

# RESOLUTION OF THE CITY COUNCIL

No. 499

Approved September 13, 1991

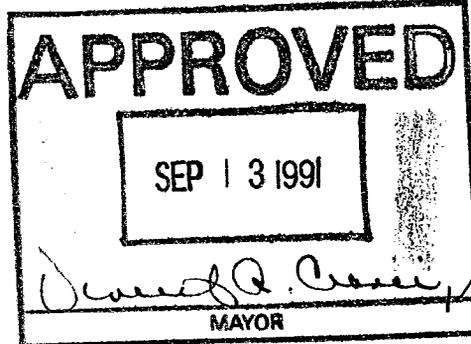
RESOLVED, That State Street be relocated approximately 125 feet east of its present location beginning approximately 1,400 feet north of Smith Street to Orms Street, such that the northern end will align with the Interstate Route 95 Orms Street Off-Ramp.

IN CITY COUNCIL

SEP 5 1991  
READ AND PASSED

*James Stetsonelli*  
PRES.

*Michael R. Clement*  
CLERK



**CITY OF PROVIDENCE**  
STATE OF RHODE ISLAND AND PROVIDENCE PLANTATIONS

**PETITION TO THE CITY COUNCIL**

**TO THE HONORABLE CITY COUNCIL OF THE CITY OF PROVIDENCE:**

*The undersigned respectfully petitions your honorable body*

Subject: Relocation of State Street and Traffic  
Circulation at the State Office Complex  
Providence, Rhode Island  
R.I. Contract No. 87122  
RIFAP No. M-S080(001)

The Rhode Island Department of Transportation is currently in the process of finalizing construction plans for the above-referenced project. A major component of this project is the reconstruction of State Street. This reconstruction will include the relocation of State Street to approximately 125 feet east of its present location beginning approximately 1,400 feet north of Smith Street, to Orms Street, such that the northern end will align with the Interstate Route 95/Orms Street Off-Ramp. This relocation, in conjunction with reversing traffic flow on State Street from one-way northbound to one-way southbound and the reconstruction of Park Street as a one-way northbound roadway, will provide a more direct access to the State Office facilities for vehicles arriving from the Orms Street/Interstate Route 95 Off-Ramp. Analysis has shown this design will also improve operating conditions at the project's intersections. Detailed plans and descriptions of this proposed relocation have been submitted to the City of Providence Department of Public Works for review.

It is our understanding that the relocation of existing streets within the City of Providence requires the approval of the City Council. We, therefore, respectfully request that the Providence City Council approve the relocation of State Street as approved above.



Edmund T. Parker, Jr., P. E.  
Deputy Assistant Director  
TRANSPORTATION/Public Works

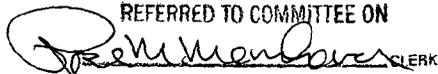
**FILED**

FEB 26 10 57 AM '91

DEPT. OF C.I. CLERK  
PROVIDENCE, R.I.

IN CITY COUNCIL  
MAR 7 1991  
FIRST READING  
REFERRED TO COMMITTEE ON

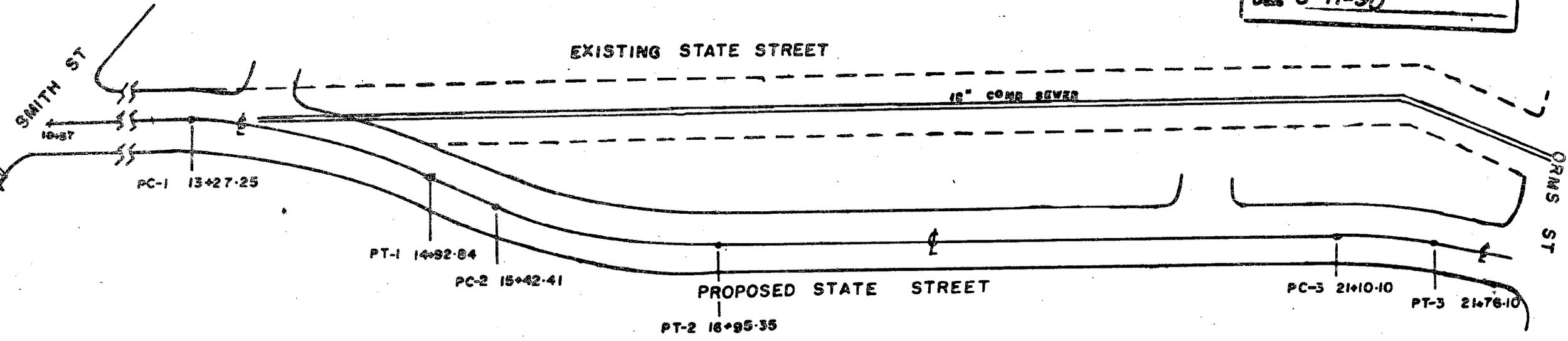
PUBLIC WORKS

  
CLERK

*From the Clerk's Desk*

Revision # 499 - Approval: Sept. 13, 1991

PROVIDENCE R. I.
P. W. DEPT. ENGINEERING OFFICE
STREET LINE SECTION
Plan No. 064506
Date 6-11-90



NOTES

- 1) STATIONING TAKEN FROM PRELIMINARY PLANS OF TRAFFIC CIRCULATION AT STATE OFFICE COMPLEX

CITY OF PROVIDENCE R.
Public Works Dept. Engineering Office
Section <u>PROPOSED STATE STREET RELOCATION</u>
Drawn by <u>[Signature]</u> - Checked by <u>J.T.M.</u>
Scale <u>1"=50'</u> - Date <u>6-11-90</u>
Lower: <u>[Signature]</u> Associate Eng.
Approved: <u>[Signature]</u> Chief Engineer

TOD  
M-C

DESCRIPTION OF AREA OF RELOCATION OF STATE STREET  
IN THE CITY OF PROVIDENCE, RHODE ISLAND  
ON PROVIDENCE A.P.#3, HENCE REFERRED TO  
AS PLAT NO. 2248 BY STATE OF R.I. FOR CONT.#87122.

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Beginning at a point on a westerly property line of land now or formerly of the State of Rhode Island Public Buildings Authority, said point being the most southerly corner of the herein described parcel, said point being radially opposite and eighteen and 72/100 (18.72) feet easterly of Centerline Station 13+82.39 of Relocated State Street as established by Plat No. 2248;

thence proceeding in a generally northwesterly direction along said westerly property line of said Public Buildings Authority land to a point, said point being opposite and twenty-six and 00/100 (26.00) feet westerly of Centerline Station 14+96.68 of Relocated State Street;

thence proceeding in a generally northerly direction along a new westerly State Highway Line of State Street as established by Plat No. 2248, crossing said Public Buildings Authority land to a point, said point being opposite and twenty-six and 00/100 (26.00) feet westerly of Centerline Station 15+42.41 of Relocated State Street;

thence proceeding in a generally northerly direction along said new westerly State Highway Line, following an arc of radius two hundred eighty-four (284) feet to the left, crossing said Public Buildings Authority land to a point, said point being opposite and twenty-six and 00/100 (26.00) feet southwesterly of Centerline Station 16+95.35 of Relocated State Street;

thence proceeding in a generally northwesterly direction along said new westerly State Highway Line crossing said Public Buildings Authority land to a point, said point being opposite and twenty-six and 00/100 (26.00) feet southwesterly of Centerline Station 19+48.00 of Relocated State Street;

thence proceeding in a generally southwesterly direction along said new westerly State Highway Line following an arc of radius ten (10) feet to the left, crossing said Public Buildings Authority land to a point, said point being opposite and thirty-six and 00/100 (36.00) feet southwesterly of Centerline Station 19+58.00 of Relocated State Street;

