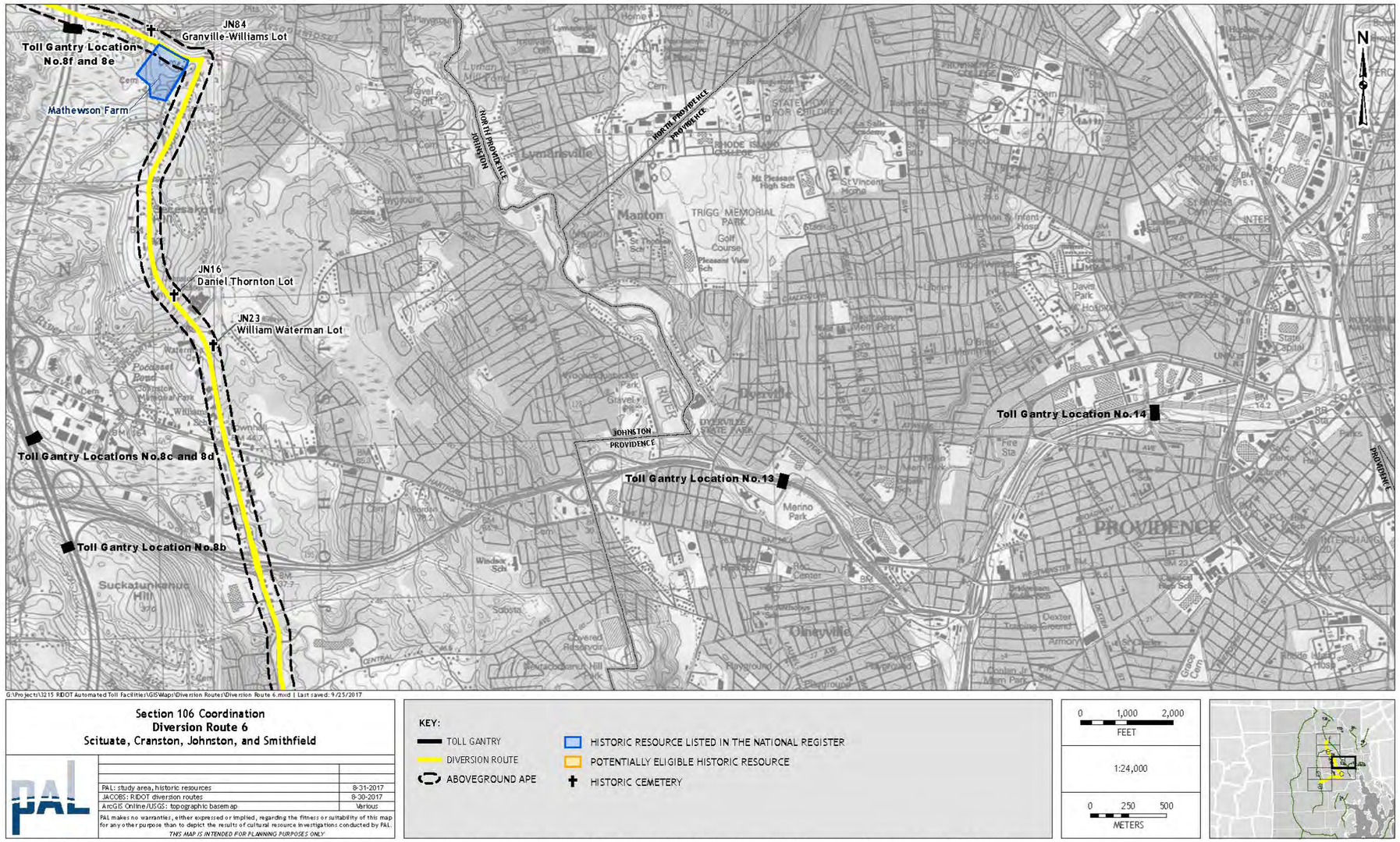

Figure 12d. Inventoried historic aboveground resources with the Diversion Route 6 APE on the North Scituate and Providence USGS topographic quadrangles, 7.5 minute series.

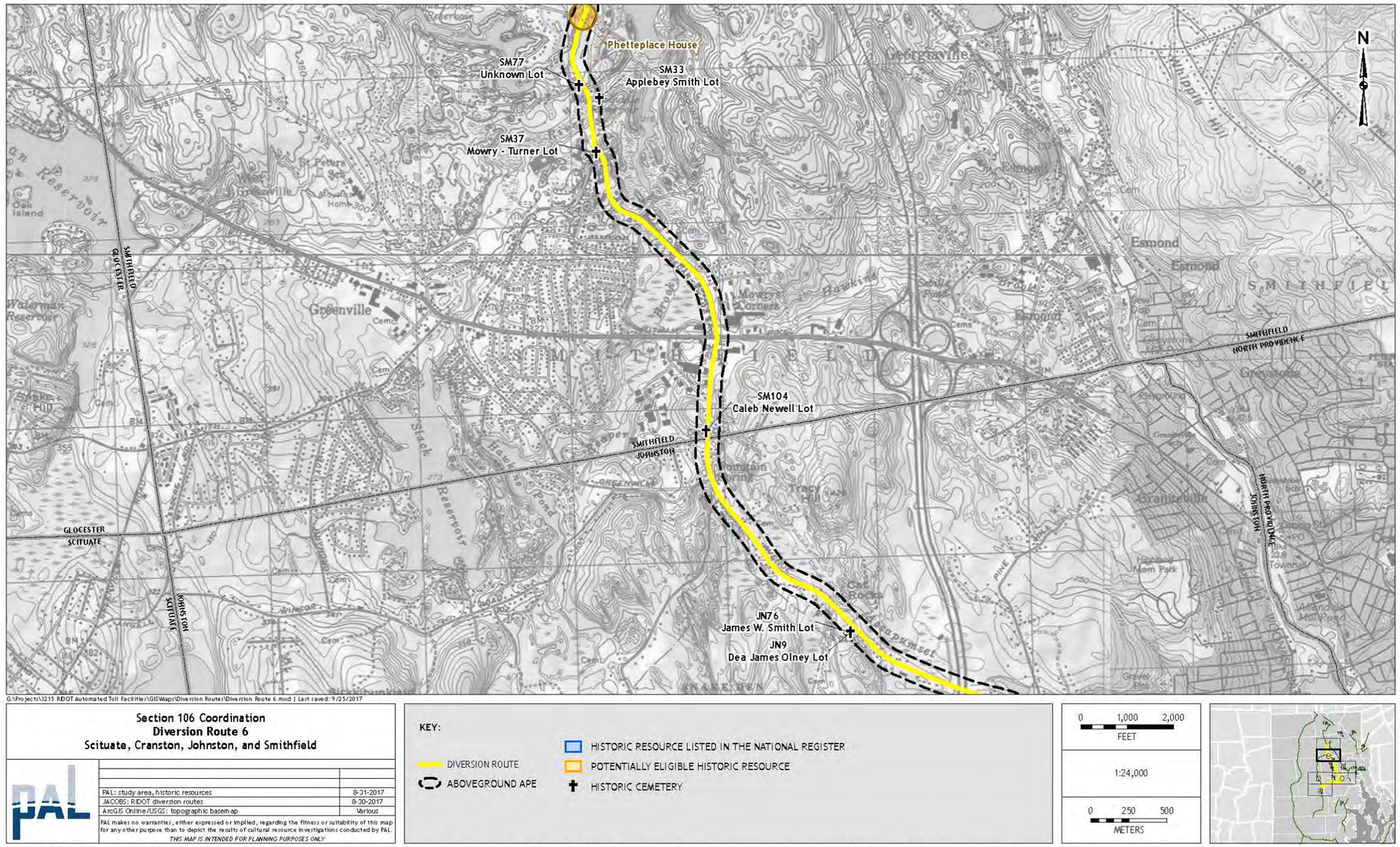

Figure 12e. Inventoried historic aboveground resources with the Diversion Route 6 APE on the North Scituate, Providence, Georgiaville, and Pawtucket USGS topographic quadrangles, 7.5 minute series.

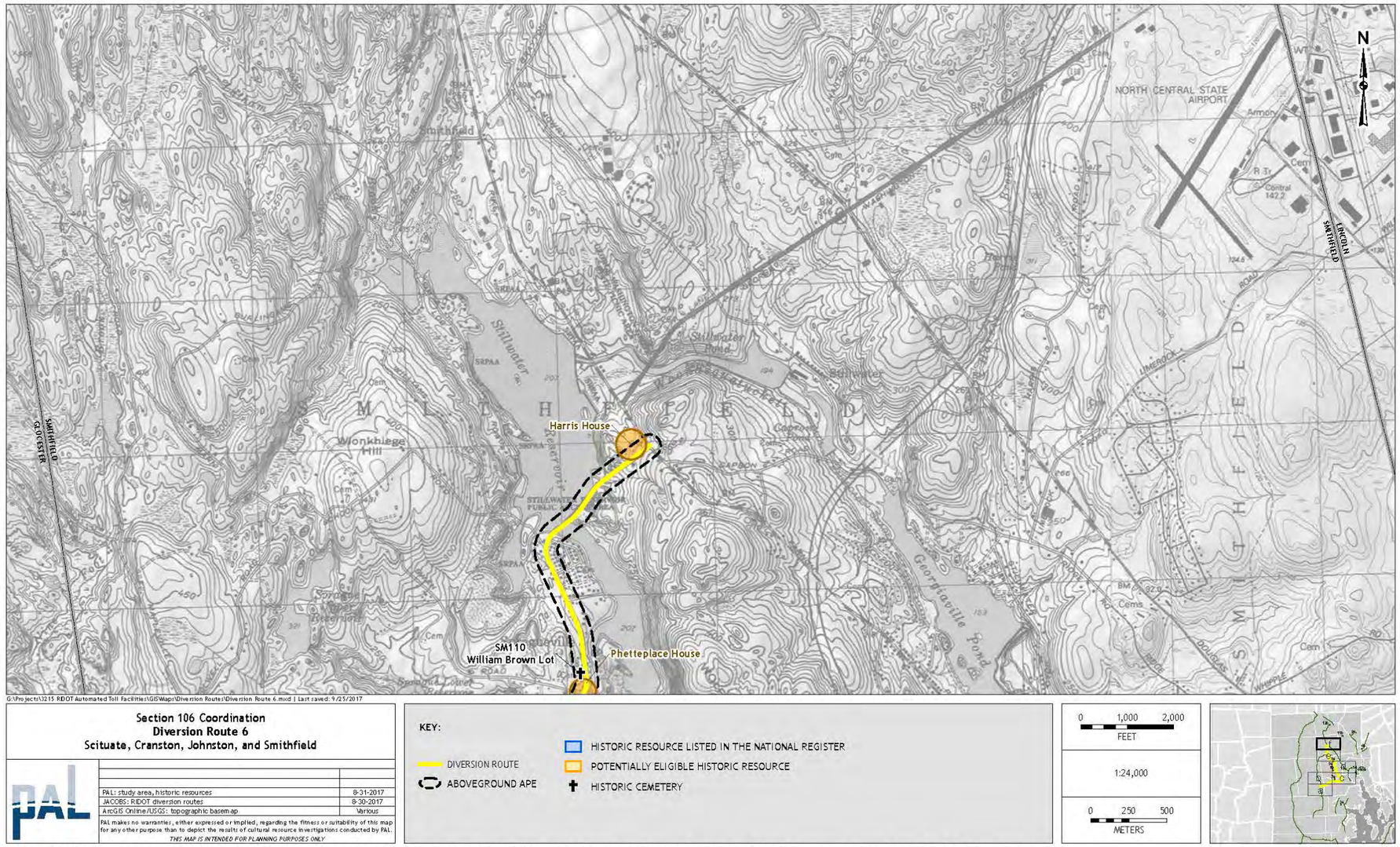

Figure 12f. Inventoried historic aboveground resources with the Diversion Route 6 APE on the Georgiaville and Pawtucket USGS topographic quadrangles, 7.5 minute series.

Diversion Route 7

Diversion Route 7 avoids Toll Locations 11, 12, and 13 and is located in Providence, North Providence, Smithfield, and North Smithfield, Rhode Island. The route extends from the intersection of Broadway and Westminster St in Providence, along Manton Avenue and Woonasquatucket Avenue to briefly on US Route 44 (Smith Street) in Providence, along RI Route 104 (Waterman Avenue, Farnum Pike, Greenville Road), RI Route 7 (Douglass Pike), eventually terminating at RI Route 146 in North Smithfield. Diversion Route 7 is shown in Figure 13. Diversion Route 7 is primarily a two-lane road with narrow shoulders and numerous cross streets and driveways.

PAL Scope

PAL reviewed information on recorded aboveground resources and historic cemeteries from inventories maintained by the Rhode Island Historical Preservation and Heritage Commission (RIHPHC) and the Rhode Island Historical Cemetery Commission (RIHCC); RIHPHC's Inventory of National Register listed resources, RIHPHC's survey reports for North Providence (1978), North Smithfield (1980), Providence (1981, 1986), and Smithfield (1992); historical aerial photographs and topographic maps.

Results

The RIHPHC inventory lists four aboveground districts and fifteen individual properties listed in, determined eligible, or potentially eligible for listing in the National Register, and four historic cemeteries within the APE (Table 7, Figures 14a, through 14e).

Table 7. Aboveground resources in the Diversion Route 7 APE, North Providence, North Smithfield, Providence, and Smithfield, RI.

Resource	Location	NR Status	Figure
Districts			
Allendale HD	North Providence	Potentially Eligible	14a, 14b
Greystone Mill HD	North Providence, Johnston	Listed (4/28/04)	14b
Greystone Mill Village HD	North Providence, Johnston	Listed (1/02/08)	14b
Georgiaville HD	Smithfield	Listed (10/3/85)	14b, 14c
Individual Properties			
Atlantic & Riverside Mills	Providence	Potentially Eligible	14a
Atlantic Mill Worker Housing	Providence	NR Eligible	14a
Dyerville Mill	Providence	Listed (6/18/79)	14a
Earnscliffe Woolen Mill/ Paragon Worsted Company	Providence	Listed (4/4/07)	14a
Lymansville Company Mill	North Providence	Listed (12/26/12)	14a
Manton Avenue School	Providence	Potentially Eligible	14a
Allendale Mill	North Providence	Listed (5/7/73)	14a, 14b
Allenville Mill Company Storehouse	Smithfield	Listed (1/20/72)	14b
Old Town Hall	North Providence	Potentially Eligible	14b
Harris House	Smithfield	Potentially Eligible	14c
Silas Smith House	Smithfield	Potentially Eligible	14c
Smithfield Union House	Smithfield	Potentially Eligible	14c

Table 7. Aboveground resources in the Diversion Route 7 APE, North Providence, North Smithfield, Providence, and Smithfield, RI.			
Individual Properties			
Ananias Mowry Farm	North Smithfield	Potentially Eligible	14d
William Mowry House	North Smithfield	Listed (2/10/83)	14d
Todd Farm	North Smithfield	Listed (2/10/83)	14d, 14e
Historic Cemeteries			
SM34 (Bowers - Clark Lot)	Smithfield	NA	14b
NS40 (Blackmar)	North Smithfield	NA	14d
NS11 (Smith)	North Smithfield	NA	14d
NS25 (Smith-Harris)	North Smithfield	NA	14d

Additionally, there are numerous properties that were noted during the field review that are 50 years old or older that may be potentially eligible for listing in the National Register but have not been evaluated.

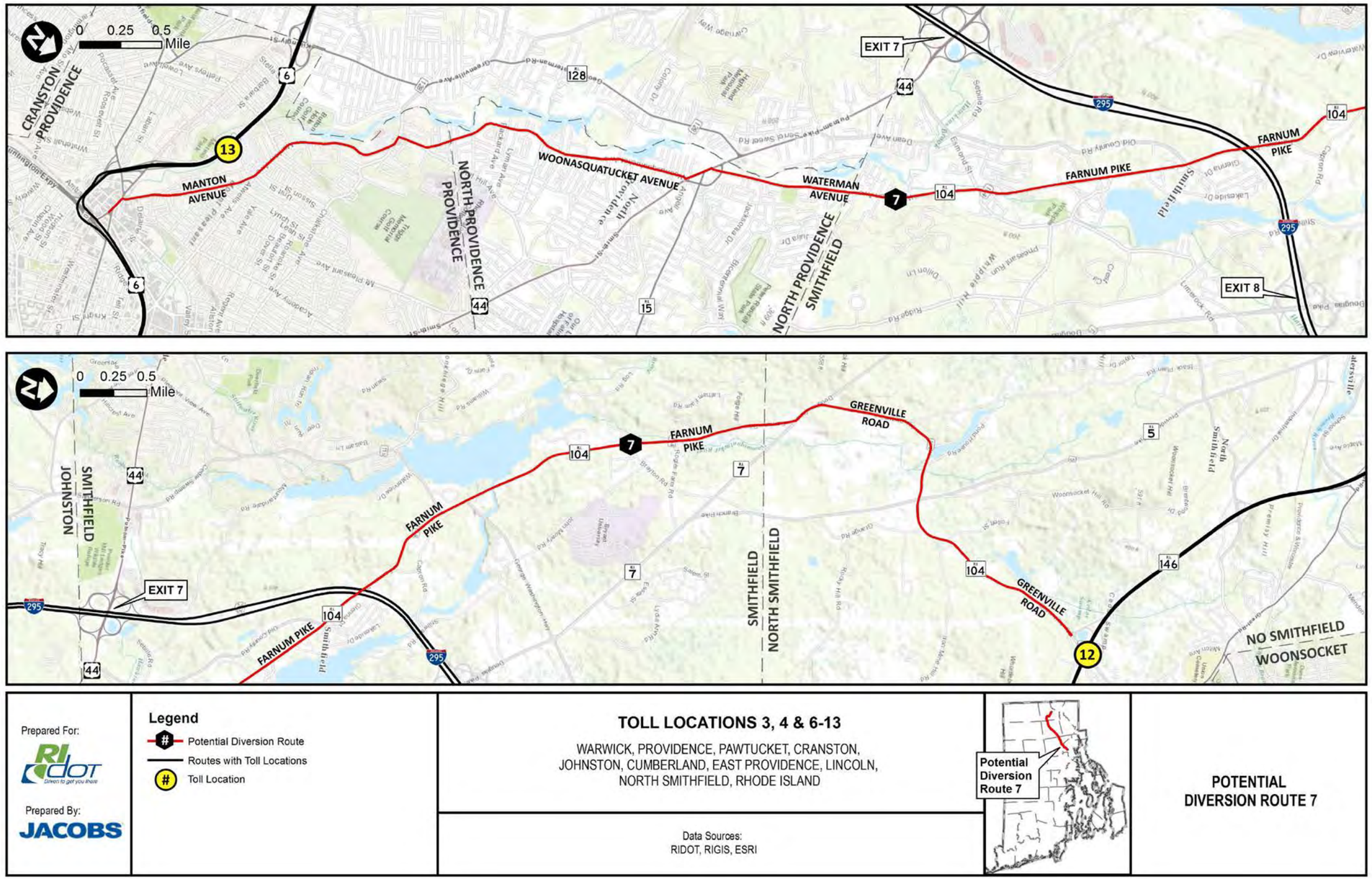

Figure 13. Location of Diversion Route 7, RIDOT Project at Toll Locations 3, 4 & 6 through 13 (source: Jacobs 2017).

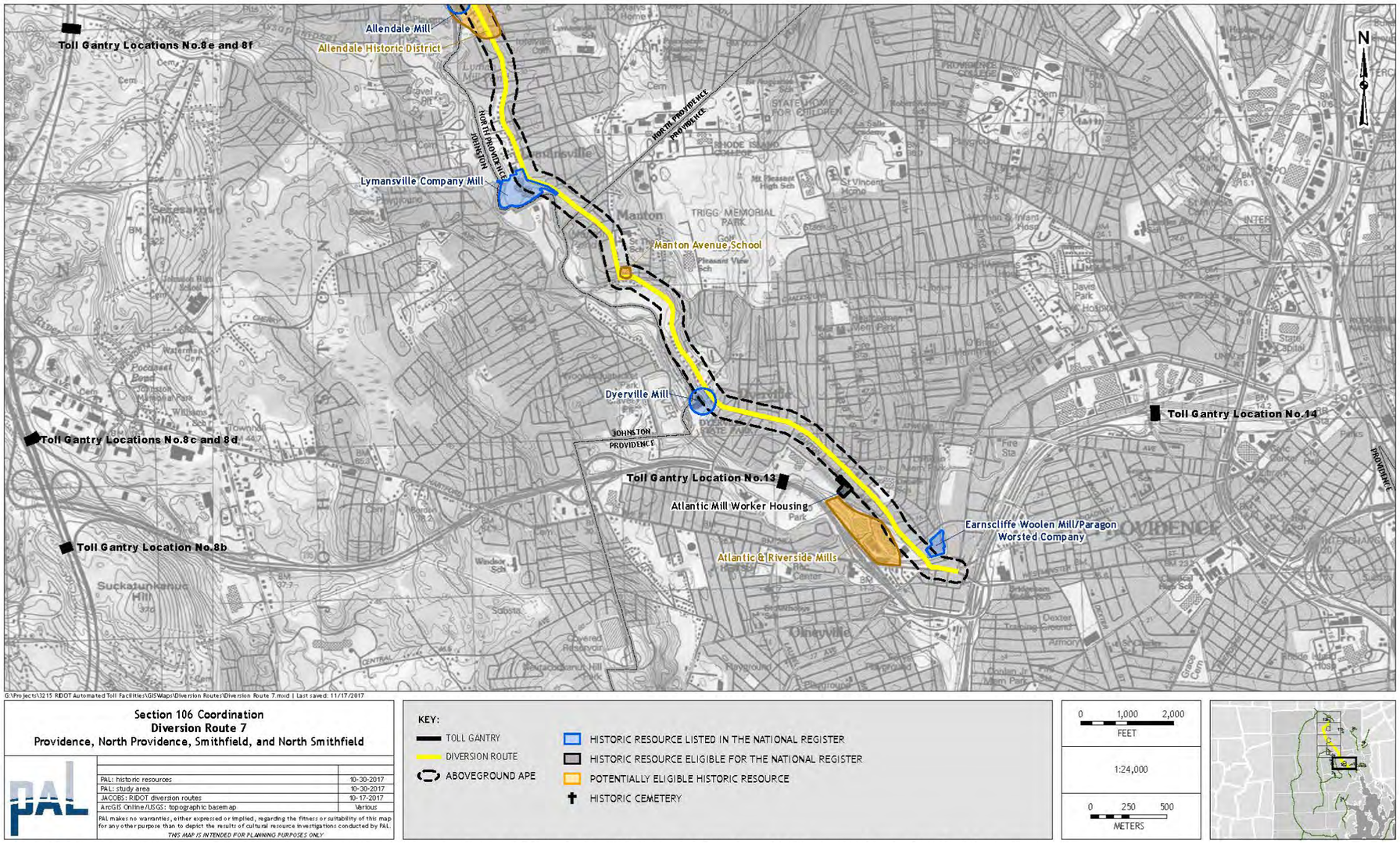

Figure 14a. Inventoried historic aboveground resources within the Diversion Route 7 APE on the North Scituate and Providence USGS topographic quadrangles, 7.5 minute series.

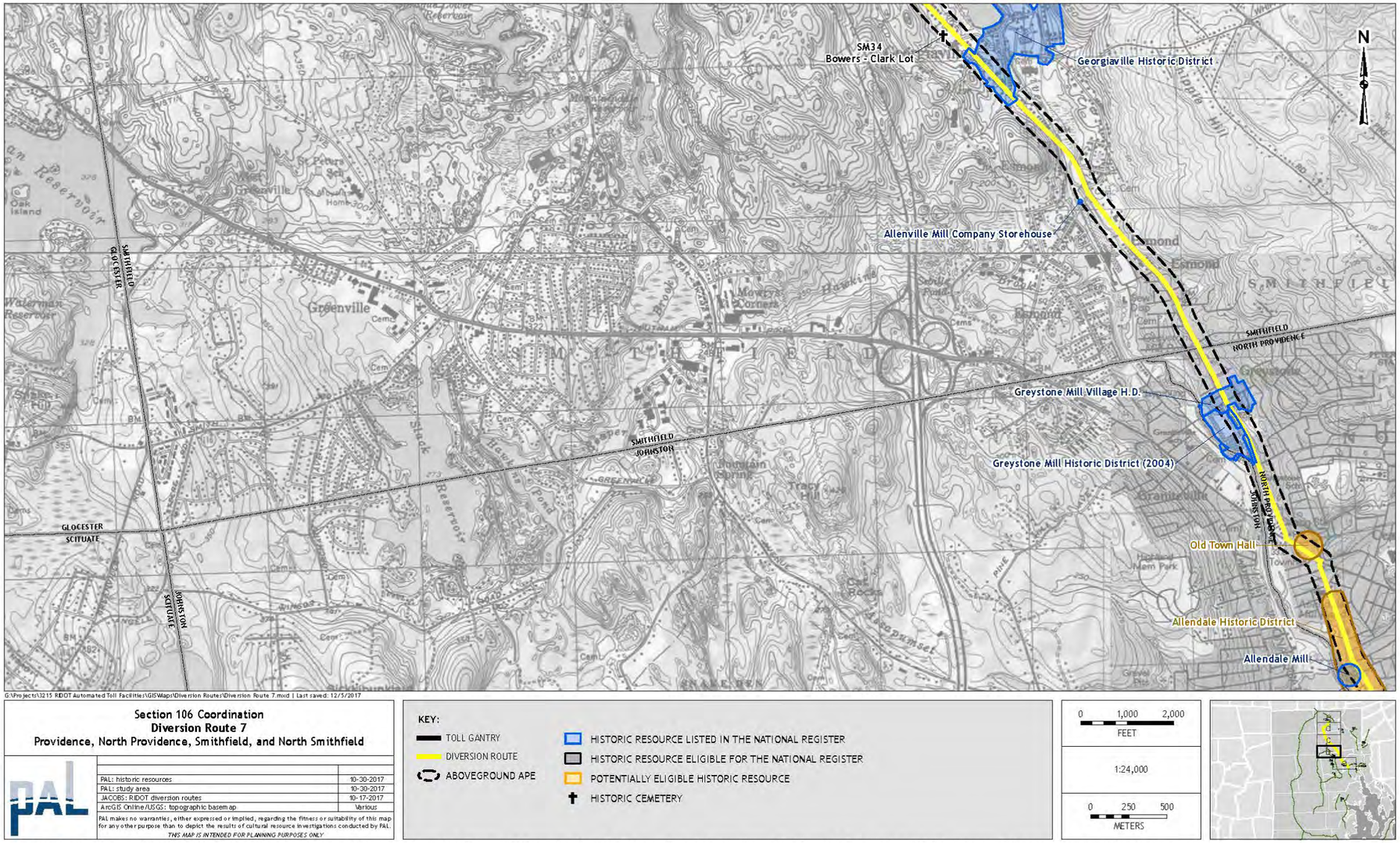

Figure 14b. Inventoried historic aboveground resources within the Diversion Route 7 APE on the North Scituate, Providence, Georgiaville, and Pawtucket USGS topographic quadrangles, 7.5 minute series.

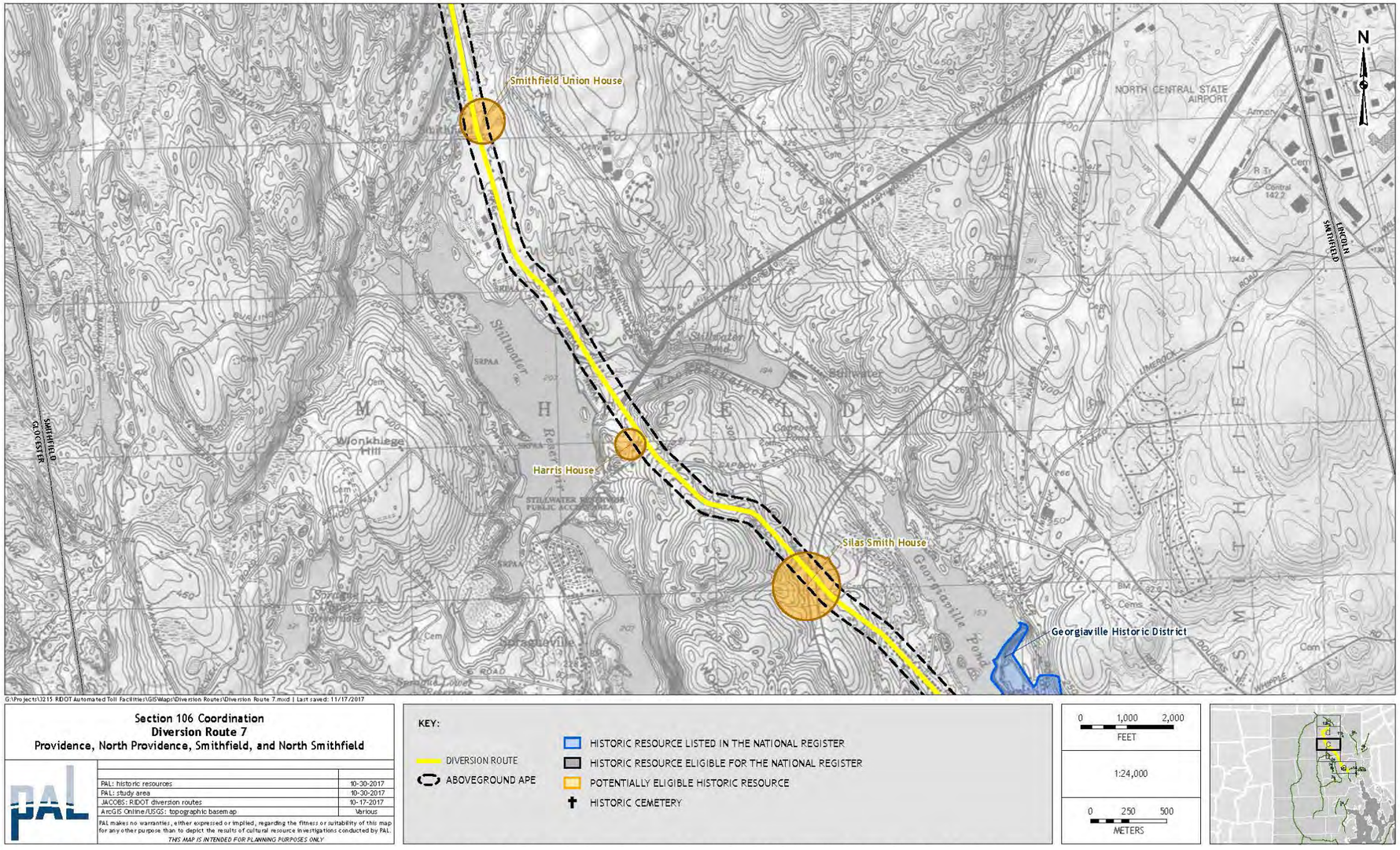

Figure 14c. Inventoried historic aboveground resources within the Diversion Route 7 APE on the Georgiaville and Pawtucket USGS topographic quadrangles, 7.5 minute series.

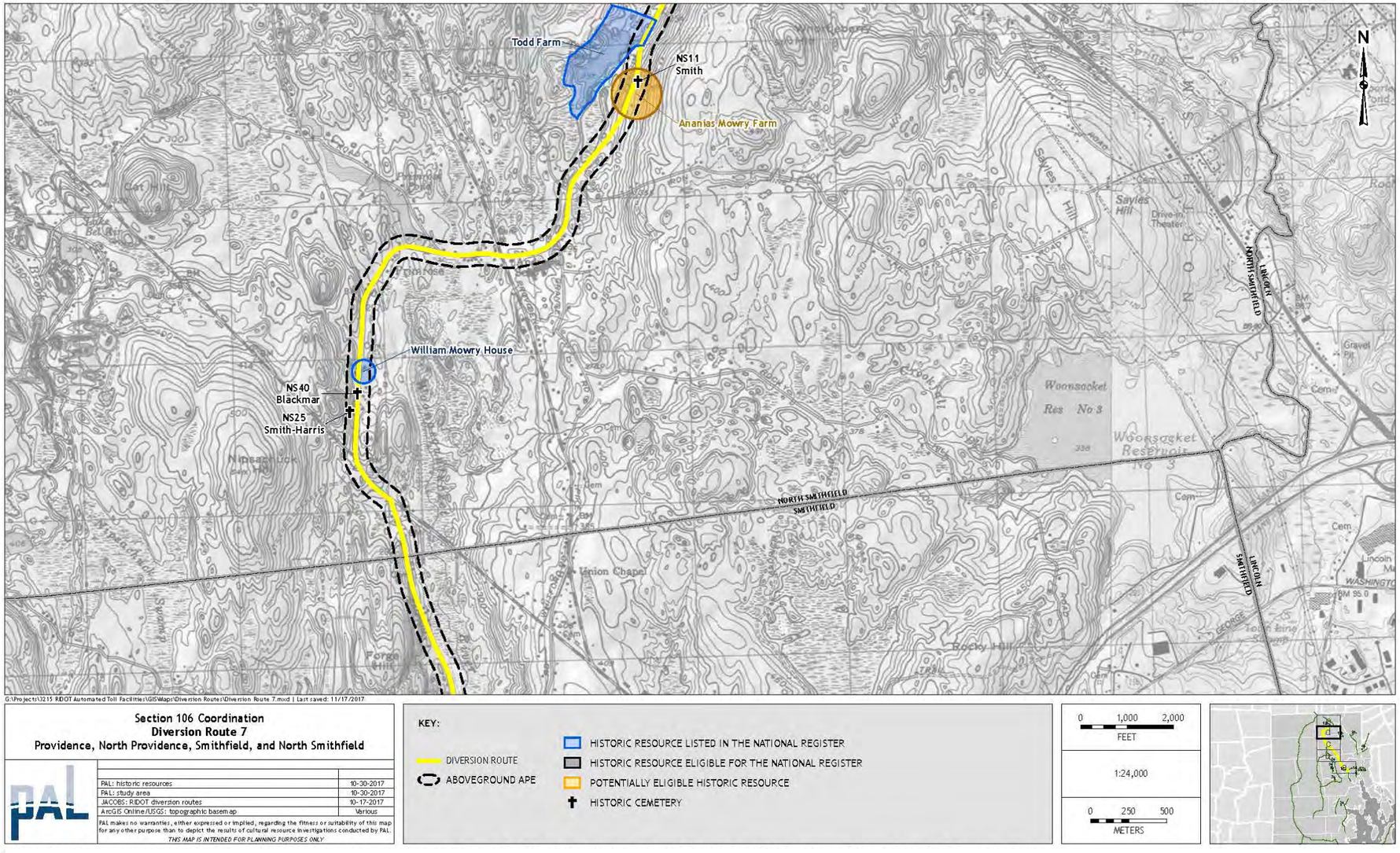

Figure 14d. Inventoried historic aboveground resources within the Diversion Route 7 APE on the Georgiaville and Pawtucket USGS topographic quadrangles, 7.5 minute series.

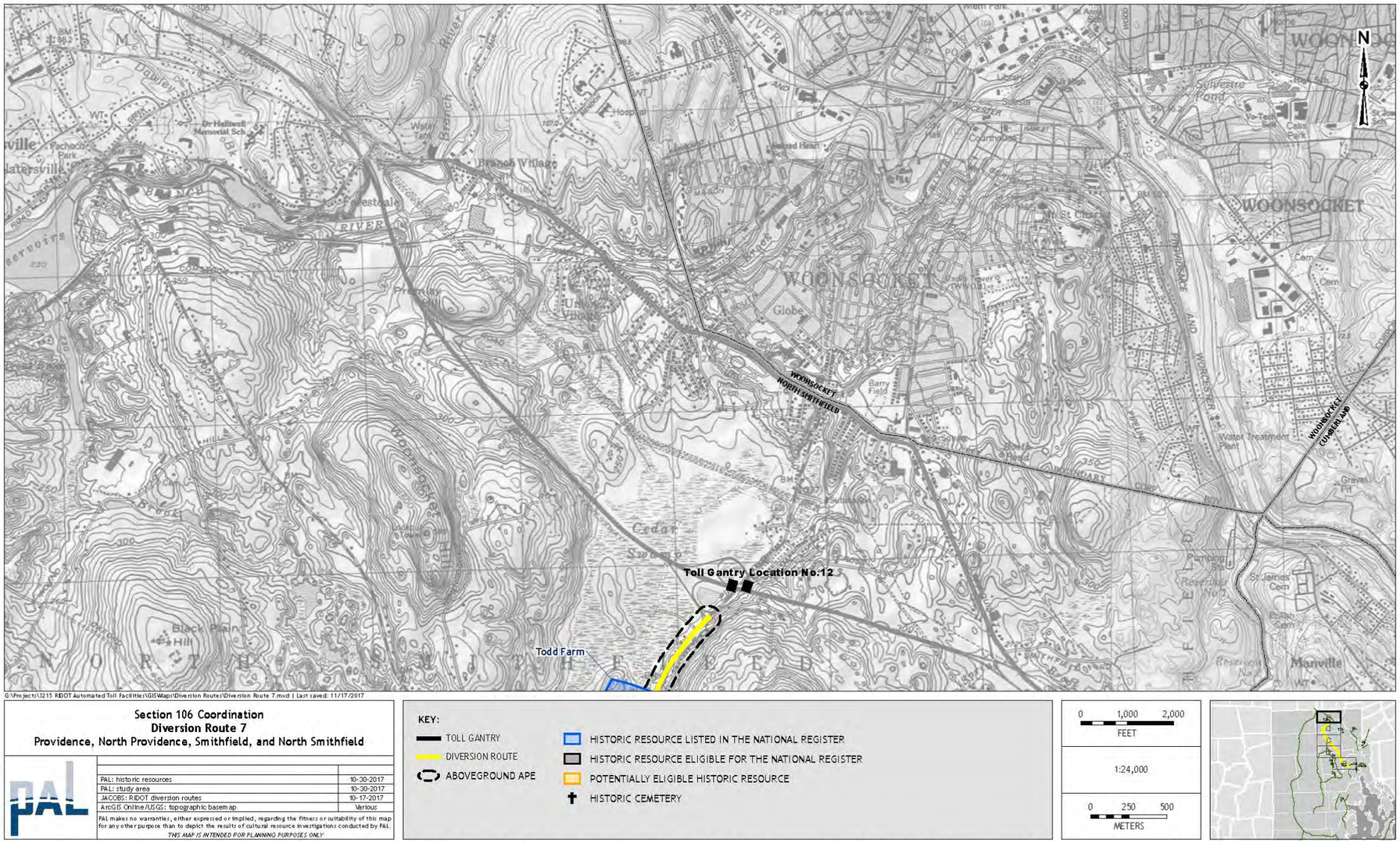

Figure 14e. Inventoried historic aboveground resources within the Diversion Route 7 APE on the Georgiaville, Pawtucket, Blackstone, and Franklin USGS topographic quadrangles, 7.5 minute series.

Diversion Route 8

Diversion Route 8 avoids Toll Locations 4 and 10 and is located in Providence and East Providence, Rhode Island. The route extends between Exit 6 on I-195 in East Providence, and Exit 18 on I-95 in Providence. Eastbound route follows Allens Avenue (US Route 1A), Eddy Street, Point Street, Wickenden Street, Ives Street, Pitman Street, Butler Avenue, South Angell Street, Henderson Bridge, Henderson Expressway, and North Broadway before re-entering I-195 at Exit 6 in East Providence. From Exit 6 on I-195, the westbound route follows North Broadway, Henderson Expressway, Henderson Bridge, South Angell Street, Butler Avenue, Pitman Street, Ives Street, Wickenden Street, Point Street, Eddy Street, and Thurbers Avenue to connect to Exit 18 on I-95. Diversion Route 8 is shown in Figure 15. Diversion Route 8 is primarily on city streets with numerous cross streets, signalized intersections, and driveways.

PAL Scope

PAL reviewed information on recorded aboveground resources and historic cemeteries from inventories maintained by the Rhode Island Historical Preservation and Heritage Commission (RIHPHC) and the Rhode Island Historical Cemetery Commission (RIHCC); RIHPHC's Inventory of National Register listed resources, RIHPHC's survey reports for East Providence (1978) and Providence (1981, 1986); historical aerial photographs and topographic maps.

Results

The RIHPHC inventory lists three aboveground districts and twelve individual properties listed in, determined eligible, or potentially eligible for listing in the National Register. There are no historic cemeteries within the APE (Table 8, Figure 16).

Table 8. Aboveground resources in the Diversion Route 8 APE, East Providence and Providence, RI.

Resource	Location	NR Status	Figure
Districts			
College Hill HD	Providence	Listed (11/10/70, amended 1976)	16
College Hill HD Extension	Providence	Potentially Eligible	16
Rhodes Street HD	Providence	Listed (11/12/82)	16
Individual Properties			
American Emery Wheel Works	Providence	Potentially Eligible	16
Christ Episcopal Church/Christ Church	Providence	Listed (6/30/76)	16
Constance Witherby Park	Providence	Listed (11/25/75)	16
Davol Rubber Company	Providence	Listed (6/27/80)	16
George A. Rickard House	Providence	Potentially Eligible	16
Manchester Street Station	Providence	Potentially Eligible	16
Point Street Bridge	Providence	Potentially Eligible	16
Providence Machine Company	Providence	Potentially Eligible	16
Providence Gas Company Purifier House	Providence	Listed (6/21/07)	16
Providence Teaming Company	Providence	Potentially Eligible	16

Table 8. Aboveground resources in the Diversion Route 8 APE, East Providence and Providence, RI.			
Individual Properties			
Scovill Manufacturing Company	Providence	Potentially Eligible	16
Silverman Brothers Jewelers	Providence	Potentially Eligible	16

Additionally, there are numerous properties that were noted during the field review that are 50 years old or older that may be potentially eligible for listing in the National Register but have not been evaluated.

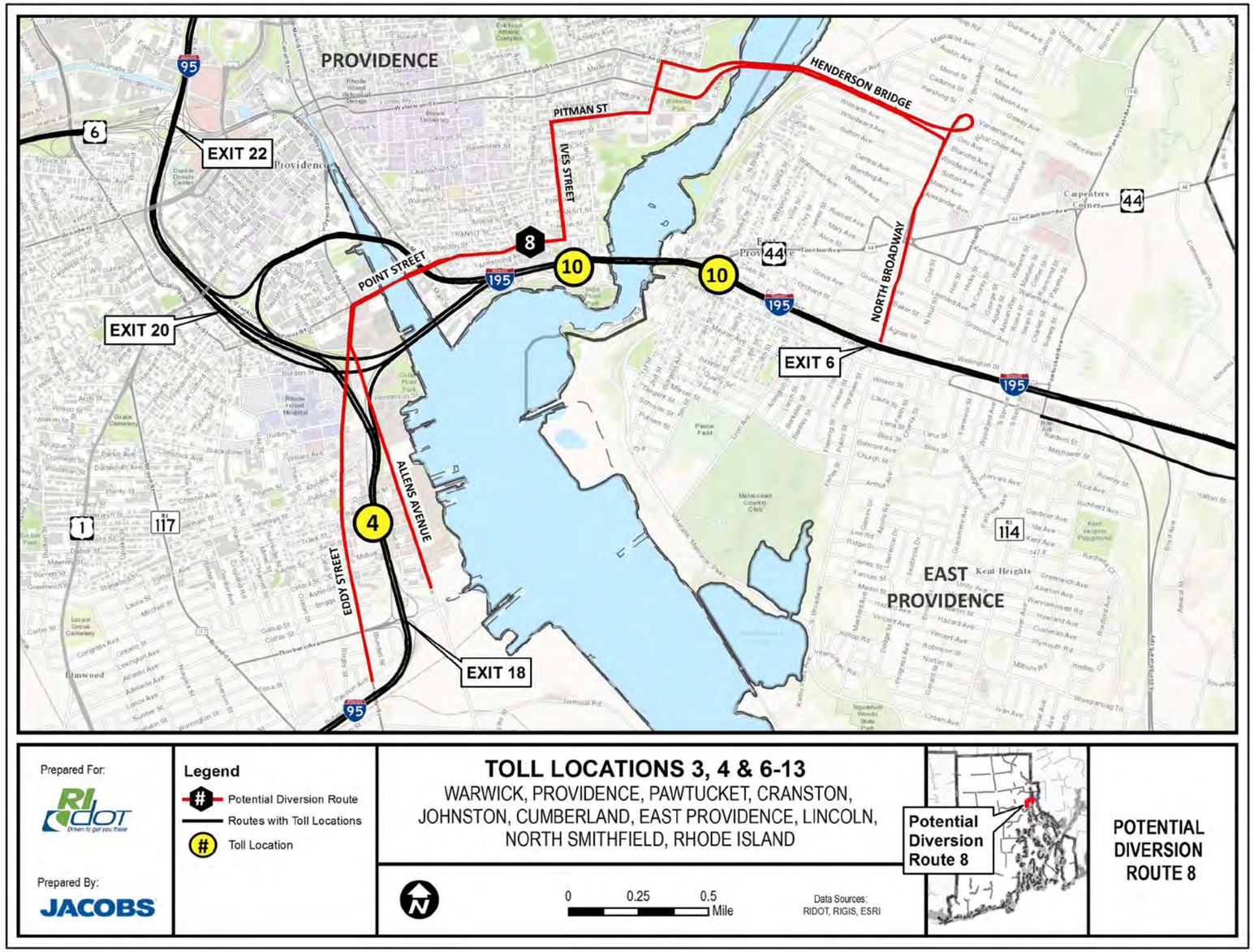

Figure 15. Location of Diversion Route 8, RIDOT Project at Toll Locations 3, 4 & 6 through 13 (source: Jacobs 2017).

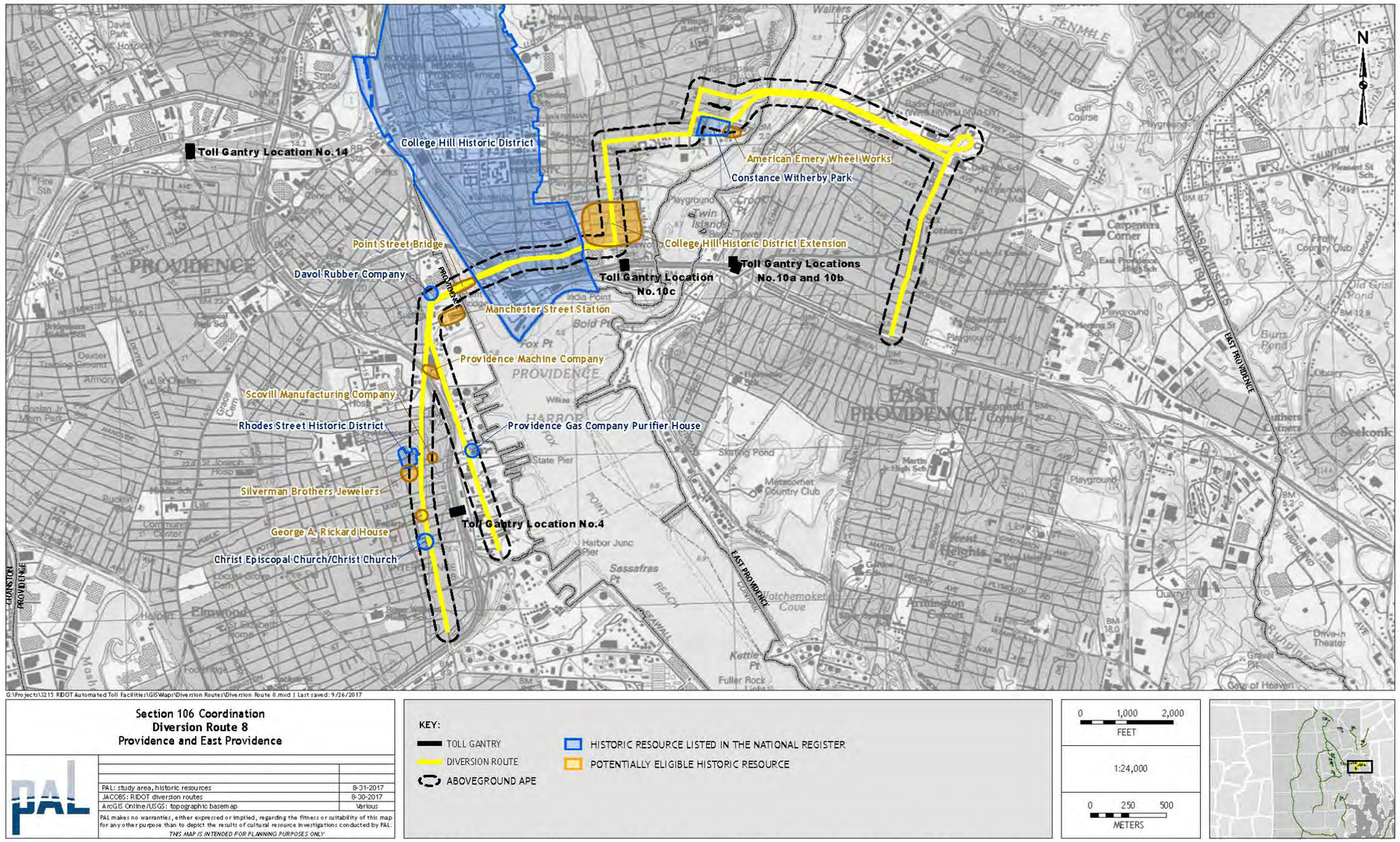

Figure 16. Inventoried historic aboveground resources within the Diversion 8 APE on the Providence and East Providence USGS topographic quadrangles, 7.5 minute series

Diversion Route 9

Diversion Route 9 avoids Toll Location 6 and is located in Pawtucket, Rhode Island, and Attleboro, Massachusetts. The route extends from Exit 2 on I-95 in Attleboro, Massachusetts, to Exit 29 of I-95 in Pawtucket, Rhode Island. The route follows Route 1A (Newport Avenue), Cottage Street, Central Avenue and US Route 1 (Broadway). Diversion Route 9 is shown in Figure 17. Diversion Route 9 is primarily a two-lane urban street with numerous cross streets and driveways.

PAL Scope

PAL reviewed information on recorded aboveground resources and historic cemeteries from inventories maintained by the Rhode Island Historical Preservation and Heritage Commission (RIHPHC) and the Rhode Island Historical Cemetery Commission (RIHCC); RIHPHC's Inventory of National Register listed resources, RIHPHC's survey reports for Pawtucket (1978); historical aerial photographs and topographic maps. PAL staff conducted a drive over the proposed Diversion Route 9 with RIHPHC and RIDOT staff on August 23, 2017. Together, information from these various sources was used to arrive at an assessment of the potential for impacts to historic properties along Diversion Route 9.

Results

The RIHPHC inventory lists four individual properties listed in, determined eligible, or potentially eligible for listing in the National Register. There are no aboveground districts or historic cemeteries within the APE (Table 9, Figure 18).

Table 9. Aboveground resources in the Diversion Route 9 APE, Pawtucket, RI.

Resource	Location	NR Status	Figure
Individual Properties			
Fuller Tenement House, 339-341 Broadway	Pawtucket	Listed (11/18/83)	18
Fuller Tenement House, 343-345 Broadway	Pawtucket	Listed (11/18/83)	18
John F. Adams House	Pawtucket	Listed (11/18/83)	18
Royal Weaving Company Mill Complex	Pawtucket	Potentially Eligible	18

Additionally, there are numerous properties that were noted during the field review that are 50 years old or older that may be potentially eligible for listing in the National Register but have not been evaluated.

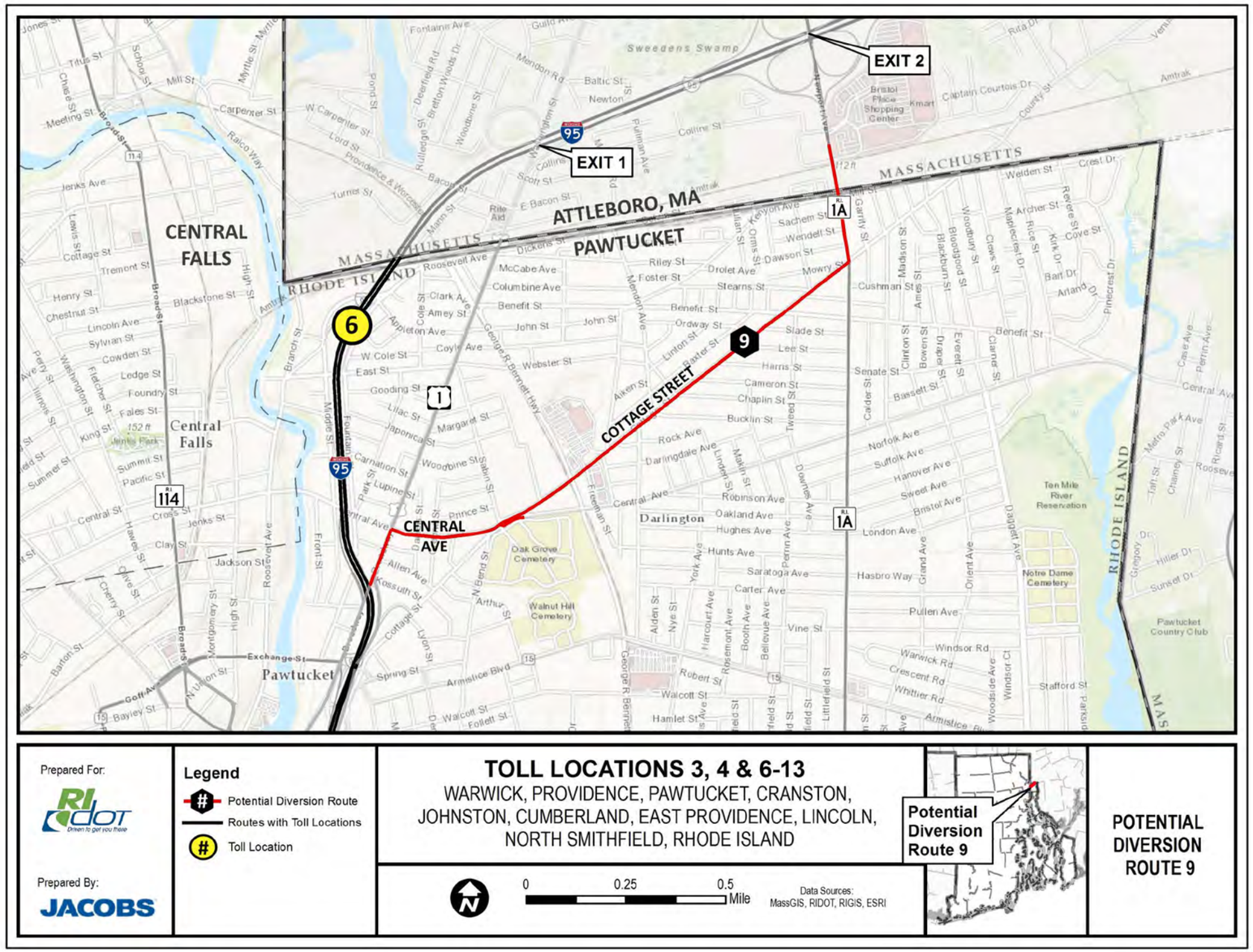

Figure 17. Location of Diversion Route 9, RhodeWorks Bridge Tolling Program (source: Jacobs 2017).

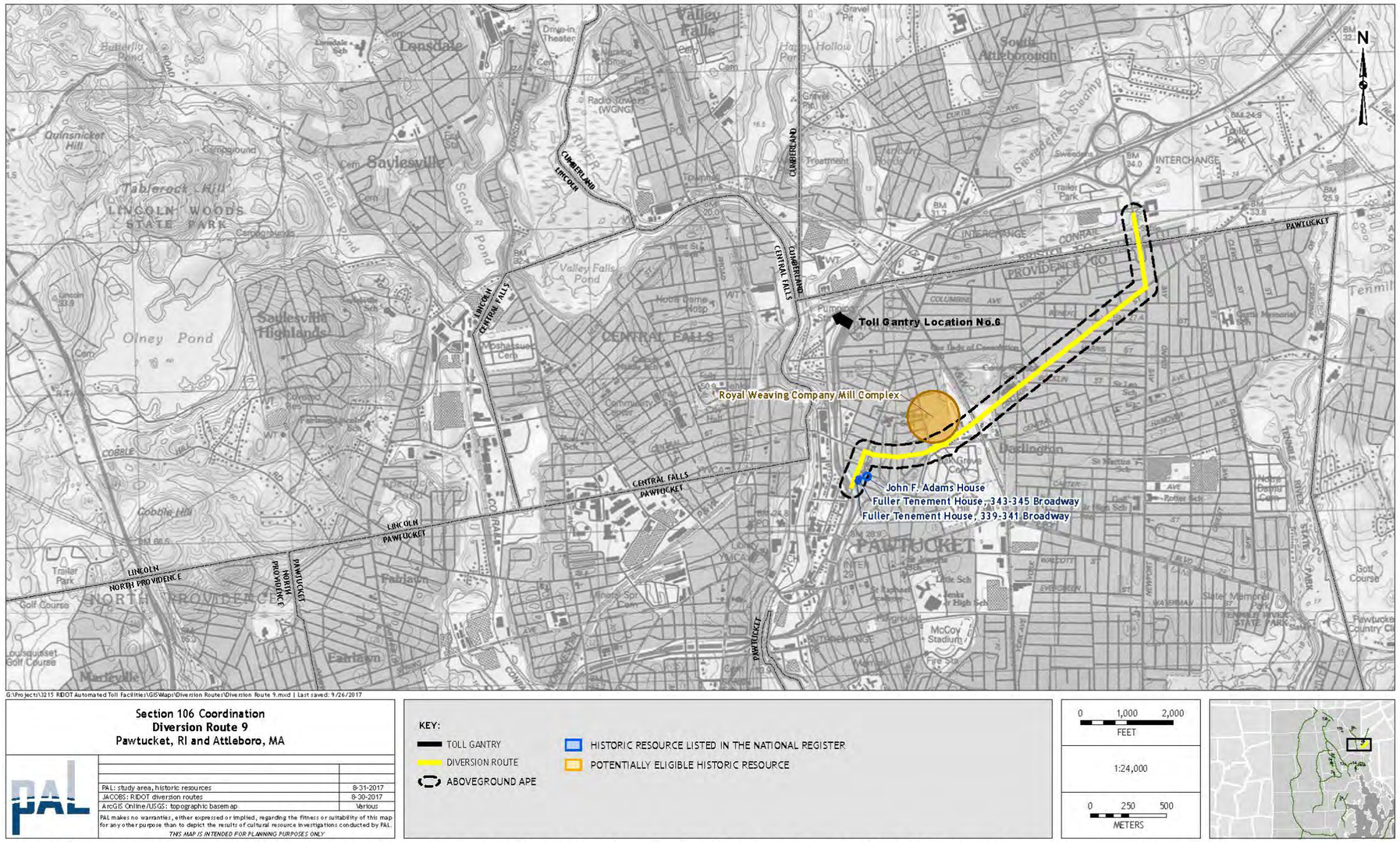

Figure 18. Inventoried historic aboveground resources within the Diversion Route 9 APE on the Providence, East Providence, Pawtucket, and Attleboro USGS topographic quadrangles, 7.5 minute series.

Diversion Route 10

Diversion Route 10 avoids Toll Location 6 and is located in Attleboro, Massachusetts and Pawtucket, Rhode Island. The route extends from Exit 1 on I-95 in Attleboro, Massachusetts, to Exit 30 in Pawtucket, Rhode Island. Depending on direction of travel, the route follows US Route 1 (Washington Street), Roosevelt Avenue, Fountain Street, Middle Street, or East Street. Diversion Route 10 is shown in Figure 19. Diversion Route 10 is primarily a two-lane road with numerous intersections and driveways.

PAL Scope

PAL reviewed information on recorded aboveground resources and historic cemeteries from inventories maintained by the Rhode Island Historical Preservation and Heritage Commission (RIHPHC), the Rhode Island Historical Cemetery Commission (RIHCC), the Massachusetts Cultural Resource Information System (MACRIS), RIHPHC's Inventory of National Register listed resources, RIHPHC's survey reports for Pawtucket (1978); historical aerial photographs and topographic maps. Together, information from these various sources was used to arrive at an assessment of the potential for impacts to historic properties along Diversion Route 10.

Results

There are no properties listed in, determined eligible, or potentially eligible for listing in the National Register within the APE in the RIHPHC inventory lists (Figure 20). There are numerous properties that were noted during the field review that are 50 years old or older that may be potentially eligible for listing in the National Register but have not been evaluated.

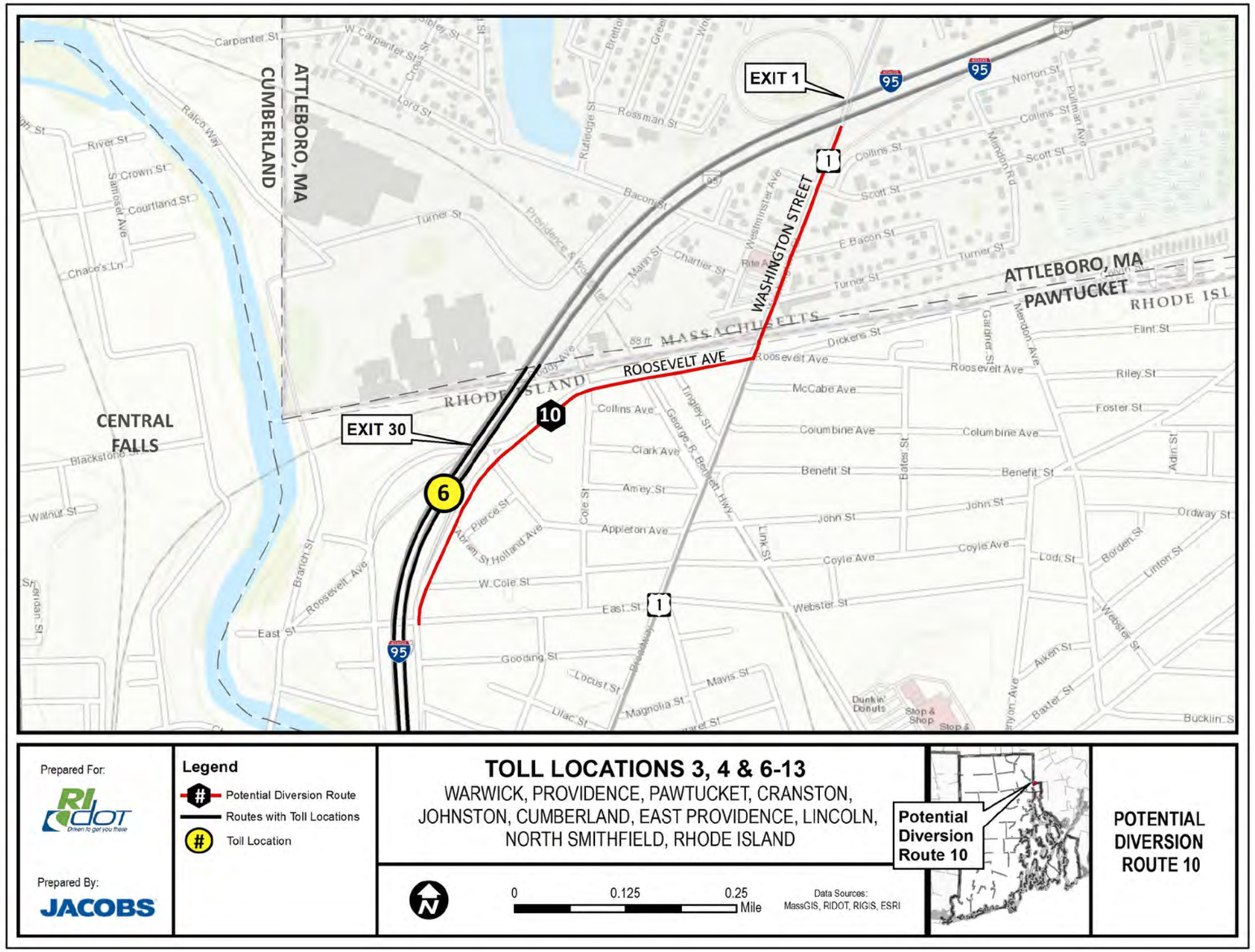

Figure 19. Location of Diversion Route 10, RIDOT Project at Toll Locations 3, 4 & 6 through 13 (source: Jacobs 2017).

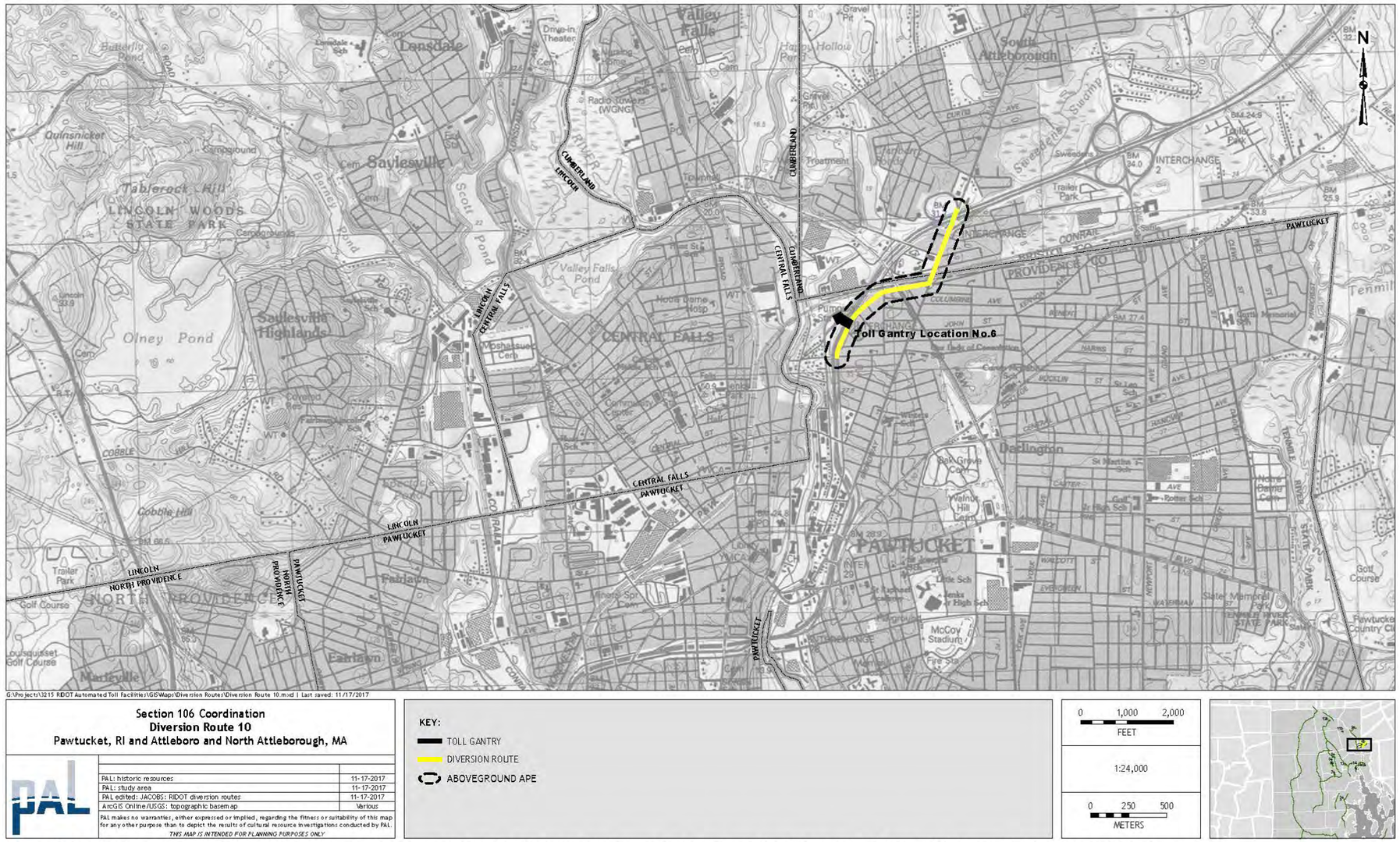

Figure 20. Inventoried historic aboveground resources within the Diversion Route 10 APE on the Providence, East Providence, Pawtucket, and Attleboro USGS topographic quadrangle, 7.5 minute series.

Diversion Route 11

Diversion Route 11 avoids Toll Location 9 and is located entirely within Cumberland, Rhode Island. The Route extends from Exit 11 to Exit 10 on I-295 and follows RI Route 114 (Diamond Hill Road), RI Route 116 (Angell Road), and RI Route 122 (Mendon Road). Diversion Route 11 is shown in Figure 21. Diversion Route 11 is primarily a two-lane road with narrow shoulders.

PAL reviewed information on recorded aboveground resources and historic cemeteries from inventories maintained by the Rhode Island Historical Preservation and Heritage Commission (RIHPHC) and the Rhode Island Historical Cemetery Commission (RIHCC); RIHPHC's Inventory of National Register listed resources, RIHPHC's survey reports for Cumberland (1998); historical aerial photographs and topographic maps. PAL staff conducted a drive over the proposed Diversion Route 11 with RIHPHC and RIDOT staff on August 23, 2017. Together, information from these various sources was used to arrive at an assessment of the potential for impacts to historic properties along Diversion Route 11.

Results

The RIHPHC inventory lists one aboveground district and two individual properties listed in, determined eligible, or potentially eligible for listing in the National Register, and one historic cemeteries within the APE (Table 11, Figure 22).

Table 11. Aboveground resources in the Diversion Route 11 APE, Cumberland, RI.

Resource	Location	NR Status	Figure
Districts			
Ashton HD	Cumberland	Listed	22
Individual Properties			
Gray Rock	Cumberland	Potentially Eligible	22
Jeremiah Wilkinson House	Cumberland	Potentially Eligible	22
Historic Cemeteries			
CU9 (Ballou Cemetery)	Cumberland	NA	22

Additionally, there are numerous properties that were noted during the field review that are 50 years old or older that may be potentially eligible for listing in the National Register but have not been evaluated.

Diversion Route 12

Diversion Route 12 avoids Toll Location 6 and is located in Pawtucket, Central Falls, Lincoln, and Cumberland, Rhode Island. The route extends from the intersection of Capital Street and RI Route 122 (Lonsdale Avenue) in Pawtucket near I-95, follows RI Route 122 (Lonsdale Avenue, Mendon Road), and terminates at the intersection of RI Route 122 (Mendon Road) and Angell Road in Cumberland. Diversion Route 12 is shown in Figure 23. Diversion Route 12 is primarily urban streets and a two-lane road with numerous traffic signals, side streets and driveways.

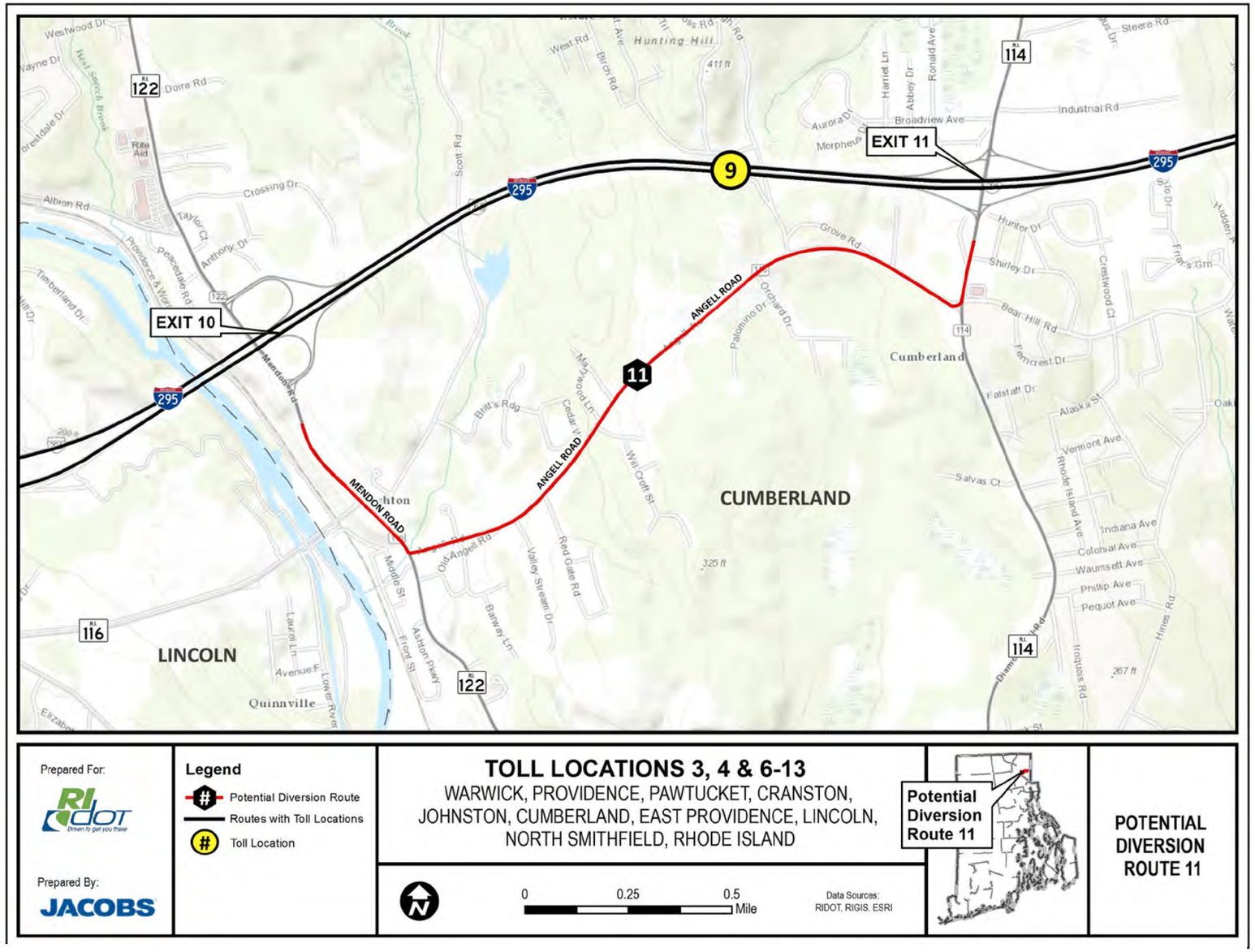

Figure 21. Location of Diversion Route 11, RIDOT Project at Toll Locations 3, 4 & 6 through 13 (source: Jacobs 2017).

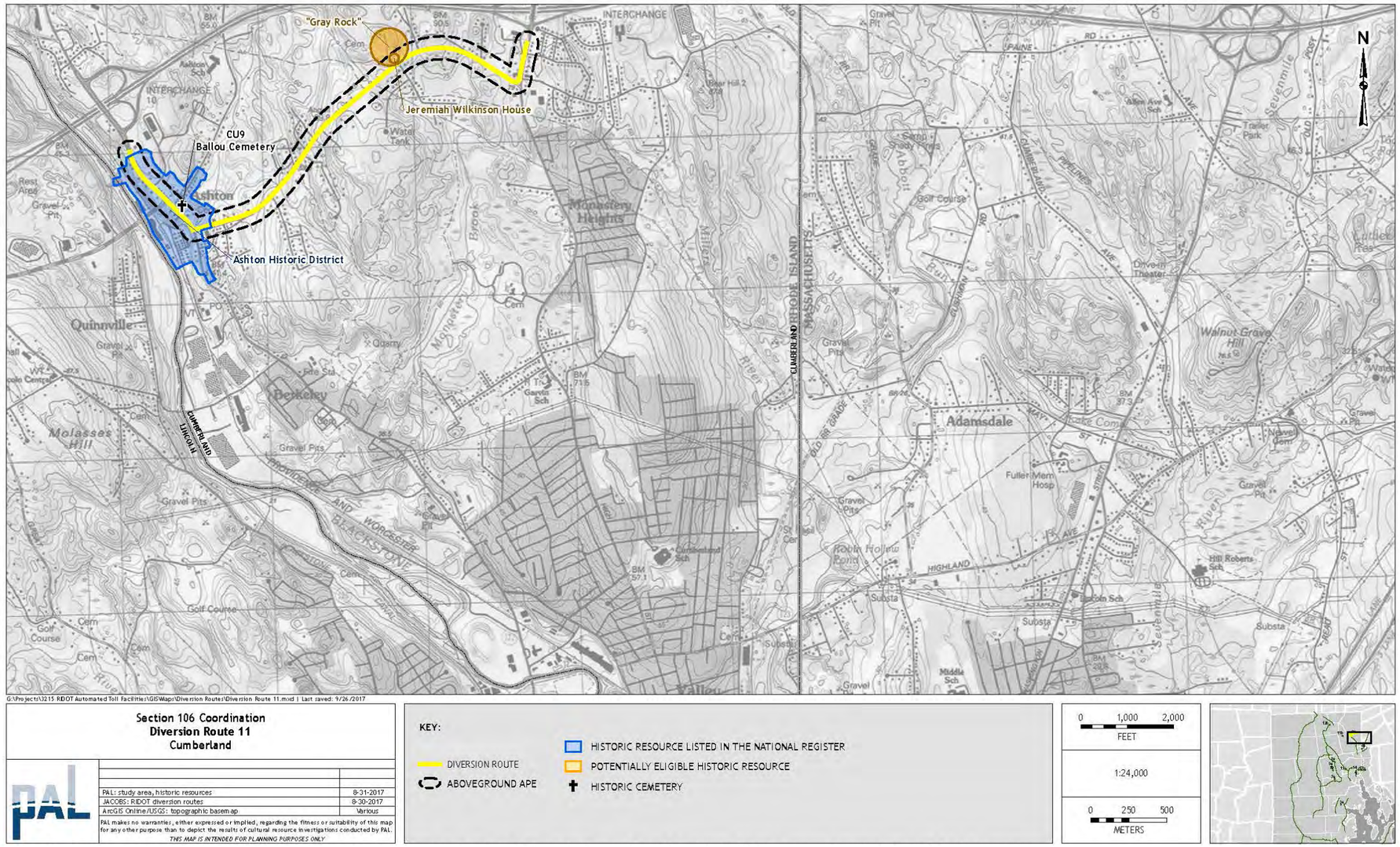

Figure 22. Inventoried historic aboveground resources within the Diversion Route 11 APE on the Pawtucket and Attleboro USGS quadrangles, 7.5 minute series.

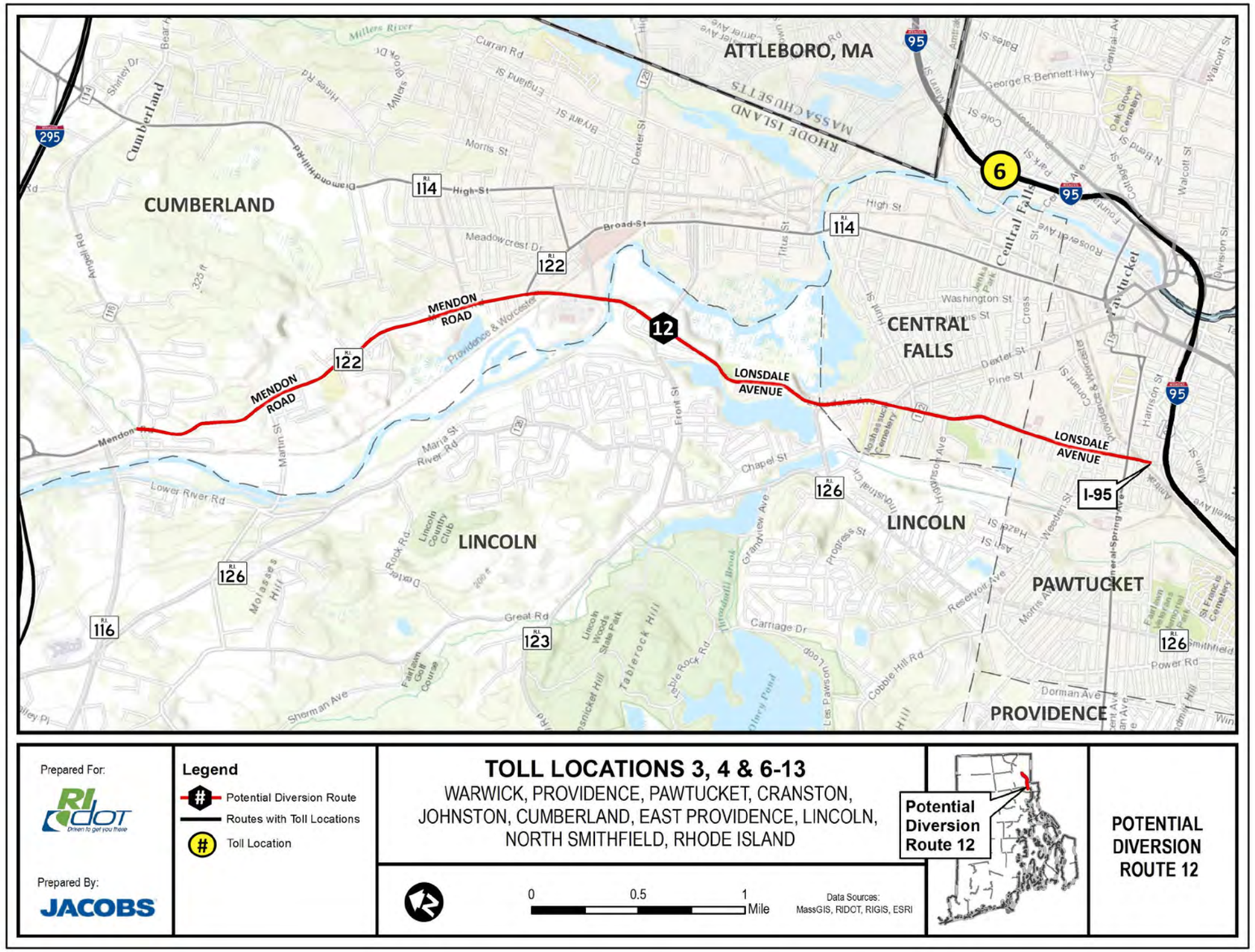

Figure 23. Location of Diversion Route 12, RIDOT Project at Toll Locations 3, 4 & 6 through 13 (source: Jacobs 2017).

PAL Scope

PAL reviewed information on recorded aboveground resources and historic cemeteries from inventories maintained by the Rhode Island Historical Preservation and Heritage Commission (RIHPHC) and the Rhode Island Historical Cemetery Commission (RIHCC); RIHPHC's Inventory of National Register listed resources, RIHPHC's survey reports for Central Falls (1978a), Cumberland (1998), Lincoln (1982), and Pawtucket (1978b); historical aerial photographs and topographic maps. PAL staff conducted a drive over the proposed Diversion Route 12 with RIHPHC and RIDOT staff on August 23, 2017. Together, information from these various sources was used to arrive at an assessment of the potential for impacts to historic properties along Diversion Route 12.

Results

The RIHPHC inventory lists four aboveground districts and five individual properties listed in, determined eligible, or potentially eligible for listing in the National Register, and two historic cemeteries within the APE (Table 12, Figures 24a and 24b,).

Table 12. Aboveground resources in the Diversion Route 12 APE, Central Falls, Cumberland, Lincoln, and Pawtucket, RI.

Resource	Location	NR Status	Figure
Districts			
Saylesville HD	Lincoln	Listed (8/30/84)	24a
Blackstone Canal HD	Lincoln/Central Falls	Listed (5/6/71, revised 11/1/91)	24a, 24b
Lonsdale HD	Cumberland, Lincoln	Listed (5/25/84)	24a, 24b
Ashton HD	Cumberland	Listed (11/1/84)	24b
Berkeley Mill Village HD	Cumberland	Listed (7/23/72)	24b
Individual Properties			
Conant Thread/Coats & Clark	Central Falls, Pawtucket	Listed (11/18/83)	24a
Saint Matthew's Church	Central Falls	Listed (4/6/79)	24a
Clark House, Norton School	Cumberland	Potentially Eligible	24a, 24b
Saint Joseph's Church Complex	Cumberland	Listed (8/12/82)	24b
Historic Cemeteries			
CU8 (St. Joseph's)	Cumberland	NA	24b
CU39 (St. Joseph's Church)	Cumberland	NA	24b

Additionally, there are numerous properties that were noted during the field review that are 50 years old or older that may be potentially eligible for listing in the National Register but have not been evaluated.

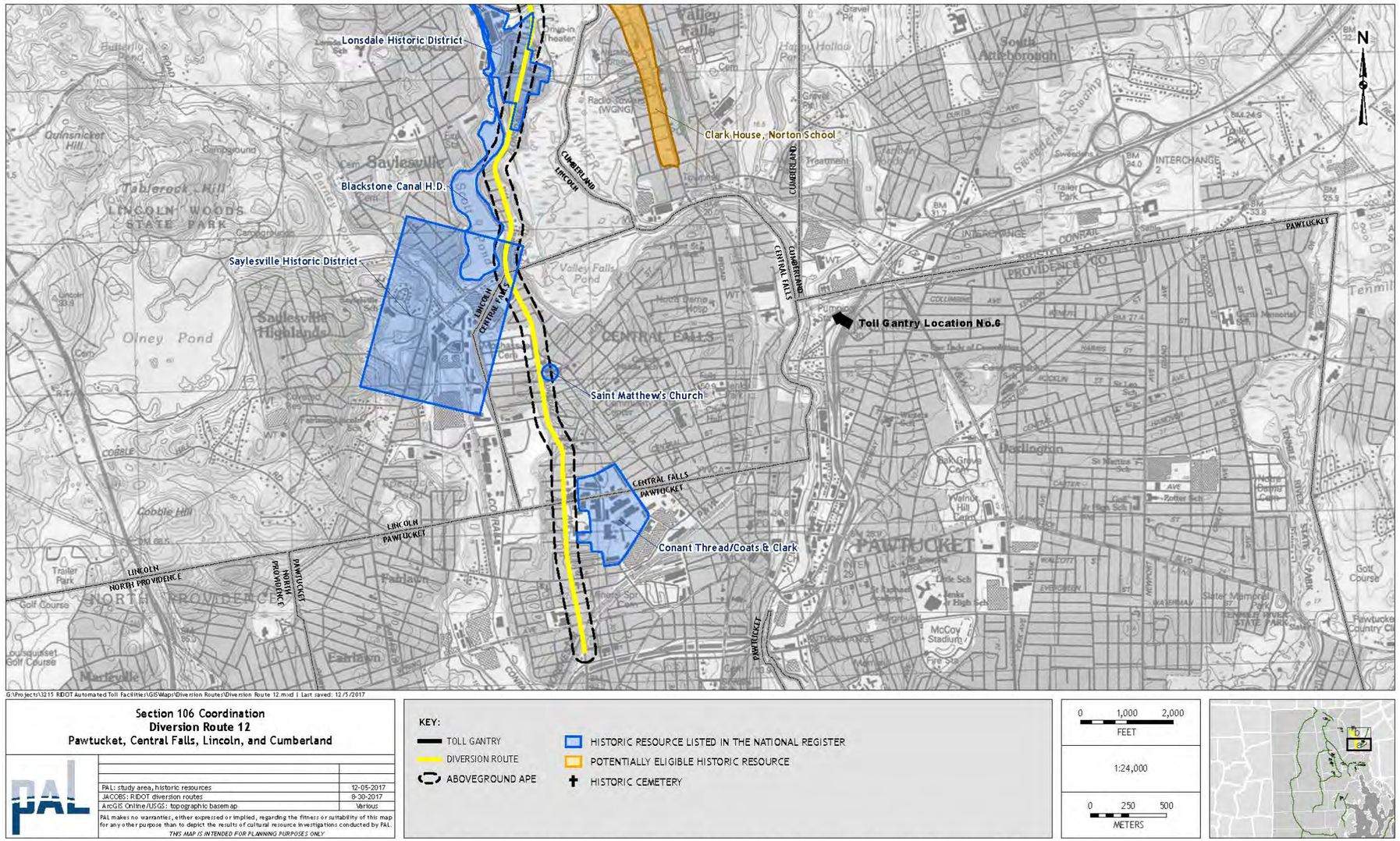

Figure 24a. Inventoried historic aboveground resources within the Diversion Route 12 APE on the Providence, East Providence, Pawtucket, and Attleboro USGS topographic quadrangles, 7.5 minute series.

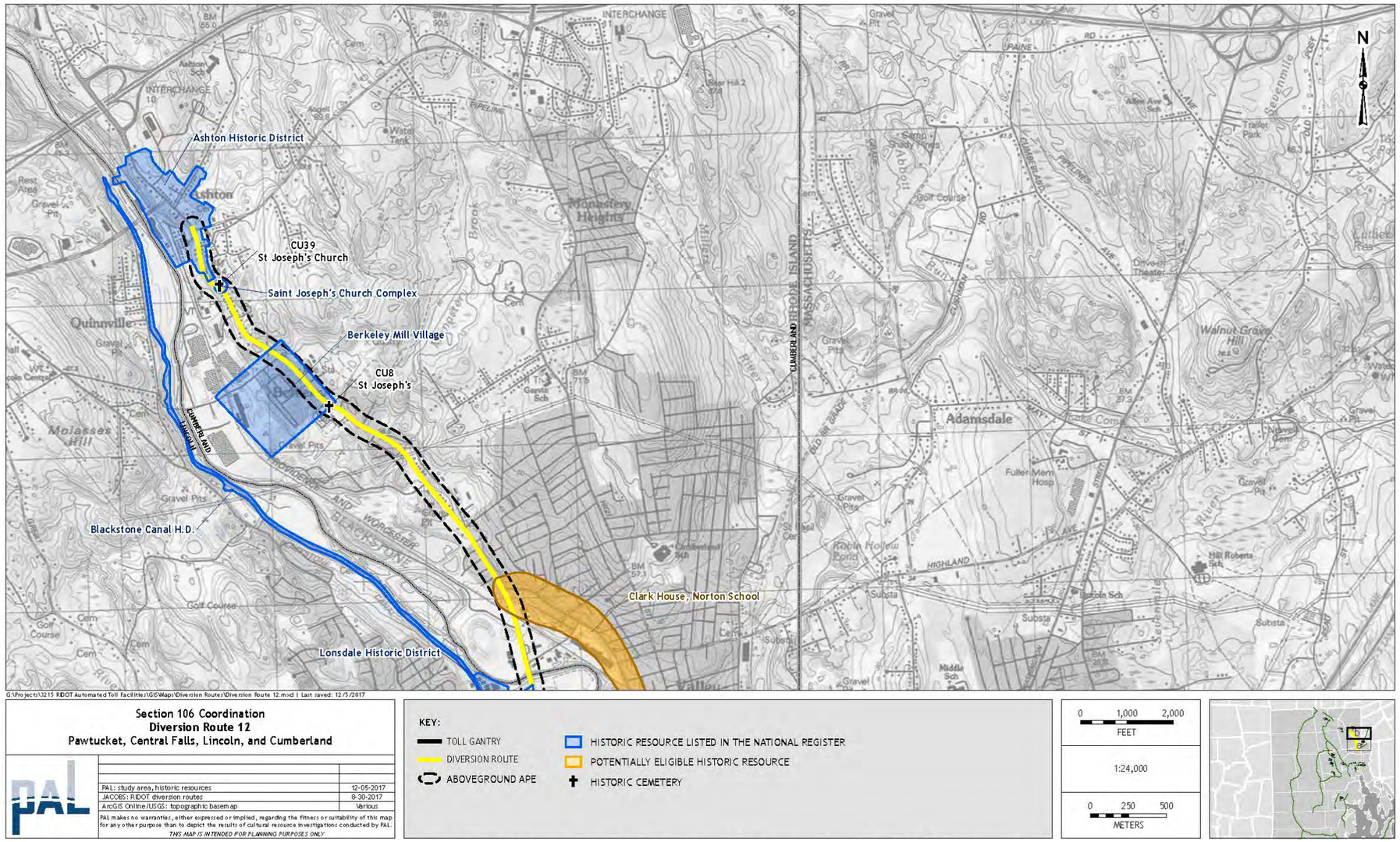

Figure 24b. Inventoried historic aboveground resources within the Diversion Route 12 APE on the Pawtucket, and Attleboro USGS topographic quadrangles, 7.5 minute series.

Diversion Route 13

Diversion Route 13 avoids Toll Location 12 and is located in Woonsocket and North Smithfield, Rhode Island. The route follows Route 146A (Great Road, Smithfield Road, and Eddie Dowling Highway). Diversion Route 13 is shown in Figure 25. Diversion Route 13 is primarily a two-lane road with narrow shoulders, side streets and driveways.

PAL Scope

PAL reviewed information on recorded aboveground resources and historic cemeteries from inventories maintained by the Rhode Island Historical Preservation and Heritage Commission (RIHPHC) and the Rhode Island Historical Cemetery Commission (RIHCC); RIHPHC's Inventory of National Register listed resources, RIHPHC's survey reports for North Smithfield (1980); historical aerial photographs and topographic maps. PAL staff conducted a drive over the proposed Diversion Route 13 with RIHPHC and RIDOT staff on August 23, 2017. Together, information from these various sources was used to arrive at an assessment of the potential for impacts to historic properties along Diversion Route 13.

Results

The RIHPHC inventory lists one aboveground districts and five individual properties listed in, determined eligible, or potentially eligible for listing in the National Register, and one historic cemetery within the APE (Table 13, Figure 26).

Table 13. Aboveground resources in the Diversion Route 13 APE, North Smithfield, RI.

Resource	Location	NR Status	Figure
Districts			
Union Village HD	North Smithfield	Listed (11/28/78)	26
Individual Properties			
Andrews Tavern	North Smithfield	Potentially Eligible	26
Friends Meeting House Complex/ Smithfield Monthly Meeting of Friends	North Smithfield	Listed (11/24/82)	26
Peleg Arnold Tavern	North Smithfield	Listed (7/30/74)	26
The 1761 Milestone	North Smithfield	Listed (11/24/82)	26
Westacres	North Smithfield	Potentially Eligible	26
Historic Cemeteries			
WO11 (Quaker Friends)	Woonsocket	NA	26

Additionally, there are numerous properties that were noted during the field review that are 50 years old or older that may be potentially eligible for listing in the National Register but have not been evaluated.

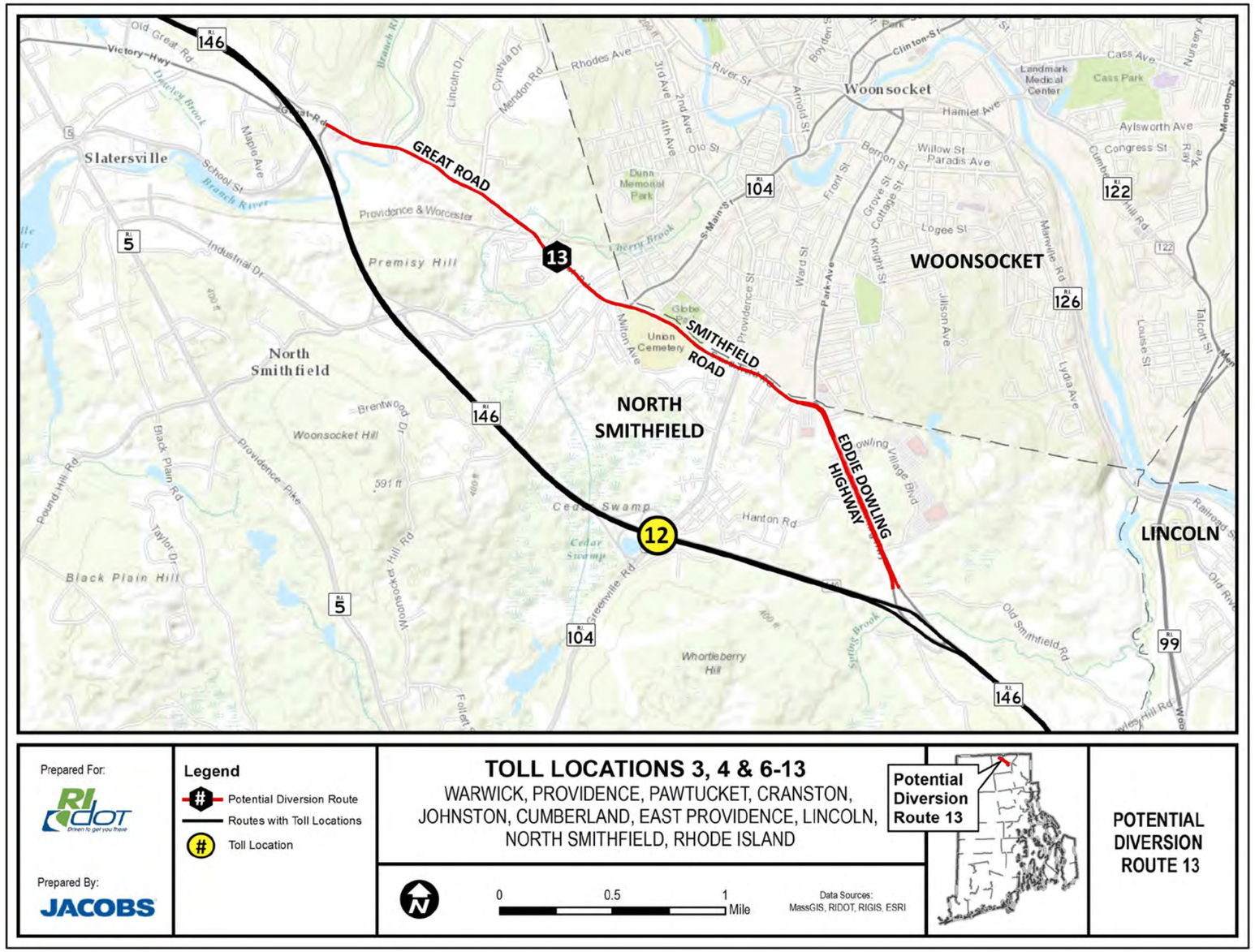

Figure 25. Location of Diversion Route 13, RIDOT Project at Toll Locations 3, 4 & 6 through 13 (source: Jacobs 2017).

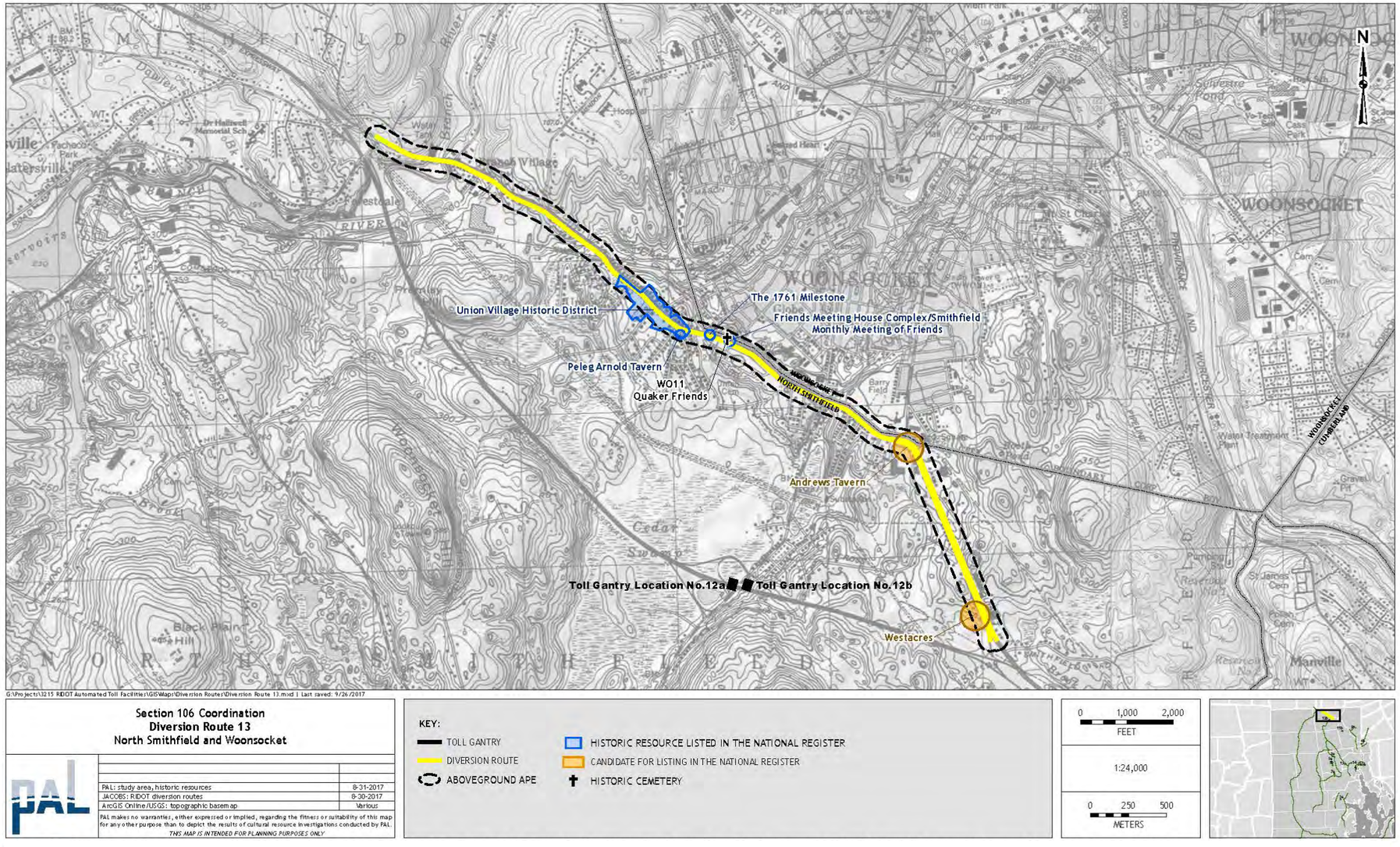

Figure 26. Inventoried historic aboveground resources within the Diversion Route 13 APE on the Georgiaville, Pawtucket, Blackstone, and Franklin USGS topographic quadrangles, 7.5 minute series.

