

CRMC DECISION WORKSHEET

2022-04-050

Department of Transportation

Hearing Date:	
Approved as Recommended	
Approved w/additional Stipulations	
Approved but Modified	
Denied	Vote

APPLICATION INFORMATION						
File Number	Town	Project Location		Category	Special Exception	Variance
2022-04-050	Providence	I-195 Washington Bridge - Westbound		B	<input type="checkbox"/>	X
		Plat	Lot			
		Owner Name and Address				
Date Accepted	4/11/22	Department of Transportation c/o Alisa Richardson 360 Lincoln Avenue Warwick, RI 02888		Work at or Below MHW	<input type="checkbox"/>	
Date Completed	11/1/22			Lease Required	<input type="checkbox"/>	

PROJECT DESCRIPTION

For rehabilitation work on the decks of the Washington Bridge and Gano Street Off-Ramp; widening of Washington Bridge Spans 1-4, Relocation of Gano Street and the Blackstone River Bikeway to Bridge Span 3; construction of a new Waterfront Drive Off-Ramp and new Gano Street On-Ramp, each with new bridge structures; construction of a new connecting road segment between Valley Street and Waterfront Drive; general highway improvements within ROW from Broadway in East Providence to South Main Street in Providence; and associated stormwater management activities.

KEY PROGRAMMATIC ISSUES

Coastal Feature: Coastal wetland and Manmade shoreline

Water Type: Type 4 (multipurpose waters) and Type 6 (industrial waterfronts and commercial navigation channels) Seekonk River

Red Book: 1.1.6, 1.1.7, 1.1.7, 1.1.9, 1.1.10, 1.2.1(E) and (G), 1.2.2.(C), !.2.2(F), 1.3.1(A), 1.3.1(B), 1.3.1(F), 1.3.1(M), 1.3.5, 1.3.6

SAMP: n/a

Variations and/or Special Exception Details: A 100% variance from the Setback standard under CRMP § 1.1.9(E). is required (construction within 50' of the coastal feature).

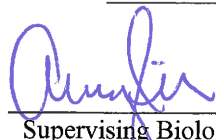
Additional Comments and/or Council Requirements:

Specific Staff Stipulations (beyond Standard stipulations):
See staff report

STAFF RECOMMENDATION(S)

Engineer	<u> RML </u>	Recommendation:	<u> Approval </u>
Biologist	<u> ALS </u>	Recommendation:	<u> Approval </u>
Other Staff	<u> </u>	Recommendation:	<u> </u>

 11/1/22
 Engineering Supervisor Sign-Off date


 Supervising Biologist Sign-off date

 1 Nov 22
 Executive Director Sign-Off date

 Staff Sign off on Hearing Packet (Eng/Bio) date

Name: Department of Transportation
CRMC File No.: 2022-04-050
Staff Report



STATE OF RHODE ISLAND
COASTAL RESOURCES MANAGEMENT COUNCIL
STAFF REPORT TO THE COUNCIL

DATE: November1, 2022
TO: Jeffrey M. Willis, Executive Director
FROM: Richard Lucia P.E., Amy Silva

Applicant's Name:	Department of Transportation
CRMC File Number:	2022-04-050
Project:	Rehabilitation work on the decks of the Washington Bridge and Gano Street Off-Ramp; widening of Washington Bridge Spans 1-4, Relocation of Gano Street and the Blackstone River Bikeway to Bridge Span 3; construction of a new Waterfront Drive Off-Ramp and new Gano Street On-Ramp, each with new bridge structures; construction of a new connecting road segment between Valley Street and Waterfront Drive; general highway improvements within ROW from Broadway in East Providence to South Main Street in Providence; and associated stormwater management activities.
Location:	I-195 Washington Bridge - Westbound; Providence: Plat(s): ; Lot(s):
Water Type/Name:	Type 4 (multipurpose waters) and Type 6 (industrial waterfronts and commercial navigation channels) Seekonk River
Coastal Feature:	coastal wetland and manmade shoreline (riprap revetment)
Plans Reviewed:	Department of Transportation, Bridge Group 57T-10, I-195 Washington North Phase 2, Highway Drawings, Highway Cross Sections, Waterfront Drive Off Ramp, Washington Bridge Rehabilitation and Widening, Gano Street On-Ramp, respectively Volume 1, Volume 2, Volume 3, Volume 4, and Volume 5. By VHB