thence proceeding in a generally northwesterly direction along said new westerly State Highway Line crossing said Public Buildings Authority land to a point, said point being opposite and thirty-six and 00/100 (36.00) feet southwesterly of Centerline Station 19+94.00 of Relocated State Street;

thence proceeding in a generally northeasterly direction along said new westerly State Highway Line crossing said Public Buildings Authority land to a point, said point being opposite and thirty-four and 00/100 (34.00) feet southwesterly of Centerline Station 19+94.00 of Relocated State Street;

thence proceeding in a generally northwesterly direction along said new westerly State Highway Line following an arc of radius fifteen (15) feet to the left, crossing said Public Buildings Authority land to a point, said point being opposite and twenty and 00/100 (20.00) feet southwesterly of Centerline Station 20+08.00 of Relocated State Street;

thence proceeding in a generally northwesterly direction along said new westerly State Highway Line, crossing said Public Buildings Authority land to a point, said point being opposite and twenty and 00/100 (20.00) feet southwesterly of Centerline Station 21+10.10 of Relocated State Street;

thence proceeding in a generally northerly direction along said new westerly State Highway Line, following an arc of radius three hundred sixty (360) feet to the right, crossing said Public Buildings Authority land to a point, said point being opposite and twenty and 00/100 (20.00) feet westerly of Centerline Station 21+76.10 of Relocated State Street;

thence proceeding in a generally northerly direction along said new westerly State Highway Line crossing said Public Buildings Authority land to a point, said point being opposite and twenty and 00/100 (20.00) feet westerly of Centerline Station 22+23.63 of Relocated State Street;

thence proceeding in a generally westerly direction along said new westerly State Highway Line, following an arc of radius twenty (20) feet to the left, crossing said Public Buildings Authority land to a point, said point being opposite and forty-four and 00/100 (44.00) feet southerly of Baseline Station 58+38.74 of Orms Street as established by Plat No. 2248;

thence proceeding in a generally northerly direction crossing said Public Buildings Authority land to a point on an existing northerly property line of said land, said point being opposite and forty-four and 56/100 (44.56) feet southerly of Baseline Station 58+38.74 of Orms Street;

thence proceeding in a generally easterly direction along said northerly property line of said Public Buildings Authority land to a point, said point being opposite and seventeen and 79/100 (17.79) feet westerly of Centerline Station 22+41.26 of Relocated State Street;

thence proceeding in a generally easterly direction along said northerly property line of said Public Buildings Authority land to a point, said point being opposite and nineteen and 48/100 (19.48) feet easterly of Centerline Station 22+33.81 of Relocated State Street;

thence proceeding in a generally southerly direction along a new easterly State Highway Line of State Street as established by Plat No. 2248 following an arc of radius ten (10) feet to the left to a point, said point being opposite and nineteen and 00/100 (19.00) feet easterly of Centerline Station 22+30.75 of Relocated State Street;

thence proceeding in a generally southerly direction along said new easterly State Highway Line crossing said Public Buildings Authority land to a point, said point being opposite and nineteen and 00/100 (19.00) feet easterly of Centerline Station 21+76.10 of Relocated State Street;

thence proceeding in a generally southeasterly direction along said new easterly State Highway Line following an arc of radius three hundred twenty-one (321) feet to the left, crossing said Public Buildings Authority land to a point, said point being opposite and nineteen and 00/100 (19.00) feet northeasterly of Centerline Station 21+10.10 of Relocated State Street;

thence proceeding in a generally southeasterly direction along said new easterly State Highway Line crossing said Public Buildings Authority land to a point on an easterly property line of said land, said point being opposite and nineteen and 00/100 (19.00) feet northeasterly of Centerline Station 17+86.93 of Relocated State Street;

thence proceeding in a generally southeasterly direction crossing land now or formerly of the National Railroad Passenger Corp. AMTRAK to a point, said point being opposite and nineteen and 00/100 (19.00) feet northeasterly of Centerline Station 16+95.35 of Relocated State Street;

thence proceeding in a generally southerly direction following an arc of radius three hundred twenty-nine (329) feet to the right, crossing said AMTRAK land to a point on the westerly property line of said land, said point being radially opposite and nineteen and 00/100 (19.00) feet easterly of Centerline Station 15+57.13 of Relocated State Street;

thence proceeding in a generally southerly direction along a new easterly State Highway Line as established by Plat No. 2248 following an arc of radius three hundred twenty-nine (329) feet to the right, crossing aforesaid Public Buildings Authority land to a point, said point being opposite and nineteen and 00/100 (19.00) feet easterly of Centerline Station 15+42.41 of Relocated State Street;

thence proceeding in a generally southerly direction along said new easterly State Highway Line crossing said Public Buildings Authority land to a point, said point being opposite and nineteen and 00/100 (19.00) feet easterly of Centerline Station 14+92.84 of Relocated State Street;

thence proceeding in a generally southerly direction along said new easterly State Highway Line following an arc of radius two hundred ninety-one (291) feet to the left, crossing said Public Buildings Authority land to a point on a southerly property line of said land, said point being radially opposite and nineteen and 00/100 (19.00) feet easterly of Centerline Station 13+82.44 of Relocated State Street;

thence proceeding in a generally westerly direction along southerly property line of said Public Buildings Authority land to the point and place of beginning.

The above described area comprises the "Area of Relocation" for State Street in the City of Providence and contains thirty-four thousand three hundred fifty-nine and 26/100, more or less, (34,358.26±), square feet of land, or 0.789± acres.

And all as shown on "State Street Relocation Plan Nos. 1-4" transmitted to the City of Providence Department of Public Works on April 23, 1990, and Revised February 5, 1991.

*Easton*



**Rhode Island Department of Transportation**

STATE OF  
RHODE ISLAND  
AND PROVIDENCE  
PLANTATIONS

**Division of Public Works**  
**Design Section**  
State Office Building, Providence, R.I. 02903  
(401) 277-2023

March 6, 1990

The Honorable City Council  
c/o Rose M. Mendonca, City Clerk  
25 Dorrance Street  
Providence, RI 02903

SUBJECT: RELOCATION OF STATE STREET AND THE  
TRAFFIC CIRCULATION AT THE  
STATE OFFICE COMPLEX  
PROVIDENCE, RHODE ISLAND  
R.I. CONTRACT NO. 87122  
R.I.F.A.P. NO. M-S080(001)

Dear Council Members:

The Rhode Island Department of Transportation is in the process of finalizing construction plans for the subject project.

As part of this project, this department would like to request the abandonment of a portion of State Street (see attached plans) along with all utilities, from station 13+27 (327' North of Smith Street) to the intersection of Orms Street. The plans call for all utilities and easements to be located within the new relocated State Street Right of Way.

Should you have any questions relative to this subject, kindly contact this office.

Very truly yours,

Edmund T. Parker, Jr., P.E.  
Deputy Assistant Director  
TRANSPORTATION/Public Works

ETP/RAC/cap  
Attachments

cc: Messrs. Ventetuolo, Carcieri, Parker, Bennett, Suzman; File

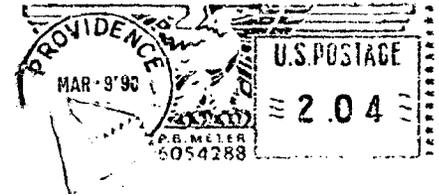
FILED

MAR 14 9 52 AM '90

DEPT. OF JUSTICE  
PROVIDENCE, R.I.