Diversion Route 14

Diversion Route 14 avoids Toll Locations 3, 4 and 10 and is located in Exeter, North Kingstown, Jamestown, Newport, Middletown, and Portsmouth, Rhode Island. The extends from the intersection of RI Route 3 (Nooseneck Hill Road) and RI Route 102 (Victory Highway) in Exeter, along RI Route 102 (Victory Highway, Ten Rod Road) onto RI Route 4 (Colonel Rodman Highway), US Route 1 (Tower Hill Road), and RI Route 138 in North Kingstown, continuing on RI Route 138 into Jamestown and Newport (as Admiral Kalbfus Road and West Main Road), and then to RI Route 114 (West Main Road) in Middleton, and terminating in Portsmouth at the tie-in with RI Route 24. Diversion Route 14 is shown in Figure 27. Diversion Route 14 is primarily a mix of narrow two-lane roads with narrow shoulders and numerous side streets and driveways and four-lane divided highway. Diversion Route 14 is also tolled at the Clairborne Pell Newport Bridge.

PAL Scope

PAL reviewed information on recorded aboveground resources and historic cemeteries from inventories maintained by the Rhode Island Historical Preservation and Heritage Commission (RIHPHC) and the Rhode Island Historical Cemetery Commission (RIHCC); RIHPHC's Inventory of National Register listed resources, RIHPHC's survey reports for Exeter (1976), Jamestown (1995), Middletown (1979a), Newport (1974, 1977, 1980), North Kingstown (1979b), and Portsmouth (1979c); historical aerial photographs and topographic maps.. Together, information from these various sources was used to arrive at an assessment of the potential for impacts to historic properties along Diversion Route 14.

Results

The RIHPHC inventory lists nine aboveground districts and fourteen individual properties listed in, determined eligible, or potentially eligible for listing in the National Register, and twelve historic cemeteries within the APE (Table 14, Figures 28a through 28g).

Table 14. Aboveground resources in the Diversion Route 14 APE, Exeter, Jamestown, Middletown, Newport, North Kingstown, and Portsmouth, RI.

Resource	Location	NR Status	Figure
Districts			
Exeter Village HD	Exeter	Potentially Eligible	28b
Lawtonville HD	Exeter	Potentially Eligible	28b
Shady Lea HD	North Kingstown	Listed (7/19/85)	28d
Windmill Hill HD	Jamestown	Listed (10/2/78)	28e
Miantonomi Park HD Amendment	Newport	Potentially Eligible	28e
Naval War College HD	Newport	Potentially Eligible	28e
Prescott Farm HD	Middletown	Potentially Eligible	28f
West Main Road HD	Middletown	Potentially Eligible	28f
Battle of Rhode Island HD Main Battlefield	Portsmouth	Listed (5/30/74, NHL 1974)	28g

Table 14. Aboveground resources in the Diversion Route 14 APE, Exeter, Jamestown, Middletown, Newport, North Kingstown, and Portsmouth, RI.			
Individual Properties			
Danforth Estate	Exeter	Potentially Eligible	28a
Chestnut Hill Baptist Church	Exeter	Listed (11/21/78)	28b
Lawton's Mill	Exeter	Listed (6/27/80)	28b
Old Belleville School	North Kingstown	Potentially Eligible	28c, 28d
Town Pound	Jamestown	Potentially Eligible	28e
Wetherell Cottage/Spindrift/Pascal Hacke	Jamestown	Potentially Eligible	28e
Newport Bridge	Jamestown, Newport	Potentially Eligible	28e
The Bird's Nest	Newport	Listed (6/9/82)	28e
Hoppin/Rensselaar/Villalou/Vernon/Elmbry	Middletown	Potentially Eligible	28e
Whithall/Bishop George Berkeley HS	Newport	Listed (3/7/75)	28e
Wm. Redwoods Country House	Middletown	Potentially Eligible	28e
Holy Cross Church	Middletown	Potentially Eligible	28f
Cory Farm	Portsmouth	Potentially Eligible	28g
Hedley House	Portsmouth	Potentially Eligible	28g
Historic Cemeteries			
EX37 (George Cotterelf Lot)	Exeter	NA	28b
EX39 (Old Baptist Church Yard)	Exeter	NA	28b
EX52 (Sunderland-Tarbox)	Exeter	NA	28b
NK73 (Brown-Briggs)	North Kingstown	NA	28b
NK 25 (Thomas)	North Kingstown	NA	28d
JM6 (Friends Cemetery)	Jamestown	NA	28e
JM1 (Gov. Carr Lot)	Jamestown	NA	28e
JM10 (Hazard Lot)	Jamestown	NA	28e
MT6 (Holy Cross Church Cem.)	Middletown	NA	28f
MT33 (Dea William Taggart Lot)	Middletown	NA	28f
PO20 (Capt Job Lawton Lot)	Portsmouth	NA	28f
PO22 (Nichols-Hassard Ground)	Portsmouth	NA	28f

Additionally, there are numerous properties that were noted during the field review that are 50 years old or older that may be potentially eligible for listing in the National Register but have not been evaluated.

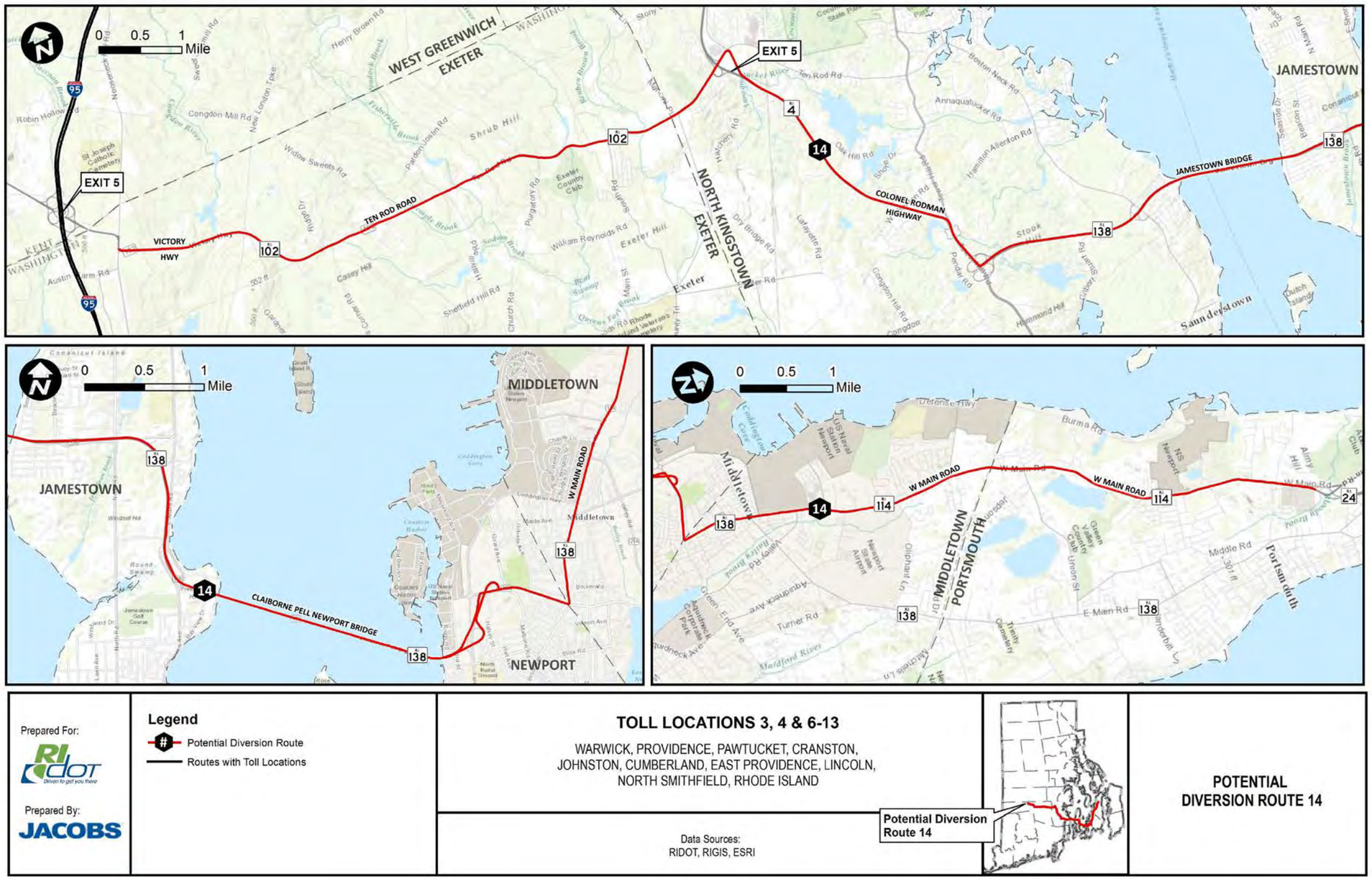

Figure 27. Location of Diversion Route 14, RIDOT Project at Toll Locations 3, 4 & 6 through 13 (source: Jacobs 2017).

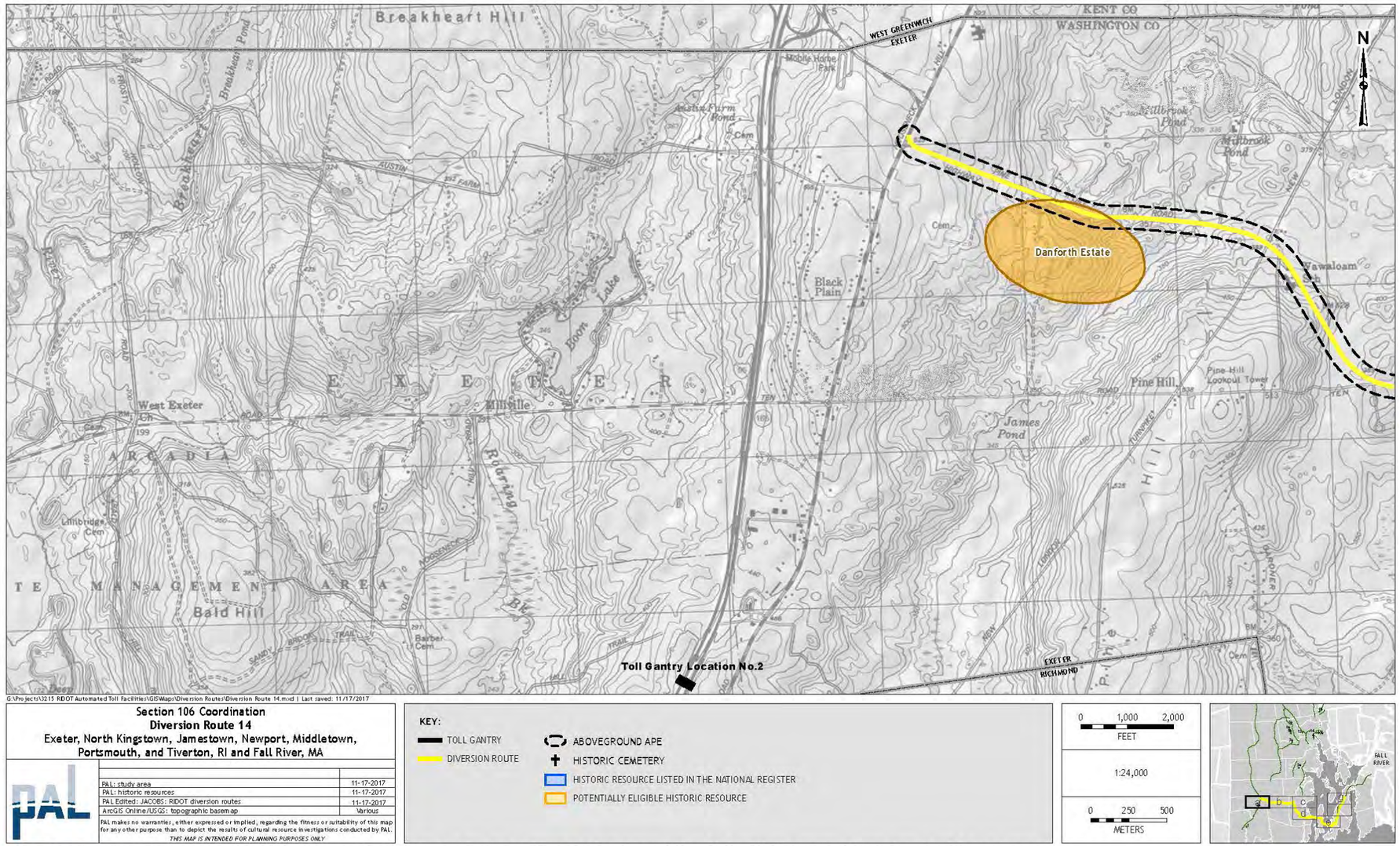

Figure 28a. Inventoried historic aboveground resources within the Diversion Route 14 APE on the Carolina and Hope Valley USGS topographic quadrangles, 7.5 minute series.

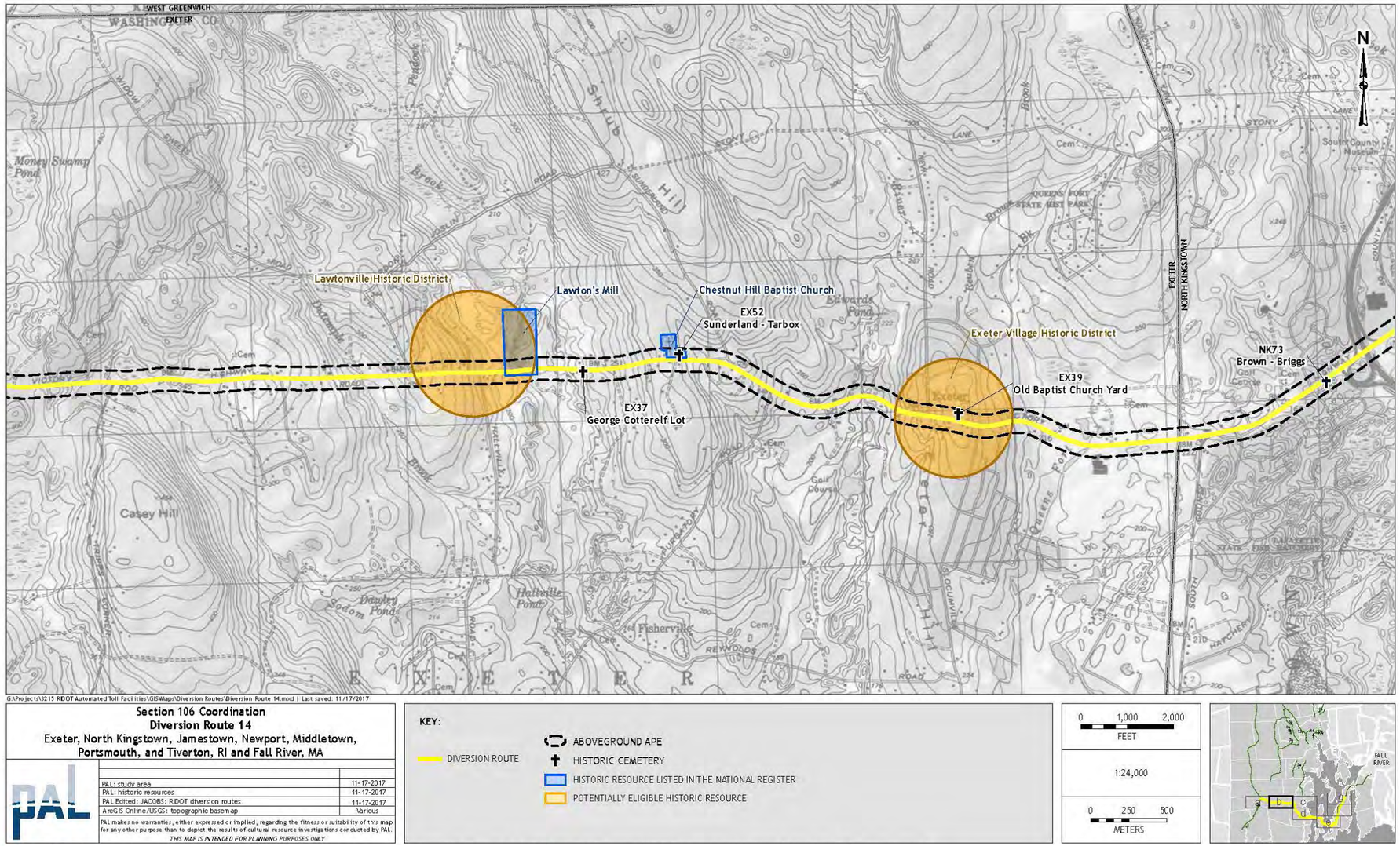

Figure 28b. Inventoried historic aboveground resources within the Diversion Route 14 APE on the Slocum USGS topographic quadrangle, 7.5 minute series.

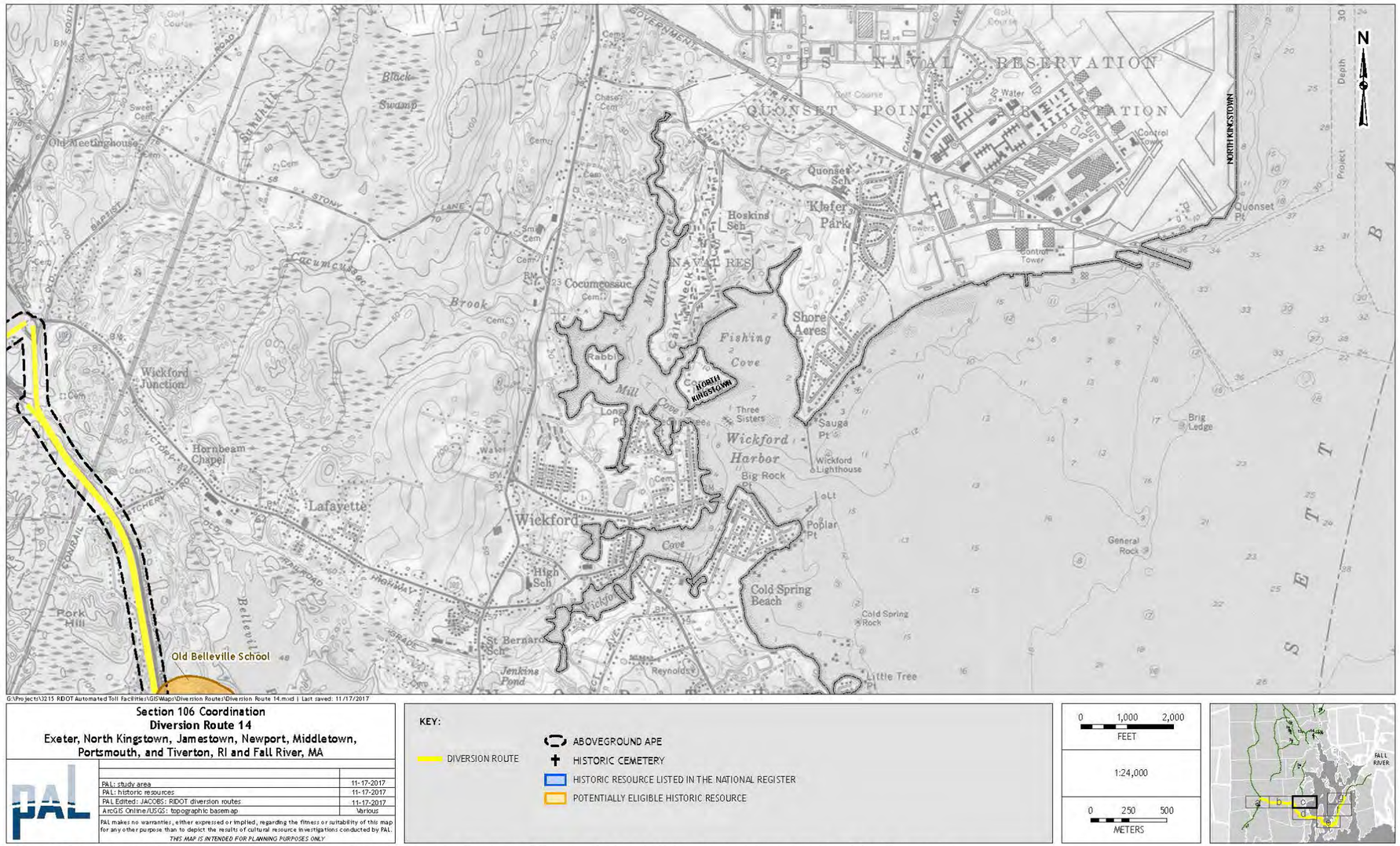

Figure 28c. Inventoried historic aboveground resources within the Diversion Route 14 APE on the Wickford USGS topographic quadrangle, 7.5 minute series.

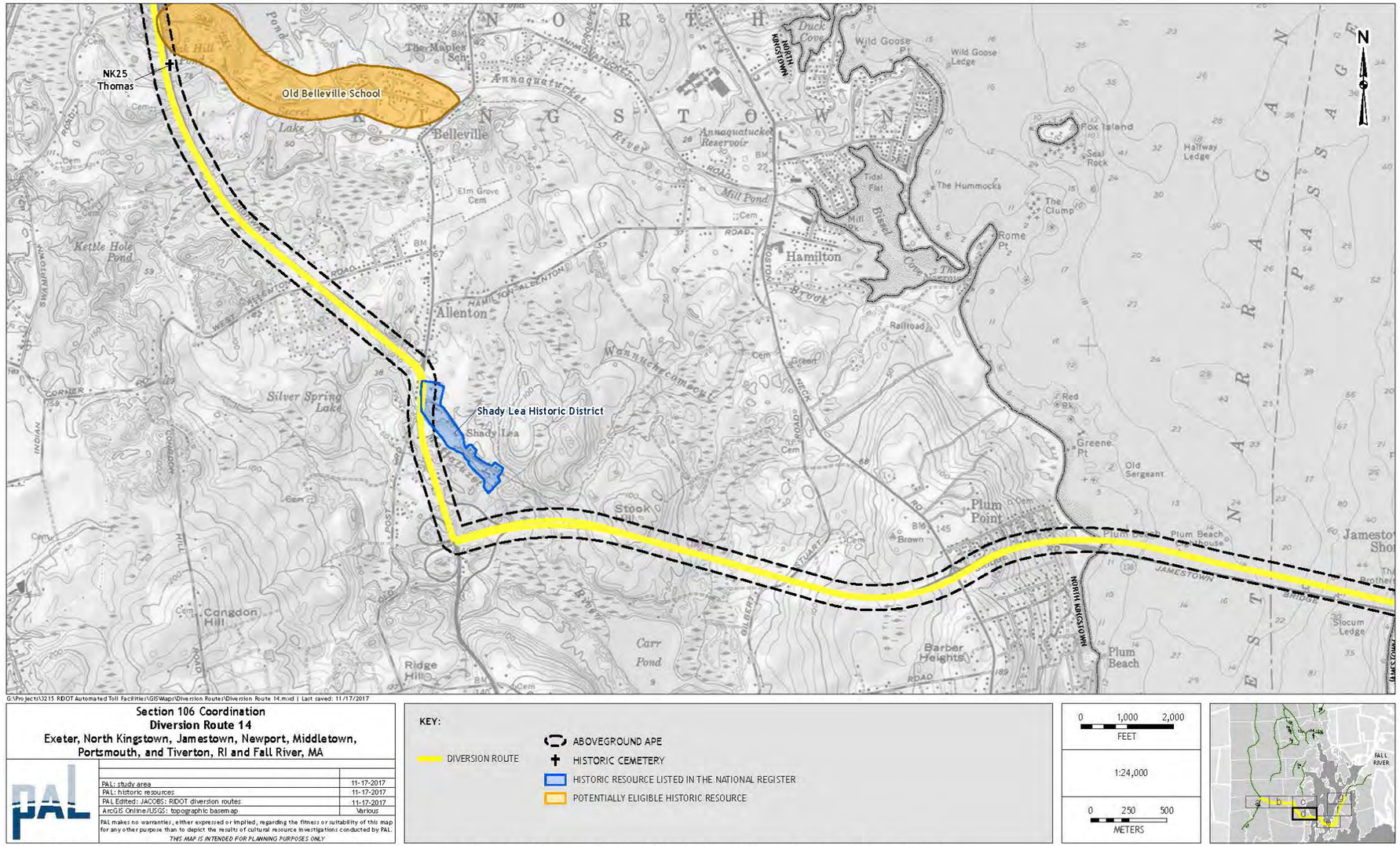

Figure 28d. Inventoried historic aboveground resources within the Diversion Route 14 APE on the Wickford USGS topographic quadrangle, 7.5 minute series.

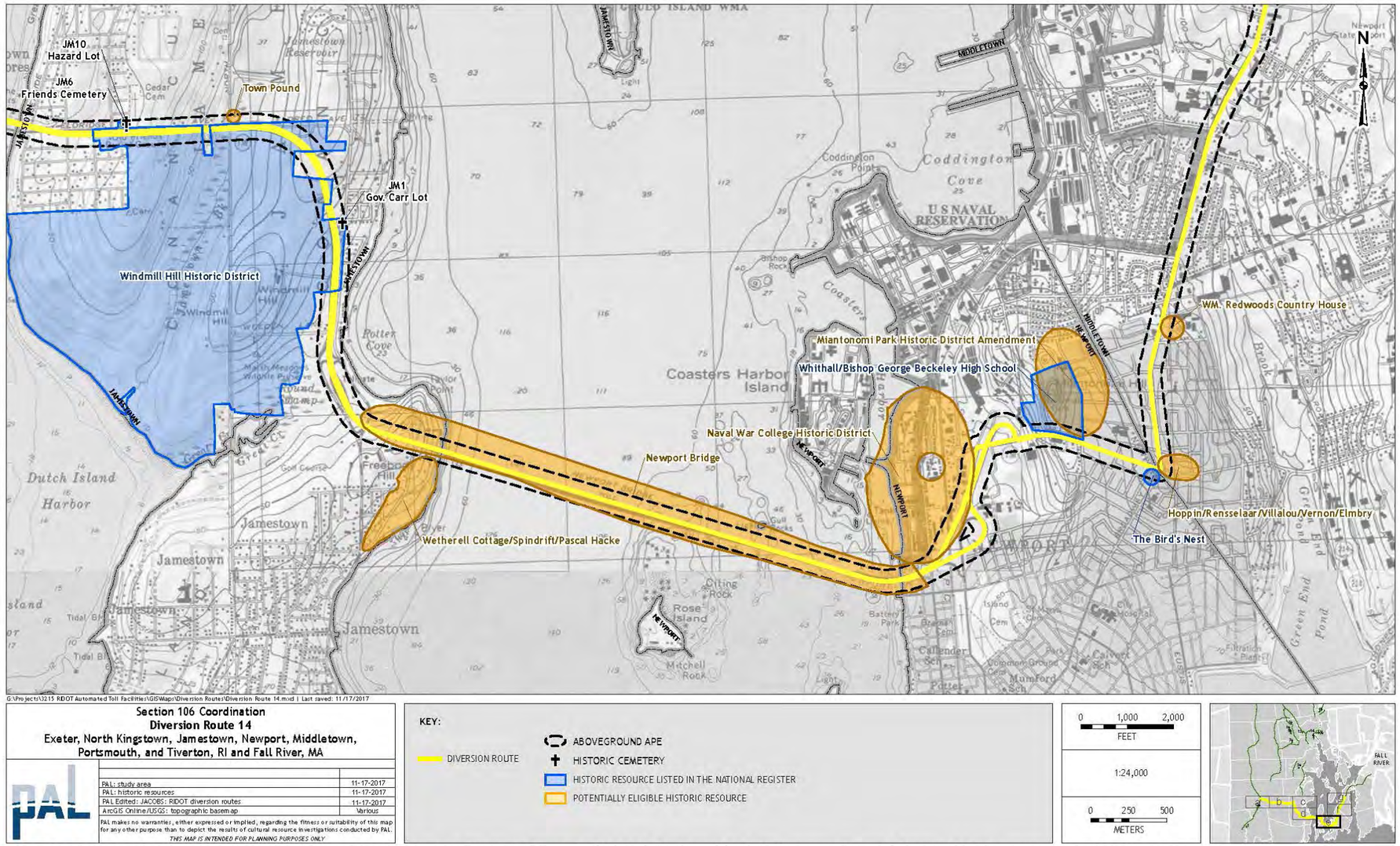

Figure 28e. Inventoried historic aboveground resources within the Diversion Route 14 APE on the Wickford, Prudence Island, Narragansett Pier and Newport USGS topographic quadrangles, 7.5 minute series.

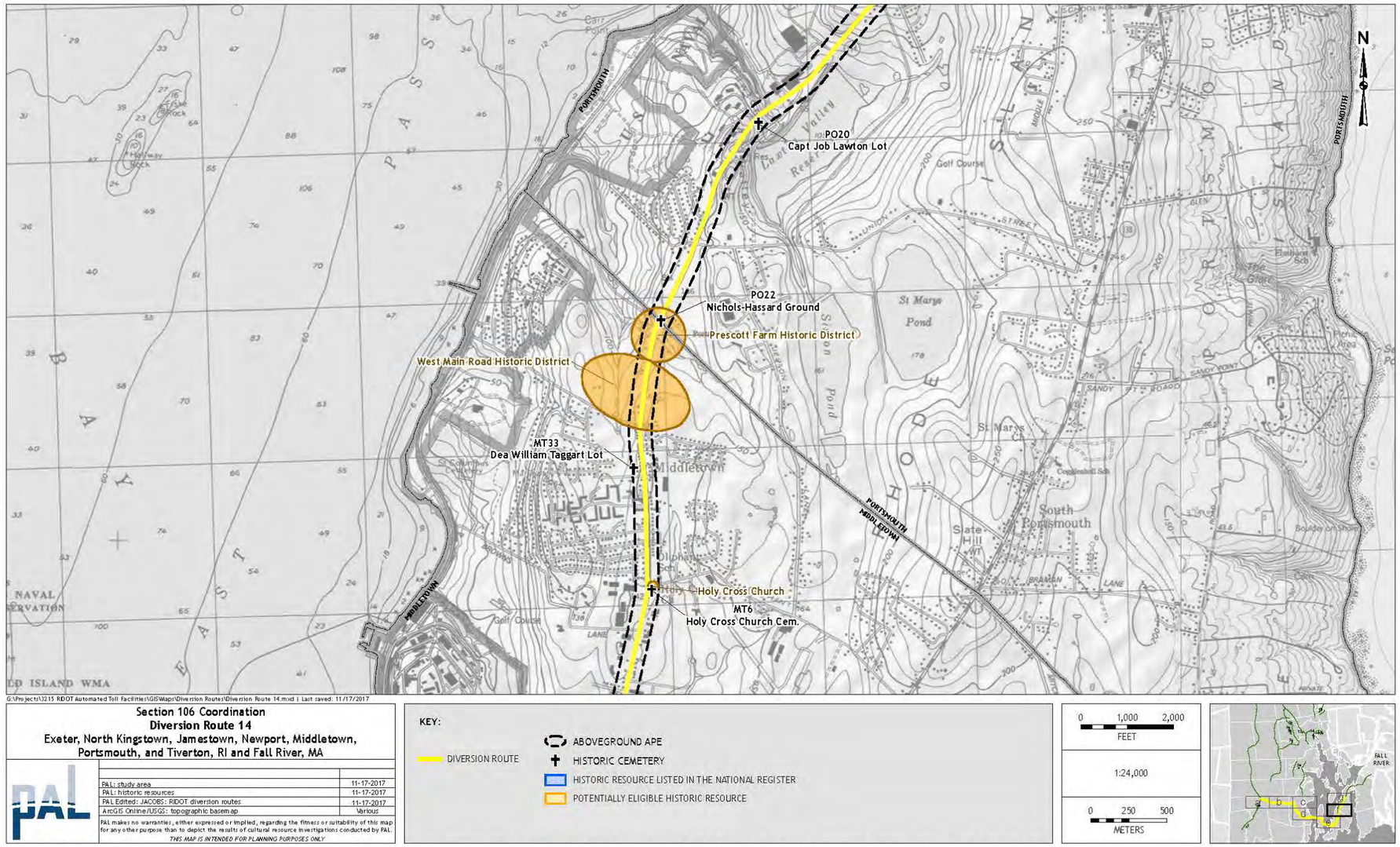

Figure 28f. Inventoried historic aboveground resources within the Diversion Route 14 APE on the Prudence Island and Tiverton USGS topographic quadrangles, 7.5 minute series.

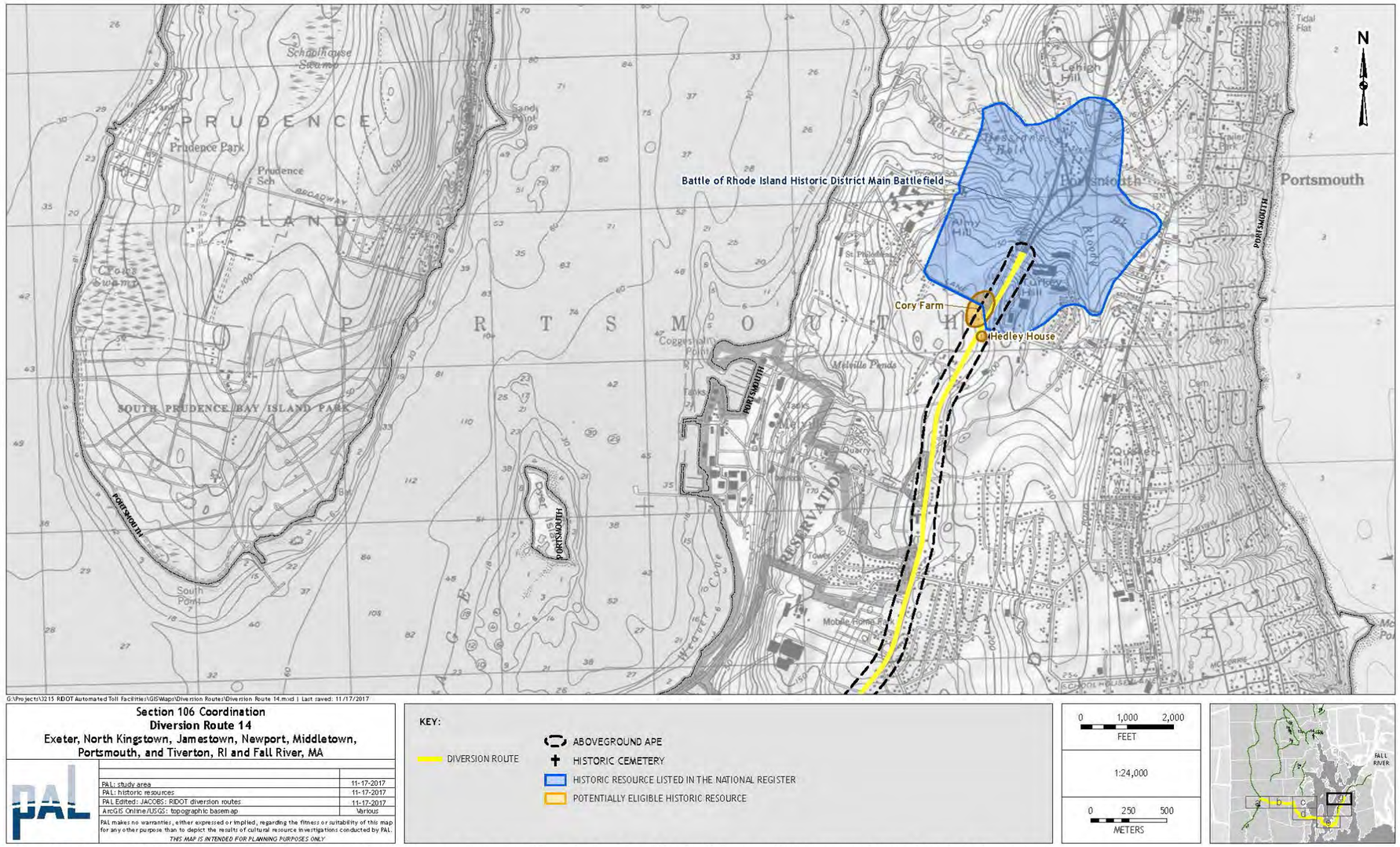

Figure 28g. Inventoried historic aboveground resources within the Diversion Route 14 APE on the Prudence Island and Tiverton USGS topographic quadrangles, 7.5 minute series.

Diversion Route 15

Diversion Route 15 avoids Toll Locations 3, 7, and 8 and is located in Scituate, Glocester, and Smithfield, Rhode Island. The route extends from the Diversion Route 6 terminus intersection in Scituate (East Road/RI Route 116, North Road/RI Route 116, Scituate Avenue/RI Route 12), and follows RI Route 116 (East Road, West Greenville Road, Smith Avenue) to US Route 44 (Putnam Pike), and then to I-295 at Exit 7 in Smithfield. Diversion Route 15 is shown in Figure 29. Diversion Route 15 is primarily a two-lane road with narrow shoulders, side streets, and driveways.

PAL Scope

PAL reviewed information on recorded aboveground resources and historic cemeteries from inventories maintained by the Rhode Island Historical Preservation and Heritage Commission (RIHPHC) and the Rhode Island Historical Cemetery Commission (RIHCC); RIHPHC's Inventory of National Register listed resources, RIHPHC's survey reports for Glocester (1980a), Scituate (1980b), and Smithfield (1992); historical aerial photographs and topographic maps. PAL staff conducted a drive over the proposed Diversion Route 15 with RIHPHC and RIDOT staff on August 23, 2017. Together, information from these various sources was used to arrive at an assessment of the potential for impacts to historic properties along Diversion Route 15.

Results

The RIHPHC inventory lists two aboveground districts and four individual properties listed in, determined eligible, or potentially eligible for listing in the National Register, and ten historic cemeteries within the APE (Table 15, Figures 30a through 30d,).

Table 15. Aboveground resources in the Diversion Route 15 APE, Glocester, Scituate, and Smithfield, RI.

Resource	Location	NR Status	Figure
Districts			
North Scituate Village HD	Scituate	Listed (8/28/79)	30c
Greenville HD	Smithfield	Potentially Eligible	30d
Individual Properties			
Barnes-Bennett-Waterman Farm	Scituate	Potentially Eligible	30b
Charles Harris House	Scituate	Potentially Eligible	30c
Old Congregational Church	Scituate	Listed (1/11/74)	30c
Saint Thomas Episcopal Church and Rectory	Smithfield	Listed (7/10/87)	30d
Historic Cemeteries			
SC49 (Barnes-Potter Lot)	Scituate	NA	30b
SC53 (Fenner Lot)	Scituate	NA	30b
SC96 (Friends Meeting House Yard)	Scituate	NA	30c
SC132 (Dea Daniel Sweet Lot)	Scituate	NA	30c
SM45 (Greenville Cemetery)	Smithfield	NA	30d
SM86 (Dr. Thomas Nutting Lot)	Smithfield	NA	30d
SC48 (James Andrews Lot)	Scituate	NA	30b

Table 15. Aboveground resources in the Diversion Route 15 APE, Glocester, Scituate, and Smithfield, RI.			
Historic Cemeteries			
SC16 (Thomas Mathewson)	Scituate	NA	30c
SM48 (James Arnold Lot)	Smithfield	NA	30d
SM49 (Smith Lot)	Smithfield	NA	30d

Additionally, there are numerous properties that were noted during the field review that are 50 years old or older that may be potentially eligible for listing in the National Register but have not been evaluated.

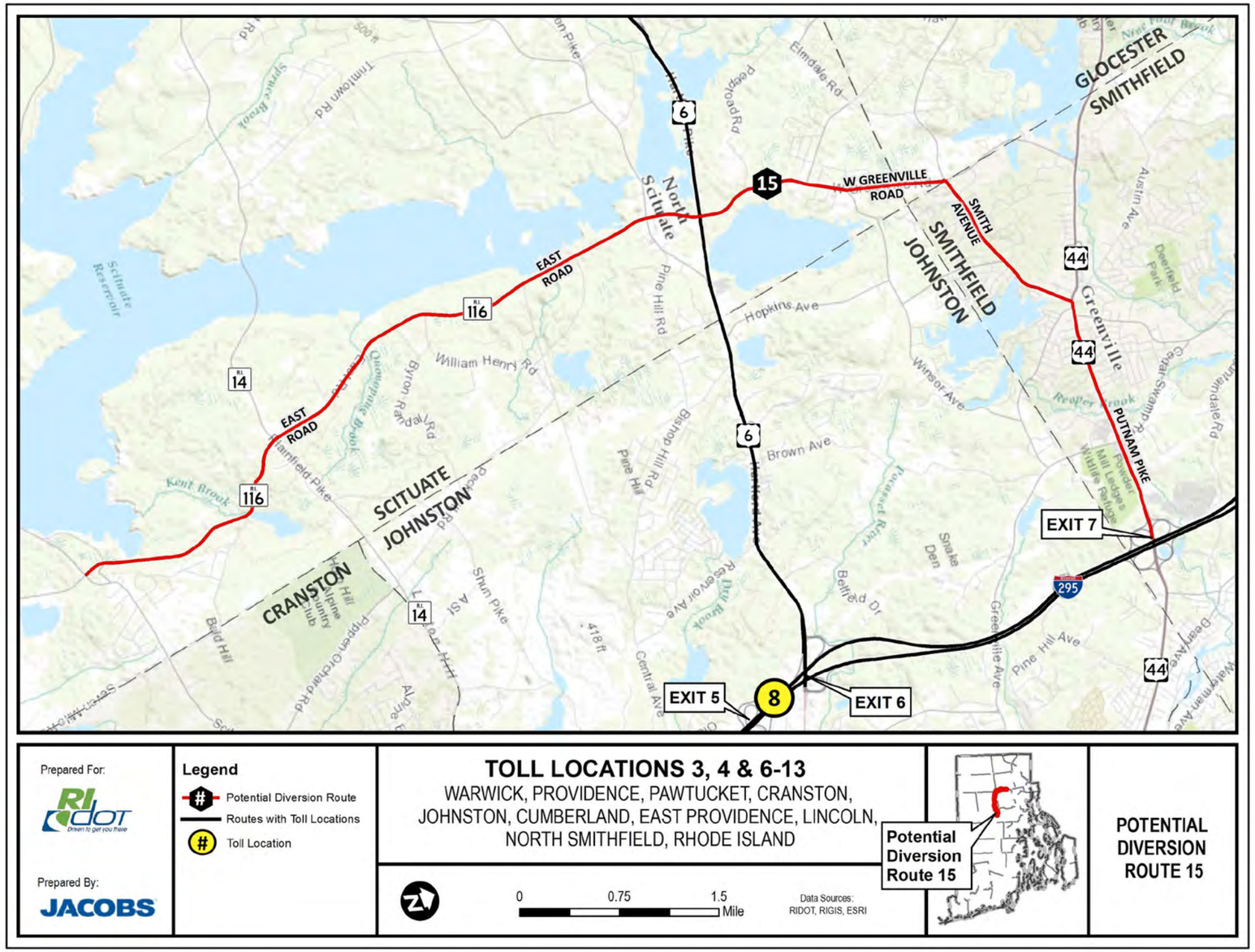

Figure 29. Location of Diversion Route 15, RIDOT Project at Toll Locations 3, 4 & 6 through 13 (source: Jacobs 2017).

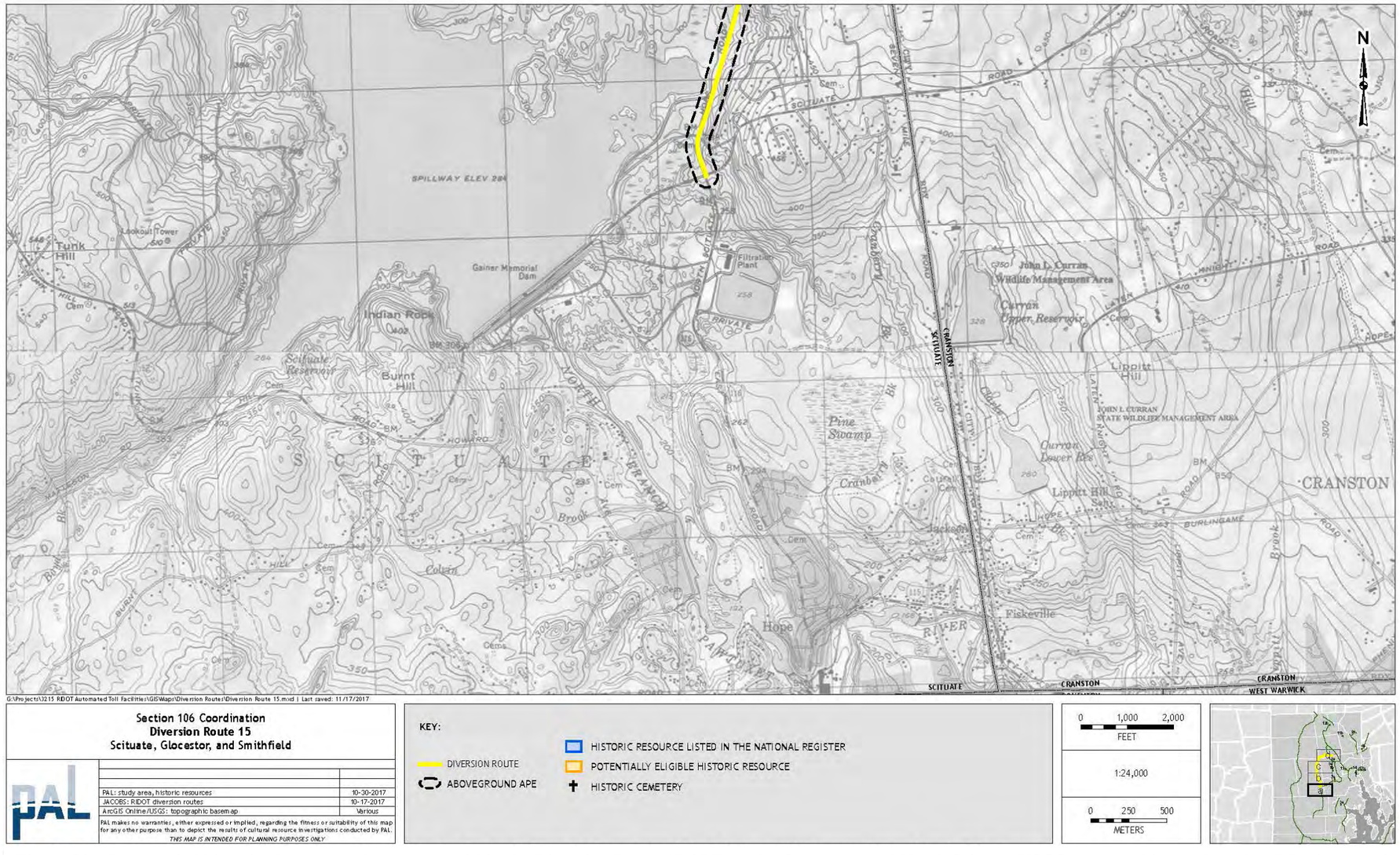

Figure 30a. Inventoried historic aboveground resources within the Diversion Route 15 APE on the Crompton and North Scituate USGS topographic quadrangles, 7.5 minute series.

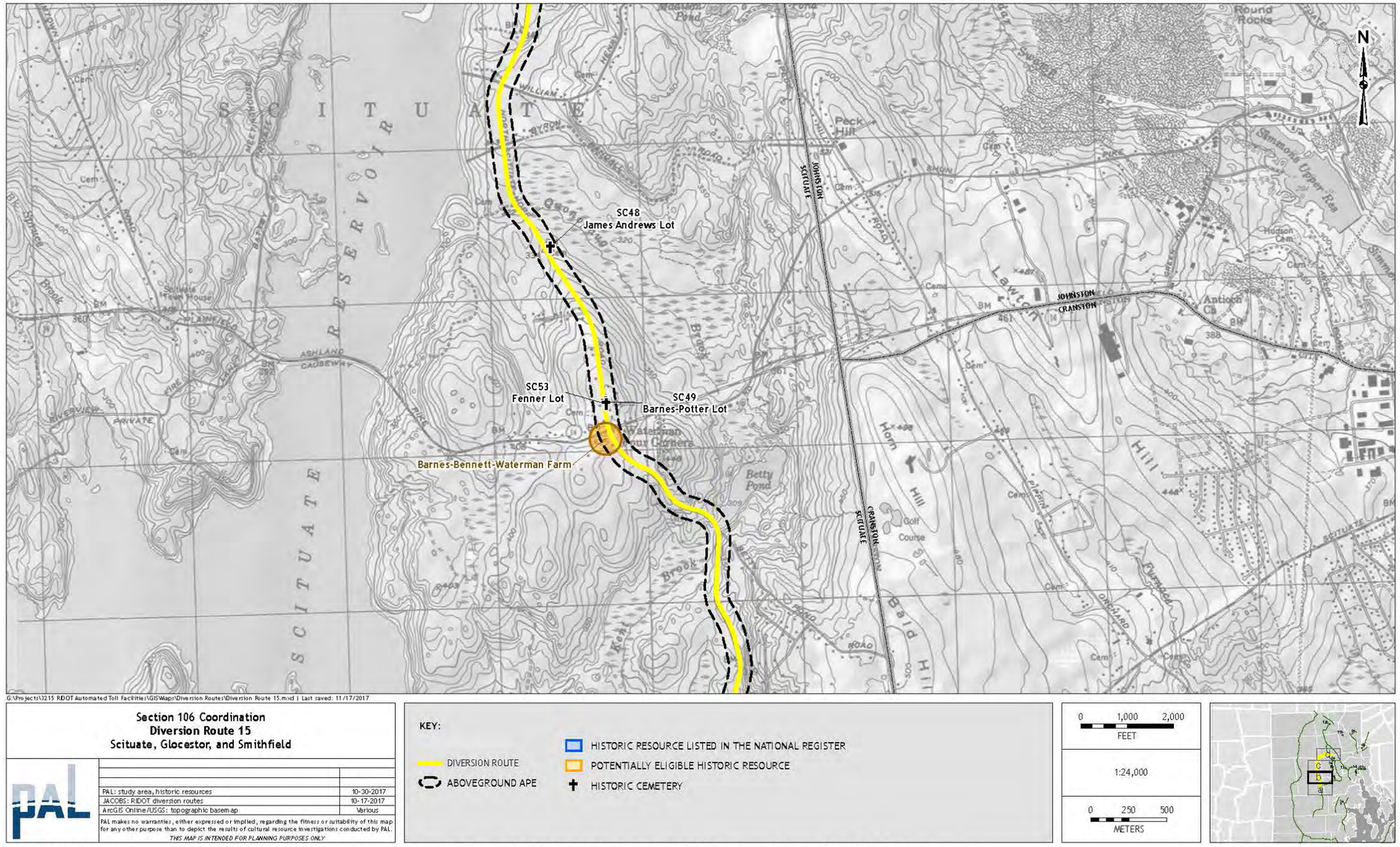

Figure 30b. Inventoried historic aboveground resources within the Diversion Route 15 APE on the North Scituate USGS topographic quadrangle, 7.5 minute series.

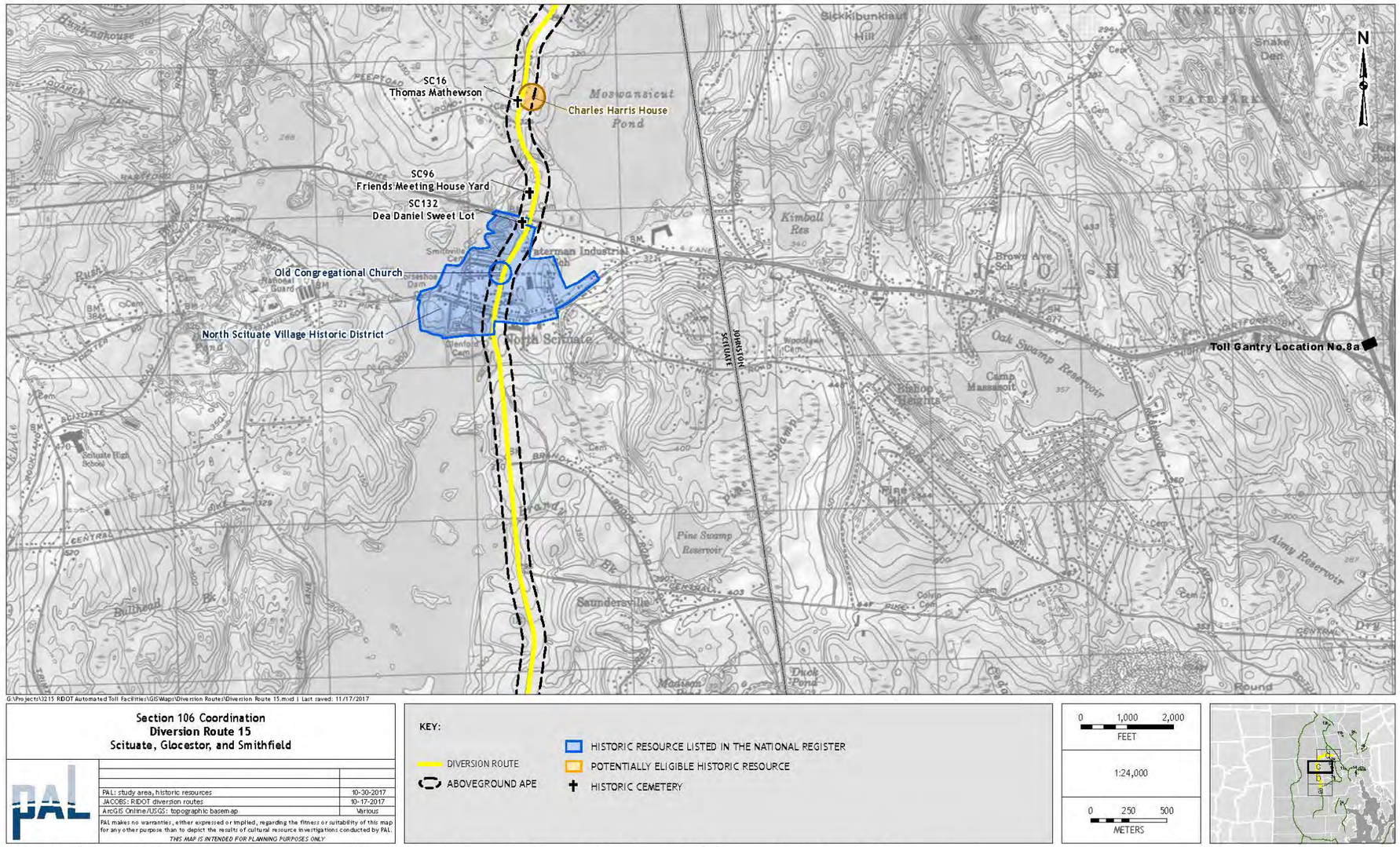

Figure 30c. Inventoried historic aboveground resources within the Diversion Route 15 APE on the North Scituate USGS topographic quadrangle, 7.5 minute series.

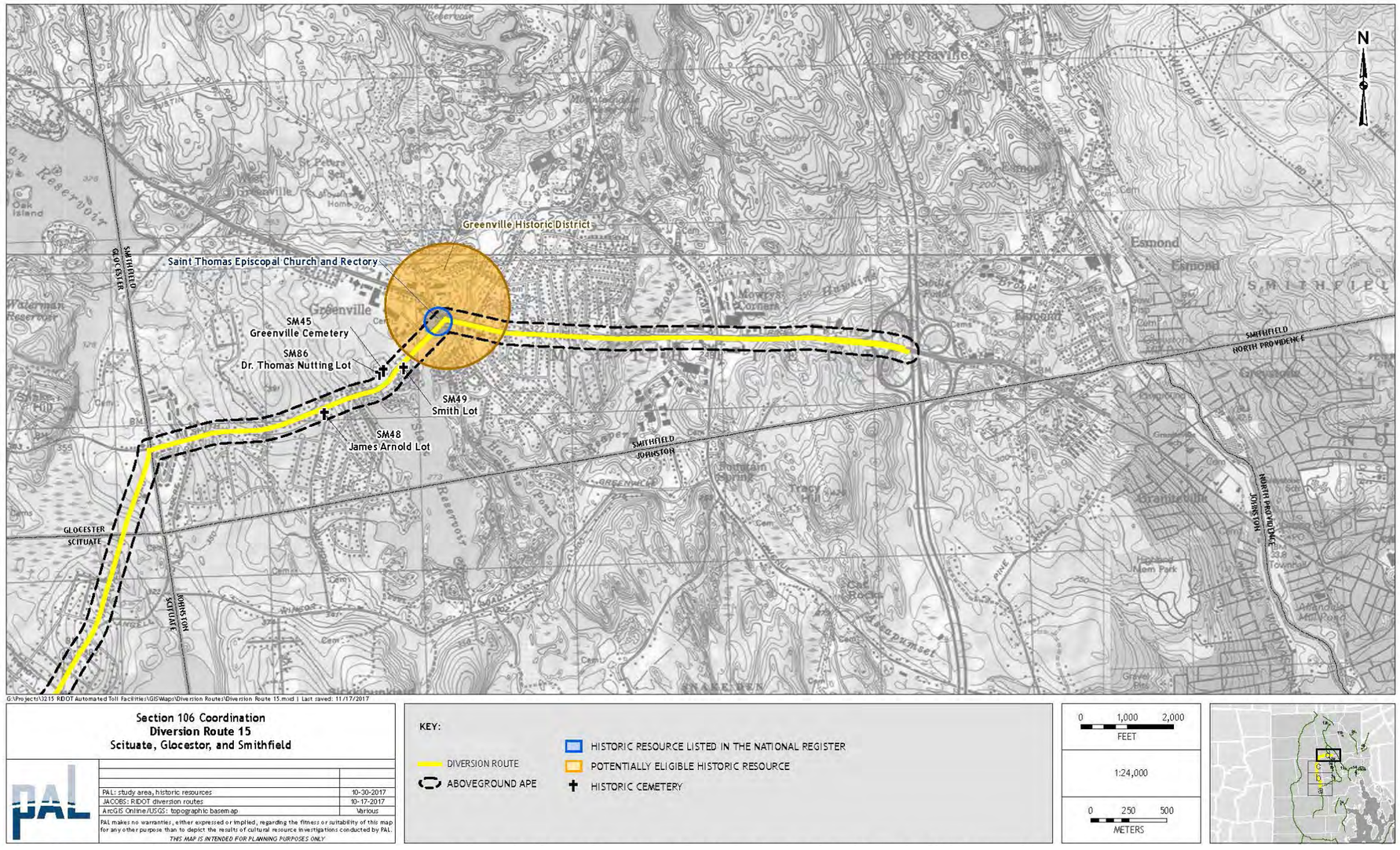

Figure 30d. Inventoried historic aboveground resources within the Diversion Route 15 APE on the North Scituate, Providence, Georgiaville, and Pawtucket USGS topographic quadrangles, 7.5 minute series.

Diversion Route 16

Diversion Route 16 avoids Toll Locations 4 and 10 is located in Cranston and Providence, Rhode Island. The route utilizes RI Route 10 from the interchange at Exit 16 in Cranston, to the I-95 interchange at Exit 22 in Providence. Diversion Route 16 is shown in Figure 31. Diversion Route 16 is a four-lane divided highway.

PAL Scope

PAL reviewed information on recorded aboveground resources and historic cemeteries from inventories maintained by the Rhode Island Historical Preservation and Heritage Commission (RIHPHC) and the Rhode Island Historical Cemetery Commission (RIHCC); RIHPHC's Inventory of National Register listed resources, RIHPHC's survey reports for Cranston (1980) and Providence (1981, 1986); historical aerial photographs and topographic maps. Together, information from these various sources was used to arrive at an assessment of the potential for impacts to historic properties along Diversion Route 16.

Results

The RIHPHC inventory lists one aboveground district and two individual properties listed in, determined eligible, or potentially eligible for listing in the National Register. There are no historic cemeteries within the APE (Table 16, Figures 32a and 32b,).

Table 16. Aboveground resources in the Diversion Route 16 APE, Cranston and Providence, RI.

Resource	Location	NR Status	Figure
Districts			
Broadway-Armory HD	Providence	Listed (5/01/74, amended 1/02/08)	32b
Individual Properties			
California Artificial Flower Company	Providence	Potentially Eligible	32a
Weybosset Mills Complex	Providence	Listed (1/10/08)	32b

Additionally, there are numerous properties that were noted during the field review that are 50 years old or older that may be potentially eligible for listing in the National Register but have not been evaluated.

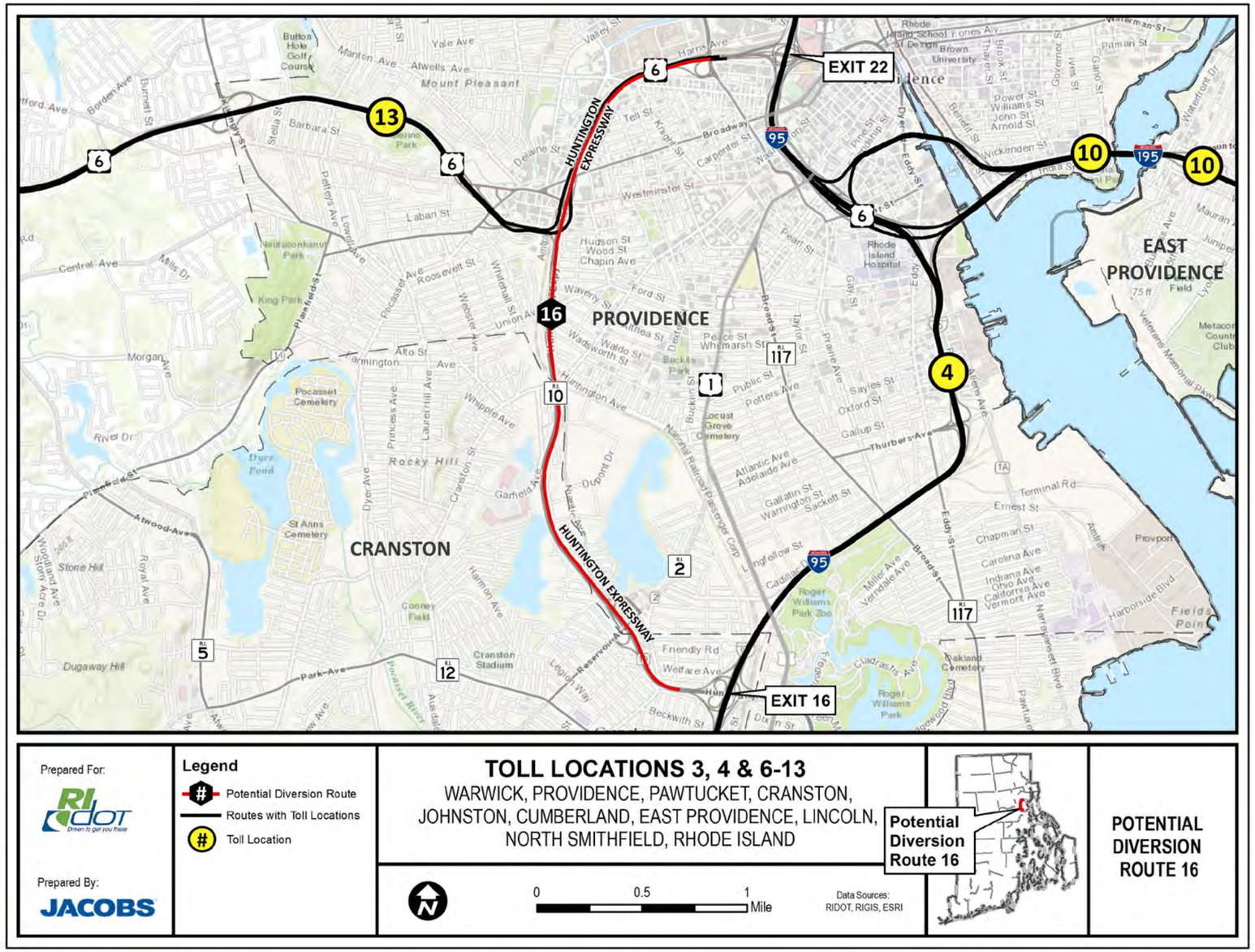

Figure 31. Location of Diversion Route 16, RIDOT Project at Toll Locations 3, 4 & 6 through 13 (source: Jacobs 2017).

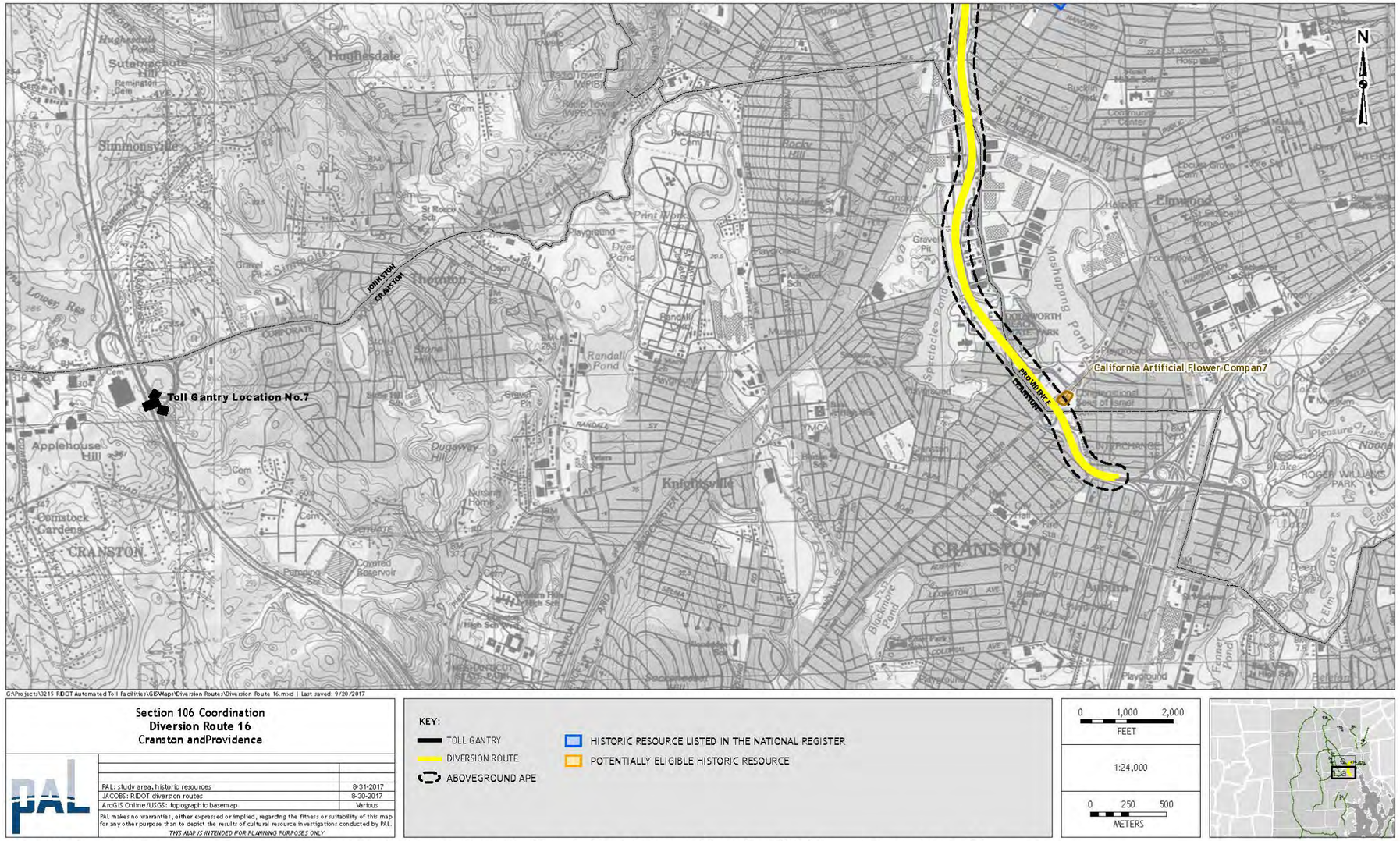

Figure 32a. Inventoried historic aboveground resources within the Diversion Route 16 APE on the North Scituate and Providence USGS topographic quadrangles, 7.5 minute series.

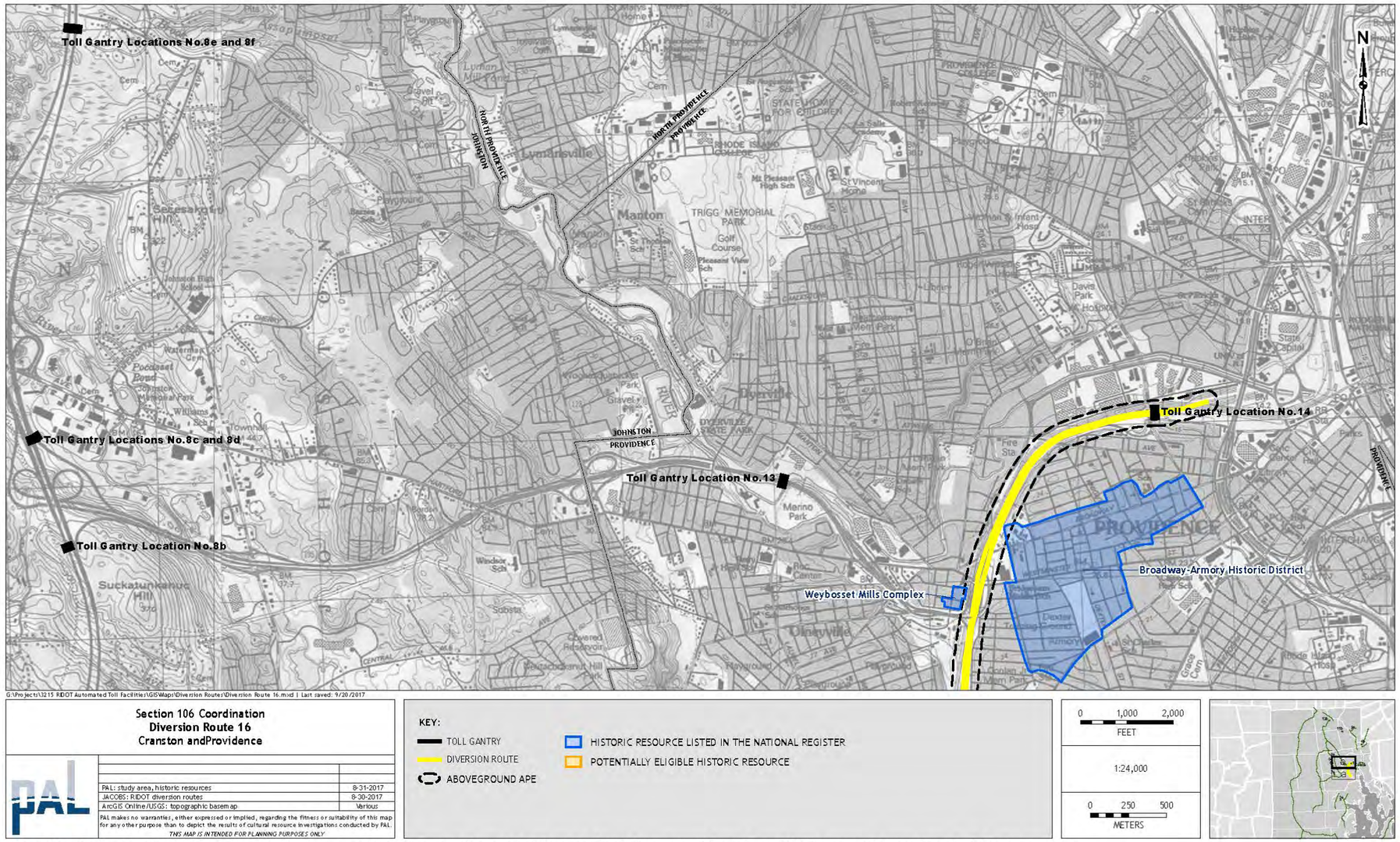

Figure 32b. Inventoried historic aboveground resources within the Diversion Route 16 APE on the North Scituate and Providence USGS topographic quadrangles, 7.5 minute series.

Conclusions and Recommendations

Based on the available information assembled from RIHPHC site files and the field review, PAL offers the following recommendation. Any potential increase in truck traffic on any of the potential Diversion Routes will have no adverse effect on the historic properties, historic cemeteries, or resources that have not been evaluated and may be eligible for listing in the National Register. The roadways comprising the various Diversion Routes are now used by trucks and any potential increase in truck traffic is not expected to result in an increase in direct (vibration) or indirect (noise, visual, air quality) impacts to these resources.

References

Rhode Island Historical Cemetery Commission (RIHCC)

2016 Database of Cemeteries, Rhode Island. Electronic file reviewed August, 2016, at http://www.rihistoriccemeteries.org/newsearchcemetery.aspx,.

Rhode Island Historical Preservation Commission (RIHPC)

1974 *Statewide Preservation Report K-EG-1, East Greenwich, Rhode Island*. Rhode Island Historical Preservation Commission, Providence, RI.

1976a *Statewide Historical Preservation Report P-EP-1: East Providence, Rhode Island*. Rhode Island Historical Preservation Commission, Providence, RI.

1976b *Preliminary Survey Report for the Town of Johnston*. Rhode Island Historical Preservation Commission, Providence, RI.

1978a *Statewide Historical Preservation Report P-CF-1: Central Falls, Rhode Island*. Rhode Island Historical Preservation Commission, Providence, RI.

1978b *Historic and Architectural Resources of Coventry, Rhode Island: A Preliminary Report.* Rhode Island Historical Preservation Commission, Providence, RI.

1978c *Historic and Architectural Resources of North Providence, Rhode Island: A Preliminary Report.* Rhode Island Historical Preservation Commission, Providence, RI.

1978d *Pawtucket, Rhode Island – Statewide Historical Preservation Report P-PA-1*. Rhode Island Historical Preservation Commission, Providence, RI.

1978e *South Providence, Providence, Providence, Rhode Island – Statewide Historical Preservation Report P-P-2*. Rhode Island Historical Preservation Commission, Providence, RI.

1978f *Historic and Architectural Resources of West Greenwich, Rhode Island: A Preliminary Report.* Rhode Island Historical Preservation Commission, Providence, RI.

1979a *Historic and Architectural Resources of Middletown, Rhode Island: A Preliminary Report.* Rhode Island Historical Preservation Commission, Providence, RI.

1979b *Statewide Historical Preservation Report W-NK-1: North Kingstown, Rhode Island*. Rhode Island Historical Preservation Commission, Providence, RI.

1979c *Historic and Architectural Resources of Portsmouth, Rhode Island: A Preliminary Report.* Rhode Island Historical Preservation Commission, Providence, RI.

1980a *Statewide Historical Preservation Report P-C-1: Cranston, Rhode Island*. Rhode Island Historical Preservation Commission, Providence, RI.

1980b *Historic and Architectural Resources of Glocester, Rhode Island: A Preliminary Survey Report.* Rhode Island Historical Preservation Commission, Providence, RI.

1980c *Historic and Architectural Resources of North Smithfield, Rhode Island: A Preliminary Survey Report.* Rhode Island Historical Preservation Commission, Providence, RI.

1980d *Historic and Architectural Resources of Scituate, Rhode Island: A Preliminary Survey Report.* Rhode Island Historical Preservation Commission, Providence, RI.

1981a *Providence Industrial Sites – Statewide Historical Preservation Report P-P-6.* Rhode Island Historical Preservation Commission, Providence, RI.

1981b *Warwick, Rhode Island: Statewide Historical Preservation Report K-W-1.* Rhode Island Historical Preservation Commission, Providence, RI.

1982a *Historic and Architectural Resources of Burrillville, Rhode Island: A Preliminary Survey Report.* Rhode Island Historical Preservation Commission, Providence, RI.

1982b *Foster, Rhode Island: Statewide Historical Preservation Report P-F-1.* Rhode Island Historical Preservation Commission, Providence, RI.

1982c *Statewide Historical Preservation Report P-L-1, Lincoln, Rhode Island.* Rhode Island Historical Preservation Commission, Providence, RI.

1986 *Providence, A Citywide Survey of Historic Resources*. Rhode Island Historical Preservation Commission, Providence, RI.

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1992 *Historic and Architectural Resources of Smithfield, Rhode Island: A Preliminary Report.* Rhode Island Historical Preservation Commission, Providence, RI.

1998 *Historic and Architectural Resources of Cumberland, Rhode Island.* Rhode Island Historical Preservation Commission, Providence, RI.

Rhode Island Historical Preservation & Heritage Commission (RIHPHC)
2015 *Performance Standards and Guidelines for Archaeology in Rhode Island*. Rhode Island Historical Preservation & Heritage Commission, Providence, RI.

D-2 Section 106 Tribal and State SHPO Consultation Letters

D-2-1 Tribal Historic Preservation Officers (THPOs) letters sent and received;

D-2-2 State Historic Preservation Officers (RIHPHC, Massachusetts Historical Commission);

D-2-1 Tribal Historic Preservation Officers (THPOs) letters sent and received

U.S. Department
of Transportation
**Federal Highway
Administration**

Rhode Island Division

380 Westminster Street, Rm 601
Providence, RI 02903
401-528-4541
401-528-4542 Fax

February 13, 2018

In Reply Refer To:
HEC-RI

Ms. Ramona Peters
Tribal Historic Preservation Officer
Mashpee Wampanoag Tribe
483 Great Neck Road, South
Mashpee, Massachusetts 02649

Subject: RIDOT Project at Toll Locations 3, 4 & 6 through 13
RIC No. 2017-0T-002
Section 106 Consultation Initiation
Due Diligence Review and Recommendation of Effect
Toll Location Nos. 6, 9, 10, and 11
Diversion Routes 2, 8, 9, 10, 12, and 14

Dear Ms. Peters:

The Rhode Island Department of Transportation (RIDOT) proposes to construct and operate toll systems at Toll Locations 3, 4 & 6 through 13 (Project) along five major highway corridors (I-95, I-195, and I-295, US Route 6, and RI Route 146. The proposed toll systems at the toll locations would be used to collect toll revenue from a tractor or truck tractor as defined in 23 CFR 658.5, pulling a trailer or trailers travelling across select bridges associated with the toll locations. RIDOT is preparing an Environmental Assessment (EA) for the Project. The Federal Highway Administration (FHWA) is the lead federal agency. The EA will evaluate the impacts of construction and implementation of the toll systems at Toll Locations 3, 4 & 6 through 13. Implementation of tolling can sometimes result in a shift of travel behavior wherein some drivers travel on a different route to avoid paying a toll. The potential shift of vehicles away from the tolled facilities is referred to as a "toll diversion."

The proposed Project has been determined to be an 'undertaking' subject to Section 106 of the National Historic Preservation Act (NHPA) of 1966, as amended (54 U.S.C. 3100101 et seq.), and its implementing regulations (36 CFR § 800). This correspondence is being sent to you in accordance with 36 CFR § 800.3 regarding project notification and initiation of consultation because Toll Locations 6, 9, 10, and 11 and Diversion Routes 2, 8, 9, 10, 12, and 14 are located in the Wampanoag Nation Ancestral Homelands.

Per 36 CFR § 800.4 - Identification of historic properties, as part of RIDOT's efforts to identify historic properties in the area of potential effect (APE), RIDOT authorized The Public Archaeology Laboratory, Inc. (PAL) to conduct a Due Diligence Review to identify historic properties within the APE for Toll Location No. 6 on I-95 in Pawtucket, Toll Location No. 9 on I-295 in Cumberland, Toll Location No. 10 on I-195 in East Providence and Providence, and Toll Location 11 on Route 146 in Lincoln. PAL has also conducted a Due Diligence Review for all Diversion Routes identified as potential travel routes used by trucks to avoid toll locations.

Enclosed for your review is the Section 106 Documentation Form-1 that includes a general project description, the results of background search for identifying historic properties and a list of identified consulting parties. Also included are PAL's Technical Memoranda for Toll Locations 6, 9, 10 and 11 and potential Diversion Routes summarizing the results of the due diligence review.

Based on the results of PAL's review and per 36 CFR § 800.5(b) - Assessment of adverse effect, RIDOT's recommendation is that the construction of Toll Location Nos. 6, 9, 10, and 11 and any potential increase in truck traffic on Diversion Routes 2, 8, 9, 10, 12, and/or 14 will have "no adverse effect" on historic properties.

By this letter, we are also informing you that since our earlier correspondence, the Project scope has been revised as follows: at this time, one EA will be prepared for Toll Locations 3, 4, and 6 through 13 and the Section 106 and National Environmental Policy Act (NEPA) review processes for these 10 toll locations will be conducted and completed in tandem. The NEPA and Section 106 review processes for Toll Locations 1 and 2 were previously concluded by FHWA and RIDOT and discussed in *Environmental Assessment for Toll Locations 1 and 2, Hopkinton, Richmond, and Exeter, Rhode Island* in November of 2017. Toll Locations 5 and 14 may be developed and evaluated at a future date by RIDOT and FHWA under separate Section 106 and NEPA review processes and documentation. For an overview of the RhodeWorks Bridge Tolling Program and a conceptual view of a constructed toll gantry, please see the RIDOT website found at: http://www.dot.ri.gov/projects/tollingprogram/

Please provide us with any comments that you may have on the preliminary research results as identified in the above-referenced Form-1 within 30 days of receipt of this letter. Should you have any questions or require additional information, please contact me at 401-528-4577.

Sincerely,

Carlos E. Padilla-Fresse
Program Delivery Supervisor

Enclosures

Section 106 Documentation Form-1

RIDOT Project at Toll Locations 3, 4 & 6 through 13
Statewide – Rhode Island

Toll Location No. 6, Pawtucket
Toll Location No. 9, Cumberland
Toll Location No. 10, East Providence and Providence
Toll Location No. 11, Lincoln

Diversion Route 2, 8, 9, 10, 12, & 14
Burrillville, Coventry, East Providence, Exeter, Foster, Glocester, Jamestown, Middletown, North Kingstown, North Smithfield, Pawtucket, Portsmouth, Providence, Scituate,West Greenwich, Rhode Island
Attleboro and Uxbridge, Massachusetts

PROJECT DESCRIPTION

Toll Location 6

Toll Location No. 6 on I-95 in Pawtucket near the East Street Bridges (RIDOT Bridge Nos. 056101 and 056121) and the Roosevelt Avenue Bridges (RIDOT Bridge Nos. 056201 and 056221) (Figure 1) consists of three gantries. Gantry 6a will span the travels lanes of I-95. Gantry 6b will span the off-ramp (Exit 30) to Roosevelt Avenue. Gantry 6c will span the on-ramp from Fountain Street. The cameras and detectors will be on each gantry that spans the roadway. The electrical and communication conduits will run south along Roosevelt Avenue from Gantry 6c to an existing power source. Power and communication to Gantry 6b will be provided via overhead wires. Construction staging areas are proposed within the infield between I-95 SB and the Exit 30 off ramp and on Fountain Street next to I-95 SB. Most of the construction work will occur within the I-95 ROW and along Roosevelt Avenue.

Minimal environmental impacts are anticipated. The toll system at each tolling location will be located within the existing highway right-of-way and approximately 15-20 feet from the existing edge of pavement. Each tolling location will consist of one or more gantries, conduit for both communication and electrical connections, a roadside cabinet on a concrete pad and installation of an additional guardrail. Ground disturbance will be limited. The conduit will be installed either by direct bury methods or narrow trenching that will be back filled and seeded to match existing conditions. There will be a slight increase in impervious surface due to the concrete pad for the utility cabinets. Foundations for the gantries will be augured to minimize excavation and land disturbance, which will also minimize the potential for erosion. The area required for contractor's storage and staging will be located in maintained areas of the roadway right-of-way.

For the purposes of Section 106 review, the "area of potential effect" includes the proposed construction impact areas, and a 0.25-mile area around the gantry location for indirect impacts (Figure 2).

Toll Location No. 9

Toll Location No. 9 is on I-295 in Cumberland near the Leigh Road Bridge (RIDOT Bridge Nos. 075301and 075321) (Figure 3). A single gantry will span I-295 NB and SB west of the Leigh Road Bridge The cameras and detectors will be on the gantry that spans the roadway. The electrical and communication conduits, roadside cabinets, construction staging areas, and guardrail will be located within the existing highway right-of-way and approximately 15-20 feet from the existing edge of pavement.

Ground disturbance will be limited. The conduit will be installed either by direct bury methods or narrow trenching that will be back filled and seeded to match existing conditions. There will be a slight increase in impervious surface due to the concrete pad for the utility cabinets. Foundations for the gantries will be augured to minimize excavation and land disturbance, which will also minimize the potential for erosion. The area required for contractor's storage and staging will be located in maintained areas of the roadway right-of-way.

For the purposes of Section 106 review, the "area of potential effect" includes the proposed construction impact areas, and a 0.25-mile area around the gantry location for indirect impacts (Figure 4).

Toll Location No. 10

Toll Location No. 10 on I-195 in East Providence and Providence near the Washington Bridge (RIDOT Bridge Nos. 070001and 020001) (Figure 5) consists of three gantries. Gantry 10A in Providence will span I-195 EB west of the Washington Bridge. Gantry 10b in East Providence will span I-195 WB east of the bridge. Gantry 10c, also in East Providence, will span the Warren Avenue and Taunton Street on ramp to I-195 WB. The cameras and detectors will be on each gantry that spans the roadway. The electrical and communication conduits, roadside cabinets, construction staging areas, and guardrail will be located within the existing highway right-of-way and approximately 15-20 feet from the existing edge of pavement.

Ground disturbance will be limited. The conduit will be installed either by direct bury methods or narrow trenching that will be back filled and seeded to match existing conditions. There will be a slight increase in impervious surface due to the concrete pad for the utility cabinets. Foundations for the gantries will be augured to minimize excavation and land disturbance, which will also minimize the potential for erosion. The area required for contractor's storage and staging will be located in maintained areas of the roadway right-of-way.

For the purposes of Section 106 review, the "area of potential effect" includes the proposed construction impact areas, and a 0.25-mile area around the gantry location No. 10 for indirect impacts (Figure 6).

Toll Location No. 11

Toll Location No. 11 located on Route 146 in Lincoln near the Louisquissett Pike Bridge (RIDOT Bridge No. 027601) (Figure 7) consists of two gantries. Gantry 11a will span the Route 116 westbound on ramp to Route 146 SB. Gantry 11b will span Route 146 NB and SB. The cameras and detectors will be on each gantry that spans the roadway. The electrical and communication conduits, roadside cabinets, construction staging areas, and guardrail will be located within the existing highway right-of-way and approximately 15-20 feet from the existing edge of pavement.

Ground disturbance will be limited. The conduit will be installed either by direct bury methods or narrow trenching that will be back filled and seeded to match existing conditions. There will be a slight increase in impervious surface due to the concrete pad for the utility cabinets. Foundations for the gantries will be augured to minimize excavation and land disturbance, which will also minimize the potential for erosion. The area required for contractor's storage and staging will be located in maintained areas of the roadway right-of-way.

For the purposes of Section 106 review, the "area of potential effect" includes the proposed construction impact areas, and a 0.25-mile area around the gantry location for indirect impacts (Figure 8).

Diversion Route 2

Diversion Route 2 avoids Toll Location 3, 7, 8 and 12 and is located in West Greenwich, Coventry, Foster, Scituate, Glocester, Burrillville, and North Smithfield, Rhode Island, and Uxbridge, Massachusetts. The route extends between Exit 5 on I-95 in West Greenwich, Rhode Island, following RI Route 102 (Victory Highway, Plainfield Pike, Chompist Hill Road, Money Hill Road, Broncos Highway, and US Route 44 (Putnam Pike)), as well as RI Route 5 (Main Street), and Quaker Highway (146A) to Exit 1 of the Worcester-Providence Turnpike (Route 146) in Uxbridge, Massachusetts (see Figure 3 in the Due Diligence Memorandum). Diversion Route 2 is approximately 35 miles in length and is primarily a two-lane road with narrow shoulders and intersecting side streets and driveways.

Diversion Route 8

Diversion Route 8 avoids Toll Locations 4 and 10 and is located in Providence and East Providence, Rhode Island (Figure 15 in the Due Diligence Memorandum). The route extends between Exit 6 on I-195 in East Providence, and Exit 18 on I-95 in Providence. The eastbound route follows Allens Avenue (US Route 1A), Eddy Street, Point Street, Wickenden Street, Ives Street, Pitman Street, Butler Avenue, South Angell Street, Henderson Bridge, Henderson Expressway, and North Broadway before re-entering I-195 at Exit 6 in East Providence. From Exit 6 on I-195, the westbound route follows North Broadway, Henderson Expressway, Henderson Bridge, South Angell Street, Butler Avenue, Pitman Street, Ives Street, Wickenden Street, Point Street, Eddy Street, and Thurbers Avenue to connect to Exit 18 on I-95. Diversion Route 8 is primarily on city streets with numerous cross streets, signalized intersections, and driveways.

For the purposes of Section 106 review, the "area of potential effect" is defined as a corridor extending 250 feet left and right from the centerline of Diversion Route 8 (Figure 16 in the Due Diligence Memorandum) encompassing the visible portions of abutting properties to account for potential direct (vibration) and indirect (visual, noise, and air quality) effects.

Diversion Route 9

Diversion Route 9 avoids Toll Location 6 and is located in Pawtucket, Rhode Island, and Attleboro, Massachusetts. The route extends from Exit 2 on I-95 in Attleboro, Massachusetts, to Exit 29 of I-95 in Pawtucket, Rhode Island. The route follows Route 1A (Newport Avenue), Cottage Street, Central Avenue and US Route 1 (Broadway) (see Figure 17 in the Due Diligence Memorandum). Diversion Route 9 is primarily a two-lane urban street with numerous cross streets and driveways.

Diversion Route 10

Diversion Route 10 avoids Toll Location 6 and is located in Attleboro, Massachusetts and Pawtucket, Rhode Island. The route extends from Exit 1 on I-95 in Attleboro, Massachusetts, to Exit 30 in Pawtucket, Rhode Island. Depending on direction of travel, the route follows US Route 1 (Washington Street), Roosevelt Avenue, Fountain Street, Middle Street, or East Street (see Figure 19 in the Due Diligence Memorandum). Diversion Route 10 is primarily a two-lane road with numerous intersections and driveways.

For the purposes of Section 106 review, the "area of potential effect" is defined as a corridor extending 250 feet left and right from the centerline of Diversion Route 2 (see Figures 4a through 4k in the Due Diligence Memorandum), Diversion Route 9 (see Figure 18 in the Due Diligence Memorandum) and Diversion Route 10 (see Figure 20 in the Due Diligence Memorandum) encompassing the visible portions of abutting properties to account for potential direct (vibration) and indirect (visual, noise, and air quality) effects.

Diversion Route 12

Diversion Route 12 avoids Toll Location11 and is located in Pawtucket, Central Falls, Lincoln, and Cumberland, Rhode Island. The route extends from the intersection of Capital Street and RI Route 122 (Lonsdale Avenue) in Pawtucket near I-95, follows RI Route 122 (Lonsdale Avenue, Mendon Road), and terminates at the intersection of RI Route 122 (Mendon Road) and Angell Road in Cumberland (see Figure 23 in the Due Diligence Memorandum). Diversion Route 12 is primarily a two-lane road with numerous traffic signals, side streets, and driveways.

For the purposes of Section 106 review, the "area of potential effect" is defined as a corridor extending 250 feet left and right from the centerline of Diversion Route 12 encompassing the visible portions of abutting properties to account for potential direct (vibration) and indirect (visual, noise, and air quality) effects (see Figures 24a and 24b in the Due Diligence Memorandum).

Diversion Route 14

Diversion Route 14 avoids Toll Locations 3, 4 and 10 and is located in Exeter, North Kingstown, Jamestown, Newport, Middletown, and Portsmouth, Rhode Island. The route extends from the intersection of RI Route 3 (Nooseneck Hill Road) and RI Route 102 (Victory Highway) in Exeter, along RI Route 102 (Victory Highway, Ten Rod Road) onto RI Route 4 (Colonel Rodman Highway), US Route 1 (Tower Hill Road), and RI Route 138 in North Kingstown, continuing on RI Route 138 into Jamestown and Newport (as Admiral Kalbfus Road and West Main Road), and then to RI Route 114 (West Main Road) in Middleton, and terminating in Portsmouth at the tie-in with RI Route 24 (see Figure 27 in the Due Diligence Report). Diversion Route 14 is primarily a mix of narrow two-lane roads with narrow shoulders and numerous side streets and driveways and four-lane divided highway. Diversion Route 14 is also tolled at the Clairborne Pell Newport Bridge.

For the purposes of Section 106 review, the "area of potential effect" is defined as a corridor extending 250 feet left and right from the centerline of Diversion Route 14 (see Figures 28a through 28g in the Due Diligence Report) encompassing the visible portions of abutting properties to account for potential direct (vibration) and indirect (visual, noise, and air quality) effects.

Toll Location No. 6

HISTORIC (ABOVE-GROUND) RESOURCES

Historic Property	NR Status	RIDOT Recommendation of Effect
Colvin-Woodcock-Kulik House	Potentially Eligible	No Adverse Effect

ARCHAEOLOGICAL RESOURCES
None. The need for archaeological investigations to be determined.

OTHER HISTORIC RESOURCES
None

Toll Location No. 6, Pawtucket
Toll Location No. 9, Cumberland
Toll Location No. 10, East Providence and Providence
Toll Location No. 11, Lincoln

Diversion Route 2, 8, 9, 10, 12, & 14
Burrillville, Coventry, East Providence, Exeter, Foster, Glocester, Jamestown, Middletown, North Kingstown, North Smithfield, Pawtucket, Portsmouth, Providence, Scituate, West Greenwich, Rhode Island
Attleboro and Uxbridge, Massachusetts

Toll Location No. 9

HISTORIC (ABOVE-GROUND) RESOURCES

Historic Property	NR Status	RIDOT Recommendation of Effect
Gray Rock	Historic Candidate	No Adverse Effect

ARCHAEOLOGICAL RESOURCES
None

OTHER HISTORIC RESOURCES

Historic Cemeteries	NR Status	RIDOT Recommendation of Effect
CU32 – W Wilkinson Lot (Cumberland)	NA	No Adverse Effect

Toll Location 10

HISTORIC (ABOVE-GROUND) RESOURCES

Historic Property	NR Status	RIDOT Recommendation of Effect
College Hill HD & Extension (Providence)	NR-listed	No Effect
Oddfellow's Hall (East Providence)	NR-listed	No Effect
Saint Mary's Episcopal Church (East Providence)	NR-listed	No Effect
Sacred Heart Roman Catholic Church (East Providence)	Potentially Eligible	No Effect
Industrial Trust Building (East Providence)	Potentially Eligible	No Effect
Stratford Oyster Company (East Providence)	Potentially Eligible	No Effect
Veterans Memorial Parkway (East Providence)	Potentially Eligible	No Effect

ARCHAEOLOGICAL RESOURCES
None

OTHER HISTORIC RESOURCES
None

Toll Location No. 6, Pawtucket
Toll Location No. 9, Cumberland
Toll Location No. 10, East Providence and Providence
Toll Location No. 11, Lincoln

Diversion Route 2, 8, 9, 10, 12, & 14
Burrillville, Coventry, East Providence, Exeter, Foster, Glocester, Jamestown, Middletown, North Kingstown, North Smithfield, Pawtucket, Portsmouth, Providence, Scituate, West Greenwich, Rhode Island
Attleboro and Uxbridge, Massachusetts

Toll Location No. 11

HISTORIC (ABOVE-GROUND) RESOURCES

Historic Property	NR Status	RIDOT Recommendation of Effect
None		

ARCHAEOLOGICAL RESOURCES

RI 0544, RI 0551, RI 1978, RI 1983	Potentially Eligible	No Adverse Effect
RI 2208 Find Spot		No Adverse Effect

OTHER HISTORIC RESOURCES

None.