Pertinent Recent Assents: 2021-12-070 (Maintenance Assent) and 2018-05-035 (Maintenance Assent)

INTRODUCTION:

The project is located on the four lanes of the North Side of Washington Bridge. The bridge spans the Seekonk River between Providence and East Providence. In Providence, the extent of the project is approximately in line with South Water Street. Included within this project area are the elevated Gano Street Off-Ramp, land associated with a proposed eastward relocation of Gano Street, the adjacent Blackstone River Bikeway, a proposed improved Gano Street On-Ramp, and restoration and retrofitting of the three existing water quality ponds in the Gano Street Off-Ramp Infield).

The application was out to Public Notice during the month of September. No comments were received.

On the East Side of the bridge, in East Providence, the project area extends east with the highway ROW to Broad Street and includes the land areas needed to construct a new off-ramp to Waterfront Drive Off-Ramp. Furthermore, Valley Street terminus at Warren Avenue will be eliminated creating a connection between Valley Street and Waterfront Drive. Maintenance of an existing detention pond west of Waterfront Drive is also proposed.

With regards to the Washington Bridge North, according to RIDOT report, the structural conditions are poor, and the current on and off ramps are considered inefficient and safety deficient. Maintenance of the bridge to assure the safety of the bridge has become unsustainable and therefore the structure requires this rehabilitation and repair.

Please note that a recent CRMC Maintenance Assent (2021-12-070) was issued for limited repairs to the Bridge Deck: ***“perform maintenance work on the decks of Bridge 700 and elevated sections of Gano Street off-ramp (contract work Plan Phase 1, ERC-1). Specifically, work activities include: removal of bridge deck pavement for purposes of deck repair on Washington Bridge; removal of bridge deck concrete at bridge joint locations for joint elimination and repair/replacement on Washington Bridge & Gano Street off-ramp; concrete bridge barrier replacement including temporary light pole impact on Gano Street off-ramp and bridge deck and superstructure concrete repairs on Washington Bridge and Gano Street off-ramp.”***

Work not covered by the Maintenance Assent on the bridge structure will, most importantly, avoid work within tidal waters. This work includes widening of the bridge deck from Spans 1 through 4 to accommodate a fifth, continuous through lane. Support piers will still be required for the widening, but they will be constructed as an infilling of three existing decorative hollow columns on the outside of the existing Bridge spans. The columns currently sit on elevated concrete foundations on land and will be filled with structural concrete, such that minimal ground contact is required. A fourth support will be installed as a new free-standing pier requiring a deep foundation to be constructed in the grassed area west of Gano Street, between the existing on-ramp and the westernmost end of Washington Bridge Span 1.

COMMENTS ON APPLICATION/APPLICABLE POLICIES, STANDARDS & ETC:

CRMP Red Book Section § 1.1.9-Setbacks: A 50-foot setback applies from the coastal feature for the relocation of Gano Street and associated Bikeway. The controlling coastal feature for this work is the manmade shoreline (riprap revetment). To clarify, the manmade shoreline is considered the full extent of the riprap revetment. As defined in Red Book Section § 1.1.2-Definitions: “Manmade shoreline” means those shorelines that are characterized by concentrations of shoreline protection structures...”

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The bridge piers are located on the riprap revetment and the associated proposed modular block retaining wall to protect the slope will be landward of the piers, but will not extend into tidal waters, therefore requiring a 100% setback variance to the 50' standard.

CRMP Red Book Section § 1.1.10-Climate Change and Sea Level Rise: CRMC Staff and the design consultant reviewed the potential sea level rise scenario utilizing Stormtools online mapping tools in accordance with CRMP § 1.1.10 Climate Change and Sea Level Rise.

CRMC staff agrees with the Consultants' sea level rise assessment using Stormtools, with varying future sea level rise scenarios: *“Within the next 75 years, 10 feet of sea level rise may impact lower portions of the new offramp from I-195 Eastbound to Waterfront Drive in East Providence. Similarly, the Gano Street On-Ramp may experience flooding associated with 10 feet of sea level rise.”* Additionally adding storm surge (1% annual chance storm event) to the 10 feet sea level rise (Year 2100) indicates that project areas may experience flooding.