R.I. DEPT. OF TRANSPORTATION  
DIVISION OF PUBLIC WORKS  
DESIGN SECTION  
231-D STATE OFFICE BUILDING  
PROVIDENCE, R.I. 02903

THIRD CLASS MAIL



The Honorable City Council  
c/o Rose M. Mendonca, City Clerk  
25 Dorrance Street  
Providence, RI 02903

*East*



**Rhode Island Department of Transportation**

**Division of Public Works**  
**Design Section**  
State Office Building, Providence, R.I. 02903  
(401) 277-2023

STATE OF  
RHODE ISLAND  
AND PROVIDENCE  
PLANTATIONS

March 6, 1990

The Honorable City Council  
c/o Rose M. Mendonca, City Clerk  
25 Dorrance Street  
Providence, RI 02903

SUBJECT: RELOCATION OF STATE STREET AND THE  
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As part of this project, this department would like to request the abandonment of a portion of State Street (see attached plans) along with all utilities, from station 13+27 (327' North of Smith Street) to the intersection of Orms Street. The plans call for all utilities and easements to be located within the new relocated State Street Right of Way.

Should you have any questions relative to this subject, kindly contact this office.

Very truly yours,

A handwritten signature in cursive script, appearing to read "Edmund T. Parker, Jr.", written in dark ink.

Edmund T. Parker, Jr., P.E.  
Deputy Assistant Director  
TRANSPORTATION/Public Works

ETP/RAC/cap  
Attachments

cc: Messrs. Ventetuolo, Carcieri, Parker, Bennett, Suzman; File



Rhode Island Department of Transportation

Division of Public Works  
Design Section  
State Office Building, Providence, R.I. 02903  
(401) 277-2023  
November 19, 1990

STATE OF  
RHODE ISLAND  
AND PROVIDENCE  
PLANTATIONS

The Honorable City Council  
c/o Rose M. Mendonca, City Clerk  
25 Dorrance Street  
Providence, Rhode Island 02903

Re: Relocation of State Street and Traffic  
Circulation at the State Office Complex  
Providence, Rhode Island  
R.I. Contract No. 87122  
RIFAP No. M-S080(001)

Dear Council Members:

The Rhode Island Department of Transportation is currently in the process of finalizing construction plans for the above-referenced project. Major components of the proposed improvements include:

- Reconstruction and Relocation of State Street from Orms Street to Smith Street, such that the northern end will align with the interstate Route 95/Orms Street Off-Ramp.
- Reversing traffic flow on State Street from one-way northbound to one-way southbound flow.
- Reconstruction of Park Street (Service Road No. 9) between Smith and Orms Streets, as a one-way street with northbound traffic flow.
- Reconstruction of Orms Street between Douglas Avenue and the Orms Street Railroad Bridge No. 929.

The Honorable City Council  
Page 2  
November 19, 1990

- Reconstruction of Smith Street between Interstate Route 95 and the Smith Street Railroad Bridge NO. 928.
- Traffic signalization at four of the major intersections within the project area.
- Repairs to the Orms Street Bridge No. 702 and the Smith Street Bridge No. 701.

We have reached a point in the process where the assistance of the Providence City Council is necessary in order to make these proposed improvements a reality. It is our understanding that the approval of the City Council is required for:

- a. The designation of one-way streets within the City of Providence.
- b. The relocation of existing streets within the City of Providence.

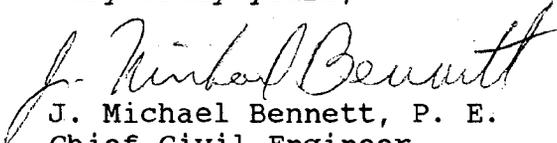
The one-way loop concept (see Figure 1), which has been proposed for this project, consists of Park Street (Service Road No. 9) becoming a one-way northbound roadway and State Street becoming a one-way southbound roadway. Analysis has shown this concept to provide superior operating conditions at the project's intersections. We feel this design will minimize conflicting left turns at several intersections and make for a safer traffic flow within the State House area.

The relocated one-way southbound State Street will provide a more direct access to the State Office facilities for vehicles arriving from the Orms Street/Interstate 95 Off-Ramp (see Figure 2). Should you require more information concerning the stationing and areas of this relocation, a set of reproducible "State Street Relocation Plans 1-4" were transmitted to the City Engineer's office on April 25, 1990.

The Honorable City Council  
Page 3  
November 19, 1990

Should you have any questions or comments on either of these matters or should you require any additional materials or information, please contact this office. Your cooperation and assistance in bringing this matter before the City Council at the earliest possible date will be greatly appreciated.