Diversion Route 2

HISTORIC (ABOVE-GROUND) RESOURCES

Historic Property (Location)	NR Status	RIDOT Recommendation of Effect
Districts		
Clayville HD (Foster/Scituate)	Listed	No Adverse Effect
Chepachet Village HD (Glocester)	Listed	No Adverse Effect
Oakland HD (Burrillville)	Listed	No Adverse Effect
Slatersville Historic District (North Smithfield)	Listed	No Adverse Effect
Individual Properties		
Stephen Allen House (West Greenwich)	Listed	No Adverse Effect
Stephen Allen Schoolhouse (West Greenwich)	Potentially Eligible	No Adverse Effect
William Waterman House (Coventry)	Listed	No Adverse Effect
Isaac Bowen House (Coventry)	Listed	No Adverse Effect
Amos Cooke House (Scituate)	Listed	No Adverse Effect
Dexter Arnold Farmstead (Scituate)	Listed	No Adverse Effect
Glocester Town Pound (Glocester)	Listed	No Adverse Effect
M. Smith House (Burrillville)	Potentially Eligible	No Adverse Effect
Nasonville School (Burrillville)	Potentially Eligible	No Adverse Effect

Diversion Route 2

OTHER HISTORIC RESOURCES

Historic Cemeteries	NR Status	RIDOT Recommendation of Effect
WG15 – Green Waite Lot (West Greenwich)	NA	No Adverse Effect
WG16 – Seth Brown Lot (West Greenwich)	NA	No Adverse Effect
WG131 – Thayer Lot (West Greenwich)	NA	No Adverse Effect
CY19 – Hall-Moore Lot (Coventry)	NA	No Adverse Effect
CY26 – Wickes Lot (Coventry)	NA	No Adverse Effect
CY27 – Cornell Cemetery (Coventry)	NA	No Adverse Effect
CY28 – Latham Cornell Lot)	NA	No Adverse Effect
FR68 – Clayville Cemetery (Foster)	NA	No Adverse Effect
GL25 – Place-Keach Lot (Glocester)	NA	No Adverse Effect
GL133 – Owen-Evens Lot (Glocester)	NA	No Adverse Effect
GL134 – Public Cemetery (Glocester)	NA	No Adverse Effect
BU114 – Smith Lot (Burrillville)	NA	No Adverse Effect
NS1 – Buxton (North Smithfield)	NA	No Adverse Effect
UXB.824 – Almshouse Cemetery (Uxbridge)	NA	No Adverse Effect
UXB,827 – Aldrich Buxton Cemetery (Uxbridge)	NA	No Adverse Effect

Diversion Route 8

HISTORIC (ABOVE-GROUND) RESOURCES

Historic Property (Location)	NR Status	RIDOT Recommendation of Effect
Districts		
College Hill HD (Providence)	Listed	No Adverse Effect
College Hill HD Extension (Providence)	Potentially Eligible	No Adverse Effect
Rhodes Street HD (Providence)	Listed	No Adverse Effect
Individual Properties		
American Emery Wheel Works (Providence)	Potentially Eligible	No Adverse Effect
Christ Episcopal Church/Christ Church (Providence)	Listed	No Adverse Effect
Constance Witherby Park (Providence)	Listed	No Adverse Effect
Davol Rubber Company (Providence)	Listed	No Adverse Effect
George A. Rickard House (Providence)	Potentially Eligible	No Adverse Effect
Manchester Street Station (Providence)	Potentially Eligible	No Adverse Effect
Point Street Bridge (Providence)	Potentially Eligible	No Adverse Effect
Providence Machine Company (Providence)	Potentially Eligible	No Adverse Effect

Diversion Route 8

Historic Property (Location)	NR Status	RIDOT Recommendation of Effect
Individual Properties		
Providence Gas Company Purifier House (Providence)	Listed	No Adverse Effect
Providence Teaming Company (Providence)	Potentially Eligible	No Adverse Effect
Scovill Manufacturing Company (Providence)	Potentially Eligible	No Adverse Effect
Silverman Brothers Jewelers (Providence)	Potentially Eligible	No Adverse Effect

OTHER HISTORIC RESOURCES	NR Status	RIDOT Recommendation of Effect
None		

Diversion Route 9

HISTORIC (ABOVE-GROUND) RESOURCES

Historic Property (Location)	NR Status	RIDOT Recommendation of Effect
Individual Properties		
Fuller Tenement House, 339-341 Broadway (Pawtucket)	Listed	No Adverse Effect
Fuller Tenement House, 343-345 Broadway (Pawtucket)	Listed	No Adverse Effect
John F. Adams House (Pawtucket)	Listed	No Adverse Effect
Royal Weaving Company Mill Complex (Pawtucket)	Potentially Eligible	No Adverse Effect

OTHER HISTORIC RESOURCES	NR Status	RIDOT Recommendation of Effect
None		

Diversion Route 10

HISTORIC (ABOVE-GROUND) RESOURCES

Historic Property (Location)	NR Status	RIDOT Recommendation of Effect
None		

OTHER HISTORIC RESOURCES	NR Status	RIDOT Recommendation of Effect
None		

Diversion Route 12

HISTORIC (ABOVE-GROUND) RESOURCES

Districts	NR Status	RIDOT Recommendation of Effect
Ashton HD (Cumberland)	Listed	No Adverse Effect
Berkeley Mill Village HD (Cumberland)	Listed	No Adverse Effect
Blackstone Canal (Lincoln/Central Falls)	Listed	No Adverse Effect
Lonsdale HD (Cumberland/Lincoln)	Listed	No Adverse Effect
Saylesville HD (Lincoln)	Listed	No Adverse Effect

Historic Property (Location)	NR Status	RIDOT Recommendation of Effect
Clark House, Norton School (Cumberland)	Potentially Eligible	No Adverse Effect
Conant Thread/Coats & Clark (Central Falls/Pawtucket)	Listed	No Adverse Effect
Saint Matthew's Church (Central Falls)	Listed	No Adverse Effect
Saint Joseph's Church Complex (Cumberland)	Listed	No Adverse Effect

OTHER HISTORIC RESOURCES	NR Status	RIDOT Recommendation of Effect
Historic Cemeteries		
CU8 – St. Joseph's (Cumberland)	NA	No Adverse Effect
CU39 – St. Joseph's Church (Cumberland)	NA	No Adverse Effect

Diversion Route 14

HISTORIC (ABOVE-GROUND) RESOURCES

Districts	NR Status	RIDOT Recommendation of Effect
Exeter Village HD (Exeter)	Potentially Eligible	No Adverse Effect
Lawtonville HD (Exeter)	Potentially Eligible	No Adverse Effect
Shady Lea HD (North Kingstown)	Listed	No Adverse Effect
Windmill Hill HD (Jamestown)	Listed	No Adverse Effect
Miantonomi Park HD Amendment (Newport)	Potentially Eligible	No Adverse Effect
Naval War College HD (Newport)	Potentially Eligible	No Adverse Effect
Prescott Farm HD (Middletown)	Potentially Eligible	No Adverse Effect
West Main Road HD	Potentially Eligible	No Adverse Effect
Battle of Rhode Island HD Main Battlefield (Portsmouth)	Listed	No Adverse Effect

Diversion Route 14

HISTORIC (ABOVE-GROUND) RESOURCES

Historic Property (Location)	NR Status	RIDOT Recommendation of Effect
Danforth Estate (Exeter)	Potentially Eligible	No Adverse Effect
Chestnut Hill Baptist Church (Exeter)	Listed	No Adverse Effect
Lawton's Mill (Exeter)	Listed	No Adverse Effect
Old Belleville School (North Kingstown)	Potentially Eligible	No Adverse Effect
Town Pound (Jamestown)	Potentially Eligible	No Adverse Effect
Wetherell Cottage/Spindrift/Pascal Hacke (Jamestown)	Potentially Eligible	No Adverse Effect
Newport Bridge (Jamestown/Newport)	Potentially Eligible	No Adverse Effect
The Bird's Nest (Newport)	Potentially Eligible	No Adverse Effect
Hoppin/Rensselaar/Villalou/Vernon/Elmbry (Middletown)	Potentially Eligible	No Adverse Effect
Whithall/Bishop George Berkeley HS HD (Middletown)	Listed	No Adverse Effect
Wm. Redwoods Country House (Middletown)	Potentially Eligible	No Adverse Effect
Holy Cross Church (Middletown)	Potentially Eligible	No Adverse Effect
Cory Farm (Portsmouth)	Potentially Eligible	No Adverse Effect
Hedley House (Portsmouth)	Potentially Eligible	No Adverse Effect

OTHER HISTORIC RESOURCES	NR Status	RIDOT Recommendation of Effect
EX37 – George Cotterelf Lot (Exeter)	NA	No Adverse Effect
EX39 – Old Baptist Church Yard (Exeter)	NA	No Adverse Effect
EX52 – Sunderland-Tarbox (Exeter)	NA	No Adverse Effect
NK25 - Thomas (North Kingstown)	NA	No Adverse Effect
NK73 – Brown-Briggs (North Kingstown)	NA	No Adverse Effect
JM1 – Gov. Carr Lot (Jamestown)	NA	No Adverse Effect
JM6 – Friends Cemetery (Jamestown)	NA	No Adverse Effect
JM10 – Hazard Lot (Jamestown)	NA	No Adverse Effect
MT6 – Holy Cross Church Cemetery (Middletown)	NA	No Adverse Effect
MT33 – Dea William Taggart Lot (Middletown)	NA	No Adverse Effect
PO20 – Capt. Job Lawton Lot (Portsmouth)	NA	No Adverse Effect
PO22 – Nichols-Hassard Ground (Portsmouth)	NA	No Adverse Effect

CONSULTING PARTIES

Rhode Island Department of Transportation (Applicant for Federal Funds)
Rhode Island Historical Preservation & Heritage Commission (RISHPO)
Massachusetts Historical Commission (MASHPO)
Mashpee Wampanoag Tribe (THPO)
Narragansett Indian Tribal Historic Preservation Office (THPO)
Wampanoag Tribe of Gay Head/Aquinnah (THPO)
Attleboro Historical Commission (Municipal Agency with Interest in Historic Properties)
Attleboro Historic Preservation Society (Local Organization with Interest in Historic Properties)
Blackstone Heritage Corridor, Inc. (Agency with Regulatory Review Jurisdiction)
Blackstone Valley Historical Society (Local Organization with Interest in Historic Properties)
Town of Burrillville (Representative of Local Government)
Burrillville Historical & Preservation Society (Local Organization with interest in Historic Properties)
City of Central Falls (Representative of Local Government)
Town of Coventry (Representative of Local Government)
Coventry Historical Society (Local Organization with Interest in Historic Properties)
Cumberland Historic District Commission (Municipal Agency with Interest in Historic Properties)
East Providence Historic District Commission (Municipal Agency with Regulatory Review Jurisdiction)
East Providence Historical Society (Local Organization with Interest in Historic Properties)
Exeter Town Hall (Representative of Local Government)
Exeter Historical Association, Inc. (Local Organization with Interest in Historic Properties)
North Kingstown Historic District Commission
Town of Foster (Representative of Local Government)
Foster Preservation Society (Local Organization with Interest in Historic Properties)
Glocester Historic District Commission (Municipal Agency with Regulatory Review Jurisdiction)
Glocester Heritage Society (Local Organization with Interest in Historic Properties)
Town of Jamestown (Representative of Local Government)
Jamestown Historical Society (Local Organization with Interest in Historic Properties)
Town of Lincoln (Representative of Local Government)
Town of Middletown (Representative of Local Government)
Middletown Historical Society (Local Organization with Interest in Historic Properties)
Newport Historic District Commission
Newport Historical Society (Local Organization with Interest in Historic Properties)
North Kingstown Historic District Commission
Town of North Kingstown (Representative of Local Government)
Smithfield Historic District Commission (Municipal Agency with Regulatory Review Jurisdiction)
Pawtucket Historic District Commission (Municipal Agency with Interest in Historic Properties)
Preservation Society of Pawtucket (Local Organization with Interest in Historic Properties)
Town of Portsmouth (Representative of Local Government)
Portsmouth Historical Society (Local Organization with Interest in Historic Properties)
Providence Historic District Commission (Municipal Agency with Interest in Historic Properties)
Providence Preservation Society (Local Organization with Interest in Historic Properties)
Town of Scituate (Representative of Local Government)
Town of West Greenwich (Representative of Local Government)
Uxbridge Historic District Commission (Municipal Agency with Interest in Historic Properties)
Uxbridge Historical Society (Local Organization with Interest in Historic Properties)

CONDITIONS

None.

MEMORANDUM OF AGREEMENT:

NA

Figure 1. Location 6: Proposed gantry on I-95 near the East Street (RIDOT Bridge Nos. 056101 and 056121) and the Roosevelt Avenue bridges (RIDOT Bridge Nos. 056201 and 056221), Pawtucket, Rhode Island.

Figure 2. APE for Toll Location No. 6 near the East Street (RIDOT Bridge Nos. 056101 and 056121) and the Roosevelt Avenue bridges (RIDOT Bridge Nos. 056201 and 056221), Pawtucket, Rhode Island.

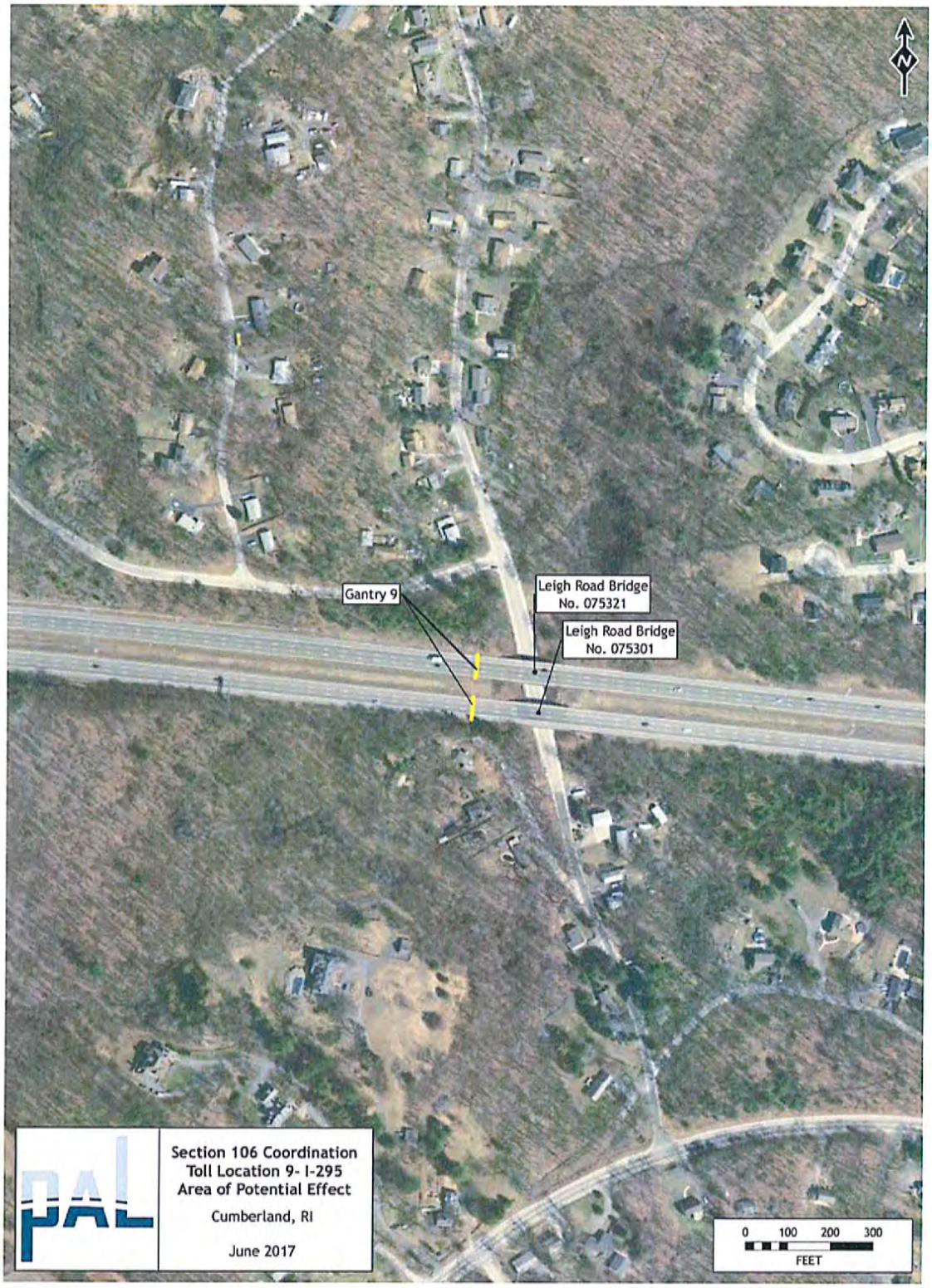


Figure 3. Location 9: Proposed gantry on I-295 near the Leigh Road Bridge (RIDOT Bridge Nos. 075301and 075321), Cumberland, Rhode Island.

Figure 5. Location 10: Proposed gantry on I-195 near the Washington Bridge (RIDOT Bridge Nos. 070001and 020001), East Providence and Providence, Rhode Island.

Figure 6. APE for Toll Location No.10 near the Washington Bridge (RIDOT Bridge Nos. 070001and 020001), East Providence and Providence, Rhode Island.

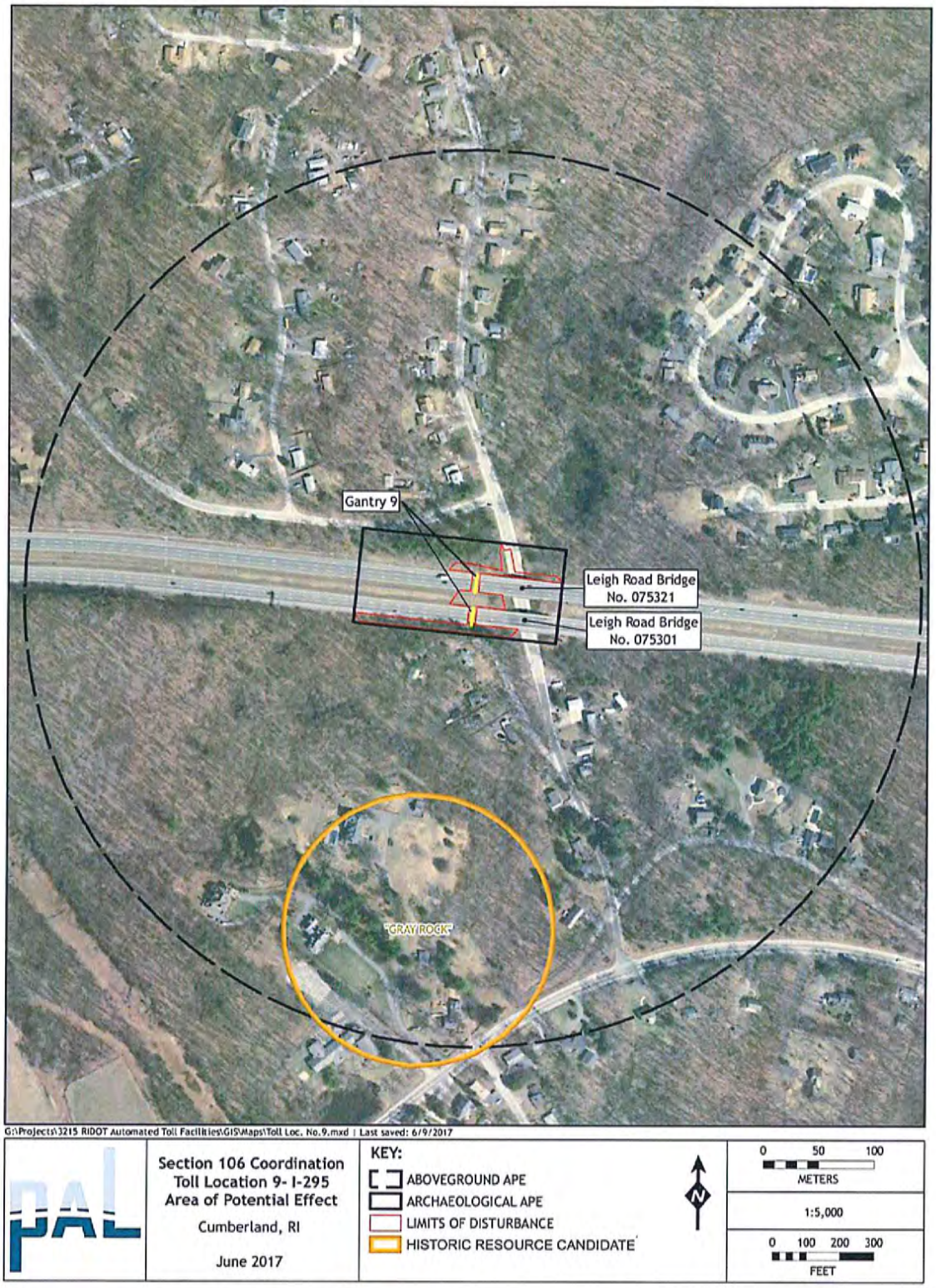


Figure 4. APE for Toll Location No.9 near the Leigh Road Bridge (RIDOT Bridge Nos. 075301and 075321), Cumberland, Rhode Island.

Figure 7. Location 11: Proposed gantry on Route 146 near the Louisquissett Pike Bridge (RIDOT Bridge No. 027601), Lincoln, Rhode Island.

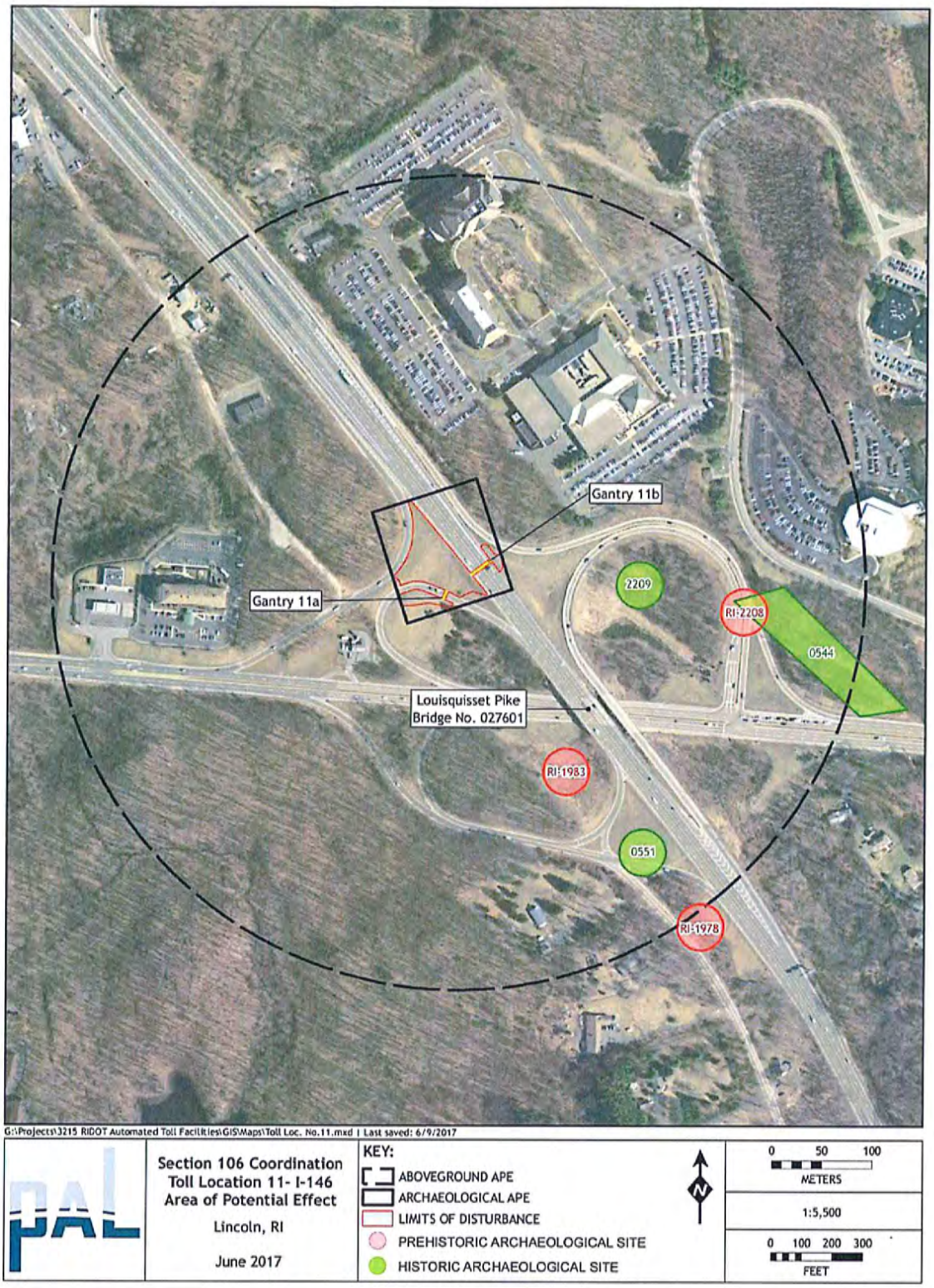


Figure 8. APE for Toll Location No.11 near the Louisquissett Pike Bridge (RIDOT Bridge No. 027601), Lincoln, Rhode Island.

U.S. Department of Transportation
Federal Highway Administration

Rhode Island Division

380 Westminster Street, Rm 601
Providence, RI 02903
401-528-4541
401-528-4542 Fax

February 13, 2018

In Reply Refer To:
HEC-RI

Ms. Ramona Peters
Tribal Historic Preservation Officer
Mashpee Wampanoag Tribe
Mashpee, Massachusetts 02649

Subject: Toll Locations 3, 4 & 6 through 13
I-95, I-195, and I-295, US Route 6, and RI Route 146, Rhode Island
NEPA Project Notification

Dear Ms. Peters,

The Rhode Island Department of Transportation (RIDOT) proposes to construct and operate toll systems at Toll Locations 3, 4 & 6 through 13 (Project) along five major highway corridors (I-95, I-195, and I-295, US Route 6, and RI Route 146 (Table 1 and Figure 1).

RIDOT is preparing an Environmental Assessment (EA) for the Project. The Federal Highway Administration (FHWA) is the lead federal agency. The EA will evaluate the direct, indirect, and cumulative impacts of construction and implementation of the toll systems at Toll Locations 3, 4 & 6 through 13.

This correspondence is being sent in accordance with the National Environmental Policy Act of 1969 (NEPA) regarding project notification and early coordination. Project Notification is being sent to Federal and state resource agencies, Tribal government entities, communities with toll locations and/or diversion routes, and non-governmental entities. RIDOT solicits any initial comments or information you wish to submit regarding the Project. The information you provide will assist in preparing the EA for the Project.

By this letter, we are also informing you that since our earlier correspondence, the Project "scope" has been revised as follows: at this time, one EA will be prepared for Toll Locations 3, 4, and 6 through 13 and the Section 106 and NEPA review processes for these 10 toll locations will be conducted and completed in tandem. The NEPA and Section 106 review processes for Toll Locations 1 and 2 were previously concluded by FHWA and RIDOT and discussed in Environmental Assessment for Toll Locations 1 and 2, Hopkinton, Richmond, and Exeter, Rhode Island in November of 2017. Toll Locations 5 and 14 may be developed and evaluated at a future date by RIDOT and FHWA under separate Section 106 and NEPA review processes and documentation. For an overview of the RhodeWorks Bridge Tolling Program and a conceptual view of a constructed toll gantry, please see the RIDOT website found at: http://www.dot.ri.gov/projects/tollingprogram/

The proposed toll systems would be used to collect toll revenue from a tractor or truck tractor as defined in 23 CFR 658.5, pulling a trailer or trailers travelling across select bridges associated with the toll locations. RIDOT established each tolling location to collect revenue to support reconstruction and maintenance of bridge(s). Tolls will be charged as mandated by "The Rhode Island Bridge Replacement, Reconstruction and Maintenance Fund Act of 2016" which includes policies which identify specific maximum daily tolls and daily limits charged per tolling location. Revenue collection will be accomplished via electronic means only (no cash option) using Radio Frequency Identification (RFID) and video capture.

Implementation of tolling can sometimes result in a shift of travel behavior wherein some drivers of trucks subject to tolls will travel on a different route to avoid paying a toll. The potential shift of vehicles away from the toll locations is referred to as a "toll diversion." Potential diversion routes are identified on Figure 2.

Table 1 Tolling Locations

Toll Location [1, 2]	Community	Roadway
3	Warwick	I-95
4	Providence	I-95
6	Pawtucket	I-95
7	Cranston	I-295
8	Johnston	I-295
9	Cumberland	I-295
10	Providence and East Providence	I-195
11	Lincoln	RI Route 146
12	North Smithfield	RI Route 146
13	Providence	US Route 6

1. Toll Locations 1 and 2 on I-95, in Hopkinton, Richmond and Exeter have been reviewed under a previous EA.
2. Toll Locations 5 and 14 are not included in this EA and will be subject to their own environmental review process in the future.

The toll system at each tolling location will be located within the existing operational right-of-way and approximately 15-20 feet from the existing edge of pavement. Each tolling location will consist of one or more gantries, conduit for both communication and electrical connections, a roadside cabinet on a concrete pad and installation of additional guardrail. The cameras and detectors will be on the gantry that will span the roadway.

If you have any questions or comments regarding the Project please contact me at 401-528-4577.

Sincerely,

Carlos E. Padilla-Fresse
Program Delivery Supervisor

U.S. Department of Transportation
Federal Highway Administration

Rhode Island Division

380 Westminster Street, Rm 601
Providence, RI 02903
401-528-4541
401-528-4542 Fax

July 6, 2018

In Reply Refer To:
HEC-RI

Mr. John Brown, Tribal Historic Preservation Officer
Narragansett Indian Tribal Historic Preservation Office
4533 South County Trail
Charlestown, RI 02813

Subject: RIDOT Project at Toll Locations 3, 4 & 6 through 13
RIC No. 2017-0T-002
Section 106 Consultation Initiation
Due Diligence Review and Recommendation of Effect
Toll Locations 3, 4 & 6 through 13, State-wide
Diversion Routes 2 through 16, State-wide

Dear Mr. Brown:

The Rhode Island Department of Transportation (RIDOT) proposes to construct and operate toll systems at Toll Locations 3, 4 & 6 through 13 (Project) along five major highway corridors (I-95, I-195, and I-295, US Route 6, and RI Route 146. The proposed toll systems at the toll locations would be used to collect toll revenue from a tractor or truck tractor as defined in 23 CFR 658.5, pulling a trailer or trailers travelling across select bridges associated with the toll locations. RIDOT is preparing an Environmental Assessment (EA) for the Project. The Federal Highway Administration (FHWA) is the lead federal agency. The EA will evaluate the impacts of construction and implementation of the toll systems at Toll Locations 3, 4 & 6 through 13. Implementation of tolling can sometimes result in a shift of travel behavior wherein some drivers travel on a different route to avoid paying a toll. The potential shift of vehicles away from the tolled facilities is referred to as a "toll diversion." The EA will also evaluate the impacts of diversion traffic on likely diversion routes.

The proposed Project has been determined to be an 'undertaking' subject to Section 106 of the National Historic Preservation Act (NHPA) of 1966, as amended (54 U.S.C. 3100101 et seq.), and its implementing regulations (36 CFR § 800). This correspondence is being sent to you in accordance with 36 CFR § 800.3 regarding project notification and initiation of consultation because these Toll Locations and Diversion Routes are located within the Narragansett Indian Ancestral Homelands.

Per 36 CFR § 800.4 - Identification of historic properties, as part of RIDOT's efforts to identify historic properties in the area of potential effect (APE), RIDOT authorized The Public Archaeology Laboratory, Inc. (PAL) to conduct a Due Diligence Review to identify historic properties within the APE for Toll Locations 3, 4 & 6 through 13 within Rhode Island. PAL has also conducted a Due Diligence Review for all Diversion Routes identified as potential travel routes used by trucks to avoid toll locations.

Enclosed for your review are the Section 106 Documentation Form-1s that include a general project description, the results of a background literature search for identifying previously recorded historic properties and a list of identified consulting parties. Also included are PAL's Technical Memoranda summarizing the results of the due diligence review for all Toll Location and potential Diversion Routes.

Based on the results of PAL's review and per 36 CFR § 800.5(b) - Assessment of adverse effect, RIDOT's recommendation is that the construction of these Toll Location and any potential increase in truck traffic on the Diversion Routes will have "no adverse effect" on historic properties.

By this letter, we are also informing you that since our earlier correspondence, the Project scope has been revised as follows: at this time, one Environmental Assessment (EA) will be prepared for Toll Locations 3, 4, and 6 through 13 and the Section 106 and National Environmental Policy Act (NEPA) review processes for these 10 toll locations will be conducted and completed in tandem. The NEPA and Section 106 review processes for Toll Locations 1 and 2 were previously concluded by FHWA and RIDOT and discussed in *Environmental Assessment for Toll Locations 1 and 2, Hopkinton, Richmond, and Exeter, Rhode Island* in November of 2017. Toll Locations 5 and 14 may be developed and evaluated at a future date by RIDOT and FHWA under separate Section 106 and NEPA review processes and documentation. For an overview of the RhodeWorks Bridge Tolling Program and a conceptual view of a constructed toll gantry, please see the RIDOT website found at: http://www.dot.ri.gov/projects/tollingprogram/.

Please provide us with any comments that you may have on the preliminary research results as identified in the above-referenced Form-1s within 30 days of receipt of this letter. Should you have any questions or require additional information, please contact me at 401-528-4577.

Sincerely,

Carlos E. Padilla-Fresse
Program Delivery Supervisor

Enclosures

U.S. Department
of Transportation
**Federal Highway
Administration**

Rhode Island Division

380 Westminster Street, Rm 601
Providence, RI 02903
401-528-4541
401-528-4542 Fax

February 13, 2018

In Reply Refer To:
HEC-RI

Mr. John Brown, Tribal Historic Preservation Officer
Narragansett Indian Tribal Historic Preservation Office
Long House
4425-A, South County Trail
Charlestown, RI 02813

Subject: Toll Locations 3, 4 & 6 through 13
I-95, I-195, and I-295, US Route 6, and RI Route 146, Rhode Island
NEPA Project Notification

Dear Mr. Brown:

The Rhode Island Department of Transportation (RIDOT) proposes to construct and operate toll systems at Toll Locations 3, 4 & 6 through 13 (Project) along five major highway corridors (I-95, I-195, and I-295, US Route 6, and RI Route 146 (Table 1 and Figure 1).

RIDOT is preparing an Environmental Assessment (EA) for the Project. The Federal Highway Administration (FHWA) is the lead federal agency. The EA will evaluate the direct, indirect, and cumulative impacts of construction and implementation of the toll systems at Toll Locations 3, 4 & 6 through 13. Implementation of tolling can sometimes result in a shift of travel behavior wherein some drivers travel on a different route to avoid paying a toll. The potential shift of vehicles away from the tolled facilities is referred to as a "toll diversion." The EA will also evaluate the impacts of diversion traffic on likely diversion routes. Potential diversion routes are identified on Figure 2.

This correspondence is being sent in accordance with the National Environmental Policy Act of 1969 (NEPA) regarding project notification and early coordination. Project Notification is being sent to Federal and state resource agencies, Tribal government entities, communities with toll locations and/or diversion routes, and non-governmental entities. RIDOT solicits any initial comments or information you wish to submit regarding the Project. The information you provide will assist in preparing the EA for the Project.

By this letter, we are also informing you that since our earlier correspondence, the Project scope has been revised as follows: at this time, one EA will be prepared for Toll Locations 3, 4, and 6 through 13 and the Section 106 and NEPA review processes for these 10 toll locations will be conducted and completed in tandem. The NEPA and Section 106 review processes for Toll Locations 1 and 2 were previously concluded by FHWA and RIDOT and discussed in Environmental Assessment for Toll Locations 1 and 2, Hopkinton, Richmond, and Exeter, Rhode Island in November of 2017. Toll Locations 5 and 14 may be developed and evaluated at a future date by RIDOT and FHWA under separate Section 106 and NEPA review processes and documentation. For an overview of the RhodeWorks Bridge Tolling Program and a conceptual view of a constructed toll gantry, please see the RIDOT website found at: http://www.dot.ri.gov/projects/tollingprogram/

The proposed toll systems would be used to collect toll revenue from a tractor or truck tractor as defined in 23 CFR 658.5, pulling a trailer or trailers travelling across select bridges associated with the toll locations. RIDOT established each tolling location to collect revenue to support reconstruction and maintenance of bridge(s). Tolls will be charged as mandated by "The Rhode Island Bridge Replacement, Reconstruction and Maintenance Fund Act of 2016" which includes policies which identify specific maximum daily tolls and daily limits charged per tolling location. Revenue collection will be accomplished via electronic means only (no cash option) using Radio Frequency Identification (RFID) and video capture.

Table 1 Tolling Locations

Toll Location [1, 2]	Community	Roadway
3	Warwick	I-95
4	Providence	I-95
6	Pawtucket	I-95
7	Cranston	I-295
8	Johnston	I-295
9	Cumberland	I-295
10	Providence and East Providence	I-195
11	Lincoln	RI Route 146
12	North Smithfield	RI Route 146
13	Providence	US Route 6

1. Toll Locations 1 and 2 on I-95, in Hopkinton, Richmond and Exeter have been reviewed under a previous EA.
2. Toll Locations 5 and 14 are not included in this EA and will be subject to their own environmental review process in the future.

The toll system at each tolling location will be located within the existing operational right-of-way and approximately 15-20 feet from the existing edge of pavement. Each tolling location will consist of one or more gantries, conduit for both communication and electrical connections, a roadside cabinet on a concrete pad and installation of additional guardrail. The cameras and detectors will be on the gantry that will span the roadway.

If you have any questions or comments regarding the Project please contact me at 401-528-4577.

Sincerely,

Carlos E. Padilla-Fresse
Program Delivery Supervisor

U.S. Department of Transportation
Federal Highway Administration

Rhode Island Division

380 Westminster Street, Rm 601
Providence, RI 02903
401-528-4541
401-528-4542 Fax

February 13, 2018

In Reply Refer To:
HEC-RI

Ms. Bettina Washington
Tribal Historic Preservation Officer
Wampanoag Tribe of Gay Head/Aquinnah
20 Black Brook Road
Aquinnah, Massachusetts 02535-9701

Subject: RIDOT Project at Toll Locations 3, 4 & 6 through 13
RIC No. 2017-0T-002
Section 106 Consultation Initiation
Due Diligence Review and Recommendation of Effect
Toll Location Nos. 6, 9, 10, and 11
Diversion Routes 2, 8, 9, 10, 12, and 14

Dear Ms. Washington:

The Rhode Island Department of Transportation (RIDOT) proposes to construct and operate toll systems at Toll Locations 3, 4 & 6 through 13 (Project) along five major highway corridors (I-95, I-195, and I-295, US Route 6, and RI Route 146. The proposed toll systems at the toll locations would be used to collect toll revenue from a tractor or truck tractor as defined in 23 CFR 658.5, pulling a trailer or trailers travelling across select bridges associated with the toll locations. RIDOT is preparing an Environmental Assessment (EA) for the Project. The Federal Highway Administration (FHWA) is the lead federal agency. The EA will evaluate the impacts of construction and implementation of the toll systems at Toll Locations 3, 4 & 6 through 13. Implementation of tolling can sometimes result in a shift of travel behavior wherein some drivers travel on a different route to avoid paying a toll. The potential shift of vehicles away from the tolled facilities is referred to as a "toll diversion."

The proposed Project has been determined to be an 'undertaking' subject to Section 106 of the National Historic Preservation Act (NHPA) of 1966, as amended (54 U.S.C. 3100101 et seq.), and its implementing regulations (36 CFR § 800). This correspondence is being sent to you in accordance with 36 CFR § 800.3 regarding project notification and initiation of consultation because Toll Locations 6, 9, 10, and 11 and Diversion Routes 2, 8, 9, 10, 12, and 14 are located in the Wampanoag Nation Ancestral Homelands.

Per 36 CFR § 800.4 - Identification of historic properties, as part of RIDOT's efforts to identify historic properties in the area of potential effect (APE), RIDOT authorized The Public Archaeology Laboratory, Inc. (PAL) to conduct a Due Diligence Review to identify historic properties within the APE for Toll Location No. 6 on I-95 in Pawtucket, Toll Location No. 9 on I-295 in Cumberland, Toll Location No. 10 on I-195 in East Providence and Providence, and Toll Location 11 on Route 146 in Lincoln. PAL has also conducted a Due Diligence Review for all Diversion Routes identified as potential travel routes used by trucks to avoid toll locations.

Enclosed for your review is the Section 106 Documentation Form-1 that includes a general project description, the results of background search for identifying historic properties and a list of identified consulting parties. Also included are PAL's Technical Memoranda for Toll Locations 6, 9, 10 and 11 and potential Diversion Routes summarizing the results of the due diligence review.

Based on the results of PAL's review and per 36 CFR § 800.5(b) - Assessment of adverse effect, RIDOT's recommendation is that the construction of Toll Location Nos. 6, 9, 10, and 11 and any potential increase in truck traffic on Diversion Routes 2, 8, 9, 10, 12, and/or 14 will have "no adverse effect" on historic properties.

Please provide us with any comments that you may have on the preliminary research results as identified in the above-referenced Form-1 within 30 days of receipt of this letter. Should you have any questions or require additional information, please contact me at 401-528-4577.

By this letter, we are also informing you that since our earlier correspondence, the Project scope has been revised as follows: at this time, one Environmental Assessment (EA) will be prepared for Toll Locations 3, 4, and 6 through 13 and the Section 106 and National Environmental Policy Act (NEPA) review processes for these 10 toll locations will be conducted and completed in tandem. The NEPA and Section 106 review processes for Toll Locations 1 and 2 were previously concluded by FHWA and RIDOT and discussed in *Environmental Assessment for Toll Locations 1 and 2, Hopkinton, Richmond, and Exeter, Rhode Island* in November of 2017. Toll Locations 5 and 14 may be developed and evaluated at a future date by RIDOT and FHWA under separate Section 106 and NEPA review processes and documentation. For an overview of the RhodeWorks Bridge Tolling Program and a conceptual view of a constructed toll gantry, please see the RIDOT website found at: http://www.dot.ri.gov/projects/tollingprogram/.

Sincerely,

Enclosures

Carlos E. Padilla-Fresse
Program Delivery Supervisor

Section 106 Documentation Form-1

RIDOT Project at Toll Locations 3, 4 & 6 through 13
Statewide – Rhode Island

Toll Location No. 6, Pawtucket
Toll Location No. 9, Cumberland
Toll Location No. 10, East Providence and Providence
Toll Location No. 11, Lincoln

Diversion Route 2, 8, 9, 10, 12, & 14
Burrillville, Coventry, East Providence, Exeter, Foster, Glocester, Jamestown, Middletown, North Kingstown, North Smithfield, Pawtucket, Portsmouth, Providence, Scituate, West Greenwich, Rhode Island
Attleboro and Uxbridge, Massachusetts

PROJECT DESCRIPTION

Toll Location 6

Toll Location No. 6 on I-95 in Pawtucket near the East Street Bridges (RIDOT Bridge Nos. 056101 and 056121) and the Roosevelt Avenue Bridges (RIDOT Bridge Nos. 056201 and 056221) (Figure 1) consists of three gantries. Gantry 6a will span the travels lanes of I-95. Gantry 6b will span the off-ramp (Exit 30) to Roosevelt Avenue. Gantry 6c will span the on-ramp from Fountain Street. The cameras and detectors will be on each gantry that spans the roadway. The electrical and communication conduits will run south along Roosevelt Avenue from Gantry 6c to an existing power source. Power and communication to Gantry 6b will be provided via overhead wires. Construction staging areas are proposed within the infield between I-95 SB and the Exit 30 off ramp and on Fountain Street next to I-95 SB. Most of the construction work will occur within the I-95 ROW and along Roosevelt Avenue.

Minimal environmental impacts are anticipated. The toll system at each tolling location will be located within the existing highway right-of-way and approximately 15-20 feet from the existing edge of pavement. Each tolling location will consist of one or more gantries, conduit for both communication and electrical connections, a roadside cabinet on a concrete pad and installation of an additional guardrail. Ground disturbance will be limited. The conduit will be installed either by direct bury methods or narrow trenching that will be back filled and seeded to match existing conditions. There will be a slight increase in impervious surface due to the concrete pad for the utility cabinets. Foundations for the gantries will be augured to minimize excavation and land disturbance, which will also minimize the potential for erosion. The area required for contractor's storage and staging will be located in maintained areas of the roadway right-of-way.

For the purposes of Section 106 review, the "area of potential effect" includes the proposed construction impact areas, and a 0.25-mile area around the gantry location for indirect impacts (Figure 2).

Toll Location No. 9

Toll Location No. 9 is on I-295 in Cumberland near the Leigh Road Bridge (RIDOT Bridge Nos. 075301and 075321) (Figure 3). A single gantry will span I-295 NB and SB west of the Leigh Road Bridge The cameras and detectors will be on the gantry that spans the roadway. The electrical and communication conduits, roadside cabinets, construction staging areas, and guardrail will be located within the existing highway right-of-way and approximately 15-20 feet from the existing edge of pavement.

Ground disturbance will be limited. The conduit will be installed either by direct bury methods or narrow trenching that will be back filled and seeded to match existing conditions. There will be a slight increase in impervious surface due to the concrete pad for the utility cabinets. Foundations for the gantries will be augured to minimize excavation and land disturbance, which will also minimize the potential for erosion. The area required for contractor's storage and staging will be located in maintained areas of the roadway right-of-way.

For the purposes of Section 106 review, the "area of potential effect" includes the proposed construction impact areas, and a 0.25-mile area around the gantry location for indirect impacts (Figure 4).

Toll Location No. 10

Toll Location No. 10 on I-195 in East Providence and Providence near the Washington Bridge (RIDOT Bridge Nos. 070001and 020001) (Figure 5) consists of three gantries. Gantry 10A in Providence will span I-195 EB west of the Washington Bridge. Gantry 10b in East Providence will span I-195 WB east of the bridge. Gantry 10c, also in East Providence, will span the Warren Avenue and Taunton Street on ramp to I-195 WB. The cameras and detectors will be on each gantry that spans the roadway. The electrical and communication conduits, roadside cabinets, construction staging areas, and guardrail will be located within the existing highway right-of-way and approximately 15-20 feet from the existing edge of pavement.

Ground disturbance will be limited. The conduit will be installed either by direct bury methods or narrow trenching that will be back filled and seeded to match existing conditions. There will be a slight increase in impervious surface due to the concrete pad for the utility cabinets. Foundations for the gantries will be augured to minimize excavation and land disturbance, which will also minimize the potential for erosion. The area required for contractor's storage and staging will be located in maintained areas of the roadway right-of-way.

For the purposes of Section 106 review, the "area of potential effect" includes the proposed construction impact areas, and a 0.25-mile area around the gantry location No. 10 for indirect impacts (Figure 6).

Toll Location No. 11

Toll Location No. 11 located on Route 146 in Lincoln near the Louisquissett Pike Bridge (RIDOT Bridge No. 027601) (Figure 7) consists of two gantries. Gantry 11a will span the Route 116 westbound on ramp to Route 146 SB. Gantry 11b will span Route 146 NB and SB. The cameras and detectors will be on each gantry that spans the roadway. The electrical and communication conduits, roadside cabinets, construction staging areas, and guardrail will be located within the existing highway right-of-way and approximately 15-20 feet from the existing edge of pavement.

Ground disturbance will be limited. The conduit will be installed either by direct bury methods or narrow trenching that will be back filled and seeded to match existing conditions. There will be a slight increase in impervious surface due to the concrete pad for the utility cabinets. Foundations for the gantries will be augured to minimize excavation and land disturbance, which will also minimize the potential for erosion. The area required for contractor's storage and staging will be located in maintained areas of the roadway right-of-way.

For the purposes of Section 106 review, the "area of potential effect" includes the proposed construction impact areas, and a 0.25-mile area around the gantry location for indirect impacts (Figure 8).

Diversion Route 2

Diversion Route 2 avoids Toll Location 3, 7, 8 and 12 and is located in West Greenwich, Coventry, Foster, Scituate, Glocester, Burrillville, and North Smithfield, Rhode Island, and Uxbridge, Massachusetts. The route extends between Exit 5 on I-95 in West Greenwich, Rhode Island, following RI Route 102 (Victory Highway, Plainfield Pike, Chompist Hill Road, Money Hill Road, Broncos Highway, and US Route 44 (Putnam Pike)), as well as RI Route 5 (Main Street), and Quaker Highway (146A) to Exit 1 of the Worcester-Providence Turnpike (Route 146) in Uxbridge, Massachusetts (see Figure 3 in the Due Diligence Memorandum). Diversion Route 2 is approximately 35 miles in length and is primarily a two-lane road with narrow shoulders and intersecting side streets and driveways.

Diversion Route 8

Diversion Route 8 avoids Toll Locations 4 and 10 and is located in Providence and East Providence, Rhode Island (Figure 15 in the Due Diligence Memorandum). The route extends between Exit 6 on I-195 in East Providence, and Exit 18 on I-95 in Providence. The eastbound route follows Allens Avenue (US Route 1A), Eddy Street, Point Street, Wickenden Street, Ives Street, Pitman Street, Butler Avenue, South Angell Street, Henderson Bridge, Henderson Expressway, and North Broadway before re-entering I-195 at Exit 6 in East Providence. From Exit 6 on I-195, the westbound route follows North Broadway, Henderson Expressway, Henderson Bridge, South Angell Street, Butler Avenue, Pitman Street, Ives Street, Wickenden Street, Point Street, Eddy Street, and Thurbers Avenue to connect to Exit 18 on I-95. Diversion Route 8 is primarily on city streets with numerous cross streets, signalized intersections, and driveways.

For the purposes of Section 106 review, the "area of potential effect" is defined as a corridor extending 250 feet left and right from the centerline of Diversion Route 8 (Figure 16 in the Due Diligence Memorandum) encompassing the visible portions of abutting properties to account for potential direct (vibration) and indirect (visual, noise, and air quality) effects.

Diversion Route 9

Diversion Route 9 avoids Toll Location 6 and is located in Pawtucket, Rhode Island, and Attleboro, Massachusetts. The route extends from Exit 2 on I-95 in Attleboro, Massachusetts, to Exit 29 of I-95 in Pawtucket, Rhode Island. The route follows Route 1A (Newport Avenue), Cottage Street, Central Avenue and US Route 1 (Broadway) (see Figure 17 in the Due Diligence Memorandum). Diversion Route 9 is primarily a two-lane urban street with numerous cross streets and driveways.

Diversion Route 10

Diversion Route 10 avoids Toll Location 6 and is located in Attleboro, Massachusetts and Pawtucket, Rhode Island. The route extends from Exit 1 on I-95 in Attleboro, Massachusetts, to Exit 30 in Pawtucket, Rhode Island. Depending on direction of travel, the route follows US Route 1 (Washington Street), Roosevelt Avenue, Fountain Street, Middle Street, or East Street (see Figure 19 in the Due Diligence Memorandum). Diversion Route 10 is primarily a two-lane road with numerous intersections and driveways.

For the purposes of Section 106 review, the "area of potential effect" is defined as a corridor extending 250 feet left and right from the centerline of Diversion Route 2 (see Figures 4a through 4k in the Due Diligence Memorandum), Diversion Route 9 (see Figure 18 in the Due Diligence Memorandum) and Diversion Route 10 (see Figure 20 in the Due Diligence Memorandum) encompassing the visible portions of abutting properties to account for potential direct (vibration) and indirect (visual, noise, and air quality) effects.

Diversion Route 12

Diversion Route 12 avoids Toll Location11 and is located in Pawtucket, Central Falls, Lincoln, and Cumberland, Rhode Island. The route extends from the intersection of Capital Street and RI Route 122 (Lonsdale Avenue) in Pawtucket near I-95, follows RI Route 122 (Lonsdale Avenue, Mendon Road), and terminates at the intersection of RI Route 122 (Mendon Road) and Angell Road in Cumberland (see Figure 23 in the Due Diligence Memorandum). Diversion Route 12 is primarily a two-lane road with numerous traffic signals, side streets, and driveways.

For the purposes of Section 106 review, the "area of potential effect" is defined as a corridor extending 250 feet left and right from the centerline of Diversion Route 12 encompassing the visible portions of abutting properties to account for potential direct (vibration) and indirect (visual, noise, and air quality) effects (see Figures 24a and 24b in the Due Diligence Memorandum).

Diversion Route 14

Diversion Route 14 avoids Toll Locations 3, 4 and 10 and is located in Exeter, North Kingstown, Jamestown, Newport, Middletown, and Portsmouth, Rhode Island. The route extends from the intersection of RI Route 3 (Nooseneck Hill Road) and RI Route 102 (Victory Highway) in Exeter, along RI Route 102 (Victory Highway, Ten Rod Road) onto RI Route 4 (Colonel Rodman Highway), US Route 1 (Tower Hill Road), and RI Route 138 in North Kingstown, continuing on RI Route 138 into Jamestown and Newport (as Admiral Kalbfus Road and West Main Road), and then to RI Route 114 (West Main Road) in Middleton, and terminating in Portsmouth at the tie-in with RI Route 24 (see Figure 27 in the Due Diligence Report). Diversion Route 14 is primarily a mix of narrow two-lane roads with narrow shoulders and numerous side streets and driveways and four-lane divided highway. Diversion Route 14 is also tolled at the Clairborne Pell Newport Bridge.

For the purposes of Section 106 review, the "area of potential effect" is defined as a corridor extending 250 feet left and right from the centerline of Diversion Route 14 (see Figures 28a through 28g in the Due Diligence Report) encompassing the visible portions of abutting properties to account for potential direct (vibration) and indirect (visual, noise, and air quality) effects.

Toll Location No. 6

HISTORIC (ABOVE-GROUND) RESOURCES

Historic Property	NR Status	RIDOT Recommendation of Effect
Colvin-Woodcock-Kulik House	Potentially Eligible	No Adverse Effect

ARCHAEOLOGICAL RESOURCES
None. The need for archaeological investigations to be determined.

OTHER HISTORIC RESOURCES
None

Toll Location No. 6, Pawtucket
Toll Location No. 9, Cumberland
Toll Location No. 10, East Providence and Providence
Toll Location No. 11, Lincoln

Diversion Route 2, 8, 9, 10, 12, & 14
Burrillville, Coventry, East Providence, Exeter, Foster, Glocester, Jamestown, Middletown, North Kingstown, North Smithfield, Pawtucket, Portsmouth, Providence, Scituate, West Greenwich, Rhode Island
Attleboro and Uxbridge, Massachusetts

Toll Location No. 9

HISTORIC (ABOVE-GROUND) RESOURCES

Historic Property	NR Status	RIDOT Recommendation of Effect
Gray Rock	Historic Candidate	No Adverse Effect

ARCHAEOLOGICAL RESOURCES
None

OTHER HISTORIC RESOURCES

Historic Cemeteries	NR Status	RIDOT Recommendation of Effect
CU32 – W Wilkinson Lot (Cumberland)	NA	No Adverse Effect

Toll Location 10

HISTORIC (ABOVE-GROUND) RESOURCES

Historic Property	NR Status	RIDOT Recommendation of Effect
College Hill HD & Extension (Providence)	NR-listed	No Effect
Oddfellow's Hall (East Providence)	NR-listed	No Effect
Saint Mary's Episcopal Church (East Providence)	NR-listed	No Effect
Sacred Heart Roman Catholic Church (East Providence)	Potentially Eligible	No Effect
Industrial Trust Building (East Providence)	Potentially Eligible	No Effect
Stratford Oyster Company (East Providence)	Potentially Eligible	No Effect
Veterans Memorial Parkway (East Providence)	Potentially Eligible	No Effect

ARCHAEOLOGICAL RESOURCES
None

OTHER HISTORIC RESOURCES
None

Toll Location No. 11

HISTORIC (ABOVE-GROUND) RESOURCES

Historic Property	NR Status	RIDOT Recommendation of Effect
None		

ARCHAEOLOGICAL RESOURCES

RI 0544, RI 0551, RI 1978, RI 1983	Potentially Eligible	No Adverse Effect
RI 2208 Find Spot		No Adverse Effect

OTHER HISTORIC RESOURCES

None.

Diversion Route 2

HISTORIC (ABOVE-GROUND) RESOURCES

Historic Property (Location)	NR Status	RIDOT Recommendation of Effect
Districts		
Clayville HD (Foster/Scituate)	Listed	No Adverse Effect
Chepachet Village HD (Glocester)	Listed	No Adverse Effect
Oakland HD (Burrillville)	Listed	No Adverse Effect
Slatersville Historic District (North Smithfield)	Listed	No Adverse Effect
Individual Properties		
Stephen Allen House (West Greenwich)	Listed	No Adverse Effect
Stephen Allen Schoolhouse (West Greenwich)	Potentially Eligible	No Adverse Effect
William Waterman House (Coventry)	Listed	No Adverse Effect
Isaac Bowen House (Coventry)	Listed	No Adverse Effect
Amos Cooke House (Scituate)	Listed	No Adverse Effect
Dexter Arnold Farmstead (Scituate)	Listed	No Adverse Effect
Glocester Town Pound (Glocester)	Listed	No Adverse Effect
M. Smith House (Burrillville)	Potentially Eligible	No Adverse Effect
Nasonville School (Burrillville)	Potentially Eligible	No Adverse Effect

Diversion Route 2

OTHER HISTORIC RESOURCES

Historic Cemeteries	NR Status	RIDOT Recommendation of Effect
WG15 – Green Waite Lot (West Greenwich)	NA	No Adverse Effect
WG16 – Seth Brown Lot (West Greenwich)	NA	No Adverse Effect
WG131 – Thayer Lot (West Greenwich)	NA	No Adverse Effect
CY19 – Hall-Moore Lot (Coventry)	NA	No Adverse Effect
CY26 – Wickes Lot (Coventry)	NA	No Adverse Effect
CY27 – Cornell Cemetery (Coventry)	NA	No Adverse Effect
CY28 – Latham Cornell Lot)	NA	No Adverse Effect
FR68 – Clayville Cemetery (Foster)	NA	No Adverse Effect
GL25 – Place-Keach Lot (Glocester)	NA	No Adverse Effect
GL133 – Owen-Evens Lot (Glocester)	NA	No Adverse Effect
GL134 – Public Cemetery (Glocester)	NA	No Adverse Effect
BU114 – Smith Lot (Burrillville)	NA	No Adverse Effect
NS1 – Buxton (North Smithfield)	NA	No Adverse Effect
UXB.824 – Almshouse Cemetery (Uxbridge)	NA	No Adverse Effect
UXB,827 – Aldrich Buxton Cemetery (Uxbridge)	NA	No Adverse Effect

Diversion Route 8

HISTORIC (ABOVE-GROUND) RESOURCES

Historic Property (Location)	NR Status	RIDOT Recommendation of Effect
Districts		
College Hill HD (Providence)	Listed	No Adverse Effect
College Hill HD Extension (Providence)	Potentially Eligible	No Adverse Effect
Rhodes Street HD (Providence)	Listed	No Adverse Effect
Individual Properties		
American Emery Wheel Works (Providence)	Potentially Eligible	No Adverse Effect
Christ Episcopal Church/Christ Church (Providence)	Listed	No Adverse Effect
Constance Witherby Park (Providence)	Listed	No Adverse Effect
Davol Rubber Company (Providence)	Listed	No Adverse Effect
George A. Rickard House (Providence)	Potentially Eligible	No Adverse Effect
Manchester Street Station (Providence)	Potentially Eligible	No Adverse Effect
Point Street Bridge (Providence)	Potentially Eligible	No Adverse Effect
Providence Machine Company (Providence)	Potentially Eligible	No Adverse Effect

Diversion Route 8

Historic Property (Location)	NR Status	RIDOT Recommendation of Effect
Individual Properties		
Providence Gas Company Purifier House (Providence)	Listed	No Adverse Effect
Providence Teaming Company (Providence)	Potentially Eligible	No Adverse Effect
Scovill Manufacturing Company (Providence)	Potentially Eligible	No Adverse Effect
Silverman Brothers Jewelers (Providence)	Potentially Eligible	No Adverse Effect

OTHER HISTORIC RESOURCES	NR Status	RIDOT Recommendation of Effect
None		

Diversion Route 9

HISTORIC (ABOVE-GROUND) RESOURCES

Historic Property (Location)	NR Status	RIDOT Recommendation of Effect
Individual Properties		
Fuller Tenement House, 339-341 Broadway (Pawtucket)	Listed	No Adverse Effect
Fuller Tenement House, 343-345 Broadway (Pawtucket)	Listed	No Adverse Effect
John F. Adams House (Pawtucket)	Listed	No Adverse Effect
Royal Weaving Company Mill Complex (Pawtucket)	Potentially Eligible	No Adverse Effect

OTHER HISTORIC RESOURCES	NR Status	RIDOT Recommendation of Effect
None		

Diversion Route 10

HISTORIC (ABOVE-GROUND) RESOURCES

Historic Property (Location)	NR Status	RIDOT Recommendation of Effect
None		

OTHER HISTORIC RESOURCES	NR Status	RIDOT Recommendation of Effect
None		

Diversion Route 12

HISTORIC (ABOVE-GROUND) RESOURCES

Districts	NR Status	RIDOT Recommendation of Effect
Ashton HD (Cumberland)	Listed	No Adverse Effect
Berkeley Mill Village HD (Cumberland)	Listed	No Adverse Effect
Blackstone Canal (Lincoln/Central Falls)	Listed	No Adverse Effect
Lonsdale HD (Cumberland/Lincoln)	Listed	No Adverse Effect
Saylesville HD (Lincoln)	Listed	No Adverse Effect

Historic Property (Location)	NR Status	RIDOT Recommendation of Effect
Clark House, Norton School (Cumberland)	Potentially Eligible	No Adverse Effect
Conant Thread/Coats & Clark (Central Falls/Pawtucket)	Listed	No Adverse Effect
Saint Matthew's Church (Central Falls)	Listed	No Adverse Effect
Saint Joseph's Church Complex (Cumberland)	Listed	No Adverse Effect

OTHER HISTORIC RESOURCES	NR Status	RIDOT Recommendation of Effect
Historic Cemeteries		
CU8 – St. Joseph's (Cumberland)	NA	No Adverse Effect
CU39 – St. Joseph's Church (Cumberland)	NA	No Adverse Effect

Diversion Route 14

HISTORIC (ABOVE-GROUND) RESOURCES

Districts	NR Status	RIDOT Recommendation of Effect
Exeter Village HD (Exeter)	Potentially Eligible	No Adverse Effect
Lawtonville HD (Exeter)	Potentially Eligible	No Adverse Effect
Shady Lea HD (North Kingstown)	Listed	No Adverse Effect
Windmill Hill HD (Jamestown)	Listed	No Adverse Effect
Miantonomi Park HD Amendment (Newport)	Potentially Eligible	No Adverse Effect
Naval War College HD (Newport)	Potentially Eligible	No Adverse Effect
Prescott Farm HD (Middletown)	Potentially Eligible	No Adverse Effect
West Main Road HD	Potentially Eligible	No Adverse Effect
Battle of Rhode Island HD Main Battlefield (Portsmouth)	Listed	No Adverse Effect

Diversion Route 14

HISTORIC (ABOVE-GROUND) RESOURCES

Historic Property (Location)	NR Status	RIDOT Recommendation of Effect
Danforth Estate (Exeter)	Potentially Eligible	No Adverse Effect
Chestnut Hill Baptist Church (Exeter)	Listed	No Adverse Effect
Lawton's Mill (Exeter)	Listed	No Adverse Effect
Old Belleville School (North Kingstown)	Potentially Eligible	No Adverse Effect
Town Pound (Jamestown)	Potentially Eligible	No Adverse Effect
Wetherell Cottage/Spindrift/Pascal Hacke (Jamestown)	Potentially Eligible	No Adverse Effect
Newport Bridge (Jamestown/Newport)	Potentially Eligible	No Adverse Effect
The Bird's Nest (Newport)	Potentially Eligible	No Adverse Effect
Hoppin/Rensselaar/Villalou/Vernon/Elmbry (Middletown)	Potentially Eligible	No Adverse Effect
Whithall/Bishop George Berkeley HS HD (Middletown)	Listed	No Adverse Effect
Wm. Redwoods Country House (Middletown)	Potentially Eligible	No Adverse Effect
Holy Cross Church (Middletown)	Potentially Eligible	No Adverse Effect
Cory Farm (Portsmouth)	Potentially Eligible	No Adverse Effect
Hedley House (Portsmouth)	Potentially Eligible	No Adverse Effect

OTHER HISTORIC RESOURCES	NR Status	RIDOT Recommendation of Effect
EX37 – George Cotterelf Lot (Exeter)	NA	No Adverse Effect
EX39 – Old Baptist Church Yard (Exeter)	NA	No Adverse Effect
EX52 – Sunderland-Tarbox (Exeter)	NA	No Adverse Effect
NK25 - Thomas (North Kingstown)	NA	No Adverse Effect
NK73 – Brown-Briggs (North Kingstown)	NA	No Adverse Effect
JM1 – Gov. Carr Lot (Jamestown)	NA	No Adverse Effect
JM6 – Friends Cemetery (Jamestown)	NA	No Adverse Effect
JM10 – Hazard Lot (Jamestown)	NA	No Adverse Effect
MT6 – Holy Cross Church Cemetery (Middletown)	NA	No Adverse Effect
MT33 – Dea William Taggart Lot (Middletown)	NA	No Adverse Effect
PO20 – Capt. Job Lawton Lot (Portsmouth)	NA	No Adverse Effect
PO22 – Nichols-Hassard Ground (Portsmouth)	NA	No Adverse Effect

CONSULTING PARTIES

Rhode Island Department of Transportation (Applicant for Federal Funds)
Rhode Island Historical Preservation & Heritage Commission (RISHPO)
Massachusetts Historical Commission (MASHPO)
Mashpee Wampanoag Tribe (THPO)
Narragansett Indian Tribal Historic Preservation Office (THPO)
Wampanoag Tribe of Gay Head/Aquinnah (THPO)
Attleboro Historical Commission (Municipal Agency with Interest in Historic Properties)
Attleboro Historic Preservation Society (Local Organization with Interest in Historic Properties)
Blackstone Heritage Corridor, Inc. (Agency with Regulatory Review Jurisdiction)
Blackstone Valley Historical Society (Local Organization with Interest in Historic Properties)
Town of Burrillville (Representative of Local Government)
Burrillville Historical & Preservation Society (Local Organization with interest in Historic Properties)
City of Central Falls (Representative of Local Government)
Town of Coventry (Representative of Local Government)
Coventry Historical Society (Local Organization with Interest in Historic Properties)
Cumberland Historic District Commission (Municipal Agency with Interest in Historic Properties)
East Providence Historic District Commission (Municipal Agency with Regulatory Review Jurisdiction)
East Providence Historical Society (Local Organization with Interest in Historic Properties)
Exeter Town Hall (Representative of Local Government)
Exeter Historical Association, Inc. (Local Organization with Interest in Historic Properties)
North Kingstown Historic District Commission
Town of Foster (Representative of Local Government)
Foster Preservation Society (Local Organization with Interest in Historic Properties)
Glocester Historic District Commission (Municipal Agency with Regulatory Review Jurisdiction)
Glocester Heritage Society (Local Organization with Interest in Historic Properties)
Town of Jamestown (Representative of Local Government)
Jamestown Historical Society (Local Organization with Interest in Historic Properties)
Town of Lincoln (Representative of Local Government)
Town of Middletown (Representative of Local Government)
Middletown Historical Society (Local Organization with Interest in Historic Properties)
Newport Historic District Commission
Newport Historical Society (Local Organization with Interest in Historic Properties)
North Kingstown Historic District Commission
Town of North Kingstown (Representative of Local Government)
Smithfield Historic District Commission (Municipal Agency with Regulatory Review Jurisdiction)
Pawtucket Historic District Commission (Municipal Agency with Interest in Historic Properties)
Preservation Society of Pawtucket (Local Organization with Interest in Historic Properties)
Town of Portsmouth (Representative of Local Government)
Portsmouth Historical Society (Local Organization with Interest in Historic Properties)
Providence Historic District Commission (Municipal Agency with Interest in Historic Properties)
Providence Preservation Society (Local Organization with Interest in Historic Properties)
Town of Scituate (Representative of Local Government)
Town of West Greenwich (Representative of Local Government)
Uxbridge Historic District Commission (Municipal Agency with Interest in Historic Properties)
Uxbridge Historical Society (Local Organization with Interest in Historic Properties)

CONDITIONS

None.

MEMORANDUM OF AGREEMENT:

NA

Figure 1. Location 6: Proposed gantry on I-95 near the East Street (RIDOT Bridge Nos. 056101 and 056121) and the Roosevelt Avenue bridges (RIDOT Bridge Nos. 056201 and 056221). Pawtucket, Rhode Island.

Figure 2. APE for Toll Location No. 6 near the East Street (RIDOT Bridge Nos. 056101 and 056121) and the Roosevelt Avenue bridges (RIDOT Bridge Nos. 056201 and 056221), Pawtucket, Rhode Island.

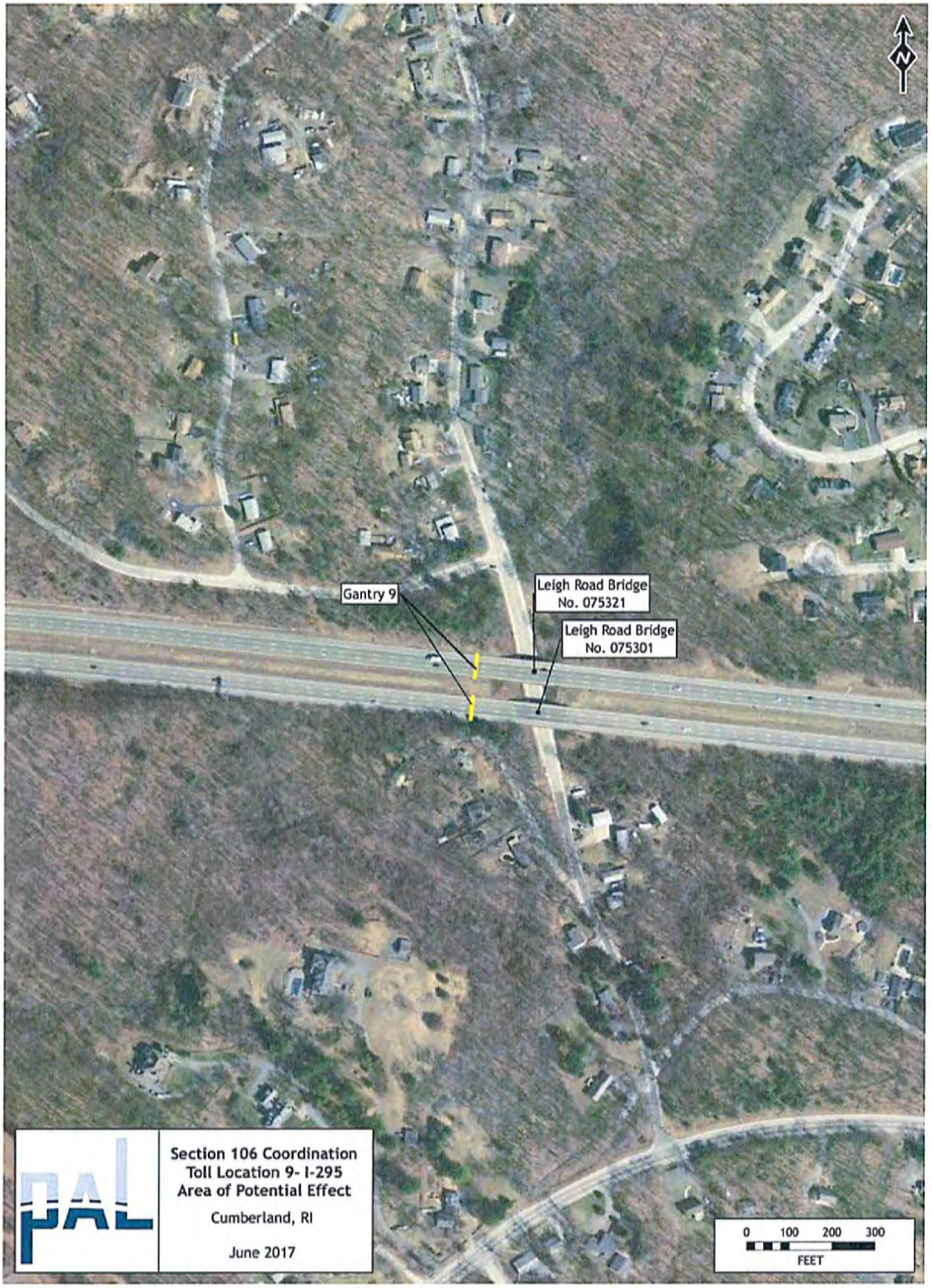


Figure 3. Location 9: Proposed gantry on I-295 near the Leigh Road Bridge (RIDOT Bridge Nos. 075301and 075321), Cumberland, Rhode Island.

Figure 5. Location 10: Proposed gantry on I-195 near the Washington Bridge (RIDOT Bridge Nos. 070001and 020001), East Providence and Providence, Rhode Island.

Figure 6. APE for Toll Location No.10 near the Washington Bridge (RIDOT Bridge Nos. 070001and 020001), East Providence and Providence, Rhode Island.

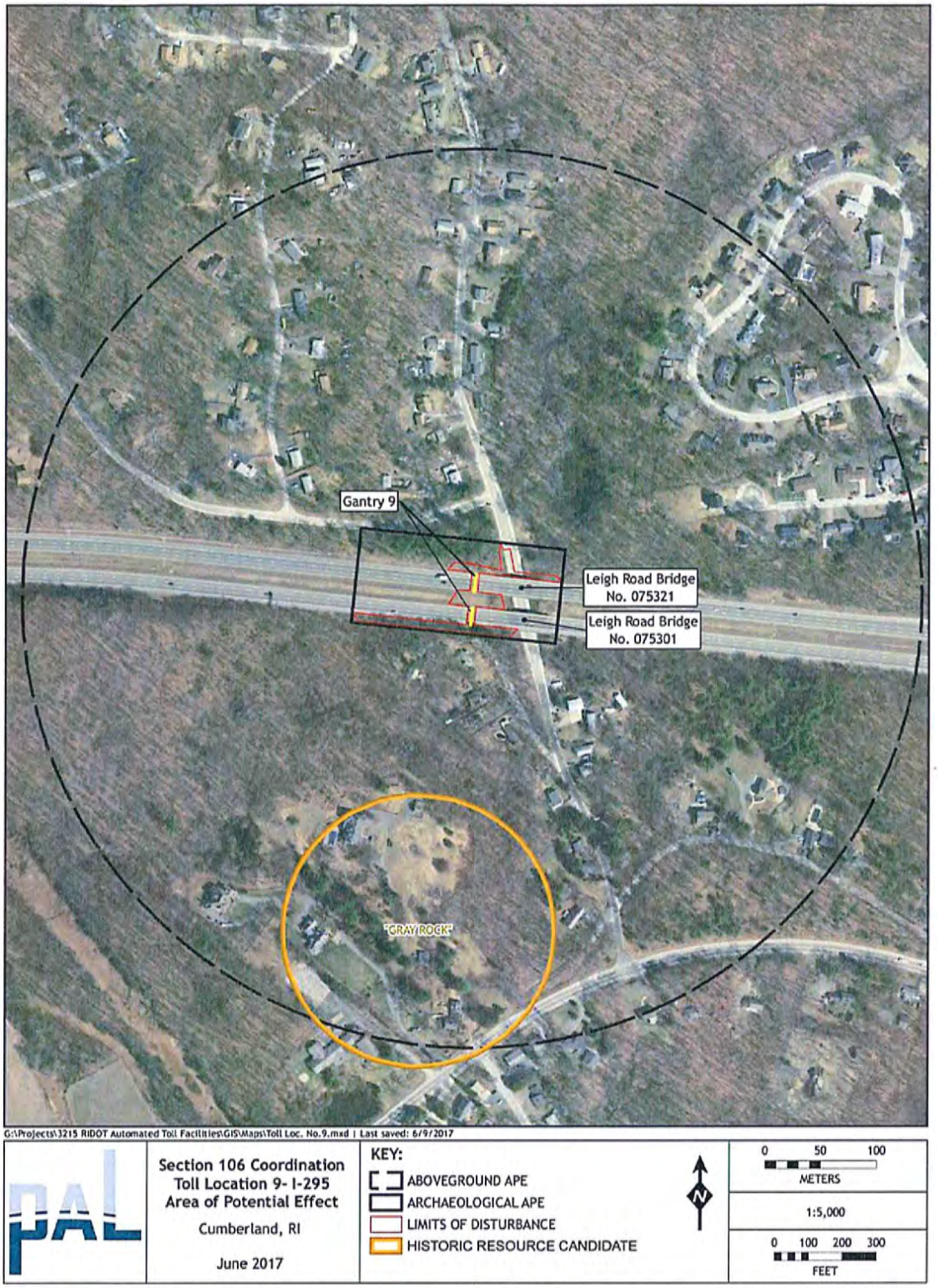
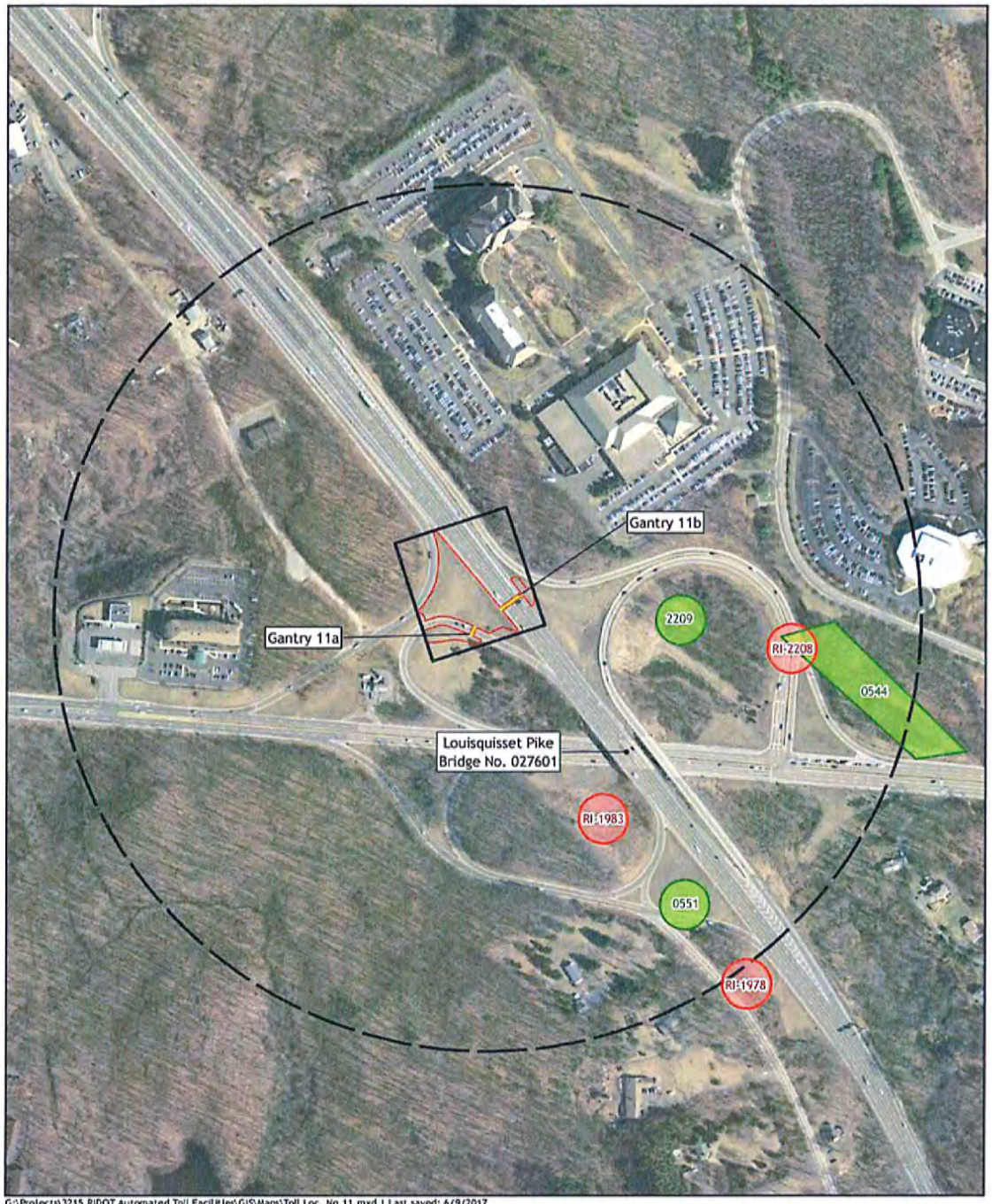


Figure 4. APE for Toll Location No.9 near the Leigh Road Bridge (RIDOT Bridge Nos. 075301and 075321), Cumberland, Rhode Island.

Figure 7. Location 11: Proposed gantry on Route 146 near the Louisquissett Pike Bridge (RIDOT Bridge No. 027601), Lincoln, Rhode Island.



G:\Projects\3215 RIDOT Automated Toll Facilities\GIS\Maps\Toll Loc. No.11.mxd | Last saved: 6/9/2017

PAL	Section 106 Coordination Toll Location 11- I-146 Area of Potential Effect Lincoln, RI June 2017	KEY: ABOVEGROUND APE ARCHAEOLOGICAL APE LIMITS OF DISTURBANCE PREHISTORIC ARCHAEOLOGICAL SITE HISTORIC ARCHAEOLOGICAL SITE	0 50 100 METERS 1:5,500 0 100 200 300 FEET

Figure 8. APE for Toll Location No.11 near the Louisquissett Pike Bridge (RIDOT Bridge No. 027601), Lincoln, Rhode Island.

U.S. Department
of Transportation
**Federal Highway
Administration**

Rhode Island Division

380 Westminster Street, Rm 601
Providence, RI 02903
401-528-4541
401-528-4542 Fax

February 13, 2018

In Reply Refer To:
HEC-RI

Ms. Bettina M. Washington
Tribal Historic Preservation Officer
Wampanoag Tribe of Gay Head/Aquinnah
20 Black Brook Road
Aquinnah, MA 02535

Subject: Toll Locations 3, 4 & 6 through 13
I-95, I-195, and I-295, US Route 6, and RI Route 146, Rhode Island
NEPA Project Notification

Dear Ms. Washington,

The Rhode Island Department of Transportation (RIDOT) proposes to construct and operate toll systems at Toll Locations 3, 4 & 6 through 13 (Project) along five major highway corridors (I-95, I-195, and I-295, US Route 6, and RI Route 146 (Table 1 and Figure 1).

RIDOT is preparing an Environmental Assessment (EA) for the Project. The Federal Highway Administration (FHWA) is the lead federal agency. The EA will evaluate the direct, indirect, and cumulative impacts of construction and implementation of the toll systems at Toll Locations 3, 4 & 6 through 13. Implementation of tolling can sometimes result in a shift of travel behavior wherein some drivers travel on a different route to avoid paying a toll. The potential shift of vehicles away from the tolled facilities is referred to as a "toll diversion." The EA will also evaluate the impacts of diversion traffic on likely diversion routes. Potential diversion routes are identified on Figure 2.

This correspondence is being sent in accordance with the National Environmental Policy Act of 1969 (NEPA) regarding project notification and early coordination. Project Notification is being sent to Federal and state resource agencies, Tribal government entities, communities with toll locations and/or diversion routes, and non-governmental entities. RIDOT solicits any initial comments or information you wish to submit regarding the Project. The information you provide will assist in preparing the EA for the Project.

By this letter, we are also informing you that since our earlier correspondence, the Project scope has been revised as follows: at this time, one EA will be prepared for Toll Locations 3, 4, and 6 through 13 and the Section 106 and NEPA review processes for these 10 toll locations will be conducted and completed in tandem. The NEPA and Section 106 review processes for Toll Locations 1 and 2 were previously concluded by FHWA and RIDOT and discussed in Environmental Assessment for Toll Locations 1 and 2, Hopkinton, Richmond, and Exeter, Rhode Island in November of 2017. Toll Locations 5 and 14 may be developed and evaluated at a future date by RIDOT and FHWA under separate Section 106 and NEPA review processes and documentation. For an overview of the RhodeWorks Bridge Tolling Program and a conceptual view of a constructed toll gantry, please see the RIDOT website found at: http://www.dot.ri.gov/projects/tollingprogram/

The proposed toll systems would be used to collect toll revenue from a tractor or truck tractor as defined in 23 CFR 658.5, pulling a trailer or trailers travelling across select bridges associated with the toll locations. RIDOT established each tolling location to collect revenue to support reconstruction and maintenance of bridge(s). Tolls will be charged as mandated by "The Rhode Island Bridge Replacement, Reconstruction and Maintenance Fund Act of 2016" which includes policies which identify specific maximum daily tolls and daily limits charged per tolling location. Revenue collection will be accomplished via electronic means only (no cash option) using Radio Frequency Identification (RFID) and video capture.

Table 1 Tolling Locations

Toll Location [1, 2]	Community	Roadway
3	Warwick	I-95
4	Providence	I-95
6	Pawtucket	I-95
7	Cranston	I-295
8	Johnston	I-295
9	Cumberland	I-295
10	Providence and East Providence	I-195
11	Lincoln	RI Route 146
12	North Smithfield	RI Route 146
13	Providence	US Route 6

1. Toll Locations 1 and 2 on I-95, in Hopkinton, Richmond and Exeter have been reviewed under a previous EA.
2. Toll Locations 5 and 14 are not included in this EA and will be subject to their own environmental review process in the future.

The toll system at each tolling location will be located within the existing operational right-of-way and approximately 15-20 feet from the existing edge of pavement. Each tolling location will consist of one or more gantries, conduit for both communication and electrical connections, a roadside cabinet on a concrete pad and installation of additional guardrail. The cameras and detectors will be on the gantry that will span the roadway.

If you have any questions or comments regarding the Project please contact me at 401-528-4577.

Sincerely,

Carlos E. Padilla-Fresse
Program Delivery Supervisor

U.S. Department of Transportation
Federal Highway Administration

Rhode Island Division

380 Westminster Street, Rm 601
Providence, RI 02903
401-528-4541
401-528-4542 Fax

February 13, 2018

In Reply Refer To:
HEC-RI

Ms. Marissa Turnbull, Tribal Historic Preservation Officer
Natural Resources Protection & Regulatory Affairs
Mashantucket Pequot Tribal Nation
550 Trolley Line Blvd.
Mashantucket, CT 06338

Subject: Toll Locations 3, 4 & 6 through 13
I-95, I-195, and I-295, US Route 6, and RI Route 146, Rhode Island
NEPA Project Notification

Dear Ms. Turnbull:

The Rhode Island Department of Transportation (RIDOT) proposes to construct and operate toll systems at Toll Locations 3, 4 & 6 through 13 (Project) along five major highway corridors (I-95, I-195, and I-295, US Route 6, and RI Route 146 (Table 1 and Figure 1).

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By this letter, we are also informing you that since our earlier correspondence, the Project scope has been revised as follows: at this time, one EA will be prepared for Toll Locations 3, 4, and 6 through 13 and the Section 106 and NEPA review processes for these 10 toll locations will be conducted and completed in tandem. The NEPA and Section 106 review processes for Toll Locations 1 and 2 were previously concluded by FHWA and RIDOT and discussed in Environmental Assessment for Toll Locations 1 and 2, Hopkinton, Richmond, and Exeter, Rhode Island in November of 2017. Toll Locations 5 and 14 may be developed and evaluated at a future date by RIDOT and FHWA under separate Section 106 and NEPA review processes and documentation. For an overview of the RhodeWorks Bridge Tolling Program and a conceptual view of a constructed toll gantry, please see the RIDOT website found at: http://www.dot.ri.gov/projects/tollingprogram/

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10	Providence and East Providence	I-195
11	Lincoln	RI Route 146
12	North Smithfield	RI Route 146
13	Providence	US Route 6

1. Toll Locations 1 and 2 on I-95, in Hopkinton, Richmond and Exeter have been reviewed under a previous EA.
2. Toll Locations 5 and 14 are not included in this EA and will be subject to their own environmental review process in the future.

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If you have any questions or comments regarding the Project please contact me at 401-528-4577.

Sincerely,

Carlos E. Padilla-Fresse
Program Delivery Supervisor

Mashpee Wampanoag Tribe
Section 106 Review
Consultation Response Form

Project ID Number:	RI Proposed Toll Gantry 6 a-c (I-95)
Consultant/Environmental Firm:	FHA/RIDOT/PAL
Address or Location Description:	41.891995, -71.378209
City, State:	Pawtucket, RI
Point of Contact	Carlos Padilla

Response:

☐ We have no concerns related to the proposed project. MWT anticipates no adverse effects to our sites of cultural significance, by you or your client.

☐ The MWT considers this project in compliance with the MWT's section 106 review process with agreed upon mitigations measures.

☐ This site will require the on-site presence of a Tribal Cultural Resource Monitor during ground disturbing activities. Contact the Compliance Review Supervisor with construction schedule.

☒ This project has the potential to have "adverse effects" to historic or cultural resources important to our tribe. We recommend the following actions:

Due to the proximity to the Blackstone River Corridor there are concerns. Our office reserves comment until we review the associated due diligence report. The information provided in the notification packet is insufficient to fully understand the scope of work nor the resulting impacts.

We request additional information such as preliminary construction documents in order to fully understand the scope of work. Construction documents should include foundation plans and civil drawings.

We request copies of geological borings in order to determine the present soil conditions. This information will assist in our determination of potential effects to cultural resources.

This consultation process is in compliance to the National Historic Preservation Act of 1966 and all relevant amendments including but not limited to section 106 and 36 CFR 800.

Condition: In the case that unanticipated discoveries of archeological resources or human remains are found during construction, **you must immediately stop construction and notify our office.**

David Weeden, Deputy THPO - Compliance Review
Tribal Historic Preservation Office

7/21/17
Date

Mashpee Wampanoag Indian Tribal Council
Historic Preservation Department
483 Great Neck Rd South, Mashpee, MA 02649 | Phone: 508-477-0208*102 | Email: 106Review@mwtribe-nsn.gov

The Mashantucket Pequot
Tribal Nation
Tribal Historic
Preservation Office

Date: August 3rd, 2018

David W. Fish
Administrator od Project Management

Rhode Island Department of Transportation
Two Capitol Hill
Providence, Rhode Island 02903

RE: Toll Locations 3, 4 & 6 Through 13 on I-95, 295, US Route 6 and RI Route 146

Dear David,

Thank you for providing the Environmental assessment. We appreciate the opportunity to comment on the project. We have reviewed the Toll Locations 3-13 Environmental Assessment, as well as the two included Appendix documents. The following are our comments from the areas of the EA which were relevant to the interests of the Tribal Historic Preservation Office (THPO) of the Mashantucket Pequot (Western) Tribal Nation.

5.12 Historic and Archeological Resources:

We concur with the following statement by the Public Archaeology Lab (PAL) *"Section 106 of the National Historic Preservation Act of 1966 as amended (Section 106) requires federal agencies to consider the effects of undertakings on historic properties listed in or eligible for inclusion in the National Register."*

Toll Location 3:

PAL stated:

"The Rhode Island Historical Preservation & Heritage Commission (RIHPHC) inventory lists one aboveground historic property (William H. Taylor House/Whitehall) and two archaeological sites (RI 1836 and RI 1837) within the APEs. There are no historic cemeteries identified in the APEs. Whitehall, located at 740 Commonwealth Avenue, is a 2½-story, gabled roof dwelling built around 1850. RI 1836 and 1837 are Pre-Contact Period Native American archaeological sites described as artifact clusters/scatters that are potentially eligible for listing in the National Register of Historic Places."

1 Is PAL recommending further archaeology to be done of this toll location to confirm if it would be eligible to be listed in the National Register? We would support further study to better understand PAL's definition of pre-contact, based on how the area has been dated.

Toll Location 13:

PAL stated:

"The RIHPHC inventory lists three aboveground resources: Merino Mill Village Historic District (potentially eligible), the Atlantic and Riverside Mills (NR eligible), and the Atlantic Mill Worker Housing (NR eligible) and one Pre-Contact Period Native American archaeological site within the APEs. The Providence Planning Department's historic overlay identifies one historic property that is potentially eligible: The Rochambeau Worsted Company (NR-listed, 7/24/17). There are no historic cemeteries in the APEs. RI 1941 is described as a Woodland Period artifact cluster containing rhyolite, argillite, quartz, felsite, hornfels, and quartzite chipping debris as well as several projectile points. Historical maps and aerial photographs show that the Route 6 crossing of the Woonasquatucket River is in the same location as a crossing of the former Providence and Springfield Branch of the New York, New Haven, and Hartford Railroad (NYNHHRR)."

2 As above, Is PAL recommending further archaeology to be done of this toll location to confirm all historic properties and the pre-contact (site) would be eligible to be listed in the National Register?

Section 106 Consultation

"Letters for the Section 106 consultation process were sent to RIHPHC, Massachusetts Historical Commission, Tribal Historic Preservation Officers (THPOs) for four Native American Tribes, and the communities with toll locations and/or diversion routes. These letters and responses received are provided in Appendix D.

Native American Tribes contacted:

Mashantucket Pequot THPO

Narragansett THPO

Wampanoag Tribe of Gay Head/Aquinnah THPO

Mashpee Wampanoag Tribe THPO"

The Tribal Historic Preservation Office (THPO) of the Mashantucket Pequot (Western) Tribal Nation, again would look to express its thanks for including us in the section 106 review process and the opportunity to comment.

Regards,

Michael Kickingbear Johnson
Deputy THPO,
The Mashantucket Pequot Tribal Historic Preservation Office

D-2-2 State Historic Preservation Officers (SHPOs)

Letters sent to the SHPOs (RIHPHC Massachusetts Historical Commission) and comments received.

Department of Transportation
Two Capitol Hill
Providence, RI 02903

Office 401-222-2450
Fax 401-222-3905

December 22, 2017

Mr. Jeffrey Emidy, Acting Executive Director
Deputy State Historic Preservation Officer
Rhode Island Historical Preservation & Heritage Commission
Old State House
150 Benefit Street
Providence, Rhode Island 02903

Attention: Ms. Michaela Jergensen

Re: RIDOT Project at Toll Locations 3, 4 & 6 through 13
RIC No. 2017-0T-002
Section 106 Consultation Initiation
Due Diligence Review and Recommendation of Effect
Toll Locations 3, 4 & 6 through 13, State-wide
Diversion Routes 2 through 16, State-wide

Dear Mr. Emidy:

In accordance with 36 CFR §800.3 (of " Protection of Historic Properties"), regulations of the federal Advisory Council on Historic Preservation, on behalf of the Federal Highway Administration (FHWA), RIDOT initiated the Section 106 review process for the above referenced transportation project by our project notification correspondence dated June 29, 2017, to your organization.

Per 36 CFR § 800.4 – *Identification of historic properties,* as part of RIDOT's efforts to identify historic properties in the area of potential effect (APE), RIDOT authorized The Public Archaeology Laboratory, Inc. (PAL) to conduct a Due Diligence Review to identify historic properties within the APE for each Toll Location. PAL has also conducted a Due Diligence Review for each Diversion Route that has been identified as a potential travel route used by trucks to avoid toll locations.

Enclosed for your review and comment are revised *Section 106 Documentation Form-1s* and PAL's *Technical Memoranda* for each Toll Location and potential Diversion Routes, summarizing the results of these due diligence reviews. Based on the results of PAL's review and per *36 CFR § 800.5(b) – Assessment of adverse effect,* RIDOT's recommendation is that the construction of Toll Locations 3, 4 & 6 through 13 and any potential increase in truck traffic on Diversion Routes 2 through 16 will have "no adverse effect" on historic properties and we are requesting your concurrence per Section 106 of the National Historic Preservation Act of 1966, as amended.

Please provide us with any comments that you may within 30 days of receipt of this letter. Should you have any questions or require additional information, please contact me at 222-2023, x 4282.

Sincerely,

Melanie Jewett Army

Melanie Jewett Army, AICP
Assistant Chief of Planning
Office of Project Approvals, Licenses, & Utilities

Enclosures
cc: Army, Brady, Fisette, Gannon, Hebert, McGinn, Rocchio, Waugh, Runyon-PPS, Jergensen-RIHPHC, C. Padilla-Fresse-FHWA and file, all *w/o* enclosures

Department of Transportation
Two Capitol Hill
Providence, RI 02903

Office 401-222-2450
Fax 401-222-3905

January 9, 2018

Brona Simon
State Archaeologist
State Historic Preservation Officer
Massachusetts Historical Commission
220 Morrissey Boulevard
Boston, MA 02125

Re: RIDOT Project at Toll Locations 3, 4 & 6 through 13
RIC No. 2017-0T-002
Section 106 Consultation Initiation
Due Diligence Review and Recommendation of Effect
Diversion Route 2, Uxbridge
Diversion Routes 9 and 10, Attleboro

Dear Ms. Simon:

The Rhode Island Department of Transportation (RIDOT) proposes to construct and operate toll systems at Toll Locations 3, 4 & 6 through 13 (Project) along five major highway corridors (I-95, I-195, and I-295, US Route 6, and RI Route 146. The proposed toll systems at the toll locations would be used to collect toll revenue from a tractor or truck tractor as defined in 23 CFR 658.5, pulling a trailer or trailers travelling across select bridges associated with the toll locations. RIDOT is preparing an Environmental Assessment (EA) for the Project. The Federal Highway Administration (FHWA) is the lead federal agency. The EA will evaluate the impacts of construction and implementation of the toll systems at Toll Locations 3, 4 & 6 through 13. Implementation of tolling can sometimes result in a shift of travel behavior wherein some drivers travel on a different route to avoid paying a toll. The potential shift of vehicles away from the tolled facilities is referred to as a "toll diversion."

The proposed Project has been determined to be an 'undertaking' subject to Section 106 of the National Historic Preservation Act (NHPA) of 1966, as amended (54 U.S.C. 3100101 *et seq.),* and its implementing regulations (36 CFR § 800). This correspondence which addresses Diversion Route 2 which extends into Uxbridge, and Diversion Routes 9 and 10 which extend into Attleboro is being sent to you in accordance with 36 CFR § 800.3 regarding project notification and initiation of consultation.

Enclosed for your review is the *Section 106 Documentation Form-1* that includes a general project description, the results of background search for identifying historic properties and a list of identified consulting parties. Also included is PAL's *Technical Memorandum* for potential Diversion Routes summarizing the results of the due diligence review. For the purposes of *Section 106* review, the "area of potential effect" (APE) for aboveground resources is defined as a corridor extending 250 feet left and right from the centerline of each Diversion Route. As there are no proposed improvements or construction activities or other project effects that might have an effect on archaeological resources there is no APE for archaeological resources.

Based on the results of PAL's review and per 36 CFR § 800.5(b) – *Assessment of adverse effect,* RIDOT's opinion is that any potential increase in truck traffic on Diversion Routes 2, 9 and/or 10 will have "no adverse effect" on historic properties and we are requesting your concurrence per Section 106 of the National Historic Preservation Act or 1966, as amended.

Brona Simon
Massachusetts Historical Commission
January 9, 2018

Please provide us with any comments that you may within 30 days of receipt of this letter. Should you have any questions or require additional information, please contact me at 222-2023, x 4282.

Sincerely,

David W. Fish

David W. Fish, P.E.
Administrator of Project Management

Enclosures
cc: Army, Fisette, McGinn, Waugh, Runyon-PPS, Jergensen-RIHPHC, C. Padilla-Fresse-FHWA and file, all *w/o* enclosures

STATE OF RHODE ISLAND AND PROVIDENCE PLANTATIONS
HISTORICAL PRESERVATION & HERITAGE COMMISSION
Old State House • 150 Benefit Street • Providence, R.I. 02903-1209
TEL (401) 222-2678 FAX (401) 222-2968
TTY / Relay 711 Website www.preservation.ri.gov

22 January 2018

Melanie Jewett Army, AICP
Assistant Chief of Planning
Rhode Island Department of Transportation
Resources Oversight Program
Two Capitol Hill, Room 366
Providence, Rhode Island 02903-1124

Re: Project at Toll Locations 3,4 & 6 through 13
I-95, I-195, US Route 6, RI Route 146, Rhode Island
RIC#2017-OT-002
NEPA Project Notification, Due Diligence Review and Recommendation of Effect.

Dear Ms. Jewett Army:

The Rhode Island Historical Preservation and Heritage Commission (RIHPHC) staff has received the NEPA Project Notification for Toll Locations 3,4 & 6 through 13 and Due Diligence Review and Recommendation of Effect for the same locations.

The RIHPC has found that both documents are sufficient and we do not require any additional information at this time. The RIHPHC would like to note that while The Rhode Island Department of Transportation (RIDOT) has opined that the project will have No Adverse Effect on historic resources, and RIHPHC concurs with the opinion, The RIHPHC received and continue to receive calls and emails from concerned historical commissions and municipalities that feel that this project will both be unsafe and detract from the historic character of their towns. The RIHPHC feels that it is critical that these concerns be taken into account by the Rhode Island Department of Transportation (RIDOT) as these towns and groups are consulting parties under Section 106 of the National Historic Preservation Act.

We look forward to continued consultation on this project, not only with RIDOT, but also any historical commissions or municipalities that wish to have a voice in this process.

These comments are provided in accordance with Section 106 of the National Historic Preservation Act. If you have any questions, please contact Michaela Jergensen of Project Review in this office.

Very truly yours,

Michaela A. Jergensen

For: Jeffrey D. Emidy
Acting Executive Director
Deputy State Historic Preservation Officer

180122.01mahj

STATE OF RHODE ISLAND AND PROVIDENCE PLANTATIONS
HISTORICAL PRESERVATION & HERITAGE COMMISSION
Old State House • 150 Benefit Street • Providence, R.I. 02903-1209
TEL (401) 222-2678 FAX (401) 222-2968
TTY / Relay 711 Website www.preservation.ri.gov

1 May 2018

Melanie Jewett Army, AICP
Assistant Chief of Planning
Rhode Island Department of Transportation
Office of Project Approvals
Two Capitol Hill, Room 350
Providence, Rhode Island 02903-1124

Re: Project at Toll Locations 3,4 & 6 through 13
RIC#2017-OT-002
Section 106 Consultation, Additional Information to Support Effect Finding
Toll Locations 3,4 & 6 through 13, State-wide
Diversion Routes 2 through 16. State-wide

Dear Ms. Jewett Army:

The Rhode Island Historical Preservation and Heritage Commission (RIHPHC) staff has received the *Section 106 Consultation, Additional Information to Support Effect Finding at Project at Toll Locations 3,4 & 6 through 13, State-wide and Diversion Routes 2 through 16 State-wide*.

The RIHPC has reviewed the information provided and finds it satisfactory to confirm our original finding of No Adverse Effect on historic resources. RIHPHC does not feel that the projected increase in traffic at any of the locations rises to the threshold of an adverse effect for visual, atmospheric, auditory, or vibration effects. We look forward to continued consultation on this project.

These comments are provided in accordance with Section 106 of the National Historic Preservation Act. If you have any questions, please contact Michaela Jergensen RIDOT Project Review Coordinator in this office.

Very truly yours,

Michaela A. Jergensen

FOR Jeffrey D. Emidy
Acting Executive Director
Deputy State Historic Preservation Officer

180501.01mahj

RECEIVED

JAN 16 2018

MASS. HIST. COMM

RC.03750

Department of Transportation
Two Capitol Hill
Providence, RI 02903

Office 401-222-2450
Fax 401-222-3905

January 9, 2018

Brona Simon
State Archaeologist
State Historic Preservation Officer
Massachusetts Historical Commission
220 Morrissey Boulevard
Boston, MA 02125

CONCURRENCE: Brona Simon
1/26/18 BRONA SIMON
STATE HISTORIC
PRESERVATION OFFICER
MASSACHUSETTS
HISTORICAL COMMISSION

Re: RIDOT Project at Toll Locations 3, 4 & 6 through 13
RIC No. 2017-0T-002
Section 106 Consultation Initiation
Due Diligence Review and Recommendation of Effect
Diversion Route 2, Uxbridge
Diversion Routes 9 and 10, Attleboro

Dear Ms. Simon:

The Rhode Island Department of Transportation (RIDOT) proposes to construct and operate toll systems at Toll Locations 3, 4 & 6 through 13 (Project) along five major highway corridors (I-95, I-195, and I-295, US Route 6, and RI Route 146. The proposed toll systems at the toll locations would be used to collect toll revenue from a tractor or truck tractor as defined in 23 CFR 658.5, pulling a trailer or trailers travelling across select bridges associated with the toll locations. RIDOT is preparing an Environmental Assessment (EA) for the Project. The Federal Highway Administration (FHWA) is the lead federal agency. The EA will evaluate the impacts of construction and implementation of the toll systems at Toll Locations 3, 4 & 6 through 13. Implementation of tolling can sometimes result in a shift of travel behavior wherein some drivers travel on a different route to avoid paying a toll. The potential shift of vehicles away from the tolled facilities is referred to as a "toll diversion."

The proposed Project has been determined to be an 'undertaking' subject to Section 106 of the National Historic Preservation Act (NHPA) of 1966, as amended (54 U.S.C. 3100101 *et seq.),* and its implementing regulations (36 CFR § 800). This correspondence which addresses Diversion Route 2 which extends into Uxbridge, and Diversion Routes 9 and 10 which extend into Attleboro is being sent to you in accordance with 36 CFR § 800.3 regarding project notification and initiation of consultation.

Enclosed for your review is the *Section 106 Documentation Form-1* that includes a general project description, the results of background search for identifying historic properties and a list of identified consulting parties. Also included is PAL's *Technical Memorandum* for potential Diversion Routes summarizing the results of the due diligence review. For the purposes of *Section 106* review, the "area of potential effect" (APE) for aboveground resources is defined as a corridor extending 250 feet left and right from the centerline of each Diversion Route. As there are no proposed improvements or construction activities or other project effects that might have an effect on archaeological resources there is no APE for archaeological resources.