RIDOT acknowledges these flooding events may occur with sea level rise coupled with storm surge. Adaption strategies and techniques are limited for this bridge rehabilitation project. However, parts of Gano Street alignment will be elevated (by grading) to better protect the low-lying road, reducing flooding caused by sea level rise. Other areas at Valley Street and Waterfront Drive may continue to experience flooding.

CRMP Red Book Section § 1.3.1(F): Treatment of Sewage and Stormwater: The Project proposes the relocation of a roadway and construction of highway ramps. Accordingly, treatment and management of stormwater runoff for all new impervious surfaces is being implemented in accordance with the RI Stormwater Design and Installation Manual (RISDISM). This project has been designed to fully meet these water quality standards. No new point source discharges are proposed, and all stormwater runoff to be generated by new impervious surfaces, as well as portions of existing surfaces, will be routed through either existing closed drainage systems with no increase in volume or through proposed closed systems directed to proposed or existing stormwater management features for proper pre-treatment and treatment prior to discharge. Therefore, based on the submitted stormwater report the applicable standards of CRMP § 1.3.1(F): Treatment of Sewage and Stormwater have been met.

Additionally, a Stormwater Management Plan has been prepared specific to the Project to address each Project location in compliance with RISDISM. A long-term Stormwater Operation and Maintenance (O&M) Plan accompanies the Stormwater Management Plan and Large-Site SWPPP prepared specific to the Project to outline inspection and maintenance requirements for the BMPS (water quality ponds, detention pond, and STU) to help ensure their proper, long-term function.

CRMP Red Book Section § 1.3.6 – Protection and Enhancement of Public Access to the Shore: This rehabilitation project does not include a specific new public access plan. The proposed project will increase the ease of access to Waterfront Drive in East Providence, which provides shoreline views and access to Water Street and Bold Point Park. On the Providence side of the Seekonk River, the Gano Street Relocation will continue to provide direct access to India Point Park, and the Blackstone River Bikeway will be reconstructed as part of the Relocation to continue providing access to India Point Park and the East Bay Bike Path. Therefore, overall, the project should increase access to this area of shoreline.

COMMENTS ON VARIANCE REQUEST:

This project requires a 100% Variance to the Setback Requirement. The bridge piers are located on the riprap revetment and the associated proposed modular block retaining wall to protect the slope will be landward of the piers. The applicant was required to address the Red Book Section 1.1.7 criteria for granting a variance in writing. The CRMC staff has reviewed the applicant's written variance request. (Reference Applicants Narrative page 34 of "RIDOT Bridge Group 57TB-10, I-195 Washington North Phase 2, Providence and East Providence...") and based on the written request, it is staff opinion that the applicant has satisfied the requirements for granting the variance. Therefore, staff has no objections to the granting of the variances.

RECOMMENDATIONS AND CONCLUSION:

Based on the above, CRMC staff recommends approval of the project. Furthermore, it is the opinion of CRMC reviewing staff that the project met the requirements for granting the required variance. On this basis, CRMC Staff recommends approval subject to Staff stipulations. This additional stipulation has been utilized and agreed to on similar RIDOT bridge rehabilitation projects.

Recommended Stipulation:

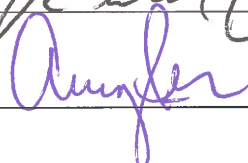
E-1 A Resident Engineer (RE) and/or Environmental Compliance Monitor (ECM) shall be designated to oversee project compliance with the CRMC Assent. The RE/ECM shall perform site inspections at least once weekly and on an as needed basis during all phases of the project likely to result in environmental impacts. A dated and signed field report shall be completed for the record during each inspection. Each inspection shall identify any environmental issues of concern and any non-compliance with the CRMC Assent and other agency approvals (RI Department of Environmental Management, US Army Corps of Engineers and US Coastal Guard). Subsequent reports shall describe actions and remedies undertaken to rectify these issues and restore project compliance with the CRMC Assent and the approved plans. Where compliance has not been appropriately achieved, the RE/ECM shall notify the CRMC on a timely basis. In addition, field reports shall be available to be forwarded to the CRMC upon request.

Signed



STAFF ENGINEER

Signed



STAFF BIOLOGIST