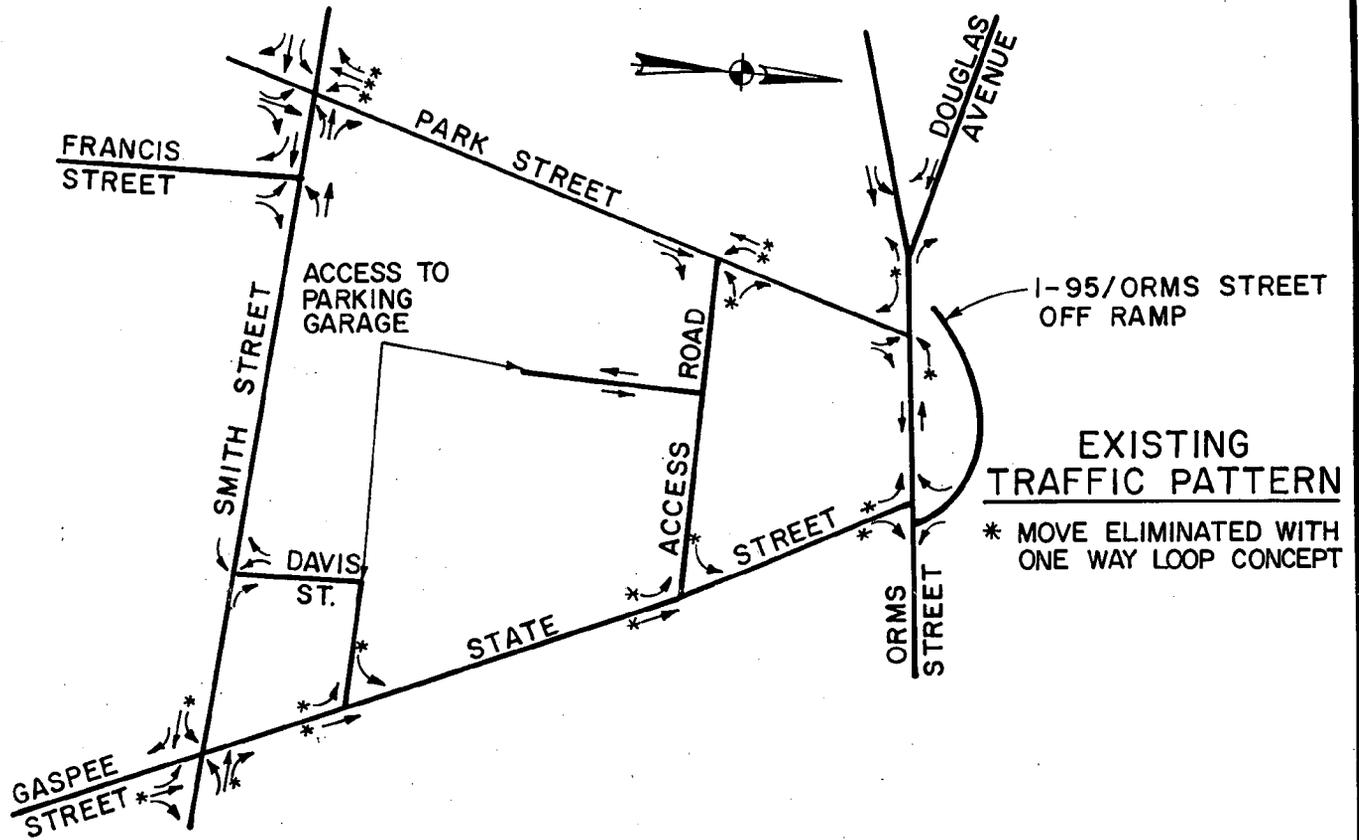
Very truly yours,



J. Michael Bennett, P. E.  
Chief Civil Engineer  
Road/Transportation/Public Works

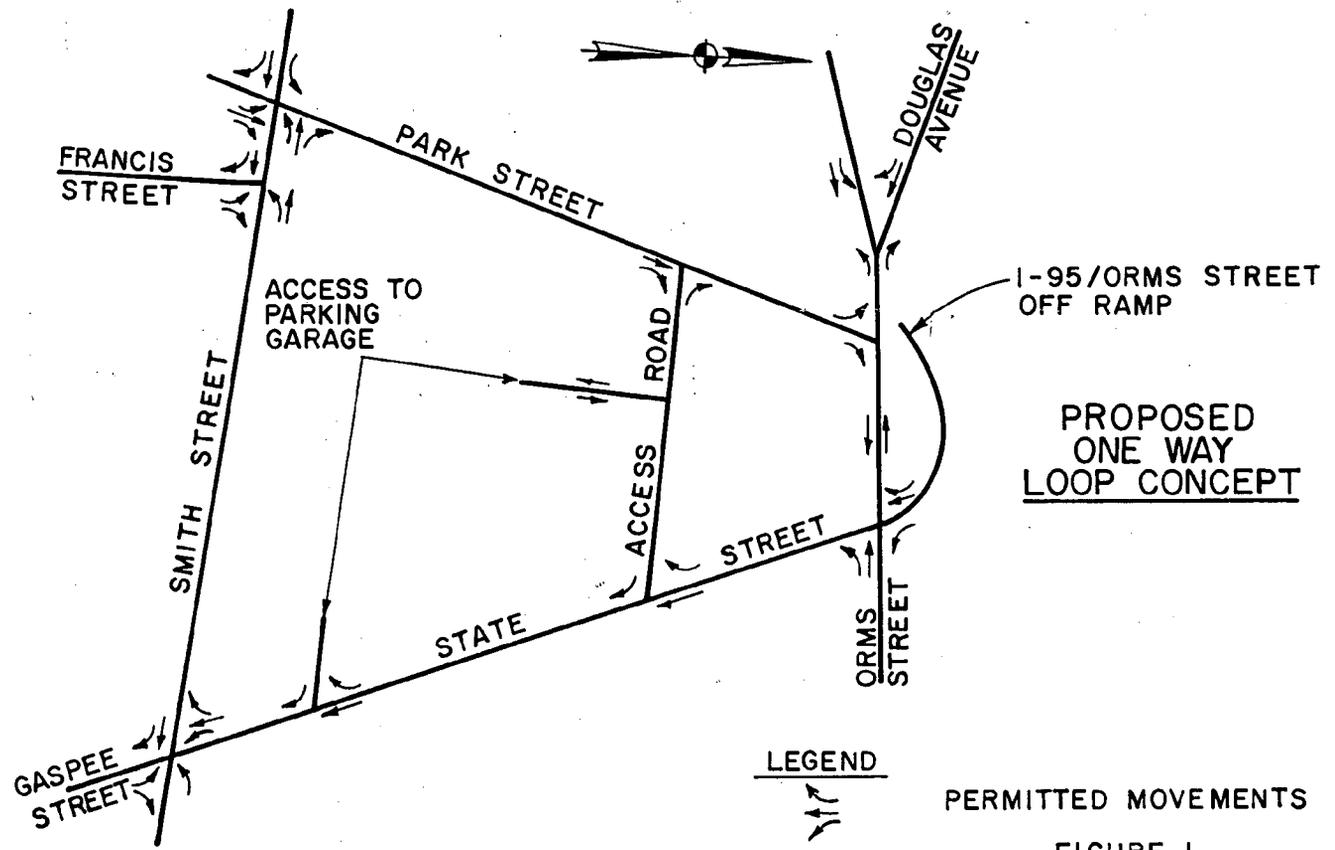
WFC/bc  
Attachments

cc: Mr. Vincent  
Mr. Ventetulo  
Mr. Carcieri  
Mr. Parker  
Mr. Bennett  
Mr. Suzman  
The Honorable Thomas M. Glavin  
Mr. Michael Clemmons  
Mr. Stanzione  
Crossman Engineering, Inc.  
File



**EXISTING  
TRAFFIC PATTERN**

\* MOVE ELIMINATED WITH  
ONE WAY LOOP CONCEPT

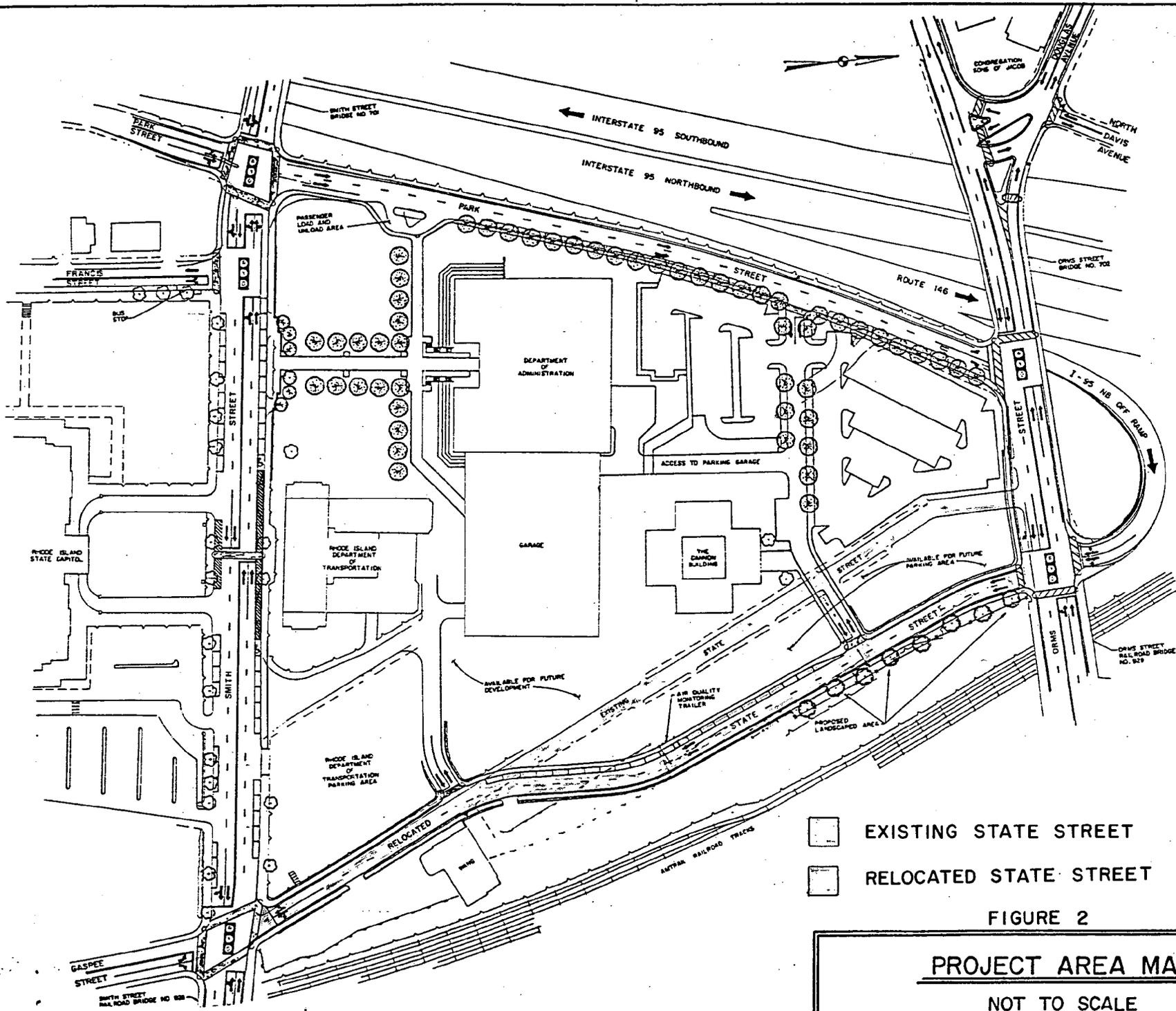


**PROPOSED  
ONE WAY  
LOOP CONCEPT**

**LEGEND**

PERMITTED MOVEMENTS

**FIGURE 1**



- EXISTING STATE STREET
- RELOCATED STATE STREET

FIGURE 2

**PROJECT AREA MAP**

NOT TO SCALE

CROSSMAN ENGINEERING, INC.