Based on the results of PAL's review and per 36 CFR § 800.5(b) – *Assessment of adverse effect,* RIDOT's opinion is that any potential increase in truck traffic on Diversion Routes 2, 9 and/or 10 will have "no adverse effect" on historic properties and we are requesting your concurrence per Section 106 of the National Historic Preservation Act or 1966, as amended.

Brona Simon
Massachusetts Historical Commission
January 9, 2018

Please provide us with any comments that you may within 30 days of receipt of this letter. Should you have any questions or require additional information, please contact me at 222-2023, x 4282.

Sincerely,

David W. Fish

David W. Fish, P.E.
Administrator of Project Management

Enclosures
cc: Army, Fisette, McGinn, Waugh, Runyon-PPS, Jergensen-RIHPHC, C. Padilla-Fresse-FHWA and file, all *w/o* enclosures

D-3 Community and other Agency Consultation

- The letters sent to communities and other agencies or NGOs with either toll locations or potential diversion routes;
- Comments received; and
- Responses

Department of Transportation
Two Capitol Hill
Providence, RI 02903

Office 401-222-2450
Fax 401-222-3905

December 22, 2017

Honorable James Diossa, Mayor
Central Falls City Hall
580 Broad Street
Central Falls, RI 02863

Re: RIDOT Project at Toll Locations 3, 4 & 6 through 13
RIC No. 2017-0T-002
Section 106 Consultation Initiation
Due Diligence Review and Recommendation of Effect
Diversion Route 12, Central Falls

Dear Mayor Diossa:

The Rhode Island Department of Transportation (RIDOT) proposes to construct and operate toll systems at Toll Locations 3, 4 & 6 through 13 (Project) along five major highway corridors (I-95, I-195, and I-295, US Route 6, and RI Route 146. The proposed toll systems at the toll locations would be used to collect toll revenue from a tractor or truck tractor as defined in 23 CFR 658.5, pulling a trailer or trailers travelling across select bridges associated with the toll locations. RIDOT is preparing an Environmental Assessment (EA) for the Project. The Federal Highway Administration (FHWA) is the lead federal agency. The EA will evaluate the impacts of construction and implementation of the toll systems at Toll Locations 3, 4 & 6 through 13. Implementation of tolling can sometimes result in a shift of travel behavior wherein some drivers travel on a different route to avoid paying a toll. The potential shift of vehicles away from the tolled facilities is referred to as a "toll diversion."

The proposed Project has been determined to be an 'undertaking' subject to Section 106 of the National Historic Preservation Act (NHPA) of 1966, as amended (54 U.S.C. 3100101 *et seq.),* and its implementing regulations (36 CFR § 800). This correspondence which addresses Diversion Route 12 through Central Falls is being sent to you in accordance with 36 CFR § 800.3 regarding project notification and initiation of consultation.

Per 36 CFR § 800.4 – *Identification of historic properties,* as part of RIDOT's efforts to identify historic properties in the area of potential effect (APE), RIDOT authorized The Public Archaeology Laboratory, Inc. (PAL) to conduct a Due Diligence Review to identify historic properties within the APE for Diversion Route 12.

Enclosed for your review is the *Section 106 Documentation Form-1* for Diversion Route 12 that includes a general project description, the results of background search for identifying historic properties, and a list of identified consulting parties. Also included is PAL's *Technical Memoranda* summarizing the results of the due diligence review. For the purposes of *Section 106* review, the "area of potential effect" (APE) for aboveground resources is defined as a corridor extending 250 feet left and right from the centerline of each Diversion Route. As there are no proposed improvements or construction activities or other project effects that might have an effect on archaeological resources there is no APE for archaeological resources.

Honorable James Diossa, Mayor
Central Falls City Hall
December 22, 2017

Based on the results of PAL's review and per 36 CFR § 800.5(b) – *Assessment of adverse effect*, RIDOT's recommendation is that any potential increase in truck traffic on Diversion Route 12 will have "no adverse effect" on historic properties in the City of Central Falls and we are requesting your concurrence per Section 106 of the National Historic Preservation Act or 1966, as amended.

Please provide us with any comments that you may within 30 days of receipt of this letter. Should you have any questions or require additional information, please contact me at 222-2023, x 4282.

Sincerely,

Melanie Jewett Army

Melanie Jewett Army, AICP
Assistant Chief of Planning
Office of Project Approvals, Licenses, & Utilities

Enclosures
cc: Army, Brady, Fisette, Gannon, Hebert, McGinn, Rocchio, Waugh, Jergensen-RIHPHC, C. Padilla-Fresse-FHWA and file, all *w/o* enclosures

Department of Transportation
Two Capitol Hill
Providence, RI 02903

Office 401-222-2450
Fax 401-222-3905

December 22, 2017

Calista McDermott
Town Planner
Scituate Town Hall
195 Danielson Pike
PO Box 328
Scituate, RI 02857

Re: RIDOT Project at Toll Locations 3, 4 & 6 through 13
RIC No. 2017-0T-002
Section 106 Consultation Initiation
Due Diligence Review and Recommendation of Effect
Diversion Routes 2, 5, 6, and 15, Scituate

Dear Ms. McDermott:

The Rhode Island Department of Transportation (RIDOT) proposes to construct and operate toll systems at Toll Locations 3, 4 & 6 through 13 (Project) along five major highway corridors (I-95, I-195, and I-295, US Route 6, and RI Route 146. The proposed toll systems at the toll locations would be used to collect toll revenue from a tractor or truck tractor as defined in 23 CFR 658.5, pulling a trailer or trailers travelling across select bridges associated with the toll locations. RIDOT is preparing an Environmental Assessment (EA) for the Project. The Federal Highway Administration (FHWA) is the lead federal agency. The EA will evaluate the impacts of construction and implementation of the toll systems at Toll Locations 3, 4 & 6 through 13. Implementation of tolling can sometimes result in a shift of travel behavior wherein some drivers travel on a different route to avoid paying a toll. The potential shift of vehicles away from the tolled facilities is referred to as a "toll diversion."

The proposed Project has been determined to be an 'undertaking' subject to Section 106 of the National Historic Preservation Act (NHPA) of 1966, as amended (54 U.S.C. 3100101 *et seq.),* and its implementing regulations (36 CFR § 800). This correspondence which addresses Diversion Routes 2, 5, 6, and 15 through Scituate is being sent to you in accordance with 36 CFR § 800.3 regarding project notification and initiation of consultation.

Per 36 CFR § 800.4 – *Identification of historic properties,* as part of RIDOT's efforts to identify historic properties in the area of potential effect (APE), RIDOT authorized The Public Archaeology Laboratory, Inc. (PAL) to conduct a Due Diligence Review to identify historic properties within the APE for Diversion Routes 2, 5, 6, and 15.

Enclosed for your review is the *Section 106 Documentation Form-1* that includes a general project description, the results of background search for identifying historic properties and a list of identified consulting parties. Also included is PAL's *Technical Memorandum* for potential Diversion Routes summarizing the results of the due diligence review. For the purposes of *Section 106* review, the "area of potential effect" (APE) for aboveground resources is defined as a corridor extending 250 feet left and right from the centerline of each Diversion Route. As there are no proposed improvements or construction activities or other project effects that might have an effect on archaeological resources there is no APE for archaeological resources.

Calista McDermott
Scituate Town Hall
December 22, 2017

Based on the results of PAL's review and per 36 CFR § 800.5(b) – *Assessment of adverse effect*, RIDOT's recommendation is that any potential increase in truck traffic on Diversion Routes 2, 5, 6, and/or 15 will have "no adverse effect" on historic properties in the Town of Scituate and we are requesting your concurrence per Section 106 of the National Historic Preservation Act or 1966, as amended.

Please provide us with any comments that you may within 30 days of receipt of this letter. Should you have any questions or require additional information, please contact me at 222-2023, x 4282.

Sincerely,

Melanie Jewett Army

Melanie Jewett Army, AICP
Assistant Chief of Planning
Office of Project Approvals, Licenses, & Utilities

Enclosures
cc: Army, Brady, Fisette, Gannon, Hebert, McGinn, Rocchio, Waugh, Jergensen-RIHPHC
C. Padilla-Fresse-FHWA and file, all *w/o* enclosures

Department of Transportation
Two Capitol Hill
Providence, RI 02903

Office 401-222-2450
401-222-3905

December 22, 2017

Betty Mencucci, President
Burrillville Historical & Preservation Society
16 Laurel Hill Avenue, Box 93
Pascoag, RI 02859

Re: RIDOT Project at Toll Locations 3, 4 & 6 through 13
RIC No. 2017-0T-002
Section 106 Consultation Initiation
Due Diligence Review and Recommendation of Effect
Diversion Route 2, Burrillville

Dear Ms. Mencucci:

The Rhode Island Department of Transportation (RIDOT) proposes to construct and operate toll systems at Toll Locations 3, 4 & 6 through 13 (Project) along five major highway corridors (I-95, I-195, and I-295, US Route 6, and RI Route 146. The proposed toll systems at the toll locations would be used to collect toll revenue from a tractor or truck tractor as defined in 23 CFR 658.5, pulling a trailer or trailers travelling across select bridges associated with the toll locations. RIDOT is preparing an Environmental Assessment (EA) for the Project. The Federal Highway Administration (FHWA) is the lead federal agency. The EA will evaluate the impacts of construction and implementation of the toll systems at Toll Locations 3, 4 & 6 through 13. Implementation of tolling can sometimes result in a shift of travel behavior wherein some drivers travel on a different route to avoid paying a toll. The potential shift of vehicles away from the tolled facilities is referred to as a "toll diversion."

The proposed Project has been determined to be an 'undertaking' subject to Section 106 of the National Historic Preservation Act (NHPA) of 1966, as amended (54 U.S.C. 3100101 *et seq.),* and its implementing regulations (36 CFR § 800). This correspondence which addresses Diversion Route 2 through Burrillville is being sent to you in accordance with 36 CFR § 800.3 regarding project notification and initiation of consultation.

Per 36 CFR § 800.4 – *Identification of historic properties,* as part of RIDOT's efforts to identify historic properties in the area of potential effect (APE), RIDOT authorized The Public Archaeology Laboratory, Inc. (PAL) to conduct a Due Diligence Review to identify historic properties within the APE for Diversion Route 2.

Enclosed for your review is the *Section 106 Documentation Form-1* for Diversion Route 2 that includes a general project description, the results of background search for identifying historic properties and a list of identified consulting parties. Also included PAL's *Technical Memoranda* summarizing the results of the due diligence review. For the purposes of *Section 106* review the "area of potential effect" (APE) for aboveground resources is defined as a corridor extending 250 feet left and right from the centerline of Diversion Route 2. As there are no proposed improvements or construction activities or other project effects that might have an effect on archaeological resources there is no APE for archaeological resources.

Based on the results of PAL's review and per 36 CFR § 800.5(b) – *Assessment of adverse effect,* RIDOT's opinion is that any potential increase in truck traffic on Diversion Route 2 will have "no adverse effect" on the historic properties and we are requesting your concurrence per Section 106 of the National Historic Preservation Act or 1966, as amended.

Betty Mencucci
Burrillville Historical & Preservation Society
December 22, 2017

Please provide us with any comments that you may within 30 days of receipt of this letter. Should you have any questions or require additional information, please contact me at 222-2023, x 4282.

Sincerely,

Melanie Jewett Army

Melanie Jewett Army, AICP
Assistant Chief of Planning
Office of Project Approvals, Licenses, & Utilities

Enclosures
cc: Army, Brady, Fisette, Gannon, Hebert, McGinn, Rocchio, Waugh, Jergensen-RIHPHC, C. Padilla-Fresse-FHWA and file, all *w/o* enclosures

Department of Transportation
Two Capitol Hill
Providence, RI 02903

Office 401-222-2450
401-222-3905

December 22, 2017

Mr. Michael C. Wood
Town Manager
Town of Burrillville
105 Harrisville Main Street
Harrisville, RI 02830

Re: RIDOT Project at Toll Locations 3, 4 & 6 through 13
RIC No. 2017-0T-002
Section 106 Consultation Initiation
Due Diligence Review and Recommendation of Effect
Diversion Route 2, Burrillville

Dear Mr. Wood:

The Rhode Island Department of Transportation (RIDOT) proposes to construct and operate toll systems at Toll Locations 3, 4 & 6 through 13 (Project) along five major highway corridors (I-95, I-195, and I-295, US Route 6, and RI Route 146. The proposed toll systems at the toll locations would be used to collect toll revenue from a tractor or truck tractor as defined in 23 CFR 658.5, pulling a trailer or trailers travelling across select bridges associated with the toll locations. RIDOT is preparing an Environmental Assessment (EA) for the Project. The Federal Highway Administration (FHWA) is the lead federal agency. The EA will evaluate the impacts of construction and implementation of the toll systems at Toll Locations 3, 4 & 6 through 13. Implementation of tolling can sometimes result in a shift of travel behavior wherein some drivers travel on a different route to avoid paying a toll. The potential shift of vehicles away from the tolled facilities is referred to as a "toll diversion."

The proposed Project has been determined to be an 'undertaking' subject to Section 106 of the National Historic Preservation Act (NHPA) of 1966, as amended (54 U.S.C. 3100101 *et seq.),* and its implementing regulations (36 CFR § 800). This correspondence which addresses Diversion Route 2 through Burrillville is being sent to you in accordance with 36 CFR § 800.3 regarding project notification and initiation of consultation.

Per 36 CFR § 800.4 – *Identification of historic properties,* as part of RIDOT's efforts to identify historic properties in the area of potential effect (APE), RIDOT authorized The Public Archaeology Laboratory, Inc. (PAL) to conduct a Due Diligence Review to identify historic properties within the APE for Diversion Route 2.

Enclosed for your review is the *Section 106 Documentation Form-1* for Diversion Route 2 that includes a general project description, the results of background search for identifying historic properties and a list of identified consulting parties. Also included PAL's *Technical Memoranda* summarizing the results of the due diligence review. For the purposes of *Section 106* review the "area of potential effect" (APE) for aboveground resources is defined as a corridor extending 250 feet left and right from the centerline of Diversion Route 2. As there are no proposed improvements or construction activities or other project effects that might have an effect on archaeological resources there is no APE for archaeological resources.

Based on the results of PAL's review and per 36 CFR § 800.5(b) – *Assessment of adverse effect,* RIDOT's opinion is that any potential increase in truck traffic on Diversion Route 2 will have "no adverse effect" on the historic properties and we are requesting your concurrence per Section 106 of the National Historic Preservation Act or 1966, as amended.

Michael Wood
Town of Burrillville
December 22, 2017

Please provide us with any comments that you may within 30 days of receipt of this letter. Should you have any questions or require additional information, please contact me at 222-2023, x 4282.

Sincerely,

Melanie Jewett Army

Melanie Jewett Army, AICP
Assistant Chief of Planning
Office of Project Approvals, Licenses, & Utilities

Enclosures
cc: Army, Brady, Fisette, Gannon, Hebert, McGinn, Rocchio, Waugh, Jergensen-RIHPHC, C. Padilla-Fresse-FHWA and file, all *w/o* enclosures

Department of Transportation
Two Capitol Hill
Providence, RI 02903

Office 401-222-2450
Fax 401-222-3905

December 22, 2017

Edwin Robinson, President
Foster Preservation Society
P.O. Box 51
Foster, RI 02825

Re: RIDOT Project at Toll Locations 3, 4 & 6 through 13
RIC No. 2017-0T-002
Section 106 Consultation Initiation
Due Diligence Review and Recommendation of Effect
Diversion Route 2, Foster

Dear Mr. Robinson:

The Rhode Island Department of Transportation (RIDOT) proposes to construct and operate toll systems at Toll Locations 3, 4 & 6 through 13 (Project) along five major highway corridors (I-95, I-195, and I-295, US Route 6, and RI Route 146. The proposed toll systems at the toll locations would be used to collect toll revenue from a tractor or truck tractor as defined in 23 CFR 658.5, pulling a trailer or trailers travelling across select bridges associated with the toll locations. RIDOT is preparing an Environmental Assessment (EA) for the Project. The Federal Highway Administration (FHWA) is the lead federal agency. The EA will evaluate the impacts of construction and implementation of the toll systems at Toll Locations 3, 4 & 6 through 13. Implementation of tolling can sometimes result in a shift of travel behavior wherein some drivers travel on a different route to avoid paying a toll. The potential shift of vehicles away from the tolled facilities is referred to as a "toll diversion."

The proposed Project has been determined to be an 'undertaking' subject to Section 106 of the National Historic Preservation Act (NHPA) of 1966, as amended (54 U.S.C. 3100101 *et seq.),* and its implementing regulations (36 CFR § 800). This correspondence which addresses Diversion Route 2 through Foster is being sent to you in accordance with 36 CFR § 800.3 regarding project notification and initiation of consultation.

Per 36 CFR § 800.4 – *Identification of historic properties,* as part of RIDOT's efforts to identify historic properties in the area of potential effect (APE), RIDOT authorized The Public Archaeology Laboratory, Inc. (PAL) to conduct a Due Diligence Review to identify historic properties within the APE for Diversion Route 2.

Enclosed for your review is the *Section 106 Documentation Form-1* that includes a general project description, the results of background search for identifying historic properties and a list of identified consulting parties. Also included is PAL's *Technical Memorandum* for potential Diversion Routes summarizing the results of the due diligence review. For the purposes of *Section 106* review, the "area of potential effect" (APE) for aboveground resources is defined as a corridor extending 250 feet left and right from the centerline of each Diversion Route. As there are no proposed improvements or construction activities or other project effects that might have an effect on archaeological resources there is no APE for archaeological resources.

Edwin Robinson
Foster Preservation Society
December 22, 2017

Based on the results of PAL's review and per 36 CFR § 800.5(b) – *Assessment of adverse effect*, RIDOT's opinion is that any potential increase in truck traffic on Diversion Route 2 will have "no adverse effect" on historic properties and we are requesting your concurrence per Section 106 of the National Historic Preservation Act or 1966, as amended.

Please provide us with any comments that you may within 30 days of receipt of this letter. Should you have any questions or require additional information, please contact me at 222-2023, x 4282.

Sincerely,

Melanie Jewett Army

Melanie Jewett Army, AICP
Assistant Chief of Planning
Office of Project Approvals, Licenses, & Utilities

Enclosures
cc: Army, Brady, Fisette, Gannon, Hebert, McGinn, Rocchio, Waugh, Jergensen-RIHPHC
C. Padilla-Fresse-FHWA and file, all *w/o* enclosures

Department of Transportation
Two Capitol Hill
Providence, RI 02903

Office 401-222-2450
Fax 401-222-3905

December 22, 2017

Ms. Cheryl Maynard
Town Planner
Foster Town Hall
181 Howard Hill Road
Foster, RI 02825

Re: RIDOT Project at Toll Locations 3, 4 & 6 through 13
RIC No. 2017-0T-002
Section 106 Consultation Initiation
Due Diligence Review and Recommendation of Effect
Diversion Route 2, Foster

Dear Ms. Maynard:

The Rhode Island Department of Transportation (RIDOT) proposes to construct and operate toll systems at Toll Locations 3, 4 & 6 through 13 (Project) along five major highway corridors (I-95, I-195, and I-295, US Route 6, and RI Route 146. The proposed toll systems at the toll locations would be used to collect toll revenue from a tractor or truck tractor as defined in 23 CFR 658.5, pulling a trailer or trailers travelling across select bridges associated with the toll locations. RIDOT is preparing an Environmental Assessment (EA) for the Project. The Federal Highway Administration (FHWA) is the lead federal agency. The EA will evaluate the impacts of construction and implementation of the toll systems at Toll Locations 3, 4 & 6 through 13. Implementation of tolling can sometimes result in a shift of travel behavior wherein some drivers travel on a different route to avoid paying a toll. The potential shift of vehicles away from the tolled facilities is referred to as a "toll diversion."

The proposed Project has been determined to be an 'undertaking' subject to Section 106 of the National Historic Preservation Act (NHPA) of 1966, as amended (54 U.S.C. 3100101 *et seq.),* and its implementing regulations (36 CFR § 800). This correspondence which addresses Diversion Route 2 through Foster is being sent to you in accordance with 36 CFR § 800.3 regarding project notification and initiation of consultation.

Per 36 CFR § 800.4 – *Identification of historic properties,* as part of RIDOT's efforts to identify historic properties in the area of potential effect (APE), RIDOT authorized The Public Archaeology Laboratory, Inc. (PAL) to conduct a Due Diligence Review to identify historic properties within the APE for Diversion Route 2.

Enclosed for your review is the *Section 106 Documentation Form-1* that includes a general project description, the results of background search for identifying historic properties and a list of identified consulting parties. Also included is PAL's *Technical Memorandum* for potential Diversion Routes summarizing the results of the due diligence review. For the purposes of *Section 106* review, the "area of potential effect" (APE) for aboveground resources is defined as a corridor extending 250 feet left and right from the centerline of each Diversion Route. As there are no proposed improvements or construction activities or other project effects that might have an effect on archaeological resources there is no APE for archaeological resources.

Ms. Cheryl Maynard
Town Planner
December 22, 2017

Based on the results of PAL's review and per 36 CFR § 800.5(b) – *Assessment of adverse effect*, RIDOT's opinion is that any potential increase in truck traffic on Diversion Route 2 will have "no adverse effect" on historic properties and we are requesting your concurrence per Section 106 of the National Historic Preservation Act or 1966, as amended.

Please provide us with any comments that you may within 30 days of receipt of this letter. Should you have any questions or require additional information, please contact me at 222-2023, x 4282.

Sincerely,

Melanie Jewett Army

Melanie Jewett Army, AICP
Assistant Chief of Planning
Office of Project Approvals, Licenses, & Utilities

Enclosures
cc: Army, Brady, Fisette, Gannon, Hebert, McGinn, Rocchio, Waugh, Jergensen-RIHPHC
C. Padilla-Fresse-FHWA and file, all *w/o* enclosures

Department of Transportation
Two Capitol Hill
Providence, RI 02903

Office 401-222-2450
Fax 401-222-3905

December 22, 2017

East Greenwich Historic District Commission
C/O Lea Anthony Hitchen
Assisting Planning Director
Town Hall
125 Main Street
East Greenwich, RI 02818

Re: RIDOT Project at Toll Locations 3, 4 & 6 through 13
RIC No. 2017-0T-002
Section 106 Consultation Initiation
Due Diligence Review and Recommendation of Effect
Diversion Route 3, East Greenwich

Dear Ms. Hitchen:

The Rhode Island Department of Transportation (RIDOT) proposes to construct and operate toll systems at Toll Locations 3, 4 & 6 through 13 (Project) along five major highway corridors (I-95, I-195, and I-295, US Route 6, and RI Route 146. The proposed toll systems at the toll locations would be used to collect toll revenue from a tractor or truck tractor as defined in 23 CFR 658.5, pulling a trailer or trailers travelling across select bridges associated with the toll locations. RIDOT is preparing an Environmental Assessment (EA) for the Project. The Federal Highway Administration (FHWA) is the lead federal agency. The EA will evaluate the impacts of construction and implementation of the toll systems at Toll Locations 3, 4 & 6 through 13. Implementation of tolling can sometimes result in a shift of travel behavior wherein some drivers travel on a different route to avoid paying a toll. The potential shift of vehicles away from the tolled facilities is referred to as a "toll diversion."

The proposed Project has been determined to be an 'undertaking' subject to Section 106 of the National Historic Preservation Act (NHPA) of 1966, as amended (54 U.S.C. 3100101 *et seq.),* and its implementing regulations (36 CFR § 800). This correspondence which addresses Diversion Route 3 through East Greenwich is being sent to you in accordance with 36 CFR § 800.3 regarding project notification and initiation of consultation.

Per 36 CFR § 800.4 – *Identification of historic properties,* as part of RIDOT's efforts to identify historic properties in the area of potential effect (APE), RIDOT authorized The Public Archaeology Laboratory, Inc. (PAL) to conduct a Due Diligence Review to identify historic properties within the APE for Diversion Route 3.

Enclosed for your review is the *Section 106 Documentation Form-1* for Diversion Route 3 that includes a general project description, the results of background search for identifying historic properties and a list of identified consulting parties. Also included is PAL's *Technical Memoranda* summarizing the results of the due diligence review. For the purposes of *Section 106* review, the "area of potential effect" (APE) for aboveground resources is defined as a corridor extending 250 feet left and right from the centerline of each Diversion Route. As there are no proposed improvements or construction activities or other project effects that might have an effect on archaeological resources there is no APE for archaeological resources.

Lea Anthony Hitchen
East Greenwich Historic District Commission
December 22, 2017

Based on the results of PAL's review and per 36 CFR § 800.5(b) – *Assessment of adverse effect*, RIDOT's opinion is that any potential increase in truck traffic on Diversion Route 3 will have "no adverse effect" on historic properties and we are requesting your concurrence per Section 106 of the National Historic Preservation Act or 1966, as amended.

Please provide us with any comments that you may within 30 days of receipt of this letter. Should you have any questions or require additional information, please contact me at 222-2023, x 4282.

Sincerely,

Melanie Jewett Army

Melanie Jewett Army, AICP
Assistant Chief of Planning
Office of Project Approvals, Licenses, & Utilities

Enclosures
cc: Army, Brady, Fisette, Gannon, Hebert, McGinn, Rocchio, Waugh, Jergensen-RIHPHC, C. Padilla-Fresse-FHWA and file, all *w/o* enclosures

Department of Transportation
Two Capitol Hill
Providence, RI 02903

Office 401-222-2450
Fax 401-222-3905

December 22, 2017

Ernest Zmyslinski
Town Manager
West Warwick Town Hall
1170 Main Street
West Warwick, RI 02893

Re: RIDOT Project at Toll Locations 3, 4 & 6 through 13
RIC No. 2017-0T-002
Section 106 Consultation Initiation
Due Diligence Review and Recommendation of Effect
Diversion Route 4, West Warwick

Dear Mr. Zmyslinski:

The Rhode Island Department of Transportation (RIDOT) proposes to construct and operate toll systems at Toll Locations 3, 4 & 6 through 13 (Project) along five major highway corridors (I-95, I-195, and I-295, US Route 6, and RI Route 146. The proposed toll systems at the toll locations would be used to collect toll revenue from a tractor or truck tractor as defined in 23 CFR 658.5, pulling a trailer or trailers travelling across select bridges associated with the toll locations. RIDOT is preparing an Environmental Assessment (EA) for the Project. The Federal Highway Administration (FHWA) is the lead federal agency. The EA will evaluate the impacts of construction and implementation of the toll systems at Toll Locations 3, 4 & 6 through 13. Implementation of tolling can sometimes result in a shift of travel behavior wherein some drivers travel on a different route to avoid paying a toll. The potential shift of vehicles away from the tolled facilities is referred to as a "toll diversion."

The proposed Project has been determined to be an 'undertaking' subject to Section 106 of the National Historic Preservation Act (NHPA) of 1966, as amended (54 U.S.C. 3100101 *et seq.),* and its implementing regulations (36 CFR § 800). This correspondence which addresses Diversion Route 4 through West Warwick is being sent to you in accordance with 36 CFR § 800.3 regarding project notification and initiation of consultation.

Per 36 CFR § 800.4 – *Identification of historic properties,* as part of RIDOT's efforts to identify historic properties in the area of potential effect (APE), RIDOT authorized The Public Archaeology Laboratory, Inc. (PAL) to conduct a Due Diligence Review to identify historic properties within the APE for Diversion Route 4.

Enclosed for your review is the *Section 106 Documentation Form-1* that includes a general project description, the results of background search for identifying historic properties and a list of identified consulting parties. Also included is PAL's *Technical Memorandum* for potential Diversion Routes summarizing the results of the due diligence review. For the purposes of *Section 106* review, the "area of potential effect" (APE) for aboveground resources is defined as a corridor extending 250 feet left and right from the centerline of Diversion Route 4. As there are no proposed improvements or construction activities or other project effects that might have an effect on archaeological resources there is no APE for archaeological resources.

Ernest Zmyslinski
West Warwick
December 22, 2017

Based on the results of PAL's review and per 36 CFR § 800.5(b) – *Assessment of adverse effect*, RIDOT's recommendation is that any potential increase in truck traffic on Diversion Route 4 will have "no adverse effect" on historic properties and we are requesting your concurrence per Section 106 of the National Historic Preservation Act or 1966, as amended.

Please provide us with any comments that you may within 30 days of receipt of this letter. Should you have any questions or require additional information, please contact me at 222-2023, x 4282.

Sincerely,

Melanie Jewett Army

Melanie Jewett Army, AICP
Assistant Chief of Planning
Office of Project Approvals, Licenses, & Utilities

Enclosures
cc: Army, Brady, Fisette, Gannon, Hebert, McGinn, Rocchio, Waugh, Jergensen-RIHPHC, C. Padilla-Fresse-FHWA and file, all *w/o* enclosures

Department of Transportation
Two Capitol Hill
Providence, RI 02903

Office 401-222-2450
Fax 401-222-3905

December 22, 2017

North Providence Historic District Commission
c/o Beverly Burgess
Old Town Hall
2226 Mineral Spring Ave.
North Providence 02904

Re: RIDOT Project at Toll Locations 3, 4 & 6 through 13
RIC No. 2017-0T-002
Section 106 Consultation Initiation
Due Diligence Review and Recommendation of Effect
Diversion Route 7, North Providence

Dear Ms. Burgess:

The Rhode Island Department of Transportation (RIDOT) proposes to construct and operate toll systems at Toll Locations 3, 4 & 6 through 13 (Project) along five major highway corridors (I-95, I-195, and I-295, US Route 6, and RI Route 146. The proposed toll systems at the toll locations would be used to collect toll revenue from a tractor or truck tractor as defined in 23 CFR 658.5, pulling a trailer or trailers travelling across select bridges associated with the toll locations. RIDOT is preparing an Environmental Assessment (EA) for the Project. The Federal Highway Administration (FHWA) is the lead federal agency. The EA will evaluate the impacts of construction and implementation of the toll systems at Toll Locations 3, 4 & 6 through 13. Implementation of tolling can sometimes result in a shift of travel behavior wherein some drivers travel on a different route to avoid paying a toll. The potential shift of vehicles away from the tolled facilities is referred to as a "toll diversion."

The proposed Project has been determined to be an 'undertaking' subject to Section 106 of the National Historic Preservation Act (NHPA) of 1966, as amended (54 U.S.C. 3100101 *et seq.),* and its implementing regulations (36 CFR § 800). This correspondence which addresses Diversion Route 7 through North Providence is being sent to you in accordance with 36 CFR § 800.3 regarding project notification and initiation of consultation.

Per 36 CFR § 800.4 – *Identification of historic properties,* as part of RIDOT's efforts to identify historic properties in the area of potential effect (APE), RIDOT authorized The Public Archaeology Laboratory, Inc. (PAL) to conduct a Due Diligence Review to identify historic properties within the APE for Diversion Route 7.

Enclosed for your review is the *Section 106 Documentation Form-1* that includes a general project description, the results of background search for identifying historic properties and a list of identified consulting parties. Also included is PAL's *Technical Memorandum* for potential Diversion Routes summarizing the results of the due diligence review. For the purposes of *Section 106* review, the "area of potential effect" (APE) for aboveground resources is defined as a corridor extending 250 feet left and right from the centerline of each Diversion Route. As there are no proposed improvements or construction activities or other project effects that might have an effect on archaeological resources there is no APE for archaeological resources.

Beverly Burgess
North Providence Historic District Commission
December 22, 2017

Based on the results of PAL's review and per 36 CFR § 800.5(b) – *Assessment of adverse effect*, RIDOT's opinion is that any potential increase in truck traffic on Diversion Route 7 will have "no adverse effect" on historic properties and we are requesting your concurrence per Section 106 of the National Historic Preservation Act or 1966, as amended.

Please provide us with any comments that you may within 30 days of receipt of this letter. Should you have any questions or require additional information, please contact me at 222-2023, x 4282.

Sincerely,

Melanie Jewett Army

Melanie Jewett Army, AICP
Assistant Chief of Planning
Office of Project Approvals, Licenses, & Utilities

Enclosures
cc: Army, Brady, Fisette, Gannon, Hebert, McGinn, Rocchio, Waugh, Jergensen-RIHPHC, C. Padilla-Fresse-FHWA and file, all *w/o* enclosures

Department of Transportation
Two Capitol Hill
Providence, RI 02903

Office 401-222-2450
Fax 401-222-3905

December 22, 2017

Mary Heath
The Jamestown Historical Society
Post Office Box 156
Jamestown, RI, 02835

Re: RIDOT Project at Toll Locations 3, 4 & 6 through 13
RIC No. 2017-0T-002
Section 106 Consultation Initiation
Due Diligence Review and Recommendation of Effect
Diversion Route 14, Jamestown

Dear Ms. Heath:

The Rhode Island Department of Transportation (RIDOT) proposes to construct and operate toll systems at Toll Locations 3, 4 & 6 through 13 (Project) along five major highway corridors (I-95, I-195, and I-295, US Route 6, and RI Route 146. The proposed toll systems at the toll locations would be used to collect toll revenue from a tractor or truck tractor as defined in 23 CFR 658.5, pulling a trailer or trailers travelling across select bridges associated with the toll locations. RIDOT is preparing an Environmental Assessment (EA) for the Project. The Federal Highway Administration (FHWA) is the lead federal agency. The EA will evaluate the impacts of construction and implementation of the toll systems at Toll Locations 3, 4 & 6 through 13. Implementation of tolling can sometimes result in a shift of travel behavior wherein some drivers travel on a different route to avoid paying a toll. The potential shift of vehicles away from the tolled facilities is referred to as a "toll diversion."

The proposed Project has been determined to be an 'undertaking' subject to Section 106 of the National Historic Preservation Act (NHPA) of 1966, as amended (54 U.S.C. 3100101 *et seq.),* and its implementing regulations (36 CFR § 800). This correspondence which addresses Diversion Route 14 through Jamestown is being sent to you in accordance with 36 CFR § 800.3 regarding project notification and initiation of consultation.

Per 36 CFR § 800.4 – *Identification of historic properties,* as part of RIDOT's efforts to identify historic properties in the area of potential effect (APE), RIDOT authorized The Public Archaeology Laboratory, Inc. (PAL) to conduct a Due Diligence Review to identify historic properties within the APE for Diversion Route 14.

Enclosed for your review is the *Section 106 Documentation Form-1* that includes a general project description, the results of background search for identifying historic properties and a list of identified consulting parties. Also included is PAL's *Technical Memorandum* for potential Diversion Routes summarizing the results of the due diligence review. For the purposes of *Section 106* review, the "area of potential effect" (APE) for aboveground resources is defined as a corridor extending 250 feet left and right from the centerline of each Diversion Route. As there are no proposed improvements or construction activities or other project effects that might have an effect on archaeological resources there is no APE for archaeological resources.

Mary Heath
The Jamestown Historical Society
December 22, 2017

Based on the results of PAL's review and per 36 CFR § 800.5(b) – *Assessment of adverse effect*, RIDOT's recommendation is that any potential increase in truck traffic on Diversion Route 14 will have "no adverse effect" on historic properties in the Town of Jamestown and we are requesting your concurrence per Section 106 of the National Historic Preservation Act or 1966, as amended.

Please provide us with any comments that you may within 30 days of receipt of this letter. Should you have any questions or require additional information, please contact me at 222-2023, x 4282.

Sincerely,

Melanie Jewett Army

Melanie Jewett Army, AICP
Assistant Chief of Planning
Office of Project Approvals, Licenses, & Utilities

Enclosures
cc: Army, Brady, Fisette, Gannon, Hebert, McGinn, Rocchio, Waugh, Jergensen-RIHPHC
C. Padilla-Fresse-FHWA and file, all *w/o* enclosures

Department of Transportation
Two Capitol Hill
Providence, RI 02903

Office 401-222-2450
Fax 401-222-3905

December 22, 2017

Andy Nota, Town Administrator
Town of Jamestown
93 Narragansett Ave., 2nd Floor
Jamestown, RI 02835

Re: RIDOT Project at Toll Locations 3, 4 & 6 through 13
RIC No. 2017-0T-002
Section 106 Consultation Initiation
Due Diligence Review and Recommendation of Effect
Diversion Route 14, Jamestown

Dear Mr. Nota:

The Rhode Island Department of Transportation (RIDOT) proposes to construct and operate toll systems at Toll Locations 3, 4 & 6 through 13 (Project) along five major highway corridors (I-95, I-195, and I-295, US Route 6, and RI Route 146. The proposed toll systems at the toll locations would be used to collect toll revenue from a tractor or truck tractor as defined in 23 CFR 658.5, pulling a trailer or trailers travelling across select bridges associated with the toll locations. RIDOT is preparing an Environmental Assessment (EA) for the Project. The Federal Highway Administration (FHWA) is the lead federal agency. The EA will evaluate the impacts of construction and implementation of the toll systems at Toll Locations 3, 4 & 6 through 13. Implementation of tolling can sometimes result in a shift of travel behavior wherein some drivers travel on a different route to avoid paying a toll. The potential shift of vehicles away from the tolled facilities is referred to as a "toll diversion."

The proposed Project has been determined to be an 'undertaking' subject to Section 106 of the National Historic Preservation Act (NHPA) of 1966, as amended (54 U.S.C. 3100101 *et seq.)*, and its implementing regulations (36 CFR § 800). This correspondence which addresses Diversion Route 14 through Jamestown is being sent to you in accordance with 36 CFR § 800.3 regarding project notification and initiation of consultation.

Per 36 CFR § 800.4 – *Identification of historic properties,* as part of RIDOT's efforts to identify historic properties in the area of potential effect (APE), RIDOT authorized The Public Archaeology Laboratory, Inc. (PAL) to conduct a Due Diligence Review to identify historic properties within the APE for Diversion Route 14.

Enclosed for your review is the *Section 106 Documentation Form-1* that includes a general project description, the results of background search for identifying historic properties and a list of identified consulting parties. Also included is PAL's *Technical Memorandum* for potential Diversion Routes summarizing the results of the due diligence review. For the purposes of *Section 106* review, the "area of potential effect" (APE) for aboveground resources is defined as a corridor extending 250 feet left and right from the centerline of each Diversion Route. As there are no proposed improvements or construction activities or other project effects that might have an effect on archaeological resources there is no APE for archaeological resources.

Andy Nota, Town Administrator
Town of Jamestown
December 22, 2017

Based on the results of PAL's review and per 36 CFR § 800.5(b) – *Assessment of adverse effect*, RIDOT's recommendation is that any potential increase in truck traffic on Diversion Route 14 will have "no adverse effect" on historic properties in the Town of Jamestown and we are requesting your concurrence per Section 106 of the National Historic Preservation Act or 1966, as amended.

Please provide us with any comments that you may within 30 days of receipt of this letter. Should you have any questions or require additional information, please contact me at 222-2023, x 4282.

Sincerely,

Melanie Jewett Army

Melanie Jewett Army, AICP
Assistant Chief of Planning
Office of Project Approvals, Licenses, & Utilities

Enclosures
cc: Army, Brady, Fisette, Gannon, Hebert, McGinn, Rocchio, Waugh, Jergensen-RIHPHC
C. Padilla-Fresse-FHWA and file, all *w/o* enclosures

Department of Transportation
Two Capitol Hill
Providence, RI 02903

Office 401-222-2450
Fax 401-222-3905

December 22, 2017

Mr. Gary Paquette, President
The Middletown Historical Society
POB 4196
Middletown, RI 02842-0496

Re: RIDOT Project at Toll Locations 3, 4 & 6 through 13
RIC No. 2017-0T-002
Section 106 Consultation Initiation
Due Diligence Review and Recommendation of Effect
Diversion Route 14, Middletown

Dear Mr. Paquette:

The Rhode Island Department of Transportation (RIDOT) proposes to construct and operate toll systems at Toll Locations 3, 4 & 6 through 13 (Project) along five major highway corridors (I-95, I-195, and I-295, US Route 6, and RI Route 146. The proposed toll systems at the toll locations would be used to collect toll revenue from a tractor or truck tractor as defined in 23 CFR 658.5, pulling a trailer or trailers travelling across select bridges associated with the toll locations. RIDOT is preparing an Environmental Assessment (EA) for the Project. The Federal Highway Administration (FHWA) is the lead federal agency. The EA will evaluate the impacts of construction and implementation of the toll systems at Toll Locations 3, 4 & 6 through 13. Implementation of tolling can sometimes result in a shift of travel behavior wherein some drivers travel on a different route to avoid paying a toll. The potential shift of vehicles away from the tolled facilities is referred to as a "toll diversion."

The proposed Project has been determined to be an 'undertaking' subject to Section 106 of the National Historic Preservation Act (NHPA) of 1966, as amended (54 U.S.C. 3100101 *et seq.),* and its implementing regulations (36 CFR § 800). This correspondence which addresses Diversion Route 14 through Middletown is being sent to you in accordance with 36 CFR § 800.3 regarding project notification and initiation of consultation.

Per 36 CFR § 800.4 – *Identification of historic properties,* as part of RIDOT's efforts to identify historic properties in the area of potential effect (APE), RIDOT authorized The Public Archaeology Laboratory, Inc. (PAL) to conduct a Due Diligence Review to identify historic properties within the APE for Diversion Route 14.

Enclosed for your review is the *Section 106 Documentation Form-1* that includes a general project description, the results of background search for identifying historic properties and a list of identified consulting parties. Also included is PAL's *Technical Memorandum* for potential Diversion Routes summarizing the results of the due diligence review. For the purposes of *Section 106* review, the "area of potential effect" (APE) for aboveground resources is defined as a corridor extending 250 feet left and right from the centerline of each Diversion Route. As there are no proposed improvements or construction activities or other project effects that might have an effect on archaeological resources there is no APE for archaeological resources.

Mr. Gary Paquette
The Middletown Historical Society
December 22, 2017

Based on the results of PAL's review and per 36 CFR § 800.5(b) – *Assessment of adverse effect*, RIDOT's recommendation is that any potential increase in truck traffic on Diversion Route 14 will have "no adverse effect" on historic properties in the Town of Middletown and we are requesting your concurrence per Section 106 of the National Historic Preservation Act or 1966, as amended.

Please provide us with any comments that you may within 30 days of receipt of this letter. Should you have any questions or require additional information, please contact me at 222-2023, x 4282.

Sincerely,

Melanie Jewett Army

Melanie Jewett Army, AICP
Assistant Chief of Planning
Office of Project Approvals, Licenses, & Utilities

Enclosures
cc: Army, Brady, Fisette, Gannon, Hebert, McGinn, Rocchio, Waugh, Jergensen-RIHPHC
C. Padilla-Fresse-FHWA and file, all *w/o* enclosures

Department of Transportation
Two Capitol Hill
Providence, RI 02903

Office 401-222-2450
Fax 401-222-3905

December 22, 2017

Ronald M. Wolanski, AICP
Director of Planning & Economic Development
Town Hall
350 East Main Road
Middletown, RI 02842

Re: RIDOT Project at Toll Locations 3, 4 & 6 through 13
RIC No. 2017-0T-002
Section 106 Consultation Initiation
Due Diligence Review and Recommendation of Effect
Diversion Route 14, Middletown

Dear Mr. Wolanski:

The Rhode Island Department of Transportation (RIDOT) proposes to construct and operate toll systems at Toll Locations 3, 4 & 6 through 13 (Project) along five major highway corridors (I-95, I-195, and I-295, US Route 6, and RI Route 146. The proposed toll systems at the toll locations would be used to collect toll revenue from a tractor or truck tractor as defined in 23 CFR 658.5, pulling a trailer or trailers travelling across select bridges associated with the toll locations. RIDOT is preparing an Environmental Assessment (EA) for the Project. The Federal Highway Administration (FHWA) is the lead federal agency. The EA will evaluate the impacts of construction and implementation of the toll systems at Toll Locations 3, 4 & 6 through 13. Implementation of tolling can sometimes result in a shift of travel behavior wherein some drivers travel on a different route to avoid paying a toll. The potential shift of vehicles away from the tolled facilities is referred to as a "toll diversion."

The proposed Project has been determined to be an 'undertaking' subject to Section 106 of the National Historic Preservation Act (NHPA) of 1966, as amended (54 U.S.C. 3100101 *et seq.),* and its implementing regulations (36 CFR § 800). This correspondence which addresses Diversion Route 14 through Middletown is being sent to you in accordance with 36 CFR § 800.3 regarding project notification and initiation of consultation.

Per 36 CFR § 800.4 – *Identification of historic properties,* as part of RIDOT's efforts to identify historic properties in the area of potential effect (APE), RIDOT authorized The Public Archaeology Laboratory, Inc. (PAL) to conduct a Due Diligence Review to identify historic properties within the APE for Diversion Route 14.

Enclosed for your review is the *Section 106 Documentation Form-1* that includes a general project description, the results of background search for identifying historic properties and a list of identified consulting parties. Also included is PAL's *Technical Memorandum* for potential Diversion Routes summarizing the results of the due diligence review. For the purposes of *Section 106* review, the "area of potential effect" (APE) for aboveground resources is defined as a corridor extending 250 feet left and right from the centerline of each Diversion Route. As there are no proposed improvements or construction activities or other project effects that might have an effect on archaeological resources there is no APE for archaeological resources.

Ronald M. Wolanski, AICP
Director of Planning & Economic Development
December 22, 2017

Based on the results of PAL's review and per 36 CFR § 800.5(b) – *Assessment of adverse effect*, RIDOT's recommendation is that any potential increase in truck traffic on Diversion Route 14 will have "no adverse effect" on historic properties in the Town of Middletown and we are requesting your concurrence per Section 106 of the National Historic Preservation Act or 1966, as amended.

Please provide us with any comments that you may within 30 days of receipt of this letter. Should you have any questions or require additional information, please contact me at 222-2023, x 4282.

Sincerely,

Melanie Jewett Army

Melanie Jewett Army, AICP
Assistant Chief of Planning
Office of Project Approvals, Licenses, & Utilities

Enclosures
cc: Army, Brady, Fisette, Gannon, Hebert, McGinn, Rocchio, Waugh, Jergensen-RIHPHC
C. Padilla-Fresse-FHWA and file, all *w/o* enclosures

Department of Transportation
Two Capitol Hill
Providence, RI 02903

Office 401-222-2450
Fax 401-222-3905

December 22, 2017

Diana Sylvaria, Chair
Historic District Commission
City of Newport
43 Broadway
Newport, RI 02840

Re: RIDOT Project at Toll Locations 3, 4 & 6 through 13
RIC No. 2017-0T-002
Section 106 Consultation Initiation
Due Diligence Review and Recommendation of Effect
Diversion Route 14, Newport

Dear Ms. Sylvaria:

The Rhode Island Department of Transportation (RIDOT) proposes to construct and operate toll systems at Toll Locations 3, 4 & 6 through 13 (Project) along five major highway corridors (I-95, I-195, and I-295, US Route 6, and RI Route 146. The proposed toll systems at the toll locations would be used to collect toll revenue from a tractor or truck tractor as defined in 23 CFR 658.5, pulling a trailer or trailers travelling across select bridges associated with the toll locations. RIDOT is preparing an Environmental Assessment (EA) for the Project. The Federal Highway Administration (FHWA) is the lead federal agency. The EA will evaluate the impacts of construction and implementation of the toll systems at Toll Locations 3, 4 & 6 through 13. Implementation of tolling can sometimes result in a shift of travel behavior wherein some drivers travel on a different route to avoid paying a toll. The potential shift of vehicles away from the tolled facilities is referred to as a "toll diversion."

The proposed Project has been determined to be an 'undertaking' subject to Section 106 of the National Historic Preservation Act (NHPA) of 1966, as amended (54 U.S.C. 3100101 *et seq.),* and its implementing regulations (36 CFR § 800). This correspondence which addresses Diversion Route 14 through Newport is being sent to you in accordance with 36 CFR § 800.3 regarding project notification and initiation of consultation.

Per 36 CFR § 800.4 – *Identification of historic properties,* as part of RIDOT's efforts to identify historic properties in the area of potential effect (APE), RIDOT authorized The Public Archaeology Laboratory, Inc. (PAL) to conduct a Due Diligence Review to identify historic properties within the APE for Diversion Route 14.

Enclosed for your review is the *Section 106 Documentation Form-1* that includes a general project description, the results of background search for identifying historic properties and a list of identified consulting parties. Also included is PAL's *Technical Memorandum* for potential Diversion Routes summarizing the results of the due diligence review. For the purposes of *Section 106* review, the "area of potential effect" (APE) for aboveground resources is defined as a corridor extending 250 feet left and right from the centerline of each Diversion Route. As there are no proposed improvements or construction activities or other project effects that might have an effect on archaeological resources there is no APE for archaeological resources.

Diana Sylvaria
Historic District Commission
December 22, 2017

Based on the results of PAL's review and per 36 CFR § 800.5(b) – *Assessment of adverse effect*, RIDOT's recommendation is that any potential increase in truck traffic on Diversion Route 14 will have "no adverse effect" on historic properties in the City of Newport and we are requesting your concurrence per Section 106 of the National Historic Preservation Act or 1966, as amended.

Please provide us with any comments that you may within 30 days of receipt of this letter. Should you have any questions or require additional information, please contact me at 222-2023, x 4282.

Sincerely,

Melanie Jewett Army

Melanie Jewett Army, AICP
Assistant Chief of Planning
Office of Project Approvals, Licenses, & Utilities

Enclosures
cc: Army, Brady, Fisette, Gannon, Hebert, McGinn, Rocchio, Waugh, Jergensen-RIHPHC
C. Padilla-Fresse-FHWA and file, all *w/o* enclosures

Department of Transportation
Two Capitol Hill
Providence, RI 02903

Office 401-222-2450
Fax 401-222-3905

December 22, 2017

Thomas P. I. Goddard, President
Newport Historical Society
82 Touro Street
Newport RI 02840

Re: RIDOT Project at Toll Locations 3, 4 & 6 through 13
RIC No. 2017-0T-002
Section 106 Consultation Initiation
Due Diligence Review and Recommendation of Effect
Diversion Route 14, Newport

Dear Mr. Goddard:

The Rhode Island Department of Transportation (RIDOT) proposes to construct and operate toll systems at Toll Locations 3, 4 & 6 through 13 (Project) along five major highway corridors (I-95, I-195, and I-295, US Route 6, and RI Route 146. The proposed toll systems at the toll locations would be used to collect toll revenue from a tractor or truck tractor as defined in 23 CFR 658.5, pulling a trailer or trailers travelling across select bridges associated with the toll locations. RIDOT is preparing an Environmental Assessment (EA) for the Project. The Federal Highway Administration (FHWA) is the lead federal agency. The EA will evaluate the impacts of construction and implementation of the toll systems at Toll Locations 3, 4 & 6 through 13. Implementation of tolling can sometimes result in a shift of travel behavior wherein some drivers travel on a different route to avoid paying a toll. The potential shift of vehicles away from the tolled facilities is referred to as a "toll diversion."

The proposed Project has been determined to be an 'undertaking' subject to Section 106 of the National Historic Preservation Act (NHPA) of 1966, as amended (54 U.S.C. 3100101 *et seq.),* and its implementing regulations (36 CFR § 800). This correspondence which addresses Diversion Route 14 through Newport is being sent to you in accordance with 36 CFR § 800.3 regarding project notification and initiation of consultation.

Per 36 CFR § 800.4 – *Identification of historic properties,* as part of RIDOT's efforts to identify historic properties in the area of potential effect (APE), RIDOT authorized The Public Archaeology Laboratory, Inc. (PAL) to conduct a Due Diligence Review to identify historic properties within the APE for Diversion Route 14.

Enclosed for your review is the *Section 106 Documentation Form-1* that includes a general project description, the results of background search for identifying historic properties and a list of identified consulting parties. Also included is PAL's *Technical Memorandum* for potential Diversion Routes summarizing the results of the due diligence review. For the purposes of *Section 106* review, the "area of potential effect" (APE) for aboveground resources is defined as a corridor extending 250 feet left and right from the centerline of each Diversion Route. As there are no proposed improvements or construction activities or other project effects that might have an effect on archaeological resources there is no APE for archaeological resources.

Thomas P. I. Goddard
Newport Historical Society
December 22, 2017

Based on the results of PAL's review and per 36 CFR § 800.5(b) – *Assessment of adverse effect*, RIDOT's recommendation is that any potential increase in truck traffic on Diversion Route 14 will have "no adverse effect" on historic properties in the City of Newport and we are requesting your concurrence per Section 106 of the National Historic Preservation Act or 1966, as amended.

Please provide us with any comments that you may within 30 days of receipt of this letter. Should you have any questions or require additional information, please contact me at 222-2023, x 4282.

Sincerely,

Melanie Jewett Army

Melanie Jewett Army, AICP
Assistant Chief of Planning
Office of Project Approvals, Licenses, & Utilities

Enclosures
cc: Army, Brady, Fisette, Gannon, Hebert, McGinn, Rocchio, Waugh, Jergensen-RIHPHC
C. Padilla-Fresse-FHWA and file, all *w/o* enclosures

Department of Transportation
Two Capitol Hill
Providence, RI 02903

Office 401-222-2450
Fax 401-222-3905

December 22, 2017

Sheila Reynolds-Boothroyd, President
Exeter Historical Association, Inc.
159 Old Voluntown Road
Exeter, RI 02822

Re: RIDOT Project at Toll Locations 3, 4 & 6 through 13
RIC No. 2017-0T-002
Section 106 Consultation Initiation
Due Diligence Review and Recommendation of Effect
Diversion Route 14, Exeter

Dear Ms. Reynolds-Boothroyd:

The Rhode Island Department of Transportation (RIDOT) proposes to construct and operate toll systems at Toll Locations 3, 4 & 6 through 13 (Project) along five major highway corridors (I-95, I-195, and I-295, US Route 6, and RI Route 146. The proposed toll systems at the toll locations would be used to collect toll revenue from a tractor or truck tractor as defined in 23 CFR 658.5, pulling a trailer or trailers travelling across select bridges associated with the toll locations. RIDOT is preparing an Environmental Assessment (EA) for the Project. The Federal Highway Administration (FHWA) is the lead federal agency. The EA will evaluate the impacts of construction and implementation of the toll systems at Toll Locations 3, 4 & 6 through 13. Implementation of tolling can sometimes result in a shift of travel behavior wherein some drivers travel on a different route to avoid paying a toll. The potential shift of vehicles away from the tolled facilities is referred to as a "toll diversion."

The proposed Project has been determined to be an 'undertaking' subject to Section 106 of the National Historic Preservation Act (NHPA) of 1966, as amended (54 U.S.C. 3100101 *et seq.),* and its implementing regulations (36 CFR § 800). This correspondence which addresses Diversion Route 14 through Exeter is being sent to you in accordance with 36 CFR § 800.3 regarding project notification and initiation of consultation.

Per 36 CFR § 800.4 – *Identification of historic properties,* as part of RIDOT's efforts to identify historic properties in the area of potential effect (APE), RIDOT authorized The Public Archaeology Laboratory, Inc. (PAL) to conduct a Due Diligence Review to identify historic properties within the APE for Diversion Route 14.

Enclosed for your review is the *Section 106 Documentation Form-1* that includes a general project description, the results of background search for identifying historic properties and a list of identified consulting parties. Also included is PAL's *Technical Memorandum* for potential Diversion Routes summarizing the results of the due diligence review. For the purposes of *Section 106* review, the "area of potential effect" (APE) for aboveground resources is defined as a corridor extending 250 feet left and right from the centerline of each Diversion Route. As there are no proposed improvements or construction activities or other project effects that might have an effect on archaeological resources there is no APE for archaeological resources.

Sheila Reynolds-Boothroyd, President
Exeter Historical Association, Inc.
December 22, 2017

Based on the results of PAL's review and per 36 CFR § 800.5(b) – *Assessment of adverse effect*, RIDOT's recommendation is that any potential increase in truck traffic on Diversion Route 14 will have "no adverse effect" on historic properties in the Town of Exeter and we are requesting your concurrence per Section 106 of the National Historic Preservation Act or 1966, as amended.

Please provide us with any comments that you may within 30 days of receipt of this letter. Should you have any questions or require additional information, please contact me at 222-2023, x 4282.

Sincerely,

Melanie Jewett Army

Melanie Jewett Army, AICP
Assistant Chief of Planning
Office of Project Approvals, Licenses, & Utilities

Enclosures
cc: Army, Brady, Fisette, Gannon, Hebert, McGinn, Rocchio, Waugh, Jergensen-RIHPHC
C. Padilla-Fresse-FHWA and file, all *w/o* enclosures

Department of Transportation
Two Capitol Hill
Providence, RI 02903

Office 401-222-2450
Fax 401-222-3905

December 22, 2017

Ashley Hahn-Sweet, Town Planner
Exeter Town Hall
675 Ten Rod Road
Exeter, RI 02822

Re: RIDOT Project at Toll Locations 3, 4 & 6 through 13
RIC No. 2017-0T-002
Section 106 Consultation Initiation
Due Diligence Review and Recommendation of Effect
Diversion Route 14, Exeter

Dear Ms. Hahn-Sweet:

The Rhode Island Department of Transportation (RIDOT) proposes to construct and operate toll systems at Toll Locations 3, 4 & 6 through 13 (Project) along five major highway corridors (I-95, I-195, and I-295, US Route 6, and RI Route 146. The proposed toll systems at the toll locations would be used to collect toll revenue from a tractor or truck tractor as defined in 23 CFR 658.5, pulling a trailer or trailers travelling across select bridges associated with the toll locations. RIDOT is preparing an Environmental Assessment (EA) for the Project. The Federal Highway Administration (FHWA) is the lead federal agency. The EA will evaluate the impacts of construction and implementation of the toll systems at Toll Locations 3, 4 & 6 through 13. Implementation of tolling can sometimes result in a shift of travel behavior wherein some drivers travel on a different route to avoid paying a toll. The potential shift of vehicles away from the tolled facilities is referred to as a "toll diversion."

The proposed Project has been determined to be an 'undertaking' subject to Section 106 of the National Historic Preservation Act (NHPA) of 1966, as amended (54 U.S.C. 3100101 *et seq.),* and its implementing regulations (36 CFR § 800). This correspondence which addresses Diversion Route 14 through Exeter is being sent to you in accordance with 36 CFR § 800.3 regarding project notification and initiation of consultation.

Per 36 CFR § 800.4 – *Identification of historic properties,* as part of RIDOT's efforts to identify historic properties in the area of potential effect (APE), RIDOT authorized The Public Archaeology Laboratory, Inc. (PAL) to conduct a Due Diligence Review to identify historic properties within the APE for Diversion Route 14.

Enclosed for your review is the *Section 106 Documentation Form-1* that includes a general project description, the results of background search for identifying historic properties and a list of identified consulting parties. Also included is PAL's *Technical Memorandum* for potential Diversion Routes summarizing the results of the due diligence review. For the purposes of *Section 106* review, the "area of potential effect" (APE) for aboveground resources is defined as a corridor extending 250 feet left and right from the centerline of each Diversion Route. As there are no proposed improvements or construction activities or other project effects that might have an effect on archaeological resources there is no APE for archaeological resources.

Ashley Hahn-Sweet, Town Planner
Exeter Town Hall
December 22, 2017

Based on the results of PAL's review and per 36 CFR § 800.5(b) – *Assessment of adverse effect*, RIDOT's recommendation is that any potential increase in truck traffic on Diversion Route 14 will have "no adverse effect" on historic properties in the Town of Exeter and we are requesting your concurrence per Section 106 of the National Historic Preservation Act or 1966, as amended.

Please provide us with any comments that you may within 30 days of receipt of this letter. Should you have any questions or require additional information, please contact me at 222-2023, x 4282.

Sincerely,

Melanie Jewett Army

Melanie Jewett Army, AICP
Assistant Chief of Planning
Office of Project Approvals, Licenses, & Utilities

Enclosures
cc: Army, Brady, Fisette, Gannon, Hebert, McGinn, Rocchio, Waugh, Jergensen-RIHPHC
C. Padilla-Fresse-FHWA and file, all *w/o* enclosures

Department of Transportation
Two Capitol Hill
Providence, RI 02903

Office 401-222-2450
Fax 401-222-3905

December 22, 2017

David E. Provonsil
Town Planner
West Greenwich Town Hall
280 Victory Highway
West Greenwich, RI 02817

Re: RIDOT Project at Toll Locations 3, 4 & 6 through 13
RIC No. 2017-0T-002
Section 106 Consultation Initiation
Due Diligence Review and Recommendation of Effect
Diversion Routes 2 and 5, West Greenwich

Dear Mr. Provonsil:

The Rhode Island Department of Transportation (RIDOT) proposes to construct and operate toll systems at Toll Locations 3, 4 & 6 through 13 (Project) along five major highway corridors (I-95, I-195, and I-295, US Route 6, and RI Route 146. The proposed toll systems at the toll locations would be used to collect toll revenue from a tractor or truck tractor as defined in 23 CFR 658.5, pulling a trailer or trailers travelling across select bridges associated with the toll locations. RIDOT is preparing an Environmental Assessment (EA) for the Project. The Federal Highway Administration (FHWA) is the lead federal agency. The EA will evaluate the impacts of construction and implementation of the toll systems at Toll Locations 3, 4 & 6 through 13. Implementation of tolling can sometimes result in a shift of travel behavior wherein some drivers travel on a different route to avoid paying a toll. The potential shift of vehicles away from the tolled facilities is referred to as a "toll diversion."

The proposed Project has been determined to be an 'undertaking' subject to Section 106 of the National Historic Preservation Act (NHPA) of 1966, as amended (54 U.S.C. 3100101 *et seq.),* and its implementing regulations (36 CFR § 800). This correspondence which addresses Diversion Routes 2 and 5 through West Greenwich is being sent to you in accordance with 36 CFR § 800.3 regarding project notification and initiation of consultation.

Per 36 CFR § 800.4 – *Identification of historic properties,* as part of RIDOT's efforts to identify historic properties in the area of potential effect (APE), RIDOT authorized The Public Archaeology Laboratory, Inc. (PAL) to conduct a Due Diligence Review to identify historic properties within the APE for Diversion Routes 2 and 5.

Enclosed for your review is the *Section 106 Documentation Form-1* that includes a general project description, the results of background search for identifying historic properties and a list of identified consulting parties. Also included is PAL's *Technical Memorandum* for potential Diversion Routes summarizing the results of the due diligence review. For the purposes of *Section 106* review, the "area of potential effect" (APE) for aboveground resources is defined as a corridor extending 250 feet left and right from the centerline of each Diversion Route. As there are no proposed improvements or construction activities or other project effects that might have an effect on archaeological resources there is no APE for archaeological resources.

David E. Provonsil
West Greenwich Town Hall
December 22, 2017

Based on the results of PAL's review and per 36 CFR § 800.5(b) – *Assessment of adverse effect*, RIDOT's opinion is that any potential increase in truck traffic on Diversion Routes 2 and/or 5 will have "no adverse effect" on historic properties and we are requesting your concurrence per Section 106 of the National Historic Preservation Act or 1966, as amended.

Please provide us with any comments that you may within 30 days of receipt of this letter. Should you have any questions or require additional information, please contact me at 222-2023, x 4282.

Sincerely,

Melanie Jewett Army

Melanie Jewett Army, AICP
Assistant Chief of Planning
Office of Project Approvals, Licenses, & Utilities

Enclosures
cc: Army, Brady, Fisette, Gannon, Hebert, McGinn, Rocchio, Waugh, Jergensen-RIHPHC, C. Padilla-Fresse-FHWA and file, all *w/o* enclosures

Department of Transportation
Two Capitol Hill
Providence, RI 02903

Office 401-222-2450
Fax 401-222-3905

December 22, 2017

Charlie Wilson, Chair
Historic District Commission
Glocester Town Hall
1145 Putnam Pike, PO Box B
Chepachet, RI 02814-0702

Re: RIDOT Project at Toll Locations 3, 4 & 6 through 13
RIC No. 2017-0T-002
Section 106 Consultation Initiation
Due Diligence Review and Recommendation of Effect
Diversion Routes 2 and 15, Glocester

Dear Mr. Wilson:

The Rhode Island Department of Transportation (RIDOT) proposes to construct and operate toll systems at Toll Locations 3, 4 & 6 through 13 (Project) along five major highway corridors (I-95, I-195, and I-295, US Route 6, and RI Route 146. The proposed toll systems at the toll locations would be used to collect toll revenue from a tractor or truck tractor as defined in 23 CFR 658.5, pulling a trailer or trailers travelling across select bridges associated with the toll locations. RIDOT is preparing an Environmental Assessment (EA) for the Project. The Federal Highway Administration (FHWA) is the lead federal agency. The EA will evaluate the impacts of construction and implementation of the toll systems at Toll Locations 3, 4 & 6 through 13. Implementation of tolling can sometimes result in a shift of travel behavior wherein some drivers travel on a different route to avoid paying a toll. The potential shift of vehicles away from the tolled facilities is referred to as a "toll diversion."

The proposed Project has been determined to be an 'undertaking' subject to Section 106 of the National Historic Preservation Act (NHPA) of 1966, as amended (54 U.S.C. 3100101 *et seq.),* and its implementing regulations (36 CFR § 800). This correspondence which addresses Diversion Routes 2 and 15 through Glocester is being sent to you in accordance with 36 CFR § 800.3 regarding project notification and initiation of consultation.

Per 36 CFR § 800.4 – *Identification of historic properties,* as part of RIDOT's efforts to identify historic properties in the area of potential effect (APE), RIDOT authorized The Public Archaeology Laboratory, Inc. (PAL) to conduct a Due Diligence Review to identify historic properties within the APE for Diversion Routes 2 and 15.

Enclosed for your review is the *Section 106 Documentation Form-1* that includes a general project description, the results of background search for identifying historic properties and a list of identified consulting parties. Also included is PAL's *Technical Memorandum* for potential Diversion Routes summarizing the results of the due diligence review. For the purposes of *Section 106* review, the "area of potential effect" (APE) for aboveground resources is defined as a corridor extending 250 feet left and right from the centerline of each Diversion Route. As there are no proposed improvements or construction activities or other project effects that might have an effect on archaeological resources there is no APE for archaeological resources.

Charlie Wilson
Historic District Commission
December 22, 2017

Based on the results of PAL's review and per 36 CFR § 800.5(b) – *Assessment of adverse effect*, RIDOT's opinion is that any potential increase in truck traffic on Diversion Routes 2 and/or 15 will have "no adverse effect" on historic properties and we are requesting your concurrence per Section 106 of the National Historic Preservation Act or 1966, as amended.

Please provide us with any comments that you may within 30 days of receipt of this letter. Should you have any questions or require additional information, please contact me at 222-2023, x 4282.

Sincerely,

Melanie Jewett Army

Melanie Jewett Army, AICP
Assistant Chief of Planning
Office of Project Approvals, Licenses, & Utilities

Enclosures
cc: Army, Brady, Fisette, Gannon, Hebert, McGinn, Rocchio, Waugh, Jergensen-RIHPHC
C. Padilla-Fresse-FHWA and file, all *w/o* enclosures

Department of Transportation
Two Capitol Hill
Providence, RI 02903

Office 401-222-2450
Fax 401-222-3905

December 22, 2017

Marie Sweet, President
Glocester Heritage Society
Job Armstrong Store
1181 Main Street
POB 269
Chepachet, RI 02814

Re: RIDOT Project at Toll Locations 3, 4 & 6 through 13
RIC No. 2017-0T-002
Section 106 Consultation Initiation
Due Diligence Review and Recommendation of Effect
Diversion Routes 2 and 15, Glocester

Dear Ms. Sweet:

The Rhode Island Department of Transportation (RIDOT) proposes to construct and operate toll systems at Toll Locations 3, 4 & 6 through 13 (Project) along five major highway corridors (I-95, I-195, and I-295, US Route 6, and RI Route 146. The proposed toll systems at the toll locations would be used to collect toll revenue from a tractor or truck tractor as defined in 23 CFR 658.5, pulling a trailer or trailers travelling across select bridges associated with the toll locations. RIDOT is preparing an Environmental Assessment (EA) for the Project. The Federal Highway Administration (FHWA) is the lead federal agency. The EA will evaluate the impacts of construction and implementation of the toll systems at Toll Locations 3, 4 & 6 through 13. Implementation of tolling can sometimes result in a shift of travel behavior wherein some drivers travel on a different route to avoid paying a toll. The potential shift of vehicles away from the tolled facilities is referred to as a "toll diversion."

The proposed Project has been determined to be an 'undertaking' subject to Section 106 of the National Historic Preservation Act (NHPA) of 1966, as amended (54 U.S.C. 3100101 *et seq.),* and its implementing regulations (36 CFR § 800). This correspondence which addresses Diversion Routes 2 and 15 through Glocester is being sent to you in accordance with 36 CFR § 800.3 regarding project notification and initiation of consultation.

Per 36 CFR § 800.4 – *Identification of historic properties,* as part of RIDOT's efforts to identify historic properties in the area of potential effect (APE), RIDOT authorized The Public Archaeology Laboratory, Inc. (PAL) to conduct a Due Diligence Review to identify historic properties within the APE for Diversion Routes 2 and 15.

Enclosed for your review is the *Section 106 Documentation Form-1* that includes a general project description, the results of background search for identifying historic properties and a list of identified consulting parties. Also included is PAL's *Technical Memorandum* for potential Diversion Routes summarizing the results of the due diligence review. For the purposes of *Section 106* review, the "area of potential effect" (APE) for aboveground resources is defined as a corridor extending 250 feet left and right from the centerline of each Diversion Route. As there are no proposed improvements or construction activities or other project effects that might have an effect on archaeological resources there is no APE for archaeological resources.

Marie Sweet
Glocester Heritage Society
December 22, 2017

Based on the results of PAL's review and per 36 CFR § 800.5(b) – *Assessment of adverse effect*, RIDOT's opinion is that any potential increase in truck traffic on Diversion Routes 2 and/or 15 will have "no adverse effect" on historic properties and we are requesting your concurrence per Section 106 of the National Historic Preservation Act or 1966, as amended.

Please provide us with any comments that you may within 30 days of receipt of this letter. Should you have any questions or require additional information, please contact me at 222-2023, x 4282.

Sincerely,

Melanie Jewett Army

Melanie Jewett Army, AICP
Assistant Chief of Planning
Office of Project Approvals, Licenses, & Utilities

Enclosures
cc: Army, Brady, Fisette, Gannon, Hebert, McGinn, Rocchio, Waugh, Jergensen-RIHPHC
C. Padilla-Fresse-FHWA and file, all *w/o* enclosures

Department of Transportation
Two Capitol Hill
Providence, RI 02903

Office 401-222-2450
Fax 401-222-3905

December 22, 2017

Henry J. Gauthier, Chairman
North Kingstown Historic District Commission
Town Hall
100 Fairway Drive
North Kingstown, RI 02852

Re: RIDOT Project at Toll Locations 3, 4 & 6 through 13
RIC No. 2017-0T-002
Section 106 Consultation Initiation
Due Diligence Review and Recommendation of Effect
Diversion Routes 3 and 14, North Kingstown

Dear Mr. Gauthier:

The Rhode Island Department of Transportation (RIDOT) proposes to construct and operate toll systems at Toll Locations 3, 4 & 6 through 13 (Project) along five major highway corridors (I-95, I-195, and I-295, US Route 6, and RI Route 146. The proposed toll systems at the toll locations would be used to collect toll revenue from a tractor or truck tractor as defined in 23 CFR 658.5, pulling a trailer or trailers travelling across select bridges associated with the toll locations. RIDOT is preparing an Environmental Assessment (EA) for the Project. The Federal Highway Administration (FHWA) is the lead federal agency. The EA will evaluate the impacts of construction and implementation of the toll systems at Toll Locations 3, 4 & 6 through 13. Implementation of tolling can sometimes result in a shift of travel behavior wherein some drivers travel on a different route to avoid paying a toll. The potential shift of vehicles away from the tolled facilities is referred to as a "toll diversion."

The proposed Project has been determined to be an 'undertaking' subject to Section 106 of the National Historic Preservation Act (NHPA) of 1966, as amended (54 U.S.C. 3100101 *et seq.),* and its implementing regulations (36 CFR § 800). This correspondence which addresses Diversion Routes 3 and 14 through North Kingstown is being sent to you in accordance with 36 CFR § 800.3 regarding project notification and initiation of consultation.

Per 36 CFR § 800.4 – *Identification of historic properties,* as part of RIDOT's efforts to identify historic properties in the area of potential effect (APE), RIDOT authorized The Public Archaeology Laboratory, Inc. (PAL) to conduct a Due Diligence Review to identify historic properties within the APE for Diversion Routes 3 and 14.

Enclosed for your review is the *Section 106 Documentation Form-1* that includes a general project description, the results of background search for identifying historic properties and a list of identified consulting parties. Also included is PAL's *Technical Memorandum* for potential Diversion Routes summarizing the results of the due diligence review. For the purposes of *Section 106* review, the "area of potential effect" (APE) for aboveground resources is defined as a corridor extending 250 feet left and right from the centerline of each Diversion Route. As there are no proposed improvements or construction activities or other project effects that might have an effect on archaeological resources there is no APE for archaeological resources.

Henry J. Gauthier
North Kingstown Historic District Commission
December 22, 2017

Based on the results of PAL's review and per 36 CFR § 800.5(b) – *Assessment of adverse effect*, RIDOT's opinion is that any potential increase in truck traffic on Diversion Routes 3 and/or 14 will have "no adverse effect" on historic properties in the Town of North Kingstown and we are requesting your concurrence per Section 106 of the National Historic Preservation Act or 1966, as amended.

Please provide us with any comments that you may within 30 days of receipt of this letter. Should you have any questions or require additional information, please contact me at 222-2023, x 4282.

Sincerely,

Melanie Jewett Army

Melanie Jewett Army, AICP
Assistant Chief of Planning
Office of Project Approvals, Licenses, & Utilities

Enclosures
cc: Army, Brady, Fisette, Gannon, Hebert, McGinn, Rocchio, Waugh, Jergensen-RIHPHC
C. Padilla-Fresse-FHWA and file, all *w/o* enclosures

Department of Transportation
Two Capitol Hill
Providence, RI 02903

Office 401-222-2450
Fax 401-222-3905

December 22, 2017

Shaun Lacy, Principal Planner
Department of Planning and Development
Town Hall Annex
55 Brown Street
North Kingstown, Rhode Island 02852

Re: RIDOT Project at Toll Locations 3, 4 & 6 through 13
RIC No. 2017-0T-002
Section 106 Consultation Initiation
Due Diligence Review and Recommendation of Effect
Diversion Routes 3 and 14, North Kingstown

Dear Mr. Lacy:

The Rhode Island Department of Transportation (RIDOT) proposes to construct and operate toll systems at Toll Locations 3, 4 & 6 through 13 (Project) along five major highway corridors (I-95, I-195, and I-295, US Route 6, and RI Route 146. The proposed toll systems at the toll locations would be used to collect toll revenue from a tractor or truck tractor as defined in 23 CFR 658.5, pulling a trailer or trailers travelling across select bridges associated with the toll locations. RIDOT is preparing an Environmental Assessment (EA) for the Project. The Federal Highway Administration (FHWA) is the lead federal agency. The EA will evaluate the impacts of construction and implementation of the toll systems at Toll Locations 3, 4 & 6 through 13. Implementation of tolling can sometimes result in a shift of travel behavior wherein some drivers travel on a different route to avoid paying a toll. The potential shift of vehicles away from the tolled facilities is referred to as a "toll diversion."

The proposed Project has been determined to be an 'undertaking' subject to Section 106 of the National Historic Preservation Act (NHPA) of 1966, as amended (54 U.S.C. 3100101 *et seq.),* and its implementing regulations (36 CFR § 800). This correspondence which addresses Diversion Routes 3 and 14 through North Kingstown is being sent to you in accordance with 36 CFR § 800.3 regarding project notification and initiation of consultation.

Per 36 CFR § 800.4 – *Identification of historic properties,* as part of RIDOT's efforts to identify historic properties in the area of potential effect (APE), RIDOT authorized The Public Archaeology Laboratory, Inc. (PAL) to conduct a Due Diligence Review to identify historic properties within the APE for Diversion Routes 3 and 14.

Enclosed for your review is the *Section 106 Documentation Form-1* that includes a general project description, the results of background search for identifying historic properties and a list of identified consulting parties. Also included is PAL's *Technical Memorandum* for potential Diversion Routes summarizing the results of the due diligence review. For the purposes of *Section 106* review, the "area of potential effect" (APE) for aboveground resources is defined as a corridor extending 250 feet left and right from the centerline of each Diversion Route. As there are no proposed improvements or construction activities or other project effects that might have an effect on archaeological resources there is no APE for archaeological resources.

Shaun Lacy
Department of Planning and Development
December 22, 2017

Based on the results of PAL's review and per 36 CFR § 800.5(b) – *Assessment of adverse effect*, RIDOT's opinion is that any potential increase in truck traffic on Diversion Routes 3 and/or 14 will have "no adverse effect" on historic properties in the Town of North Kingstown and we are requesting your concurrence per Section 106 of the National Historic Preservation Act or 1966, as amended.

Please provide us with any comments that you may within 30 days of receipt of this letter. Should you have any questions or require additional information, please contact me at 222-2023, x 4282.

Sincerely,

Melanie Jewett Army

Melanie Jewett Army, AICP
Assistant Chief of Planning
Office of Project Approvals, Licenses, & Utilities

Enclosures
cc: Army, Brady, Fisette, Gannon, Hebert, McGinn, Rocchio, Waugh, Jergensen-RIHPHC
C. Padilla-Fresse-FHWA and file, all *w/o* enclosures

Department of Transportation
Two Capitol Hill
Providence, RI 02903

Office 401-222-2450
Fax 401-222-3905

December 22, 2017

Smithfield Historic Preservation Commission
c/o Randy R. Rossie, Town Manager
Smithfield Town Hall
64 Farnum Pike
Smithfield, Rhode Island 02917

Re: RIDOT Project at Toll Locations 3, 4 & 6 through 13
RIC No. 2017-0T-002
Section 106 Consultation Initiation
Due Diligence Review and Recommendation of Effect
Diversion Routes 6, 7, and 15, Smithfield

Dear Mr. Rossie:

The Rhode Island Department of Transportation (RIDOT) proposes to construct and operate toll systems at Toll Locations 3, 4 & 6 through 13 (Project) along five major highway corridors (I-95, I-195, and I-295, US Route 6, and RI Route 146. The proposed toll systems at the toll locations would be used to collect toll revenue from a tractor or truck tractor as defined in 23 CFR 658.5, pulling a trailer or trailers travelling across select bridges associated with the toll locations. RIDOT is preparing an Environmental Assessment (EA) for the Project. The Federal Highway Administration (FHWA) is the lead federal agency. The EA will evaluate the impacts of construction and implementation of the toll systems at Toll Locations 3, 4 & 6 through 13. Implementation of tolling can sometimes result in a shift of travel behavior wherein some drivers travel on a different route to avoid paying a toll. The potential shift of vehicles away from the tolled facilities is referred to as a "toll diversion."

The proposed Project has been determined to be an 'undertaking' subject to Section 106 of the National Historic Preservation Act (NHPA) of 1966, as amended (54 U.S.C. 3100101 *et seq.),* and its implementing regulations (36 CFR § 800). This correspondence which addresses Diversion Routes 6, 7 and 15 through Smithfield is being sent to you in accordance with 36 CFR § 800.3 regarding project notification and initiation of consultation.

Per 36 CFR § 800.4 – *Identification of historic properties,* as part of RIDOT's efforts to identify historic properties in the area of potential effect (APE), RIDOT authorized The Public Archaeology Laboratory, Inc. (PAL) to conduct a Due Diligence Review to identify historic properties within the APE for Diversion Routes 6, 7 and 15.

Enclosed for your review is the *Section 106 Documentation Form-1* that includes a general project description, the results of background search for identifying historic properties and a list of identified consulting parties. Also included is PAL's *Technical Memorandum* for potential Diversion Routes summarizing the results of the due diligence review. For the purposes of *Section 106* review, the "area of potential effect" (APE) for aboveground resources is defined as a corridor extending 250 feet left and right from the centerline of each Diversion Route. As there are no proposed improvements or construction activities or other project effects that might have an effect on archaeological resources there is no APE for archaeological resources.

Randy R. Rossie
Smithfield Historic Preservation Commission
December 22, 2017

Based on the results of PAL's review and per 36 CFR § 800.5(b) – *Assessment of adverse effect*, RIDOT's opinion is that any potential increase in truck traffic on Diversion Routes 6, 7 and/or 15 will have "no adverse effect" on historic properties and we are requesting your concurrence per Section 106 of the National Historic Preservation Act or 1966, as amended.

Please provide us with any comments that you may within 30 days of receipt of this letter. Should you have any questions or require additional information, please contact me at 222-2023, x 4282.

Sincerely,

Melanie Jewett Army

Melanie Jewett Army, AICP
Assistant Chief of Planning
Office of Project Approvals, Licenses, & Utilities

Enclosures
cc: Army, Brady, Fisette, Gannon, Hebert, McGinn, Rocchio, Waugh, Jergensen-RIHPHC
C. Padilla-Fresse-FHWA and file, all *w/o* enclosures

Department of Transportation
Two Capitol Hill
Providence, RI 02903

Office 401-222-2450
Fax 401-222-3905

December 22, 2017

Maggie Botelho, Program Director
Historical Society of Smithfield
220 Stillwater Rd.
Smithfield, RI 02917

Re: RIDOT Project at Toll Locations 3, 4 & 6 through 13
RIC No. 2017-0T-002
Section 106 Consultation Initiation
Due Diligence Review and Recommendation of Effect
Diversion Routes 6, 7, and 15, Smithfield

Dear Ms. Botelho:

The Rhode Island Department of Transportation (RIDOT) proposes to construct and operate toll systems at Toll Locations 3, 4 & 6 through 13 (Project) along five major highway corridors (I-95, I-195, and I-295, US Route 6, and RI Route 146. The proposed toll systems at the toll locations would be used to collect toll revenue from a tractor or truck tractor as defined in 23 CFR 658.5, pulling a trailer or trailers travelling across select bridges associated with the toll locations. RIDOT is preparing an Environmental Assessment (EA) for the Project. The Federal Highway Administration (FHWA) is the lead federal agency. The EA will evaluate the impacts of construction and implementation of the toll systems at Toll Locations 3, 4 & 6 through 13. Implementation of tolling can sometimes result in a shift of travel behavior wherein some drivers travel on a different route to avoid paying a toll. The potential shift of vehicles away from the tolled facilities is referred to as a "toll diversion."

The proposed Project has been determined to be an 'undertaking' subject to Section 106 of the National Historic Preservation Act (NHPA) of 1966, as amended (54 U.S.C. 3100101 *et seq.)*, and its implementing regulations (36 CFR § 800). This correspondence which addresses Diversion Routes 6, 7 and 15 through Smithfield is being sent to you in accordance with 36 CFR § 800.3 regarding project notification and initiation of consultation.

Per 36 CFR § 800.4 – *Identification of historic properties,* as part of RIDOT's efforts to identify historic properties in the area of potential effect (APE), RIDOT authorized The Public Archaeology Laboratory, Inc. (PAL) to conduct a Due Diligence Review to identify historic properties within the APE for Diversion Routes 6, 7 and 15.

Enclosed for your review is the *Section 106 Documentation Form-1* that includes a general project description, the results of background search for identifying historic properties and a list of identified consulting parties. Also included is PAL's *Technical Memorandum* for potential Diversion Routes summarizing the results of the due diligence review. For the purposes of *Section 106* review, the "area of potential effect" (APE) for aboveground resources is defined as a corridor extending 250 feet left and right from the centerline of each Diversion Route. As there are no proposed improvements or construction activities or other project effects that might have an effect on archaeological resources there is no APE for archaeological resources.

Maggie Botelho, Program Director
Historical Society of Smithfield
December 22, 2017

Based on the results of PAL's review and per 36 CFR § 800.5(b) – *Assessment of adverse effect*, RIDOT's opinion is that any potential increase in truck traffic on Diversion Routes 6, 7 and/or 15 will have "no adverse effect" on historic properties and we are requesting your concurrence per Section 106 of the National Historic Preservation Act or 1966, as amended.

Please provide us with any comments that you may within 30 days of receipt of this letter. Should you have any questions or require additional information, please contact me at 222-2023, x 4282.

Sincerely,

Melanie Jewett Army

Melanie Jewett Army, AICP
Assistant Chief of Planning
Office of Project Approvals, Licenses, & Utilities

Enclosures
cc: Army, Brady, Fisette, Gannon, Hebert, McGinn, Rocchio, Waugh, Jergensen-RIHPHC
C. Padilla-Fresse-FHWA and file, all *w/o* enclosures

Department of Transportation
Two Capitol Hill
Providence, RI 02903

Office 401-222-2450
Fax 401-222-3905

December 22, 2017

Mr. Jim Murphy, President
Coventry Historical Society
7 Station Street
Coventry, RI 02816

Re: RIDOT Project at Toll Locations 3, 4 & 6 through 13
RIC No. 2017-0T-002
Section 106 Consultation Initiation
Due Diligence Review and Recommendation of Effect
Diversion Routes 2 and 5, Coventry

Dear Mr. Murphy:

The Rhode Island Department of Transportation (RIDOT) proposes to construct and operate toll systems at Toll Locations 3, 4 & 6 through 13 (Project) along five major highway corridors (I-95, I-195, and I-295, US Route 6, and RI Route 146. The proposed toll systems at the toll locations would be used to collect toll revenue from a tractor or truck tractor as defined in 23 CFR 658.5, pulling a trailer or trailers travelling across select bridges associated with the toll locations. RIDOT is preparing an Environmental Assessment (EA) for the Project. The Federal Highway Administration (FHWA) is the lead federal agency. The EA will evaluate the impacts of construction and implementation of the toll systems at Toll Locations 3, 4 & 6 through 13. Implementation of tolling can sometimes result in a shift of travel behavior wherein some drivers travel on a different route to avoid paying a toll. The potential shift of vehicles away from the tolled facilities is referred to as a "toll diversion."

The proposed Project has been determined to be an 'undertaking' subject to Section 106 of the National Historic Preservation Act (NHPA) of 1966, as amended (54 U.S.C. 3100101 *et seq.),* and its implementing regulations (36 CFR § 800). This correspondence which addresses Diversion Routes 2 and 5 through Coventry is being sent to you in accordance with 36 CFR § 800.3 regarding project notification and initiation of consultation.

Per 36 CFR § 800.4 – *Identification of historic properties,* as part of RIDOT's efforts to identify historic properties in the area of potential effect (APE), RIDOT authorized The Public Archaeology Laboratory, Inc. (PAL) to conduct a Due Diligence Review to identify historic properties within the APE for Diversion Routes 2 and 5.

Enclosed for your review is the *Section 106 Documentation Form-1* that includes a general project description, the results of background search for identifying historic properties and a list of identified consulting parties. Also included it the Technical Memorandum/Due Diligence Review prepared by PAL. For the purposes of *Section 106* review, the "area of potential effect" (APE) for aboveground resources is defined as a corridor extending 250 feet left and right from the centerline of each Diversion Route. As there are no proposed improvements or construction activities or other project effects that might have an effect on archaeological resources there is no APE for archaeological resources.

Mr. Jim Murphy, President
Coventry Historical Society
December 22, 2017

Based on the results of PAL's review and per 36 CFR § 800.5(b) – *Assessment of adverse effect*, RIDOT's recommendation is that any potential increase in truck traffic on Diversion Routes 2 and/or 5 will have "no adverse effect" on historic properties in the Town of Coventry and we are requesting your concurrence per Section 106 of the National Historic Preservation Act or 1966, as amended.

Please provide us with any comments that you may within 30 days of receipt of this letter. Should you have any questions or require additional information, please contact me at 222-2023, x 4282.

Sincerely,

Melanie Jewett Army

Melanie Jewett Army, AICP
Assistant Chief of Planning
Office of Project Approvals, Licenses, & Utilities

Enclosures
cc: Army, Brady, Fisette, Gannon, Hebert, McGinn, Rocchio, Waugh, Jergensen-RIHPHC, C. Padilla-Fresse-FHWA and file, all *w/o* enclosures

Department of Transportation
Two Capitol Hill
Providence, RI 02903

Office 401-222-2450
Fax 401-222-3905

December 22, 2017

Mr. Graham Waters
Town Manager
Town of Coventry
1670 Flat River Road
Coventry, RI 02816

Re: RIDOT Project at Toll Locations 3, 4 & 6 through 13
RIC No. 2017-0T-002
Section 106 Consultation Initiation
Due Diligence Review and Recommendation of Effect
Diversion Routes 2 and 5, Coventry

Dear Mr. Waters:

The Rhode Island Department of Transportation (RIDOT) proposes to construct and operate toll systems at Toll Locations 3, 4 & 6 through 13 (Project) along five major highway corridors (I-95, I-195, and I-295, US Route 6, and RI Route 146. The proposed toll systems at the toll locations would be used to collect toll revenue from a tractor or truck tractor as defined in 23 CFR 658.5, pulling a trailer or trailers travelling across select bridges associated with the toll locations. RIDOT is preparing an Environmental Assessment (EA) for the Project. The Federal Highway Administration (FHWA) is the lead federal agency. The EA will evaluate the impacts of construction and implementation of the toll systems at Toll Locations 3, 4 & 6 through 13. Implementation of tolling can sometimes result in a shift of travel behavior wherein some drivers travel on a different route to avoid paying a toll. The potential shift of vehicles away from the tolled facilities is referred to as a "toll diversion."

The proposed Project has been determined to be an 'undertaking' subject to Section 106 of the National Historic Preservation Act (NHPA) of 1966, as amended (54 U.S.C. 3100101 *et seq.),* and its implementing regulations (36 CFR § 800). This correspondence which addresses Diversion Routes 2 and 5 through Coventry is being sent to you in accordance with 36 CFR § 800.3 regarding project notification and initiation of consultation.

Per 36 CFR § 800.4 – *Identification of historic properties,* as part of RIDOT's efforts to identify historic properties in the area of potential effect (APE), RIDOT authorized The Public Archaeology Laboratory, Inc. (PAL) to conduct a Due Diligence Review to identify historic properties within the APE for Diversion Routes 2 and 5.

Enclosed for your review is the *Section 106 Documentation Form-1* that includes a general project description, the results of background search for identifying historic properties and a list of identified consulting parties. Also included it the Technical Memorandum/Due Diligence Review prepared by PAL. For the purposes of *Section 106* review, the "area of potential effect" (APE) for aboveground resources is defined as a corridor extending 250 feet left and right from the centerline of each Diversion Route. As there are no proposed improvements or construction activities or other project effects that might have an effect on archaeological resources there is no APE for archaeological resources.

Mr. Graham Waters
Town Manager
December 22, 2017

Based on the results of PAL's review and per 36 CFR § 800.5(b) – *Assessment of adverse effect*, RIDOT's recommendation is that any potential increase in heavy commercial vehicle traffic on Diversion Routes 2 and/or 5 will have "no adverse effect" on historic properties in the Town of Coventry and we are requesting your concurrence per Section 106 of the National Historic Preservation Act or 1966, as amended.

Please provide us with any comments that you may within 30 days of receipt of this letter. Should you have any questions or require additional information, please contact me at 222-2023, x 4282.

Sincerely,

Melanie Jewett Army

Melanie Jewett Army, AICP
Assistant Chief of Planning
Office of Project Approvals, Licenses, & Utilities

Enclosures
cc: Army, Brady, Fisette, Gannon, Hebert, McGinn, Rocchio, Waugh, Jergensen-RIHPHC, C. Padilla-Fresse-FHWA and file, all *w/o* enclosures

Department of Transportation
Two Capitol Hill
Providence, RI 02903

Office 401-222-2450
Fax 401-222-3905

December 22, 2017

Jim Garman, President
Portsmouth Historical Society
870 East Main Road, POB 834
Portsmouth, RI 02871

Re: RIDOT Project at Toll Locations 3, 4 & 6 through 13
RIC No. 2017-0T-002
Section 106 Consultation Initiation
Due Diligence Review and Recommendation of Effect
Diversion Route 14, Portsmouth

Dear Mr. Garman:

The Rhode Island Department of Transportation (RIDOT) proposes to construct and operate toll systems at Toll Locations 3, 4 & 6 through 13 (Project) along five major highway corridors (I-95, I-195, and I-295, US Route 6, and RI Route 146. The proposed toll systems at the toll locations would be used to collect toll revenue from a tractor or truck tractor as defined in 23 CFR 658.5, pulling a trailer or trailers travelling across select bridges associated with the toll locations. RIDOT is preparing an Environmental Assessment (EA) for the Project. The Federal Highway Administration (FHWA) is the lead federal agency. The EA will evaluate the impacts of construction and implementation of the toll systems at Toll Locations 3, 4 & 6 through 13. Implementation of tolling can sometimes result in a shift of travel behavior wherein some drivers travel on a different route to avoid paying a toll. The potential shift of vehicles away from the tolled facilities is referred to as a "toll diversion."

The proposed Project has been determined to be an 'undertaking' subject to Section 106 of the National Historic Preservation Act (NHPA) of 1966, as amended (54 U.S.C. 3100101 *et seq.),* and its implementing regulations (36 CFR § 800). This correspondence which addresses Diversion Route 14 through Portsmouth is being sent to you in accordance with 36 CFR § 800.3 regarding project notification and initiation of consultation.

Per 36 CFR § 800.4 – *Identification of historic properties,* as part of RIDOT's efforts to identify historic properties in the area of potential effect (APE), RIDOT authorized The Public Archaeology Laboratory, Inc. (PAL) to conduct a Due Diligence Review to identify historic properties within the APE for Diversion Route 14.

Enclosed for your review is the *Section 106 Documentation Form-1* that includes a general project description, the results of background search for identifying historic properties and a list of identified consulting parties. Also included is PAL's *Technical Memorandum* for potential Diversion Routes summarizing the results of the due diligence review. For the purposes of *Section 106* review, the "area of potential effect" (APE) for aboveground resources is defined as a corridor extending 250 feet left and right from the centerline of each Diversion Route. As there are no proposed improvements or construction activities or other project effects that might have an effect on archaeological resources there is no APE for archaeological resources.

Jim Garman
Portsmouth Historical Society
December 22, 2017

Based on the results of PAL's review and per 36 CFR § 800.5(b) – *Assessment of adverse effect,* RIDOT's recommendation is that any potential increase in truck traffic on Diversion Route 14 will have "no adverse effect" on historic properties in the Town of Portsmouth and we are requesting your concurrence per Section 106 of the National Historic Preservation Act or 1966, as amended.

Please provide us with any comments that you may within 30 days of receipt of this letter. Should you have any questions or require additional information, please contact me at 222-2023, x 4282.

Sincerely,

Melanie Jewett Army

Melanie Jewett Army, AICP
Assistant Chief of Planning
Office of Project Approvals, Licenses, & Utilities

Enclosures
cc: Army, Brady, Fisette, Gannon, Hebert, McGinn, Rocchio, Waugh, Jergensen-RIHPHC
C. Padilla-Fresse-FHWA and file, all *w/o* enclosures

Department of Transportation
Two Capitol Hill
Providence, RI 02903

Office 401-222-2450
Fax 401-222-3905

December 22, 2017

Leon C. Lesinski
Administrative Officer
Planning Board
Town of Portsmouth
2200 E. Main Road
Portsmouth, RI 02871

Re: RIDOT Project at Toll Locations 3, 4 & 6 through 13
RIC No. 2017-0T-002
Section 106 Consultation Initiation
Due Diligence Review and Recommendation of Effect
Diversion Route 14, Portsmouth

Dear Mr. Lesinski:

The Rhode Island Department of Transportation (RIDOT) proposes to construct and operate toll systems at Toll Locations 3, 4 & 6 through 13 (Project) along five major highway corridors (I-95, I-195, and I-295, US Route 6, and RI Route 146. The proposed toll systems at the toll locations would be used to collect toll revenue from a tractor or truck tractor as defined in 23 CFR 658.5, pulling a trailer or trailers travelling across select bridges associated with the toll locations. RIDOT is preparing an Environmental Assessment (EA) for the Project. The Federal Highway Administration (FHWA) is the lead federal agency. The EA will evaluate the impacts of construction and implementation of the toll systems at Toll Locations 3, 4 & 6 through 13. Implementation of tolling can sometimes result in a shift of travel behavior wherein some drivers travel on a different route to avoid paying a toll. The potential shift of vehicles away from the tolled facilities is referred to as a "toll diversion."

The proposed Project has been determined to be an 'undertaking' subject to Section 106 of the National Historic Preservation Act (NHPA) of 1966, as amended (54 U.S.C. 3100101 *et seq.),* and its implementing regulations (36 CFR § 800). This correspondence which addresses Diversion Route 14 through Portsmouth is being sent to you in accordance with 36 CFR § 800.3 regarding project notification and initiation of consultation.

Per 36 CFR § 800.4 – *Identification of historic properties,* as part of RIDOT's efforts to identify historic properties in the area of potential effect (APE), RIDOT authorized The Public Archaeology Laboratory, Inc. (PAL) to conduct a Due Diligence Review to identify historic properties within the APE for Diversion Route 14.

Enclosed for your review is the *Section 106 Documentation Form-1* that includes a general project description, the results of background search for identifying historic properties and a list of identified consulting parties. Also included is PAL's *Technical Memorandum* for potential Diversion Routes summarizing the results of the due diligence review. For the purposes of *Section 106* review, the "area of potential effect" (APE) for aboveground resources is defined as a corridor extending 250 feet left and right from the centerline of each Diversion Route. As there are no proposed improvements or construction activities or other project effects that might have an effect on archaeological resources there is no APE for archaeological resources.

Leon C. Lesinski
Administrative Officer
Planning Board
Town of Portsmouth
December 22, 2017

Based on the results of PAL's review and per 36 CFR § 800.5(b) – *Assessment of adverse effect*, RIDOT's recommendation is that any potential increase in truck traffic on Diversion Route 14 will have "no adverse effect" on historic properties in the Town of Portsmouth and we are requesting your concurrence per Section 106 of the National Historic Preservation Act or 1966, as amended.

Please provide us with any comments that you may within 30 days of receipt of this letter. Should you have any questions or require additional information, please contact me at 222-2023, x 4282.

Sincerely,

Melanie Jewett Army

Melanie Jewett Army, AICP
Assistant Chief of Planning
Office of Project Approvals, Licenses, & Utilities

Enclosures
cc: Army, Brady, Fisette, Gannon, Hebert, McGinn, Rocchio, Waugh, Jergensen-RIHPHC
C. Padilla-Fresse-FHWA and file, all *w/o* enclosures

Department of Transportation
Two Capitol Hill
Providence, RI 02903

Office 401-222-2450
Fax 401-222-3905

December 22, 2017

Jeffrey P. Harris, Chairman
North Smithfield Historic District Commission
Town Hall
One Main Street, PO Box 248
Slatersville, RI 02876

Re: RIDOT Project at Toll Locations 3, 4 & 6 through 13
RIC No. 2017-0T-002
Section 106 Consultation Initiation
Due Diligence Review and Recommendation of Effect
Toll Location No. 12
Diversion Routes 2, 7, and 13, North Smithfield

Dear Mr. Harris:

The Rhode Island Department of Transportation (RIDOT) proposes to construct and operate toll systems at Toll Locations 3, 4 & 6 through 13 (Project) along five major highway corridors (I-95, I-195, and I-295, US Route 6, and RI Route 146. The proposed toll systems at the toll locations would be used to collect toll revenue from a tractor or truck tractor as defined in 23 CFR 658.5, pulling a trailer or trailers travelling across select bridges associated with the toll locations. RIDOT is preparing an Environmental Assessment (EA) for the Project. The Federal Highway Administration (FHWA) is the lead federal agency. The EA will evaluate the impacts of construction and implementation of the toll systems at Toll Locations 3, 4 & 6 through 13. Implementation of tolling can sometimes result in a shift of travel behavior wherein some drivers travel on a different route to avoid paying a toll. The potential shift of vehicles away from the tolled facilities is referred to as a "toll diversion."

The proposed Project has been determined to be an 'undertaking' subject to Section 106 of the National Historic Preservation Act (NHPA) of 1966, as amended (54 U.S.C. 3100101 *et seq.),* and its implementing regulations (36 CFR § 800). This correspondence which addresses Diversion Routes 2, 7 and 13 through North Smithfield is being sent to you in accordance with 36 CFR § 800.3 regarding project notification and initiation of consultation.

Per 36 CFR § 800.4 – *Identification of historic properties,* as part of RIDOT's efforts to identify historic properties in the area of potential effect (APE), RIDOT authorized The Public Archaeology Laboratory, Inc. (PAL) to conduct a Due Diligence Review to identify historic properties within the APE Toll Location No. 12 and for Diversion Routes 2, 7 and 13.

Enclosed for your review is the *Section 106 Documentation Form-1* that includes a general project description, the results of preliminary background search for identifying historic properties and a list of identified consulting parties. Also included it the Technical Memorandum/Due Diligence Review prepared by PAL. For the purposes of *Section 106* review, the "area of potential effect" (APE) for aboveground resources is defined as a corridor extending 250 feet left and right from the centerline of each Diversion Route. As there are no proposed improvements or construction activities or other project effects that might have an effect on archaeological resources there is no APE for archaeological resources.

Jeffrey P. Harris, Chairman
North Smithfield Historic District Commission
December 22, 2017

Based on the results of PAL's review and per 36 CFR § 800.5(b) – *Assessment of adverse effect*, RIDOT's opinion is that the construction of Toll Location No. 12 and any potential increase in heavy commercial vehicle traffic on Diversion Routes 2, 7 and/or 13 will have "no adverse effect" on historic properties and we are requesting your concurrence per Section 106 of the National Historic Preservation Act or 1966, as amended.

Please provide us with any comments that you may within 30 days of receipt of this letter. Should you have any questions or require additional information, please contact me at 222-2023, x 4282.

Sincerely,

Melanie Jewett Army

Melanie Jewett Army, AICP
Assistant Chief of Planning
Office of Project Approvals, Licenses, & Utilities

Enclosures
cc: Army, Brady, Fisette, Gannon, Hebert, McGinn, Rocchio, Waugh, Jergensen-RIHPHC
C. Padilla-Fresse-FHWA and file, all *w/o* enclosures

Department of Transportation
Two Capitol Hill
Providence, RI 02903

Office 401-222-2450
Fax 401-222-3905

December 22, 2017

Donna Tobin, Chair
Historic District Commission
c/o Planning Department
Warwick City Hall, Annex Building 2nd Floor
3275 Post Road
Warwick, RI 02886

Re: RIDOT Project at Toll Locations 3, 4 & 6 through 13
RIC No. 2017-0T-002
Section 106 Consultation Initiation
Due Diligence Review and Recommendation of Effect
Toll Location No. 3, Warwick
Diversion Routes 3 and 4, Warwick

Dear Ms. Tobin:

In accordance with 36 CFR §800.3 (of " Protection of Historic Properties"), regulations of the federal Advisory Council on Historic Preservation, on behalf of the Federal Highway Administration (FHWA), RIDOT initiated the Section 106 review process for the above referenced transportation project by our project notification correspondence dated June 29, 2017, to your organization.

Per 36 CFR § 800.4 – *Identification of historic properties,* as part of RIDOT's efforts to identify historic properties in the area of potential effect (APE), RIDOT authorized The Public Archaeology Laboratory, Inc. (PAL) to conduct a Due Diligence Review to identify historic properties within the APE for Toll Location No. 3 on I-95 in Warwick near the Centerville Road (Route 117) (RIDOT Bridge No. 068401) and Toll Gate Road (Route 115) (RIDOT Bridge No. 068301) bridges. PAL has also conducted a Due Diligence Review for Diversion Route 3: US Route 1 (Post Road) from RI Route 403 in North Kingstown to the T.F. Green Airport Connector Road in Warwick, and Diversion Route 4: RI Route 2 (Quaker Lane and Bald Hill Road) from Exit 8 on I-95 in Warwick/West Warwick, to Exit 2 on I-295 in Warwick that have been identified potential travel routes used by heavy commercial vehicles to avoid Toll Location 3.

Enclosed for your review and comment is revised *Section 106 Documentation Form-1* that includes a general project description, the results of background search for identifying historic properties and a list of identified consulting parties. Also included is PAL's *Technical Memorandum* for potential Diversion Routes summarizing the results of the due diligence review. Based on the results of PAL's review and per *36 CFR § 800.5(b) – Assessment of adverse effect,* RIDOT's recommendation is that the construction of Toll Location No. 3 and any potential increase in truck traffic on Diversion Routes 3 and/or 4 will have "no adverse effect" on historic properties in the City of Warwick and we are requesting your concurrence per Section 106 of the National Historic Preservation Act of 1966, as amended.

Please provide us with any comments that you may within 30 days of receipt of this letter. Should you have any questions or require additional information, please contact me at 222-2023, x 4282.

Sincerely,

Melanie Jewett Army

Melanie Jewett Army, AICP
Assistant Chief of Planning
Office of Project Approvals, Licenses, & Utilities

Enclosures
cc: Army, Brady, Fisette, Gannon, Hebert, McGinn, Rocchio, Waugh, Jergensen-RIHPHC, C. Padilla-Fresse-FHWA and file, all *w/o* enclosures

Department of Transportation
Two Capitol Hill
Providence, RI 02903

Office 401-222-2450
Fax 401-222-3905

December 22, 2017

Felicia Castiglioni Gardella, President
Warwick Historical Society
25 Roger Williams Circle
Warwick, RI 02888

Re: RIDOT Project at Toll Locations 3, 4 & 6 through 13
RIC No. 2017-0T-002
Section 106 Consultation Initiation
Due Diligence Review and Recommendation of Effect
Toll Location No. 3, Warwick
Diversion Routes 3 and 4, Warwick

Dear Ms. Castiglioni-Gardella:

In accordance with 36 CFR §800.3 (of " Protection of Historic Properties"), regulations of the federal Advisory Council on Historic Preservation, on behalf of the Federal Highway Administration (FHWA), RIDOT initiated the Section 106 review process for the above referenced transportation project by our project notification correspondence dated June 29, 2017, to your organization.

Per 36 CFR § 800.4 – *Identification of historic properties,* as part of RIDOT's efforts to identify historic properties in the area of potential effect (APE), RIDOT authorized The Public Archaeology Laboratory, Inc. (PAL) to conduct a Due Diligence Review to identify historic properties within the APE for Toll Location No. 3 on I-95 in Warwick near the Centerville Road (Route 117) (RIDOT Bridge No. 068401) and Toll Gate Road (Route 115) (RIDOT Bridge No. 068301) bridges. PAL has also conducted a Due Diligence Review for Diversion Route 3: US Route 1 (Post Road) from RI Route 403 in North Kingstown to the T.F. Green Airport Connector Road in Warwick, and Diversion Route 4: RI Route 2 (Quaker Lane and Bald Hill Road) from Exit 8 on I-95 in Warwick/West Warwick, to Exit 2 on I-295 in Warwick that have been identified potential travel routes used by heavy commercial vehicles to avoid Toll Location 3.

Enclosed for your review and comment is revised *Section 106 Documentation Form-1* that includes a general project description, the results of background search for identifying historic properties and a list of identified consulting parties. Also included is PAL's *Technical Memorandum* for potential Diversion Routes summarizing the results of the due diligence review. Based on the results of PAL's review and per *36 CFR § 800.5(b) – Assessment of adverse effect,* RIDOT's recommendation is that the construction of Toll Location No. 3 and any potential increase in truck traffic on Diversion Routes 3 and/or 4 will have "no adverse effect" on historic properties in the City of Warwick and we are requesting your concurrence per Section 106 of the National Historic Preservation Act of 1966, as amended.

Please provide us with any comments that you may within 30 days of receipt of this letter. Should you have any questions or require additional information, please contact me at 222-2023, x 4282.

Sincerely,

Melanie Jewett Army

Melanie Jewett Army, AICP
Assistant Chief of Planning
Office of Project Approvals, Licenses, & Utilities

Enclosures
cc: Army, Brady, Fisette, Gannon, Hebert, McGinn, Rocchio, Waugh, Jergensen-RIHPHC, C. Padilla-Fresse-FHWA and file, all *w/o* enclosures

Department of Transportation
Two Capitol Hill
Providence, RI 02903

Office 401-222-2450
Fax 401-222-3905

December 22, 2017

Fred Love, Chair
Pawtucket Historic District Commission
Pawtucket City Hall
137 Roosevelt Avenue
Pawtucket, RI 02860

Re: RIDOT Project at Toll Locations 3, 4 & 6 through 13
RIC No. 2017-0T-002
Due Diligence Review and Recommendation of Effect
Toll Location No. 6, Pawtucket
Diversion Routes 9, 10, and 12 Pawtucket

Dear Mr. Love:

In accordance with 36 CFR §800.3 (of " Protection of Historic Properties"), regulations of the federal Advisory Council on Historic Preservation, on behalf of the Federal Highway Administration (FHWA), RIDOT initiated the Section 106 review process for the above referenced transportation project by our project notification correspondence dated June 29, 2017, to your organization.

Per 36 CFR § 800.4 – *Identification of historic properties,* as part of RIDOT's efforts to identify historic properties in the area of potential effect (APE), RIDOT authorized The Public Archaeology Laboratory, Inc. (PAL) to conduct a Due Diligence Review to identify historic properties within the APE for Toll Location No. 6 on I-95 in Pawtucket near the East Street Bridges (RIDOT Bridge Nos. 056101 and 056102) and the Roosevelt Avenue Bridges (RIDOT Bridge Nos. 056201 and 056221). PAL has also conducted a Due Diligence Review for Diversion Routes 9, 10, and 12 located in Pawtucket that have been identified as potential travel routes used by heavy commercial vehicles to avoid Toll Location No. 6.

Enclosed for your review and comment is revised *Section 106 Documentation Form-1* that includes a general project description, the results of background search for identifying historic properties and a list of identified consulting parties. Also included is PAL's *Technical Memoranda* for Toll Location No. 6 and potential Diversion Routes summarizing the results of these due diligence reviews. Based on the results of PAL's review and per *36 CFR § 800.5(b) – Assessment of adverse effect,* RIDOT's recommendation is that the construction of Toll Location No. 6 and any potential increase in truck traffic on Diversion Routes 9, 10, and/or 12 will have "no adverse effect" on historic properties in the City of Pawtucket and we are requesting your concurrence per Section 106 of the National Historic Preservation Act of 1966, as amended.

Please provide us with any comments that you may within 30 days of receipt of this letter. Should you have any questions or require additional information, please contact me at 222-2023, x 4282.

Sincerely,

Melanie Jewett Army

Melanie Jewett Army, AICP
Assistant Chief of Planning
Office of Project Approvals, Licenses, & Utilities

Enclosures
cc: Army, Brady, Fisette, Gannon, Hebert, McGinn, Rocchio, Waugh, Love-PHDC, Jergensen-RIHPHC, C. Padilla-Fresse-FHWA and file, all *w/o* enclosures

Department of Transportation
Two Capitol Hill
Providence, RI 02903

Office 401-222-2450
Fax 401-222-3905

December 22, 2017

Ms. Megan T. DiPrete, Executive Director
Blackstone Heritage Corridor, Inc.
670 Linwood Avenue
Whitinsville, MA 01588

Re: RIDOT Project at Toll Locations 3, 4 & 6 through 13
RIC No. 2017-0T-002
Section 106 Consultation Initiation
Due Diligence Review and Recommendation of Effect
Toll Locations 3, 4 & 6 through 13
Diversion Routes 2 through 16

Dear Ms. DiPrete:

In accordance with 36 CFR §800.3 (of " Protection of Historic Properties"), regulations of the federal Advisory Council on Historic Preservation, on behalf of the Federal Highway Administration (FHWA), RIDOT initiated the Section 106 review process for the above referenced transportation project by our project notification correspondence dated June 29, 2017, to your organization.

Per 36 CFR § 800.4 – *Identification of historic properties,* as part of RIDOT's efforts to identify historic properties in the area of potential effect (APE), RIDOT authorized The Public Archaeology Laboratory, Inc. (PAL) to conduct a Due Diligence Review to identify historic properties within the APE for each Toll Location. PAL has also conducted a Due Diligence Review for each Diversion Route that has been identified as a potential travel route used by trucks to avoid toll locations.

Enclosed for your review and comment are revised *Section 106 Documentation Form-1s* for Toll Locations 4, 6, and 10 through 13 and potential Diversion Routes 2, 7 through 13, and 16 and PAL's *Technical Memoranda*, summarizing the results of these due diligence reviews. Based on the results of PAL's review and per *36 CFR § 800.5(b) – Assessment of adverse effect,* RIDOT's recommendation is that the construction of Toll Locations 4, 6, and 10 through 13 and the increased truck traffic on Diversion Routes 2, 7 through 13, and 16 will have "no adverse effect" on historic properties and we are requesting your concurrence per Section 106 of the National Historic Preservation Act of 1966, as amended.

Please provide us with any comments that you may within 30 days of receipt of this letter. Should you have any questions or require additional information, please contact me at 222-2023, x 4282.

Sincerely,

Melanie Jewett Army

Melanie Jewett Army, AICP
Assistant Chief of Planning
Office of Project Approvals, Licenses, & Utilities

Enclosures
cc: Army, Brady, Fisette, Gannon, Hebert, McGinn, Rocchio, Waugh, Runyon-PPS, Jergensen-RIHPHC, C. Padilla-Fresse-FHWA and file, all *w/o* enclosures

Department of Transportation
Two Capitol Hill
Providence, RI 02903

Office 401-222-2450
Fax 401-222-3905

December 22, 2017

Jason Dionne, President
Blackstone Valley Historical Society
1873 Old Louisquisset Pike
P.O. Box 125
Lincoln, RI 02865

Re: RIDOT Project at Toll Locations 3, 4 & 6 through 13
RIC No. 2017-0T-002
Toll Locations 3, 4 & 6 through 13, State-wide
Diversion Routes 2 through 16, State-wide

Dear Mr. Dionne:

In accordance with 36 CFR §800.3 (of " Protection of Historic Properties"), regulations of the federal Advisory Council on Historic Preservation, on behalf of the Federal Highway Administration (FHWA), RIDOT initiated the Section 106 review process for the above referenced transportation project by our project notification correspondence dated June 29, 2017, to your organization.

Per 36 CFR § 800.4 – *Identification of historic properties,* as part of RIDOT's efforts to identify historic properties in the area of potential effect (APE), RIDOT authorized The Public Archaeology Laboratory, Inc. (PAL) to conduct a Due Diligence Review to identify historic properties within the APE for Toll Location 6 in Pawtucket and 11 in Lincoln. PAL has also conducted a Due Diligence Review for Diversion Routes 9 and 10 through Pawtucket, and 12 through Central Falls and Lincoln that have been identified as a potential travel routes used by trucks to avoid toll locations.

Enclosed for your review and comment are revised *Section 106 Documentation Form-1s* for Toll Locations 6 and 11 and potential Diversion Routes 9, 10 and 12 and PAL's *Technical Memoranda* summarizing the results of these due diligence reviews. Based on the results of PAL's review and per *36 CFR § 800.5(b) – Assessment of adverse effect,* RIDOT's recommendation is that the construction of Toll Locations 6 and 11 and any potential increase in truck traffic on Diversion Routes 9, 10 and 12 will have "no adverse effect" on historic properties and we are requesting your concurrence per Section 106 of the National Historic Preservation Act of 1966, as amended.

Please provide us with any comments that you may within 30 days of receipt of this letter. Should you have any questions or require additional information, please contact me at 222-2023, x 4282.

Sincerely,

Melanie Jewett Army

Melanie Jewett Army, AICP
Assistant Chief of Planning
Office of Project Approvals, Licenses, & Utilities

Enclosures
cc: Army, Brady, Fisette, Gannon, Hebert, McGinn, Rocchio, Waugh, Jergensen-RIHPHC, C. Padilla-Fresse-FHWA and file, all *w/o* enclosures

Department of Transportation
Two Capitol Hill
Providence, RI 02903

Office 401-222-2450
Fax 401-222-3905

December 22, 2017

Mr. Jeffrey Emidy, Acting Executive Director
Deputy State Historic Preservation Officer
Rhode Island Historical Preservation & Heritage Commission
Old State House
150 Benefit Street
Providence, Rhode Island 02903

Attention: Ms. Michaela Jergensen

Re: RIDOT Project at Toll Locations 3, 4 & 6 through 13
RIC No. 2017-0T-002
Section 106 Consultation Initiation
Due Diligence Review and Recommendation of Effect
Toll Locations 3, 4 & 6 through 13, State-wide
Diversion Routes 2 through 16, State-wide

Dear Mr. Emidy:

In accordance with 36 CFR §800.3 (of " Protection of Historic Properties"), regulations of the federal Advisory Council on Historic Preservation, on behalf of the Federal Highway Administration (FHWA), RIDOT initiated the Section 106 review process for the above referenced transportation project by our project notification correspondence dated June 29, 2017, to your organization.

Per 36 CFR § 800.4 – *Identification of historic properties,* as part of RIDOT's efforts to identify historic properties in the area of potential effect (APE), RIDOT authorized The Public Archaeology Laboratory, Inc. (PAL) to conduct a Due Diligence Review to identify historic properties within the APE for each Toll Location. PAL has also conducted a Due Diligence Review for each Diversion Route that has been identified as a potential travel route used by trucks to avoid toll locations.

Enclosed for your review and comment are revised *Section 106 Documentation Form-1s* and PAL's *Technical Memoranda* for each Toll Location and potential Diversion Routes, summarizing the results of these due diligence reviews. Based on the results of PAL's review and per *36 CFR § 800.5(b) – Assessment of adverse effect,* RIDOT's recommendation is that the construction of Toll Locations 3, 4 & 6 through 13 and any potential increase in truck traffic on Diversion Routes 2 through 16 will have "no adverse effect" on historic properties and we are requesting your concurrence per Section 106 of the National Historic Preservation Act of 1966, as amended.

Please provide us with any comments that you may within 30 days of receipt of this letter. Should you have any questions or require additional information, please contact me at 222-2023, x 4282.

Sincerely,

Melanie Jewett Army

Melanie Jewett Army, AICP
Assistant Chief of Planning
Office of Project Approvals, Licenses, & Utilities

Enclosures
cc: Army, Brady, Fisette, Gannon, Hebert, McGinn, Rocchio, Waugh, Runyon-PPS, Jergensen-RIHPHC, C. Padilla-Fresse-FHWA and file, all *w/o* enclosures

Department of Transportation
Two Capitol Hill
Providence, RI 02903

Office 401-222-2450
Fax 401-222-3905

December 22, 2017

Louis H. McGowan, President
Johnston Historical Society
101 Putnam Pike
Johnston, RI 02919

Re: RIDOT Project at Toll Locations 3, 4 & 6 through 13
RIC No. 2017-0T-002
Due Diligence Review and Recommendation of Effect
Toll Location Nos. 7 and 8, Johnston
Diversion Route 6, Johnston

Dear Mr. McGowan:

In accordance with 36 CFR §800.3 (of " Protection of Historic Properties"), regulations of the federal Advisory Council on Historic Preservation, on behalf of the Federal Highway Administration (FHWA), RIDOT initiated the Section 106 review process for the above referenced transportation project by our project notification correspondence dated June 29, 2017, to your organization.

Per 36 CFR § 800.4 – *Identification of historic properties,* as part of RIDOT's efforts to identify historic properties in the area of potential effect (APE), RIDOT authorized The Public Archaeology Laboratory, Inc. (PAL) to conduct a Due Diligence Review to identify historic properties within the APE for Toll Location No. 7 on I-295 in Cranston near the Plainfield Pike (Route 14) Bridges (RIDOT Bridge Nos. 073201 and 073221) and Toll Location No. 8 comprised of 6 gantries on 1-295 in Johnston near the interchanges with Route 6 (RIDOT Bridge Nos. 073601, 073621, 073701, and 073721), Route 6A (Hartford Pike) (RIDOT Bridge Nos. 075701 and 075721), and Greenville Avenue (RIDOT Bridge Nos. 074001 and 074021). PAL has also conducted a Due Diligence Review for Diversion Route 6 located in Johnston that has been identified as a potential travel route used by trucks to avoid Toll Location No. 8.

Enclosed for your review and comment is revised *Section 106 Documentation Form-1* and PAL's *Technical Memoranda* for Toll Location Nos.7 and 8 and potential Diversion Routes summarizing the results of these due diligence reviews. Based on the results of PAL's review and per *36 CFR § 800.5(b) – Assessment of adverse effect,* RIDOT's recommendation is that the construction of Toll Location Nos. 7 and 8 and any potential increase in truck traffic on Diversion Route 6 will have "no adverse effect" on historic properties in the Town of Johnston and we are requesting your concurrence per Section 106 of the National Historic Preservation Act of 1966, as amended.

Please provide us with any comments that you may within 30 days of receipt of this letter. Should you have any questions or require additional information, please contact me at 222-2023, x 4282.

Sincerely,

Melanie Jewett Army

Melanie Jewett Army, AICP
Assistant Chief of Planning
Office of Project Approvals, Licenses, & Utilities

Enclosures
cc: Army, Brady, Fisette, Gannon, Hebert, McGinn, Rocchio, Waugh, Jergensen-RIHPHC, C. Padilla-Fresse-FHWA and file, all *w/o* enclosures

Department of Transportation
Two Capitol Hill
Providence, RI 02903

Office 401-222-2450
Fax 401-222-3905

December 22, 2017

Thomas E. Deller, AICP
Johnston Town Planner
100 Irons Avenue
Johnston RI, 02919

Re: RIDOT Project at Toll Locations 3, 4 & 6 through 13
RIC No. 2017-0T-002
Due Diligence Review and Recommendation of Effect
Toll Location Nos. 7 and 8, Johnston
Diversion Route 6, Johnston

Dear Mr. Deller:

In accordance with 36 CFR §800.3 (of " Protection of Historic Properties"), regulations of the federal Advisory Council on Historic Preservation, on behalf of the Federal Highway Administration (FHWA), RIDOT initiated the Section 106 review process for the above referenced transportation project by our project notification correspondence dated June 29, 2017, to your organization.

Per 36 CFR § 800.4 – *Identification of historic properties,* as part of RIDOT's efforts to identify historic properties in the area of potential effect (APE), RIDOT authorized The Public Archaeology Laboratory, Inc. (PAL) to conduct a Due Diligence Review to identify historic properties within the APE for Toll Location No. 7 on I-295 in Cranston near the Plainfield Pike (Route 14) Bridges (RIDOT Bridge Nos. 073201 and 073221) and Toll Location No. 8 comprised of 6 gantries on 1-295 in Johnston near the interchanges with Route 6 (RIDOT Bridge Nos. 073601, 073621, 073701, and 073721), Route 6A (Hartford Pike) (RIDOT Bridge Nos. 075701 and 075721), and Greenville Avenue (RIDOT Bridge Nos. 074001 and 074021). PAL has also conducted a Due Diligence Review for Diversion Route 6 located in Johnston that has been identified as a potential travel route used by trucks to avoid Toll Location No. 8.

Enclosed for your review and comment is revised *Section 106 Documentation Form-1* and PAL's *Technical Memoranda* for Toll Location Nos.7 and 8 and potential Diversion Routes summarizing the results of these due diligence reviews. Based on the results of PAL's review and per *36 CFR § 800.5(b) – Assessment of adverse effect,* RIDOT's recommendation is that the construction of Toll Location Nos. 7 and 8 and any potential increase in truck traffic on Diversion Route 6 will have "no adverse effect" on historic properties in the Town of Johnston and we are requesting your concurrence per Section 106 of the National Historic Preservation Act of 1966, as amended.

Please provide us with any comments that you may within 30 days of receipt of this letter. Should you have any questions or require additional information, please contact me at 222-2023, x 4282.

Sincerely,

Melanie Jewett Army

Melanie Jewett Army, AICP
Assistant Chief of Planning
Office of Project Approvals, Licenses, & Utilities

Enclosures
cc: Army, Brady, Fisette, Gannon, Hebert, McGinn, Rocchio, Waugh, Jergensen-RIHPHC, C. Padilla-Fresse-FHWA and file, all *w/o* enclosures

Department of Transportation
Two Capitol Hill
Providence, RI 02903

Office 401-222-2450
Fax 401-222-3905

December 22, 2017

Alicia Lehrer, Executive Director
Woonasquatucket River Watershed Council
45 Eagle Street, Suite 202
Providence, RI 02909

Re: RIDOT Project at Toll Locations 3, 4 & 6 through 13
RIC No. 2017-0T-002
Due Diligence Review and Recommendation of Effect
Toll Location No 8, Johnston

Dear Ms. Lehrer:

In accordance with 36 CFR §800.3 (of " Protection of Historic Properties"), regulations of the federal Advisory Council on Historic Preservation, on behalf of the Federal Highway Administration (FHWA), RIDOT initiated the Section 106 review process for the above referenced transportation project by our project notification correspondence dated June 29, 2017, to your organization.

Per 36 CFR § 800.4 – *Identification of historic properties,* as part of RIDOT's efforts to identify historic properties in the area of potential effect (APE), RIDOT authorized The Public Archaeology Laboratory, Inc. (PAL) to conduct a Due Diligence Review to identify historic properties within the APE for Toll Location No. 8 comprised of 6 gantries on 1-295 in Johnston near the interchanges with Route 6 (RIDOT Bridge Nos. 073601, 073621, 073701, and 073721), Route 6A (Hartford Pike) (RIDOT Bridge Nos. 075701 and 075721), and Greenville Avenue (RIDOT Bridge Nos. 074001 and 074021). PAL has also conducted a Due Diligence Review for Diversion Route 6 located in Johnston that has been identified as a potential travel route used by trucks to avoid Toll Location No. 8.

Enclosed for your review and comment is revised *Section 106 Documentation Form-1* and PAL's *Technical Memoranda* for Toll Location Nos.7 and 8 and potential Diversion Routes summarizing the results of these due diligence reviews. Based on the results of PAL's review and per *36 CFR § 800.5(b) – Assessment of adverse effect,* RIDOT's recommendation is that the construction of Toll Location Nos. 7 and 8 and any potential increase in truck traffic on Diversion Route 6 will have "no adverse effect" on historic properties and we are requesting your concurrence per Section 106 of the National Historic Preservation Act of 1966, as amended.

Please provide us with any comments that you may within 30 days of receipt of this letter. Should you have any questions or require additional information, please contact me at 222-2023, x 4282.

Sincerely,

Melanie Jewett Army

Melanie Jewett Army, AICP
Assistant Chief of Planning
Office of Project Approvals, Licenses, & Utilities

Enclosures
cc: Army, Brady, Fisette, Gannon, Hebert, McGinn, Rocchio, Waugh, Jergensen-RIHPHC, C. Padilla-Fresse-FHWA and file, all *w/o* enclosures

Department of Transportation
Two Capitol Hill
Providence, RI 02903

Office 401-222-2450
Fax 401-222-3905

December 22, 2017

Jocelyn Dube
Preservation Society of Pawtucket
67 Park Place
Pawtucket RI 02860

Re: RIDOT Project at Toll Locations 3, 4 & 6 through 13
RIC No. 2017-0T-002
Due Diligence Review and Recommendation of Effect
Toll Location No. 6, Pawtucket
Diversion Routes 9, 10, and 12 Pawtucket

Dear Ms. Dube:

In accordance with 36 CFR §800.3 (of " Protection of Historic Properties"), regulations of the federal Advisory Council on Historic Preservation, on behalf of the Federal Highway Administration (FHWA), RIDOT initiated the Section 106 review process for the above referenced transportation project by our project notification correspondence dated June 29, 2017, to your organization.

Per 36 CFR § 800.4 – *Identification of historic properties,* as part of RIDOT's efforts to identify historic properties in the area of potential effect (APE), RIDOT authorized The Public Archaeology Laboratory, Inc. (PAL) to conduct a Due Diligence Review to identify historic properties within the APE for Toll Location No. 6 on I-95 in Pawtucket near the East Street Bridges (RIDOT Bridge Nos. 056101 and 056102) and the Roosevelt Avenue Bridges (RIDOT Bridge Nos. 056201 and 056221). PAL has also conducted a Due Diligence Review for Diversion Routes 9, 10, and 12 located in Pawtucket that have been identified as potential travel routes used by heavy commercial vehicles to avoid Toll Location No. 6.

Enclosed for your review and comment is revised *Section 106 Documentation Form-1* that includes a general project description, the results of background search for identifying historic properties and a list of identified consulting parties. Also included is PAL's *Technical Memoranda* for Toll Location No. 6 and potential Diversion Routes summarizing the results of these due diligence reviews. Based on the results of PAL's review and per *36 CFR § 800.5(b) – Assessment of adverse effect,* RIDOT's recommendation is that the construction of Toll Location No. 6 and any potential increase in truck traffic on Diversion Routes 9, 10, and/or 12 will have "no adverse effect" on historic properties in the City of Pawtucket and we are requesting your concurrence per Section 106 of the National Historic Preservation Act of 1966, as amended.

Please provide us with any comments that you may within 30 days of receipt of this letter. Should you have any questions or require additional information, please contact me at 222-2023, x 4282.

Sincerely,

Melanie Jewett Army

Melanie Jewett Army, AICP
Assistant Chief of Planning
Office of Project Approvals, Licenses, & Utilities

Enclosures
cc: Army, Brady, Fisette, Gannon, Hebert, McGinn, Rocchio, Waugh, Love-PHDC, Jergensen-RIHPHC, C. Padilla-Fresse-FHWA and file, all *w/o* enclosures

Department of Transportation
Two Capitol Hill
Providence, RI 02903

Office 401-222-2450
Fax 401-222-3905

December 22, 2017

Cranston Historic District Commission
Cranston City Hall
869 Park Avenue
Cranston, Rhode Island 02910

Attention: Lynn Furney, Senior Planner

Re: RIDOT Project at Toll Locations 3, 4 & 6 through 13
RIC No. 2017-0T-002
Due Diligence Review and Recommendation of Effect
Toll Location No. 7, Cranston
Diversion Routes 6, and 16, Cranston

Dear Ms. Furney:

In accordance with 36 CFR §800.3 (of " Protection of Historic Properties"), regulations of the federal Advisory Council on Historic Preservation, on behalf of the Federal Highway Administration (FHWA), RIDOT initiated the Section 106 review process for the above referenced transportation project by our project notification correspondence dated June 29, 2017, to your organization.

Per 36 CFR § 800.4 – *Identification of historic properties,* as part of RIDOT's efforts to identify historic properties in the area of potential effect (APE), RIDOT authorized The Public Archaeology Laboratory, Inc. (PAL) to conduct a Due Diligence Review to identify historic properties within the APE for Toll Location No. 7 on I-295 in Cranston near the Plainfield Pike (Route 14) Bridges (RIDOT Bridge Nos. 073201 and 073221). PAL has also conducted a Due Diligence Review for Diversion Routes 6, and 16 located in Cranston that have been identified as potential travel routes used by heavy commercial vehicles to avoid Toll Location No. 7.

Enclosed for your review and comment is revised *Section 106 Documentation Form-1* and PAL's *Technical Memoranda* for Toll Location No. 7 and potential Diversion Routes 6 and 16 summarizing the results of these due diligence reviews. Based on the results of PAL's review and per *36 CFR § 800.5(b) – Assessment of adverse effect,* RIDOT's recommendation is that the construction of Toll Location No. 7 and any potential increase in truck traffic on Diversion Routes 6 and/or 16 will have "no adverse effect" on historic properties in the City of Cranston and we are requesting your concurrence per Section 106 of the National Historic Preservation Act of 1966, as amended.

Please provide us with any comments that you may within 30 days of receipt of this letter. Should you have any questions or require additional information, please contact me at 222-2023, x 4282.

Sincerely,

Melanie Jewett Army

Melanie Jewett Army, AICP
Assistant Chief of Planning
Office of Project Approvals, Licenses, & Utilities

Enclosures
cc: Army, Brady, Fisette, Gannon, Hebert, McGinn, Rocchio, Waugh, Jergensen-RIHPHC, C. Padilla-Fresse-FHWA and file, all *w/o* enclosures

Department of Transportation
Two Capitol Hill
Providence, RI 02903

Office 401-222-2450
Fax 401-222-3905

December 22, 2017

Sandra Moyer, President
Cranston Historical Society
1351 Cranston Street
Cranston, RI 02920

Re: RIDOT Project at Toll Locations 3, 4 & 6 through 13
RIC No. 2017-0T-002
Due Diligence Review and Recommendation of Effect
Toll Location No. 7, Cranston
Diversion Routes 6, and 16, Cranston

Dear Ms. Moyer:

In accordance with 36 CFR §800.3 (of " Protection of Historic Properties"), regulations of the federal Advisory Council on Historic Preservation, on behalf of the Federal Highway Administration (FHWA), RIDOT initiated the Section 106 review process for the above referenced transportation project by our project notification correspondence dated June 29, 2017, to your organization.

Per 36 CFR § 800.4 – *Identification of historic properties,* as part of RIDOT's efforts to identify historic properties in the area of potential effect (APE), RIDOT authorized The Public Archaeology Laboratory, Inc. (PAL) to conduct a Due Diligence Review to identify historic properties within the APE for Toll Location No. 7 on I-295 in Cranston near the Plainfield Pike (Route 14) Bridges (RIDOT Bridge Nos. 073201 and 073221). PAL has also conducted a Due Diligence Review for Diversion Routes 6, and 16 located in Cranston that have been identified as potential travel routes used by heavy commercial vehicles to avoid Toll Location No. 7.

Enclosed for your review and comment is revised *Section 106 Documentation Form-1* and PAL's *Technical Memoranda* for Toll Location No. 7 and potential Diversion Routes 6 and 16 summarizing the results of these due diligence reviews. Based on the results of PAL's review and per *36 CFR § 800.5(b) – Assessment of adverse effect,* RIDOT's recommendation is that the construction of Toll Location No. 7 and any potential increase in truck traffic on Diversion Routes 6 and/or 16 will have "no adverse effect" on historic properties in the City of Cranston and we are requesting your concurrence per Section 106 of the National Historic Preservation Act of 1966, as amended.

Please provide us with any comments that you may within 30 days of receipt of this letter. Should you have any questions or require additional information, please contact me at 222-2023, x 4282.

Sincerely,

Melanie Jewett Army

Melanie Jewett Army, AICP
Assistant Chief of Planning
Office of Project Approvals, Licenses, & Utilities

Enclosures
cc: Army, Brady, Fisette, Gannon, Hebert, McGinn, Rocchio, Waugh, Jergensen-RIHPHC, C. Padilla-Fresse-FHWA and file, all *w/o* enclosures

Department of Transportation
Two Capitol Hill
Providence, RI 02903

Office 401-222-2450
Fax 401-222-3905

December 22, 2017

David Balfour, Chairman
Cumberland Historic District Commission
45 Broad Street
Cumberland, RI 02864

Re: RIDOT Project at Toll Locations 3, 4 & 6 through 13
RIC No. 2017-0T-002
Due Diligence Review and Recommendation of Effect
Toll Location No. 9, Cumberland
Diversion Routes 11 and 12, Cumberland

Dear Mr. Balfour:

In accordance with 36 CFR §800.3 (of " Protection of Historic Properties"), regulations of the federal Advisory Council on Historic Preservation, on behalf of the Federal Highway Administration (FHWA), RIDOT initiated the Section 106 review process for the above referenced transportation project by our project notification correspondence dated June 29, 2017, to your organization.

Per 36 CFR § 800.4 – *Identification of historic properties,* as part of RIDOT's efforts to identify historic properties in the area of potential effect (APE), RIDOT authorized The Public Archaeology Laboratory, Inc. (PAL) to conduct a Due Diligence Review to identify historic properties within the APE for Toll Location No. 9 on 1-295 in Cumberland near the Leigh Road Bridge (RIDOT Bridge Nos. 075301 and 075321). PAL has also conducted a Due Diligence Review for Diversion Routes 11 and 12 located in Cumberland that has been identified as potential travel routes used by heavy commercial vehicles to avoid Toll Location No. 9.

Enclosed for your review and comment is revised *Section 106 Documentation Form-1* and PAL's *Technical Memoranda* for Toll Location No. 9 and potential Diversion Routes 11 and 12 summarizing the results of these due diligence reviews. Based on the results of PAL's review and per *36 CFR § 800.5(b) – Assessment of adverse effect,* RIDOT's recommendation is that the construction of Toll Location No. 9 and any potential increase if truck traffic on Diversion Routes 11 and/or 12 will have "no adverse effect" on historic properties in the Town of Cumberland and we are requesting your concurrence per Section 106 of the National Historic Preservation Act of 1966, as amended.

Please provide us with any comments that you may within 30 days of receipt of this letter. Should you have any questions or require additional information, please contact me at 222-2023, x 4282.

Sincerely,

Melanie Jewett Army

Melanie Jewett Army, AICP
Assistant Chief of Planning
Office of Project Approvals, Licenses, & Utilities

Enclosures
cc: Army, Brady, Fisette, Gannon, Hebert, McGinn, Rocchio, Waugh, Jergensen-RIHPHC, C. Padilla-Fresse-FHWA and file, all *w/o* enclosures

Department of Transportation
Two Capitol Hill
Providence, RI 02903

Office 401-222-2450
Fax 401-222-3905

December 22, 2017

Mr. Stephen Greenleaf, Vice-Chairman
East Providence Historic District Commission
East Providence City Hall
145 Taunton Ave.
East Providence, RI 02914

Attention: Mr. Patrick Hanner, Senior Planner

Re: RIDOT Project at Toll Locations 3, 4 & 6 through 13
RIC No. 2017-0T-002
Due Diligence Review and Recommendation of Effect
Toll Location No. 10, East Providence and Providence
Diversion Route 8, East Providence and Providence

Dear Mr. Greenleaf:

In accordance with 36 CFR §800.3 (of " Protection of Historic Properties"), regulations of the federal Advisory Council on Historic Preservation, on behalf of the Federal Highway Administration (FHWA), RIDOT initiated the Section 106 review process for the above referenced transportation project by our project notification correspondence dated June 29, 2017, to your organization.

Per 36 CFR § 800.4 – *Identification of historic properties,* as part of RIDOT's efforts to identify historic properties in the area of potential effect (APE), RIDOT authorized The Public Archaeology Laboratory, Inc. (PAL) to conduct a Due Diligence Review to identify historic properties within the APE for Toll Location No. 10 on I-195 in East Providence and Providence near the Washington Bridge (RIDOT Bridge Nos. 070001 and 020001). PAL has also conducted a Due Diligence Review for Diversion Route 8 located in East Providence that has been identified as a potential travel route used by trucks to avoid Toll Location 10.

Enclosed for your review and comment is revised *Section 106 Documentation Form-1* and PAL's *Technical Memoranda* for Toll Location No. 10 and potential Diversion Routes summarizing the results of these due diligence reviews. Based on the results of PAL's review and per *36 CFR § 800.5(b) – Assessment of adverse effect,* RIDOT's recommendation is that that the construction of Toll Location No. 10 and any potential increase in truck traffic on Diversion Route No 8 will have "no adverse effect" on historic properties in the City of East Providence and we are requesting your concurrence per Section 106 of the National Historic Preservation Act of 1966, as amended.

Please provide us with any comments that you may within 30 days of receipt of this letter. Should you have any questions or require additional information, please contact me at 222-2023, x 4282.

Sincerely,

Melanie Jewett Army

Melanie Jewett Army, AICP
Assistant Chief of Planning
Office of Project Approvals, Licenses, & Utilities

Enclosures
cc: Army, Brady, Fisette, Gannon, Hebert, McGinn, Rocchio, Waugh, Jergensen-RIHPHC
C. Padilla-Fresse-FHWA and file, all *w/o* enclosures

Department of Transportation
Two Capitol Hill
Providence, RI 02903

Office 401-222-2450
Fax 401-222-3905

December 22, 2017

Ms. Nancy Moore, President
East Providence Historical Society
14 Josephine Avenue
Rumford, RI 02916

Re: RIDOT Project at Toll Locations 3, 4 & 6 through 13
RIC No. 2017-0T-002
Due Diligence Review and Recommendation of Effect
Toll Location No. 10, East Providence and Providence
Diversion Route 8, East Providence and Providence

Dear Ms. Moore:

In accordance with 36 CFR §800.3 (of " Protection of Historic Properties"), regulations of the federal Advisory Council on Historic Preservation, on behalf of the Federal Highway Administration (FHWA), RIDOT initiated the Section 106 review process for the above referenced transportation project by our project notification correspondence dated June 29, 2017, to your organization.

Per 36 CFR § 800.4 – *Identification of historic properties,* as part of RIDOT's efforts to identify historic properties in the area of potential effect (APE), RIDOT authorized The Public Archaeology Laboratory, Inc. (PAL) to conduct a Due Diligence Review to identify historic properties within the APE for Toll Location No. 10 on I-195 in East Providence and Providence near the Washington Bridge (RIDOT Bridge Nos. 070001 and 020001). PAL has also conducted a Due Diligence Review for Diversion Route 8 located in East Providence that has been identified as a potential travel route used by trucks to avoid Toll Location 10.

Enclosed for your review and comment is revised *Section 106 Documentation Form-1* and PAL's *Technical Memoranda* for Toll Location No. 10 and potential Diversion Routes summarizing the results of these due diligence reviews. Based on the results of PAL's review and per *36 CFR § 800.5(b) – Assessment of adverse effect,* RIDOT's recommendation is that that the construction of Toll Location No. 10 and any potential increase in truck traffic on Diversion Route No 8 will have "no adverse effect" on historic properties in the City of East Providence and we are requesting your concurrence per Section 106 of the National Historic Preservation Act of 1966, as amended.

Please provide us with any comments that you may within 30 days of receipt of this letter. Should you have any questions or require additional information, please contact me at 222-2023, x 4282.

Sincerely,

Melanie Jewett Army

Melanie Jewett Army, AICP
Assistant Chief of Planning
Office of Project Approvals, Licenses, & Utilities

Enclosures
cc: Army, Brady, Fisette, Gannon, Hebert, McGinn, Rocchio, Waugh, Jergensen-RIHPHC
C. Padilla-Fresse-FHWA and file, all *w/o* enclosures

Department of Transportation
Two Capitol Hill
Providence, RI 02903

Office 401-222-2450
Fax 401-222-3905

December 22, 2017

Albert Ranaldi, Jr. AICP
Town Planner
Town of Lincoln
P.O. Box 100
Lincoln, RI 02865

Re: RIDOT Project at Toll Locations 3, 4 & 6 through 13
RIC No. 2017-0T-002
Due Diligence Review and Recommendation of Effect
Toll Location No. 11, Lincoln
Diversion Route 12, Lincoln

Dear Mr. Ranaldi:

In accordance with 36 CFR §800.3 (of " Protection of Historic Properties"), regulations of the federal Advisory Council on Historic Preservation, on behalf of the Federal Highway Administration (FHWA), RIDOT initiated the Section 106 review process for the above referenced transportation project by our project notification correspondence dated June 29, 2017, to your organization.

Per 36 CFR § 800.4 – *Identification of historic properties,* as part of RIDOT's efforts to identify historic properties in the area of potential effect (APE), RIDOT authorized The Public Archaeology Laboratory, Inc. (PAL) to conduct a Due Diligence Review to identify historic properties within the APE for Toll Location No. 11 on Route 146 near the Louisquissett Pike Bridge (RIDOT Bridge No. 027601). PAL has also conducted a Due Diligence Review for Diversion Route 12 located in Lincoln that has been identified as a potential travel route used by trucks to avoid Toll Location 11.

Enclosed for your review and comment is revised *Section 106 Documentation Form-1* and PAL's *Technical Memoranda* for Toll Location No. 11 and potential Diversion Routes summarizing the results of these due diligence reviews. Based on the results of PAL's review and per *36 CFR § 800.5(b) – Assessment of adverse effect,* RIDOT's recommendation is that the construction of Toll Location No. 11 and any potential increase in truck traffic on Diversion Route 12 will have "no adverse effect" on historic properties in the Town of Lincoln and we are requesting your concurrence per Section 106 of the National Historic Preservation Act of 1966, as amended.

Please provide us with any comments that you may within 30 days of receipt of this letter. Should you have any questions or require additional information, please contact me at 222-2023, x 4282.

Sincerely,

Melanie Jewett Army

Melanie Jewett Army, AICP
Assistant Chief of Planning
Office of Project Approvals, Licenses, & Utilities

Enclosures
cc: Army, Brady, Fisette, Gannon, Hebert, McGinn, Rocchio, Waugh, Jergensen-RIHPHC
C. Padilla-Fresse-FHWA and file, all *w/o* enclosures

Department of Transportation
Two Capitol Hill
Providence, RI 02903

Office 401-222-2450
Fax 401-222-3905

December 22, 2017

Michael Marino, Chair
Providence Historic District Commission
Department of Planning & Development
444 Westminster Street, Suite 3A
Providence, RI 02903-3215

Re: RIDOT Project at Toll Locations 3, 4 & 6 through 13
RIC No. 2017-0T-002
Section 106 Consultation Initiation
Due Diligence Review and Recommendation of Effect
Toll Location Nos. 4, 10 and 13, East Providence and Providence
Diversion Routes 7, 8, and 16, East Providence and Providence

Dear Mr. Marino:

In accordance with 36 CFR §800.3 (of " Protection of Historic Properties"), regulations of the federal Advisory Council on Historic Preservation, on behalf of the Federal Highway Administration (FHWA), RIDOT initiated the Section 106 review process for the above referenced transportation project by our project notification correspondence dated June 29, 2017, to your organization.

Per 36 CFR § 800.4 – *Identification of historic properties,* as part of RIDOT's efforts to identify historic properties in the area of potential effect (APE), RIDOT authorized The Public Archaeology Laboratory, Inc. (PAL) to conduct a Due Diligence Review to identify historic properties within the APE for Toll Location No. 4 on I-95 in Providence near the Oxford Street Bridge (RIDOT Bridge No. 065301), Toll Location No. 10 on I-195 in East Providence and Providence near the Washington Bridge (RIDOT Bridge Nos. 070001 and 020001), and Toll Location 13 on Route 6 in Providence near the Woonasquatucket River Bridge (RIDOT Bridge No. 060401). PAL has also conducted a Due Diligence Review for Diversion Routes 7, 8, and 16 located in Providence that have been identified as potential travel routes used by heavy commercial vehicles to avoid toll locations.

Enclosed for your review is the *Section 106 Documentation Form-1* that includes a general project description, the results of background search for identifying historic properties and a list of identified consulting parties. Also included is PAL's *Technical Memoranda* for Toll Locations 4, 10 and 16 and potential Diversion Routes summarizing the results of the due diligence review. Based on the results of PAL's review and per *36 CFR § 800.5(b) – Assessment of adverse effect,* RIDOT's recommendation is that the construction of Toll Location Nos. 4, 10, and 13 and any potential increase in truck traffic on Diversion Routes 7, 8, and/or 16 will have "no adverse effect" on historic properties in the City of Providence and we are requesting your concurrence per Section 106 of the National Historic Preservation Act of 1966, as amended.

Please provide us with any comments that you may within 30 days of receipt of this letter. Should you have any questions or require additional information, please contact me at 222-2023, x 4282.

Sincerely,

Melanie Jewett Army

Melanie Jewett Army, AICP
Assistant Chief of Planning
Office of Project Approvals, Licenses, & Utilities

Enclosures
cc: Army, Brady, Fisette, Gannon, Hebert, McGinn, Rocchio, Waugh, Runyon-PPS, Jergensen-RIHPHC, C. Padilla-Fresse-FHWA and file, all *w/o* enclosures

Department of Transportation
Two Capitol Hill
Providence, RI 02903

Office 401-222-2450
Fax 401-222-3905

December 22, 2017

Brent Runyon, Executive Director
Providence Preservation Society
24 Meeting Street
Providence, RI 02903

Re: RIDOT Project at Toll Locations 3, 4 & 6 through 13
RIC No. 2017-0T-002
Section 106 Consultation Initiation
Due Diligence Review and Recommendation of Effect
Toll Location Nos. 4, 10 and 13, East Providence and Providence
Diversion Routes 7, 8, and 16, East Providence and Providence

Dear Mr. Runyon:

In accordance with 36 CFR §800.3 (of " Protection of Historic Properties"), regulations of the federal Advisory Council on Historic Preservation, on behalf of the Federal Highway Administration (FHWA), RIDOT initiated the Section 106 review process for the above referenced transportation project by our project notification correspondence dated June 29, 2017, to your organization.

Per 36 CFR § 800.4 – *Identification of historic properties,* as part of RIDOT's efforts to identify historic properties in the area of potential effect (APE), RIDOT authorized The Public Archaeology Laboratory, Inc. (PAL) to conduct a Due Diligence Review to identify historic properties within the APE for Toll Location No. 4 on I-95 in Providence near the Oxford Street Bridge (RIDOT Bridge No. 065301), Toll Location No. 10 on I-195 in East Providence and Providence near the Washington Bridge (RIDOT Bridge Nos. 070001 and 020001), and Toll Location 13 on Route 6 in Providence near the Woonasquatucket River Bridge (RIDOT Bridge No. 060401). PAL has also conducted a Due Diligence Review for Diversion Routes 7, 8, and 16 located in Providence that have been identified as potential travel routes used by heavy commercial vehicles to avoid toll locations.

Enclosed for your review is the *Section 106 Documentation Form-1* that includes a general project description, the results of background search for identifying historic properties and a list of identified consulting parties. Also included is PAL's *Technical Memoranda* for Toll Locations 4, 10 and 16 and potential Diversion Routes summarizing the results of the due diligence review. Based on the results of PAL's review and per *36 CFR § 800.5(b) – Assessment of adverse effect,* RIDOT's recommendation is that the construction of Toll Location Nos. 4, 10, and 13 and any potential increase in truck traffic on Diversion Routes 7, 8, and/or 16 will have "no adverse effect" on historic properties in the City of Providence and we are requesting your concurrence per Section 106 of the National Historic Preservation Act of 1966, as amended.

Please provide us with any comments that you may within 30 days of receipt of this letter. Should you have any questions or require additional information, please contact me at 222-2023, x 4282.

Sincerely,

Melanie Jewett Army

Melanie Jewett Army, AICP
Assistant Chief of Planning
Office of Project Approvals, Licenses, & Utilities

Enclosures
cc: Army, Brady, Fisette, Gannon, Hebert, McGinn, Rocchio, Waugh, Runyon-PPS, Jergensen-RIHPHC, C. Padilla-Fresse-FHWA and file, all *w/o* enclosures

Department of Transportation
Two Capitol Hill
Providence, RI 02903

Office 401-222-2450
Fax 401-222-3905

January 9, 2018

Marian Wrightington, Chair
Attleboro Historical Commission
City Hall
77 Park Street
Attleboro, MA 02703

Re: RIDOT Project at Toll Locations 3, 4 & 6 through 13
RIC No. 2017-0T-002
Section 106 Consultation Initiation
Due Diligence Review and Recommendation of Effect
Diversion Routes 9 and 10, Attleboro

Dear Ms. Wrightington:

The Rhode Island Department of Transportation (RIDOT) proposes to construct and operate toll systems at Toll Locations 3, 4 & 6 through 13 (Project) along five major highway corridors (I-95, I-195, and I-295, US Route 6, and RI Route 146. The proposed toll systems at the toll locations would be used to collect toll revenue from a tractor or truck tractor as defined in 23 CFR 658.5, pulling a trailer or trailers travelling across select bridges associated with the toll locations. RIDOT is preparing an Environmental Assessment (EA) for the Project. The Federal Highway Administration (FHWA) is the lead federal agency. The EA will evaluate the impacts of construction and implementation of the toll systems at Toll Locations 3, 4 & 6 through 13. Implementation of tolling can sometimes result in a shift of travel behavior wherein some drivers travel on a different route to avoid paying a toll. The potential shift of vehicles away from the tolled facilities is referred to as a "toll diversion."

The proposed Project has been determined to be an 'undertaking' subject to Section 106 of the National Historic Preservation Act (NHPA) of 1966, as amended (54 U.S.C. 3100101 *et seq.),* and its implementing regulations (36 CFR § 800). This correspondence which addresses Diversion Routes 9 and 10 which extend into Attleboro is being sent to you in accordance with 36 CFR § 800.3 regarding project notification and initiation of consultation.

Enclosed for your review is the *Section 106 Documentation Form-1* that includes a general project description, the results of background search for identifying historic properties and a list of identified consulting parties. Also included is PAL's *Technical Memorandum* for potential Diversion Routes summarizing the results of the due diligence review. For the purposes of *Section 106* review, the "area of potential effect" (APE) for aboveground resources is defined as a corridor extending 250 feet left and right from the centerline of each Diversion Route. As there are no proposed improvements or construction activities or other project effects that might have an effect on archaeological resources there is no APE for archaeological resources.

Based on the results of PAL's review and per 36 CFR § 800.5(b) – *Assessment of adverse effect,* RIDOT's opinion is that any potential increase in truck traffic on Diversion Routes 9 and/or 10 will have "no adverse effect" on historic properties and we are requesting your concurrence per Section 106 of the National Historic Preservation Act or 1966, as amended.

Marian Wrightington
Attleboro Historical Commission
January 9, 2018

Please provide us with any comments that you may within 30 days of receipt of this letter. Should you have any questions or require additional information, please contact me at 222-2023, x 4282.

Sincerely,

David W. Fish

David W. Fish, P.E.
Administrator of Project Management

Enclosures
cc: Army, Fisette, McGinn, Waugh, Runyon-PPS, Jergensen-RIHPHC, C. Padilla-Fresse-FHWA and file, all *w/o* enclosures

Department of Transportation
Two Capitol Hill
Providence, RI 02903

Office 401-222-2450
Fax 401-222-3905

January 9, 2018

Attleboro Historic Preservation Society
28 Sanford Street
Attleboro, MA 02703

Re: RIDOT Project at Toll Locations 3, 4 & 6 through 13
RIC No. 2017-0T-002
Section 106 Consultation Initiation
Due Diligence Review and Recommendation of Effect
Diversion Routes 9 and 10, Attleboro

Dear Sir/Madam:

The Rhode Island Department of Transportation (RIDOT) proposes to construct and operate toll systems at Toll Locations 3, 4 & 6 through 13 (Project) along five major highway corridors (I-95, I-195, and I-295, US Route 6, and RI Route 146. The proposed toll systems at the toll locations would be used to collect toll revenue from a tractor or truck tractor as defined in 23 CFR 658.5, pulling a trailer or trailers travelling across select bridges associated with the toll locations. RIDOT is preparing an Environmental Assessment (EA) for the Project. The Federal Highway Administration (FHWA) is the lead federal agency. The EA will evaluate the impacts of construction and implementation of the toll systems at Toll Locations 3, 4 & 6 through 13. Implementation of tolling can sometimes result in a shift of travel behavior wherein some drivers travel on a different route to avoid paying a toll. The potential shift of vehicles away from the tolled facilities is referred to as a "toll diversion."

The proposed Project has been determined to be an 'undertaking' subject to Section 106 of the National Historic Preservation Act (NHPA) of 1966, as amended (54 U.S.C. 3100101 *et seq.),* and its implementing regulations (36 CFR § 800). This correspondence which addresses Diversion Routes 9 and 10 which extend into Attleboro is being sent to you in accordance with 36 CFR § 800.3 regarding project notification and initiation of consultation.

Enclosed for your review is the *Section 106 Documentation Form-1* that includes a general project description, the results of background search for identifying historic properties and a list of identified consulting parties. Also included is PAL's *Technical Memorandum* for potential Diversion Routes summarizing the results of the due diligence review. For the purposes of *Section 106* review, the "area of potential effect" (APE) for aboveground resources is defined as a corridor extending 250 feet left and right from the centerline of each Diversion Route. As there are no proposed improvements or construction activities or other project effects that might have an effect on archaeological resources there is no APE for archaeological resources.

Based on the results of PAL's review and per 36 CFR § 800.5(b) – *Assessment of adverse effect*, RIDOT's opinion is that any potential increase in truck traffic on Diversion Routes 9 and/or 10 will have "no adverse effect" on historic properties and we are requesting your concurrence per Section 106 of the National Historic Preservation Act or 1966, as amended.

Please provide us with any comments that you may within 30 days of receipt of this letter. Should you have any questions or require additional information, please contact me at 222-2023, x 4282.

Sincerely,

David W. Fish

David W. Fish, P.E.
Administrator of Project Management

Enclosures
cc: Army, Fisette, McGinn, Waugh, Runyon-PPS, Jergensen-RIHPHC, C. Padilla-Fresse-FHWA and file, all *w/o* enclosures

Department of Transportation
Two Capitol Hill
Providence, RI 02903

Office 401-222-2450
Fax 401-222-3905

January 9, 2018

Brona Simon
State Archaeologist
State Historic Preservation Officer
Massachusetts Historical Commission
220 Morrissey Boulevard
Boston, MA 02125

Re: RIDOT Project at Toll Locations 3, 4 & 6 through 13
RIC No. 2017-0T-002
Section 106 Consultation Initiation
Due Diligence Review and Recommendation of Effect
Diversion Route 2, Uxbridge
Diversion Routes 9 and 10, Attleboro

Dear Ms. Simon:

The Rhode Island Department of Transportation (RIDOT) proposes to construct and operate toll systems at Toll Locations 3, 4 & 6 through 13 (Project) along five major highway corridors (I-95, I-195, and I-295, US Route 6, and RI Route 146. The proposed toll systems at the toll locations would be used to collect toll revenue from a tractor or truck tractor as defined in 23 CFR 658.5, pulling a trailer or trailers travelling across select bridges associated with the toll locations. RIDOT is preparing an Environmental Assessment (EA) for the Project. The Federal Highway Administration (FHWA) is the lead federal agency. The EA will evaluate the impacts of construction and implementation of the toll systems at Toll Locations 3, 4 & 6 through 13. Implementation of tolling can sometimes result in a shift of travel behavior wherein some drivers travel on a different route to avoid paying a toll. The potential shift of vehicles away from the tolled facilities is referred to as a "toll diversion."

The proposed Project has been determined to be an 'undertaking' subject to Section 106 of the National Historic Preservation Act (NHPA) of 1966, as amended (54 U.S.C. 3100101 *et seq.),* and its implementing regulations (36 CFR § 800). This correspondence which addresses Diversion Route 2 which extends into Uxbridge, and Diversion Routes 9 and 10 which extend into Attleboro is being sent to you in accordance with 36 CFR § 800.3 regarding project notification and initiation of consultation.

Enclosed for your review is the *Section 106 Documentation Form-1* that includes a general project description, the results of background search for identifying historic properties and a list of identified consulting parties. Also included is PAL's *Technical Memorandum* for potential Diversion Routes summarizing the results of the due diligence review. For the purposes of *Section 106* review, the "area of potential effect" (APE) for aboveground resources is defined as a corridor extending 250 feet left and right from the centerline of each Diversion Route. As there are no proposed improvements or construction activities or other project effects that might have an effect on archaeological resources there is no APE for archaeological resources.

Based on the results of PAL's review and per 36 CFR § 800.5(b) – *Assessment of adverse effect,* RIDOT's opinion is that any potential increase in truck traffic on Diversion Routes 2, 9 and/or 10 will have "no adverse effect" on historic properties and we are requesting your concurrence per Section 106 of the National Historic Preservation Act or 1966, as amended.

Brona Simon
Massachusetts Historical Commission
January 9, 2018

Please provide us with any comments that you may within 30 days of receipt of this letter. Should you have any questions or require additional information, please contact me at 222-2023, x 4282.

Sincerely,

David W. Fish

David W. Fish, P.E.
Administrator of Project Management

Enclosures
cc: Army, Fisette, McGinn, Waugh, Runyon-PPS, Jergensen-RIHPHC, C. Padilla-Fresse-FHWA and file, all *w/o* enclosures

Department of Transportation
Two Capitol Hill
Providence, RI 02903

Office 401-222-2450
Fax 401-222-3905

January 9, 2018

Michael Potaski, Chair
Historic District Commission
Town of Uxbridge
21 South Main Street
Uxbridge, MA 01569

Re: RIDOT Project at Toll Locations 3, 4 & 6 through 13
RIC No. 2017-0T-002
Section 106 Consultation Initiation
Due Diligence Review and Recommendation of Effect
Diversion Route 2, Uxbridge

Dear Mr. Potaski:

The Rhode Island Department of Transportation (RIDOT) proposes to construct and operate toll systems at Toll Locations 3, 4 & 6 through 13 (Project) along five major highway corridors (I-95, I-195, and I-295, US Route 6, and RI Route 146. The proposed toll systems at the toll locations would be used to collect toll revenue from a tractor or truck tractor as defined in 23 CFR 658.5, pulling a trailer or trailers travelling across select bridges associated with the toll locations. RIDOT is preparing an Environmental Assessment (EA) for the Project. The Federal Highway Administration (FHWA) is the lead federal agency. The EA will evaluate the impacts of construction and implementation of the toll systems at Toll Locations 3, 4 & 6 through 13. Implementation of tolling can sometimes result in a shift of travel behavior wherein some drivers travel on a different route to avoid paying a toll. The potential shift of vehicles away from the tolled facilities is referred to as a "toll diversion."

The proposed Project has been determined to be an 'undertaking' subject to Section 106 of the National Historic Preservation Act (NHPA) of 1966, as amended (54 U.S.C. 3100101 *et seq.),* and its implementing regulations (36 CFR § 800). This correspondence which addresses Diversion Route 2 which extends into Uxbridge is being sent to you in accordance with 36 CFR § 800.3 regarding project notification and initiation of consultation.

Enclosed for your review is the *Section 106 Documentation Form-1* that includes a general project description, the results of background search for identifying historic properties and a list of identified consulting parties. Also included is PAL's *Technical Memorandum* for potential Diversion Routes summarizing the results of the due diligence review. For the purposes of *Section 106* review, the "area of potential effect" (APE) for aboveground resources is defined as a corridor extending 250 feet left and right from the centerline of each Diversion Route. As there are no proposed improvements or construction activities or other project effects that might have an effect on archaeological resources there is no APE for archaeological resources.

Based on the results of PAL's review and per 36 CFR § 800.5(b) – *Assessment of adverse effect*, RIDOT's opinion is that any potential increase in truck traffic on Diversion Route 2 will have "no adverse effect" on historic properties and we are requesting your concurrence per Section 106 of the National Historic Preservation Act or 1966, as amended.

Michael Potaski
Uxbridge Historic District Commission
January 9, 2018

Please provide us with any comments that you may within 30 days of receipt of this letter. Should you have any questions or require additional information, please contact me at 222-2023, x 4282.

Sincerely,

David W. Fish

David W. Fish, P.E.
Administrator of Project Management

Enclosures
cc: Army, Fisette, McGinn, Waugh, Runyon-PPS, Jergensen-RIHPHC, C. Padilla-Fresse-FHWA and file, all *w/o* enclosures

Department of Transportation
Two Capitol Hill
Providence, RI 02903

Office 401-222-2450
Fax 401-222-3905

January 9, 2018

Uxbridge Historical Society
The Cornet John Farnum House
44 Mendon Street
Uxbridge, MA 01569

Re: RIDOT Project at Toll Locations 3, 4 & 6 through 13
RIC No. 2017-0T-002
Section 106 Consultation Initiation
Due Diligence Review and Recommendation of Effect
Diversion Route 2, Uxbridge

Dear Sir/Madam:

The Rhode Island Department of Transportation (RIDOT) proposes to construct and operate toll systems at Toll Locations 3, 4 & 6 through 13 (Project) along five major highway corridors (I-95, I-195, and I-295, US Route 6, and RI Route 146. The proposed toll systems at the toll locations would be used to collect toll revenue from a tractor or truck tractor as defined in 23 CFR 658.5, pulling a trailer or trailers travelling across select bridges associated with the toll locations. RIDOT is preparing an Environmental Assessment (EA) for the Project. The Federal Highway Administration (FHWA) is the lead federal agency. The EA will evaluate the impacts of construction and implementation of the toll systems at Toll Locations 3, 4 & 6 through 13. Implementation of tolling can sometimes result in a shift of travel behavior wherein some drivers travel on a different route to avoid paying a toll. The potential shift of vehicles away from the tolled facilities is referred to as a "toll diversion."

The proposed Project has been determined to be an 'undertaking' subject to Section 106 of the National Historic Preservation Act (NHPA) of 1966, as amended (54 U.S.C. 3100101 *et seq.),* and its implementing regulations (36 CFR § 800). This correspondence which addresses Diversion Route 2 which extends into Uxbridge is being sent to you in accordance with 36 CFR § 800.3 regarding project notification and initiation of consultation.

Enclosed for your review is the *Section 106 Documentation Form-1* that includes a general project description, the results of background search for identifying historic properties and a list of identified consulting parties. Also included is PAL's *Technical Memorandum* for potential Diversion Routes summarizing the results of the due diligence review. For the purposes of *Section 106* review, the "area of potential effect" (APE) for aboveground resources is defined as a corridor extending 250 feet left and right from the centerline of each Diversion Route. As there are no proposed improvements or construction activities or other project effects that might have an effect on archaeological resources there is no APE for archaeological resources.

Based on the results of PAL's review and per 36 CFR § 800.5(b) – *Assessment of adverse effect*, RIDOT's opinion is that any potential increase in truck traffic on Diversion Route 2 will have "no adverse effect" on historic properties and we are requesting your concurrence per Section 106 of the National Historic Preservation Act or 1966, as amended.

Please provide us with any comments that you may within 30 days of receipt of this letter. Should you have any questions or require additional information, please contact me at 222-2023, x 4282.

Sincerely,

David W. Fish

David W. Fish, P.E.
Administrator of Project Management

Enclosures
cc: Army, Fisette, McGinn, Waugh, Runyon-PPS, Jergensen-RIHPHC, C. Padilla-Fresse-FHWA and file, all *w/o* enclosures

City of East Providence
DEPARTMENT OF PLANNING
CITY HALL
145 TAUNTON AVENUE
EAST PROVIDENCE, RHODE ISLAND 02914-4505

STATE OF RHODE ISLAND
DEPT. OF TRANSPORTATION
JAN 18 2018
ENVIRONMENTAL RECEIVED

January 16, 2018

Ms. Melanie Jewett Army, AICP
Office of Project Approvals, Licenses & Utilities
Department of Transportation
Two Capital Hill
Providence, RI 02903

Re: Section 106 review for Washington Bridge Diversion Routes

Dear Ms. Jewett,

In response to your request for comments from the East Providence Historic District Commission (HDC) on the Section 106 review for the potential impacts of diversion routes to the City's historic resources, the HDC voted unanimously at their January 10, 2018 meeting that they concur with the findings of the PAL, Inc. technical memorandum dated July 2017. Specifically that no historic resources will be impacted by the construction and operation of toll location # 10.

If you have any questions, please contact me at phanner@cityofeastprov.com or (401) 435-7533.

Sincerely,

Patrick Hanner, Senior Planner

Cc: Diane M. Feather, Acting Planning Director
Historic District Commission

Town of East Greenwich

125 Main Street
P.O. Box 111
East Greenwich, RI 02818-0111

STATE OF RHODE ISLAND
DEPT. OF TRANSPORTATION
JAN 17 2018
ENVIRONMENTAL SECTION

Town Council
886-8665

Town Manager
886-8665
Fax: 886-8623

Town Clerk
886-8606
Fax: 886-8625

Canvassers
886-8602

Probate
886-8604

Finance
886-8610
886-8612

Tax Assessor
886-8614

Municipal Court
886-3212

Planning
886-8645

111 Peirce Street Offices

Police
884-2244
886-8640
Fax: 886-8653

Public Works
886-8618
Fax: 886-8652

Building Official
886-8618

Recreation
1127 Frenchtown Rd.
886-8626

TDD
401-886-8606

January 11, 2018

Melanie Jewett Army, Asst. Chief of Planning
Office of Project Approvals
RI Department of Transportation
Two Capitol Hill
Providence, RI 02903

Ms. Army:

In a December 22, 2017 letter, you requested comments from this municipality regarding the Due Diligence Review of the RIDOT Toll Locations Project. East Greenwich might specifically be affected by Diversion Route 3 and our staff, along with the East Greenwich Historic District Commission, has considered the PAL/Jacobs Engineering Group Technical Memorandum that was provided as an attachment to your December 22 letter. The Memorandum makes note of our downtown National Register Historic District as well as other individual properties which are historically significant. As required by Section 106 of the NHPA, we have studied the *Assessment of Adverse Effect* that has been provided and we are corresponding at this juncture to concur with RIDOT's conclusion that any potential increase in truck traffic on "Diversion Route 3" as a result of the tolling installations will have no adverse effect on historic properties within our jurisdiction. We reserve the right to re-visit this issue with the RIDOT if the practical impacts of this State initiative are dramatically different than anticipated. Thank you for the opportunity to comment. Please feel free to call with questions.

Sincerely,

Lisa Bourbonnais

Lisa Bourbonnais,
Planning Director

Printed on recycled paper.

Glocester Heritage Society
P.O. Box 269 Chepachet, RI 02814

January 19, 2018

To: RIDOT Director, Peter Alviti

From: Glocester Heritage Society

RE: Due Diligence Review

The Glocester Heritage Society reviewed the findings regarding "toll diversion routes "at our January meeting with members present expressing concern over the "areas of potential effect" on Route 102 Chopmist Hill Rd and Rte 44 Putnam Pike in Chepachet. The decision, following a discussion, was that the Glocester Heritage Society does not approve or agree with the findings of a due diligence review conducted by The Public Archeology Laboratory. The meeting was, also, attended by representatives of the Foster Preservation Society.

The PAL mentions above ground archeological studies within the 250 feet left or right of the center line. We feel there would be adverse effects on area properties due to their age and their historic value to the Town of Glocester and its residents. Protecting historic properties in Glocester is one of the main proponents of the Mission Statement of the GHS.

I'm sure that you are aware from other projects, i.e the rotary project, road paving and sidewalks, that the Town of Glocester does not have a municipal waste water removal system or common drinking water system. Many of the properties through Chepachet Village were built in the 1700's and early 1800's and consist of dug cellars, stone work foundations with dug wells and septic systems. Apparently, the below ground part of these properties was not considered to be "areas of potential effect" of the diversion traffic by the corporation doing the study.

On Route 102 Chopmist Hill Rd., the Town Pound is located very close to the road and, surely, would fall within this 250 foot parameter. This is a stone structure that would be damaged if subjected to the constant vibration of truck traffic avoiding the proposed tolls on the major travel routes in this area.

Additionally, the residential properties and businesses on Rte 102 Chopmist Hill Rd also have wells and septic systems servicing their properties. The effects on heavy truck traffic using the toll diversion route would prove to be a costly expense to any of these home owners and businesses should a situation develop that would endanger these systems.

Any changes in the dynamics, i.e. shifts in ledge, on foundations, septic systems or wells, would have disastrous effects on the quality of life of residents and any business on these routes, not to mention the financial hardships it would create. Also, we discussed the adverse effects that an accident with any type of hazardous spillage would have on the private property wells along these routes.

It is incomprehensible that RIDOT could believe that the routes of the Toll diversion" could not have adverse effects as trailer trucks and tractors travel through 2 lane rural roads for miles to avoid toll on our major highways.

Marie Sweet

Marie Sweet

President, Glocester Heritage Society

Cc: Glocester Historic District Commission, Foster Preservation Society, Burrillville Historic and Preservation Society, Rhode Island Historic Preservation and Heritage Commission, State Senator Fogarty, Representative Chippendale, Melanie Jewett Army, Glocester Town Council

TOWN OF GLOCESTER
Historic District Commission
1145 Putnam Pike, P.O. Box B
Chepachet, Rhode Island 02814-0702
FAX (401) 568-5850
TTY (Relay RI) 1-800-745-5555

To: R.I. Senate Paul Fogarty
From: Glocester Historic District Commission

Due Diligence Review the Glocester Historic District Commission reviewed your findings regarding "toll diversion routes "at our January 23rd 2018 meeting. Member's present expressed concern on the "area of potential effect" on our Historic District Rte. 44 Putnam Pike in Chepachet Village and Route 102 Chopmist Hill Rd. We feel there would be adverse effects on area properties due to their historic value to the Town of Glocester and its residents. Many of the properties through Historic Chepachet Village were built in the 1800's and some as early as 1700 and consist of primitive stone foundations with hand dug wells and septic systems. The effects of heavy truck traffic using the toll diversion route will result in costly expense to all of these businesses and homeowners. Historic places would be damaged if subjected to the constant vibration of truck traffic avoiding the proposed tolls on the major travel routes in this area. Any changes in the dynamics, i.e. shifts in ledge, on foundations, septic systems or wells, would have disastrous effects on the quality of life of people living on that route, not to mention the financial hardships it would create. Also, we discussed the adverse effects that an accident with any type of hazardous spillage would have on the private wells along these routes. We believe that the routes of the Toll diversion" will have adverse effects as trailer trucks and tractors travel through our rural roads for miles to avoid toll on our major highways.

Chair HDC Charles S Wilson
Dated 1/24/18

TOWN OF GLOCESTER
Historic District Commission
1145 Putnam Pike, P.O. Box B
Chepachet, Rhode Island 02814-0702
FAX (401) 568-5850
TTY (Relay RI) 1-800-745-5555

RECEIVED
JAN 31 2018
RIDOT
DIVISION OF PROJECT MANAGEMENT

To: R.I DOT David Fish Chief of Engineering

From: Glocester Historic District Commission

Due Diligence Review the Glocester Historic District Commission reviewed your findings regarding "toll diversion routes "at our January 23rd 2018 meeting. Member's present expressed concern on the "area of potential effect" on our Historic District Rte. 44 Putnam Pike in Chepachet Village and Route 102 Chopmist Hill Rd. We feel there would be adverse effects on area properties due to their historic value to the Town of Glocester and its residents. Many of the properties through Historic Chepachet Village were built in the 1800's and some as early as 1700 and consist of primitive stone foundations with hand dug wells and septic systems. The effects of heavy truck traffic using the toll diversion route will result in costly expense to all of these businesses and homeowners. Historic places would be damaged if subjected to the constant vibration of truck traffic avoiding the proposed tolls on the major travel routes in this area. Any changes in the dynamics, i.e. shifts in ledge, on foundations, septic systems or wells, would have disastrous effects on the quality of life of people living on that route, not to mention the financial hardships it would create. Also, we discussed the adverse effects that an accident with any type of hazardous spillage would have on the private wells along these routes. We believe that the routes of the Toll diversion" will have adverse effects as trailer trucks and tractors travel through our rural roads for miles to avoid toll on our major highways.

Chair HDC Charles S Wilson
Dated 1/24/18

TOWN OF GLOCESTER
Historic District Commission
1145 Putnam Pike, P.O. Box B
Chepachet, Rhode Island 02814-0702
FAX (401) 568-5850
TTY (Relay RI) 1-800-745-5555

STATE OF RHODE ISLAND
DEPT. OF TRANSPORTATION
JAN 30 2018
ENVIRONMENTAL RECEIVED

To: R.I. DOT Melenie Jewett Army, Asst of Planning

From: Glocester Historic District Commission

Due Diligence Review the Glocester Historic District Commission reviewed your findings regarding "toll diversion routes "at our January 23rd 2018 meeting. Member's present expressed concern on the "area of potential effect" on our Historic District Rte. 44 Putnam Pike in Chepachet Village and Route 102 Chopmist Hill Rd. We feel there would be adverse effects on area properties due to their historic value to the Town of Glocester and its residents. Many of the properties through Historic Chepachet Village were built in the 1800's and some as early as 1700 and consist of primitive stone foundations with hand dug wells and septic systems. The effects of heavy truck traffic using the toll diversion route will result in costly expense to all of these businesses and homeowners. Historic places would be damaged if subjected to the constant vibration of truck traffic avoiding the proposed tolls on the major travel routes in this area. Any changes in the dynamics, i.e. shifts in ledge, on foundations, septic systems or wells, would have disastrous effects on the quality of life of people living on that route, not to mention the financial hardships it would create. Also, we discussed the adverse effects that an accident with any type of hazardous spillage would have on the private wells along these routes. We believe that the routes of the Toll diversion" will have adverse effects as trailer trucks and tractors travel through our rural roads for miles to avoid toll on our major highways.

Chair HDC Charles S Wilson
Dated 1/24/18

Foster Preservation Society

BOX 51

FOSTER, RHODE ISLAND 02825

January 21, 2018

Ms. Michaela A. H. Jurgensen, Senior Historic Preservation Specialist
RI Historic Preservation & Heritage Commission
150 Benefit Street
Providence, RI 02903
Re: Diversion Route 2 Impact, PAL No, 3215

Dear Ms. Jurgensen;

This letter is in response to your initial findings that trucks using Diversion Route 2 would have no negative impact on historic structures or areas of historical importance in Foster. While this may be correct for the occasional truck currently using this route, these road beds were never designed to carry vehicles of the weight currently in common use, and certainly not in any increased volume.

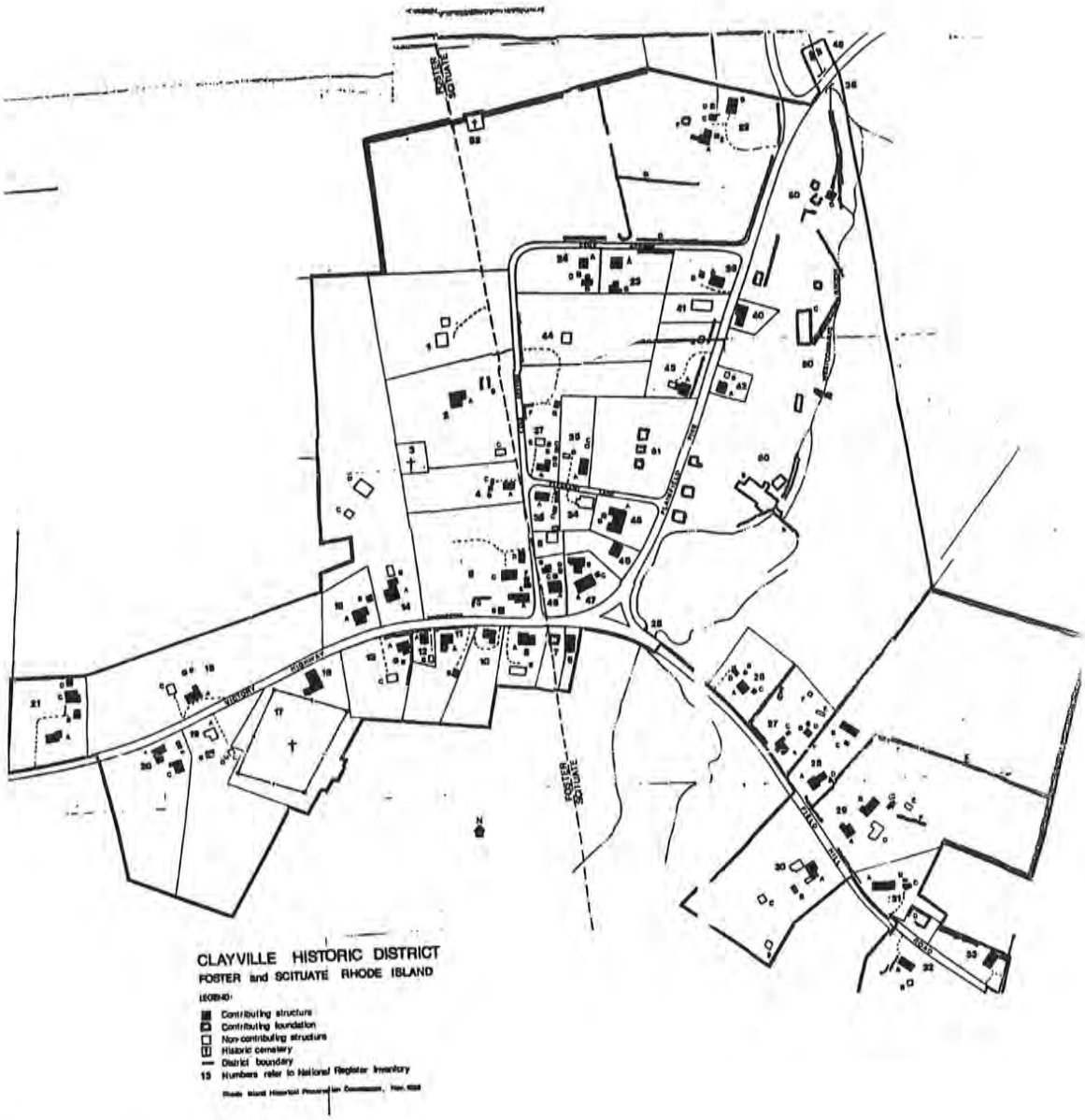
Large trucks using Rt. 102 to avoid the proposed tolls on Interstate 95 would have to travel through the Village of Clayville which is a designated National Historic District straddling the boundary between Foster and Scituate. The road is very narrow with no shoulder through the village and makes an almost 90 degree turn at the bottom of a hill.

The Clayville Historic District is mainly comprised of mid nineteenth century structures, including a church, homes, barns and several repurposed stores. As shown on the map many of these structures are sited very close to the road with their wells, cesspools and outbuildings well within 250 feet of the road's center line. It can be difficult to pass even a moderate size truck at this narrow point. Any attempt to widen Rt. 102 in this area, so large trucks could safely pass, would necessitate the removal or demolition of some of these historic homes. This would be particularly true at the sharp turn where the road is bordered on one side by a body of water that flows directly into the Scituate Reservoir.

Many of the historic structures that sit close to the road have fragile dry-stone foundations that are susceptible to the inevitable vibration caused by large trucks. This could result in costly damage to historic homes and out buildings.

In conclusion, the Foster Preservation Society feels that an increase in truck traffic through the Clayville National Historic District would permanently compromise the historic and cultural integrity of this area.
Additionally, there are three Historic Cemeteries not indicated that fall within the suggested area along Route 102. They are: FR105 located at 41.763130N -71.707320W, FR116 located at 41.761540N -71.708120W and FR123 located at 41.743420N -71.704020W.

This documentation also fails to address the probable increase in traffic along both Route 6 and Route 101 from the Connecticut line which are easily accessible from Route 395.



Very truly yours,

E. D. Robinson, Jr.
President
Foster Preservation Society
fosterfps@msn.com

Memorandum

To: Michael A. Hebert, Supervising Historic Preservation Specialist/Archaeologist at the Office of Historic & Cultural Review, Division of Planning

From: Josh O'Neill, Town Planner of the Town of Cumberland

cc: David Balfour, Chairman of the Historic District Commission

Date: July 28, 2017

RE: Initial Comments of the Cumberland Historic District Commission on RhodeWorks Toll Location No.9 as part of Required Section 106 Consultation

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As part of the regularly monthly meeting of the Cumberland Historic District Commission (HDC) on July 18th, the HDC reviewed the letter submitted to Chairman Balfour dated June 29, 2017 regarding the Rhode Island Department of Transportation's Section 106 Consultation request. The HDC members and staffer Josh O'Neill discussed the lack of information with a previous letter submitted for comment and the fact that this letter still mentions a forthcoming "Technical Memorandum/Due Diligence Review" containing a more detailed analysis of known historic properties and sites to be submitted to Cumberland for review.

HDC members mentioned that there were no historic districts adjacent to the proposed Interstate 295 Tolling Gantries at Leigh Rd., but a more thorough review of adjacent buildings and cemeteries needed to be conducted to determine if there would be any impact to historic structures in Cumberland from the proposed Highways Tolls.

The HDC and staff request more time to ascertain any impacts on historic structures and also request copy of the "Technical Memorandum/Due Diligence Review" document when available.

Sincerely,

Josh O'Neill, Town Planner of the Town of Cumberland

Allan W. Fung
Mayor

Steven Torregrossa
Chairman

HISTORIC DISTRICT COMMISSION

Cranston City Hall
869 Park Avenue, Cranston, RI 02910

STATE OF RHODE ISLAND
DEPT. OF TRANSPORTATION
JUL 21 2017
ENVIRONMENTAL RECEIVED

July 18, 2017

Mr. Michael A. Hebert
Historic Preservation Specialist/Archaeologist
RI Dept. of Transportation, Division of Planning
2 Capitol Hill
Providence, RI 02903

Re: Rhode Island Bridge Tolling Program
Toll Gantry Construction at Statewide Locations
RIC No. 2017-OT-002
Section 106 Consultation Initiation: Toll Location No. 7, Cranston

Dear Mr. Hebert,

Thank you for informing the Cranston Historic District Commission of the proposed toll gantry location on Route 295 and on the entrance and exit ramps to and from Plainfield Pike (Route 14), just south of the Plainfield Pike Bridge.

Your letter of July 5, 2017, stated the RIDOT proposal to construct and implement the RhodeWorks Bridge Tolling Program. As stated, the project has been determined an 'undertaking' subject to Section 106 of the National Historic Preservation Act (NHPA) of 1966, as amended (54 U.S.C.3100101 et seq.) and its implementing regulations (36 CFR 800).

I have reviewed the attached Section 106 Documentation Form – 1 and the results of the preliminary background search for identifying historic properties.

At this time, I am not aware of any archaeologic or historic features that would be impacted by the construction of the proposed project, but will reserve final comments upon receipt of a Technical Memorandum/Due Diligence Review containing a more detailed analysis, that your office will be sending.

Sincerely,

Lynn Furney
Senior Planner and
Historic District Commission Secretary

Blackstone Heritage Corridor, Inc.
670 Linwood Ave. Unit #10, Whitinsville, MA 01588
508-234-4242 • BlackstoneHeritageCorridor.org

Ms. Melanie Jewett Army
Assistance Chief of Planning
Office of Project Approvals, Licenses and Utilities
Division of Planning - RI DOT
Two Capitol Hill
Providence, RI 02903

January 5, 2018

Dear Ms. Army:

Blackstone River Valley National Heritage Corridor, Inc. (also known as Blackstone Heritage Corridor, Inc., or "BHC") received information dated December 23, 2017 relative to Section 106 Consultation Initiation for proposed tolling locations #3, 4 & 6 through13.

Authority

As previously noted, the materials provided by RI DOT discuss, generally, the methods of installation of the gantries. Generally speaking, the discussion emphasizes that there will be minimal ground disturbance required to install the structural foundational elements as well as electrical and communications conduit and infrastructure. The materials are geared to a "Section 106 consultation," referring to Section 106 of the National Historic Preservation Act. Where the RI Historic Preservation and Heritage Commission (HPHC), acting as the State Historic Preservation Office (SHPO), is already engaged, BHC has elected to broadly defer to that organization relative to reviews of the impacts of the proposal relative to historical resources.

However, BHC's review authority is drawn from a Congressional mandate in US Public Law 113-291. Accordingly, BHC's review focuses on other resources of the Blackstone River Valley National Heritage Corridor including natural, cultural and recreational resources as well as historical resources.

Based on the information provided by RI DOT, it appears that a number of proposed Toll Locations are located within or (in one case) immediately adjacent to the boundary of the John H. Chafee Blackstone River Valley National Heritage Corridor and therefore BHC offers the following comment:

Scope of Review:

BHC works with community partners to preserve and promote the Valley's historic, cultural, natural and recreational resources for current and future generations. BHC does not intend to endorse or oppose specific projects.

Based on information previously provided by RI DOT, it appears that tolling Locations 1, 2, 3, 4, 5, 7 and 8 fall outside the National Heritage Corridor. BHC's comments are therefore limited to the proposed tolling locations numbered 6, 9, 10, 11, 12, 13 and 14.

Discussion:

In accordance with our earlier correspondence, BHC respectfully requests the opportunity to review the material identified below.

- Location #14 = Proposed gantry on Route 6 near Dean Street overpass, Providence RI. BHC notes that due to the proximity of the proposed gantry structure to the overpass immediately to its west, there is likely little if any impact on the resources of the Blackstone River Valley National Heritage Corridor. BHC requests the opportunity to review the plan and profile in order to verify.

- Location #13 - Proposed gantry near Woonasquatucket River Bridge No. 060401, Providence, RI. The legend block in the lower left-hand corner of materials provided several months ago reads "PAL Section 106 Coordination Toll Location 13 - I-146, North Smithfield, RI, June 2017." According to information online, Bridge #060401 is on Route 6, not on Route 146, and is in Providence, not North Smithfield. BHC is concerned that there may be adverse impacts to the National Heritage Corridor and requests clarification / revision of the information for this proposed toll location (#13).

- Locations #9, 10, 11 and 12 - BHC requests a set of plans and profiles in order to assess the potential impact on the resources of the National Heritage Corridor.

- Location #6 - On I-95 near Roosevelt Ave. and East St. Bridges. BHC notes the relative proximity to the Slater Mill site, a designated spot within the Blackstone River Valley National Historical Park. BHC requests a set of plans and profiles in order to assess the potential impact on the resources of the National Heritage Corridor as well as the National Historical Park.

Without this material BHC must assume that the proposal may indeed have adverse impacts on the nationally-significant resources of National Heritage Corridor. It is likely that most or all of the concerns will be addressed through BHC reviews of the requested information. Until then, however, Blackstone River Valley National Heritage Corridor Inc. is compelled to act conservatively to protect the region's natural and recreational resources as well as historical and cultural resources.

I look forward to the opportunity to review materials.

Yours truly,

Megan T. DiPrete

Megan T. DiPrete, AICP
Executive Director

Enclosure: Letter from BHC dated July 14, 2017

cc: SHPO, RIHPHC

Blackstone Heritage Corridor, Inc.
670 Linwood Ave. Unit #10, Whitinsville, MA 01588
508-234-4242 • BlackstoneHeritageCorridor.org

Mr. Michael A. Hebert
Office of Historic and Cultural Review
Division of Planning - RI DOT
Two Capitol Hill
Providence, RI 02903

COPY

July 14, 2017

Dear Mr. Hebert:

Blackstone River Valley National Heritage Corridor, Inc. (also known as Blackstone Heritage Corridor, Inc., or "BHC") received information dated June 13, 2017 relative to Section 106 Consultation Initiation for proposed tolling locations throughout the state. Based on the chart indicating the proposed locations, additional information was sought relative to a number of locations in order to determine BHC's authority to offer review comments.

Additional material was provided in a number of materials dated June 29, July 5 and July 6, 2017. Based on review of those subsequent materials, BHC offers the following.

Authority:

In 1986 Congress established the Blackstone River Valley National Heritage Corridor (the "Corridor") in recognition of the important historical, cultural and natural resources found in the Blackstone River Valley. Later named after Rhode Island Senator John H. Chafee, the Corridor is defined by "lines on a map" which generally outline the watershed of the Blackstone River. In Rhode Island, cities and towns in the National Heritage Corridor include: Burrillville, Central Falls, Cumberland, East Providence, Glocester, Lincoln, North Smithfield, Pawtucket, Providence, Smithfield, and Woonsocket.

As part of the legislation that created the Corridor (Public Law 99-647), Congress also established the Blackstone River Valley National Heritage Corridor Commission (the

"Commission") and obligated the Corridor to review and comment on a variety of projects by providing the following:

"Any federal entity conducting or supporting activities directly affecting the Corridor shall-

1) Consult with the Secretary and the Commission with respect to such activities,
2) Cooperate with the Secretary and the Commission in carrying out their duties under this Act and, to the maximum extent practicable, coordinate such activities with the carrying out of such duties; and
3) To the maximum extent practicable, conduct or support such activities in a manner which the Commission determines will not have an adverse effect on the Corridor."

In 2014, Congress provided for an orderly termination of the Commission. The Commission was never intended to continue in perpetuity, and thus it was with a view toward continuing the Commission's important work that the Blackstone River Valley National Heritage Corridor, Inc. ("BHC") was incorporated in 2010 as a nonprofit 501(c)(3) organization. In 2012 the Commission delegated its authority to BHC, and the 2014 legislation confirmed the transfer of the Commission's authority to BHC as the "local coordinating entity".

Accordingly, the use of federal funding (or permits) on projects in the communities within the John H. Chafee Blackstone River Valley National Heritage Corridor is required to be reviewed by BHC staff for consideration of whether such projects would have adverse impacts on the resources of the National Heritage Corridor.

Additionally, in 2014 and as part of the legislation transferring responsibility from the former commission to BHC, Congress took the long-awaited and historic step of creating the Blackstone River Valley National Historical Park as the 402nd unit of the National Park System (the "Park"). The Park as established by Congress is comprised of several specific sites in Massachusetts and Rhode Island. At present the National Park Service is deeply involved with planning for the new Park and how it will relate to the resources of the larger Corridor in which it exists. As part of BHC's partnership with the National Park Service, BHC reviews federally-funded or permitted projects with an eye toward potential impact on the National Historical Park resources, as well as the entire Corridor.

Based on the information provided by RI DOT, it appears that a number of proposed Toll Locations are located within or (in one case) immediately adjacent to the boundary of the John H. Chafee Blackstone River Valley National Heritage Corridor and therefore BHC offers the following comment:

Scope of Review:

BHC works with community partners to preserve and promote the Valley's historic, cultural, natural and recreational resources for current and future generations. BHC does not intend to endorse or oppose specific projects.

Based on information provided by RI DOT, it appears that tolling Locations 1, 2, 3, 4, 5, 7 and 8 fall outside the National Heritage Corridor. BHC's comments are therefore limited to the proposed tolling locations numbered 6, 9, 10, 11, 12, 13 and 14.

The BHC Strategic Plan identifies a number of elements related to this project. While not exhaustive, our plan describes numerous objectives which relate to this application and which are identified below (in no particular order):

RI State Guide Plan Element 131

Element 131 of the Rhode Island State Guide Plan, Cultural Heritage and Land Management Plan for the Blackstone River Valley National Heritage Corridor, identifies a number of elements related to this project. While not nearly exhaustive, just a few of the numerous objectives which relate to this application are identified below (in no particular order)/

Section 03-01 states in part "Like the federal government, state government programs will be made more effective by the partnerships gained under the NHC (National Heritage Corridor) concept."

Additionally, "... state agencies offer significant sources of assistance, even during times when budgets are tight. By coordinating and targeting available assistance ... these programs could have a massive impact on attaining Corridor objectives.

"For example, the Department of Transportation can provide more comprehensive transportation services (such as transportation studies and the design and location of highways and interchanges...) and can be involved in a variety of diverse projects..."

Section 03-01 goes on to say "The decision to protect or lose the visible heritage of the Blackstone River Valley..." is primarily through government decisions.

Surging Toward 2026; A Strategic Plan

The BHC Strategic Plan identifies a number of elements related to this project. While not exhaustive, our plan describes numerous objectives which relate to this application and which are identified below (in no particular order):

a) Support the stewardship of the historical, cultural, natural, scenic and recreational resources of the Corridor.
b) Educate the region about the value of historical, cultural, natural, scenic and recreational resources of the Corridor.
c) Advocate for the inclusion within a Park boundary the existing, illustrative resources, natural and human-made, that tell the story of American Industrial Heritage, as specified in the Park legislation, or that protect the context of the story.
d) Promote new development that is compatible with the traditions and character of the region, does not adversely impact natural and cultural resources, avoids fragmentation of resource and animal Corridors, provides a variety of residential housing options, and minimizes sprawl.
e) Identify and protect important natural and cultural resources from adverse development impacts
f) Promote the designation, enhancement and protection of scenic roads and view sheds, greenways and blueways.
g) Minimize pollution of all types through site design and technology.
h) Promote the Valley's resources outside the region to maximize economic/tourism impacts.

Discussion:

The materials provided by RI DOT discuss, generally, the methods of installation of the gantries. Generally speaking, the discussion emphasizes that there will be minimal ground disturbance required to install the structural foundational elements as well as electrical and communications conduit and infrastructure. The materials are geared to a "Section 106 consultation," referring to Section 106 of the National Historic Preservation Act. Where the RI Historic Preservation and Heritage Commission (HPHC), acting as the State Historic Preservation Office (SHPO), is already engaged, BHC has elected to broadly defer to that organization relative to reviews of the impacts of the proposal relative to historical resources. Relative to BHC's mission and Congressional mandate, then, BHC's review focuses on other resources of the Blackstone River Valley National Heritage Corridor.

Location #14 = Proposed gantry on Route 6 near Dean Street overpass, Providence RI. BHC notes that due to the proximity of the proposed gantry structure to the overpass immediately to its west, there is likely little if any impact on the resources of the Blackstone River Valley National Heritage Corridor. BHC requests the opportunity to review the plan and profile in order to verify.

Location #13 - Proposed gantry near Woonasquatucket River Bridge No. 060401, Providence, RI. The legend block in the lower left-hand corner reads "PAL Section 106 Coordination Toll Location 13 - I-146, North Smithfield, RI, June 2017. According to information online, Bridge #060401 is on Route 6, not on Route 146, and is in Providence, not North Smithfield. BHC is not able to conclude that there will be no adverse impacts to the National Heritage Corridor and requests clarification / revision of the information for this proposed toll location (#13).

Locations #9, 10, 11 and 12 - BHC requests a set of plans and profiles in order to assess the potential impact on the resources of the National Heritage Corridor.

Location #6 - On I-95 near Roosevelt Ave. and East St. Bridges. BHC notes the relative proximity to the Slater Mill site, a designated spot within the Blackstone River Valley National Historical Park. BHC requests a set of plans and profiles in order to assess the potential impact on the resources of the National Heritage Corridor as well as the National Historical Park.

BHC is not able at this time to indicate that the project as proposed will not have adverse impacts on the National Heritage Corridor.

I trust you find this helpful. Please feel free to contact BHC Deputy Executive Director Megan DiPrete with any additional questions.

Yours truly,

Megan T. DiPrete

Megan T. DiPrete, AICP
Deputy Executive Director

COPY

Attleboro Historical Commission

Government Center • 77 Park Street
Attleboro, Massachusetts 02703

Dept. of Transportation
attn : Daniel Waugh
Two Capitol Hill
Providence, RI 02903

February 13, 2018

Dear Mr. Waugh,

At the February 12 meeting of the Attleboro Historical Commission, we discussed the RIDOT project of constructing and operating the new toll system. It appears that Diversion Route 10 is the only one that might have any impact on Attleboro. We do have 2 historic properties in that area. The Barrows Tavern at 384 Washington St. was originally a tavern, but was also the site of the first U.S. Post Office in So. Attleboro. The Toll House at the corner of route 1 and Mendon Rd., built in 1732, is believed to be the only toll house in Attleboro. Presently it is an insurance agency, which has kept its original appearance of bygone days. It is a great use for an old building. So although we have concern for these two structures, we don't feel that your project will be close enough to impact them. The PAL report did not mention them. Therefore we find no reason to delay your project. Thank you for making us aware.

Sincerely,

Marian Wrightington

Marian Wtightington, chair.

Department of Transportation
Two Capitol Hill
Providence, RI 02903

Office 401-222-2450
Fax 401-222-3905

February 23, 2018

Marian Wrightington, Chair
Attleboro Historical Commission
Government Center
77 Park Street
Attleboro, MA 02703

Re: RIDOT Project at Toll Locations 3, 4 & 6 through 13
RIC No. 2017-0T-002
Section 106 Consultation Initiation
Due Diligence Review and Recommendation of Effect
Diversion Routes 9 and 10, Attleboro

Dear Ms. Wrightington:

Thank you for your communication related to the Section 106 Consultation Initiation for the RIDOT Project at Toll Locations 3,4 and 6 through 13. We are currently preparing an Environmental Assessment (EA) for the project which will assess impacts along the diversion routes and at the toll locations.

When the EA is posted for public comment, you will receive a notice of availability as well as a copy of the EA.

Thank you for your participation. Should you have any questions or require additional information, please contact me at 401-222-2023, x 4282.

Sincerely,

Melanie Jewett Army

Melanie Jewett Army, AICP
Assistant Chief of Planning
Office of Project Approvals, Licenses, & Utilities

cc: Begin, Fisette, Fish, McGinn, Waugh, Padilla-Fresse-FHWA and file

Department of Transportation
Two Capitol Hill
Providence, RI 02903

Office 401-222-2450
Fax 401-222-3905

February 23, 2018

Ms. Megan T. DiPrete, Executive Director
Blackstone Heritage Corridor, Inc.
670 Linwood Avenue
Whitinsville, MA 01588

Re: RIDOT Project at Toll Locations 3, 4 & 6 through 13
RIC No. 2017-0T-002
Section 106 Consultation Initiation
Due Diligence Review and Recommendation of Effect
Toll Locations 3, 4 & 6 through 13
Diversion Routes 2 through 16

Dear Ms. DiPrete:

Thank you for your communication related to the Section 106 Consultation Initiation for Toll Locations 3,4 and 6 through 13. As you know, RIDOT is currently preparing an Environmental Assessment (EA) for the project which will assess impacts along the diversion routes and at the toll locations. Your input relating to the Blackstone Heritage Corridor will be taken into consideration during the development of the EA.

When the EA is posted for public comment, you will receive a copy and a notice of availability detailing where additional copies are available for review. Thank you for your response, should you have any questions or require additional information, please do not hesitate to contact me at 401-222-2023, x 4282.

Sincerely,

Melanie Jewett Army

Melanie Jewett Army, AICP
Assistant Chief of Planning
Office of Project Approvals, Licenses, & Utilities

cc: Begin, Fisette, Fish, McGinn, Waugh, Jergensen-RIHPHC, Padilla-Fresse-FHWA and file

Department of Transportation
Two Capitol Hill
Providence, RI 02903

Office 401-222-2450
401-222-3905

February 23, 2018

Betty Mencucci, President
Burrillville Historical & Preservation Society
16 Laurel Hill Avenue, Box 93
Pascoag, RI 02859

Re: RIDOT Project at Toll Locations 3, 4 & 6 through 13
RIC No. 2017-0T-002
Section 106 Consultation Initiation
Due Diligence Review and Recommendation of Effect
Diversion Route 2, Burrillville
Response to Comment

Dear Mrs. Mencucci:

Thank you for your comments regarding the Rhode Island Department of Transportation's initiation of Section 106 Consultation and Recommendation of Effect for Diversion Route 2 (Route 102) through the Town of Burrillville.

In response to your comment regarding the absence of the two cemeteries (BU022, the Williams Lot and BU039, the Nason Lot)) from the due diligence review and Section 106 Form-1 RIDOT directed our consultant, The Public Archaeology Laboratory, Inc. (PAL) to review their findings. PAL reviewed the historic cemetery database for the Town of Burrillville and used the locational information from the database to accurately plot the cemetery locations on project mapping. In both cases the cemetery lies outside of the "area of potential effect" (APE) for aboveground resources defined as a corridor extending 250 feet left and right from the centerline of Diversion Route 2. Regardless, we have directed PAL to add these cemeteries to project mapping and the Section 106 Form-1 list of historic resources.

Please be assured that your comments will be taken into consideration during the development of the Environmental Assessment (EA) for the project. When the EA is posted for public comment, you will receive a copy of the EA and a notice of availability as to where additional copies of the EA will be available for review.

Thank you for your comments, should you have any questions or require additional information, please do not hesitate to contact me at 401-222-2023, x 4282.