B. James Suzman

~~ROSE MENDONCA~~  
DIRECTOR



JOSEPH R. PAOLINO, JR.  
MAYOR

## Department of Public Works

*"Building Pride In Providence"*

December 6, 1990

Hon. Rose Mendonca  
City Clerk  
Honorable City Council  
City Hall - Prov., R.I. 02903

Re: Relocation of State Street & Traffic Circulation  
at the State Office Complex - Prov., R.I.  
RI Contra-t No. 87122 - RIFAP No. M-S080(001)

Dear Ms. Mendonca:

The City of Providence, Dept. of Public Works has no objection to the following, with reference to the above-captioned project:

- . No objection to the reconstruction & relocation of State St. from Orms St. to Smith St.
- . No objection to reconstruction of Park St. (Service Rd. #9) between Smith & Orms Sts.
- . No objection to the reconstruction of Smith St. between Interstate RT 95 and Smith St. Railroad Bridge # 928.
- . Repairs to the Orms St. Bridge #702 & Smith St. Bridge #701.

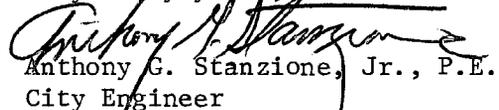
Attached herewith find plans showing the following, pertaining to above:

Proposed State Street Relocation, Prov., R.I., P.W. Dept., Engineering Office, Street Lien Section, Plan No. 064506, Dated 6/11/90.

Proposed Abandonment, State Street, Prov., R.I., P.W. Dept., Engineering Office, Street Line Section, Plan No. 064491, Dated 6/6/90. Cross Hatched area indicated proposed abandonment, and a full sewer easement will be required for the 12-in. combination sewer located in State Street.

If this department can further assist you with this matter, please advise.

Very truly yours,

  
Anthony G. Stanzone, Jr., P.E.  
City Engineer

AGS

CC: JTM  
JLC



Rhode Island Department of Transportation

Division of Public Works  
Design Section  
State Office Building, Providence, R.I. 02903  
(401) 277-2023  
November 19, 1990

STATE OF  
RHODE ISLAND  
AND PROVIDENCE  
PLANTATIONS

The Honorable City Council  
c/o Rose M. Mendonca, City Clerk  
25 Dorrance Street  
Providence, Rhode Island 02903

Re: Relocation of State Street and Traffic  
Circulation at the State Office Complex  
Providence, Rhode Island  
R.I. Contract No. 87122  
RIFAP No. M-S080(001)

Dear Council Members:

The Rhode Island Department of Transportation is currently in the process of finalizing construction plans for the above-referenced project. Major components of the proposed improvements include:

- ① Reconstruction and Relocation of State Street from Orms Street to Smith Street, such that the northern end will align with the interstate Route 95/Orms Street Off-Ramp.
- ② Reversing traffic flow on State Street from one-way northbound to one-way southbound flow.
- ③ Reconstruction of Park Street (Service Road No. 9) between Smith and Orms Streets, as a one-way street with northbound traffic flow.
- ④ Reconstruction of Orms Street between Douglas Avenue and the Orms Street Railroad Bridge No. 929.

The Honorable City Council

Page 2

November 19, 1990

- (5) Reconstruction of Smith Street between Interstate Route 95 and the Smith Street Railroad Bridge NO. 928.
- (6) ~~Traffic signalization at four of the major intersections within the project area.~~
- (7) Repairs to the Orms Street Bridge No. 702 and the Smith Street Bridge No. 701.

We have reached a point in the process where the assistance of the Providence City Council is necessary in order to make these proposed improvements a reality. It is our understanding that the approval of the City Council is required for:

- a. The designation of one-way streets within the City of Providence.
- b. The relocation of existing streets within the City of Providence.

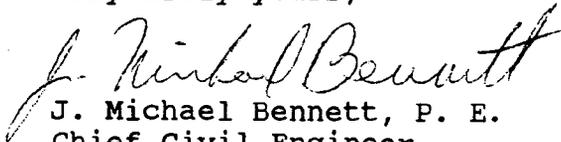
The one-way loop concept (see Figure 1), which has been proposed for this project, consists of Park Street (Service Road No. 9) becoming a one-way northbound roadway and State Street becoming a one-way southbound roadway. Analysis has shown this concept to provide superior operating conditions at the project's intersections. We feel this design will minimize conflicting left turns at several intersections and make for a safer traffic flow within the State House area.

The relocated one-way southbound State Street will provide a more direct access to the State Office facilities for vehicles arriving from the Orms Street/Interstate 95 Off-Ramp (see Figure 2). Should you require more information concerning the stationing and areas of this relocation, a set of reproducible "State Street Relocation Plans 1-4" were transmitted to the City Engineer's office on April 25, 1990.

The Honorable City Council  
Page 3  
November 19, 1990

Should you have any questions or comments on either of these matters or should you require any additional materials or information, please contact this office. Your cooperation and assistance in bringing this matter before the City Council at the earliest possible date will be greatly appreciated.

Very truly yours,



J. Michael Bennett, P. E.  
Chief Civil Engineer  
Road/Transportation/Public Works

WFC/bc  
Attachments

cc: Mr. Vincent  
Mr. Ventetulo  
Mr. Carcieri  
Mr. Parker  
Mr. Bennett  
Mr. Suzman  
The Honorable Thomas M. Glavin  
Mr. Michael Clemmons  
~~Mr. Stanzone~~  
Crossman Engineering, Inc.  
File

B. JAMES SUZMAN  
TRAFFIC ENGINEER

IRENE J. TESTA  
DIRECTOR



JOSEPH R. PAOLINO, JR.  
MAYOR

Department of Traffic Engineering  
"Building Pride In Providence"

December 6, 1990

Rhode Island Dept. of Transportation  
Division of Public Works  
Design Section - State Office Building  
Providence, Rhode Island 02903

RE: Relocation of State Street  
R.I. Contract NO. 87122  
RIFAP No. M-S080(001)

Gentlemen:

The Department of Traffic Engineering has reviewed your letter of November 19, 1990, to the Providence City Council with regard to the above referenced project.

Please be advised that this department offers no objection to reversing the traffic flow on State Street from one-way northbound to one-way southbound between Orms Street and Smith Street and to the establishment of Park Street (Service Road No. 9) as a one-way street in a northerly direction between Smith Street and Orms Street.

This department will also submit a letter to the City Council recommending that these one-way streets be passed by the City Council.

Very truly yours,

Irene J. Testa  
Director

IJT/t

cc: Providence Dept. of Public Works

Enclosure

City of Providence



Rhode Island

Department of City Clerk

MEMORANDUM

DATE: March 11, 1991

TO: John Palmieri, Acting Director of Planning and Development  
and Gilbert H. McLaughlin, Fire Chief

SUBJECT: \*

CONSIDERED BY: Committee on Public Works

DISPOSITION: Attached are copies of the subject Petition for your study and report back in writing, to the above named Committee as soon as practical.

\* Petition Relative to the Relocation of State Street and Traffic Circulation at the State Office Complex Providence, Rhode Island, R.I. Contract No. 87122 RIFAP No. M-S080 (001).