Sincerely,

Melanie Jewett Army

Melanie Jewett Army, AICP
Assistant Chief of Planning
Office of Project Approvals, Licenses, & Utilities

cc: Begin, Fisette, Fish, McGinn, Waugh, Padilla-Fresse-FHWA and file

Department of Transportation
Two Capitol Hill
Providence, RI 02903

Office 401-222-2450
Fax 401-222-3905

February 23, 2018

Peter Friedrichs
Director of Planning and Economic Development
Central Falls City Hall
580 Broad Street
Central Falls, RI 02863

Re: RIDOT Project at Toll Locations 3, 4 & 6 through 13
RIC No. 2017-0T-002
Section 106 Consultation Initiation
Due Diligence Review and Recommendation of Effect
Diversion Route 12, Central Falls

Dear Mr. Freidrichs: Peter

Thank you for your comments related to the Section 106 Consultation Initiation for Toll Locations 3,4 and 6 through 13. RIDOT is currently preparing an Environmental Assessment (EA) for the project which will assess impacts along the diversion routes and at the toll locations. Your input relating to the potential impacts to historic properties in the City of Central Falls in will be taken into consideration during the development of the EA.

Related to your specific concern about trucks using Exit 30 to travel through Central Falls to avoid tolls, exit 30 northbound and southbound will have toll gantries in their immediate vicinity. RIDOT believes this will prevent trucks from using the exits to travel through the City as taking the exit will not allow the trucks to avoid the toll.

When the EA is posted for public comment, you will receive a copy and a notice of availability detailing where additional copies are available for review. Thank you for your response, should you have any questions or require additional information, please do not hesitate to contact me at 401-222-2023, x 4282.

Sincerely,

Melanie Jewett Army

Melanie Jewett Army, AICP
Assistant Chief of Planning
Office of Project Approvals, Licenses, & Utilities

cc: Begin, Fisette, Fish, McGinn, Waugh, Padilla-Fresse-FHWA and file

Department of Transportation
Two Capitol Hill
Providence, RI 02903

Office 401-222-2450
Fax 401-222-3905

February 23, 2018

Cranston Historic District Commission
Cranston City Hall
869 Park Avenue
Cranston, Rhode Island 02910

Attention: Lynn Furney, Senior Planner

Re: RIDOT Project at Toll Locations 3, 4 & 6 through 13
RIC No. 2017-0T-002
Due Diligence Review and Recommendation of Effect
Toll Location No. 7, Cranston
Diversion Routes 6, and 16, Cranston

Dear Ms. Furney: Lynn

Thank you for your communication related to the Section 106 Consultation Initiation for Toll Locations 3,4 and 6 through 13. We are currently preparing an Environmental Assessment (EA) for the project which will assess impacts along the diversion routes and at the toll locations.

When the EA is posted for public comment, you will receive a copy and a notice of availability detailing where additional copies are available for review. Thank you for your participation. Should you have any questions or require additional information, please contact me at 401-222-2023, x 4282.

Sincerely,

Melanie Jewett Army

Melanie Jewett Army, AICP
Assistant Chief of Planning
Office of Project Approvals, Licenses, & Utilities

cc: Begin, Fisette, Fish, McGinn, Waugh, Padilla-Fresse-FHWA and file

Department of Transportation
Two Capitol Hill
Providence, RI 02903

Office 401-222-2450
Fax 401-222-3905

February 23, 2018

David Balfour, Chairman
Cumberland Historic District Commission
45 Broad Street
Cumberland, RI 02864

Re: RIDOT Project at Toll Locations 3, 4 & 6 through 13
RIC No. 2017-0T-002
Due Diligence Review and Recommendation of Effect
Toll Location No. 9, Cumberland
Diversion Routes 11 and 12, Cumberland

Dear Mr. Balfour:

Thank you for your communication related to the Section 106 Consultation Initiation for Toll Locations 3,4 and 6 through 13. We are currently preparing an Environmental Assessment (EA) for the project which will assess impacts along the diversion routes and at the toll locations. Your input will be taken into consideration during the development of the EA.

When the EA is posted for public comment, you will receive a copy and a notice of availability detailing where additional copies are available for review.

Thank you for your response, should you have any questions or require additional information, please do not hesitate to contact me at 401-222-2023, x 4282.

Sincerely,

Melanie Jewett Army

Melanie Jewett Army, AICP
Assistant Chief of Planning
Office of Project Approvals, Licenses, & Utilities

cc: Begin, Fisette, Fish, McGinn, Waugh, Padilla-Fresse-FHWA and file

Department of Transportation
Two Capitol Hill
Providence, RI 02903
Office 401-222-2450
Fax 401-222-3905

February 23, 2018

Edwin Robinson, President
Foster Preservation Society
P.O. Box 51
Foster, RI 02825

Re: RIDOT Project at Toll Locations 3, 4 & 6 through 13
RIC No. 2017-0T-002
Section 106 Consultation Initiation
Due Diligence Review and Recommendation of Effect
Diversion Route 2, Foster
Response to Comment

Dear Mr. Robinson:

Thank you for your letter dated January 21, 2018 to Michaela Jergensen, Senior Historic Preservation Specialist at the Rhode Island Historical Preservation & Heritage Commission regarding the Rhode Island Department of Transportation's (RIDOT) initiation of Section 106 Consultation and Recommendation of Effect for Diversion Route 2 through the Town of Foster.

While RI Route 102 (Diversion Route 2) was identified as a potential travel route used by trucks to avoid paying tolls, RIDOT believes that the narrow roads with no shoulders and sharp turns, as well as conflicting side roads and drive ways will in fact discourage larger trucks from using Route 102 as a diversion route. Additionally, RIDOT has no plans to widen Route 102 in the Village of Clayville as part of this or any other project. RIDOT continues to find that any potential increase in truck traffic on Diversion Route 2 will have "no adverse effect" on historic properties per 36 CFR § 800.5(b) – *Assessment of adverse effect.*

Regarding the absence of three cemeteries (FR105, FR116, and FR123) from the due diligence review and Section 106 Form-1, RIDOT directed our consultant, The Public Archaeology Laboratory, Inc. (PAL) to review their findings. PAL reviewed the historic cemetery database for the Town of Foster and used the locational information from the database to accurately plot the cemetery locations on project mapping. The cemeteries have been added to the Section 106 Form-1 list of historic resources.

Please be assured your comments will be taken into consideration during the development of the EA. When the EA is posted for public comment, you will receive a copy of the EA and a notice of availability as to where additional copies of the EA will be available for review.

Thank you for your participation, should you have any questions or require additional information, please contact me at 401-222-2023, x 4282.

Sincerely,

Melanie Jewett Army

Melanie Jewett Army, AICP
Assistant Chief of Planning
Office of Project Approvals, Licenses, & Utilities

cc:, Begin, Fisette, Fish, McGinn, Waugh, Jergensen-RIHPHC, Padilla-Fresse-FHWA, file

Department of Transportation
Two Capitol Hill
Providence, RI 02903

Office 401-222-2450
Fax 401-222-3905

February 23, 2018

Charlie Wilson, Chair
Historic District Commission
Glocester Town Hall
1145 Putnam Pike, PO Box B
Chepachet, RI 02814-0702

Re: RIDOT Project at Toll Locations 3, 4 & 6 through 13
RIC No. 2017-0T-002
Section 106 Consultation Initiation
Due Diligence Review and Recommendation of Effect
Diversion Route 2, Glocester
Response to Comment

Dear Mr. Wilson:

Thank you for your response dated January 24, 2018 regarding the Rhode Island Department of Transportation's initiation of Section 106 Consultation and Recommendation of Effect for Diversion Route 2 through the Town of Glocester.

We appreciate your concerns about the effects of increased truck traffic through the Town of Glocester and in particular through the historic Village of Chepachet. While Route 102 (Diversion Route 2) was identified as a potential travel route used by trucks to avoid paying tolls, RIDOT believes that the narrow roads with no shoulders and sharp turns, as well as conflicting side roads and driveways will in fact discourage larger trucks from using Route 102 as a diversion route. In consideration of the concerns raised in your letter, RIDOT did assess the potential for impacts to historic values and properties in your community. The results of the analysis indicated that any potential increase in truck traffic is not expected to result in an increase in direct (vibration) or indirect (noise, visual, air quality) impacts to the resources noted in your letter. As there are no proposed improvements or construction activities along Route 102, RIDOT continues to find that any potential increase in truck traffic on Diversion Route 2 will have "no adverse effect" on historic properties per 36 CFR § 800.5(b) – *Assessment of adverse effect.*

Please be assured that your comments will be taken into consideration during the development of the Environmental Assessment (EA). When the EA is posted for public comment, you will receive a copy of the EA and a notice of availability as to where additional copies of the EA will be available for review The EA will provide additional information on our impact analysis methodologies and results regarding traffic and access, noise, vibration, visual, social, and community facilities in Glocester. We look forward receiving any comments you may have on the EA.

Thank you for your response, should you have any questions or require additional information, please contact me at 401-222-2023, x 4282.

Sincerely,

Melanie Jewett Army

Melanie Jewett Army, AICP
Assistant Chief of Planning
Office of Project Approvals, Licenses, & Utilities

cc:, Begin, Fisette, Fish, McGinn, Waugh, Jergensen-RIHPHC, Padilla-Fresse-FHWA, file

D-4 Notification of a Finding of No Adverse Effect

- Tribal Historic Preservation Officers (THPOs) letters sent and received;
- State Historic Preservation Officers (RIHPHC, Massachusetts Historical Commission);
- Community and other Agencies

U.S. Department of Transportation
Federal Highway Administration

Rhode Island Division

380 Westminster Street, Room 601
Providence, RI 02903
401-528-4541
401-528-4542 Fax

October 22, 2018

In Reply Refer To:
HEC-RI

Mr. John Brown, Tribal Historic Preservation Officer
Narragansett Indian Tribal Historic Preservation Office
Long House
4425 South County Trail
Charlestown, RI 02813

Subject: RIDOT Project at Toll Locations 3, 4, & 6 Through 13
RIC No. 2017-OT-002
Toll Locations 3, 4 & 6 through 13, State-wide
Diversion Routes 2 through 16, State-wide
Notification of a Finding of No Adverse Effect

Dear Mr. Brown:

Section 106 of the National Historic Preservation Act of 1966, as amended, requires that Federal agencies take into account the effects of Federally-funded projects on historic properties. As part of the Section 106 review for the above referenced project, on behalf of the FHWA, the RIDOT provided written notification of the proposed project to consulting parties in June 2017. A preliminary background search for identifying historic properties in the project's areas of potential effect (APE) was completed and the results disseminated to the consulting parties for review and comment in December 2017. Based on the results of those efforts, the FHWA is proposing a finding of **No Adverse Effect** in accordance with *36 CFR §800.5(d)(1),* regulations of the Advisory Council on Historic Preservation. This notification/finding of effect has been transmitted to the following consulting parties for review and comment:

Blackstone Heritage Corridor, Inc. (Agency with Regulatory Review Jurisdiction)
Massachusetts Historical Commission (a.k.a. MA SHPO)
Rhode Island Historical Preservation & Heritage Commission (a.k.a. RI SHPO)
Woonasquatucket River Watershed Council
Narragansett Indian Tribal Historic Preservation Office
Mashpee Wampanoag Tribal Historic Preservation Office
Wampanoag Tribe of Gay Head/Aquinnah Tribal Historic Preservation Office
Mashantucket Pequot Tribal Nation Tribal Historic Preservation Office
Local Communities, Historic District Commission, and Societies (see attached list).

Enclosed is the Section 106 Documentation Form-2 that includes a general project description, the results of the background search to identify historic resources within the Area of Potential Effect (APE), their National Register status, and our determination of effect for each resource. If your office needs any additional information or clarification, please feel free to contact me at 528-4577.

Sincerely,

For:

Carlos E. Padilla
Program Delivery Supervisor

Local Communities, Historic District Commissions and Societies consulted with under Section 106

Attleboro Historical Commission (Municipal Agency with Review Jurisdiction)
Attleboro Historic Preservation Society (Local Organization with Interest in Historic Properties)
Burrillville Historical & Preservation Society (Local Organization with Interest in Historic Properties)
City of Central Falls (Representative of Local Government)
Coventry Historical Society (Local Organization with Interest in Historic Properties)
Cranston Historic District Commission (Municipal Agency with Review Jurisdiction)
Cranston Historical Society (Local Organization with Interest in Historic Properties)
Cumberland Historic District Commission (Municipal Agency with Review Jurisdiction)
East Providence Historic District Commission (Municipal Agency with Review Jurisdiction)
East Providence Historical Society (Local Organization with Interest in Historic Properties)
East Greenwich Historic District Commission (Municipal Agency with Review Jurisdiction)
Exeter Historical Association, Inc. (Local Organization with Interest in Historic Properties)
Foster Preservation Society (Local Organization with Interest in Historic Properties)
Glocester Historic District Commission (Municipal Agency with Review Jurisdiction)
Glocester Heritage Society (Local Organization with Interest in Historic Properties)
Historical Society of Smithfield (Local Organization with Interest in Historic Properties)
Jamestown Historical Society (Local Organization with Interest in Historic Properties)
Johnston Historical Society (Local Organization with Interest in Historic Properties)
Middletown Historical Society (Local Organization with Interest in Historic Properties)
Newport Historic District Commission (Municipal Agency with Review Jurisdiction)
Newport Historical Society (Local Organization with Interest in Historic Properties)
North Kingstown Historic District Commission (Municipal Agency with Review Jurisdiction)
North Providence Historic District Commission (Municipal Agency with Review Jurisdiction)
North Smithfield Historic District Commission (Municipal Agency with Review Jurisdiction)
Pawtucket Historic District Commission (Municipal Agency with Review Jurisdiction)
Portsmouth Historical Society (Local Organization with Interest in Historic Properties)
Preservation Society of Pawtucket (Local Organization with Interest in Historic Properties)
Providence Historic District Commission (Municipal Agency with Review Jurisdiction)
Providence Preservation Society (Local Organization with Interest in Historic Properties)
Rhode Island Department of Transportation (Project Applicant for Federal Assistance)
Smithfield Historic Preservation Commission (Municipal Agency with Review Jurisdiction)
Town of Burrillville (Representative of Local Government)
Town of Coventry (Representative of Local Government)
Town of Exeter (Representative of Local Government)
Town of Foster (Representative of Local Government)
Town of Jamestown (Representative of Local Government)
Town of Johnston (Representative of Local Government)
Town of Lincoln (Representative of Local Government)
Town Middletown (Representative of Local Government)
Town of North Kingstown (Representative of Local Government)
Town of Portsmouth (Representative of Local Government)
Town of Scituate (Representative of Local Government)
Town of West Greenwich (Representative of Local Government)
Town of West Warwick (Representative of Local Government)
Uxbridge Historic District Commission (Municipal Agency with Review Jurisdiction)
Uxbridge Historical Society (Local Organization with Interest in Historic Properties)
Warwick Historic District Commission (Municipal Agency with Review Jurisdiction)
Warwick Historical Society (Local Organization with Interest in Historic Properties)

Section 106 Documentation Form-2
RhodeWorks Bridge Tolling Program
Statewide – Rhode Island

Diversion Routes 2 - 16
Burrillville, Coventry, Cranston, East Greenwich, East Providence, Exeter, Foster, Glocester, Jamestown, Johnston, Lincoln, Middletown, Newport, North Kingstown, North Providence, North Smithfield, Pawtucket, Portsmouth, Providence, Scituate, Smithfield, Warwick, West Greenwich, West Warwick

PROJECT DESCRIPTION

The Rhode Island Department of Transportation (RIDOT) with assistance from the Federal Highway Administration (FHWA), proposes to construct and implement the RhodeWorks Bridge Tolling Program (Project). The Project includes construction of toll gantries at 12 locations located along five major highway corridors (I-95, I-195, and I-295, US Route 6, and RI Route 146) and the implementation of large commercial truck-only tolling on bridges associated with the gantries (Figure 1). RIDOT has identified a number of potential diversion routes that may see an increase in the number of heavy commercial vehicles trying to avoid paying tolls.

For the purposes of Section 106 review, the "area of potential effect" is defined as a corridor extending 250 feet left and right from the centerline of each Diversion encompassing the visible portions of abutting properties to account for potential direct (vibration) and indirect (visual, noise, and air quality) effects.

HISTORIC (ABOVE-GROUND) RESOURCES

Historic Property (Location)	NR Status	Determination of Effect
Districts		
Diversion Route 2		
Clayville HD (Foster/Scituate)	Listed	No Adverse Effect
Chepachet Village HD (Glocester)	Listed	No Adverse Effect
Oakland HD (Burrillville)	Listed	No Adverse Effect
Slatersville National Historic Landmark District (North Smithfield)	Listed	No Adverse Effect
Diversion Route 3		
Apponaug HD (Warwick)	Listed	No Adverse Effect
East Greenwich Village HD (East Greenwich and Warwick)	Listed	No Adverse Effect
Diversion Route 5		
Anthony Village HD (Coventry)	Listed	No Adverse Effect
Washington HD (Coventry)	Potentially Eligible	No Adverse Effect
Hope Village HD (Scituate)	Listed	No Adverse Effect
Diversion Route 6		
Hughesdale HD (Johnston)	Potentially Eligible	No Adverse Effect
Diversion Route 7		
Allendale HD (North Providence)	Potentially Eligible	No Adverse Effect
Greystone Mill HD (North Providence, Johnston)	Listed	No Adverse Effect
Greystone Mill Village HD (North Providence, Johnston)	Listed	No Adverse Effect
Georgiaville HD (Smithfield)	Listed	No Adverse Effect
Diversion Route 8		
College Hill HD (Providence)	Listed	No Adverse Effect
College Hill HD Extension (Providence)	Potentially Eligible	No Adverse Effect
Rhodes Street HD (Providence)	Listed	No Adverse Effect
Diversion Route 11		
Ashton HD	Listed	No Adverse Effect

Diversion Routes 2 - 16
Burrillville, Coventry, Cranston, East Greenwich, East Providence, Exeter, Foster, Glocester, Jamestown, Johnston, Lincoln, Middletown, Newport, North Kingstown, North Providence, North Smithfield, Pawtucket, Portsmouth, Providence, Scituate, Smithfield, Warwick, West Greenwich, West Warwick

HISTORIC (ABOVE-GROUND) RESOURCES

Historic Property (Location)	NR Status	Determination of Effect
Districts		
Diversion Route 12		
Ashton HD (Cumberland)	Listed	No Adverse Effect
Berkeley Mill Village HD (Cumberland)	Listed	No Adverse Effect
Blackstone Canal (Lincoln)	Listed	No Adverse Effect
Lonsdale HD (Cumberland/Lincoln)	Listed	No Adverse Effect
Saylesville HD (Lincoln)	Listed	No Adverse Effect
Diversion Route 13		
Union Village HD	Listed	No Adverse Effect
Branch Village HD	Potentially Eligible	No Adverse Effect
Diversion Route 14		
Exeter Village HD (Exeter)	Potentially Eligible	No Adverse Effect
Lawtonville HD (Exeter)	Potentially Eligible	No Adverse Effect
Shady Lea HD (North Kingstown)	Listed	No Adverse Effect
Windmill Hill HD (Jamestown)	Listed	No Adverse Effect
Miantonomi Park HD Amendment (Newport)	Potentially Eligible	No Adverse Effect
Naval War College HD (Newport)	Potentially Eligible	No Adverse Effect
Prescott Farm HD (Middletown)	Potentially Eligible	No Adverse Effect
West Main Road HD	Potentially Eligible	No Adverse Effect
Battle of Rhode Island HD Main Battlefield (Portsmouth)	Listed	No Adverse Effect
Diversion Route 15		
North Scituate Village HD (Scituate)	Listed	No Adverse Effect
Greenville HD (Smithfield)	Potentially Eligible	No Adverse Effect
Diversion Route 16		
Broadway-Armory HD (Providence)	Listed	No Adverse Effect
Individual Properties		
Diversion Route 2		
Stephen Allen House (West Greenwich)	Listed	No Adverse Effect
Stephen Allen Schoolhouse (West Greenwich)	Potentially Eligible	No Adverse Effect
William Waterman House (Coventry)	Listed	No Adverse Effect
Isaac Bowen House (Coventry)	Listed	No Adverse Effect
Amos Cooke House (Scituate)	Listed	No Adverse Effect
Dexter Arnold House (Scituate)	Listed	No Adverse Effect
Glocester Town Pound (Glocester)	Listed	No Adverse Effect
M. Smith House (Burrillville)	Potentially Eligible	No Adverse Effect
Nasonville School (Burrilllville)	Potentially Eligible	No Adverse Effect

Diversion Routes 2 - 16
Burrillville, Coventry, Cranston, East Greenwich, East Providence, Exeter, Foster, Glocester, Jamestown, Johnston, Lincoln, Middletown, Newport, North Kingstown, North Providence, North Smithfield, Pawtucket, Portsmouth, Providence, Scituate, Smithfield, Warwick, West Greenwich, West Warwick

HISTORIC (ABOVE-GROUND) RESOURCES

Historic Property (Location)	NR Status	Determination of Effect
Individual Properties		
Diversion Route 3		
Aaron Pierce-Coggeshall Joshua House (East Greenwich)	Potentially Eligible	No Adverse Effect
Amasa Sprague Estate Stone Walls (Warwick)	Potentially Eligible	No Adverse Effect
Armory of the Kentish Guards (East Greenwich)	Listed	No Adverse Effect
Building 1303/23 Greenwich (Warwick)	Potentially Eligible	No Adverse Effect
Captain Oliver Gardiner House (Warwick)	Listed	No Adverse Effect
Caleb Greene House (Warwick)	Listed	No Adverse Effect
George Tyler House (Warwick)	Potentially Eligible	No Adverse Effect
Greenwood Volunteer Fire Company (Warwick)	Potentially Eligible	No Adverse Effect
Kent County Court House (Warwick)	Listed	No Adverse Effect
Nike Housing (North Kingstown)	Potentially Eligible)	No Adverse Effect
Whitmarsh (Colonel Micah) House (East Greenwich)	Listed	No Adverse Effect
Diversion Route 4		
642 East Avenue (Warwick)	Potentially Eligible	No Adverse Effect
Diversion Route 5		
Breezy Hill (Scituate)	Potentially Eligible	No Adverse Effect
Hope Bridge (Scituate)	Potentially Eligible	No Adverse Effect
Diversion Route 6		
Nathan Westcott House Cranston)	Listed	No Adverse Effect
Sheldon House (Cranston)	Listed	No Adverse Effect
Mathewson Farm (Johnston)	Listed	No Adverse Effect
James F. Simmons House (Johnston)	Potentially Eligible	No Adverse Effect
Phetteplace House (Smithfield)	Potentially Eligible	No Adverse Effect
Harris House (Smithfield)	Potentially Eligible	No Adverse Effect
Diversion Route 7		
Atlantic & Riverside Mills (Providence)	Potentially Eligible	No Adverse Effect
Atlantic Mill Worker Housing (Providence)	NR Eligible	No Adverse Effect
Dyerville Mill (Providence)	Listed	No Adverse Effect
Earnscliffe Woolen Mill/ Paragon Worsted Company (Providence)	Listed	No Adverse Effect
Lymansville Company Mill (North Providence)	Listed	No Adverse Effect
Manton Avenue School (Providence)	Potentially Eligible	No Adverse Effect
Allendale Mill (North Providence)	Listed	No Adverse Effect

Diversion Routes 2 - 16
Burrillville, Coventry, Cranston, East Greenwich, East Providence, Exeter, Foster, Glocester, Jamestown, Johnston, Lincoln, Middletown, Newport, North Kingstown, North Providence, North Smithfield, Pawtucket, Portsmouth, Providence, Scituate, Smithfield, Warwick, West Greenwich, West Warwick

HISTORIC (ABOVE-GROUND) RESOURCES

Historic Property (Location)	NR Status	Determination of Effect
Individual Properties		
Diversion Route 7		
Allenville Mill Company Storehouse (Smithfield)	Listed	No Adverse Effect
Old Town Hall (North Providence)	Potentially Eligible	No Adverse Effect
Harris House (Smithfield)	Potentially Eligible	No Adverse Effect
Silas-Smith House (Smithfield)	Potentially Eligible	No Adverse Effect
Smithfield Union House (Smithfield)	Potentially Eligible	No Adverse Effect
Ananias Mowry Farm (North Smithfield)	Potentially Eligible	No Adverse Effect
William Mowry House (North Smithfield)	Listed	No Adverse Effect
Todd Farm (North Smithfield)	Listed	No Adverse Effect
Diversion Route 8		
American Emery Wheel Works (Providence)	Potentially Eligible	No Adverse Effect
Christ Episcopal Church/Christ Church (Providence)	Listed	No Adverse Effect
Constance Witherby Park (Providence)	Listed	No Adverse Effect
Davol Rubber Company (Providence)	Listed	No Adverse Effect
George A. Rickard House (Providence)	Potentially Eligible	No Adverse Effect
Manchester Street Station (Providence)	Potentially Eligible	No Adverse Effect
Point Street Bridge (Providence)	Potentially Eligible	No Adverse Effect
Providence Machine Company (Providence)	Potentially Eligible	No Adverse Effect
Providence Gas Company Purifier House (Providence)	Listed	No Adverse Effect
Providence Teaming Company (Providence)	Potentially Eligible	No Adverse Effect
Scovill Manufacturing Company (Providence)	Potentially Eligible	No Adverse Effect
Silverman Brothers Jewelers (Providence)	Potentially Eligible	No Adverse Effect
Diversion Route 9		
Fuller Tenement House, 339-341 Broadway (Pawtucket)	Listed	No Adverse Effect
Fuller Tenement House, 343-345 Broadway (Pawtucket)	Listed	No Adverse Effect
John F. Adams House (Pawtucket)	Listed	No Adverse Effect
Royal Weaving Company Mill Complex (Pawtucket)	Potentially Eligible	No Adverse Effect
Diversion Route 11		
Gray Rock	Potentially Eligible	No Adverse Effect
Jeremiah Wilkinson House	Potentially Eligible	No Adverse Effect

Diversion Routes 2 - 16
Burrillville, Coventry, Cranston, East Greenwich, East Providence, Exeter, Foster, Glocester, Jamestown, Johnston, Lincoln, Middletown, Newport, North Kingstown, North Providence, North Smithfield, Pawtucket, Portsmouth, Providence, Scituate, Smithfield, Warwick, West Greenwich, West Warwick

HISTORIC (ABOVE-GROUND) RESOURCES

Historic Property (Location)	NR Status	Determination of Effect
Individual Properties		
Diversion Route 12		
Clark House, Norton School (Cumberland)	Potentially Eligible	No Adverse Effect
Conant Thread/Coats & Clark (Central Falls/Pawtucket)	Listed	No Adverse Effect
Saint Matthew's Church (Central Falls)	Listed	No Adverse Effect
Saint Joseph's Church Complex (Cumberland)	Listed	No Adverse Effect
Diversion Route 13		
Andrews Tavern	Potentially Eligible	No Adverse Effect
Friends Meeting House Complex/Smithfield Monthly Meeting of Friends	Listed	No Adverse Effect
Peleg Arnold Tavern	Listed	No Adverse Effect
The 1761 Milestone	Listed	No Adverse Effect
Westacres	Potentially Eligible	No Adverse Effect
Branch River Bridge No. 108	Potentially Eligible	No Adverse Effect
Andrew Mill Complex	Potentially Eligible	No Adverse Effect
Diversion Route 14		
Danforth Estate (Exeter)	Potentially Eligible	No Adverse Effect
Chestnut Hill Baptisit Church (Exeter)	Listed	No Adverse Effect
Lawton's Mill (Exeter)	Listed	No Adverse Effect
Old Belleville School (North Kingstown)	Potentially Eligible	No Adverse Effect
Town Pound (Jamestown)	Potentially Eligible	No Adverse Effect
Wetherell Cottage/Spindrift/Pascal Hacke (Jamestown)	Potentially Eligible	No Adverse Effect
Newport Bridge (Jamestown/Newport)	Potentially Eligible	No Adverse Effect
The Bird's Nest (Newport)	Potentially Eligible	No Adverse Effect
Hoppin/Rensselaar/Villalou/Vernon/Elmbry (Middletown)	Potentially Eligible	No Adverse Effect
Whithall/Bishop George Berkeley HS HD (Middletown)	Listed	No Adverse Effect
Wm. Redwoods Country House (Middletown)	Potentially Eligible	No Adverse Effect
Holy Cross Church (Middletown)	Potentially Eligible	No Adverse Effect
Cory Farm (Portsmouth)	Potentially Eligible	No Adverse Effect
Hedley House (Portsmouth)	Potentially Eligible	No Adverse Effect
Diversion Route 15		
Barnes-Bennett-Waterman Farm (Scituate)	Potentially Eligible	No Adverse Effect
Charles Harris House (Scituate)	Potentially Eligibile	No Adverse Effect
Old Congregational Church (Sciuate))	Listed	No Adverse Effect
Saint Thomas Episcopal Church And Rectory (Smithfield)	Listed	No Adverse Effect

Diversion Routes 2 - 16
Burrillville, Coventry, Cranston, East Greenwich, East Providence, Exeter, Foster, Glocester, Jamestown, Johnston, Lincoln, Middletown, Newport, North Kingstown, North Providence, North Smithfield, Pawtucket, Portsmouth, Providence, Scituate, Smithfield, Warwick, West Greenwich, West Warwick

HISTORIC (ABOVE-GROUND) RESOURCES

Historic Property (Location)	NR Status	Determination of Effect
Individual Properties		
Diversion Route 16		
California Artificial Flower Company (Providence)	Potentially Eligible	No Adverse Effect
Weybosset Mills Complex (Providence)	Listed	No Adverse Effect

OTHER HISTORIC RESOURCES	NR Status	Determination of Effect
Historic Cemeteries		
Diversion Route 2		
WG15 – Green Waite Lot (West Greenwich)	NA	No Adverse Effect
WG16 – Seth Brown Lot (West Greenwich)	NA	No Adverse Effect
WG131 – Thayer Lot (West Greenwich)	NA	No Adverse Effect
CY19 – Hall-Moore Lot (Coventry)	NA	No Adverse Effect
CY26 – Wickes Lot (Coventry)	NA	No Adverse Effect
CY28 – Latham Cornell Lot)	NA	No Adverse Effect
FR68 – Clayville Cemetery (Foster)	NA	No Adverse Effect
GL25 – Place-Keach Lot (Glocester)	NA	No Adverse Effect
GL133 – Owen-Evens Lot (Glocester)	NA	No Adverse Effect
GL134 – Public Cemetery (Glocester)	NA	No Adverse Effect
BU114 – Smith Lot (Burrillville)	NA	No Adverse Effect
NS1 – Buxton (North Smithfield)	NA	No Adverse Effect
Diversion Route 3		
NK4 – Fones-Brown Lot (North Kingstown)	NA	No Adverse Effect
NK5 – Austin Lot (North Kingstown)	NA	No Adverse Effect
NK127 – Letson Lot (North Kingstown)	NA	No Adverse Effect
WK6 – Prophet-Hammond-Wickes (Warwick)	NA	No Adverse Effect
WK34 – Brayton (Warwick)	NA	No Adverse Effect
WK38 – Thomas Taylor (Warwick)	NA	No Adverse Effect
WK121 – David Baten (Warwick)	NA	No Adverse Effect
WK133 – Unknown Lot(Warwick))	NA	No Adverse Effect
WK146 – Brush Neck Farm Burial Ground (Warwick)	NA	No Adverse Effect
Diversion Route 4		
WK120 – Harris Arnold Lot (Warwick)	NA	No Adverse Effect
WG82 – Phillip Matteson (West Greenwich)	NA	No Adverse Effect

OTHER HISTORIC RESOURCES	**NR Status**	**Determination of Effect**
Historic Cemeteries		
Diversion Route 5		
CY55 – Thomas Cruff (Coventry)	NA	No Adverse Effect
CY62 – Arnold Lot (Coventry)	NA	No Adverse Effect
CY71 – Johnson-Capwell Lot (Coventry)	NA	No Adverse Effect
WG82 – Phillip Matteson (West Greenwich)	NA	No Adverse Effect
Diversion Route 6		
CR12 – Graves (Cranston)	NA	No Adverse Effect
CR15 – Knight-Fiske (Cranston))	NA	No Adverse Effect
CR19 – Nicholas Sheldon (Cranston)	NA	No Adverse Effect
JN9 – Dea James Olney Lot (Johnston)	NA	No Adverse Effect
JN16 – Daniel Thornton Lot (Johnston)	NA	No Adverse Effect
JN23 – William Waterman Lot (Johnston)	NA	No Adverse Effect
JN38 – Pardon Fenner Lot (Johnston)	NA	No Adverse Effect
JN76 – James W. Smith Lot (Johnston)	NA	No Adverse Effect
JN84 – Granville-Williams Lot (Johnston)	NA	No Adverse Effect
SM33 – Appleby-Smith Lot (Smithfield)	NA	No Adverse Effect
SM37 – Mowry-Turner Lot (Smithfield)	NA	No Adverse Effect
SM77 – Unknown Lot (Smithfield)	NA	No Adverse Effect
SM104 – Caleb-Newell Lot (Smithfield)	NA	No Adverse Effect
SM110 – William Brown Lot (Smithfield)	NA	No Adverse Effect
Diversion Route 7		
SM34 – Bowers-Clark Lot (Smithfield)	NA	No Adverse Effect
NS11 – Smith Lot (North Smithfield)	NA	No Adverse Effect
NS25– Smith-Harris Lot (North Smithfield)	NA	No Adverse Effect
NS40 – Blackmar Lot (North Smithfield)	NA	No Adverse Effect
Diversion Route 11		
CU9 – Ballou Cemetery (Cumberland)	NA	No Adverse Effect
Diversion Route 12		
CU8 – St. Joseph's (Cumberland)	NA	No Adverse Effect
CU39 – St. Joseph's Church (Cumberland)	NA	No Adverse Effect
Diversion Route 13		
WO11 – Quaker Friends (Woonsocket)	NA	No Adverse Effect

OTHER HISTORIC RESOURCES	**NR Status**	**Determination of Effect**
Historic Cemeteries		
Diversion Route 14		
EX37 – George Cotterelf Lot (Exeter)	NA	No Adverse Effect
EX39 – Old Baptist Church Yard (Exeter)	NA	No Adverse Effect
EX52 – Sunderland-Tarbox (Exeter)	NA	No Adverse Effect
NK25 - Thomas (North Kingstown)	NA	No Adverse Effect
NK73 – Brown-Briggs (North Kingstown)	NA	No Adverse Effect
JM1 – Gov. Carr Lot (Jamestown)	NA	No Adverse Effect
JM6 – Friends Cemetery (Jamestown)	NA	No Adverse Effect
JM10 – Hazard Lot (Jamestown)	NA	No Adverse Effect
MT6 – Holy Cross Church Cemetery (Middletown)	NA	No Adverse Effect
MT33 – Dea William Taggart Lot (Middletown)	NA	No Adverse Effect
PO20 – Capt. Job Lawton Lot (Portsmouth)	NA	No Adverse Effect
PO22 – Nichols-Hassard Ground (Portsmouth)	NA	No Adverse Effect
Diversion Route 15		
SC16 – Thomas Mathewson (Scituate)	NA	No Adverse Effect
SC48 – James Arnold Lot (Scituate)	NA	No Adverse Effect
SC49 – Barnes-Potter Lot (Scituate)	NA	No Adverse Effect
SC53 – Fenner Lot (Scituate)	NA	No Adverse Effect
SC96 – Friends Meeting House Yard (Scituate)	NA	No Adverse Effect
SC132 – Dea Daniel Sweet Lot (Scituate)	NA	No Adverse Effect
SM45 – Greenville Cemetery (Smithfield)	NA	No Adverse Effect
SM48 – James Arnold Lot (Smithfield)	NA	No Adverse Effect
SM49 – Smith Lot (Smithfield)	NA	No Adverse Effect
SM86 – Dr. Thomas Nutting Lot (Smithfield)	NA	No Adverse Effect

Diversion Routes 2 - 16
Burrillville, Coventry, Cranston, East Greenwich, East Providence, Exeter, Foster, Glocester, Jamestown, Johnston, Lincoln, Middletown, Newport, North Kingstown, North Providence, North Smithfield, Pawtucket, Portsmouth, Providence, Scituate, Smithfield, Warwick, West Greenwich, West Warwick

CONSULTING PARTIES

Rhode Island Department of Transportation (Applicant for Federal Funds)
Rhode Island Historical Preservation & Heritage Commission (RISHPO)
Blackstone Heritage Corridor, Inc. (Agency with Regulatory Review Jurisdiction)

Diversion Route 2

Town of Burrillville (Representative of Local Government)
Burrillville Historical & Preservation Society (Local Organization with interest in Historic Properties)
Hopkinton Historic District Commission (Municipal agency with Regulatory Review Authority over Historic Properties)
Town of Richmond (Representative of Local Government)
Richmond Historical Society (Local Organization with interest in Historic Properties)
Town of Exeter (Representative of Local Government)
Exeter Historical Association (Local Organization with interest in Historic Properties)

Diversion Route 3

East Greenwich Historic District Commission (Municipal Agency with Interest in Historic Properties)
East Greenwich Historic Preservation Society (Local Organization with Interest in Historic Properties)
Warwick Historic District Commission (Municipal Agency with Interest in Historic Properties)
Warwick Historical Society (Local Organization with Interest in Historic Properties)

Diversion Route 4

Warwick Historic District Commission (Municipal Agency with Interest in Historic Properties)
Warwick Historical Society (Local Organization with Interest in Historic Properties)
Town of West Warwick (Representative of Local Government)

Diversion Route 5

Town of Coventry (Representative of Local Government)
Coventry Historical Society (Local Organization with Interest in Historic Properties)
Town of Scituate (Representative of Local Government)
Town of West Greenwich (Representative of Local Government)

Diversion Route 6

Cranston Historic District Commission (Municipal Agency with Interest in Historic Properties)
Cranston Historical Society (Local Organization with Interest in Historic Properties)
Town of Johnston (Representative of Local Government)
Johnston Historical Society (Local Organization with Interest in Historic Properties)
Town of Scituate (Representative of Local Government)
Smithfield Historic Preservation Commission (Municipal Agency with Interest in Historic Properties)
Historical Society of Smithfield (Local Organization with Interest in Historic Properties)

Diversion Route 7

North Providence Historic District Commission (Municipal Agency with Interest in Historic Properties)
North Smithfield Historic District Commission (Municipal Agency with Interest in Historic Properties)
North Smithfield Heritage Association (Local Organization with Interest in Historic Properties)
Providence Historic District Commission (Municipal Agency with Interest in Historic Properties)
Providence Preservation Society (Local Organization with Interest in Historic Properties)
North Smithfield Historic District Commission (Municipal Agency with Interest in Historic Properties)
Smithfield Historic Preservation Commission (Municipal Agency with Interest in Historic Properties)
Historical Society of Smithfield (Local Organization with Interest in Historic Properties)

Diversion Route 8

East Providence Historic District Commission (Municipal Agency with Regulatory Review Jurisdiction)
East Providence Historical Society (Local Organization with Interest in Historic Properties)
Providence Historic District Commission (Municipal Agency with Regulatory Review Jurisdiction)
Providence Preservation Society (Local Organization with Interest in Historic Properties)

Diversion Routes 2 - 16
Burrillville, Coventry, Cranston, East Greenwich, East Providence, Exeter, Foster, Glocester, Jamestown, Johnston, Lincoln, Middletown, Newport, North Kingstown, North Providence, North Smithfield, Pawtucket, Portsmouth, Providence, Scituate, Smithfield, Warwick, West Greenwich, West Warwick

CONSULTING PARTIES

Diversion Route 9 and 10
Pawtucket Historic District Commission (Municipal Agency with Interest in Historic Properties)
Preservation Society of Pawtucket (Local Organization with Interest in Historic Properties)

Diversion Route 11
Cumberland Historic District Commission (Municipal Agency with Interest in Historic Properties)

Diversion Route 12
Cumberland Historic District Commission (Municipal Agency with Interest in Historic Properties)
Pawtucket Historic District Commission (Municipal Agency with Interest in Historic Properties)
Preservation Society of Pawtucket (Local Organization with Interest in Historic Properties)
Town of Lincoln (Representative of Local Government)
City of Central Falls (Representative of Local Government)

Diversion Route 13
North Smithfield Historic District Commission (Municipal Agency with Interest in Historic Properties)
North Smithfield Heritage Association (Local Organization with Interest in Historic Properties)

Diversion Route 14
Exeter Town Hall (Representative of Local Government)
Exeter Historical Association, Inc. (Local Organization with Interest in Historic Properties)
North Kingstown Historic District Commission
Town of North Kingstown (Representative of Local Government)
Town of Jamestown (Representative of Local Government)
Jamestown Historical Society (Local Organization with Interest in Historic Properties)
Newport Historic District Commission
Newport Historical Society (Local Organization with Interest in Historic Properties)
Town of Middletown (Representative of Local Government)
Middletown Historical Society (Local Organization with Interest in Historic Properties)
Town of Portsmouth (Representative of Local Government)
Portsmouth Historical Society (Local Organization with Interest in Historic Properties)

Diversion Route 15
Glocester Historic District Commission (Municipal Agency with Interest in Historic Properties)
Glocester Heritage Society (Local Organization with Interest in Historic Properties)
Smithfield Historic Preservation Commission (Municipal Agency with Interest in Historic Properties)
Historical Society of Smithfield (Local Organization with Interest in Historic Properties)
Town of Scituate (Representative of Local Government)

Diversion Route 16
Cranston Historic District Commission (Municipal Agency with Interest in Historic Properties)
Providence Historic District Commission (Municipal Agency with Interest in Historic Properties)
Providence Preservation Society (Local Organization with Interest in Historic Properties)

CONDITIONS

None

MEMORANDUM OF AGREEMENT:

NA

U.S. Department of Transportation
Federal Highway Administration

Rhode Island Division

380 Westminster Street, Room 601
Providence, RI 02903
401-528-4541
401-528-4542 Fax

October 22, 2018

In Reply Refer To:
HEC-RI

Ms. Marissa Turnbull, Tribal Historic Preservation Officer
Natural Resources Protection & Regulatory Affairs
Mashantucket Pequot Tribal Nation
550 Trolley Line Blvd.
Mashantucket, CT 06338

Subject: RIDOT Project at Toll Locations 3, 4, & 6 Through 13
RIC No. 2017-OT-002
Toll Locations 3, 4 & 6 through 13, State-wide
Diversion Routes 2 through 16, State-wide
Notification of a Finding of No Adverse Effect

Dear Ms. Turnbull:

Section 106 of the National Historic Preservation Act of 1966, as amended, requires that Federal agencies take into account the effects of Federally-funded projects on historic properties. As part of the Section 106 review for the above referenced project, on behalf of the FHWA, the RIDOT provided written notification of the proposed project to consulting parties in June 2017. A preliminary background search for identifying historic properties in the project's areas of potential effect (APE) was completed and the results disseminated to the consulting parties for review and comment in December 2017. Based on the results of those efforts, the FHWA is proposing a finding of **No Adverse Effect** in accordance with *36 CFR §800.5(d)(1),* regulations of the Advisory Council on Historic Preservation. This notification/finding of effect has been transmitted to the following consulting parties for review and comment:

Blackstone Heritage Corridor, Inc. (Agency with Regulatory Review Jurisdiction)
Massachusetts Historical Commission (a.k.a. MA SHPO)
Rhode Island Historical Preservation & Heritage Commission (a.k.a. RI SHPO)
Woonasquatucket River Watershed Council
Narragansett Indian Tribal Historic Preservation Office
Mashpee Wampanoag Tribal Historic Preservation Office
Wampanoag Tribe of Gay Head/Aquinnah Tribal Historic Preservation Office
Mashantucket Pequot Tribal Nation Tribal Historic Preservation Office
Local Communities, Historic District Commission, and Societies (see attached list).

Enclosed is the Section 106 Documentation Form-2 that includes a general project description, the results of the background search to identify historic resources within the Area of Potential Effect (APE), their National Register status, and our determination of effect for each resource. If your office needs any additional information or clarification, please feel free to contact me at 528-4577.

Sincerely,

For:

Carlos E. Padilla
Program Delivery Supervisor

Local Communities, Historic District Commissions and Societies consulted with under Section 106

Attleboro Historical Commission (Municipal Agency with Review Jurisdiction)
Attleboro Historic Preservation Society (Local Organization with Interest in Historic Properties)
Burrillville Historical & Preservation Society (Local Organization with Interest in Historic Properties)
City of Central Falls (Representative of Local Government)
Coventry Historical Society (Local Organization with Interest in Historic Properties)
Cranston Historic District Commission (Municipal Agency with Review Jurisdiction)
Cranston Historical Society (Local Organization with Interest in Historic Properties)
Cumberland Historic District Commission (Municipal Agency with Review Jurisdiction)
East Providence Historic District Commission (Municipal Agency with Review Jurisdiction)
East Providence Historical Society (Local Organization with Interest in Historic Properties)
East Greenwich Historic District Commission (Municipal Agency with Review Jurisdiction)
Exeter Historical Association, Inc. (Local Organization with Interest in Historic Properties)
Foster Preservation Society (Local Organization with Interest in Historic Properties)
Glocester Historic District Commission (Municipal Agency with Review Jurisdiction)
Glocester Heritage Society (Local Organization with Interest in Historic Properties)
Historical Society of Smithfield (Local Organization with Interest in Historic Properties)
Jamestown Historical Society (Local Organization with Interest in Historic Properties)
Johnston Historical Society (Local Organization with Interest in Historic Properties)
Middletown Historical Society (Local Organization with Interest in Historic Properties)
Newport Historic District Commission (Municipal Agency with Review Jurisdiction)
Newport Historical Society (Local Organization with Interest in Historic Properties)
North Kingstown Historic District Commission (Municipal Agency with Review Jurisdiction)
North Providence Historic District Commission (Municipal Agency with Review Jurisdiction)
North Smithfield Historic District Commission (Municipal Agency with Review Jurisdiction)
Pawtucket Historic District Commission (Municipal Agency with Review Jurisdiction)
Portsmouth Historical Society (Local Organization with Interest in Historic Properties)
Preservation Society of Pawtucket (Local Organization with Interest in Historic Properties)
Providence Historic District Commission (Municipal Agency with Review Jurisdiction)
Providence Preservation Society (Local Organization with Interest in Historic Properties)
Rhode Island Department of Transportation (Project Applicant for Federal Assistance)
Smithfield Historic Preservation Commission (Municipal Agency with Review Jurisdiction)
Town of Burrillville (Representative of Local Government)
Town of Coventry (Representative of Local Government)
Town of Exeter (Representative of Local Government)
Town of Foster (Representative of Local Government)
Town of Jamestown (Representative of Local Government)
Town of Johnston (Representative of Local Government)
Town of Lincoln (Representative of Local Government)
Town Middletown (Representative of Local Government)
Town of North Kingstown (Representative of Local Government)
Town of Portsmouth (Representative of Local Government)
Town of Scituate (Representative of Local Government)
Town of West Greenwich (Representative of Local Government)
Town of West Warwick (Representative of Local Government)
Uxbridge Historic District Commission (Municipal Agency with Review Jurisdiction)
Uxbridge Historical Society (Local Organization with Interest in Historic Properties)
Warwick Historic District Commission (Municipal Agency with Review Jurisdiction)
Warwick Historical Society (Local Organization with Interest in Historic Properties)

Section 106 Documentation Form-2
RhodeWorks Bridge Tolling Program
Statewide – Rhode Island

Diversion Routes 2 - 16
Burrillville, Coventry, Cranston, East Greenwich, East Providence, Exeter, Foster, Glocester, Jamestown, Johnston, Lincoln, Middletown, Newport, North Kingstown, North Providence, North Smithfield, Pawtucket, Portsmouth, Providence, Scituate, Smithfield, Warwick, West Greenwich, West Warwick

PROJECT DESCRIPTION

The Rhode Island Department of Transportation (RIDOT) with assistance from the Federal Highway Administration (FHWA), proposes to construct and implement the RhodeWorks Bridge Tolling Program (Project). The Project includes construction of toll gantries at 12 locations located along five major highway corridors (I-95, I-195, and I-295, US Route 6, and RI Route 146) and the implementation of large commercial truck-only tolling on bridges associated with the gantries (Figure 1). RIDOT has identified a number of potential diversion routes that may see an increase in the number of heavy commercial vehicles trying to avoid paying tolls.

For the purposes of Section 106 review, the "area of potential effect" is defined as a corridor extending 250 feet left and right from the centerline of each Diversion encompassing the visible portions of abutting properties to account for potential direct (vibration) and indirect (visual, noise, and air quality) effects.

HISTORIC (ABOVE-GROUND) RESOURCES

Historic Property (Location)	NR Status	Determination of Effect
Districts		
Diversion Route 2		
Clayville HD (Foster/Scituate)	Listed	No Adverse Effect
Chepachet Village HD (Glocester)	Listed	No Adverse Effect
Oakland HD (Burrillville)	Listed	No Adverse Effect
Slatersville National Historic Landmark District (North Smithfield)	Listed	No Adverse Effect
Diversion Route 3		
Apponaug HD (Warwick)	Listed	No Adverse Effect
East Greenwich Village HD (East Greenwich and Warwick)	Listed	No Adverse Effect
Diversion Route 5		
Anthony Village HD (Coventry)	Listed	No Adverse Effect
Washington HD (Coventry)	Potentially Eligible	No Adverse Effect
Hope Village HD (Scituate)	Listed	No Adverse Effect
Diversion Route 6		
Hughesdale HD (Johnston)	Potentially Eligible	No Adverse Effect
Diversion Route 7		
Allendale HD (North Providence)	Potentially Eligible	No Adverse Effect
Greystone Mill HD (North Providence, Johnston)	Listed	No Adverse Effect
Greystone Mill Village HD (North Providence, Johnston)	Listed	No Adverse Effect
Georgiaville HD (Smithfield)	Listed	No Adverse Effect
Diversion Route 8		
College Hill HD (Providence)	Listed	No Adverse Effect
College Hill HD Extension (Providence)	Potentially Eligible	No Adverse Effect
Rhodes Street HD (Providence)	Listed	No Adverse Effect
Diversion Route 11		
Ashton HD	Listed	No Adverse Effect

Diversion Routes 2 - 16
Burrillville, Coventry, Cranston, East Greenwich, East Providence, Exeter, Foster, Glocester, Jamestown, Johnston, Lincoln, Middletown, Newport, North Kingstown, North Providence, North Smithfield, Pawtucket, Portsmouth, Providence, Scituate, Smithfield, Warwick, West Greenwich, West Warwick

HISTORIC (ABOVE-GROUND) RESOURCES

Historic Property (Location)	NR Status	Determination of Effect
Districts		
Diversion Route 12		
Ashton HD (Cumberland)	Listed	No Adverse Effect
Berkeley Mill Village HD (Cumberland)	Listed	No Adverse Effect
Blackstone Canal (Lincoln)	Listed	No Adverse Effect
Lonsdale HD (Cumberland/Lincoln)	Listed	No Adverse Effect
Saylesville HD (Lincoln)	Listed	No Adverse Effect
Diversion Route 13		
Union Village HD	Listed	No Adverse Effect
Branch Village HD	Potentially Eligible	No Adverse Effect
Diversion Route 14		
Exeter Village HD (Exeter)	Potentially Eligible	No Adverse Effect
Lawtonville HD (Exeter)	Potentially Eligible	No Adverse Effect
Shady Lea HD (North Kingstown)	Listed	No Adverse Effect
Windmill Hill HD (Jamestown)	Listed	No Adverse Effect
Miantonomi Park HD Amendment (Newport)	Potentially Eligible	No Adverse Effect
Naval War College HD (Newport)	Potentially Eligible	No Adverse Effect
Prescott Farm HD (Middletown)	Potentially Eligible	No Adverse Effect
West Main Road HD	Potentially Eligible	No Adverse Effect
Battle of Rhode Island HD Main Battlefield (Portsmouth)	Listed	No Adverse Effect
Diversion Route 15		
North Scituate Village HD (Scituate)	Listed	No Adverse Effect
Greenville HD (Smithfield)	Potentially Eligible	No Adverse Effect
Diversion Route 16		
Broadway-Armory HD (Providence)	Listed	No Adverse Effect
Individual Properties		
Diversion Route 2		
Stephen Allen House (West Greenwich)	Listed	No Adverse Effect
Stephen Allen Schoolhouse (West Greenwich)	Potentially Eligible	No Adverse Effect
William Waterman House (Coventry)	Listed	No Adverse Effect
Isaac Bowen House (Coventry)	Listed	No Adverse Effect
Amos Cooke House (Scituate)	Listed	No Adverse Effect
Dexter Arnold House (Scituate)	Listed	No Adverse Effect
Glocester Town Pound (Glocester)	Listed	No Adverse Effect
M. Smith House (Burrillville)	Potentially Eligible	No Adverse Effect
Nasonville School (Burrilllville)	Potentially Eligible	No Adverse Effect

Diversion Routes 2 - 16
Burrillville, Coventry, Cranston, East Greenwich, East Providence, Exeter, Foster, Glocester, Jamestown, Johnston, Lincoln, Middletown, Newport, North Kingstown, North Providence, North Smithfield, Pawtucket, Portsmouth, Providence, Scituate, Smithfield, Warwick, West Greenwich, West Warwick

HISTORIC (ABOVE-GROUND) RESOURCES

Historic Property (Location)	NR Status	Determination of Effect
Individual Properties		
Diversion Route 3		
Aaron Pierce-Coggeshall Joshua House (East Greenwich)	Potentially Eligible	No Adverse Effect
Amasa Sprague Estate Stone Walls (Warwick)	Potentially Eligible	No Adverse Effect
Armory of the Kentish Guards (East Greenwich)	Listed	No Adverse Effect
Building 1303/23 Greenwich (Warwick)	Potentially Eligible	No Adverse Effect
Captain Oliver Gardiner House (Warwick)	Listed	No Adverse Effect
Caleb Greene House (Warwick)	Listed	No Adverse Effect
George Tyler House (Warwick)	Potentially Eligible	No Adverse Effect
Greenwood Volunteer Fire Company (Warwick)	Potentially Eligible	No Adverse Effect
Kent County Court House (Warwick)	Listed	No Adverse Effect
Nike Housing (North Kingstown)	Potentially Eligible)	No Adverse Effect
Whitmarsh (Colonel Micah) House (East Greenwich)	Listed	No Adverse Effect
Diversion Route 4		
642 East Avenue (Warwick)	Potentially Eligible	No Adverse Effect
Diversion Route 5		
Breezy Hill (Scituate)	Potentially Eligible	No Adverse Effect
Hope Bridge (Scituate)	Potentially Eligible	No Adverse Effect
Diversion Route 6		
Nathan Westcott House Cranston)	Listed	No Adverse Effect
Sheldon House (Cranston)	Listed	No Adverse Effect
Mathewson Farm (Johnston)	Listed	No Adverse Effect
James F. Simmons House (Johnston)	Potentially Eligible	No Adverse Effect
Phetteplace House (Smithfield)	Potentially Eligible	No Adverse Effect
Harris House (Smithfield)	Potentially Eligible	No Adverse Effect
Diversion Route 7		
Atlantic & Riverside Mills (Providence)	Potentially Eligible	No Adverse Effect
Atlantic Mill Worker Housing (Providence)	NR Eligible	No Adverse Effect
Dyerville Mill (Providence)	Listed	No Adverse Effect
Earnscliffe Woolen Mill/ Paragon Worsted Company (Providence)	Listed	No Adverse Effect
Lymansville Company Mill (North Providence)	Listed	No Adverse Effect
Manton Avenue School (Providence)	Potentially Eligible	No Adverse Effect
Allendale Mill (North Providence)	Listed	No Adverse Effect

Diversion Routes 2 - 16
Burrillville, Coventry, Cranston, East Greenwich, East Providence, Exeter, Foster, Glocester, Jamestown, Johnston, Lincoln, Middletown, Newport, North Kingstown, North Providence, North Smithfield, Pawtucket, Portsmouth, Providence, Scituate, Smithfield, Warwick, West Greenwich, West Warwick

HISTORIC (ABOVE-GROUND) RESOURCES

Historic Property (Location)	NR Status	Determination of Effect
Individual Properties		
Diversion Route 7		
Allenville Mill Company Storehouse (Smithfield)	Listed	No Adverse Effect
Old Town Hall (North Providence)	Potentially Eligible	No Adverse Effect
Harris House (Smithfield)	Potentially Eligible	No Adverse Effect
Silas-Smith House (Smithfield)	Potentially Eligible	No Adverse Effect
Smithfield Union House (Smithfield)	Potentially Eligible	No Adverse Effect
Ananias Mowry Farm (North Smithfield)	Potentially Eligible	No Adverse Effect
William Mowry House (North Smithfield)	Listed	No Adverse Effect
Todd Farm (North Smithfield)	Listed	No Adverse Effect
Diversion Route 8		
American Emery Wheel Works (Providence)	Potentially Eligible	No Adverse Effect
Christ Episcopal Church/Christ Church (Providence)	Listed	No Adverse Effect
Constance Witherby Park (Providence)	Listed	No Adverse Effect
Davol Rubber Company (Providence)	Listed	No Adverse Effect
George A. Rickard House (Providence)	Potentially Eligible	No Adverse Effect
Manchester Street Station (Providence)	Potentially Eligible	No Adverse Effect
Point Street Bridge (Providence)	Potentially Eligible	No Adverse Effect
Providence Machine Company (Providence)	Potentially Eligible	No Adverse Effect
Providence Gas Company Purifier House (Providence)	Listed	No Adverse Effect
Providence Teaming Company (Providence)	Potentially Eligible	No Adverse Effect
Scovill Manufacturing Company (Providence)	Potentially Eligible	No Adverse Effect
Silverman Brothers Jewelers (Providence)	Potentially Eligible	No Adverse Effect
Diversion Route 9		
Fuller Tenement House, 339-341 Broadway (Pawtucket)	Listed	No Adverse Effect
Fuller Tenement House, 343-345 Broadway (Pawtucket)	Listed	No Adverse Effect
John F. Adams House (Pawtucket)	Listed	No Adverse Effect
Royal Weaving Company Mill Complex (Pawtucket)	Potentially Eligible	No Adverse Effect
Diversion Route 11		
Gray Rock	Potentially Eligible	No Adverse Effect
Jeremiah Wilkinson House	Potentially Eligible	No Adverse Effect

Diversion Routes 2 - 16
Burrillville, Coventry, Cranston, East Greenwich, East Providence, Exeter, Foster, Glocester, Jamestown, Johnston, Lincoln, Middletown, Newport, North Kingstown, North Providence, North Smithfield, Pawtucket, Portsmouth, Providence, Scituate, Smithfield, Warwick, West Greenwich, West Warwick

HISTORIC (ABOVE-GROUND) RESOURCES

Historic Property (Location)	NR Status	Determination of Effect
Individual Properties		
Diversion Route 12		
Clark House, Norton School (Cumberland)	Potentially Eligible	No Adverse Effect
Conant Thread/Coats & Clark (Central Falls/Pawtucket)	Listed	No Adverse Effect
Saint Matthew's Church (Central Falls)	Listed	No Adverse Effect
Saint Joseph's Church Complex (Cumberland)	Listed	No Adverse Effect
Diversion Route 13		
Andrews Tavern	Potentially Eligible	No Adverse Effect
Friends Meeting House Complex/Smithfield Monthly Meeting of Friends	Listed	No Adverse Effect
Peleg Arnold Tavern	Listed	No Adverse Effect
The 1761 Milestone	Listed	No Adverse Effect
Westacres	Potentially Eligible	No Adverse Effect
Branch River Bridge No. 108	Potentially Eligible	No Adverse Effect
Andrew Mill Complex	Potentially Eligible	No Adverse Effect
Diversion Route 14		
Danforth Estate (Exeter)	Potentially Eligible	No Adverse Effect
Chestnut Hill Baptisit Church (Exeter)	Listed	No Adverse Effect
Lawton's Mill (Exeter)	Listed	No Adverse Effect
Old Belleville School (North Kingstown)	Potentially Eligible	No Adverse Effect
Town Pound (Jamestown)	Potentially Eligible	No Adverse Effect
Wetherell Cottage/Spindrift/Pascal Hacke (Jamestown)	Potentially Eligible	No Adverse Effect
Newport Bridge (Jamestown/Newport)	Potentially Eligible	No Adverse Effect
The Bird's Nest (Newport)	Potentially Eligible	No Adverse Effect
Hoppin/Rensselaar/Villalou/Vernon/Elmbry (Middletown)	Potentially Eligible	No Adverse Effect
Whithall/Bishop George Berkeley HS HD (Middletown)	Listed	No Adverse Effect
Wm. Redwoods Country House (Middletown)	Potentially Eligible	No Adverse Effect
Holy Cross Church (Middletown)	Potentially Eligible	No Adverse Effect
Cory Farm (Portsmouth)	Potentially Eligible	No Adverse Effect
Hedley House (Portsmouth)	Potentially Eligible	No Adverse Effect
Diversion Route 15		
Barnes-Bennett-Waterman Farm (Scituate)	Potentially Eligible	No Adverse Effect
Charles Harris House (Scituate)	Potentially Eligibile	No Adverse Effect
Old Congregational Church (Sciuate))	Listed	No Adverse Effect
Saint Thomas Episcopal Church And Rectory (Smithfield)	Listed	No Adverse Effect

Diversion Routes 2 - 16
Burrillville, Coventry, Cranston, East Greenwich, East Providence, Exeter, Foster, Glocester, Jamestown, Johnston, Lincoln, Middletown, Newport, North Kingstown, North Providence, North Smithfield, Pawtucket, Portsmouth, Providence, Scituate, Smithfield, Warwick, West Greenwich, West Warwick

HISTORIC (ABOVE-GROUND) RESOURCES

Historic Property (Location)	NR Status	Determination of Effect
Individual Properties		
Diversion Route 16		
California Artificial Flower Company (Providence)	Potentially Eligible	No Adverse Effect
Weybosset Mills Complex (Providence)	Listed	No Adverse Effect

OTHER HISTORIC RESOURCES	NR Status	Determination of Effect
Historic Cemeteries		
Diversion Route 2		
WG15 – Green Waite Lot (West Greenwich)	NA	No Adverse Effect
WG16 – Seth Brown Lot (West Greenwich)	NA	No Adverse Effect
WG131 – Thayer Lot (West Greenwich)	NA	No Adverse Effect
CY19 – Hall-Moore Lot (Coventry)	NA	No Adverse Effect
CY26 – Wickes Lot (Coventry)	NA	No Adverse Effect
CY28 – Latham Cornell Lot)	NA	No Adverse Effect
FR68 – Clayville Cemetery (Foster)	NA	No Adverse Effect
GL25 – Place-Keach Lot (Glocester)	NA	No Adverse Effect
GL133 – Owen-Evens Lot (Glocester)	NA	No Adverse Effect
GL134 – Public Cemetery (Glocester)	NA	No Adverse Effect
BU114 – Smith Lot (Burrillville)	NA	No Adverse Effect
NS1 – Buxton (North Smithfield)	NA	No Adverse Effect
Diversion Route 3		
NK4 – Fones-Brown Lot (North Kingstown)	NA	No Adverse Effect
NK5 – Austin Lot (North Kingstown)	NA	No Adverse Effect
NK127 – Letson Lot (North Kingstown)	NA	No Adverse Effect
WK6 – Prophet-Hammond-Wickes (Warwick)	NA	No Adverse Effect
WK34 – Brayton (Warwick)	NA	No Adverse Effect
WK38 – Thomas Taylor (Warwick)	NA	No Adverse Effect
WK121 – David Baten (Warwick)	NA	No Adverse Effect
WK133 – Unknown Lot(Warwick))	NA	No Adverse Effect
WK146 – Brush Neck Farm Burial Ground (Warwick)	NA	No Adverse Effect
Diversion Route 4		
WK120 – Harris Arnold Lot (Warwick)	NA	No Adverse Effect
WG82 – Phillip Matteson (West Greenwich)	NA	No Adverse Effect

OTHER HISTORIC RESOURCES	**NR Status**	**Determination of Effect**
Historic Cemeteries		
Diversion Route 5		
CY55 – Thomas Cruff (Coventry)	NA	No Adverse Effect
CY62 – Arnold Lot (Coventry)	NA	No Adverse Effect
CY71 – Johnson-Capwell Lot (Coventry)	NA	No Adverse Effect
WG82 – Phillip Matteson (West Greenwich)	NA	No Adverse Effect
Diversion Route 6		
CR12 – Graves (Cranston)	NA	No Adverse Effect
CR15 – Knight-Fiske (Cranston))	NA	No Adverse Effect
CR19 – Nicholas Sheldon (Cranston)	NA	No Adverse Effect
JN9 – Dea James Olney Lot (Johnston)	NA	No Adverse Effect
JN16 – Daniel Thornton Lot (Johnston)	NA	No Adverse Effect
JN23 – William Waterman Lot (Johnston)	NA	No Adverse Effect
JN38 – Pardon Fenner Lot (Johnston)	NA	No Adverse Effect
JN76 – James W. Smith Lot (Johnston)	NA	No Adverse Effect
JN84 – Granville-Williams Lot (Johnston)	NA	No Adverse Effect
SM33 – Appleby-Smith Lot (Smithfield)	NA	No Adverse Effect
SM37 – Mowry-Turner Lot (Smithfield)	NA	No Adverse Effect
SM77 – Unknown Lot (Smithfield)	NA	No Adverse Effect
SM104 – Caleb-Newell Lot (Smithfield)	NA	No Adverse Effect
SM110 – William Brown Lot (Smithfield)	NA	No Adverse Effect
Diversion Route 7		
SM34 – Bowers-Clark Lot (Smithfield)	NA	No Adverse Effect
NS11 – Smith Lot (North Smithfield)	NA	No Adverse Effect
NS25– Smith-Harris Lot (North Smithfield)	NA	No Adverse Effect
NS40 – Blackmar Lot (North Smithfield)	NA	No Adverse Effect
Diversion Route 11		
CU9 – Ballou Cemetery (Cumberland)	NA	No Adverse Effect
Diversion Route 12		
CU8 – St. Joseph's (Cumberland)	NA	No Adverse Effect
CU39 – St. Joseph's Church (Cumberland)	NA	No Adverse Effect
Diversion Route 13		
WO11 – Quaker Friends (Woonsocket)	NA	No Adverse Effect

OTHER HISTORIC RESOURCES	**NR Status**	**Determination of Effect**
Historic Cemeteries		
Diversion Route 14		
EX37 – George Cotterelf Lot (Exeter)	NA	No Adverse Effect
EX39 – Old Baptist Church Yard (Exeter)	NA	No Adverse Effect
EX52 – Sunderland-Tarbox (Exeter)	NA	No Adverse Effect
NK25 - Thomas (North Kingstown)	NA	No Adverse Effect
NK73 – Brown-Briggs (North Kingstown)	NA	No Adverse Effect
JM1 – Gov. Carr Lot (Jamestown)	NA	No Adverse Effect
JM6 – Friends Cemetery (Jamestown)	NA	No Adverse Effect
JM10 – Hazard Lot (Jamestown)	NA	No Adverse Effect
MT6 – Holy Cross Church Cemetery (Middletown)	NA	No Adverse Effect
MT33 – Dea William Taggart Lot (Middletown)	NA	No Adverse Effect
PO20 – Capt. Job Lawton Lot (Portsmouth)	NA	No Adverse Effect
PO22 – Nichols-Hassard Ground (Portsmouth)	NA	No Adverse Effect
Diversion Route 15		
SC16 – Thomas Mathewson (Scituate)	NA	No Adverse Effect
SC48 – James Arnold Lot (Scituate)	NA	No Adverse Effect
SC49 – Barnes-Potter Lot (Scituate)	NA	No Adverse Effect
SC53 – Fenner Lot (Scituate)	NA	No Adverse Effect
SC96 – Friends Meeting House Yard (Scituate)	NA	No Adverse Effect
SC132 – Dea Daniel Sweet Lot (Scituate)	NA	No Adverse Effect
SM45 – Greenville Cemetery (Smithfield)	NA	No Adverse Effect
SM48 – James Arnold Lot (Smithfield)	NA	No Adverse Effect
SM49 – Smith Lot (Smithfield)	NA	No Adverse Effect
SM86 – Dr. Thomas Nutting Lot (Smithfield)	NA	No Adverse Effect

Diversion Routes 2 - 16
Burrillville, Coventry, Cranston, East Greenwich, East Providence, Exeter, Foster, Glocester, Jamestown, Johnston, Lincoln, Middletown, Newport, North Kingstown, North Providence, North Smithfield, Pawtucket, Portsmouth, Providence, Scituate, Smithfield, Warwick, West Greenwich, West Warwick

CONSULTING PARTIES

Rhode Island Department of Transportation (Applicant for Federal Funds)
Rhode Island Historical Preservation & Heritage Commission (RISHPO)
Blackstone Heritage Corridor, Inc. (Agency with Regulatory Review Jurisdiction)

Diversion Route 2

Town of Burrillville (Representative of Local Government)
Burrillville Historical & Preservation Society (Local Organization with interest in Historic Properties)
Hopkinton Historic District Commission (Municipal agency with Regulatory Review Authority over Historic Properties)
Town of Richmond (Representative of Local Government)
Richmond Historical Society (Local Organization with interest in Historic Properties)
Town of Exeter (Representative of Local Government)
Exeter Historical Association (Local Organization with interest in Historic Properties)

Diversion Route 3

East Greenwich Historic District Commission (Municipal Agency with Interest in Historic Properties)
East Greenwich Historic Preservation Society (Local Organization with Interest in Historic Properties)
Warwick Historic District Commission (Municipal Agency with Interest in Historic Properties)
Warwick Historical Society (Local Organization with Interest in Historic Properties)

Diversion Route 4

Warwick Historic District Commission (Municipal Agency with Interest in Historic Properties)
Warwick Historical Society (Local Organization with Interest in Historic Properties)
Town of West Warwick (Representative of Local Government)

Diversion Route 5

Town of Coventry (Representative of Local Government)
Coventry Historical Society (Local Organization with Interest in Historic Properties)
Town of Scituate (Representative of Local Government)
Town of West Greenwich (Representative of Local Government)

Diversion Route 6

Cranston Historic District Commission (Municipal Agency with Interest in Historic Properties)
Cranston Historical Society (Local Organization with Interest in Historic Properties)
Town of Johnston (Representative of Local Government)
Johnston Historical Society (Local Organization with Interest in Historic Properties)
Town of Scituate (Representative of Local Government)
Smithfield Historic Preservation Commission (Municipal Agency with Interest in Historic Properties)
Historical Society of Smithfield (Local Organization with Interest in Historic Properties)

Diversion Route 7

North Providence Historic District Commission (Municipal Agency with Interest in Historic Properties)
North Smithfield Historic District Commission (Municipal Agency with Interest in Historic Properties)
North Smithfield Heritage Association (Local Organization with Interest in Historic Properties)
Providence Historic District Commission (Municipal Agency with Interest in Historic Properties)
Providence Preservation Society (Local Organization with Interest in Historic Properties)
North Smithfield Historic District Commission (Municipal Agency with Interest in Historic Properties)
Smithfield Historic Preservation Commission (Municipal Agency with Interest in Historic Properties)
Historical Society of Smithfield (Local Organization with Interest in Historic Properties)

Diversion Route 8

East Providence Historic District Commission (Municipal Agency with Regulatory Review Jurisdiction)
East Providence Historical Society (Local Organization with Interest in Historic Properties)
Providence Historic District Commission (Municipal Agency with Regulatory Review Jurisdiction)
Providence Preservation Society (Local Organization with Interest in Historic Properties)

Diversion Routes 2 - 16
Burrillville, Coventry, Cranston, East Greenwich, East Providence, Exeter, Foster, Glocester, Jamestown, Johnston, Lincoln, Middletown, Newport, North Kingstown, North Providence, North Smithfield, Pawtucket, Portsmouth, Providence, Scituate, Smithfield, Warwick, West Greenwich, West Warwick

CONSULTING PARTIES

Diversion Route 9 and 10
Pawtucket Historic District Commission (Municipal Agency with Interest in Historic Properties)
Preservation Society of Pawtucket (Local Organization with Interest in Historic Properties)

Diversion Route 11
Cumberland Historic District Commission (Municipal Agency with Interest in Historic Properties)

Diversion Route 12
Cumberland Historic District Commission (Municipal Agency with Interest in Historic Properties)
Pawtucket Historic District Commission (Municipal Agency with Interest in Historic Properties)
Preservation Society of Pawtucket (Local Organization with Interest in Historic Properties)
Town of Lincoln (Representative of Local Government)
City of Central Falls (Representative of Local Government)

Diversion Route 13
North Smithfield Historic District Commission (Municipal Agency with Interest in Historic Properties)
North Smithfield Heritage Association (Local Organization with Interest in Historic Properties)

Diversion Route 14
Exeter Town Hall (Representative of Local Government)
Exeter Historical Association, Inc. (Local Organization with Interest in Historic Properties)
North Kingstown Historic District Commission
Town of North Kingstown (Representative of Local Government)
Town of Jamestown (Representative of Local Government)
Jamestown Historical Society (Local Organization with Interest in Historic Properties)
Newport Historic District Commission
Newport Historical Society (Local Organization with Interest in Historic Properties)
Town of Middletown (Representative of Local Government)
Middletown Historical Society (Local Organization with Interest in Historic Properties)
Town of Portsmouth (Representative of Local Government)
Portsmouth Historical Society (Local Organization with Interest in Historic Properties)

Diversion Route 15
Glocester Historic District Commission (Municipal Agency with Interest in Historic Properties)
Glocester Heritage Society (Local Organization with Interest in Historic Properties)
Smithfield Historic Preservation Commission (Municipal Agency with Interest in Historic Properties)
Historical Society of Smithfield (Local Organization with Interest in Historic Properties)
Town of Scituate (Representative of Local Government)

Diversion Route 16
Cranston Historic District Commission (Municipal Agency with Interest in Historic Properties)
Providence Historic District Commission (Municipal Agency with Interest in Historic Properties)
Providence Preservation Society (Local Organization with Interest in Historic Properties)

CONDITIONS

None

MEMORANDUM OF AGREEMENT:

NA

U.S. Department
of Transportation
**Federal Highway
Administration**

Rhode Island Division

380 Westminster Street, Room 601
Providence, RI 02903
401-528-4541
401-528-4542 Fax

October 22, 2018

In Reply Refer To:
HEC-RI

Ramona Peters
Tribal Historic Preservation Officer
Mashpee Wampanoag Tribe
483 Great Neck Road, South
Mashpee, Massachusetts 02649

Subject: RIDOT Project at Toll Locations 3, 4, & 6 Through 13
RIC No. 2017-OT-002
Toll Location Nos. 6, 9, 10, and 11
Diversion Routes 2, 8, 9, 10, 12, and 14
Notification of a Finding of No Adverse Effect

Dear Ms. Peters:

Section 106 of the National Historic Preservation Act of 1966, as amended, requires that Federal agencies take into account the effects of Federally-funded projects on historic properties. As part of the Section 106 review for the above referenced project, on behalf of the FHWA, the RIDOT provided written notification of the proposed project to consulting parties in June 2017. A preliminary background search for identifying historic properties in the project's areas of potential effect (APE) was completed and the results disseminated to the consulting parties for review and comment in December 2017. Based on the results of those efforts, the FHWA is proposing a finding of **No Adverse Effect** in accordance with *36 CFR §800.5(d)(1),* regulations of the Advisory Council on Historic Preservation. This notification/finding of effect has been transmitted to the following consulting parties for review and comment:

Blackstone Heritage Corridor, Inc. (Agency with Regulatory Review Jurisdiction)
Massachusetts Historical Commission (a.k.a. MA SHPO)
Rhode Island Historical Preservation & Heritage Commission (a.k.a. RI SHPO)
Woonasquatucket River Watershed Council
Narragansett Indian Tribal Historic Preservation Office
Mashpee Wampanoag Tribal Historic Preservation Office
Wampanoag Tribe of Gay Head/Aquinnah Tribal Historic Preservation Office
Mashantucket Pequot Tribal Nation Tribal Historic Preservation Office
Local Communities, Historic District Commission, and Societies (see attached list).

Enclosed is the Section 106 Documentation Form-2 that includes a general project description, the results of the background search to identify historic resources within the Area of Potential Effect (APE), their National Register status, and our determination of effect for each resource. If your office needs any additional information or clarification, please feel free to contact me at 528-4577.

Sincerely,

For:

Carlos E. Padilla
Program Delivery Supervisor

Local Communities, Historic District Commissions and Societies consulted with under Section 106

Attleboro Historical Commission (Municipal Agency with Review Jurisdiction)
Attleboro Historic Preservation Society (Local Organization with Interest in Historic Properties)
Burrillville Historical & Preservation Society (Local Organization with Interest in Historic Properties)
City of Central Falls (Representative of Local Government)
Coventry Historical Society (Local Organization with Interest in Historic Properties)
Cranston Historic District Commission (Municipal Agency with Review Jurisdiction)
Cranston Historical Society (Local Organization with Interest in Historic Properties)
Cumberland Historic District Commission (Municipal Agency with Review Jurisdiction)
East Providence Historic District Commission (Municipal Agency with Review Jurisdiction)
East Providence Historical Society (Local Organization with Interest in Historic Properties)
East Greenwich Historic District Commission (Municipal Agency with Review Jurisdiction)
Exeter Historical Association, Inc. (Local Organization with Interest in Historic Properties)
Foster Preservation Society (Local Organization with Interest in Historic Properties)
Glocester Historic District Commission (Municipal Agency with Review Jurisdiction)
Glocester Heritage Society (Local Organization with Interest in Historic Properties)
Historical Society of Smithfield (Local Organization with Interest in Historic Properties)
Jamestown Historical Society (Local Organization with Interest in Historic Properties)
Johnston Historical Society (Local Organization with Interest in Historic Properties)
Middletown Historical Society (Local Organization with Interest in Historic Properties)
Newport Historic District Commission (Municipal Agency with Review Jurisdiction)
Newport Historical Society (Local Organization with Interest in Historic Properties)
North Kingstown Historic District Commission (Municipal Agency with Review Jurisdiction)
North Providence Historic District Commission (Municipal Agency with Review Jurisdiction)
North Smithfield Historic District Commission (Municipal Agency with Review Jurisdiction)
Pawtucket Historic District Commission (Municipal Agency with Review Jurisdiction)
Portsmouth Historical Society (Local Organization with Interest in Historic Properties)
Preservation Society of Pawtucket (Local Organization with Interest in Historic Properties)
Providence Historic District Commission (Municipal Agency with Review Jurisdiction)
Providence Preservation Society (Local Organization with Interest in Historic Properties)
Rhode Island Department of Transportation (Project Applicant for Federal Assistance)
Smithfield Historic Preservation Commission (Municipal Agency with Review Jurisdiction)
Town of Burrillville (Representative of Local Government)
Town of Coventry (Representative of Local Government)
Town of Exeter (Representative of Local Government)
Town of Foster (Representative of Local Government)
Town of Jamestown (Representative of Local Government)
Town of Johnston (Representative of Local Government)
Town of Lincoln (Representative of Local Government)
Town Middletown (Representative of Local Government)
Town of North Kingstown (Representative of Local Government)
Town of Portsmouth (Representative of Local Government)
Town of Scituate (Representative of Local Government)
Town of West Greenwich (Representative of Local Government)
Town of West Warwick (Representative of Local Government)
Uxbridge Historic District Commission (Municipal Agency with Review Jurisdiction)
Uxbridge Historical Society (Local Organization with Interest in Historic Properties)
Warwick Historic District Commission (Municipal Agency with Review Jurisdiction)
Warwick Historical Society (Local Organization with Interest in Historic Properties)

Toll Location No. 6, Pawtucket
Toll Location No. 9, Cumberland
Toll Location No. 10, East Providence and Providence
Toll Location No. 11, Lincoln

Diversion Route 2, 8, 9, 10, 12, & 14
Burrillville, Coventry, East Providence, Exeter, Foster, Glocester, Jamestown, Middletown, North Kingstown, North Smithfield, Pawtucket, Portsmouth, Providence, Scituate, West Greenwich, Rhode Island
Attleboro and Uxbridge, Massachusetts

PROJECT DESCRIPTION

Toll Location 6

Toll Location No. 6 on I-95 in Pawtucket near the East Street Bridges (RIDOT Bridge Nos. 056101 and 056121) and the Roosevelt Avenue Bridges (RIDOT Bridge Nos. 056201 and 056221) (Figure 1) consists of three gantries. Gantry 6a will span the travels lanes of I-95. Gantry 6b will span the off-ramp (Exit 30) to Roosevelt Avenue. Gantry 6c will span the on-ramp from Fountain Street. The cameras and detectors will be on each gantry that spans the roadway. The electrical and communication conduits will run south along Roosevelt Avenue from Gantry 6c to an existing power source. Power and communication to Gantry 6b will be provided via overhead wires. Construction staging areas are proposed within the infield between I-95 SB and the Exit 30 off ramp and on Fountain Street next to I-95 SB. Most of the construction work will occur within the I-95 ROW and along Roosevelt Avenue.

Minimal environmental impacts are anticipated. The toll system at each tolling location will be located within the existing highway right-of-way and approximately 15-20 feet from the existing edge of pavement. Each tolling location will consist of one or more gantries, conduit for both communication and electrical connections, a roadside cabinet on a concrete pad and installation of an additional guardrail. Ground disturbance will be limited. The conduit will be installed either by direct bury methods or narrow trenching that will be back filled and seeded to match existing conditions. There will be a slight increase in impervious surface due to the concrete pad for the utility cabinets. Foundations for the gantries will be augured to minimize excavation and land disturbance, which will also minimize the potential for erosion. The area required for contractor's storage and staging will be located in maintained areas of the roadway right-of-way.

For the purposes of Section 106 review, the "area of potential effect" includes the proposed construction impact areas, and a 0.25-mile area around the gantry location for indirect impacts (Figure 2).

Toll Location No. 9

Toll Location No. 9 is on I-295 in Cumberland near the Leigh Road Bridge (RIDOT Bridge Nos. 075301and 075321) (Figure 3). A single gantry will span I-295 NB and SB west of the Leigh Road Bridge The cameras and detectors will be on the gantry that spans the roadway. The electrical and communication conduits, roadside cabinets, construction staging areas, and guardrail will be located within the existing highway right-of-way and approximately 15-20 feet from the existing edge of pavement.

Ground disturbance will be limited. The conduit will be installed either by direct bury methods or narrow trenching that will be back filled and seeded to match existing conditions. There will be a slight increase in impervious surface due to the concrete pad for the utility cabinets. Foundations for the gantries will be augured to minimize excavation and land disturbance, which will also minimize the potential for erosion. The area required for contractor's storage and staging will be located in maintained areas of the roadway right-of-way.

For the purposes of Section 106 review, the "area of potential effect" includes the proposed construction impact areas, and a 0.25-mile area around the gantry location for indirect impacts (Figure 4).

Toll Location No. 6, Pawtucket
Toll Location No. 9, Cumberland
Toll Location No. 10, East Providence and Providence
Toll Location No. 11, Lincoln

Diversion Route 2, 8, 9, 10, 12, & 14
Burrillville, Coventry, East Providence, Exeter, Foster, Glocester, Jamestown, Middletown, North Kingstown, North Smithfield, Pawtucket, Portsmouth, Providence, Scituate, West Greenwich, Rhode Island
Attleboro and Uxbridge, Massachusetts

Toll Location No. 10

Toll Location No. 10 on I-195 in East Providence and Providence near the Washington Bridge (RIDOT Bridge Nos. 070001and 020001) (Figure 5) consists of three gantries. Gantry 10A in Providence will span I-195 EB west of the Washington Bridge. Gantry 10b in East Providence will span I-195 WB east of the bridge. Gantry 10c, also in East Providence, will span the Warren Avenue and Taunton Street on ramp to I-195 WB. The cameras and detectors will be on each gantry that spans the roadway. The electrical and communication conduits, roadside cabinets, construction staging areas, and guardrail will be located within the existing highway right-of-way and approximately 15-20 feet from the existing edge of pavement.

Ground disturbance will be limited. The conduit will be installed either by direct bury methods or narrow trenching that will be back filled and seeded to match existing conditions. There will be a slight increase in impervious surface due to the concrete pad for the utility cabinets. Foundations for the gantries will be augured to minimize excavation and land disturbance, which will also minimize the potential for erosion. The area required for contractor's storage and staging will be located in maintained areas of the roadway right-of-way.

For the purposes of Section 106 review, the "area of potential effect" includes the proposed construction impact areas, and a 0.25-mile area around the gantry location No. 10 for indirect impacts (Figure 6).

Toll Location No. 11

Toll Location No. 11 located on Route 146 in Lincoln near the Louisquissett Pike Bridge (RIDOT Bridge No. 027601) (Figure 7) consists of two gantries. Gantry 11a will span the Route 116 westbound on ramp to Route 146 SB. Gantry 11b will span Route 146 NB and SB. The cameras and detectors will be on each gantry that spans the roadway. The electrical and communication conduits, roadside cabinets, construction staging areas, and guardrail will be located within the existing highway right-of-way and approximately 15-20 feet from the existing edge of pavement.

Ground disturbance will be limited. The conduit will be installed either by direct bury methods or narrow trenching that will be back filled and seeded to match existing conditions. There will be a slight increase in impervious surface due to the concrete pad for the utility cabinets. Foundations for the gantries will be augured to minimize excavation and land disturbance, which will also minimize the potential for erosion. The area required for contractor's storage and staging will be located in maintained areas of the roadway right-of-way.

For the purposes of Section 106 review, the "area of potential effect" includes the proposed construction impact areas, and a 0.25-mile area around the gantry location for indirect impacts (Figure 8).

Diversion Route 2

Diversion Route 2 avoids Toll Location 3, 7, 8 and 12 and is located in West Greenwich, Coventry, Foster, Scituate, Glocester, Burrillville, and North Smithfield, Rhode Island, and Uxbridge, Massachusetts. The route extends between Exit 5 on I-95 in West Greenwich, Rhode Island, following RI Route 102 (Victory Highway, Plainfield Pike, Chompist Hill Road, Money Hill Road, Broncos Highway, and US Route 44 (Putnam Pike)), as well as RI Route 5 (Main Street), and Quaker Highway (146A) to Exit 1 of the Worcester-Providence Turnpike (Route 146) in Uxbridge, Massachusetts. Diversion Route 2 is approximately 35 miles in length and is primarily a two-lane road with narrow shoulders and intersecting side streets and driveways.

Diversion Route 8

Diversion Route 8 avoids Toll Locations 4 and 10 and is located in Providence and East Providence, Rhode Island. The route extends between Exit 6 on I-195 in East Providence, and Exit 18 on I-95 in Providence. The eastbound route follows Allens Avenue (US Route 1A), Eddy Street, Point Street, Wickenden Street, Ives Street, Pitman Street, Butler Avenue, South Angell Street, Henderson Bridge, Henderson Expressway, and North Broadway before re-entering I-195 at Exit 6 in East Providence. From Exit 6 on I-195, the westbound route follows North Broadway, Henderson Expressway, Henderson Bridge, South Angell Street, Butler Avenue, Pitman Street, Ives Street, Wickenden Street, Point Street, Eddy Street, and Thurbers Avenue to connect to Exit 18 on I-95. Diversion Route 8 is primarily on city streets with numerous cross streets, signalized intersections, and driveways.

For the purposes of Section 106 review, the "area of potential effect" is defined as a corridor extending 250 feet left and right from the centerline of Diversion Route 8 encompassing the visible portions of abutting properties to account for potential direct (vibration) and indirect (visual, noise, and air quality) effects.

Diversion Route 9

Diversion Route 9 avoids Toll Location 6 and is located in Pawtucket, Rhode Island, and Attleboro, Massachusetts. The route extends from Exit 2 on I-95 in Attleboro, Massachusetts, to Exit 29 of I-95 in Pawtucket, Rhode Island. The route follows Route 1A (Newport Avenue), Cottage Street, Central Avenue and US Route 1 (Broadway). Diversion Route 9 is primarily a two-lane urban street with numerous cross streets and driveways.

Diversion Route 10

Diversion Route 10 avoids Toll Location 6 and is located in Attleboro, Massachusetts and Pawtucket, Rhode Island. The route extends from Exit 1 on I-95 in Attleboro, Massachusetts, to Exit 30 in Pawtucket, Rhode Island. Depending on direction of travel, the route follows US Route 1 (Washington Street), Roosevelt Avenue, Fountain Street, Middle Street, or East Street. Diversion Route 10 is primarily a two-lane road with numerous intersections and driveways.

For the purposes of Section 106 review, the "area of potential effect" is defined as a corridor extending 250 feet left and right from the centerline of Diversion Route 2, Diversion Route 9 and Diversion Route 10 encompassing the visible portions of abutting properties to account for potential direct (vibration) and indirect (visual, noise, and air quality) effects.

Diversion Route 12

Diversion Route 12 avoids Toll Location11 and is located in Pawtucket, Central Falls, Lincoln, and Cumberland, Rhode Island. The route extends from the intersection of Capital Street and RI Route 122 (Lonsdale Avenue) in Pawtucket near I-95, follows RI Route 122 (Lonsdale Avenue, Mendon Road), and terminates at the intersection of RI Route 122 (Mendon Road) and Angell Road in Cumberland. Diversion Route 12 is primarily a two-lane road with numerous traffic signals, side streets, and driveways.

For the purposes of Section 106 review, the "area of potential effect" is defined as a corridor extending 250 feet left and right from the centerline of Diversion Route 12 encompassing the visible portions of abutting properties to account for potential direct (vibration) and indirect (visual, noise, and air quality) effects.

Diversion Route 14

Diversion Route 14 avoids Toll Locations 3, 4 and 10 and is located in Exeter, North Kingstown, Jamestown, Newport, Middletown, and Portsmouth, Rhode Island. The route extends from the intersection of RI Route 3 (Nooseneck Hill Road) and RI Route 102 (Victory Highway) in Exeter, along RI Route 102 (Victory Highway, Ten Rod Road) onto RI Route 4 (Colonel Rodman Highway), US Route 1 (Tower Hill Road), and RI Route 138 in North Kingstown, continuing on RI Route 138 into Jamestown and Newport (as Admiral Kalbfus Road and West Main Road), and then to RI Route 114 (West Main Road) in Middleton, and terminating in Portsmouth at the tie-in with RI Route 24. Diversion Route 14 is primarily a mix of narrow two-lane roads with narrow shoulders and numerous side streets and driveways and four-lane divided highway. Diversion Route 14 is also tolled at the Clairborne Pell Newport Bridge.

For the purposes of Section 106 review, the "area of potential effect" is defined as a corridor extending 250 feet left and right from the centerline of Diversion Route 14 encompassing the visible portions of abutting properties to account for potential direct (vibration) and indirect (visual, noise, and air quality) effects.

Toll Location No. 6

HISTORIC (ABOVE-GROUND) RESOURCES

Historic Property	NR Status	Determination of Effect
Colvin-Woodcock-Kulik House	Potentially Eligible	No Adverse Effect

ARCHAEOLOGICAL RESOURCES
None. The need for archaeological investigations to be determined.

OTHER HISTORIC RESOURCES
None

Toll Location No. 6, Pawtucket
Toll Location No. 9, Cumberland
Toll Location No. 10, East Providence and Providence
Toll Location No. 11, Lincoln

Diversion Route 2, 8, 9, 10, 12, & 14
Burrillville, Coventry, East Providence, Exeter, Foster, Glocester, Jamestown, Middletown, North Kingstown, North Smithfield, Pawtucket, Portsmouth, Providence, Scituate, West Greenwich, Rhode Island
Attleboro and Uxbridge, Massachusetts

Toll Location No. 9

HISTORIC (ABOVE-GROUND) RESOURCES

Historic Property	NR Status	Determination of Effect
Gray Rock	Historic Candidate	No Adverse Effect

ARCHAEOLOGICAL RESOURCES
None

OTHER HISTORIC RESOURCES

Historic Cemeteries	NR Status	Determination of Effect
CU32 – W Wilkinson Lot (Cumberland)	NA	No Adverse Effect

Toll Location 10

HISTORIC (ABOVE-GROUND) RESOURCES

Historic Property	NR Status	Determination of Effect
College Hill HD & Extension (Providence)	NR-listed	No Effect
Oddfellow's Hall (East Providence)	NR-listed	No Effect
Saint Mary's Episcopal Church (East Providence)	NR-listed	No Effect
Sacred Heart Roman Catholic Church (East Providence)	Potentially Eligible	No Effect
Industrial Trust Building (East Providence)	Potentially Eligible	No Effect
Stratford Oyster Company (East Providence)	Potentially Eligible	No Effect
Veterans Memorial Parkway (East Providence)	Potentially Eligible	No Effect

ARCHAEOLOGICAL RESOURCES
None

OTHER HISTORIC RESOURCES
None

Toll Location No. 11

HISTORIC (ABOVE-GROUND) RESOURCES

Historic Property	NR Status	Determination of Effect
None		

ARCHAEOLOGICAL RESOURCES

RI 0544, RI 0551, RI 1978, RI 1983	Potentially Eligible	No Adverse Effect
RI 2208 Find Spot		No Adverse Effect

OTHER HISTORIC RESOURCES

None.

Diversion Route 2

HISTORIC (ABOVE-GROUND) RESOURCES

Historic Property (Location)	NR Status	Determination of Effect
Districts		
Clayville HD (Foster/Scituate)	Listed	No Adverse Effect
Chepachet Village HD (Glocester)	Listed	No Adverse Effect
Oakland HD (Burrillville)	Listed	No Adverse Effect
Slatersville Historic District (North Smithfield)	Listed	No Adverse Effect
Individual Properties		
Stephen Allen House (West Greenwich)	Listed	No Adverse Effect
Stephen Allen Schoolhouse (West Greenwich)	Potentially Eligible	No Adverse Effect
William Waterman House (Coventry)	Listed	No Adverse Effect
Isaac Bowen House (Coventry)	Listed	No Adverse Effect
Amos Cooke House (Scituate)	Listed	No Adverse Effect
Dexter Arnold Farmstead (Scituate)	Listed	No Adverse Effect
Glocester Town Pound (Glocester)	Listed	No Adverse Effect
M. Smith House (Burrillville)	Potentially Eligible	No Adverse Effect
Nasonville School (Burrillville)	Potentially Eligible	No Adverse Effect

Toll Location No. 6, Pawtucket
Toll Location No. 9, Cumberland
Toll Location No. 10, East Providence and Providence
Toll Location No. 11, Lincoln

Diversion Route 2, 8, 9, 10, 12, & 14
Burrillville, Coventry, East Providence, Exeter, Foster, Glocester, Jamestown, Middletown, North Kingstown, North Smithfield, Pawtucket, Portsmouth, Providence, Scituate, West Greenwich, Rhode Island
Attleboro and Uxbridge, Massachusetts

Diversion Route 2

OTHER HISTORIC RESOURCES

Historic Cemeteries	NR Status	Determination of Effect
WG15 – Green Waite Lot (West Greenwich)	NA	No Adverse Effect
WG16 – Seth Brown Lot (West Greenwich)	NA	No Adverse Effect
WG131 – Thayer Lot (West Greenwich)	NA	No Adverse Effect
CY19 – Hall-Moore Lot (Coventry)	NA	No Adverse Effect
CY26 – Wickes Lot (Coventry)	NA	No Adverse Effect
CY27 – Cornell Cemetery (Coventry)	NA	No Adverse Effect
CY28 – Latham Cornell Lot)	NA	No Adverse Effect
FR68 – Clayville Cemetery (Foster)	NA	No Adverse Effect
GL25 – Place-Keach Lot (Glocester)	NA	No Adverse Effect
GL133 – Owen-Evens Lot (Glocester)	NA	No Adverse Effect
GL134 – Public Cemetery (Glocester)	NA	No Adverse Effect
BU114 – Smith Lot (Burrillville)	NA	No Adverse Effect
NS1 – Buxton (North Smithfield)	NA	No Adverse Effect
UXB.824 – Almshouse Cemetery (Uxbridge)	NA	No Adverse Effect
UXB,827 – Aldrich Buxton Cemetery (Uxbridge)	NA	No Adverse Effect

Diversion Route 8

HISTORIC (ABOVE-GROUND) RESOURCES

Historic Property (Location)	NR Status	Determination of Effect
Districts		
College Hill HD (Providence)	Listed	No Adverse Effect
College Hill HD Extension (Providence)	Potentially Eligible	No Adverse Effect
Rhodes Street HD (Providence)	Listed	No Adverse Effect
Individual Properties		
American Emery Wheel Works (Providence)	Potentially Eligible	No Adverse Effect
Christ Episcopal Church/Christ Church (Providence)	Listed	No Adverse Effect
Constance Witherby Park (Providence)	Listed	No Adverse Effect
Davol Rubber Company (Providence)	Listed	No Adverse Effect
George A. Rickard House (Providence)	Potentially Eligible	No Adverse Effect
Manchester Street Station (Providence)	Potentially Eligible	No Adverse Effect
Point Street Bridge (Providence)	Potentially Eligible	No Adverse Effect
Providence Machine Company (Providence)	Potentially Eligible	No Adverse Effect

Diversion Route 8

Historic Property (Location)	NR Status	Determination of Effect
Individual Properties		
Providence Gas Company Purifier House (Providence)	Listed	No Adverse Effect
Providence Teaming Company (Providence)	Potentially Eligible	No Adverse Effect
Scovill Manufacturing Company (Providence)	Potentially Eligible	No Adverse Effect
Silverman Brothers Jewelers (Providence)	Potentially Eligible	No Adverse Effect

OTHER HISTORIC RESOURCES	NR Status	Determination of Effect
None		

Diversion Route 9

HISTORIC (ABOVE-GROUND) RESOURCES

Historic Property (Location)	NR Status	Determination of Effect
Individual Properties		
Fuller Tenement House, 339-341 Broadway (Pawtucket)	Listed	No Adverse Effect
Fuller Tenement House, 343-345 Broadway (Pawtucket)	Listed	No Adverse Effect
John F. Adams House (Pawtucket)	Listed	No Adverse Effect
Royal Weaving Company Mill Complex (Pawtucket)	Potentially Eligible	No Adverse Effect

OTHER HISTORIC RESOURCES	NR Status	Determination of Effect
None		

Diversion Route 10

HISTORIC (ABOVE-GROUND) RESOURCES

Historic Property (Location)	NR Status	Determination of Effect
None		

OTHER HISTORIC RESOURCES	NR Status	Determination of Effect
None		

Diversion Route 12

HISTORIC (ABOVE-GROUND) RESOURCES

Districts	NR Status	Determination of Effect
Ashton HD (Cumberland)	Listed	No Adverse Effect
Berkeley Mill Village HD (Cumberland)	Listed	No Adverse Effect
Blackstone Canal (Lincoln/Central Falls)	Listed	No Adverse Effect
Lonsdale HD (Cumberland/Lincoln)	Listed	No Adverse Effect
Saylesville HD (Lincoln)	Listed	No Adverse Effect

Historic Property (Location)	NR Status	Determination of Effect
Clark House, Norton School (Cumberland)	Potentially Eligible	No Adverse Effect
Conant Thread/Coats & Clark (Central Falls/Pawtucket)	Listed	No Adverse Effect
Saint Matthew's Church (Central Falls)	Listed	No Adverse Effect
Saint Joseph's Church Complex (Cumberland)	Listed	No Adverse Effect

OTHER HISTORIC RESOURCES	NR Status	Determination of Effect
Historic Cemeteries		
CU8 – St. Joseph's (Cumberland)	NA	No Adverse Effect
CU39 – St. Joseph's Church (Cumberland)	NA	No Adverse Effect

Diversion Route 14

HISTORIC (ABOVE-GROUND) RESOURCES

Districts	NR Status	Determination of Effect
Exeter Village HD (Exeter)	Potentially Eligible	No Adverse Effect
Lawtonville HD (Exeter)	Potentially Eligible	No Adverse Effect
Shady Lea HD (North Kingstown)	Listed	No Adverse Effect
Windmill Hill HD (Jamestown)	Listed	No Adverse Effect
Miantonomi Park HD Amendment (Newport)	Potentially Eligible	No Adverse Effect
Naval War College HD (Newport)	Potentially Eligible	No Adverse Effect
Prescott Farm HD (Middletown)	Potentially Eligible	No Adverse Effect
West Main Road HD	Potentially Eligible	No Adverse Effect
Battle of Rhode Island HD Main Battlefield (Portsmouth)	Listed	No Adverse Effect

Diversion Route 14

HISTORIC (ABOVE-GROUND) RESOURCES

Historic Property (Location)	NR Status	Determination of Effect
Danforth Estate (Exeter)	Potentially Eligible	No Adverse Effect
Chestnut Hill Baptist Church (Exeter)	Listed	No Adverse Effect
Lawton's Mill (Exeter)	Listed	No Adverse Effect
Old Belleville School (North Kingstown)	Potentially Eligible	No Adverse Effect
Town Pound (Jamestown)	Potentially Eligible	No Adverse Effect
Wetherell Cottage/Spindrift/Pascal Hacke (Jamestown)	Potentially Eligible	No Adverse Effect
Newport Bridge (Jamestown/Newport)	Potentially Eligible	No Adverse Effect
The Bird's Nest (Newport)	Potentially Eligible	No Adverse Effect
Hoppin/Rensselaar/Villalou/Vernon/Elmbry (Middletown)	Potentially Eligible	No Adverse Effect
Whithall/Bishop George Berkeley HS HD (Middletown)	Listed	No Adverse Effect
Wm. Redwoods Country House (Middletown)	Potentially Eligible	No Adverse Effect
Holy Cross Church (Middletown)	Potentially Eligible	No Adverse Effect
Cory Farm (Portsmouth)	Potentially Eligible	No Adverse Effect
Hedley House (Portsmouth)	Potentially Eligible	No Adverse Effect

OTHER HISTORIC RESOURCES	NR Status	Determination of Effect
EX37 – George Cotterelf Lot (Exeter)	NA	No Adverse Effect
EX39 – Old Baptist Church Yard (Exeter)	NA	No Adverse Effect
EX52 – Sunderland-Tarbox (Exeter)	NA	No Adverse Effect
NK25 - Thomas (North Kingstown)	NA	No Adverse Effect
NK73 – Brown-Briggs (North Kingstown)	NA	No Adverse Effect
JM1 – Gov. Carr Lot (Jamestown)	NA	No Adverse Effect
JM6 – Friends Cemetery (Jamestown)	NA	No Adverse Effect
JM10 – Hazard Lot (Jamestown)	NA	No Adverse Effect
MT6 – Holy Cross Church Cemetery (Middletown)	NA	No Adverse Effect
MT33 – Dea William Taggart Lot (Middletown)	NA	No Adverse Effect
PO20 – Capt. Job Lawton Lot (Portsmouth)	NA	No Adverse Effect
PO22 – Nichols-Hassard Ground (Portsmouth)	NA	No Adverse Effect

Toll Location No. 6, Pawtucket
Toll Location No. 9, Cumberland
Toll Location No. 10, East Providence and Providence
Toll Location No. 11, Lincoln

Diversion Route 2, 8, 9, 10, 12, & 14
Burrillville, Coventry, East Providence, Exeter, Foster, Glocester, Jamestown, Middletown, North Kingstown, North Smithfield, Pawtucket, Portsmouth, Providence, Scituate, West Greenwich, Rhode Island
Attleboro and Uxbridge, Massachusetts

CONSULTING PARTIES

Rhode Island Department of Transportation (Applicant for Federal Funds)
Rhode Island Historical Preservation & Heritage Commission (RISHPO)
Massachusetts Historical Commission (MASHPO)
Mashpee Wampanoag Tribe (THPO)
Narragansett Indian Tribal Historic Preservation Office (THPO)
Wampanoag Tribe of Gay Head/Aquinnah (THPO)
Attleboro Historical Commission (Municipal Agency with Interest in Historic Properties)
Attleboro Historic Preservation Society (Local Organization with Interest in Historic Properties)
Blackstone Heritage Corridor, Inc. (Agency with Regulatory Review Jurisdiction)
Blackstone Valley Historical Society (Local Organization with Interest in Historic Properties)
Town of Burrillville (Representative of Local Government)
Burrillville Historical & Preservation Society (Local Organization with interest in Historic Properties)
City of Central Falls (Representative of Local Government)
Town of Coventry (Representative of Local Government)
Coventry Historical Society (Local Organization with Interest in Historic Properties)
Cumberland Historic District Commission (Municipal Agency with Interest in Historic Properties)
East Providence Historic District Commission (Municipal Agency with Regulatory Review Jurisdiction)
East Providence Historical Society (Local Organization with Interest in Historic Properties)
Exeter Town Hall (Representative of Local Government)
Exeter Historical Association, Inc. (Local Organization with Interest in Historic Properties)
North Kingstown Historic District Commission
Town of Foster (Representative of Local Government)
Foster Preservation Society (Local Organization with Interest in Historic Properties)
Glocester Historic District Commission (Municipal Agency with Regulatory Review Jurisdiction)
Glocester Heritage Society (Local Organization with Interest in Historic Properties)
Town of Jamestown (Representative of Local Government)
Jamestown Historical Society (Local Organization with Interest in Historic Properties)
Town of Lincoln (Representative of Local Government)
Town of Middletown (Representative of Local Government)
Middletown Historical Society (Local Organization with Interest in Historic Properties)
Newport Historic District Commission
Newport Historical Society (Local Organization with Interest in Historic Properties)
North Kingstown Historic District Commission
Town of North Kingstown (Representative of Local Government)
Smithfield Historic District Commission (Municipal Agency with Regulatory Review Jurisdiction)
Pawtucket Historic District Commission (Municipal Agency with Interest in Historic Properties)
Preservation Society of Pawtucket (Local Organization with Interest in Historic Properties)
Town of Portsmouth (Representative of Local Government)
Portsmouth Historical Society (Local Organization with Interest in Historic Properties)
Providence Historic District Commission (Municipal Agency with Interest in Historic Properties)
Providence Preservation Society (Local Organization with Interest in Historic Properties)
Town of Scituate (Representative of Local Government)
Town of West Greenwich (Representative of Local Government)
Uxbridge Historic District Commission (Municipal Agency with Interest in Historic Properties)
Uxbridge Historical Society (Local Organization with Interest in Historic Properties)

Toll Location No. 6, Pawtucket
Toll Location No. 9, Cumberland
Toll Location No. 10, East Providence and Providence
Toll Location No. 11, Lincoln

Diversion Route 2, 8, 9, 10, 12, & 14
Burrillville, Coventry, East Providence, Exeter, Foster, Glocester, Jamestown, Middletown, North Kingstown, North Smithfield, Pawtucket, Portsmouth, Providence, Scituate, West Greenwich, Rhode Island
Attleboro and Uxbridge, Massachusetts

CONDITIONS

None.