*Michael R. Clement*  
First Deputy  
City Clerk

City of Providence



Rhode Island

Department of City Clerk

**MEMORANDUM**

DATE: March 12, 1991

TO: Captain William Devine, Traffic Division

SUBJECT: \*

CONSIDERED BY: Committee on Public Works

DISPOSITION: Attached are copies of the subject Petition for your study and report back in writing, to the above named Committee as soon as practical.

\*Petition Relative to the Relocation of State Street and Traffic Circulation at the State Office Complex Providence, Rhode Island, RI Contract No. 87122 RIFAP No. M-S080 (001).

*Michael R. Clement*  
First Deputy City Clerk

B. JAMES SUZMAN  
XXXXXXXXXXXXXXXXXX  
XXXXXXXXXXXXXXXXXX  
DIRECTOR



VINCENT A. CIANCI, JR.  
XXXXXXXXXXXXXXXXXX  
XXXXXXXXXXXXXXXXXX  
MAYOR

Department of Public Works  
"Building Pride In Providence"

March 14, 1991

Ms. Rose Mendonca  
City Clerk  
City Hall - Prov., R.I. 02903

Re: DESCRIPTION OF RELOCATION OF STATE STREET, PROV., R.I., A.P. #3, REFERRED TO AS PLAT NO.2248 BY STATE OF RHODE ISLAND FOR CONTRACT NO.87122

DESCRIPTION OF SECTION OF EXISTING STATE STREET, PROVIDENCE, R.I., A.P.#3, TO BE ABANDONED AS PART OF STATE STREET RELOCATION, REFERRED TO AS PLAT NO.2248, BY STATE OF RHODE ISLAND FOR CONTRACT NO.87122

Dear Ms. Mendonca:

This department has no objections to both the relocation of State Street and the abandonment of portion of State Street as noted on the attached descriptions.

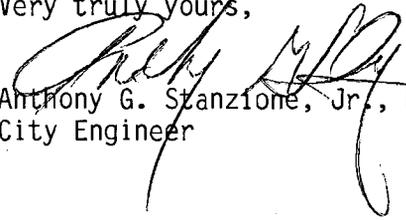
The "Relocation of the existing State Street" is noted on plan entitled, Providence, R.I., P.W.Dept., Engineering Office, Street Line Section, Plan No. 064506, Date: 6/11/90. It is noted that there is a 12-in. combination sewer in the existing State Street prior to proposed relocation.

The "Proposed Abandonment of portion of State Street" on plan entitled, " Providence, R.I., P.W. Dept. ,Engineering Office, Street Line Section, Plan No. 064491, Date: 6/6/90. It is noted that there is a full sewer easement for the existing 12-in. combination sewer.

Please refer to our letter to you dated 12/6/90, regarding the aforementioned proposals. Attached herewith are copies of descriptions pertaining to this request along with copies of plans and correspondence related thereto.

If DPW can further assist you in this regard, please advise.

Very truly yours,

  
Anthony G. Stanzione, Jr., P.E.  
City Engineer

CC: Irene Testa - Traffic Eng.  
JTM  
JLC

ROCCO A. DeLUCA  
DIRECTOR



*JTM*  
JOSEPH R. PAOLINO, JR.  
MAYOR

## Department of Public Works

*"Building Pride In Providence"*

December 6, 1990

Hon. Rose Mendonca  
City Clerk  
Honorable City Council  
City Hall - Prov., R.I. 02903

Re: Relocation of State Street & Traffic Circulation  
at the State Office Complex - Prov., R.I.  
RI Contract No. 87122 - RIFAP No. M-S080(001)

Dear Ms. Mendonca:

The City of Providence, Dept. of Public Works has no objection to the following, with reference to the above-captioned project:

- . No objection to the reconstruction & relocation of State St. from Orms St. to Smith St.
- . No objection to reconstruction of Park St. (Service Rd. #9) between Smith & Orms Sts.
- . No objection to the reconstruction of Smith St. between Interstate RT 95 and Smith St. Railroad Bridge # 928.
- . Repairs to the Orms St. Bridge #702 & Smith St. Bridge #701.

Attached herewith find plans showing the following, pertaining to above:

Proposed State Street Relocation, Prov., R.I., P.W. Dept., Engineering Office, Street Lien Section, Plan No. 064506, Dated 6/11/90.

Proposed Abandonment, State Street, Prov., R.I., P.W. Dept., Engineering Office, Street Line Section, Plan No. 064491, Dated 6/6/90. Cross Hatched area indicated proposed abandonment, and a full sewer easement will be required for the 12-in. combination sewer located in State Street.

If this department can further assist you with this matter, please advise.

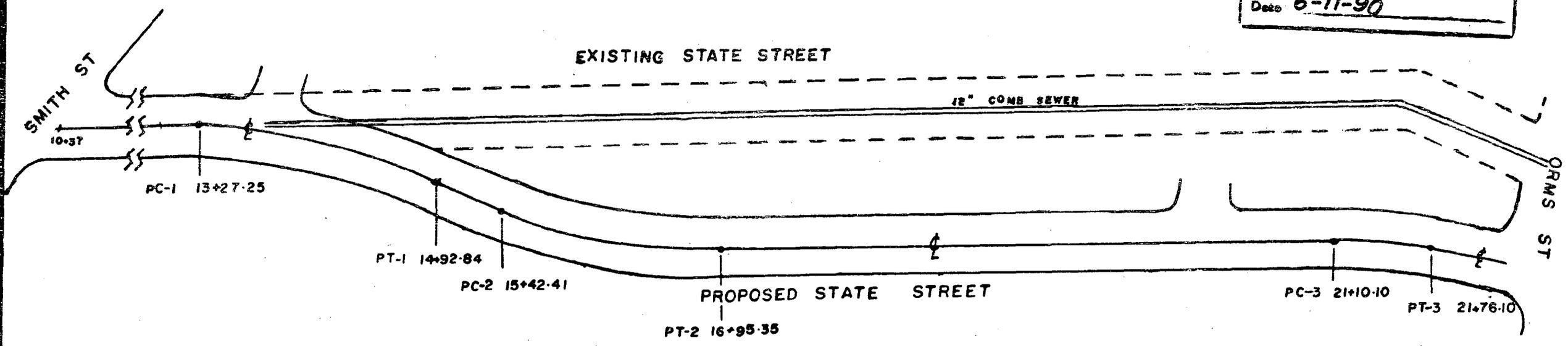
Very truly yours,

Anthony G. Stanzione, Jr., P.E.  
City Engineer

AGS

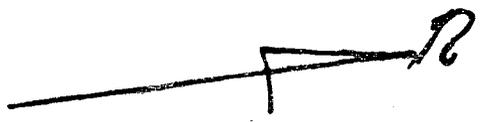
CC: JTM  
JLC

PROVIDENCE R. I.  
 E. W. DEPT. ENGINEERING OFFICE  
 STREET LAYOUT SECTION  
 Plan No. **064506**  
 Date **6-11-90**



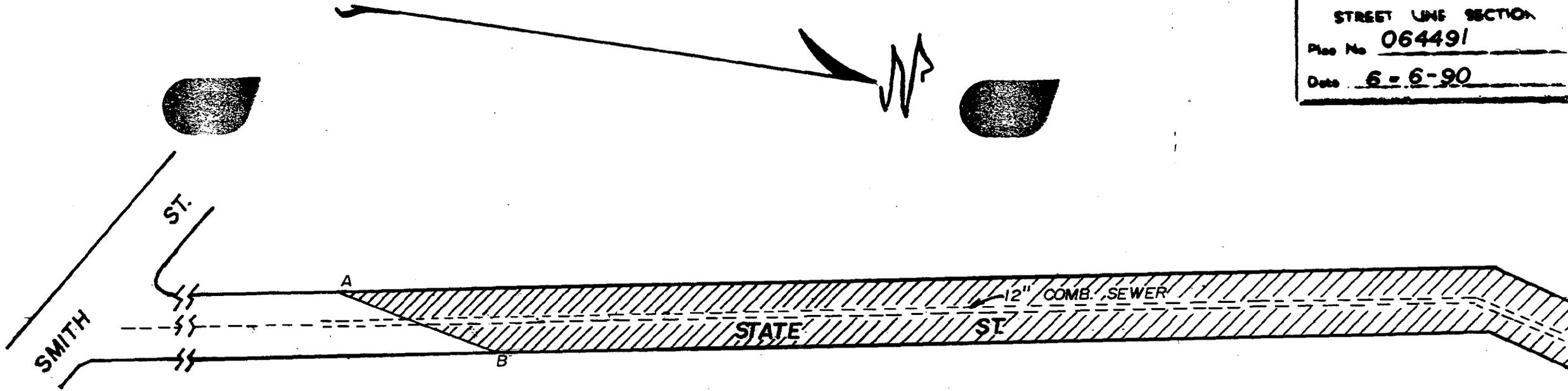
**NOTES**

1) STATIONING TAKEN FROM PRELIMINARY PLANS OF TRAFFIC CIRCULATION AT STATE OFFICE COMPLEX



CITY OF PROVIDENCE R.  
 Public Works Dept. Engineering Office  
 Subject: **PROPOSED STATE STREET RELOCATION**  
 Drawn by **JAZ** Checked by **J.T.M.**  
 Scale **1"=80'** Date **6-11-90**  
 Author: **John T. Moran** Associate Eng.  
 Approval: **A. Stangione** CHIEF ENGINEER

PROVIDENCE  
C. W. DEPT ENGINEERING  
STREET LINE SECTION  
Plan No 064491  
Date 6-6-90



NOTE: CROSS-HATCHED AREA (A-B-C-D-A) INDICATES PROPOSED ABANDONMENT.

FULL SEWER EASEMENT WILL BE REQUIRED.

CITY OF PROVIDENCE  
Public Works Dept. Engineering C  
Showing PROPOSED ABANDONMENT  
STATE STREET  
Drawn by BORRECA Checked by J.L.  
Scale NONE Date 6-6-90  
Correct James T. Morris Associates  
Approved W.A. Stanton  
CIVIL ENGINEER

JOHN J. PARTINGTON  
COMMISSIONER  
CHIEF GILBERT H. McLAUGHLIN  
FIRE CHIEF



VINCENT A. CIANCI, JR.  
MAYOR

Department of Public Safety, Fire Department

*"Building Pride In Providence"*

April 8, 1991

Michael R. Clements  
First Deputy, City Clerk  
City Hall  
Providence, RI 02903

Re: Relocation of State Street and Traffic  
Circulation at the State Office Complex

Dear Mr. Clements:

The above referenced, as described in the petition to the City Council, will pose no operational problems to the Providence Fire Department.

If I can be of any further assistance please feel free to call.

Very truly yours,

  
Alfred F. Bertoncini  
Assistant Chief of Department

AFB/ds

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Department of Public Safety  
Fire Department  
209 Fountain Street  
Providence, Rhode Island 02903

Michael Clements  
City Clerk's Office

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FILED

APR 11 3 41 PM '91

DEPT. OF CITY CLERK  
PROVIDENCE, R. I.



PROVIDENCE POLICE DEPARTMENT

HEADQUARTERS

TO: Department of City Clerk  
Michael R. Clement, First Deputy  
Committee on Public Works

FROM: Colonel Bernard E. Gannon, Chief of Police *bes*

DATE: March 27, 1991

RE: State Street

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Attached you will find a response from Lieutenant Richard T. Sullivan, Commanding Officer, Traffic Bureau pertaining to your correspondence dated March 12, 1991, from the Committee on Public Works, regarding a petition relative to the relocation of State Street and Traffic circulation at the State Office Complex Providence, Rhode Island, Rhode Island Contract No. 87122 RIFAP No. M-S080(001).

If I can be of further assistance, please do not hesitate to call.

Very truly yours,

*Colonel Bernard E. Gannon*

BERNARD E. GANNON  
Colonel  
Chief of Police

March 18, 1991

To: Colonel Bernard E. Gannon, Chief of Police

From: Lieut. Richard T. Sullivan, Commanding officer, Traffic Bureau

Subject: Request by the Committee on Public Works, Relative to State Street Relocation

Sir:

In reviewing the proposed State Street Relocation Project (R.I. contract No. 87122, RIFAP No. M-S080(001)), I can find no evidence that would indicate a major traffic flow problem, in the relocation of State Street itself.

My only concern, is at the four intersections. Specifically, Park Street at Orms Street; Orms Street at State Street; and State Street at Smith Street. As you may know, when State Street becomes one-way southerly, the traffic flow may conflict with traffic entering and exiting Gaspee Street from the Train Station. At this time, there is a moderate problem. This is with State Street being one-way, northerly. There will be a need for a traffic control light at the three intersections mentioned above.

If the request by the Rhode Island Department of Transportation is only for the State Street relocation, then this will be of little concern from a traffic control point of view. If the State intends to re-route the traffic flow, the State may be transferring a major traffic congestion problem from the intersection of Smith Street and Park Street, to the intersection of Smith Street, and State Street. I can see that the State intends to make the State Office Complex readily accessible from Route I<sup>95</sup> north.

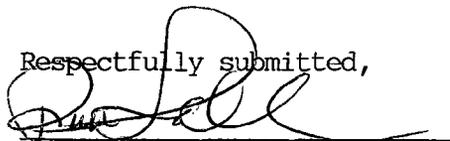
The primary access to the underground parking garage (under the new office building) is from Park Street. Vehicles seeking access to the garage from State Street must pass to the rear of the Cannon Building (the Health Department). I am curious, if the State Department of Transportation gave thought to leaving State Street one-way northerly, and making Park Street one-way, southerly. This would eliminate turns from Smith St., and traffic crossing from the other side of Park Street. Since traffic lights will be necessary anyway, is it mandatory to change the flow of traffic on the new State Street?

In making Park Street one-way, southerly, there would be no turns possible from Smith Street. In alleviating the turns, Smith Street would be a through intersection to and from the State Offices.

There may also be a visual hazard on Smith Street, easterly, when approaching the intersection of State Street. The railroad bridge is at a steeper than normal grade.

In conclusion, I suggest that the Committee on Public Works solicit the views of the Providence Fire Department.

Respectfully submitted,



Richard T. Sullivan  
Commanding officer,  
Traffic Bureau

City of Providence



Rhode Island

## Department of City Clerk

### MEMORANDUM

DATE: March 11, 1991

TO: ✓ John Palmieri, Acting Director of Planning and Development  
and Gilbert H. McLaughlin, Fire Chief

SUBJECT: \*

CONSIDERED BY: Committee on Public Works

DISPOSITION: Attached are copies of the subject Petition for your study and report back in writing, to the above named Committee as soon as practical.

- \* Petition Relative to the Relocation of State Street and Traffic Circulation at the State Office Complex Providence, Rhode Island, R.I. Contract No. 87122 RIFAP No. M-S080 (001).

*Richard L. Clement*  
First Deputy

**CITY OF PROVIDENCE**  
STATE OF RHODE ISLAND AND PROVIDENCE PLANTATIONS

**PETITION TO THE CITY COUNCIL**

**TO THE HONORABLE CITY COUNCIL OF THE CITY OF PROVIDENCE:**

*The undersigned respectfully petitions your honorable body*

**Subject: Relocation of State Street and Traffic  
Circulation at the State Office Complex  
Providence, Rhode Island  
R.I. Contract No. 87122  
RIFAP No. M-S080(001)**

The Rhode Island Department of Transportation is currently in the process of finalizing construction plans for the above-referenced project. A major component of this project is the reconstruction of State Street. This reconstruction will include the relocation of State Street to approximately 125 feet east of its present location beginning approximately 1,400 feet north of Smith Street, to Orms Street, such that the northern end will align with the Interstate Route 95/Orms Street Off-Ramp. This relocation, in conjunction with reversing traffic flow on State Street from one-way northbound to one-way southbound and the reconstruction of Park Street as a one-way northbound roadway, will provide a more direct access to the State Office facilities for vehicles arriving from the Orms Street/Interstate Route 95 Off-Ramp. Analysis has shown this design will also improve operating conditions at the project's intersections. Detailed plans and descriptions of this proposed relocation have been submitted to the City of Providence Department of Public Works for review.