MEMORANDUM OF AGREEMENT:

NA

Figure 1. Location 6: Proposed gantry on I-95 near the East Street (RIDOT Bridge Nos. 056101 and 056121) and the Roosevelt Avenue bridges (RIDOT Bridge Nos. 056201 and 056221), Pawtucket, Rhode Island.

Figure 2. APE for Toll Location No. 6 near the East Street (RIDOT Bridge Nos. 056101 and 056121) and the Roosevelt Avenue bridges (RIDOT Bridge Nos. 056201 and 056221), Pawtucket, Rhode Island.

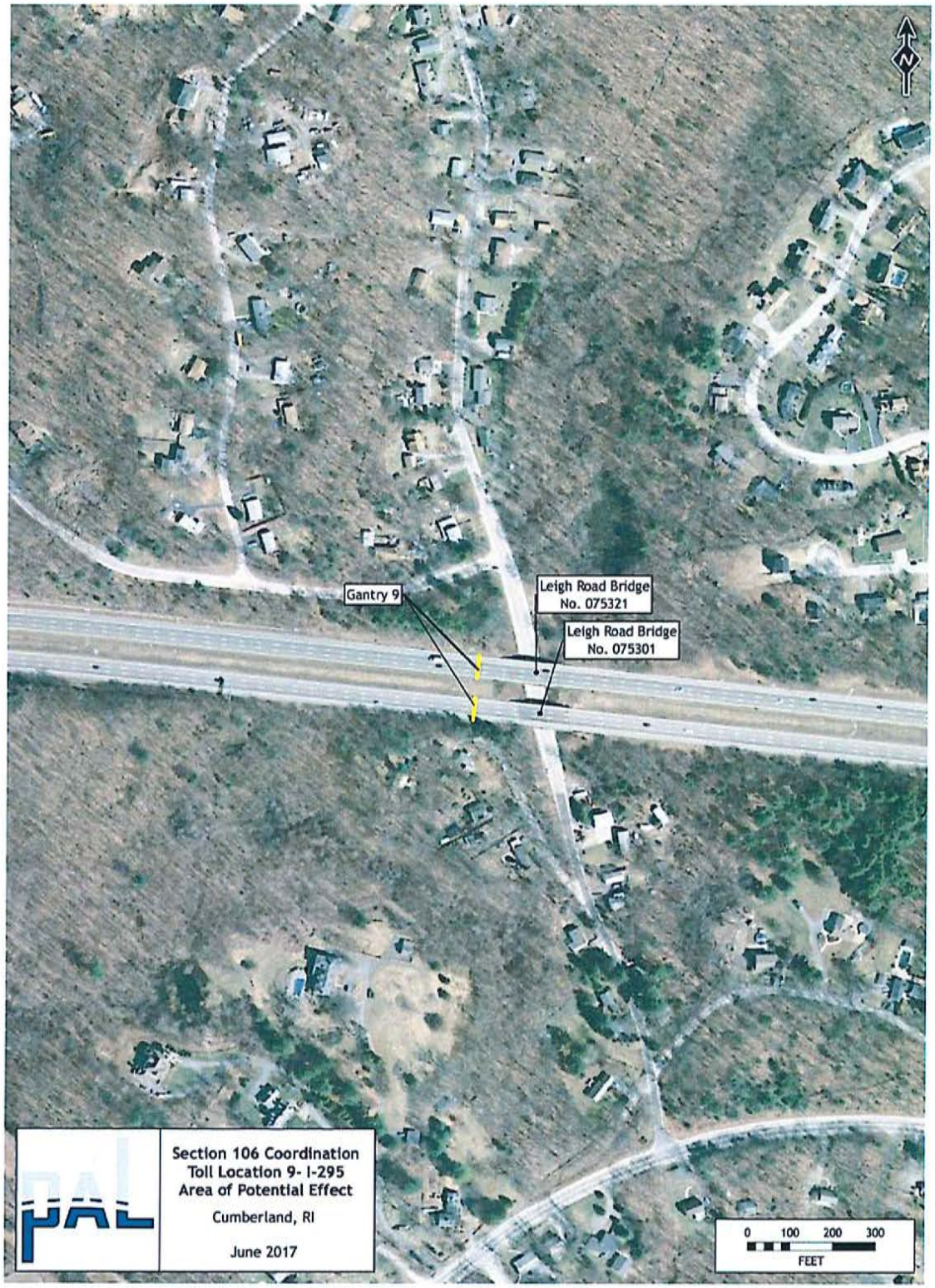

Figure 3. Location 9: Proposed gantry on I-295 near the Leigh Road Bridge (RIDOT Bridge Nos. 075301and 075321), Cumberland, Rhode Island.

Figure 5. Location 10: Proposed gantry on I-195 near the Washington Bridge (RIDOT Bridge Nos. 070001and 020001), East Providence and Providence, Rhode Island.

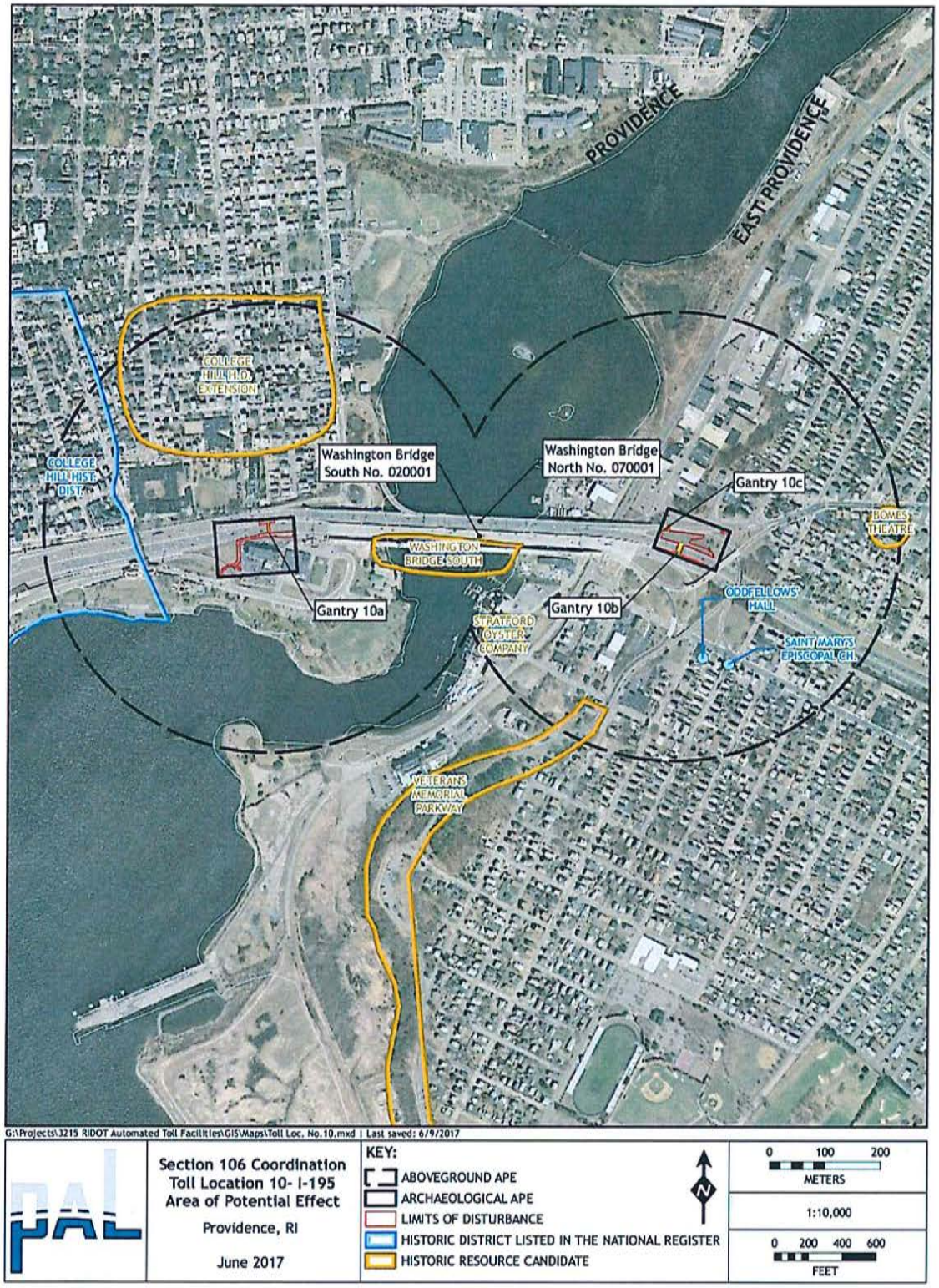

Figure 6. APE for Toll Location No.10 near the Washington Bridge (RIDOT Bridge Nos. 070001and 020001), East Providence and Providence, Rhode Island.

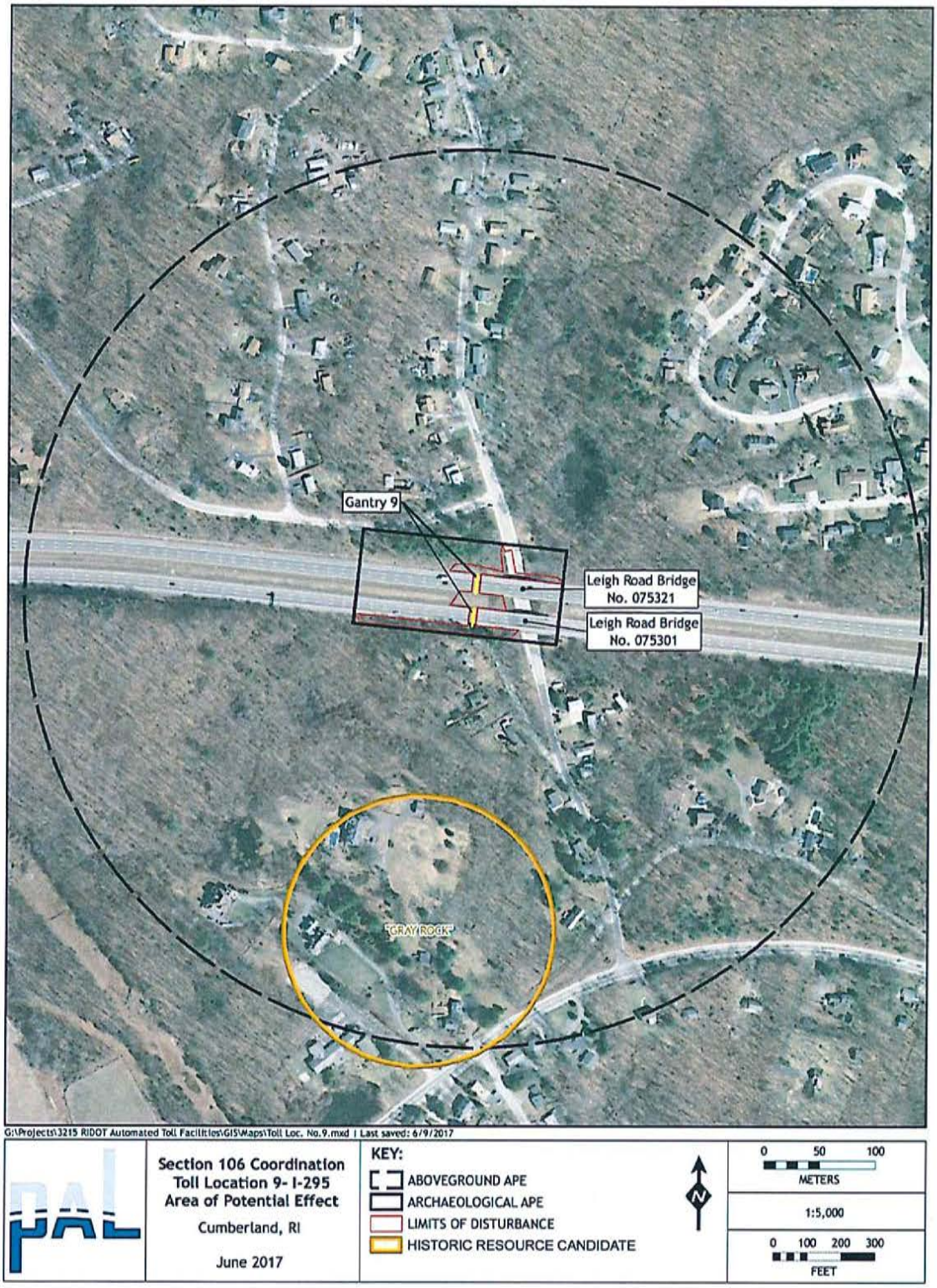

Figure 4. APE for Toll Location No.9 near the Leigh Road Bridge (RIDOT Bridge Nos. 075301and 075321), Cumberland, Rhode Island.

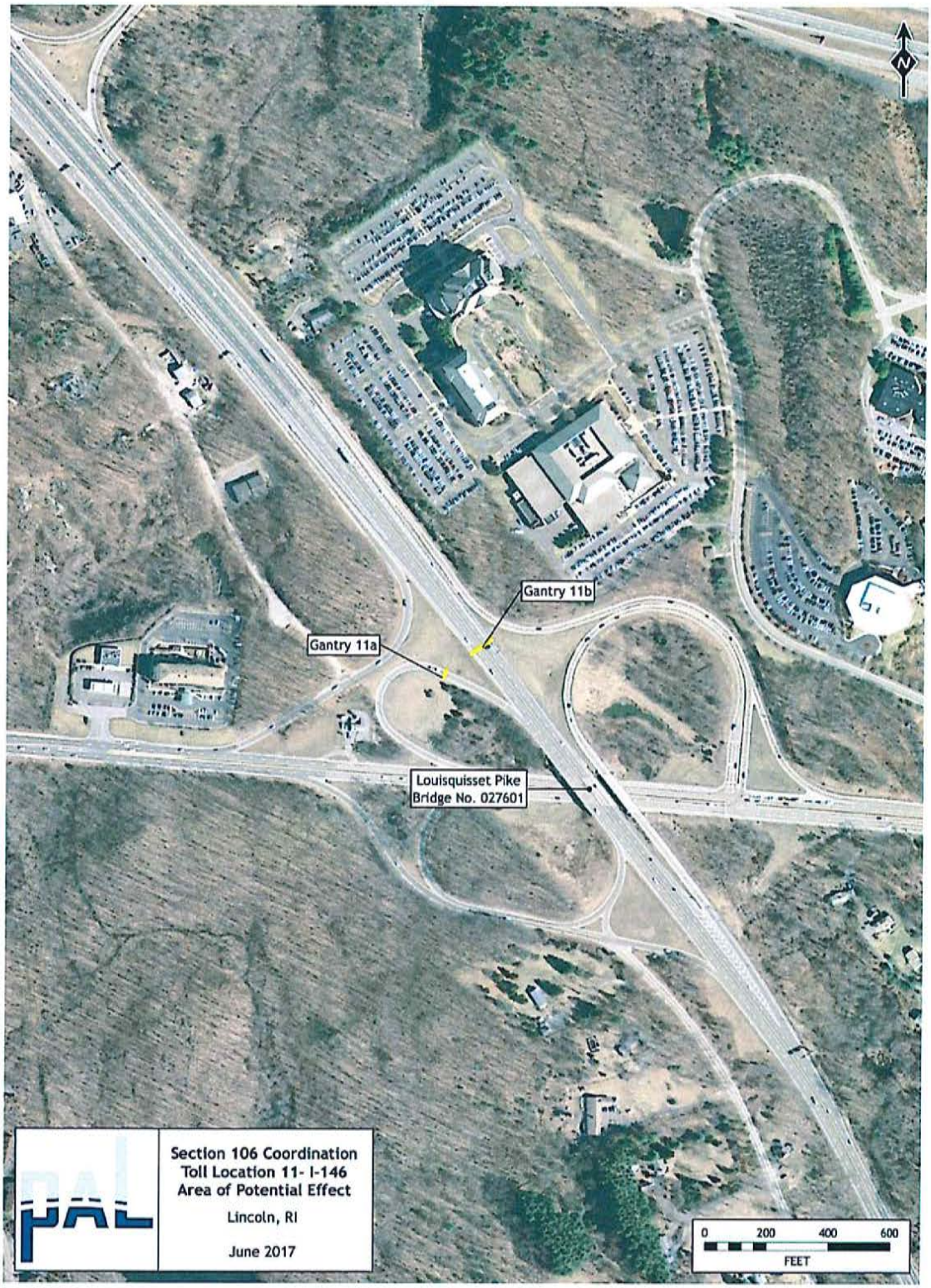

Figure 7. Location 11: Proposed gantry on Route 146 near the Louisquissett Pike Bridge (RIDOT Bridge No. 027601), Lincoln, Rhode Island.

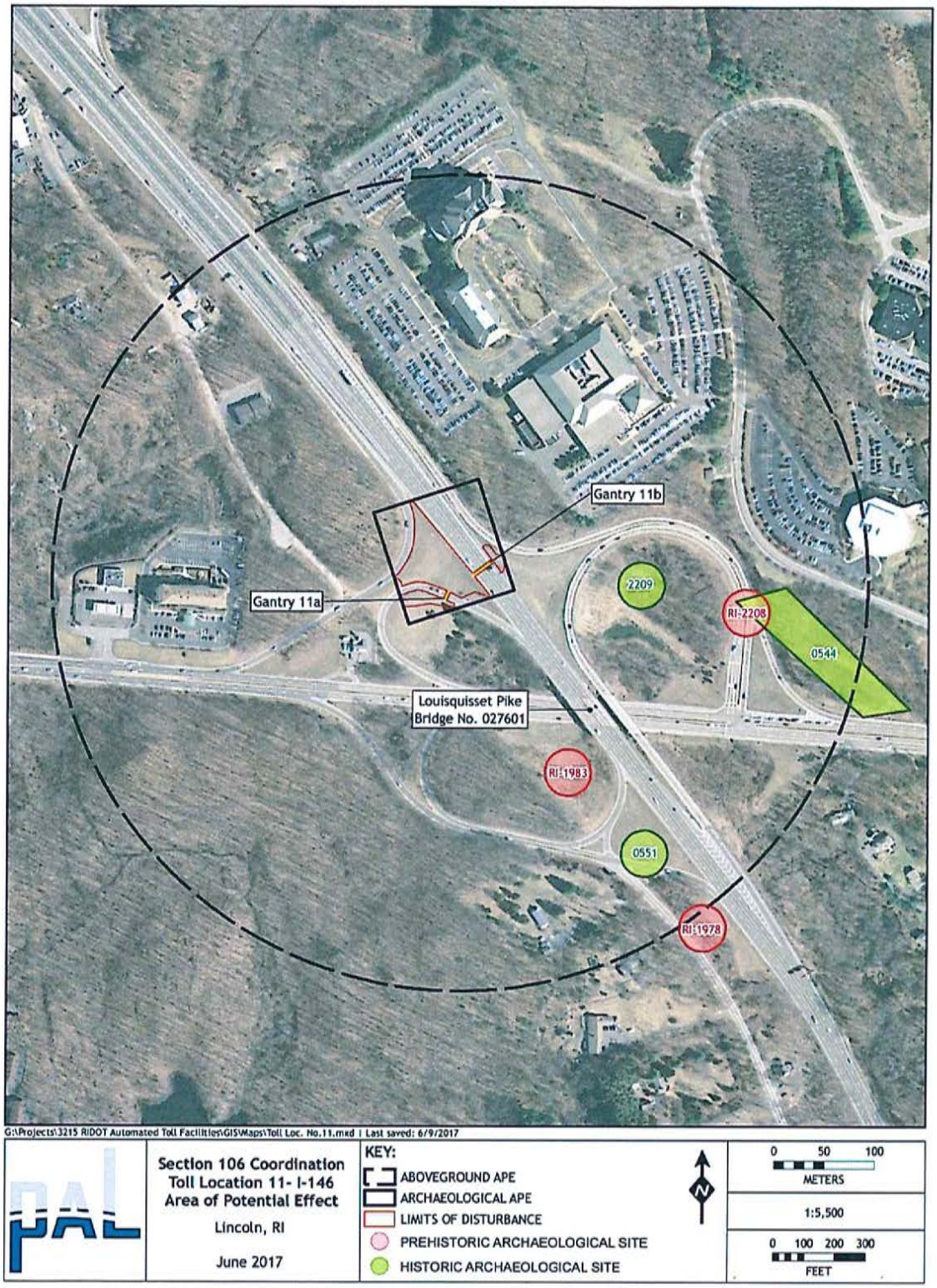

Figure 8. APE for Toll Location No.11 near the Louisquissett Pike Bridge (RIDOT Bridge No. 027601), Lincoln, Rhode Island.

U.S. Department of Transportation
Federal Highway Administration

Rhode Island Division

380 Westminster Street, Room 601
Providence, RI 02903
401-528-4541
401-528-4542 Fax

October 22, 2018

In Reply Refer To:
HEC-RI

Bettina Washington
Tribal Historic Preservation Officer
Wampanoag Tribe of Gay Head/Aquinnah
20 Black Brook Road
Aquinnah, Massachusetts 02535-9701

Subject: RIDOT Project at Toll Locations 6, 9, 10, & 11
Diversion Routes 2 , 8, 9, 10, 12, and 14
RIC No. 2017-OT-002
Notification of a Finding of No Adverse Effect

Dear Ms. Washington:

Section 106 of the National Historic Preservation Act of 1966, as amended, requires that Federal agencies take into account the effects of Federally-funded projects on historic properties. As part of the Section 106 review for the above referenced project, on behalf of the FHWA, the RIDOT provided written notification of the proposed project to consulting parties in June 2017. A preliminary background search for identifying historic properties in the project's areas of potential effect (APE) was completed and the results disseminated to the consulting parties for review and comment in December 2017. Based on the results of those efforts, the FHWA is proposing a finding of No Adverse Effect in accordance with 36 CFR §800.5(d)(1), regulations of the Advisory Council on Historic Preservation. This notification/finding of effect has been transmitted to the following consulting parties for review and comment:

Blackstone Heritage Corridor, Inc. (Agency with Regulatory Review Jurisdiction)
Massachusetts Historical Commission (a.k.a. MA SHPO)
Rhode Island Historical Preservation & Heritage Commission (a.k.a. RI SHPO)
Woonasquatucket River Watershed Council
Narragansett Indian Tribal Historic Preservation Office
Mashpee Wampanoag Tribal Historic Preservation Office
Wampanoag Tribe of Gay Head/Aquinnah Tribal Historic Preservation Office
Mashantucket Pequot Tribal Nation Tribal Historic Preservation Office
Local Communities, Historic District Commission, and Societies (see attached list).

Enclosed is the Section 106 Documentation Form-2 that includes a general project description, the results of the background search to identify historic resources within the Area of Potential Effect (APE), their National Register status, and our determination of effect for each resource. If your office needs any additional information or clarification, please feel free to contact me at 528-4577.

Sincerely,

Carlos E. Padilla
Program Delivery Supervisor

Local Communities, Historic District Commissions and Societies consulted with under Section 106

Attleboro Historical Commission (Municipal Agency with Review Jurisdiction)
Attleboro Historic Preservation Society (Local Organization with Interest in Historic Properties)
Burrillville Historical & Preservation Society (Local Organization with Interest in Historic Properties)
City of Central Falls (Representative of Local Government)
Coventry Historical Society (Local Organization with Interest in Historic Properties)
Cranston Historic District Commission (Municipal Agency with Review Jurisdiction)
Cranston Historical Society (Local Organization with Interest in Historic Properties)
Cumberland Historic District Commission (Municipal Agency with Review Jurisdiction)
East Providence Historic District Commission (Municipal Agency with Review Jurisdiction)
East Providence Historical Society (Local Organization with Interest in Historic Properties)
East Greenwich Historic District Commission (Municipal Agency with Review Jurisdiction)
Exeter Historical Association, Inc. (Local Organization with Interest in Historic Properties)
Foster Preservation Society (Local Organization with Interest in Historic Properties)
Glocester Historic District Commission (Municipal Agency with Review Jurisdiction)
Glocester Heritage Society (Local Organization with Interest in Historic Properties)
Historical Society of Smithfield (Local Organization with Interest in Historic Properties)
Jamestown Historical Society (Local Organization with Interest in Historic Properties)
Johnston Historical Society (Local Organization with Interest in Historic Properties)
Middletown Historical Society (Local Organization with Interest in Historic Properties)
Newport Historic District Commission (Municipal Agency with Review Jurisdiction)
Newport Historical Society (Local Organization with Interest in Historic Properties)
North Kingstown Historic District Commission (Municipal Agency with Review Jurisdiction)
North Providence Historic District Commission (Municipal Agency with Review Jurisdiction)
North Smithfield Historic District Commission (Municipal Agency with Review Jurisdiction)
Pawtucket Historic District Commission (Municipal Agency with Review Jurisdiction)
Portsmouth Historical Society (Local Organization with Interest in Historic Properties)
Preservation Society of Pawtucket (Local Organization with Interest in Historic Properties)
Providence Historic District Commission (Municipal Agency with Review Jurisdiction)
Providence Preservation Society (Local Organization with Interest in Historic Properties)
Rhode Island Department of Transportation (Project Applicant for Federal Assistance)
Smithfield Historic Preservation Commission (Municipal Agency with Review Jurisdiction)
Town of Burrillville (Representative of Local Government)
Town of Coventry (Representative of Local Government)
Town of Exeter (Representative of Local Government)
Town of Foster (Representative of Local Government)
Town of Jamestown (Representative of Local Government)
Town of Johnston (Representative of Local Government)
Town of Lincoln (Representative of Local Government)
Town Middletown (Representative of Local Government)
Town of North Kingstown (Representative of Local Government)
Town of Portsmouth (Representative of Local Government)
Town of Scituate (Representative of Local Government)
Town of West Greenwich (Representative of Local Government)
Town of West Warwick (Representative of Local Government)
Uxbridge Historic District Commission (Municipal Agency with Review Jurisdiction)
Uxbridge Historical Society (Local Organization with Interest in Historic Properties)
Warwick Historic District Commission (Municipal Agency with Review Jurisdiction)
Warwick Historical Society (Local Organization with Interest in Historic Properties)

Toll Location No. 6, Pawtucket
Toll Location No. 9, Cumberland
Toll Location No. 10, East Providence and Providence
Toll Location No. 11, Lincoln

Diversion Route 2, 8, 9, 10, 12, & 14
Burrillville, Coventry, East Providence, Exeter, Foster, Glocester, Jamestown, Middletown, North Kingstown, North Smithfield, Pawtucket, Portsmouth, Providence, Scituate, West Greenwich, Rhode Island
Attleboro and Uxbridge, Massachusetts

PROJECT DESCRIPTION

Toll Location 6

Toll Location No. 6 on I-95 in Pawtucket near the East Street Bridges (RIDOT Bridge Nos. 056101 and 056121) and the Roosevelt Avenue Bridges (RIDOT Bridge Nos. 056201 and 056221) (Figure 1) consists of three gantries. Gantry 6a will span the travels lanes of I-95. Gantry 6b will span the off-ramp (Exit 30) to Roosevelt Avenue. Gantry 6c will span the on-ramp from Fountain Street. The cameras and detectors will be on each gantry that spans the roadway. The electrical and communication conduits will run south along Roosevelt Avenue from Gantry 6c to an existing power source. Power and communication to Gantry 6b will be provided via overhead wires. Construction staging areas are proposed within the infield between I-95 SB and the Exit 30 off ramp and on Fountain Street next to I-95 SB. Most of the construction work will occur within the I-95 ROW and along Roosevelt Avenue.

Minimal environmental impacts are anticipated. The toll system at each tolling location will be located within the existing highway right-of-way and approximately 15-20 feet from the existing edge of pavement. Each tolling location will consist of one or more gantries, conduit for both communication and electrical connections, a roadside cabinet on a concrete pad and installation of an additional guardrail. Ground disturbance will be limited. The conduit will be installed either by direct bury methods or narrow trenching that will be back filled and seeded to match existing conditions. There will be a slight increase in impervious surface due to the concrete pad for the utility cabinets. Foundations for the gantries will be augured to minimize excavation and land disturbance, which will also minimize the potential for erosion. The area required for contractor's storage and staging will be located in maintained areas of the roadway right-of-way.

For the purposes of Section 106 review, the "area of potential effect" includes the proposed construction impact areas, and a 0.25-mile area around the gantry location for indirect impacts (Figure 2).

Toll Location No. 9

Toll Location No. 9 is on I-295 in Cumberland near the Leigh Road Bridge (RIDOT Bridge Nos. 075301and 075321) (Figure 3). A single gantry will span I-295 NB and SB west of the Leigh Road Bridge The cameras and detectors will be on the gantry that spans the roadway. The electrical and communication conduits, roadside cabinets, construction staging areas, and guardrail will be located within the existing highway right-of-way and approximately 15-20 feet from the existing edge of pavement.

Ground disturbance will be limited. The conduit will be installed either by direct bury methods or narrow trenching that will be back filled and seeded to match existing conditions. There will be a slight increase in impervious surface due to the concrete pad for the utility cabinets. Foundations for the gantries will be augured to minimize excavation and land disturbance, which will also minimize the potential for erosion. The area required for contractor's storage and staging will be located in maintained areas of the roadway right-of-way.

For the purposes of Section 106 review, the "area of potential effect" includes the proposed construction impact areas, and a 0.25-mile area around the gantry location for indirect impacts (Figure 4).

Toll Location No. 10

Toll Location No. 10 on I-195 in East Providence and Providence near the Washington Bridge (RIDOT Bridge Nos. 070001and 020001) (Figure 5) consists of three gantries. Gantry 10A in Providence will span I-195 EB west of the Washington Bridge. Gantry 10b in East Providence will span I-195 WB east of the bridge. Gantry 10c, also in East Providence, will span the Warren Avenue and Taunton Street on ramp to I-195 WB. The cameras and detectors will be on each gantry that spans the roadway. The electrical and communication conduits, roadside cabinets, construction staging areas, and guardrail will be located within the existing highway right-of-way and approximately 15-20 feet from the existing edge of pavement.

Ground disturbance will be limited. The conduit will be installed either by direct bury methods or narrow trenching that will be back filled and seeded to match existing conditions. There will be a slight increase in impervious surface due to the concrete pad for the utility cabinets. Foundations for the gantries will be augured to minimize excavation and land disturbance, which will also minimize the potential for erosion. The area required for contractor's storage and staging will be located in maintained areas of the roadway right-of-way.

For the purposes of Section 106 review, the "area of potential effect" includes the proposed construction impact areas, and a 0.25-mile area around the gantry location No. 10 for indirect impacts (Figure 6).

Toll Location No. 11

Toll Location No. 11 located on Route 146 in Lincoln near the Louisquissett Pike Bridge (RIDOT Bridge No. 027601) (Figure 7) consists of two gantries. Gantry 11a will span the Route 116 westbound on ramp to Route 146 SB. Gantry 11b will span Route 146 NB and SB. The cameras and detectors will be on each gantry that spans the roadway. The electrical and communication conduits, roadside cabinets, construction staging areas, and guardrail will be located within the existing highway right-of-way and approximately 15-20 feet from the existing edge of pavement.

Ground disturbance will be limited. The conduit will be installed either by direct bury methods or narrow trenching that will be back filled and seeded to match existing conditions. There will be a slight increase in impervious surface due to the concrete pad for the utility cabinets. Foundations for the gantries will be augured to minimize excavation and land disturbance, which will also minimize the potential for erosion. The area required for contractor's storage and staging will be located in maintained areas of the roadway right-of-way.

For the purposes of Section 106 review, the "area of potential effect" includes the proposed construction impact areas, and a 0.25-mile area around the gantry location for indirect impacts (Figure 8).

Diversion Route 2

Diversion Route 2 avoids Toll Location 3, 7, 8 and 12 and is located in West Greenwich, Coventry, Foster, Scituate, Glocester, Burrillville, and North Smithfield, Rhode Island, and Uxbridge, Massachusetts. The route extends between Exit 5 on I-95 in West Greenwich, Rhode Island, following RI Route 102 (Victory Highway, Plainfield Pike, Chompist Hill Road, Money Hill Road, Broncos Highway, and US Route 44 (Putnam Pike)), as well as RI Route 5 (Main Street), and Quaker Highway (146A) to Exit 1 of the Worcester-Providence Turnpike (Route 146) in Uxbridge, Massachusetts. Diversion Route 2 is approximately 35 miles in length and is primarily a two-lane road with narrow shoulders and intersecting side streets and driveways.

Diversion Route 8

Diversion Route 8 avoids Toll Locations 4 and 10 and is located in Providence and East Providence, Rhode Island. The route extends between Exit 6 on I-195 in East Providence, and Exit 18 on I-95 in Providence. The eastbound route follows Allens Avenue (US Route 1A), Eddy Street, Point Street, Wickenden Street, Ives Street, Pitman Street, Butler Avenue, South Angell Street, Henderson Bridge, Henderson Expressway, and North Broadway before re-entering I-195 at Exit 6 in East Providence. From Exit 6 on I-195, the westbound route follows North Broadway, Henderson Expressway, Henderson Bridge, South Angell Street, Butler Avenue, Pitman Street, Ives Street, Wickenden Street, Point Street, Eddy Street, and Thurbers Avenue to connect to Exit 18 on I-95. Diversion Route 8 is primarily on city streets with numerous cross streets, signalized intersections, and driveways.

For the purposes of Section 106 review, the "area of potential effect" is defined as a corridor extending 250 feet left and right from the centerline of Diversion Route 8 encompassing the visible portions of abutting properties to account for potential direct (vibration) and indirect (visual, noise, and air quality) effects.

Diversion Route 9

Diversion Route 9 avoids Toll Location 6 and is located in Pawtucket, Rhode Island, and Attleboro, Massachusetts. The route extends from Exit 2 on I-95 in Attleboro, Massachusetts, to Exit 29 of I-95 in Pawtucket, Rhode Island. The route follows Route 1A (Newport Avenue), Cottage Street, Central Avenue and US Route 1 (Broadway). Diversion Route 9 is primarily a two-lane urban street with numerous cross streets and driveways.

Diversion Route 10

Diversion Route 10 avoids Toll Location 6 and is located in Attleboro, Massachusetts and Pawtucket, Rhode Island. The route extends from Exit 1 on I-95 in Attleboro, Massachusetts, to Exit 30 in Pawtucket, Rhode Island. Depending on direction of travel, the route follows US Route 1 (Washington Street), Roosevelt Avenue, Fountain Street, Middle Street, or East Street. Diversion Route 10 is primarily a two-lane road with numerous intersections and driveways.

For the purposes of Section 106 review, the "area of potential effect" is defined as a corridor extending 250 feet left and right from the centerline of Diversion Route 2, Diversion Route 9 and Diversion Route 10 encompassing the visible portions of abutting properties to account for potential direct (vibration) and indirect (visual, noise, and air quality) effects.

Diversion Route 12

Diversion Route 12 avoids Toll Location11 and is located in Pawtucket, Central Falls, Lincoln, and Cumberland, Rhode Island. The route extends from the intersection of Capital Street and RI Route 122 (Lonsdale Avenue) in Pawtucket near I-95, follows RI Route 122 (Lonsdale Avenue, Mendon Road), and terminates at the intersection of RI Route 122 (Mendon Road) and Angell Road in Cumberland. Diversion Route 12 is primarily a two-lane road with numerous traffic signals, side streets, and driveways.

For the purposes of Section 106 review, the "area of potential effect" is defined as a corridor extending 250 feet left and right from the centerline of Diversion Route 12 encompassing the visible portions of abutting properties to account for potential direct (vibration) and indirect (visual, noise, and air quality) effects.

Diversion Route 14

Diversion Route 14 avoids Toll Locations 3, 4 and 10 and is located in Exeter, North Kingstown, Jamestown, Newport, Middletown, and Portsmouth, Rhode Island. The route extends from the intersection of RI Route 3 (Nooseneck Hill Road) and RI Route 102 (Victory Highway) in Exeter, along RI Route 102 (Victory Highway, Ten Rod Road) onto RI Route 4 (Colonel Rodman Highway), US Route 1 (Tower Hill Road), and RI Route 138 in North Kingstown, continuing on RI Route 138 into Jamestown and Newport (as Admiral Kalbfus Road and West Main Road), and then to RI Route 114 (West Main Road) in Middleton, and terminating in Portsmouth at the tie-in with RI Route 24. Diversion Route 14 is primarily a mix of narrow two-lane roads with narrow shoulders and numerous side streets and driveways and four-lane divided highway. Diversion Route 14 is also tolled at the Clairborne Pell Newport Bridge.

For the purposes of Section 106 review, the "area of potential effect" is defined as a corridor extending 250 feet left and right from the centerline of Diversion Route 14 encompassing the visible portions of abutting properties to account for potential direct (vibration) and indirect (visual, noise, and air quality) effects.

Toll Location No. 6

HISTORIC (ABOVE-GROUND) RESOURCES

Historic Property	NR Status	Determination of Effect
Colvin-Woodcock-Kulik House	Potentially Eligible	No Adverse Effect

ARCHAEOLOGICAL RESOURCES

None. The need for archaeological investigations to be determined.

OTHER HISTORIC RESOURCES

None

Toll Location No. 6, Pawtucket
Toll Location No. 9, Cumberland
Toll Location No. 10, East Providence and Providence
Toll Location No. 11, Lincoln

Diversion Route 2, 8, 9, 10, 12, & 14
Burrillville, Coventry, East Providence, Exeter, Foster, Glocester, Jamestown, Middletown, North Kingstown, North Smithfield, Pawtucket, Portsmouth, Providence, Scituate, West Greenwich, Rhode Island
Attleboro and Uxbridge, Massachusetts

Toll Location No. 9

HISTORIC (ABOVE-GROUND) RESOURCES

Historic Property	NR Status	Determination of Effect
Gray Rock	Historic Candidate	No Adverse Effect

ARCHAEOLOGICAL RESOURCES
None

OTHER HISTORIC RESOURCES

Historic Cemeteries	NR Status	Determination of Effect
CU32 – W Wilkinson Lot (Cumberland)	NA	No Adverse Effect

Toll Location 10

HISTORIC (ABOVE-GROUND) RESOURCES

Historic Property	NR Status	Determination of Effect
College Hill HD & Extension (Providence)	NR-listed	No Effect
Oddfellow's Hall (East Providence)	NR-listed	No Effect
Saint Mary's Episcopal Church (East Providence)	NR-listed	No Effect
Sacred Heart Roman Catholic Church (East Providence)	Potentially Eligible	No Effect
Industrial Trust Building (East Providence)	Potentially Eligible	No Effect
Stratford Oyster Company (East Providence)	Potentially Eligible	No Effect
Veterans Memorial Parkway (East Providence)	Potentially Eligible	No Effect

ARCHAEOLOGICAL RESOURCES
None

OTHER HISTORIC RESOURCES
None

Toll Location No. 11

HISTORIC (ABOVE-GROUND) RESOURCES

Historic Property	NR Status	Determination of Effect
None		

ARCHAEOLOGICAL RESOURCES

RI 0544, RI 0551, RI 1978, RI 1983	Potentially Eligible	No Adverse Effect
RI 2208 Find Spot		No Adverse Effect

OTHER HISTORIC RESOURCES

None.

Diversion Route 2

HISTORIC (ABOVE-GROUND) RESOURCES

Historic Property (Location)	NR Status	Determination of Effect
Districts		
Clayville HD (Foster/Scituate)	Listed	No Adverse Effect
Chepachet Village HD (Glocester)	Listed	No Adverse Effect
Oakland HD (Burrillville)	Listed	No Adverse Effect
Slatersville Historic District (North Smithfield)	Listed	No Adverse Effect
Individual Properties		
Stephen Allen House (West Greenwich)	Listed	No Adverse Effect
Stephen Allen Schoolhouse (West Greenwich)	Potentially Eligible	No Adverse Effect
William Waterman House (Coventry)	Listed	No Adverse Effect
Isaac Bowen House (Coventry)	Listed	No Adverse Effect
Amos Cooke House (Scituate)	Listed	No Adverse Effect
Dexter Arnold Farmstead (Scituate)	Listed	No Adverse Effect
Glocester Town Pound (Glocester)	Listed	No Adverse Effect
M. Smith House (Burrillville)	Potentially Eligible	No Adverse Effect
Nasonville School (Burrillville)	Potentially Eligible	No Adverse Effect

Diversion Route 2

OTHER HISTORIC RESOURCES

Historic Cemeteries	NR Status	Determination of Effect
WG15 – Green Waite Lot (West Greenwich)	NA	No Adverse Effect
WG16 – Seth Brown Lot (West Greenwich)	NA	No Adverse Effect
WG131 – Thayer Lot (West Greenwich)	NA	No Adverse Effect
CY19 – Hall-Moore Lot (Coventry)	NA	No Adverse Effect
CY26 – Wickes Lot (Coventry)	NA	No Adverse Effect
CY27 – Cornell Cemetery (Coventry)	NA	No Adverse Effect
CY28 – Latham Cornell Lot)	NA	No Adverse Effect
FR68 – Clayville Cemetery (Foster)	NA	No Adverse Effect
GL25 – Place-Keach Lot (Glocester)	NA	No Adverse Effect
GL133 – Owen-Evens Lot (Glocester)	NA	No Adverse Effect
GL134 – Public Cemetery (Glocester)	NA	No Adverse Effect
BU114 – Smith Lot (Burrillville)	NA	No Adverse Effect
NS1 – Buxton (North Smithfield)	NA	No Adverse Effect
UXB.824 – Almshouse Cemetery (Uxbridge)	NA	No Adverse Effect
UXB,827 – Aldrich Buxton Cemetery (Uxbridge)	NA	No Adverse Effect

Diversion Route 8

HISTORIC (ABOVE-GROUND) RESOURCES

Historic Property (Location)	NR Status	Determination of Effect
Districts		
College Hill HD (Providence)	Listed	No Adverse Effect
College Hill HD Extension (Providence)	Potentially Eligible	No Adverse Effect
Rhodes Street HD (Providence)	Listed	No Adverse Effect
Individual Properties		
American Emery Wheel Works (Providence)	Potentially Eligible	No Adverse Effect
Christ Episcopal Church/Christ Church (Providence)	Listed	No Adverse Effect
Constance Witherby Park (Providence)	Listed	No Adverse Effect
Davol Rubber Company (Providence)	Listed	No Adverse Effect
George A. Rickard House (Providence)	Potentially Eligible	No Adverse Effect
Manchester Street Station (Providence)	Potentially Eligible	No Adverse Effect
Point Street Bridge (Providence)	Potentially Eligible	No Adverse Effect
Providence Machine Company (Providence)	Potentially Eligible	No Adverse Effect

Diversion Route 8

Historic Property (Location)	NR Status	Determination of Effect
Individual Properties		
Providence Gas Company Purifier House (Providence)	Listed	No Adverse Effect
Providence Teaming Company (Providence)	Potentially Eligible	No Adverse Effect
Scovill Manufacturing Company (Providence)	Potentially Eligible	No Adverse Effect
Silverman Brothers Jewelers (Providence)	Potentially Eligible	No Adverse Effect

OTHER HISTORIC RESOURCES	NR Status	Determination of Effect
None		

Diversion Route 9

HISTORIC (ABOVE-GROUND) RESOURCES

Historic Property (Location)	NR Status	Determination of Effect
Individual Properties		
Fuller Tenement House, 339-341 Broadway (Pawtucket)	Listed	No Adverse Effect
Fuller Tenement House, 343-345 Broadway (Pawtucket)	Listed	No Adverse Effect
John F. Adams House (Pawtucket)	Listed	No Adverse Effect
Royal Weaving Company Mill Complex (Pawtucket)	Potentially Eligible	No Adverse Effect

OTHER HISTORIC RESOURCES	NR Status	Determination of Effect
None		

Diversion Route 10

HISTORIC (ABOVE-GROUND) RESOURCES

Historic Property (Location)	NR Status	Determination of Effect
None		

OTHER HISTORIC RESOURCES	NR Status	Determination of Effect
None		

Diversion Route 12

HISTORIC (ABOVE-GROUND) RESOURCES

Districts	NR Status	Determination of Effect
Ashton HD (Cumberland)	Listed	No Adverse Effect
Berkeley Mill Village HD (Cumberland)	Listed	No Adverse Effect
Blackstone Canal (Lincoln/Central Falls)	Listed	No Adverse Effect
Lonsdale HD (Cumberland/Lincoln)	Listed	No Adverse Effect
Saylesville HD (Lincoln)	Listed	No Adverse Effect

Historic Property (Location)	NR Status	Determination of Effect
Clark House, Norton School (Cumberland)	Potentially Eligible	No Adverse Effect
Conant Thread/Coats & Clark (Central Falls/Pawtucket)	Listed	No Adverse Effect
Saint Matthew's Church (Central Falls)	Listed	No Adverse Effect
Saint Joseph's Church Complex (Cumberland)	Listed	No Adverse Effect

OTHER HISTORIC RESOURCES	NR Status	Determination of Effect
Historic Cemeteries		
CU8 – St. Joseph's (Cumberland)	NA	No Adverse Effect
CU39 – St. Joseph's Church (Cumberland)	NA	No Adverse Effect

Diversion Route 14

HISTORIC (ABOVE-GROUND) RESOURCES

Districts	NR Status	Determination of Effect
Exeter Village HD (Exeter)	Potentially Eligible	No Adverse Effect
Lawtonville HD (Exeter)	Potentially Eligible	No Adverse Effect
Shady Lea HD (North Kingstown)	Listed	No Adverse Effect
Windmill Hill HD (Jamestown)	Listed	No Adverse Effect
Miantonomi Park HD Amendment (Newport)	Potentially Eligible	No Adverse Effect
Naval War College HD (Newport)	Potentially Eligible	No Adverse Effect
Prescott Farm HD (Middletown)	Potentially Eligible	No Adverse Effect
West Main Road HD	Potentially Eligible	No Adverse Effect
Battle of Rhode Island HD Main Battlefield (Portsmouth)	Listed	No Adverse Effect

Diversion Route 14

HISTORIC (ABOVE-GROUND) RESOURCES

Historic Property (Location)	NR Status	Determination of Effect
Danforth Estate (Exeter)	Potentially Eligible	No Adverse Effect
Chestnut Hill Baptist Church (Exeter)	Listed	No Adverse Effect
Lawton's Mill (Exeter)	Listed	No Adverse Effect
Old Belleville School (North Kingstown)	Potentially Eligible	No Adverse Effect
Town Pound (Jamestown)	Potentially Eligible	No Adverse Effect
Wetherell Cottage/Spindrift/Pascal Hacke (Jamestown)	Potentially Eligible	No Adverse Effect
Newport Bridge (Jamestown/Newport)	Potentially Eligible	No Adverse Effect
The Bird's Nest (Newport)	Potentially Eligible	No Adverse Effect
Hoppin/Rensselaar/Villalou/Vernon/Elmbry (Middletown)	Potentially Eligible	No Adverse Effect
Whithall/Bishop George Berkeley HS HD (Middletown)	Listed	No Adverse Effect
Wm. Redwoods Country House (Middletown)	Potentially Eligible	No Adverse Effect
Holy Cross Church (Middletown)	Potentially Eligible	No Adverse Effect
Cory Farm (Portsmouth)	Potentially Eligible	No Adverse Effect
Hedley House (Portsmouth)	Potentially Eligible	No Adverse Effect

OTHER HISTORIC RESOURCES	NR Status	Determination of Effect
EX37 – George Cotterelf Lot (Exeter)	NA	No Adverse Effect
EX39 – Old Baptist Church Yard (Exeter)	NA	No Adverse Effect
EX52 – Sunderland-Tarbox (Exeter)	NA	No Adverse Effect
NK25 - Thomas (North Kingstown)	NA	No Adverse Effect
NK73 – Brown-Briggs (North Kingstown)	NA	No Adverse Effect
JM1 – Gov. Carr Lot (Jamestown)	NA	No Adverse Effect
JM6 – Friends Cemetery (Jamestown)	NA	No Adverse Effect
JM10 – Hazard Lot (Jamestown)	NA	No Adverse Effect
MT6 – Holy Cross Church Cemetery (Middletown)	NA	No Adverse Effect
MT33 – Dea William Taggart Lot (Middletown)	NA	No Adverse Effect
PO20 – Capt. Job Lawton Lot (Portsmouth)	NA	No Adverse Effect
PO22 – Nichols-Hassard Ground (Portsmouth)	NA	No Adverse Effect

Toll Location No. 6, Pawtucket
Toll Location No. 9, Cumberland
Toll Location No. 10, East Providence and Providence
Toll Location No. 11, Lincoln

Diversion Route 2, 8, 9, 10, 12, & 14
Burrillville, Coventry, East Providence, Exeter, Foster, Glocester, Jamestown, Middletown, North Kingstown, North Smithfield, Pawtucket, Portsmouth, Providence, Scituate, West Greenwich, Rhode Island
Attleboro and Uxbridge, Massachusetts

CONSULTING PARTIES

Rhode Island Department of Transportation (Applicant for Federal Funds)
Rhode Island Historical Preservation & Heritage Commission (RISHPO)
Massachusetts Historical Commission (MASHPO)
Mashpee Wampanoag Tribe (THPO)
Narragansett Indian Tribal Historic Preservation Office (THPO)
Wampanoag Tribe of Gay Head/Aquinnah (THPO)
Attleboro Historical Commission (Municipal Agency with Interest in Historic Properties)
Attleboro Historic Preservation Society (Local Organization with Interest in Historic Properties)
Blackstone Heritage Corridor, Inc. (Agency with Regulatory Review Jurisdiction)
Blackstone Valley Historical Society (Local Organization with Interest in Historic Properties)
Town of Burrillville (Representative of Local Government)
Burrillville Historical & Preservation Society (Local Organization with interest in Historic Properties)
City of Central Falls (Representative of Local Government)
Town of Coventry (Representative of Local Government)
Coventry Historical Society (Local Organization with Interest in Historic Properties)
Cumberland Historic District Commission (Municipal Agency with Interest in Historic Properties)
East Providence Historic District Commission (Municipal Agency with Regulatory Review Jurisdiction)
East Providence Historical Society (Local Organization with Interest in Historic Properties)
Exeter Town Hall (Representative of Local Government)
Exeter Historical Association, Inc. (Local Organization with Interest in Historic Properties)
North Kingstown Historic District Commission
Town of Foster (Representative of Local Government)
Foster Preservation Society (Local Organization with Interest in Historic Properties)
Glocester Historic District Commission (Municipal Agency with Regulatory Review Jurisdiction)
Glocester Heritage Society (Local Organization with Interest in Historic Properties)
Town of Jamestown (Representative of Local Government)
Jamestown Historical Society (Local Organization with Interest in Historic Properties)
Town of Lincoln (Representative of Local Government)
Town of Middletown (Representative of Local Government)
Middletown Historical Society (Local Organization with Interest in Historic Properties)
Newport Historic District Commission
Newport Historical Society (Local Organization with Interest in Historic Properties)
North Kingstown Historic District Commission
Town of North Kingstown (Representative of Local Government)
Smithfield Historic District Commission (Municipal Agency with Regulatory Review Jurisdiction)
Pawtucket Historic District Commission (Municipal Agency with Interest in Historic Properties)
Preservation Society of Pawtucket (Local Organization with Interest in Historic Properties)
Town of Portsmouth (Representative of Local Government)
Portsmouth Historical Society (Local Organization with Interest in Historic Properties)
Providence Historic District Commission (Municipal Agency with Interest in Historic Properties)
Providence Preservation Society (Local Organization with Interest in Historic Properties)
Town of Scituate (Representative of Local Government)
Town of West Greenwich (Representative of Local Government)
Uxbridge Historic District Commission (Municipal Agency with Interest in Historic Properties)
Uxbridge Historical Society (Local Organization with Interest in Historic Properties)

CONDITIONS

None.

MEMORANDUM OF AGREEMENT:

NA

Figure 1. Location 6: Proposed gantry on I-95 near the East Street (RIDOT Bridge Nos. 056101 and 056121) and the Roosevelt Avenue bridges (RIDOT Bridge Nos. 056201 and 056221), Pawtucket, Rhode Island.

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PAL

Section 106 Coordination
Toll Location 6- I-95
Area of Potential Effect
Pawtucket, RI
June 2017

KEY:
- ABOVEGROUND APE
- ARCHAEOLOGICAL APE
- LIMITS OF DISTURBANCE
- HISTORIC CANDIDATE

N

0 50 100
METERS

1:5,000

0 100 200 300
FEET

Figure 2. APE for Toll Location No. 6 near the East Street (RIDOT Bridge Nos. 056101 and 056121) and the Roosevelt Avenue bridges (RIDOT Bridge Nos. 056201 and 056221), Pawtucket, Rhode Island.

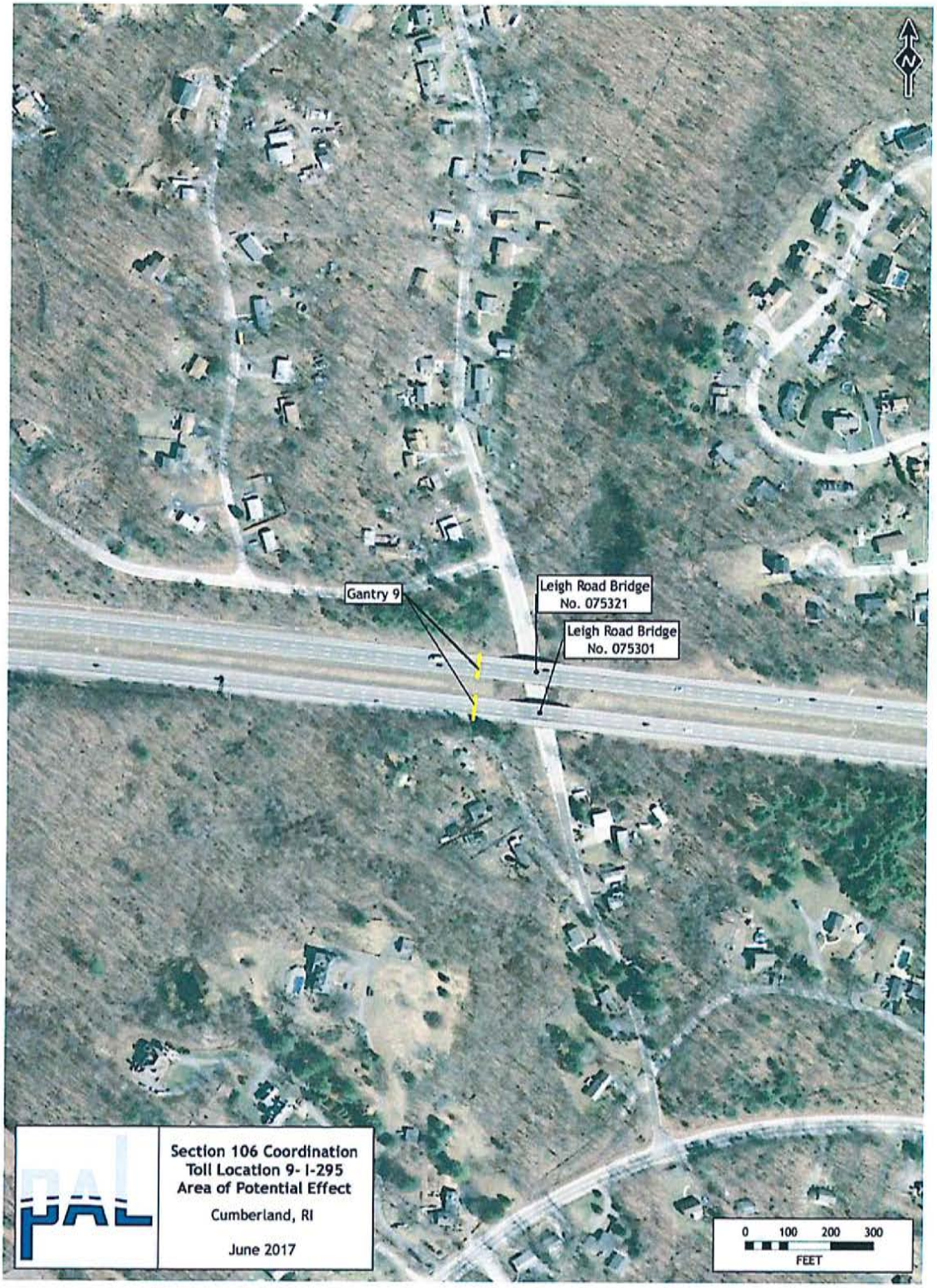

Figure 3. Location 9: Proposed gantry on I-295 near the Leigh Road Bridge (RIDOT Bridge Nos. 075301and 075321), Cumberland, Rhode Island.

Figure 5. Location 10: Proposed gantry on I-195 near the Washington Bridge (RIDOT Bridge Nos. 070001and 020001), East Providence and Providence, Rhode Island.

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PAL

Section 106 Coordination
Toll Location 10- I-195
Area of Potential Effect

Providence, RI

June 2017

KEY:
- ABOVEGROUND APE
- ARCHAEOLOGICAL APE
- LIMITS OF DISTURBANCE
- HISTORIC DISTRICT LISTED IN THE NATIONAL REGISTER
- HISTORIC RESOURCE CANDIDATE

N

0 100 200 METERS

1:10,000

0 200 400 600 FEET

Figure 6. APE for Toll Location No.10 near the Washington Bridge (RIDOT Bridge Nos. 070001and 020001), East Providence and Providence, Rhode Island.

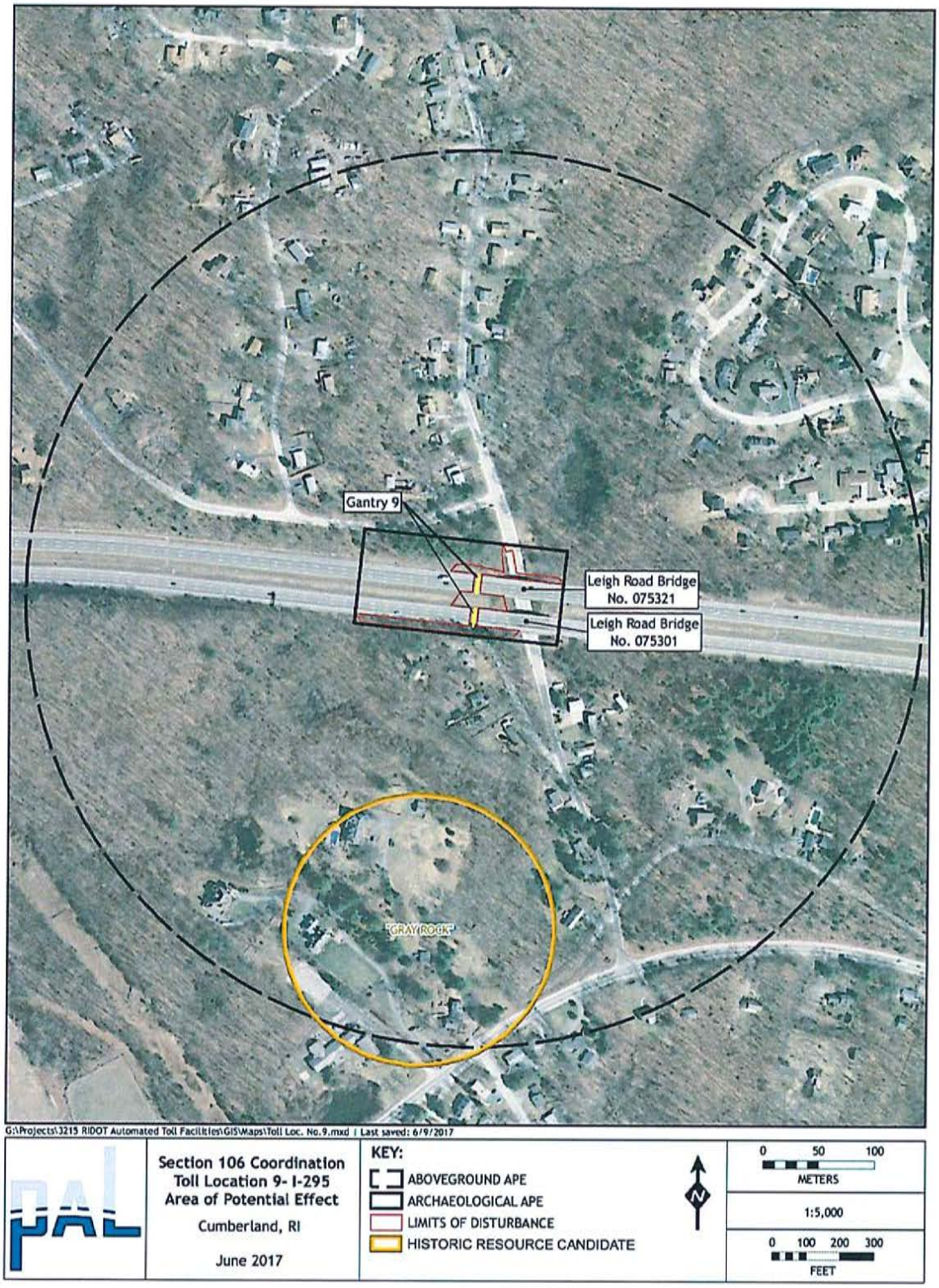

Figure 4. APE for Toll Location No.9 near the Leigh Road Bridge (RIDOT Bridge Nos. 075301and 075321), Cumberland, Rhode Island.

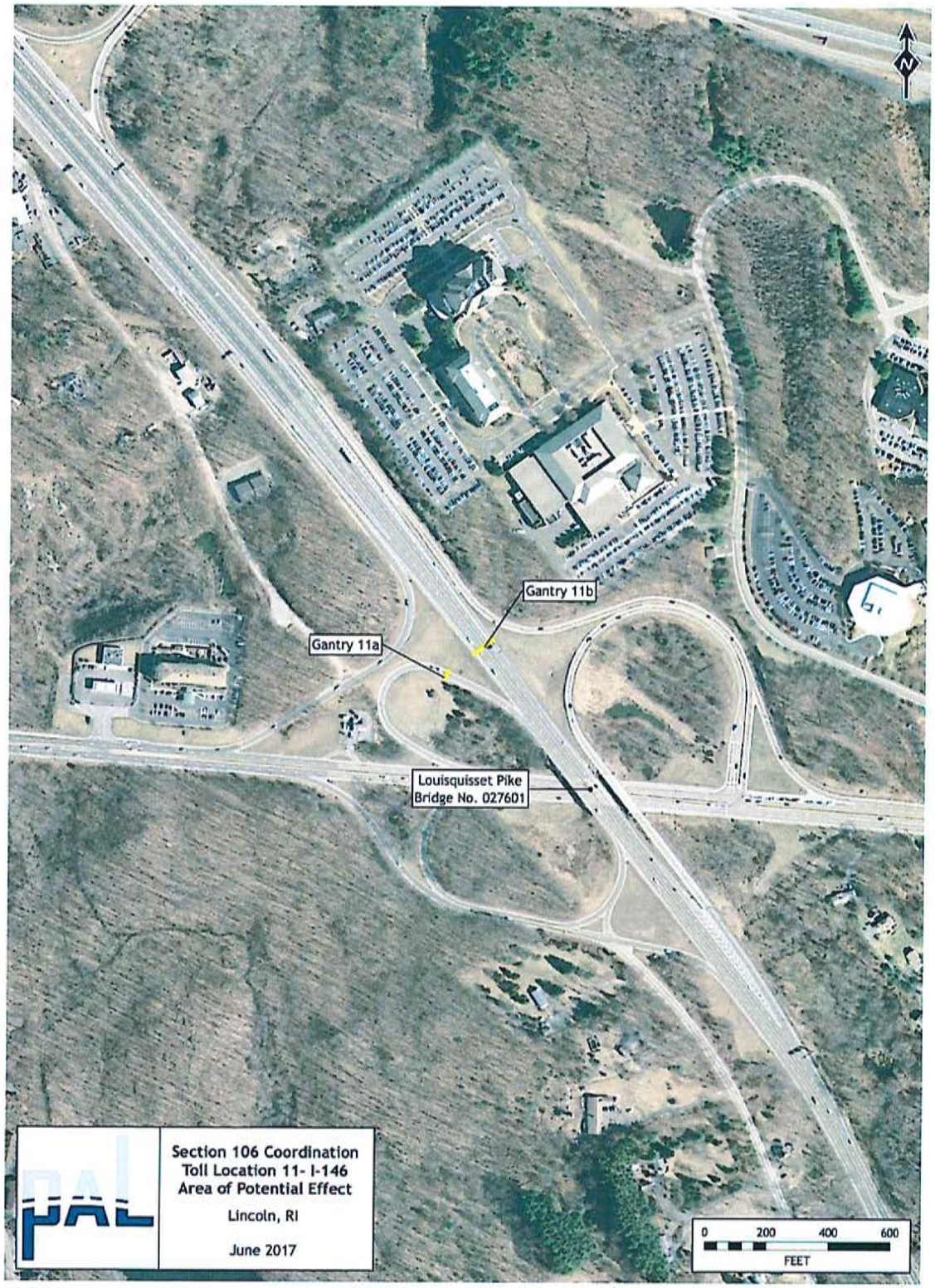

Figure 7. Location 11: Proposed gantry on Route 146 near the Louisquissett Pike Bridge (RIDOT Bridge No. 027601), Lincoln, Rhode Island.

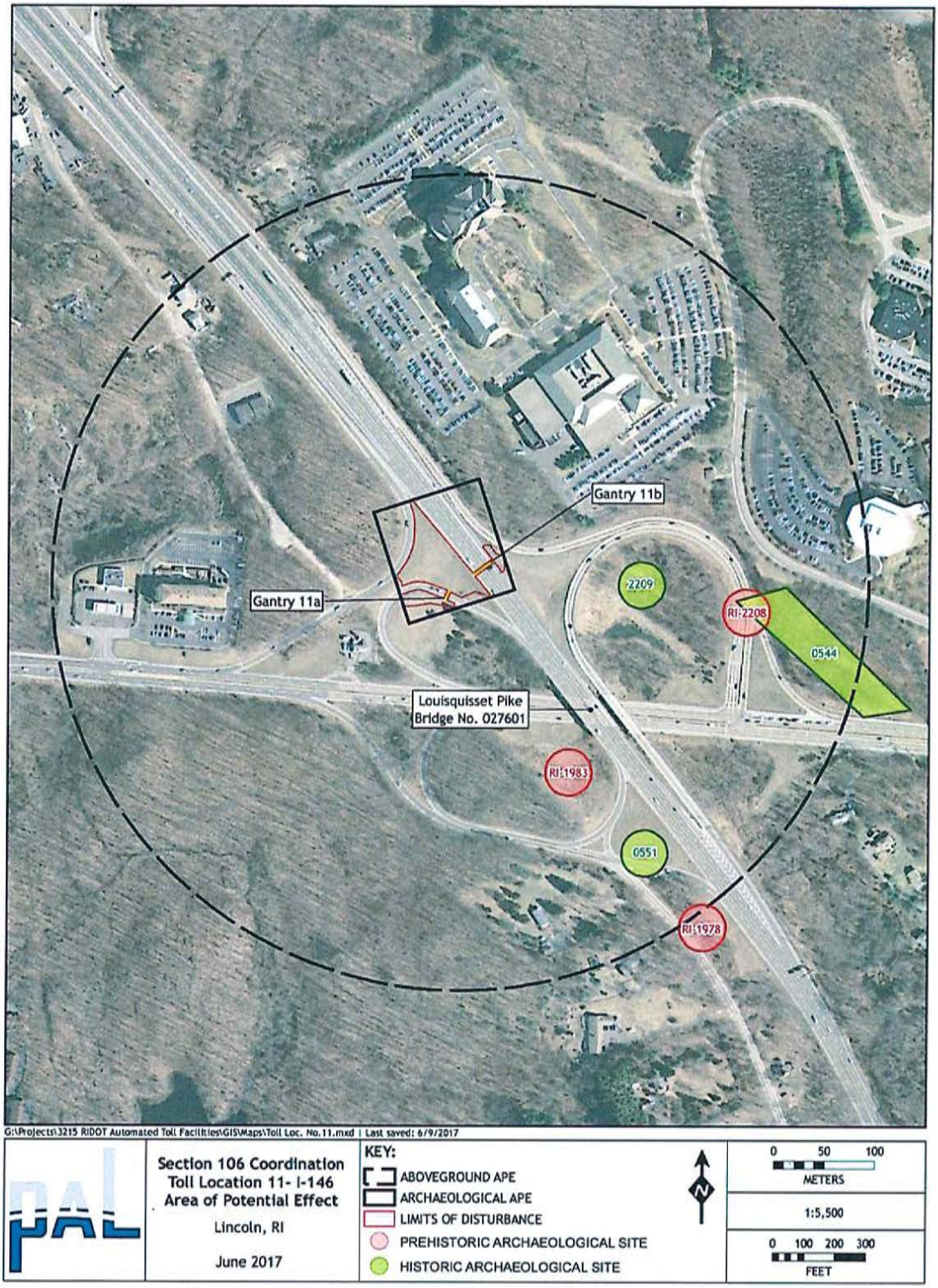

Figure 8. APE for Toll Location No.11 near the Louisquissett Pike Bridge (RIDOT Bridge No. 027601), Lincoln, Rhode Island.

U.S. Department of Transportation
Federal Highway Administration

Rhode Island Division

380 Westminster Street, Room 601
Providence, RI 02903
401-528-4541
401-528-4542 Fax

October 22, 2018

In Reply Refer To:
HEC-RI

Mr. J. Paul Loether, Executive Director
State Historic Preservation Officer
Rhode Island Historical Preservation & Heritage Commission
Old State House
150 Benefit Street
Providence, RI 02903

Attention: Ms. Michaela Jergensen

Subject: RIDOT Project at Toll Locations 3, 4, & 6 through 13
Diversion Routes 2 through 16, State-wide
RIC No. 2017-OT-002
Notification of a Finding of No Adverse Effect

Dear Mr. Loether:

Section 106 of the National Historic Preservation Act of 1966, as amended, requires that Federal agencies take into account the effects of Federally-funded projects on historic properties. As part of the Section 106 review for the above referenced project, on behalf of the FHWA, the RIDOT provided written notification of the proposed project to consulting parties in June 2017. A preliminary background search for identifying historic properties in the project's areas of potential effect (APE) was completed and the results disseminated to the consulting parties for review and comment in December 2017. Based on the results of those efforts, the FHWA is proposing a finding of **No Adverse Effect** in accordance with *36 CFR §800.5(d)(1),* regulations of the Advisory Council on Historic Preservation. This notification/finding of effect has been transmitted to the following consulting parties for review and comment:

Blackstone Heritage Corridor, Inc. (Agency with Regulatory Review Jurisdiction)
Massachusetts Historical Commission (a.k.a. MA SHPO)
Rhode Island Historical Preservation & Heritage Commission (a.k.a. RI SHPO)
Woonasquatucket River Watershed Council
Narragansett Indian Tribal Historic Preservation Office
Mashpee Wampanoag Tribal Historic Preservation Office
Wampanoag Tribe of Gay Head/Aquinnah Tribal Historic Preservation Office
Mashantucket Pequot Tribal Nation Tribal Historic Preservation Office
Local Communities, Historic District Commission, and Societies (see attached list).

Enclosed is the Section 106 Documentation Form-2 that includes a general project description, the results of the background search to identify historic resources within the Area of Potential Effect (APE), their National Register status, and our determination of effect for each resource. If your office needs any additional information or clarification, please feel free to contact me at 528-4577.

Sincerely,

For:

Carlos E. Padilla
Program Delivery Supervisor

Local Communities, Historic District Commissions and Societies consulted with under Section 106

Attleboro Historical Commission (Municipal Agency with Review Jurisdiction)
Attleboro Historic Preservation Society (Local Organization with Interest in Historic Properties)
Burrillville Historical & Preservation Society (Local Organization with Interest in Historic Properties)
City of Central Falls (Representative of Local Government)
Coventry Historical Society (Local Organization with Interest in Historic Properties)
Cranston Historic District Commission (Municipal Agency with Review Jurisdiction)
Cranston Historical Society (Local Organization with Interest in Historic Properties)
Cumberland Historic District Commission (Municipal Agency with Review Jurisdiction)
East Providence Historic District Commission (Municipal Agency with Review Jurisdiction)
East Providence Historical Society (Local Organization with Interest in Historic Properties)
East Greenwich Historic District Commission (Municipal Agency with Review Jurisdiction)
Exeter Historical Association, Inc. (Local Organization with Interest in Historic Properties)
Foster Preservation Society (Local Organization with Interest in Historic Properties)
Glocester Historic District Commission (Municipal Agency with Review Jurisdiction)
Glocester Heritage Society (Local Organization with Interest in Historic Properties)
Historical Society of Smithfield (Local Organization with Interest in Historic Properties)
Jamestown Historical Society (Local Organization with Interest in Historic Properties)
Johnston Historical Society (Local Organization with Interest in Historic Properties)
Middletown Historical Society (Local Organization with Interest in Historic Properties)
Newport Historic District Commission (Municipal Agency with Review Jurisdiction)
Newport Historical Society (Local Organization with Interest in Historic Properties)
North Kingstown Historic District Commission (Municipal Agency with Review Jurisdiction)
North Providence Historic District Commission (Municipal Agency with Review Jurisdiction)
North Smithfield Historic District Commission (Municipal Agency with Review Jurisdiction)
Pawtucket Historic District Commission (Municipal Agency with Review Jurisdiction)
Portsmouth Historical Society (Local Organization with Interest in Historic Properties)
Preservation Society of Pawtucket (Local Organization with Interest in Historic Properties)
Providence Historic District Commission (Municipal Agency with Review Jurisdiction)
Providence Preservation Society (Local Organization with Interest in Historic Properties)
Rhode Island Department of Transportation (Project Applicant for Federal Assistance)
Smithfield Historic Preservation Commission (Municipal Agency with Review Jurisdiction)
Town of Burrillville (Representative of Local Government)
Town of Coventry (Representative of Local Government)
Town of Exeter (Representative of Local Government)
Town of Foster (Representative of Local Government)
Town of Jamestown (Representative of Local Government)
Town of Johnston (Representative of Local Government)
Town of Lincoln (Representative of Local Government)
Town Middletown (Representative of Local Government)
Town of North Kingstown (Representative of Local Government)
Town of Portsmouth (Representative of Local Government)
Town of Scituate (Representative of Local Government)
Town of West Greenwich (Representative of Local Government)
Town of West Warwick (Representative of Local Government)
Uxbridge Historic District Commission (Municipal Agency with Review Jurisdiction)
Uxbridge Historical Society (Local Organization with Interest in Historic Properties)
Warwick Historic District Commission (Municipal Agency with Review Jurisdiction)
Warwick Historical Society (Local Organization with Interest in Historic Properties)

U.S. Department
of Transportation
**Federal Highway
Administration**

Rhode Island Division

380 Westminster Street, Room 601
Providence, RI 02903
401-528-4541
401-528-4542 Fax

October 22, 2018

In Reply Refer To:
HEC-RI

Brona Simon
State Archaeologist
State Historic Preservation Officer
Massachusetts Historical Commission
220 Morrissey Boulevard
Boston, MA 02125

Subject: RIDOT Project at Toll Locations 3, 4, & 6 Through 13
RIC No. 2017-OT-002
Diversion Route 2, Uxbridge
Diversion Routes 9 and 10, Attleboro
Notification of a Finding of No Adverse Effect

Dear Ms. Simon:

Section 106 of the National Historic Preservation Act of 1966, as amended, requires that Federal agencies take into account the effects of Federally-funded projects on historic properties. As part of the Section 106 review for the above referenced project, on behalf of the FHWA, the RIDOT provided written notification of the proposed project to consulting parties in June 2017. A preliminary background search for identifying historic properties in the project's areas of potential effect (APE) was completed and the results disseminated to the consulting parties for review and comment in December 2017. Based on the results of those efforts, the FHWA is proposing a finding of **No Adverse Effect** in accordance with *36 CFR §800.5(d)(1),* regulations of the Advisory Council on Historic Preservation. This notification/finding of effect has been transmitted to the following consulting parties for review and comment:

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Woonasquatucket River Watershed Council
Narragansett Indian Tribal Historic Preservation Office
Mashpee Wampanoag Tribal Historic Preservation Office
Wampanoag Tribe of Gay Head/Aquinnah Tribal Historic Preservation Office
Mashantucket Pequot Tribal Nation Tribal Historic Preservation Office
Local Communities, Historic District Commission, and Societies (see attached list).

Enclosed is the Section 106 Documentation Form-2 that includes a general project description, the results of the background search to identify historic resources within the Area of Potential Effect (APE), their National Register status, and our determination of effect for each resource. If your office needs any additional information or clarification, please feel free to contact me at 528-4577.

Sincerely,

For:

Carlos E. Padilla
Program Delivery Supervisor

Local Communities, Historic District Commissions and Societies consulted with under Section 106

Attleboro Historical Commission (Municipal Agency with Review Jurisdiction)
Attleboro Historic Preservation Society (Local Organization with Interest in Historic Properties)
Burrillville Historical & Preservation Society (Local Organization with Interest in Historic Properties)
City of Central Falls (Representative of Local Government)
Coventry Historical Society (Local Organization with Interest in Historic Properties)
Cranston Historic District Commission (Municipal Agency with Review Jurisdiction)
Cranston Historical Society (Local Organization with Interest in Historic Properties)
Cumberland Historic District Commission (Municipal Agency with Review Jurisdiction)
East Providence Historic District Commission (Municipal Agency with Review Jurisdiction)
East Providence Historical Society (Local Organization with Interest in Historic Properties)
East Greenwich Historic District Commission (Municipal Agency with Review Jurisdiction)
Exeter Historical Association, Inc. (Local Organization with Interest in Historic Properties)
Foster Preservation Society (Local Organization with Interest in Historic Properties)
Glocester Historic District Commission (Municipal Agency with Review Jurisdiction)
Glocester Heritage Society (Local Organization with Interest in Historic Properties)
Historical Society of Smithfield (Local Organization with Interest in Historic Properties)
Jamestown Historical Society (Local Organization with Interest in Historic Properties)
Johnston Historical Society (Local Organization with Interest in Historic Properties)
Middletown Historical Society (Local Organization with Interest in Historic Properties)
Newport Historic District Commission (Municipal Agency with Review Jurisdiction)
Newport Historical Society (Local Organization with Interest in Historic Properties)
North Kingstown Historic District Commission (Municipal Agency with Review Jurisdiction)
North Providence Historic District Commission (Municipal Agency with Review Jurisdiction)
North Smithfield Historic District Commission (Municipal Agency with Review Jurisdiction)
Pawtucket Historic District Commission (Municipal Agency with Review Jurisdiction)
Portsmouth Historical Society (Local Organization with Interest in Historic Properties)
Preservation Society of Pawtucket (Local Organization with Interest in Historic Properties)
Providence Historic District Commission (Municipal Agency with Review Jurisdiction)
Providence Preservation Society (Local Organization with Interest in Historic Properties)
Rhode Island Department of Transportation (Project Applicant for Federal Assistance)
Smithfield Historic Preservation Commission (Municipal Agency with Review Jurisdiction)
Town of Burrillville (Representative of Local Government)
Town of Coventry (Representative of Local Government)
Town of Exeter (Representative of Local Government)
Town of Foster (Representative of Local Government)
Town of Jamestown (Representative of Local Government)
Town of Johnston (Representative of Local Government)
Town of Lincoln (Representative of Local Government)
Town Middletown (Representative of Local Government)
Town of North Kingstown (Representative of Local Government)
Town of Portsmouth (Representative of Local Government)
Town of Scituate (Representative of Local Government)
Town of West Greenwich (Representative of Local Government)
Town of West Warwick (Representative of Local Government)
Uxbridge Historic District Commission (Municipal Agency with Review Jurisdiction)
Uxbridge Historical Society (Local Organization with Interest in Historic Properties)
Warwick Historic District Commission (Municipal Agency with Review Jurisdiction)
Warwick Historical Society (Local Organization with Interest in Historic Properties)

Section 106 Documentation Form-2

RIDOT Project at Toll Locations 3, 4 & 6 through 13
Statewide – Rhode Island

Diversion Route 2, 9, & 10
Burrillville, Coventry, Foster, Glocester, North Smithfield, Pawtucket,
Scituate, West Greenwich, Rhode Island
Attleboro and Uxbridge, Massachusetts

PROJECT DESCRIPTION

Diversion Route 2

Diversion Route 2 avoids Toll Location 3, 7, 8 and 12 and is located in West Greenwich, Coventry, Foster, Scituate, Glocester, Burrillville, and North Smithfield, Rhode Island, and Uxbridge, Massachusetts. The route extends between Exit 5 on I-95 in West Greenwich, Rhode Island, following RI Route 102 (Victory Highway, Plainfield Pike, Chompist Hill Road, Money Hill Road, Broncos Highway, and US Route 44 (Putnam Pike)), as well as RI Route 5 (Main Street), and Quaker Highway (146A) to Exit 1 of the Worcester-Providence Turnpike (Route 146) in Uxbridge, Massachusetts. Diversion Route 2 is approximately 35 miles in length and is primarily a two-lane road with narrow shoulders and intersecting side streets and driveways.

Diversion Route 9

Diversion Route 9 avoids Toll Location 6 and is located in Pawtucket, Rhode Island, and Attleboro, Massachusetts. The route extends from Exit 2 on I-95 in Attleboro, Massachusetts, to Exit 29 of I-95 in Pawtucket, Rhode Island. The route follows Route 1A (Newport Avenue), Cottage Street, Central Avenue and US Route 1 (Broadway. Diversion Route 9 is primarily a two-lane urban street with numerous cross streets and driveways.

Diversion Route 10

Diversion Route 10 avoids Toll Location 6 and is located in Attleboro, Massachusetts and Pawtucket, Rhode Island. The route extends from Exit 1 on I-95 in Attleboro, Massachusetts, to Exit 30 in Pawtucket, Rhode Island. Depending on direction of travel, the route follows US Route 1 (Washington Street), Roosevelt Avenue, Fountain Street, Middle Street, or East Street. Diversion Route 10 is primarily a two-lane road with numerous intersections and driveways.

For the purposes of Section 106 review, the "area of potential effect" is defined as a corridor extending 250 feet left and right from the centerline of Diversion Route 2, Diversion Route 9 and Diversion Route 10 encompassing the visible portions of abutting properties to account for potential direct (vibration) and indirect (visual, noise, and air quality) effects.

Diversion Route 2

HISTORIC (ABOVE-GROUND) RESOURCES

Historic Property (Location)	NR Status	Determination of Effect
Districts		
Clayville HD (Foster/Scituate)	Listed	No Adverse Effect
Chepachet Village HD (Glocester)	Listed	No Adverse Effect
Oakland HD (Burrillville)	Listed	No Adverse Effect
Slatersville Historic District (North Smithfield)	Listed	No Adverse Effect
Individual Properties		
Stephen Allen House (West Greenwich)	Listed	No Adverse Effect
Stephen Allen Schoolhouse (West Greenwich)	Potentially Eligible	No Adverse Effect
William Waterman House (Coventry)	Listed	No Adverse Effect

Diversion Route 2

HISTORIC (ABOVE-GROUND) RESOURCES

Historic Property (Location)	NR Status	Determination of Effect
Isaac Bowen House (Coventry)	Listed	No Adverse Effect
Amos Cooke House (Scituate)	Listed	No Adverse Effect
Dexter Arnold Farmstead (Scituate)	Listed	No Adverse Effect
Glocester Town Pound (Glocester)	Listed	No Adverse Effect
M. Smith House (Burrillville)	Potentially Eligible	No Adverse Effect
Nasonville School (Burrillville)	Potentially Eligible	No Adverse Effect

OTHER HISTORIC RESOURCES	NR Status	Determination of Effect
Historic Cemeteries		
WG15 – Green Waite Lot (West Greenwich)	NA	No Adverse Effect
WG16 – Seth Brown Lot (West Greenwich)	NA	No Adverse Effect
WG131 – Thayer Lot (West Greenwich)	NA	No Adverse Effect
CY19 – Hall-Moore Lot (Coventry)	NA	No Adverse Effect
CY26 – Wickes Lot (Coventry)	NA	No Adverse Effect
CY27 – Cornell Cemetery (Coventry)	NA	No Adverse Effect
CY28 – Latham Cornell Lot)	NA	No Adverse Effect
FR68 – Clayville Cemetery (Foster)	NA	No Adverse Effect
GL25 – Place-Keach Lot (Glocester)	NA	No Adverse Effect
GL133 – Owen-Evens Lot (Glocester)	NA	No Adverse Effect
GL134 – Public Cemetery (Glocester)	NA	No Adverse Effect
BU114 – Smith Lot (Burrillville)	NA	No Adverse Effect
NS1 – Buxton (North Smithfield)	NA	No Adverse Effect
UXB.824 – Almshouse Cemetery (Uxbridge)	NA	No Adverse Effect
UXB,827 – Aldrich Buxton Cemetery (Uxbridge)	NA	No Adverse Effect

Diversion Route 9

HISTORIC (ABOVE-GROUND) RESOURCES

Historic Property (Location)	NR Status	Determination of Effect
Individual Properties		
Fuller Tenement House, 339-341 Broadway (Pawtucket)	Listed	No Adverse Effect
Fuller Tenement House, 343-345 Broadway (Pawtucket)	Listed	No Adverse Effect
John F. Adams House (Pawtucket)	Listed	No Adverse Effect
Royal Weaving Company Mill Complex (Pawtucket)	Potentially Eligible	No Adverse Effect

OTHER HISTORIC RESOURCES	NR Status	Determination of Effect
None		

Diversion Route 10

HISTORIC (ABOVE-GROUND) RESOURCES

Historic Property (Location)	NR Status	Determination of Effect
None		

OTHER HISTORIC RESOURCES	NR Status	Determination of Effect
None		

CONSULTING PARTIES

Rhode Island Department of Transportation (Applicant for Federal Funds)
Rhode Island Historical Preservation & Heritage Commission (RISHPO)
Massachusetts Historical Commission (MASHPO)
Mashpee Wampanoag Tribe (THPO)
Narragansett Indian Tribal Historic Preservation Office (THPO)
Wampanoag Tribe of Gay Head/Aquinnah (THPO)
Attleboro Historical Commission (Municipal Agency with Interest in Historic Properties)
Attleboro Historic Preservation Society (Local Organization with Interest in Historic Properties)
Blackstone Heritage Corridor, Inc. (Agency with Regulatory Review Jurisdiction)
Blackstone Valley Historical Society (Local Organization with Interest in Historic Properties)
Town of Burrillville (Representative of Local Government)
Burrillville Historical & Preservation Society (Local Organization with interest in Historic Properties)
Town of Coventry (Representative of Local Government)
Coventry Historical Society (Local Organization with Interest in Historic Properties)
Town of Foster (Representative of Local Government)
Foster Preservation Society (Local Organization with Interest in Historic Properties)
Glocester Historic District Commission (Municipal Agency with Regulatory Review Jurisdiction)
Glocester Heritage Society (Local Organization with Interest in Historic Properties)
North Smithfield Historic District Commission (Municipal Agency with Regulatory Review Jurisdiction)
Pawtucket Historic District Commission (Municipal Agency with Interest in Historic Properties)
Preservation Society of Pawtucket (Local Organization with Interest in Historic Properties)
Town of Scituate (Representative of Local Government)
Town of West Greenwich (Representative of Local Government)
Uxbridge Historic District Commission (Municipal Agency with Interest in Historic Properties)
Uxbridge Historical Society (Local Organization with Interest in Historic Properties)

CONDITIONS

None.

MEMORANDUM OF AGREEMENT:

NA

U.S. Department
of Transportation
**Federal Highway
Administration**

Rhode Island Division

380 Westminster Street, Room 601
Providence, RI 02903
401-528-4541
401-528-4542 Fax

October 22, 2018

In Reply Refer To:
HEC-RI

Rhode Island Department of Transportation
Peter Alviti, Director
Two Capitol Hill
Providence, RI 02903

Subject: RIDOT Project at Toll Locations 6, 9, 10, & 11
Diversion Routes 2 , 8, 9, 10, 12, and 14
RIC No. 2017-OT-002
Notification of a Finding of No Adverse Effect

Dear Mr. Alviti:

Section 106 of the National Historic Preservation Act of 1966, as amended, requires that Federal agencies take into account the effects of Federally-funded projects on historic properties. As part of the Section 106 review for the above referenced project, on behalf of the FHWA, the RIDOT provided written notification of the proposed project to consulting parties in June 2017. A preliminary background search for identifying historic properties in the project's areas of potential effect (APE) was completed and the results disseminated to the consulting parties for review and comment in December 2017. Based on the results of those efforts, the FHWA is proposing a finding of No Adverse Effect in accordance with 36 CFR §800.5(d)(1), regulations of the Advisory Council on Historic Preservation. This notification/finding of effect has been transmitted to the following consulting parties for review and comment:

Blackstone Heritage Corridor, Inc. (Agency with Regulatory Review Jurisdiction)
Massachusetts Historical Commission (a.k.a. MA SHPO)
Rhode Island Historical Preservation & Heritage Commission (a.k.a. RI SHPO)
Woonasquatucket River Watershed Council
Narragansett Indian Tribal Historic Preservation Office
Mashpee Wampanoag Tribal Historic Preservation Office
Wampanoag Tribe of Gay Head/Aquinnah Tribal Historic Preservation Office
Mashantucket Pequot Tribal Nation Tribal Historic Preservation Office
Local Communities, Historic District Commission, and Societies (see attached list).

Enclosed is the Section 106 Documentation Form-2 that includes a general project description, the results of the background search to identify historic resources within the Area of Potential Effect (APE), their National Register status, and our determination of effect for each resource. If your office needs any additional information or clarification, please feel free to contact me at 528-4577.

Sincerely,

For:

Carlos E. Padilla
Program Delivery Supervisor

Local Communities, Historic District Commissions and Societies consulted with under Section 106

Attleboro Historical Commission (Municipal Agency with Review Jurisdiction)
Attleboro Historic Preservation Society (Local Organization with Interest in Historic Properties)
Burrillville Historical & Preservation Society (Local Organization with Interest in Historic Properties)
City of Central Falls (Representative of Local Government)
Coventry Historical Society (Local Organization with Interest in Historic Properties)
Cranston Historic District Commission (Municipal Agency with Review Jurisdiction)
Cranston Historical Society (Local Organization with Interest in Historic Properties)
Cumberland Historic District Commission (Municipal Agency with Review Jurisdiction)
East Providence Historic District Commission (Municipal Agency with Review Jurisdiction)
East Providence Historical Society (Local Organization with Interest in Historic Properties)
East Greenwich Historic District Commission (Municipal Agency with Review Jurisdiction)
Exeter Historical Association, Inc. (Local Organization with Interest in Historic Properties)
Foster Preservation Society (Local Organization with Interest in Historic Properties)
Glocester Historic District Commission (Municipal Agency with Review Jurisdiction)
Glocester Heritage Society (Local Organization with Interest in Historic Properties)
Historical Society of Smithfield (Local Organization with Interest in Historic Properties)
Jamestown Historical Society (Local Organization with Interest in Historic Properties)
Johnston Historical Society (Local Organization with Interest in Historic Properties)
Middletown Historical Society (Local Organization with Interest in Historic Properties)
Newport Historic District Commission (Municipal Agency with Review Jurisdiction)
Newport Historical Society (Local Organization with Interest in Historic Properties)
North Kingstown Historic District Commission (Municipal Agency with Review Jurisdiction)
North Providence Historic District Commission (Municipal Agency with Review Jurisdiction)
North Smithfield Historic District Commission (Municipal Agency with Review Jurisdiction)
Pawtucket Historic District Commission (Municipal Agency with Review Jurisdiction)
Portsmouth Historical Society (Local Organization with Interest in Historic Properties)
Preservation Society of Pawtucket (Local Organization with Interest in Historic Properties)
Providence Historic District Commission (Municipal Agency with Review Jurisdiction)
Providence Preservation Society (Local Organization with Interest in Historic Properties)
Rhode Island Department of Transportation (Project Applicant for Federal Assistance)
Smithfield Historic Preservation Commission (Municipal Agency with Review Jurisdiction)
Town of Burrillville (Representative of Local Government)
Town of Coventry (Representative of Local Government)
Town of Exeter (Representative of Local Government)
Town of Foster (Representative of Local Government)
Town of Jamestown (Representative of Local Government)
Town of Johnston (Representative of Local Government)
Town of Lincoln (Representative of Local Government)
Town Middletown (Representative of Local Government)
Town of North Kingstown (Representative of Local Government)
Town of Portsmouth (Representative of Local Government)
Town of Scituate (Representative of Local Government)
Town of West Greenwich (Representative of Local Government)
Town of West Warwick (Representative of Local Government)
Uxbridge Historic District Commission (Municipal Agency with Review Jurisdiction)
Uxbridge Historical Society (Local Organization with Interest in Historic Properties)
Warwick Historic District Commission (Municipal Agency with Review Jurisdiction)
Warwick Historical Society (Local Organization with Interest in Historic Properties)

U.S. Department of Transportation
Federal Highway Administration

Rhode Island Division

380 Westminster Street, Room 601
Providence, RI 02903
401-528-4541
401-528-4542 Fax

October 22, 2018

In Reply Refer To:
HEC-RI

Brent Runyon, Executive Director
Providence Preservation Society
24 Meeting Street
Providence, RI 02903

Subject: RIDOT Project at Toll Locations 3, 4, & 6 Through 13
RIC No. 2017-OT-002
Toll Location Nos. 4, 10 and 13, East Providence and Providence
Diversion Routes 7, 8, and 16, East Providence and Providence
Notification of a Finding of No Adverse Effect

Dear Mr. Runyon:

Section 106 of the National Historic Preservation Act of 1966, as amended, requires that Federal agencies take into account the effects of Federally-funded projects on historic properties. As part of the Section 106 review for the above referenced project, on behalf of the FHWA, the RIDOT provided written notification of the proposed project to consulting parties in June 2017. A preliminary background search for identifying historic properties in the project's areas of potential effect (APE) was completed and the results disseminated to the consulting parties for review and comment in December 2017. Based on the results of those efforts, the FHWA is proposing a finding of **No Adverse Effect** in accordance with *36 CFR §800.5(d)(1),* regulations of the Advisory Council on Historic Preservation. This notification/finding of effect has been transmitted to the following consulting parties for review and comment:

Blackstone Heritage Corridor, Inc. (Agency with Regulatory Review Jurisdiction)
Massachusetts Historical Commission (a.k.a. MA SHPO)
Rhode Island Historical Preservation & Heritage Commission (a.k.a. RI SHPO)
Woonasquatucket River Watershed Council
Narragansett Indian Tribal Historic Preservation Office
Mashpee Wampanoag Tribal Historic Preservation Office
Wampanoag Tribe of Gay Head/Aquinnah Tribal Historic Preservation Office
Mashantucket Pequot Tribal Nation Tribal Historic Preservation Office
Local Communities, Historic District Commission, and Societies (see attached list).

Enclosed is the Section 106 Documentation Form-2 that includes a general project description, the results of the background search to identify historic resources within the Area of Potential Effect (APE), their National Register status, and our determination of effect for each resource. If your office needs any additional information or clarification, please feel free to contact Mr. Carlos E. Padilla-Fresse of my staff at 528-4577.

Enclosed is the Section 106 Documentation Form-2 that includes a general project description, the results of the background search to identify historic resources within the Area of Potential Effect (APE), their National Register status, and our determination of effect for each resource. If your office needs any additional information or clarification, please feel free to contact me at 528-4577.