It is our understanding that the relocation of existing streets within the City of Providence requires the approval of the City Council. We, therefore, respectfully request that the Providence City Council approve the relocation of State Street as approved above.

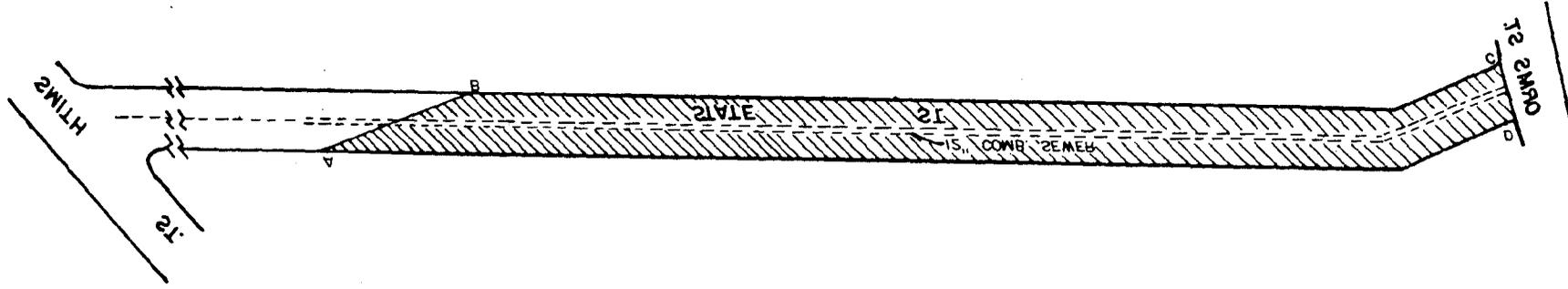


Edmund T. Parker, Jr., P. E.  
Deputy Assistant Director  
TRANSPORTATION/Public Works

W-24  
188

DATE: 10-2-80  
PROJECT: STATE STREET  
SCALE: AS SHOWN  
DRAWN BY: BOBBY CRISTOFALINI  
CHECKED BY: [Signature]  
CITY OF PROVIDENCE, R.I.

REQUIRED:  
FULL SEWER EASEMENT WILL BE  
PROPOSED ABANDONMENT  
NOTE: CROSS-HATCHED AREA (A-B-C-A) INDICATES

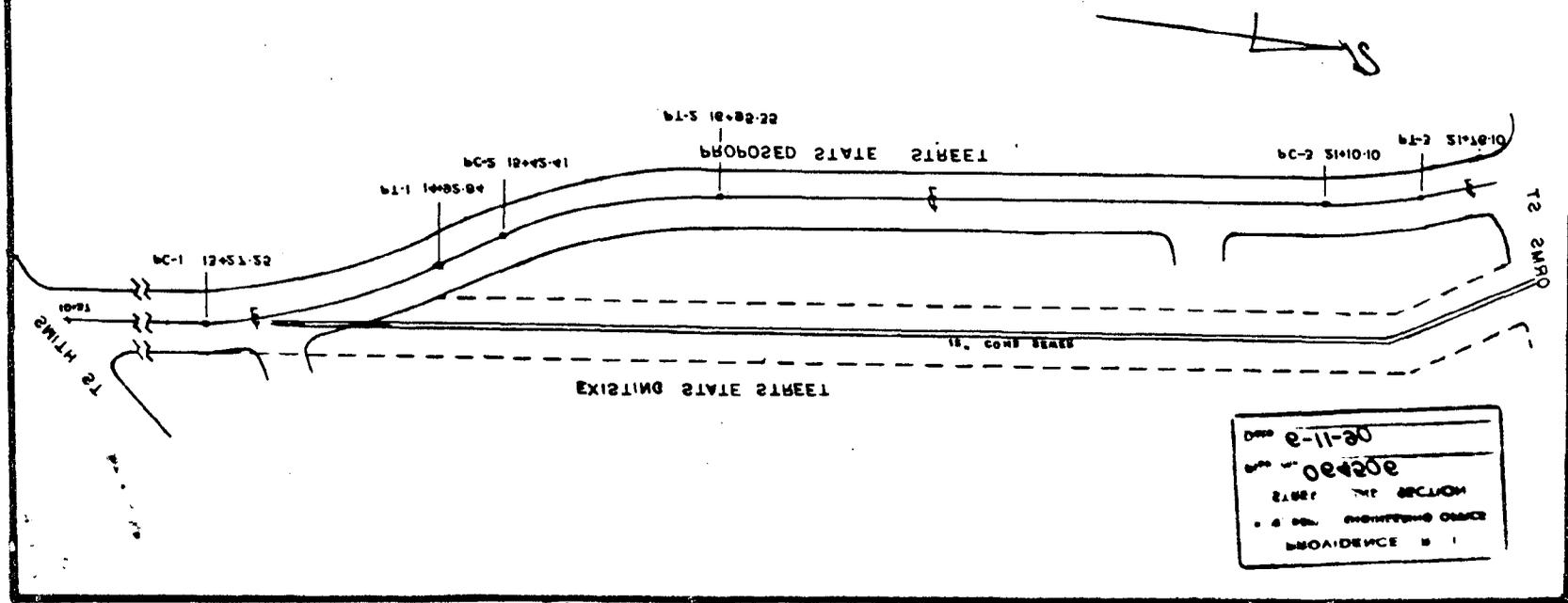


DATE: 10-2-80  
PROJECT: STATE STREET  
SCALE: AS SHOWN  
DRAWN BY: BOBBY CRISTOFALINI  
CHECKED BY: [Signature]  
CITY OF PROVIDENCE, R.I.

W-21  
100

THIS PROJECT  
WAS DESIGNED BY  
M.T.I. ENGINEERS  
DATE 11-11-80  
PROJECT NO. 100  
CITY OF PROVIDENCE

TRAFFIC CIRCULATION AT STATE OFFICE COMPLEX  
1) STATIONING TAKEN FROM PRELIMINARY PLANS OF  
NOTES



DATE 11-11-80  
BY M.T.I.  
PROJECT NO. 100  
CITY OF PROVIDENCE

City of Providence



Rhode Island

Department of City Clerk

MEMORANDUM

DATE: March 11, 1991

TO: ✓ John Palmieri, Acting Director of Planning and Development  
and Gilbert H. McLaughlin, Fire Chief

SUBJECT: \*

CONSIDERED BY: Committee on Public Works

DISPOSITION: Attached are copies of the subject Petition for your study and report back in writing, to the above named Committee as soon as practical.

- \* Petition Relative to the Relocation of State Street and Traffic Circulation at the State Office Complex Providence, Rhode Island, R.I. Contract No. 87122 RIFAP No. M-S080 (001).

*Michael R. Clement*  
First Deputy

MEMORANDUM

To: Michael Clement  
First Deputy City Clerk

From: John Palmieri (JFP)  
Deputy Director, Department of Planning and Development

Date: April 1, 1991

Subject: Attached requests for information from the Committee on  
Public Works

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This Department recently received two requests for information from the Committee on Public Works: one requests that we review a petition for a curb cut, and the other requests that we review the proposed relocation of State Street in Providence. I have forwarded them to Jim Suzman, Director of Public Works, knowing that in the past his department handled all such matters. I believe therefore they were misdirected.