Sincerely,

Carlos E. Padilla
Program Delivery Supervisor

U.S. Department of Transportation
Federal Highway Administration

Rhode Island Division

380 Westminster Street, Room 601
Providence, RI 02903
401-528-4541
401-528-4542 Fax

October 22, 2018

In Reply Refer To:
HEC-RI

Jason Dionne, President
Blackstone Valley Historical Society
1873 Old Louisquisset Pike
P.O. Box 125
Lincoln, RI 02865

Subject: RIDOT Project at Toll Locations 3, 4, & 6 Through 13
RIC No. 2017-OT-002
Toll Locations 6 and 10
Diversion Routes 9, 10, & 12
Notification of a Finding of No Adverse Effect

Dear Mr. Dionne:

Section 106 of the National Historic Preservation Act of 1966, as amended, requires that Federal agencies take into account the effects of Federally-funded projects on historic properties. As part of the Section 106 review for the above referenced project, on behalf of the FHWA, the RIDOT provided written notification of the proposed project to consulting parties in June 2017. A preliminary background search for identifying historic properties in the project's areas of potential effect (APE) was completed and the results disseminated to the consulting parties for review and comment in December 2017. Based on the results of those efforts, the FHWA is proposing a finding of **No Adverse Effect** in accordance with *36 CFR §800.5(d)(1)*, regulations of the Advisory Council on Historic Preservation. This notification/finding of effect has been transmitted to the following consulting parties for review and comment:

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Rhode Island Historical Preservation & Heritage Commission (a.k.a. RI SHPO)
Woonasquatucket River Watershed Council
Narragansett Indian Tribal Historic Preservation Office
Mashpee Wampanoag Tribal Historic Preservation Office
Wampanoag Tribe of Gay Head/Aquinnah Tribal Historic Preservation Office
Mashantucket Pequot Tribal Nation Tribal Historic Preservation Office
Local Communities, Historic District Commission, and Societies (see attached list).

Enclosed is the Section 106 Documentation Form-2 that includes a general project description, the results of the background search to identify historic resources within the Area of Potential Effect (APE), their National Register status, and our determination of effect for each resource. If your office needs any additional information or clarification, please feel free to contact me at 528-4577.

Sincerely,

Carlos E. Padilla
Program Delivery Supervisor

U.S. Department of Transportation
Federal Highway Administration

Rhode Island Division

380 Westminster Street, Room 601
Providence, RI 02903
401-528-4541
401-528-4542 Fax

October 22, 2018

In Reply Refer To:
HEC-RI

Attleboro Historic Preservation Society
28 Sanford Street
Attleboro, MA 02703

Subject: RIDOT Project at Toll Locations 3, 4, & 6 Through 13
RIC No. 2017-OT-002
Diversion Routes 9 and 10
Notification of a Finding of No Adverse Effect

Dear Sir/Madam:

Section 106 of the National Historic Preservation Act of 1966, as amended, requires that Federal agencies take into account the effects of Federally-funded projects on historic properties. As part of the Section 106 review for the above referenced project, on behalf of the FHWA, the RIDOT provided written notification of the proposed project to consulting parties in June 2017. A preliminary background search for identifying historic properties in the project's areas of potential effect (APE) was completed and the results disseminated to the consulting parties for review and comment in December 2017. Based on the results of those efforts, the FHWA is proposing a finding of **No Adverse Effect** in accordance with *36 CFR §800.5(d)(1),* regulations of the Advisory Council on Historic Preservation. This notification/finding of effect has been transmitted to the following consulting parties for review and comment:

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Massachusetts Historical Commission (a.k.a. MA SHPO)
Rhode Island Historical Preservation & Heritage Commission (a.k.a. RI SHPO)
Woonasquatucket River Watershed Council
Narragansett Indian Tribal Historic Preservation Office
Mashpee Wampanoag Tribal Historic Preservation Office
Wampanoag Tribe of Gay Head/Aquinnah Tribal Historic Preservation Office
Mashantucket Pequot Tribal Nation Tribal Historic Preservation Office
Local Communities, Historic District Commission, and Societies (see attached list).

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Sincerely,

Carlos E. Padilla
Program Delivery Supervisor

U.S. Department of Transportation
Federal Highway Administration

Rhode Island Division

380 Westminster Street, Room 601
Providence, RI 02903
401-528-4541
401-528-4542 Fax

October 22, 2018

In Reply Refer To:
HEC-RI

Marian Wrightington, Chair
Attleboro Historical Commission
City Hall
77 Park Street
Attleboro, MA 02703

Subject: RIDOT Project at Toll Locations 3, 4, & 6 Through 13
RIC No. 2017-OT-002
Diversion Routes 9 and 10
Notification of a Finding of No Adverse Effect

Dear Ms. Wrightington:

Section 106 of the National Historic Preservation Act of 1966, as amended, requires that Federal agencies take into account the effects of Federally-funded projects on historic properties. As part of the Section 106 review for the above referenced project, on behalf of the FHWA, the RIDOT provided written notification of the proposed project to consulting parties in June 2017. A preliminary background search for identifying historic properties in the project's areas of potential effect (APE) was completed and the results disseminated to the consulting parties for review and comment in December 2017. Based on the results of those efforts, the FHWA is proposing a finding of **No Adverse Effect** in accordance with *36 CFR §800.5(d)(1),* regulations of the Advisory Council on Historic Preservation. This notification/finding of effect has been transmitted to the following consulting parties for review and comment:

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Massachusetts Historical Commission (a.k.a. MA SHPO)
Rhode Island Historical Preservation & Heritage Commission (a.k.a. RI SHPO)
Woonasquatucket River Watershed Council
Narragansett Indian Tribal Historic Preservation Office
Mashpee Wampanoag Tribal Historic Preservation Office
Wampanoag Tribe of Gay Head/Aquinnah Tribal Historic Preservation Office
Mashantucket Pequot Tribal Nation Tribal Historic Preservation Office
Local Communities, Historic District Commission, and Societies (see attached list).

Enclosed is the Section 106 Documentation Form-2 that includes a general project description, the results of the background search to identify historic resources within the Area of Potential Effect (APE), their National Register status, and our determination of effect for each resource. If your office needs any additional information or clarification, please feel free to contact me at 528-4577.

Sincerely,

Carlos E. Padilla
Program Delivery Supervisor

U.S. Department of Transportation
Federal Highway Administration

Rhode Island Division

380 Westminster Street, Room 601
Providence, RI 02903
401-528-4541
401-528-4542 Fax

October 22, 2018

In Reply Refer To:
HEC-RI

Marie Sweet, President
Glocester Heritage Society
Job Armstrong Store
1181 Main Street, POB 269
Chepachet, RI 02814

Subject: RIDOT Project at Toll Locations 3, 4, & 6 Through 13
RIC No. 2017-OT-002
Diversion Routes 2 and 15, Glocester
Notification of a Finding of No Adverse Effect

Dear Ms. Sweet:

Section 106 of the National Historic Preservation Act of 1966, as amended, requires that Federal agencies take into account the effects of Federally-funded projects on historic properties. As part of the Section 106 review for the above referenced project, on behalf of the FHWA, the RIDOT provided written notification of the proposed project to consulting parties in June 2017. A preliminary background search for identifying historic properties in the project's areas of potential effect (APE) was completed and the results disseminated to the consulting parties for review and comment in December 2017. Based on the results of those efforts, the FHWA is proposing a finding of **No Adverse Effect** in accordance with *36 CFR §800.5(d)(1)*, regulations of the Advisory Council on Historic Preservation. This notification/finding of effect has been transmitted to the following consulting parties for review and comment:

Blackstone Heritage Corridor, Inc. (Agency with Regulatory Review Jurisdiction)
Massachusetts Historical Commission (a.k.a. MA SHPO)
Rhode Island Historical Preservation & Heritage Commission (a.k.a. RI SHPO)
Woonasquatucket River Watershed Council
Narragansett Indian Tribal Historic Preservation Office
Mashpee Wampanoag Tribal Historic Preservation Office
Wampanoag Tribe of Gay Head/Aquinnah Tribal Historic Preservation Office
Mashantucket Pequot Tribal Nation Tribal Historic Preservation Office
Local Communities, Historic District Commission, and Societies (see attached list).

Enclosed is the Section 106 Documentation Form-2 that includes a general project description, the results of the background search to identify historic resources within the Area of Potential Effect (APE), their National Register status, and our determination of effect for each resource. If your office needs any additional information or clarification, please feel free to contact me at 528-4577.

Sincerely,

For:

Carlos E. Padilla
Program Delivery Supervisor

U.S. Department of Transportation
Federal Highway Administration

Rhode Island Division

380 Westminster Street, Room 601
Providence, RI 02903
401-528-4541
401-528-4542 Fax

October 22, 2018

In Reply Refer To:
HEC-RI

Charlie Wilson, Chair
Historic District Commission
Glocester Town Hall
1145 Putnam Pike, PO Box B
Chepachet, RI 02814-0702

Subject: RIDOT Project at Toll Locations 3, 4, & 6 Through 13
RIC No. 2017-OT-002
Diversion Routes 2 and 15, Glocester
Notification of a Finding of No Adverse Effect

Dear Mr. Wilson:

Section 106 of the National Historic Preservation Act of 1966, as amended, requires that Federal agencies take into account the effects of Federally-funded projects on historic properties. As part of the Section 106 review for the above referenced project, on behalf of the FHWA, the RIDOT provided written notification of the proposed project to consulting parties in June 2017. A preliminary background search for identifying historic properties in the project's areas of potential effect (APE) was completed and the results disseminated to the consulting parties for review and comment in December 2017. Based on the results of those efforts, the FHWA is proposing a finding of **No Adverse Effect** in accordance with *36 CFR §800.5(d)(1),* regulations of the Advisory Council on Historic Preservation. This notification/finding of effect has been transmitted to the following consulting parties for review and comment:

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Massachusetts Historical Commission (a.k.a. MA SHPO)
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Woonasquatucket River Watershed Council
Narragansett Indian Tribal Historic Preservation Office
Mashpee Wampanoag Tribal Historic Preservation Office
Wampanoag Tribe of Gay Head/Aquinnah Tribal Historic Preservation Office
Mashantucket Pequot Tribal Nation Tribal Historic Preservation Office
Local Communities, Historic District Commission, and Societies (see attached list).

Enclosed is the Section 106 Documentation Form-2 that includes a general project description, the results of the background search to identify historic resources within the Area of Potential Effect (APE), their National Register status, and our determination of effect for each resource. If your office needs any additional information or clarification, please feel free to contact me at 528-4577.

Sincerely,

For:

Carlos E. Padilla
Program Delivery Supervisor

U.S. Department of Transportation
Federal Highway Administration

Rhode Island Division

380 Westminster Street, Room 601
Providence, RI 02903
401-528-4541
401-528-4542 Fax

October 22, 2018

In Reply Refer To:
HEC-RI

Edwin Robinson, President
Foster Preservation Society
P.O. Box 51
Foster, RI 02825

Subject: RIDOT Project at Toll Locations 3, 4, & 6 Through 13
RIC No. 2017-OT-002
Diversion Route 2, Foster
Notification of a Finding of No Adverse Effect

Dear Mr. Robinson:

Section 106 of the National Historic Preservation Act of 1966, as amended, requires that Federal agencies take into account the effects of Federally-funded projects on historic properties. As part of the Section 106 review for the above referenced project, on behalf of the FHWA, the RIDOT provided written notification of the proposed project to consulting parties in June 2017. A preliminary background search for identifying historic properties in the project's areas of potential effect (APE) was completed and the results disseminated to the consulting parties for review and comment in December 2017. Based on the results of those efforts, the FHWA is proposing a finding of **No Adverse Effect** in accordance with *36 CFR §800.5(d)(1),* regulations of the Advisory Council on Historic Preservation. This notification/finding of effect has been transmitted to the following consulting parties for review and comment:

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Massachusetts Historical Commission (a.k.a. MA SHPO)
Rhode Island Historical Preservation & Heritage Commission (a.k.a. RI SHPO)
Woonasquatucket River Watershed Council
Narragansett Indian Tribal Historic Preservation Office
Mashpee Wampanoag Tribal Historic Preservation Office
Wampanoag Tribe of Gay Head/Aquinnah Tribal Historic Preservation Office
Mashantucket Pequot Tribal Nation Tribal Historic Preservation Office
Local Communities, Historic District Commission, and Societies (see attached list).

Enclosed is the Section 106 Documentation Form-2 that includes a general project description, the results of the background search to identify historic resources within the Area of Potential Effect (APE), their National Register status, and our determination of effect for each resource. If your office needs any additional information or clarification, please feel free to contact me at 528-4577.

Sincerely,

For:

Carlos E. Padilla
Program Delivery Supervisor

U.S. Department of Transportation
Federal Highway Administration

Rhode Island Division

380 Westminster Street, Room 601
Providence, RI 02903
401-528-4541
401-528-4542 Fax

October 22, 2018

In Reply Refer To:
HEC-RI

Mr. Michael C. Wood
Town Manager
Town of Burrillville
105 Harrisville Main Street
Harrisville, RI 02830

Subject: RIDOT Project at Toll Locations 3, 4, & 6 Through 13
RIC No. 2017-OT-002
Diversion Route 2, Burrillville
Notification of a Finding of No Adverse Effect

Dear Mr. Wood:

Section 106 of the National Historic Preservation Act of 1966, as amended, requires that Federal agencies take into account the effects of Federally-funded projects on historic properties. As part of the Section 106 review for the above referenced project, on behalf of the FHWA, the RIDOT provided written notification of the proposed project to consulting parties in June 2017. A preliminary background search for identifying historic properties in the project's areas of potential effect (APE) was completed and the results disseminated to the consulting parties for review and comment in December 2017. Based on the results of those efforts, the FHWA is proposing a finding of **No Adverse Effect** in accordance with *36 CFR §800.5(d)(1),* regulations of the Advisory Council on Historic Preservation. This notification/finding of effect has been transmitted to the following consulting parties for review and comment:

Blackstone Heritage Corridor, Inc. (Agency with Regulatory Review Jurisdiction)
Massachusetts Historical Commission (a.k.a. MA SHPO)
Rhode Island Historical Preservation & Heritage Commission (a.k.a. RI SHPO)
Woonasquatucket River Watershed Council
Narragansett Indian Tribal Historic Preservation Office
Mashpee Wampanoag Tribal Historic Preservation Office
Wampanoag Tribe of Gay Head/Aquinnah Tribal Historic Preservation Office
Mashantucket Pequot Tribal Nation Tribal Historic Preservation Office
Local Communities, Historic District Commission, and Societies (see attached list).

Enclosed is the Section 106 Documentation Form-2 that includes a general project description, the results of the background search to identify historic resources within the Area of Potential Effect (APE), their National Register status, and our determination of effect for each resource. If your office needs any additional information or clarification, please feel free to contact me at 528-4577.

Sincerely,

Carlos E. Padilla
Program Delivery Supervisor

U.S. Department of Transportation
Federal Highway Administration

Rhode Island Division

380 Westminster Street, Room 601
Providence, RI 02903
401-528-4541
401-528-4542 Fax

October 22, 2018

In Reply Refer To:
HEC-RI

Betty Mencucci, President
Burrillville Historical & Preservation Society
16 Laurel Hill Avenue, Box 93
Pascoag, RI 02859

Subject: RIDOT Project at Toll Locations 3, 4, & 6 Through 13
RIC No. 2017-OT-002
Diversion Route 2, Burrillville
Notification of a Finding of No Adverse Effect

Dear Ms. Mencucci:

Section 106 of the National Historic Preservation Act of 1966, as amended, requires that Federal agencies take into account the effects of Federally-funded projects on historic properties. As part of the Section 106 review for the above referenced project, on behalf of the FHWA, the RIDOT provided written notification of the proposed project to consulting parties in June 2017. A preliminary background search for identifying historic properties in the project's areas of potential effect (APE) was completed and the results disseminated to the consulting parties for review and comment in December 2017. Based on the results of those efforts, the FHWA is proposing a finding of **No Adverse Effect** in accordance with *36 CFR §800.5(d)(1)*, regulations of the Advisory Council on Historic Preservation. This notification/finding of effect has been transmitted to the following consulting parties for review and comment:

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Sincerely,

Carlos E. Padilla
Program Delivery Supervisor

U.S. Department of Transportation
Federal Highway Administration

Rhode Island Division

380 Westminster Street, Room 601
Providence, RI 02903
401-528-4541
401-528-4542 Fax

October 22, 2018

In Reply Refer To:
HEC-RI

Michael Potaski, Chair
Historic District Commission
Town of Uxbridge
21 South Main Street
Uxbridge, MA 01569

Subject: RIDOT Project at Toll Locations 3, 4, & 6 Through 13
RIC No. 2017-OT-002
Diversion Route 2, Uxbridge
Notification of a Finding of No Adverse Effect

Dear Mr. Potaski:

Section 106 of the National Historic Preservation Act of 1966, as amended, requires that Federal agencies take into account the effects of Federally-funded projects on historic properties. As part of the Section 106 review for the above referenced project, on behalf of the FHWA, the RIDOT provided written notification of the proposed project to consulting parties in June 2017. A preliminary background search for identifying historic properties in the project's areas of potential effect (APE) was completed and the results disseminated to the consulting parties for review and comment in December 2017. Based on the results of those efforts, the FHWA is proposing a finding of **No Adverse Effect** in accordance with *36 CFR §800.5(d)(1),* regulations of the Advisory Council on Historic Preservation. This notification/finding of effect has been transmitted to the following consulting parties for review and comment:

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Sincerely,

For: HRW

Carlos E. Padilla
Program Delivery Supervisor

U.S. Department of Transportation
Federal Highway Administration

Rhode Island Division

380 Westminster Street, Room 601
Providence, RI 02903
401-528-4541
401-528-4542 Fax

October 22, 2018

In Reply Refer To:
HEC-RI

Ms. Cheryl Maynard
Town Planner
Foster Town Hall
181 Howard Hill Road
Foster, RI 02825

Subject: RIDOT Project at Toll Locations 3, 4, & 6 Through 13
RIC No. 2017-OT-002
Diversion Route 2, Foster
Notification of a Finding of No Adverse Effect

Dear Ms. Maynard:

Section 106 of the National Historic Preservation Act of 1966, as amended, requires that Federal agencies take into account the effects of Federally-funded projects on historic properties. As part of the Section 106 review for the above referenced project, on behalf of the FHWA, the RIDOT provided written notification of the proposed project to consulting parties in June 2017. A preliminary background search for identifying historic properties in the project's areas of potential effect (APE) was completed and the results disseminated to the consulting parties for review and comment in December 2017. Based on the results of those efforts, the FHWA is proposing a finding of **No Adverse Effect** in accordance with *36 CFR §800.5(d)(1)*, regulations of the Advisory Council on Historic Preservation. This notification/finding of effect has been transmitted to the following consulting parties for review and comment:

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Sincerely,

For:

Carlos E. Padilla
Program Delivery Supervisor

U.S. Department of Transportation
Federal Highway Administration

Rhode Island Division

380 Westminster Street, Room 601
Providence, RI 02903
401-528-4541
401-528-4542 Fax

October 22, 2018

In Reply Refer To:
HEC-RI

David Balfour, Chairman
Cumberland Historic District Commission
45 Broad Street
Cumberland, RI 02864

Subject: RIDOT Project at Toll Locations 3, 4, & 6 Through 13
RIC No. 2017-OT-002
Toll Location No. 9, Cumberland
Diversion Routes 11 and 12, Cumberland
Notification of a Finding of No Adverse Effect

Dear Mr. Balfour:

Section 106 of the National Historic Preservation Act of 1966, as amended, requires that Federal agencies take into account the effects of Federally-funded projects on historic properties. As part of the Section 106 review for the above referenced project, on behalf of the FHWA, the RIDOT provided written notification of the proposed project to consulting parties in June 2017. A preliminary background search for identifying historic properties in the project's areas of potential effect (APE) was completed and the results disseminated to the consulting parties for review and comment in December 2017. Based on the results of those efforts, the FHWA is proposing a finding of **No Adverse Effect** in accordance with *36 CFR §800.5(d)(1),* regulations of the Advisory Council on Historic Preservation. This notification/finding of effect has been transmitted to the following consulting parties for review and comment:

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Sincerely,

For:

Carlos E. Padilla
Program Delivery Supervisor

U.S. Department of Transportation
Federal Highway Administration

Rhode Island Division

380 Westminster Street, Room 601
Providence, RI 02903
401-528-4541
401-528-4542 Fax

October 22, 2018

In Reply Refer To:
HEC-RI

East Greenwich Historic District Commission
C/O Lea Anthony Hitchen
Assisting Planning Director
Town Hall
125 Main Street
East Greenwich, RI 02818

Subject: RIDOT Project at Toll Locations 3, 4, & 6 Through 13
RIC No. 2017-OT-002
Diversion Route 3, East Greenwich
Notification of a Finding of No Adverse Effect

Dear Ms. Hitchen:

Section 106 of the National Historic Preservation Act of 1966, as amended, requires that Federal agencies take into account the effects of Federally-funded projects on historic properties. As part of the Section 106 review for the above referenced project, on behalf of the FHWA, the RIDOT provided written notification of the proposed project to consulting parties in June 2017. A preliminary background search for identifying historic properties in the project's areas of potential effect (APE) was completed and the results disseminated to the consulting parties for review and comment in December 2017. Based on the results of those efforts, the FHWA is proposing a finding of **No Adverse Effect** in accordance with *36 CFR §800.5(d)(1),* regulations of the Advisory Council on Historic Preservation. This notification/finding of effect has been transmitted to the following consulting parties for review and comment:

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Sincerely,

For:

Carlos E. Padilla
Program Delivery Supervisor

U.S. Department of Transportation
Federal Highway Administration

Rhode Island Division

380 Westminster Street, Room 601
Providence, RI 02903
401-528-4541
401-528-4542 Fax

October 22, 2018

In Reply Refer To:
HEC-RI

Ashley Hahn-Sweet, Town Planner
Exeter Town Hall
675 Ten Rod Road
Exeter, RI 02822

Subject: RIDOT Project at Toll Locations 3, 4, & 6 Through 13
RIC No. 2017-OT-002
Diversion Route 14, Exeter
Notification of a Finding of No Adverse Effect

Dear Ms. Hahn-Sweet:

Section 106 of the National Historic Preservation Act of 1966, as amended, requires that Federal agencies take into account the effects of Federally-funded projects on historic properties. As part of the Section 106 review for the above referenced project, on behalf of the FHWA, the RIDOT provided written notification of the proposed project to consulting parties in June 2017. A preliminary background search for identifying historic properties in the project's areas of potential effect (APE) was completed and the results disseminated to the consulting parties for review and comment in December 2017. Based on the results of those efforts, the FHWA is proposing a finding of **No Adverse Effect** in accordance with *36 CFR §800.5(d)(1),* regulations of the Advisory Council on Historic Preservation. This notification/finding of effect has been transmitted to the following consulting parties for review and comment:

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Sincerely,

For: Carlos E. Padilla
Program Delivery Supervisor

U.S. Department of Transportation
Federal Highway Administration

Rhode Island Division

380 Westminster Street, Room 601
Providence, RI 02903
401-528-4541
401-528-4542 Fax

October 22, 2018

In Reply Refer To:
HEC-RI

Sheila Reynolds-Boothroyd, President
Exeter Historical Association, Inc.
159 Old Voluntown Road
Exeter, RI 02822

Subject: RIDOT Project at Toll Locations 3, 4, & 6 Through 13
RIC No. 2017-OT-002
Diversion Route 14, Exeter
Notification of a Finding of No Adverse Effect

Dear Ms. Reynolds-Boothroyd:

Section 106 of the National Historic Preservation Act of 1966, as amended, requires that Federal agencies take into account the effects of Federally-funded projects on historic properties. As part of the Section 106 review for the above referenced project, on behalf of the FHWA, the RIDOT provided written notification of the proposed project to consulting parties in June 2017. A preliminary background search for identifying historic properties in the project's areas of potential effect (APE) was completed and the results disseminated to the consulting parties for review and comment in December 2017. Based on the results of those efforts, the FHWA is proposing a finding of **No Adverse Effect** in accordance with *36 CFR §800.5(d)(1),* regulations of the Advisory Council on Historic Preservation. This notification/finding of effect has been transmitted to the following consulting parties for review and comment:

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Sincerely,

For:

Carlos E. Padilla
Program Delivery Supervisor

U.S. Department
of Transportation
**Federal Highway
Administration**

Rhode Island Division

380 Westminster Street, Room 601
Providence, RI 02903
401-528-4541
401-528-4542 Fax

October 22, 2018

In Reply Refer To:
HEC-RI

Mr. Jim Murphy, President
Coventry Historical Society
7 Station Street
Coventry, RI 02816

Subject: RIDOT Project at Toll Locations 3, 4, & 6 Through 13
RIC No. 2017-OT-002
Diversion Routes 2 and 5, Coventry
Notification of a Finding of No Adverse Effect

Dear Mr. Murphy:

Section 106 of the National Historic Preservation Act of 1966, as amended, requires that Federal agencies take into account the effects of Federally-funded projects on historic properties. As part of the Section 106 review for the above referenced project, on behalf of the FHWA, the RIDOT provided written notification of the proposed project to consulting parties in June 2017. A preliminary background search for identifying historic properties in the project's areas of potential effect (APE) was completed and the results disseminated to the consulting parties for review and comment in December 2017. Based on the results of those efforts, the FHWA is proposing a finding of **No Adverse Effect** in accordance with *36 CFR §800.5(d)(1),* regulations of the Advisory Council on Historic Preservation. This notification/finding of effect has been transmitted to the following consulting parties for review and comment:

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Sincerely,

For: Carlos E. Padilla
Program Delivery Supervisor

U.S. Department of Transportation
Federal Highway Administration

Rhode Island Division

380 Westminster Street, Room 601
Providence, RI 02903
401-528-4541
401-528-4542 Fax

October 22, 2018

In Reply Refer To:
HEC-RI

Mr. Graham Waters
Town Manager
Town of Coventry
1670 Flat River Road
Coventry, RI 02816

Subject: RIDOT Project at Toll Locations 3, 4, & 6 Through 13
RIC No. 2017-OT-002
Diversion Routes 2 and 5, Coventry
Notification of a Finding of No Adverse Effect

Dear Mr. Waters:

Section 106 of the National Historic Preservation Act of 1966, as amended, requires that Federal agencies take into account the effects of Federally-funded projects on historic properties. As part of the Section 106 review for the above referenced project, on behalf of the FHWA, the RIDOT provided written notification of the proposed project to consulting parties in June 2017. A preliminary background search for identifying historic properties in the project's areas of potential effect (APE) was completed and the results disseminated to the consulting parties for review and comment in December 2017. Based on the results of those efforts, the FHWA is proposing a finding of **No Adverse Effect** in accordance with *36 CFR §800.5(d)(1),* regulations of the Advisory Council on Historic Preservation. This notification/finding of effect has been transmitted to the following consulting parties for review and comment:

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Sincerely,

For:

Carlos E. Padilla
Program Delivery Supervisor

U.S. Department of Transportation
Federal Highway Administration

Rhode Island Division

380 Westminster Street, Room 601
Providence, RI 02903
401-528-4541
401-528-4542 Fax

October 22, 2018

Uxbridge Historical Society
The Cornet John Farnum House
44 Mendon Street
Uxbridge, MA 01569

In Reply Refer To:
HEC-RI

Subject: RIDOT Project at Toll Locations 3, 4, & 6 Through 13
RIC No. 2017-OT-002
Diversion Route 2, Uxbridge
Notification of a Finding of No Adverse Effect

Dear Sir/Madam:

Section 106 of the National Historic Preservation Act of 1966, as amended, requires that Federal agencies take into account the effects of Federally-funded projects on historic properties. As part of the Section 106 review for the above referenced project, on behalf of the FHWA, the RIDOT provided written notification of the proposed project to consulting parties in June 2017. A preliminary background search for identifying historic properties in the project's areas of potential effect (APE) was completed and the results disseminated to the consulting parties for review and comment in December 2017. Based on the results of those efforts, the FHWA is proposing a finding of **No Adverse Effect** in accordance with *36 CFR §800.5(d)(1),* regulations of the Advisory Council on Historic Preservation. This notification/finding of effect has been transmitted to the following consulting parties for review and comment:

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Sincerely,

For:

Carlos E. Padilla
Program Delivery Supervisor

U.S. Department of Transportation
Federal Highway Administration

Rhode Island Division

380 Westminster Street, Room 601
Providence, RI 02903
401-528-4541
401-528-4542 Fax

October 22, 2018

In Reply Refer To:
HEC-RI

Ernest Zmyslinski
Town Manager
West Warwick Town Hall
1170 Main Street
West Warwick, RI 02893

Subject: RIDOT Project at Toll Locations 3, 4, & 6 Through 13
RIC No. 2017-OT-002
Diversion Route 4, West Warwick
Notification of a Finding of No Adverse Effect

Dear Mr. Zmyslinski:

Section 106 of the National Historic Preservation Act of 1966, as amended, requires that Federal agencies take into account the effects of Federally-funded projects on historic properties. As part of the Section 106 review for the above referenced project, on behalf of the FHWA, the RIDOT provided written notification of the proposed project to consulting parties in June 2017. A preliminary background search for identifying historic properties in the project's areas of potential effect (APE) was completed and the results disseminated to the consulting parties for review and comment in December 2017. Based on the results of those efforts, the FHWA is proposing a finding of **No Adverse Effect** in accordance with *36 CFR §800.5(d)(1),* regulations of the Advisory Council on Historic Preservation. This notification/finding of effect has been transmitted to the following consulting parties for review and comment:

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Sincerely,

For: HRW

Carlos E. Padilla
Program Delivery Supervisor

U.S. Department of Transportation
Federal Highway Administration

Rhode Island Division

380 Westminster Street, Room 601
Providence, RI 02903
401-528-4541
401-528-4542 Fax

October 22, 2018

In Reply Refer To:
HEC-RI

David E. Provonsil
Town Planner
West Greenwich Town Hall
280 Victory Highway
West Greenwich, RI 02817

Subject: RIDOT Project at Toll Locations 3, 4, & 6 Through 13
RIC No. 2017-OT-002
Diversion Routes 2 and 5, West Greenwich
Notification of a Finding of No Adverse Effect

Dear Mr. Provensil:

Section 106 of the National Historic Preservation Act of 1966, as amended, requires that Federal agencies take into account the effects of Federally-funded projects on historic properties. As part of the Section 106 review for the above referenced project, on behalf of the FHWA, the RIDOT provided written notification of the proposed project to consulting parties in June 2017. A preliminary background search for identifying historic properties in the project's areas of potential effect (APE) was completed and the results disseminated to the consulting parties for review and comment in December 2017. Based on the results of those efforts, the FHWA is proposing a finding of **No Adverse Effect** in accordance with *36 CFR §800.5(d)(1),* regulations of the Advisory Council on Historic Preservation. This notification/finding of effect has been transmitted to the following consulting parties for review and comment:

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Sincerely,

For:

Carlos E. Padilla
Program Delivery Supervisor

U.S. Department of Transportation
Federal Highway Administration

Rhode Island Division

380 Westminster Street, Room 601
Providence, RI 02903
401-528-4541
401-528-4542 Fax

October 22, 2018

In Reply Refer To:
HEC-RI

Maggie Botelho, Program Director
Historical Society of Smithfield
220 Stillwater Rd.
Smithfield, RI 02917

Subject: RIDOT Project at Toll Locations 3, 4, & 6 Through 13
RIC No. 2017-OT-002
Diversion Routes 6, 7, and 15, Smithfield
Notification of a Finding of No Adverse Effect

Dear Ms. Botelho:

Section 106 of the National Historic Preservation Act of 1966, as amended, requires that Federal agencies take into account the effects of Federally-funded projects on historic properties. As part of the Section 106 review for the above referenced project, on behalf of the FHWA, the RIDOT provided written notification of the proposed project to consulting parties in June 2017. A preliminary background search for identifying historic properties in the project's areas of potential effect (APE) was completed and the results disseminated to the consulting parties for review and comment in December 2017. Based on the results of those efforts, the FHWA is proposing a finding of **No Adverse Effect** in accordance with *36 CFR §800.5(d)(1),* regulations of the Advisory Council on Historic Preservation. This notification/finding of effect has been transmitted to the following consulting parties for review and comment:

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Rhode Island Historical Preservation & Heritage Commission (a.k.a. RI SHPO)
Woonasquatucket River Watershed Council
Narragansett Indian Tribal Historic Preservation Office
Mashpee Wampanoag Tribal Historic Preservation Office
Wampanoag Tribe of Gay Head/Aquinnah Tribal Historic Preservation Office
Mashantucket Pequot Tribal Nation Tribal Historic Preservation Office
Local Communities, Historic District Commission, and Societies (see attached list).

Enclosed is the Section 106 Documentation Form-2 that includes a general project description, the results of the background search to identify historic resources within the Area of Potential Effect (APE), their National Register status, and our determination of effect for each resource. If your office needs any additional information or clarification, please feel free to contact me at 528-4577.

Sincerely,

For:

Carlos E. Padilla
Program Delivery Supervisor

U.S. Department of Transportation
Federal Highway Administration

Rhode Island Division

380 Westminster Street, Room 601
Providence, RI 02903
401-528-4541
401-528-4542 Fax

October 22, 2018

In Reply Refer To:
HEC-RI

Smithfield Historic Preservation Commission
c/o Randy R. Rossie, Town Manager
Smithfield Town Hall
64 Farnum Pike
Smithfield, Rhode Island 02917

Subject: RIDOT Project at Toll Locations 3, 4, & 6 Through 13
RIC No. 2017-OT-002
Diversion Routes 6, 7, and 15, Smithfield
Notification of a Finding of No Adverse Effect

Dear Mr. Rossie:

Section 106 of the National Historic Preservation Act of 1966, as amended, requires that Federal agencies take into account the effects of Federally-funded projects on historic properties. As part of the Section 106 review for the above referenced project, on behalf of the FHWA, the RIDOT provided written notification of the proposed project to consulting parties in June 2017. A preliminary background search for identifying historic properties in the project's areas of potential effect (APE) was completed and the results disseminated to the consulting parties for review and comment in December 2017. Based on the results of those efforts, the FHWA is proposing a finding of **No Adverse Effect** in accordance with *36 CFR §800.5(d)(1),* regulations of the Advisory Council on Historic Preservation. This notification/finding of effect has been transmitted to the following consulting parties for review and comment:

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Sincerely,

For:

Carlos E. Padilla
Program Delivery Supervisor

U.S. Department of Transportation
Federal Highway Administration

Rhode Island Division

380 Westminster Street, Room 601
Providence, RI 02903
401-528-4541
401-528-4542 Fax

October 22, 2018

In Reply Refer To:
HEC-RI

Calista McDermott
Town Planner
Scituate Town Hall
195 Danielson Pike
PO Box 328
Scituate, RI 02857

Subject: RIDOT Project at Toll Locations 3, 4, & 6 Through 13
RIC No. 2017-OT-002
Diversion Routes 2, 5, 6, and 15, Scituate
Notification of a Finding of No Adverse Effect

Dear Ms. McDermott:

Section 106 of the National Historic Preservation Act of 1966, as amended, requires that Federal agencies take into account the effects of Federally-funded projects on historic properties. As part of the Section 106 review for the above referenced project, on behalf of the FHWA, the RIDOT provided written notification of the proposed project to consulting parties in June 2017. A preliminary background search for identifying historic properties in the project's areas of potential effect (APE) was completed and the results disseminated to the consulting parties for review and comment in December 2017. Based on the results of those efforts, the FHWA is proposing a finding of **No Adverse Effect** in accordance with *36 CFR §800.5(d)(1),* regulations of the Advisory Council on Historic Preservation. This notification/finding of effect has been transmitted to the following consulting parties for review and comment:

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Sincerely,

For:

Carlos E. Padilla
Program Delivery Supervisor

U.S. Department of Transportation
Federal Highway Administration

Rhode Island Division

380 Westminster Street, Room 601
Providence, RI 02903
401-528-4541
401-528-4542 Fax

October 22, 2018

In Reply Refer To:
HEC-RI

Leon C. Lesinski
Administrative Officer
Planning Board
Town of Portsmouth
2200 E. Main Road
Portsmouth, RI 02871

Subject: RIDOT Project at Toll Locations 3, 4, & 6 Through 13
RIC No. 2017-OT-002
Diversion Route 14, Portsmouth
Notification of a Finding of No Adverse Effect

Dear Mr. Lesinski:

Section 106 of the National Historic Preservation Act of 1966, as amended, requires that Federal agencies take into account the effects of Federally-funded projects on historic properties. As part of the Section 106 review for the above referenced project, on behalf of the FHWA, the RIDOT provided written notification of the proposed project to consulting parties in June 2017. A preliminary background search for identifying historic properties in the project's areas of potential effect (APE) was completed and the results disseminated to the consulting parties for review and comment in December 2017. Based on the results of those efforts, the FHWA is proposing a finding of **No Adverse Effect** in accordance with *36 CFR §800.5(d)(1),* regulations of the Advisory Council on Historic Preservation. This notification/finding of effect has been transmitted to the following consulting parties for review and comment:

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Sincerely,

For:

Carlos E. Padilla
Program Delivery Supervisor

U.S. Department of Transportation
Federal Highway Administration

Rhode Island Division

380 Westminster Street, Room 601
Providence, RI 02903
401-528-4541
401-528-4542 Fax

October 22, 2018

In Reply Refer To:
HEC-RI

Jim Garman, President
Portsmouth Historical Society
870 East Main Road, POB 834
Portsmouth, RI 02871

Subject: RIDOT Project at Toll Locations 3, 4, & 6 Through 13
RIC No. 2017-OT-002
Diversion Route 14, Portsmouth
Notification of a Finding of No Adverse Effect

Dear Mr. Garman:

Section 106 of the National Historic Preservation Act of 1966, as amended, requires that Federal agencies take into account the effects of Federally-funded projects on historic properties. As part of the Section 106 review for the above referenced project, on behalf of the FHWA, the RIDOT provided written notification of the proposed project to consulting parties in June 2017. A preliminary background search for identifying historic properties in the project's areas of potential effect (APE) was completed and the results disseminated to the consulting parties for review and comment in December 2017. Based on the results of those efforts, the FHWA is proposing a finding of **No Adverse Effect** in accordance with *36 CFR §800.5(d)(1),* regulations of the Advisory Council on Historic Preservation. This notification/finding of effect has been transmitted to the following consulting parties for review and comment:

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Sincerely,

For:

Carlos E. Padilla
Program Delivery Supervisor

U.S. Department of Transportation
Federal Highway Administration

Rhode Island Division

380 Westminster Street, Room 601
Providence, RI 02903
401-528-4541
401-528-4542 Fax

October 22, 2018

In Reply Refer To:
HEC-RI

Jeffrey P. Harris, Chairman
North Smithfield Historic District Commission
Town Hall
One Main Street, PO Box 248
Slatersville, RI 02876

Subject: RIDOT Project at Toll Locations 3, 4, & 6 Through 13
RIC No. 2017-OT-002
Toll Location No. 12
Diversion Routes 2, 7, and 13, North Smithfield
Notification of a Finding of No Adverse Effect

Dear Mr. Harris:

Section 106 of the National Historic Preservation Act of 1966, as amended, requires that Federal agencies take into account the effects of Federally-funded projects on historic properties. As part of the Section 106 review for the above referenced project, on behalf of the FHWA, the RIDOT provided written notification of the proposed project to consulting parties in June 2017. A preliminary background search for identifying historic properties in the project's areas of potential effect (APE) was completed and the results disseminated to the consulting parties for review and comment in December 2017. Based on the results of those efforts, the FHWA is proposing a finding of **No Adverse Effect** in accordance with *36 CFR §800.5(d)(1)*, regulations of the Advisory Council on Historic Preservation. This notification/finding of effect has been transmitted to the following consulting parties for review and comment:

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Local Communities, Historic District Commission, and Societies (see attached list).

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Sincerely,

For:

Carlos E. Padilla
Program Delivery Supervisor

U.S. Department of Transportation
Federal Highway Administration

Rhode Island Division

380 Westminster Street, Room 601
Providence, RI 02903
401-528-4541
401-528-4542 Fax

October 22, 2018

In Reply Refer To:
HEC-RI

North Providence Historic District Commission
c/o Beverly Burgess
Old Town Hall
2226 Mineral Spring Ave.
North Providence 02904

Subject: RIDOT Project at Toll Locations 3, 4, & 6 Through 13
RIC No. 2017-OT-002
Diversion Route 7, North Providence
Notification of a Finding of No Adverse Effect

Dear Ms. Burgess:

Section 106 of the National Historic Preservation Act of 1966, as amended, requires that Federal agencies take into account the effects of Federally-funded projects on historic properties. As part of the Section 106 review for the above referenced project, on behalf of the FHWA, the RIDOT provided written notification of the proposed project to consulting parties in June 2017. A preliminary background search for identifying historic properties in the project's areas of potential effect (APE) was completed and the results disseminated to the consulting parties for review and comment in December 2017. Based on the results of those efforts, the FHWA is proposing a finding of **No Adverse Effect** in accordance with *36 CFR §800.5(d)(1)*, regulations of the Advisory Council on Historic Preservation. This notification/finding of effect has been transmitted to the following consulting parties for review and comment:

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Sincerely,

For:

Carlos E. Padilla
Program Delivery Supervisor

r

U.S. Department of Transportation
Federal Highway Administration

Rhode Island Division

380 Westminster Street, Room 601
Providence, RI 02903
401-528-4541
401-528-4542 Fax

October 22, 2018

In Reply Refer To:
HEC-RI

Shaun Lacy, Principal Planner
Department of Planning and Development
Town Hall Annex
55 Brown Street
North Kingstown, Rhode Island 02852

Subject: RIDOT Project at Toll Locations 3, 4, & 6 Through 13
RIC No. 2017-OT-002
Diversion Routes 3 and 14, North Kingstown
Notification of a Finding of No Adverse Effect

Dear Ms. Lacy:

Section 106 of the National Historic Preservation Act of 1966, as amended, requires that Federal agencies take into account the effects of Federally-funded projects on historic properties. As part of the Section 106 review for the above referenced project, on behalf of the FHWA, the RIDOT provided written notification of the proposed project to consulting parties in June 2017. A preliminary background search for identifying historic properties in the project's areas of potential effect (APE) was completed and the results disseminated to the consulting parties for review and comment in December 2017. Based on the results of those efforts, the FHWA is proposing a finding of **No Adverse Effect** in accordance with *36 CFR §800.5(d)(1),* regulations of the Advisory Council on Historic Preservation. This notification/finding of effect has been transmitted to the following consulting parties for review and comment:

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Sincerely,

For:

Carlos E. Padilla
Program Delivery Supervisor

U.S. Department of Transportation
Federal Highway Administration

Rhode Island Division

380 Westminster Street, Room 601
Providence, RI 02903
401-528-4541
401-528-4542 Fax

October 22, 2018

In Reply Refer To:
HEC-RI

Henry J. Gauthier, Chairman
North Kingstown Historic District Commission
Town Hall
100 Fairway Drive
North Kingstown, RI 02852

Subject: RIDOT Project at Toll Locations 3, 4, & 6 Through 13
RIC No. 2017-OT-002
Diversion Routes 3 and 14, North Kingstown
Notification of a Finding of No Adverse Effect

Dear Mr. Gauthier:

Section 106 of the National Historic Preservation Act of 1966, as amended, requires that Federal agencies take into account the effects of Federally-funded projects on historic properties. As part of the Section 106 review for the above referenced project, on behalf of the FHWA, the RIDOT provided written notification of the proposed project to consulting parties in June 2017. A preliminary background search for identifying historic properties in the project's areas of potential effect (APE) was completed and the results disseminated to the consulting parties for review and comment in December 2017. Based on the results of those efforts, the FHWA is proposing a finding of **No Adverse Effect** in accordance with *36 CFR §800.5(d)(1),* regulations of the Advisory Council on Historic Preservation. This notification/finding of effect has been transmitted to the following consulting parties for review and comment:

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Sincerely,

For:

Carlos E. Padilla
Program Delivery Supervisor

U.S. Department of Transportation
Federal Highway Administration

Rhode Island Division

380 Westminster Street, Room 601
Providence, RI 02903
401-528-4541
401-528-4542 Fax

October 22, 2018

In Reply Refer To:
HEC-RI

Mr. Gary Paquette, President
The Middletown Historical Society
POB 4196
Middletown, RI 02842-0496

Subject: RIDOT Project at Toll Locations 3, 4, & 6 Through 13
RIC No. 2017-OT-002
Diversion Route 14, Middletown
Notification of a Finding of No Adverse Effect

Dear Mr. Paquette:

Section 106 of the National Historic Preservation Act of 1966, as amended, requires that Federal agencies take into account the effects of Federally-funded projects on historic properties. As part of the Section 106 review for the above referenced project, on behalf of the FHWA, the RIDOT provided written notification of the proposed project to consulting parties in June 2017. A preliminary background search for identifying historic properties in the project's areas of potential effect (APE) was completed and the results disseminated to the consulting parties for review and comment in December 2017. Based on the results of those efforts, the FHWA is proposing a finding of **No Adverse Effect** in accordance with *36 CFR §800.5(d)(1)*, regulations of the Advisory Council on Historic Preservation. This notification/finding of effect has been transmitted to the following consulting parties for review and comment:

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Sincerely,

For:

Carlos E. Padilla
Program Delivery Supervisor

U.S. Department of Transportation
Federal Highway Administration

Rhode Island Division

380 Westminster Street, Room 601
Providence, RI 02903
401-528-4541
401-528-4542 Fax

October 22, 2018

In Reply Refer To:
HEC-RI

Ronald M. Wolanski, AICP
Director of Planning & Economic Development
Town Hall
350 East Main Road
Middletown, RI 02842

Subject: RIDOT Project at Toll Locations 3, 4, & 6 Through 13
RIC No. 2017-OT-002
Diversion Route 14, Middletown
Notification of a Finding of No Adverse Effect

Dear Mr. Wolanski:

Section 106 of the National Historic Preservation Act of 1966, as amended, requires that Federal agencies take into account the effects of Federally-funded projects on historic properties. As part of the Section 106 review for the above referenced project, on behalf of the FHWA, the RIDOT provided written notification of the proposed project to consulting parties in June 2017. A preliminary background search for identifying historic properties in the project's areas of potential effect (APE) was completed and the results disseminated to the consulting parties for review and comment in December 2017. Based on the results of those efforts, the FHWA is proposing a finding of **No Adverse Effect** in accordance with *36 CFR §800.5(d)(1),* regulations of the Advisory Council on Historic Preservation. This notification/finding of effect has been transmitted to the following consulting parties for review and comment:

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Sincerely,

For: Carlos E. Padilla
Program Delivery Supervisor

U.S. Department of Transportation
Federal Highway Administration

Rhode Island Division

380 Westminster Street, Room 601
Providence, RI 02903
401-528-4541
401-528-4542 Fax

October 22, 2018

In Reply Refer To:
HEC-RI

Albert Ranaldi, Jr. AICP
Town Planner
Town of Lincoln
P.O. Box 100
Lincoln, RI 02865

Subject: RIDOT Project at Toll Locations 3, 4, & 6 Through 13
RIC No. 2017-OT-002
Toll Location No. 11, Lincoln
Diversion Route 12, Lincoln
Notification of a Finding of No Adverse Effect

Dear Mr. Ranaldi:

Section 106 of the National Historic Preservation Act of 1966, as amended, requires that Federal agencies take into account the effects of Federally-funded projects on historic properties. As part of the Section 106 review for the above referenced project, on behalf of the FHWA, the RIDOT provided written notification of the proposed project to consulting parties in June 2017. A preliminary background search for identifying historic properties in the project's areas of potential effect (APE) was completed and the results disseminated to the consulting parties for review and comment in December 2017. Based on the results of those efforts, the FHWA is proposing a finding of **No Adverse Effect** in accordance with *36 CFR §800.5(d)(1),* regulations of the Advisory Council on Historic Preservation. This notification/finding of effect has been transmitted to the following consulting parties for review and comment:

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Sincerely,

For:

Carlos E. Padilla
Program Delivery Supervisor

U.S. Department of Transportation
Federal Highway Administration

Rhode Island Division

380 Westminster Street, Room 601
Providence, RI 02903
401-528-4541
401-528-4542 Fax

October 22, 2018

In Reply Refer To:
HEC-RI

Thomas E. Deller, AICP
Johnston Town Planner
100 Irons Avenue
Johnston RI, 02919

Subject: RIDOT Project at Toll Locations 3, 4, & 6 Through 13
RIC No. 2017-OT-002
Toll Location Nos. 7 and 8, Johnston
Diversion Route 6, Johnston
Notification of a Finding of No Adverse Effect

Dear Mr. Deller:

Section 106 of the National Historic Preservation Act of 1966, as amended, requires that Federal agencies take into account the effects of Federally-funded projects on historic properties. As part of the Section 106 review for the above referenced project, on behalf of the FHWA, the RIDOT provided written notification of the proposed project to consulting parties in June 2017. A preliminary background search for identifying historic properties in the project's areas of potential effect (APE) was completed and the results disseminated to the consulting parties for review and comment in December 2017. Based on the results of those efforts, the FHWA is proposing a finding of **No Adverse Effect** in accordance with *36 CFR §800.5(d)(1),* regulations of the Advisory Council on Historic Preservation. This notification/finding of effect has been transmitted to the following consulting parties for review and comment:

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Sincerely,

For:

Carlos E. Padilla
Program Delivery Supervisor

U.S. Department
of Transportation
**Federal Highway
Administration**

Rhode Island Division

380 Westminster Street, Room 601
Providence, RI 02903
401-528-4541
401-528-4542 Fax

October 22, 2018

In Reply Refer To:
HEC-RI

Louis H. McGowan, President
Johnston Historical Society
101 Putnam Pike
Johnston, RI 02919

Subject: RIDOT Project at Toll Locations 3, 4, & 6 Through 13
RIC No. 2017-OT-002
Toll Location Nos. 7 and 8, Johnston
Diversion Route 6, Johnston
Notification of a Finding of No Adverse Effect

Dear Mr. McGowan:

Section 106 of the National Historic Preservation Act of 1966, as amended, requires that Federal agencies take into account the effects of Federally-funded projects on historic properties. As part of the Section 106 review for the above referenced project, on behalf of the FHWA, the RIDOT provided written notification of the proposed project to consulting parties in June 2017. A preliminary background search for identifying historic properties in the project's areas of potential effect (APE) was completed and the results disseminated to the consulting parties for review and comment in December 2017. Based on the results of those efforts, the FHWA is proposing a finding of **No Adverse Effect** in accordance with *36 CFR §800.5(d)(1),* regulations of the Advisory Council on Historic Preservation. This notification/finding of effect has been transmitted to the following consulting parties for review and comment:

Blackstone Heritage Corridor, Inc. (Agency with Regulatory Review Jurisdiction)
Massachusetts Historical Commission (a.k.a. MA SHPO)
Rhode Island Historical Preservation & Heritage Commission (a.k.a. RI SHPO)
Woonasquatucket River Watershed Council
Narragansett Indian Tribal Historic Preservation Office
Mashpee Wampanoag Tribal Historic Preservation Office
Wampanoag Tribe of Gay Head/Aquinnah Tribal Historic Preservation Office
Mashantucket Pequot Tribal Nation Tribal Historic Preservation Office
Local Communities, Historic District Commission, and Societies (see attached list).

Enclosed is the Section 106 Documentation Form-2 that includes a general project description, the results of the background search to identify historic resources within the Area of Potential Effect (APE), their National Register status, and our determination of effect for each resource. If your office needs any additional information or clarification, please feel free to contact me at 528-4577.

Sincerely,

For:

Carlos E. Padilla
Program Delivery Supervisor

U.S. Department of Transportation
Federal Highway Administration

Rhode Island Division

380 Westminster Street, Room 601
Providence, RI 02903
401-528-4541
401-528-4542 Fax

October 22, 2018

In Reply Refer To:
HEC-RI

Mary Heath
The Jamestown Historical Society
Post Office Box 156
Jamestown, RI, 02835

Subject: RIDOT Project at Toll Locations 3, 4, & 6 Through 13
RIC No. 2017-OT-002
Diversion Route 14, Jamestown
Notification of a Finding of No Adverse Effect

Dear Ms. Heath:

Section 106 of the National Historic Preservation Act of 1966, as amended, requires that Federal agencies take into account the effects of Federally-funded projects on historic properties. As part of the Section 106 review for the above referenced project, on behalf of the FHWA, the RIDOT provided written notification of the proposed project to consulting parties in June 2017. A preliminary background search for identifying historic properties in the project's areas of potential effect (APE) was completed and the results disseminated to the consulting parties for review and comment in December 2017. Based on the results of those efforts, the FHWA is proposing a finding of **No Adverse Effect** in accordance with *36 CFR §800.5(d)(1),* regulations of the Advisory Council on Historic Preservation. This notification/finding of effect has been transmitted to the following consulting parties for review and comment:

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Sincerely,

For:

Carlos E. Padilla
Program Delivery Supervisor

U.S. Department
of Transportation
**Federal Highway
Administration**

Rhode Island Division

380 Westminster Street, Room 601
Providence, RI 02903
401-528-4541
401-528-4542 Fax

October 22, 2018

In Reply Refer To:
HEC-RI

Andy Nota, Town Administrator
Town of Jamestown
93 Narragansett Ave., 2nd Floor
Jamestown, RI 02835

Subject: RIDOT Project at Toll Locations 3, 4, & 6 Through 13
RIC No. 2017-OT-002
Diversion Route 14, Jamestown
Notification of a Finding of No Adverse Effect

Dear Mr. Nota:

Section 106 of the National Historic Preservation Act of 1966, as amended, requires that Federal agencies take into account the effects of Federally-funded projects on historic properties. As part of the Section 106 review for the above referenced project, on behalf of the FHWA, the RIDOT provided written notification of the proposed project to consulting parties in June 2017. A preliminary background search for identifying historic properties in the project's areas of potential effect (APE) was completed and the results disseminated to the consulting parties for review and comment in December 2017. Based on the results of those efforts, the FHWA is proposing a finding of **No Adverse Effect** in accordance with *36 CFR §800.5(d)(1),* regulations of the Advisory Council on Historic Preservation. This notification/finding of effect has been transmitted to the following consulting parties for review and comment:

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Local Communities, Historic District Commission, and Societies (see attached list).

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Sincerely,

For:

Carlos E. Padilla
Program Delivery Supervisor

U.S. Department of Transportation
Federal Highway Administration

Rhode Island Division

380 Westminster Street, Room 601
Providence, RI 02903
401-528-4541
401-528-4542 Fax

October 22, 2018

In Reply Refer To:
HEC-RI

Donna Tobin, Chair
Historic District Commission
c/o Planning Department
Warwick City Hall, Annex Building 2nd Floor
3275 Post Road
Warwick, RI 02886

Subject: RIDOT Project at Toll Locations 3, 4, & 6 Through 13
RIC No. 2017-OT-002
Toll Location No. 3, Warwick
Diversion Routes 3 and 4, Warwick
Notification of a Finding of No Adverse Effect

Dear Ms. Tobin:

Section 106 of the National Historic Preservation Act of 1966, as amended, requires that Federal agencies take into account the effects of Federally-funded projects on historic properties. As part of the Section 106 review for the above referenced project, on behalf of the FHWA, the RIDOT provided written notification of the proposed project to consulting parties in June 2017. A preliminary background search for identifying historic properties in the project's areas of potential effect (APE) was completed and the results disseminated to the consulting parties for review and comment in December 2017. Based on the results of those efforts, the FHWA is proposing a finding of **No Adverse Effect** in accordance with *36 CFR §800.5(d)(1),* regulations of the Advisory Council on Historic Preservation. This notification/finding of effect has been transmitted to the following consulting parties for review and comment:

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Local Communities, Historic District Commission, and Societies (see attached list).

Enclosed is the Section 106 Documentation Form-2 that includes a general project description, the results of the background search to identify historic resources within the Area of Potential Effect (APE), their National Register status, and our determination of effect for each resource. If your office needs any additional information or clarification, please feel free to contact me at 528-4577.

Sincerely,

For:

Carlos E. Padilla
Program Delivery Supervisor

U.S. Department of Transportation
Federal Highway Administration

Rhode Island Division

380 Westminster Street, Room 601
Providence, RI 02903
401-528-4541
401-528-4542 Fax

October 22, 2018

In Reply Refer To:
HEC-RI

Felicia Castiglioni Gardella, President
Warwick Historical Society
25 Roger Williams Circle
Warwick, RI 02888

Subject: RIDOT Project at Toll Locations 3, 4, & 6 Through 13
RIC No. 2017-OT-002
Toll Location No. 3, Warwick
Diversion Routes 3 and 4, Warwick
Notification of a Finding of No Adverse Effect

Dear Ms. Castiglioni Gardella:

Section 106 of the National Historic Preservation Act of 1966, as amended, requires that Federal agencies take into account the effects of Federally-funded projects on historic properties. As part of the Section 106 review for the above referenced project, on behalf of the FHWA, the RIDOT provided written notification of the proposed project to consulting parties in June 2017. A preliminary background search for identifying historic properties in the project's areas of potential effect (APE) was completed and the results disseminated to the consulting parties for review and comment in December 2017. Based on the results of those efforts, the FHWA is proposing a finding of **No Adverse Effect** in accordance with *36 CFR §800.5(d)(1)*, regulations of the Advisory Council on Historic Preservation. This notification/finding of effect has been transmitted to the following consulting parties for review and comment:

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Local Communities, Historic District Commission, and Societies (see attached list).

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Sincerely,

For:

Carlos E. Padilla
Program Delivery Supervisor

U.S. Department of Transportation
Federal Highway Administration

Rhode Island Division

380 Westminster Street, Room 601
Providence, RI 02903
401-528-4541
401-528-4542 Fax

October 22, 2018

In Reply Refer To:
HEC-RI

Michael Marino, Chair
Providence Historic District Commission
Department of Planning & Development
444 Westminster Street, Suite 3A
Providence, RI 02903-3215

Subject: RIDOT Project at Toll Locations 3, 4, & 6 Through 13
RIC No. 2017-OT-002
Toll Location Nos. 4, 10 and 13, East Providence and Providence
Diversion Routes 7, 8, and 16, East Providence and Providence
Notification of a Finding of No Adverse Effect

Dear Mr. Marino:

Section 106 of the National Historic Preservation Act of 1966, as amended, requires that Federal agencies take into account the effects of Federally-funded projects on historic properties. As part of the Section 106 review for the above referenced project, on behalf of the FHWA, the RIDOT provided written notification of the proposed project to consulting parties in June 2017. A preliminary background search for identifying historic properties in the project's areas of potential effect (APE) was completed and the results disseminated to the consulting parties for review and comment in December 2017. Based on the results of those efforts, the FHWA is proposing a finding of **No Adverse Effect** in accordance with *36 CFR §800.5(d)(1),* regulations of the Advisory Council on Historic Preservation. This notification/finding of effect has been transmitted to the following consulting parties for review and comment:

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Mashantucket Pequot Tribal Nation Tribal Historic Preservation Office
Local Communities, Historic District Commission, and Societies (see attached list).

Enclosed is the Section 106 Documentation Form-2 that includes a general project description, the results of the background search to identify historic resources within the Area of Potential Effect (APE), their National Register status, and our determination of effect for each resource. If your office needs any additional information or clarification, please feel free to contact me at 528-4577.

Sincerely,

Carlos E. Padilla
Program Delivery Supervisor

U.S. Department of Transportation
Federal Highway Administration

Rhode Island Division

380 Westminster Street, Room 601
Providence, RI 02903
401-528-4541
401-528-4542 Fax

October 22, 2018

In Reply Refer To:
HEC-RI

Jocelyn Dube
Preservation Society of Pawtucket
67 Park Place
Pawtucket RI 02860

Subject: RIDOT Project at Toll Locations 3, 4, & 6 Through 13
RIC No. 2017-OT-002
Toll Location No. 6, Pawtucket
Diversion Routes 9, 10, and 12, Pawtucket
Notification of a Finding of No Adverse Effect

Dear Ms. Dube:

Section 106 of the National Historic Preservation Act of 1966, as amended, requires that Federal agencies take into account the effects of Federally-funded projects on historic properties. As part of the Section 106 review for the above referenced project, on behalf of the FHWA, the RIDOT provided written notification of the proposed project to consulting parties in June 2017. A preliminary background search for identifying historic properties in the project's areas of potential effect (APE) was completed and the results disseminated to the consulting parties for review and comment in December 2017. Based on the results of those efforts, the FHWA is proposing a finding of **No Adverse Effect** in accordance with *36 CFR §800.5(d)(1),* regulations of the Advisory Council on Historic Preservation. This notification/finding of effect has been transmitted to the following consulting parties for review and comment:

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Local Communities, Historic District Commission, and Societies (see attached list).

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Sincerely,

Carlos E. Padilla
Program Delivery Supervisor

U.S. Department of Transportation
Federal Highway Administration

Rhode Island Division

380 Westminster Street, Room 601
Providence, RI 02903
401-528-4541
401-528-4542 Fax

October 22, 2018

In Reply Refer To:
HEC-RI

Fred Love, Chair
Pawtucket Historic District Commission
Pawtucket City Hall
137 Roosevelt Avenue
Pawtucket, RI 02860

Subject: RIDOT Project at Toll Locations 3, 4, & 6 Through 13
RIC No. 2017-OT-002
Toll Location No. 6, Pawtucket
Diversion Routes 9, 10, and 12, Pawtucket
Notification of a Finding of No Adverse Effect

Dear Mr. Love:

Section 106 of the National Historic Preservation Act of 1966, as amended, requires that Federal agencies take into account the effects of Federally-funded projects on historic properties. As part of the Section 106 review for the above referenced project, on behalf of the FHWA, the RIDOT provided written notification of the proposed project to consulting parties in June 2017. A preliminary background search for identifying historic properties in the project's areas of potential effect (APE) was completed and the results disseminated to the consulting parties for review and comment in December 2017. Based on the results of those efforts, the FHWA is proposing a finding of **No Adverse Effect** in accordance with *36 CFR §800.5(d)(1),* regulations of the Advisory Council on Historic Preservation. This notification/finding of effect has been transmitted to the following consulting parties for review and comment:

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Local Communities, Historic District Commission, and Societies (see attached list).

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Sincerely,

Carlos E. Padilla
Program Delivery Supervisor

U.S. Department of Transportation
Federal Highway Administration

Rhode Island Division

380 Westminster Street, Room 601
Providence, RI 02903
401-528-4541
401-528-4542 Fax

October 22, 2018

In Reply Refer To:
HEC-RI

Thomas P. I. Goddard, President
Newport Historical Society
82 Touro Street
Newport RI 02840

Subject: RIDOT Project at Toll Locations 3, 4, & 6 Through 13
RIC No. 2017-OT-002
Diversion Route 14, Newport
Notification of a Finding of No Adverse Effect

Dear Mr. Goddard:

Section 106 of the National Historic Preservation Act of 1966, as amended, requires that Federal agencies take into account the effects of Federally-funded projects on historic properties. As part of the Section 106 review for the above referenced project, on behalf of the FHWA, the RIDOT provided written notification of the proposed project to consulting parties in June 2017. A preliminary background search for identifying historic properties in the project's areas of potential effect (APE) was completed and the results disseminated to the consulting parties for review and comment in December 2017. Based on the results of those efforts, the FHWA is proposing a finding of **No Adverse Effect** in accordance with *36 CFR §800.5(d)(1),* regulations of the Advisory Council on Historic Preservation. This notification/finding of effect has been transmitted to the following consulting parties for review and comment:

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Sincerely,

Carlos E. Padilla
Program Delivery Supervisor

U.S. Department of Transportation
Federal Highway Administration

Rhode Island Division

380 Westminster Street, Room 601
Providence, RI 02903
401-528-4541
401-528-4542 Fax

October 22, 2018

In Reply Refer To:
HEC-RI

Diana Sylvaria, Chair
Historic District Commission
City of Newport
43 Broadway
Newport, RI 02840

Subject: RIDOT Project at Toll Locations 3, 4, & 6 Through 13
RIC No. 2017-OT-002
Diversion Route 14, Newport
Notification of a Finding of No Adverse Effect

Dear Ms. Sylvaria:

Section 106 of the National Historic Preservation Act of 1966, as amended, requires that Federal agencies take into account the effects of Federally-funded projects on historic properties. As part of the Section 106 review for the above referenced project, on behalf of the FHWA, the RIDOT provided written notification of the proposed project to consulting parties in June 2017. A preliminary background search for identifying historic properties in the project's areas of potential effect (APE) was completed and the results disseminated to the consulting parties for review and comment in December 2017. Based on the results of those efforts, the FHWA is proposing a finding of **No Adverse Effect** in accordance with *36 CFR §800.5(d)(1),* regulations of the Advisory Council on Historic Preservation. This notification/finding of effect has been transmitted to the following consulting parties for review and comment:

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Sincerely,

Carlos E. Padilla
Program Delivery Supervisor

U.S. Department of Transportation
Federal Highway Administration

Rhode Island Division

380 Westminster Street, Room 601
Providence, RI 02903
401-528-4541
401-528-4542 Fax

October 22, 2018

In Reply Refer To:
HEC-RI

Ms. Nancy Moore, President
East Providence Historical Society
14 Josephine Avenue
Rumford, RI 02916

Subject: RIDOT Project at Toll Locations 3, 4, & 6 Through 13
RIC No. 2017-OT-002
Toll Location No. 10, East Providence and Providence
Diversion Route 8, East Providence and Providence
Notification of a Finding of No Adverse Effect

Dear Ms. Moore:

Section 106 of the National Historic Preservation Act of 1966, as amended, requires that Federal agencies take into account the effects of Federally-funded projects on historic properties. As part of the Section 106 review for the above referenced project, on behalf of the FHWA, the RIDOT provided written notification of the proposed project to consulting parties in June 2017. A preliminary background search for identifying historic properties in the project's areas of potential effect (APE) was completed and the results disseminated to the consulting parties for review and comment in December 2017. Based on the results of those efforts, the FHWA is proposing a finding of **No Adverse Effect** in accordance with *36 CFR §800.5(d)(1),* regulations of the Advisory Council on Historic Preservation. This notification/finding of effect has been transmitted to the following consulting parties for review and comment:

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Sincerely,

Carlos E. Padilla
Program Delivery Supervisor

U.S. Department of Transportation
Federal Highway Administration

Rhode Island Division

380 Westminster Street, Room 601
Providence, RI 02903
401-528-4541
401-528-4542 Fax

October 22, 2018

In Reply Refer To:
HEC-RI

Mr. Stephen Greenleaf, Vice-Chairman
East Providence Historic District Commission
East Providence City Hall
145 Taunton Ave.
East Providence, RI 02914

Attention: Mr. Patrick Hanner, Senior Planner

Subject: RIDOT Project at Toll Locations 3, 4, & 6 Through 13
RIC No. 2017-OT-002
Toll Location No. 10, East Providence and Providence
Diversion Route 8, East Providence and Providence
Notification of a Finding of No Adverse Effect

Dear Mr. Greenleaf:

Section 106 of the National Historic Preservation Act of 1966, as amended, requires that Federal agencies take into account the effects of Federally-funded projects on historic properties. As part of the Section 106 review for the above referenced project, on behalf of the FHWA, the RIDOT provided written notification of the proposed project to consulting parties in June 2017. A preliminary background search for identifying historic properties in the project's areas of potential effect (APE) was completed and the results disseminated to the consulting parties for review and comment in December 2017. Based on the results of those efforts, the FHWA is proposing a finding of **No Adverse Effect** in accordance with *36 CFR §800.5(d)(1),* regulations of the Advisory Council on Historic Preservation. This notification/finding of effect has been transmitted to the following consulting parties for review and comment:

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Sincerely,

Carlos E. Padilla
Program Delivery Supervisor

U.S. Department of Transportation
Federal Highway Administration

Rhode Island Division

380 Westminster Street, Room 601
Providence, RI 02903
401-528-4541
401-528-4542 Fax

October 22, 2018

In Reply Refer To:
HEC-RI

Cranston Historic District Commission
Cranston City Hall
869 Park Avenue
Cranston, Rhode Island 02910

Attention: Lynn Furney, Senior Planner

Subject: RIDOT Project at Toll Locations 3, 4, & 6 Through 13
RIC No. 2017-OT-002
Toll Location No. 7, Cranston
Diversion Routes 6 and 16, Cranston
Notification of a Finding of No Adverse Effect

Dear Ms. Furney:

Section 106 of the National Historic Preservation Act of 1966, as amended, requires that Federal agencies take into account the effects of Federally-funded projects on historic properties. As part of the Section 106 review for the above referenced project, on behalf of the FHWA, the RIDOT provided written notification of the proposed project to consulting parties in June 2017. A preliminary background search for identifying historic properties in the project's areas of potential effect (APE) was completed and the results disseminated to the consulting parties for review and comment in December 2017. Based on the results of those efforts, the FHWA is proposing a finding of **No Adverse Effect** in accordance with *36 CFR §800.5(d)(1),* regulations of the Advisory Council on Historic Preservation. This notification/finding of effect has been transmitted to the following consulting parties for review and comment:

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Sincerely,

Carlos E. Padilla
Program Delivery Supervisor

U.S. Department of Transportation
Federal Highway Administration

Rhode Island Division

380 Westminster Street, Room 601
Providence, RI 02903
401-528-4541
401-528-4542 Fax

October 22, 2018

In Reply Refer To:
HEC-RI

Sandra Moyer, President
Cranston Historical Society
1351 Cranston Street
Cranston, RI 02920

Subject: RIDOT Project at Toll Locations 3, 4, & 6 Through 13
RIC No. 2017-OT-002
Toll Location No. 7, Cranston
Diversion Routes 6 and 16, Cranston
Notification of a Finding of No Adverse Effect

Dear Ms. Moyer:

Section 106 of the National Historic Preservation Act of 1966, as amended, requires that Federal agencies take into account the effects of Federally-funded projects on historic properties. As part of the Section 106 review for the above referenced project, on behalf of the FHWA, the RIDOT provided written notification of the proposed project to consulting parties in June 2017. A preliminary background search for identifying historic properties in the project's areas of potential effect (APE) was completed and the results disseminated to the consulting parties for review and comment in December 2017. Based on the results of those efforts, the FHWA is proposing a finding of **No Adverse Effect** in accordance with *36 CFR §800.5(d)(1),* regulations of the Advisory Council on Historic Preservation. This notification/finding of effect has been transmitted to the following consulting parties for review and comment:

Blackstone Heritage Corridor, Inc. (Agency with Regulatory Review Jurisdiction)
Massachusetts Historical Commission (a.k.a. MA SHPO)
Rhode Island Historical Preservation & Heritage Commission (a.k.a. RI SHPO)
Woonasquatucket River Watershed Council
Narragansett Indian Tribal Historic Preservation Office
Mashpee Wampanoag Tribal Historic Preservation Office
Wampanoag Tribe of Gay Head/Aquinnah Tribal Historic Preservation Office
Mashantucket Pequot Tribal Nation Tribal Historic Preservation Office
Local Communities, Historic District Commission, and Societies (see attached list).

Enclosed is the Section 106 Documentation Form-2 that includes a general project description, the results of the background search to identify historic resources within the Area of Potential Effect (APE), their National Register status, and our determination of effect for each resource. If your office needs any additional information or clarification, please feel free to contact me at 528-4577.

Sincerely,

Carlos E. Padilla
Program Delivery Supervisor

U.S. Department of Transportation
Federal Highway Administration

Rhode Island Division

380 Westminster Street, Room 601
Providence, RI 02903
401-528-4541
401-528-4542 Fax

October 22, 2018

In Reply Refer To:
HEC-RI

Honorable James Diossa, Mayor
Central Falls City Hall
580 Broad Street
Central Falls, RI 02863

Subject: RIDOT Project at Toll Locations 3, 4, & 6 Through 13
RIC No. 2017-OT-002
Diversion Route 12
Notification of a Finding of No Adverse Effect

Dear Mr. Diossa:

Section 106 of the National Historic Preservation Act of 1966, as amended, requires that Federal agencies take into account the effects of Federally-funded projects on historic properties. As part of the Section 106 review for the above referenced project, on behalf of the FHWA, the RIDOT provided written notification of the proposed project to consulting parties in June 2017. A preliminary background search for identifying historic properties in the project's areas of potential effect (APE) was completed and the results disseminated to the consulting parties for review and comment in December 2017. Based on the results of those efforts, the FHWA is proposing a finding of **No Adverse Effect** in accordance with *36 CFR §800.5(d)(1),* regulations of the Advisory Council on Historic Preservation. This notification/finding of effect has been transmitted to the following consulting parties for review and comment:

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Local Communities, Historic District Commission, and Societies (see attached list).

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Sincerely,

Carlos E. Padilla
Program Delivery Supervisor

U.S. Department of Transportation
Federal Highway Administration

Rhode Island Division

380 Westminster Street, Room 601
Providence, RI 02903
401-528-4541
401-528-4542 Fax

October 22, 2018

In Reply Refer To:
HEC-RI

Ms. Megan T. DiPrete, Executive Director
Blackstone Heritage Corridor, Inc.
670 Linwood Avenue
Whitinsville, MA 01588

Subject: RIDOT Project at Toll Locations 3, 4, & 6 Through 13
RIC No. 2017-OT-002
Toll Locations 6, 9, 10, 11, 12, & 13
Diversion Routes 2 through 16
Notification of a Finding of No Adverse Effect

Dear Ms. DiPrete:

Section 106 of the National Historic Preservation Act of 1966, as amended, requires that Federal agencies take into account the effects of Federally-funded projects on historic properties. As part of the Section 106 review for the above referenced project, on behalf of the FHWA, the RIDOT provided written notification of the proposed project to consulting parties in June 2017. A preliminary background search for identifying historic properties in the project's areas of potential effect (APE) was completed and the results disseminated to the consulting parties for review and comment in December 2017. Based on the results of those efforts, the FHWA is proposing a finding of **No Adverse Effect** in accordance with *36 CFR §800.5(d)(1),* regulations of the Advisory Council on Historic Preservation. This notification/finding of effect has been transmitted to the following consulting parties for review and comment:

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Sincerely,

Carlos E. Padilla
Program Delivery Supervisor

Local Communities, Historic District Commissions and Societies consulted with under Section 106

Attleboro Historical Commission (Municipal Agency with Review Jurisdiction)
Attleboro Historic Preservation Society (Local Organization with Interest in Historic Properties)
Burrillville Historical & Preservation Society (Local Organization with Interest in Historic Properties)
City of Central Falls (Representative of Local Government)
Coventry Historical Society (Local Organization with Interest in Historic Properties)
Cranston Historic District Commission (Municipal Agency with Review Jurisdiction)
Cranston Historical Society (Local Organization with Interest in Historic Properties)
Cumberland Historic District Commission (Municipal Agency with Review Jurisdiction)
East Providence Historic District Commission (Municipal Agency with Review Jurisdiction)
East Providence Historical Society (Local Organization with Interest in Historic Properties)
East Greenwich Historic District Commission (Municipal Agency with Review Jurisdiction)
Exeter Historical Association, Inc. (Local Organization with Interest in Historic Properties)
Foster Preservation Society (Local Organization with Interest in Historic Properties)
Glocester Historic District Commission (Municipal Agency with Review Jurisdiction)
Glocester Heritage Society (Local Organization with Interest in Historic Properties)
Historical Society of Smithfield (Local Organization with Interest in Historic Properties)
Jamestown Historical Society (Local Organization with Interest in Historic Properties)
Johnston Historical Society (Local Organization with Interest in Historic Properties)
Middletown Historical Society (Local Organization with Interest in Historic Properties)
Newport Historic District Commission (Municipal Agency with Review Jurisdiction)
Newport Historical Society (Local Organization with Interest in Historic Properties)
North Kingstown Historic District Commission (Municipal Agency with Review Jurisdiction)
North Providence Historic District Commission (Municipal Agency with Review Jurisdiction)
North Smithfield Historic District Commission (Municipal Agency with Review Jurisdiction)
Pawtucket Historic District Commission (Municipal Agency with Review Jurisdiction)
Portsmouth Historical Society (Local Organization with Interest in Historic Properties)
Preservation Society of Pawtucket (Local Organization with Interest in Historic Properties)
Providence Historic District Commission (Municipal Agency with Review Jurisdiction)
Providence Preservation Society (Local Organization with Interest in Historic Properties)
Rhode Island Department of Transportation (Project Applicant for Federal Assistance)
Smithfield Historic Preservation Commission (Municipal Agency with Review Jurisdiction)
Town of Burrillville (Representative of Local Government)
Town of Coventry (Representative of Local Government)
Town of Exeter (Representative of Local Government)
Town of Foster (Representative of Local Government)
Town of Jamestown (Representative of Local Government)
Town of Johnston (Representative of Local Government)
Town of Lincoln (Representative of Local Government)
Town Middletown (Representative of Local Government)
Town of North Kingstown (Representative of Local Government)
Town of Portsmouth (Representative of Local Government)
Town of Scituate (Representative of Local Government)
Town of West Greenwich (Representative of Local Government)
Town of West Warwick (Representative of Local Government)
Uxbridge Historic District Commission (Municipal Agency with Review Jurisdiction)
Uxbridge Historical Society (Local Organization with Interest in Historic Properties)
Warwick Historic District Commission (Municipal Agency with Review Jurisdiction)
Warwick Historical Society (Local Organization with Interest in Historic Properties)

U.S. Department
of Transportation
**Federal Highway
Administration**

Rhode Island Division

380 Westminster Street, Room 601
Providence, RI 02903
401-528-4541
401-528-4542 Fax

October 22, 2018

In Reply Refer To:
HEC-RI

Alicia Lehrer, Executive Director
Woonasquatucket River Watershed Council
45 Eagle Street, Suite 202
Providence, RI 02909

Subject: RIDOT Project at Toll Locations 3, 4, & 6 Through 13
RIC No. 2017-OT-002
Toll Location No 8, Johnston
Diversion Route 6, Johnston
Notification of a Finding of No Adverse Effect

Dear Ms. Lehrer:

Section 106 of the National Historic Preservation Act of 1966, as amended, requires that Federal agencies take into account the effects of Federally-funded projects on historic properties. As part of the Section 106 review for the above referenced project, on behalf of the FHWA, the RIDOT provided written notification of the proposed project to consulting parties in June 2017. A preliminary background search for identifying historic properties in the project's areas of potential effect (APE) was completed and the results disseminated to the consulting parties for review and comment in December 2017. Based on the results of those efforts, the FHWA is proposing a finding of **No Adverse Effect** in accordance with *36 CFR §800.5(d)(1),* regulations of the Advisory Council on Historic Preservation. This notification/finding of effect has been transmitted to the following consulting parties for review and comment:

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Enclosed is the Section 106 Documentation Form-2 that includes a general project description, the results of the background search to identify historic resources within the Area of Potential Effect (APE), their National Register status, and our determination of effect for each resource. If your office needs any additional information or clarification, please feel free to contact me at 528-4577.

Sincerely,

For:

Carlos E. Padilla
Program Delivery Supervisor

Local Communities, Historic District Commissions and Societies consulted with under Section 106

Attleboro Historical Commission (Municipal Agency with Review Jurisdiction)
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Section 106 Documentation Form-2

RIDOT Project at Toll Locations 3, 4 & 6 through 13
Statewide – Rhode Island

Toll Location No. 8, Johnston

Diversion Route 6, Cranston, Johnston, Scituate, Smithfield

PROJECT DESCRIPTION

Toll Location No. 8

Toll Location No. 8 on I-295 in Johnston is comprised of 6 gantries near the interchanges with Route 6 (RIDOT Bridge Nos. 073601, 073621, 073701, and 073721), Route 6A (Hartford Pike) (RIDOT Bridge Nos. 075701 and 075721), and Greenville Avenue (RIDOT Bridge Nos 074001 and 074021) (Figures 1). Gantry 8a will span I-295 SB and the Route 6 CD road north of Route 6A (Hartford Avenue). Gantry 8b will span I-295 SB south of Route 6 (Roberts Expressway). Gantries 8c and 8d will span the I-295 NB on-ramp from Route 6 and I-295 NB, respectively. Gantries 8e and 8f will span I-295 SB and NB, respectively, south of the Greenville Avenue Bridges. The cameras and detectors will be on each gantry that spans the roadway. The electrical and communication conduits, roadside cabinets, construction staging areas, and guardrail will be located within the existing highway right-of-way and approximately 15-20 feet from the existing edge of pavement.

Ground disturbance will be limited. The conduit will be installed either by direct bury methods or narrow trenching that will be back filled and seeded to match existing conditions. There will be a slight increase in impervious surface due to the concrete pad for the utility cabinets. Foundations for the gantries will be augured to minimize excavation and land disturbance, which will also minimize the potential for erosion. The area required for contractor's storage and staging will be located in maintained areas of the roadway right-of-way.

For the purposes of Section 106 review, the "area of potential effect" includes the proposed construction impact areas, and a 0.25-mile area around the gantry location for indirect impacts (Figures 2 and 3).

Diversion Route 6

Diversion Route 6 avoids Toll Locations 3, 7, and 8 and is located in Scituate, Cranston, Johnston, and Smithfield, Rhode Island. The route extends from the intersection in Scituate of East Road/RI Route 116, North Road/RI Route 116, and Scituate Avenue/RI Route 12, following RI Route 12 (Scituate Avenue, Phenix Avenue) to RI Route 5 (Atwood Avenue, Greenville Avenue, Cedar Swamp Road) and RI Route 116 (Pleasant View Avenue), eventually terminating at RI Route 104 (Farnum Pike) in Smithfield. Diversion Route 6 is a two-lane rural and urban road with narrow shoulders, driveways, and cross streets.

For the purposes of Section 106 review, the "area of potential effect" is defined as a corridor extending 250 feet left and right from the centerline of Diversion Route 6 encompassing the visible portions of abutting properties to account for potential direct (vibration) and indirect (visual, noise, and air quality) effects.

Toll Location No. 8

HISTORIC (ABOVE-GROUND) RESOURCES

Historic Property	NR Status	Determination of Effect
None		No Effect

ARCHAEOLOGICAL RESOURCES

RI 1923 (Woonasquatucket Valley Line)	Potentially Eligible	No Adverse Effect

OTHER HISTORIC RESOURCES

None

Toll Location No. 8, Johnston

Diversion Route 6, Cranston, Johnston, Scituate, Smithfield

Diversion Route 6

HISTORIC (ABOVE-GROUND) RESOURCES

Historic Property (Location)	NR Status	Determination of Effect
Districts		
Hughesdale HD (Johnston)	Potentially Eligible	No Adverse Effect
Individual Properties		
Nathan Westcott House Cranston)	Listed	No Adverse Effect
Sheldon House (Cranston)	Listed	No Adverse Effect
Mathewson Farm (Johnston)	Listed	No Adverse Effect
James F. Simmons House (Johnston)	Potentially Eligible	No Adverse Effect
Phetteplace House (Smithfield)	Potentially Eligible	No Adverse Effect
Harris House (Smithfield)	Potentially Eligible	No Adverse Effect

OTHER HISTORIC RESOURCES	NR Status	Determination of Effect
Historic Cemeteries		
CR12 – Graves (Cranston)	NA	No Adverse Effect
CR15 – Knight-Fiske (Cranston))	NA	No Adverse Effect
CR19 – Nicholas Sheldon (Cranston)	NA	No Adverse Effect
JN9 – Dea James Olney Lot (Johnston)	NA	No Adverse Effect
JN16 – Daniel Thornton Lot (Johnston)	NA	No Adverse Effect
JN23 – William Waterman Lot (Johnston)	NA	No Adverse Effect
JN38 – Pardon Fenner Lot (Johnston)	NA	No Adverse Effect
JN76 – James W. Smith Lot (Johnston)	NA	No Adverse Effect
JN84 – Granville-Williams Lot (Johnston)	NA	No Adverse Effect
SM33 – Appleby-Smith Lot (Smithfield)	NA	No Adverse Effect
SM37 – Mowry-Turner Lot (Smithfield)	NA	No Adverse Effect
SM77 – Unknown Lot (Smithfield)	NA	No Adverse Effect
SM104 – Caleb-Newell Lot (Smithfield)	NA	No Adverse Effect
SM110 – William Brown Lot (Smithfield)	NA	No Adverse Effect

Toll Location No. 8, Johnston

Diversion Route 6, Cranston, Johnston, Scituate, Smithfield

CONSULTING PARTIES

Rhode Island Department of Transportation (Applicant for Federal Funds)
Rhode Island Historical Preservation & Heritage Commission (RISHPO)
Narragansett Indian Tribal Historic Preservation Office (THPO)
Cranston Historic District Commission (Municipal Agency with Interest in Historic Properties)
Cranston Historical Society (Local Organization with Interest in Historic Properties)
Town of Johnston (Representative of Local Government)
Johnston Historical Society (Local Organization with Interest in Historic Properties)
Town of Scituate (Representative of Local Government)
Smithfield Historic Preservation Commission (Municipal Agency with Interest in Historic Properties)
Historical Society of Smithfield (Local Organization with Interest in Historic Properties)
Woonasquatucket River Watershed Council

CONDITIONS

None.

MEMORANDUM OF AGREEMENT:

NA

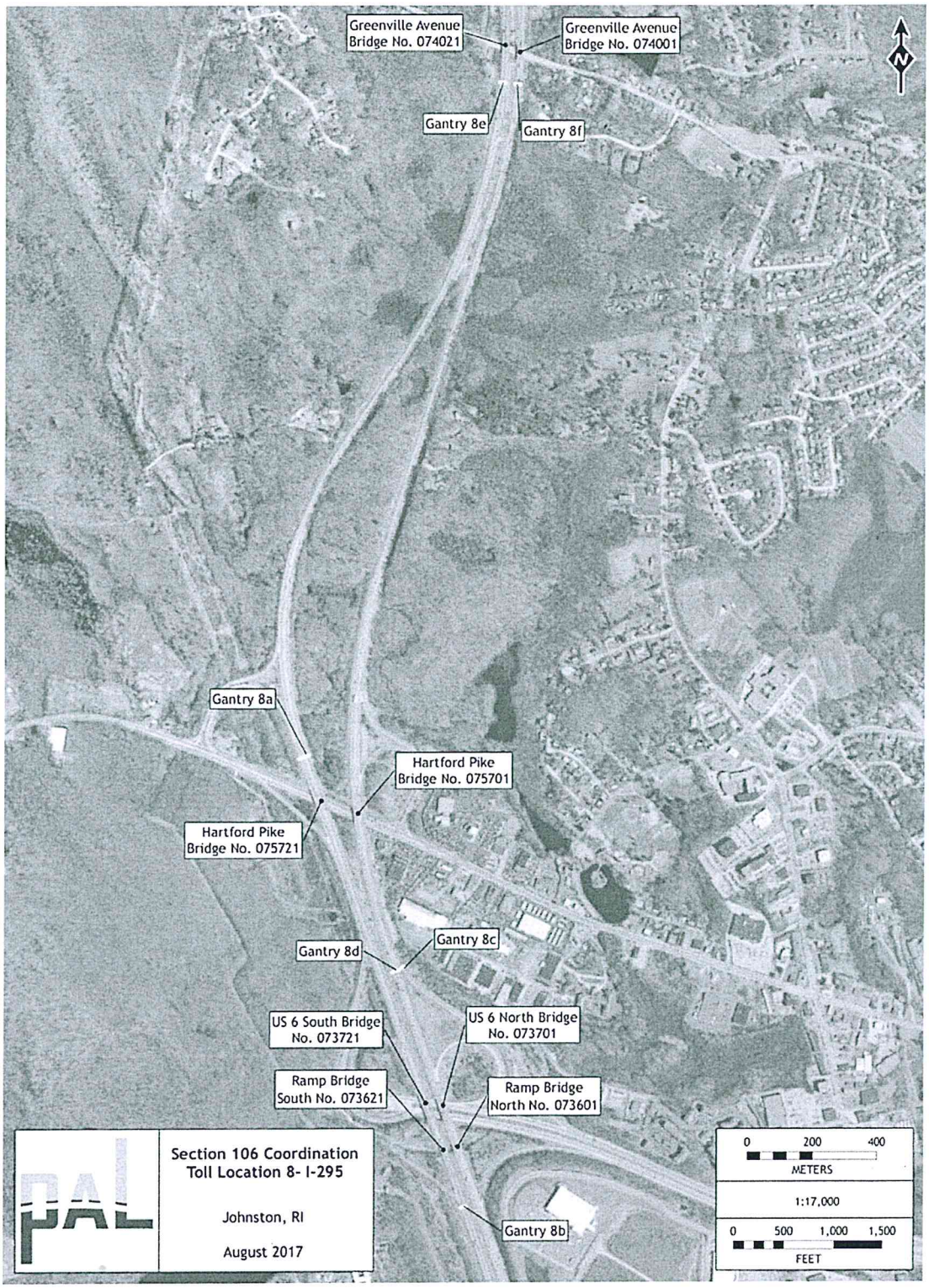

Figure 1. APE for Toll Location No. 7 near the Plainfield Pike (Route 14) Bridge (RIDOT Bridge Nos. 073201 and 073221), Cranston, Rhode Island.

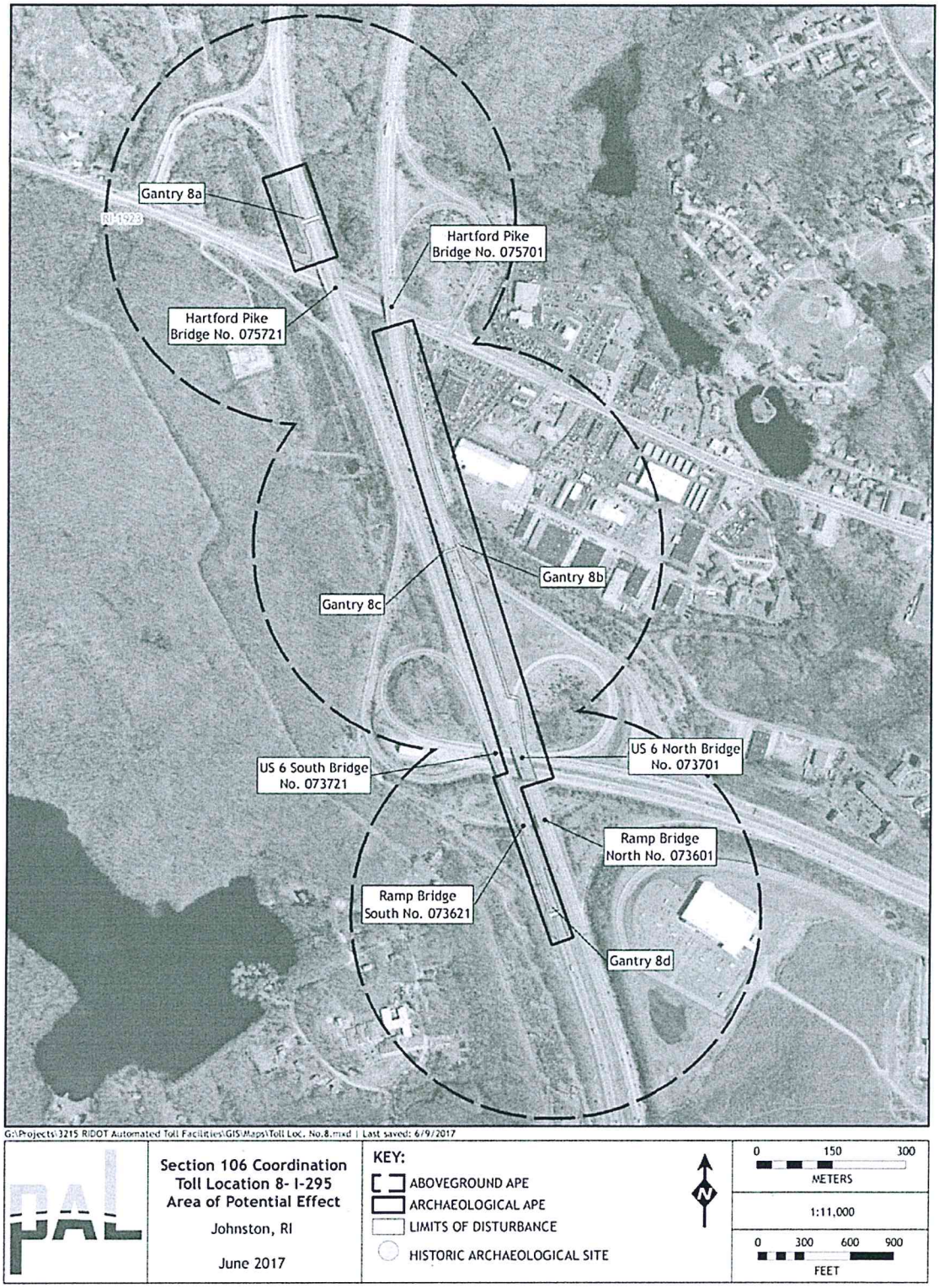

Figure 2. APE for Toll Location No.8 near the interchanges with Route 6 (RIDOT Bridge Nos. 073601, 073621, 073701, and 073721), and Route 6A (Hartford Pike) (RIDOT Bridge Nos. 075701 and 075721), Johnston, Rhode Island.

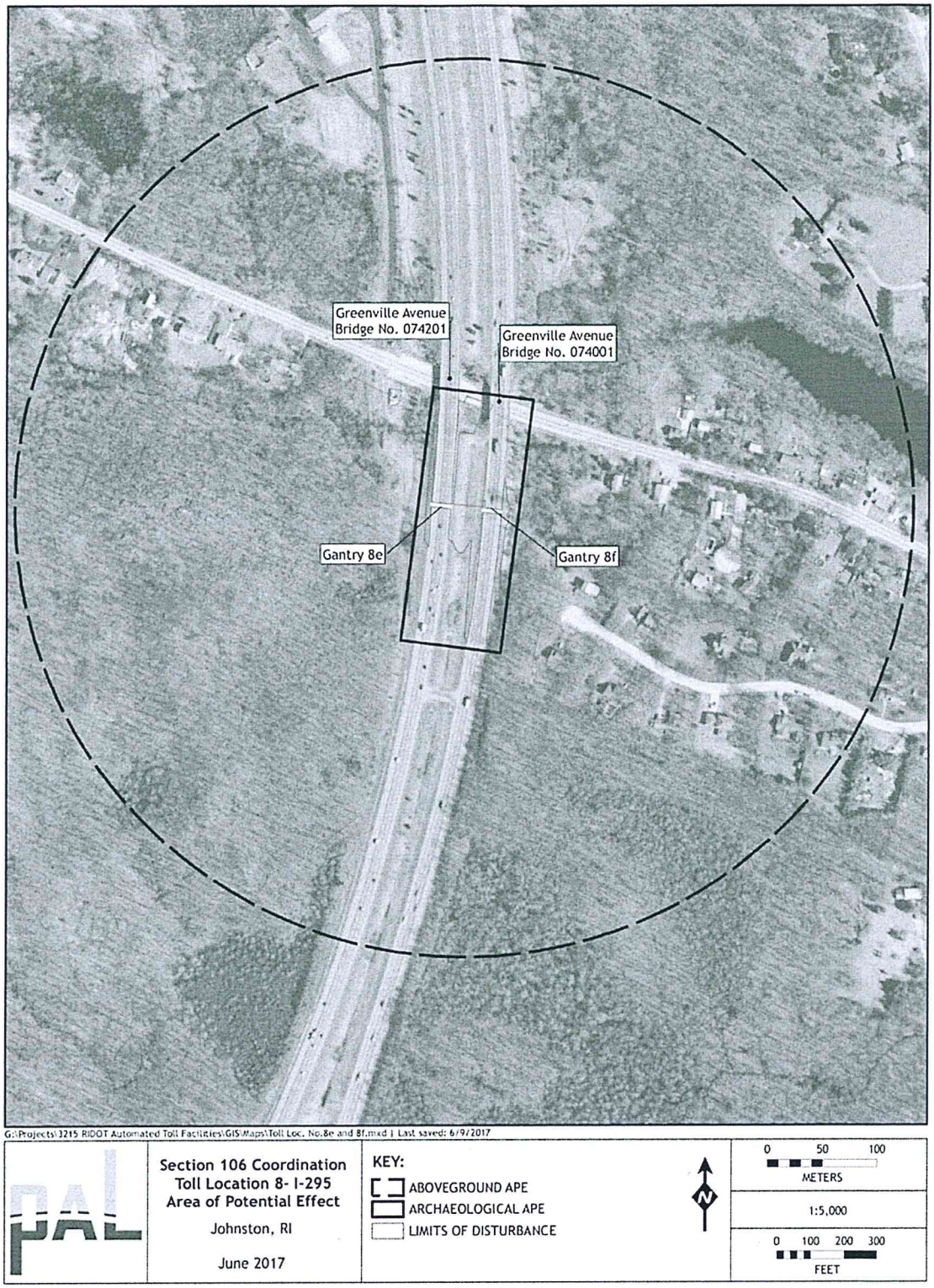

Figure 3. APE for Toll Location No.8 near the Greenville Avenue (RIDOT Bridge Nos 074001 and 074021), Johnston, Rhode Island.

Appendix E

Public Involvement Plan

Bridge Toll System Project

Public Involvement Plan for the Environmental Assessment

For Toll Locations 3, 4, and 6 through 13

May 8, 2018

Public Involvement Plan

Bridge Toll System Project EA Activities

Background

A Public Involvement Plan is prepared to identify the outreach goals and objectives of the public involvement program. Goals and objectives of any public involvement plan derive from the specific circumstances of a given transportation plan or project.

This Public Involvement Plan has been developed for the Bridge Tolling Gantry Project and focuses on information exchange and education. It has been prepared by the Rhode Island Department of Transportation (RIDOT) in cooperation with the Federal Highway Administration (FHWA) pursuant to Rhode Island General Law Section 24-8-1.7 and in accordance with FHWA regulations governing coordination, public involvement and project development found in 23 CFR 771.111.

Public Involvement Goals

The purpose of this Plan is centered on three main goals:

- Create general public awareness of the gantry project;
- Provide information and education about the proposed project; and
- Define the EA and opportunities for public input and review.

Principles

The following principles will guide the project team in its outreach efforts:

- Pay attention and reach out to those who typically don't participate in transportation programs, including tailoring outreach to people who, as a result of national origin, have limited English proficiency (Title VI of the Civil Rights Act of 1964; Executive Order #13166).
- Provide clear, concise and accurate information to the public and respond to inquiries to facilitate useful and timely input and feedback (23 CFR 771.111).
- Ensure public information is available on the project web page in electronically accessible formats (Section 508 of the Rehabilitation Act of 1973, as amended).

Public Involvement Activities and Timing

Public involvement activities were selected to meet the basic need for open communication among RIDOT, stakeholders and the public. Activities will be undertaken at the start of the EA process to identify the individuals, organizations and communities to be reached.

Public involvement activities will be timed to be most effective. Early activities focus on reconnaissance and understanding stakeholder issues and concerns. Outreach activities when the draft EA is available for public review focus on distributing the document, answering questions about the process and content, publicizing the availability of the EA and its key findings, and holding a public hearing.

The following summarizes the activities anticipated to occur during the development and review of the EA and identifies the lead party or parties for carrying out specific activities.

Public Involvement Activities

Stakeholder identification and initial contact. Identify key stakeholders, members of the public; elected or appointed officials; agencies; and organizations who will be or perceive they will be affected (23 CFR 771.111[a]; RIDOT Rules and Regulations Regarding Public Participation for Federal Aid Highway Projects, 7.02).

Database: Build and maintain a database of people and groups that will be contacted during the EA process.

Fact Sheet: Develop a two-page fact sheet that explains the project in basic terms and with graphics and post on the website.

Web page: RIDOT's website will provide access to public information and review documents. Documents with the exception of design plans and construction documents posted to RIDOT's project web page will comply with Sect. 508 of the Rehabilitation Act of 1973 (as amended). A comment form and sign-up form will be provided. RIDOT will retrieve comments and entries. All comments will be forwarded to Jacobs for cataloguing.

Outreach to underserved populations & organizations: Investigate and implement effective ways to reach out to and communicate with traditionally underserved populations and groups. (Title VI of the Civil Rights Act of 1964).

Provide information to those with speech, hearing or vision impairments: Prepare and make available materials for members of the public with disabilities comparable to those made available to those who do not have a disability. Alternate formats will be available on request. (Section 508, as amended; RIDOT ADA Transition Plan, Sept. 2016).

Rendering of a gantry: Jacobs will prepare a rendering of the proposed gantries.

Legal Notice and other Public Hearing notices: Send a combined Notice of Availability of the draft EA with notice of the public hearing to The Providence Journal, Westerly Sun, Valley Breeze, Cranston Herald, and Warwick Beacon.

Website: Update website to add draft EA and notice of the public hearing.

EA public hearing: Hold a public hearing on the draft EA at an accessible location after the document has been available for at least 15 days.

The public hearing will be widely noticed 15-30 days before the public hearing date and again at least five days before. Notices will be mailed to local and regional media, local governments, and state and federal agencies and will include a statement that all information developed in reference to the proposed project will be available upon request for public inspection and copying (RIDOT Rules and Regulations Regarding Public Participation for

Federal Aid Highway Projects, 7.05).

An informal "open house" session will immediately precede or be concurrent with the public hearing for attendees to view the plans and the draft EA. The open house will be announced in the public hearing notice as a supplemental public hearing activity with no presentation (RIDOT Rules and Regulations Regarding Public Participation for Federal Aid Highway Projects, 7.06).

A scripted PowerPoint presentation will be prepared to review the background; purpose of and need for the project; and the impacts. The public will be given the opportunity to provide comments, written and oral, and the proceedings will be recorded by a RIDOT public hearing stenographer. Written comments submitted to RIDOT at the hearing or within 30 days of the EA's availability will be treated as part of the official hearing record.