



T.F. Green Airport Improvement Program

Agency Meeting #3: Alternatives Analysis

RIDEM

March 21, 2006



Agenda



9:00 – 9:15	Sign-in
9:15 – 9:30	Welcome and Introductions
9:30 – 9:45	Meeting Purpose
9:45 – 10:15	Project Update <ul style="list-style-type: none">- Inter-Agency Coordination Agreement- Affected Environment- Purpose and Need
10:15 – 10:30	Break
10:30 – 12:00	Alternatives Screening Process Runway Length Analysis T.F. Green Airport Improvement Program Alternatives
12:00 – 12:30	Lunch
12:30 – 1:00	Alternatives Screening Process: Next Steps
1:00 – 1:15	Upcoming Meetings
1:15 – 4:00	Questions and Discussion



Meeting Purpose



- ▶ Review Alternatives Analysis
 - Candidate Alternatives
 - Preliminary Alternatives
 - DEIS Alternatives
- ▶ Discuss Process, Findings
- ▶ Goal: Consensus with Range of Alternatives evaluated in DEIS



Inter-Agency Coordination Agreement Update



- ▶ Membership
- ▶ Representatives



EIS process

★ = Public Input



Affected Environment



▶ Group 1 – Received Comments from Coordination Group

- Surface Transportation
- Water Quality
- Fish, Wildlife and Plants
- Threatened and Endangered Species
- Wetlands
- Floodplains
- Coastal Resources
- Farmlands
- Solid and Hazardous Waste

▶ Group 2 – Will Send to Coordination Group April 6 – Comments due May 5

- Air Quality
- Noise
- Land Use
- Social and Economic
- Section 4(f) Resources
- Historical, Architectural, Archaeological, and Cultural Resources



Final Purpose and Need Statement



- ▶ Reached Consensus
- ▶ Basis for the Alternatives Analysis



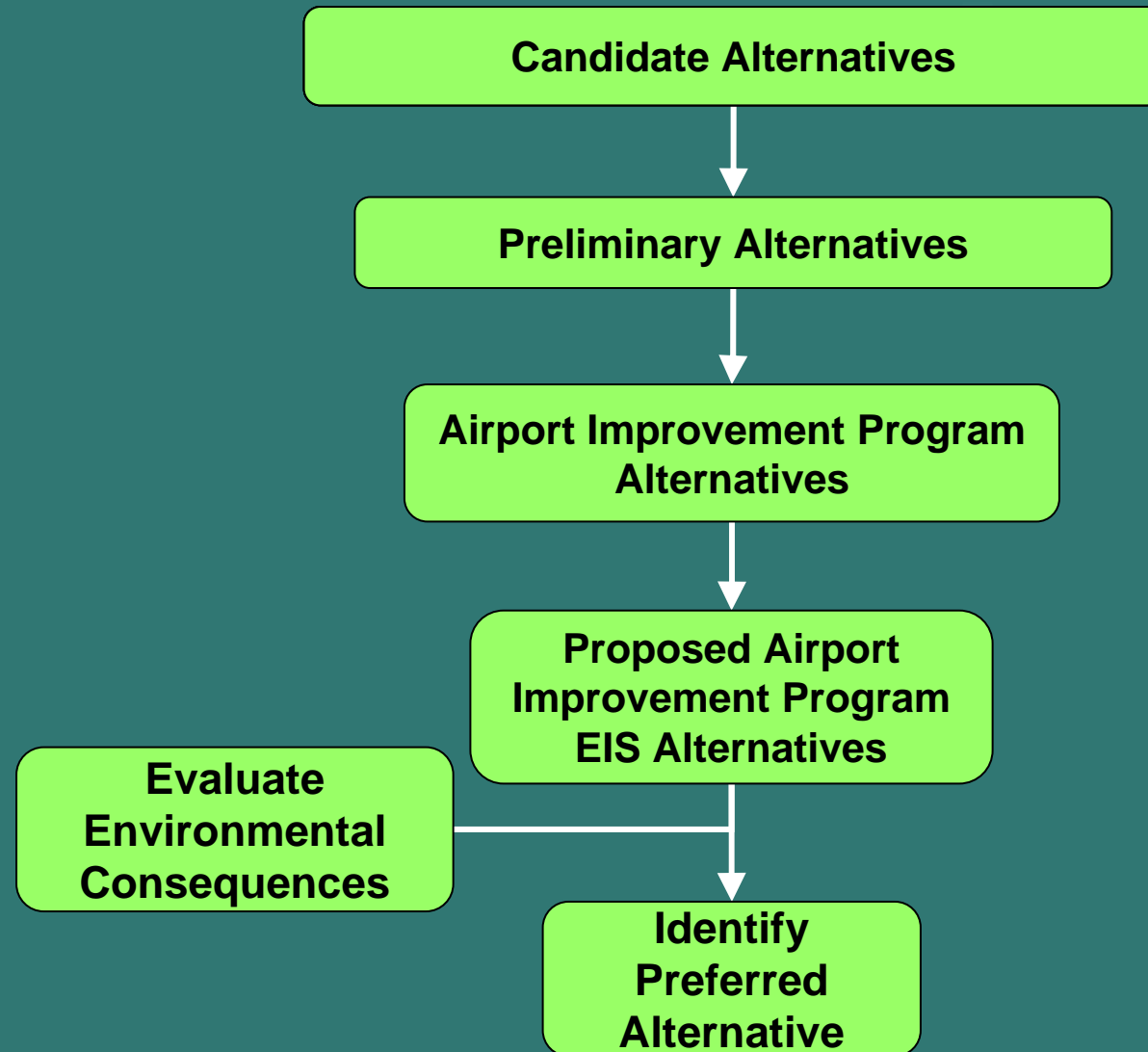
Alternatives Analysis Guidance



- ▶ Rigorously explore and objectively evaluate all reasonable alternatives,
- ▶ For alternatives which were eliminated from detailed study, briefly discuss the reasons for their having been eliminated.
- ▶ Include reasonable alternatives not within the jurisdiction of the lead agency.
- ▶ Include the alternative of no action.



Alternatives Screening Process



Candidate Alternatives



- ▶ Off-Airport and Non-Construction
- ▶ On-Airport

Do they meet the Purpose and Need?
Are they reasonable and feasible?



Level 1 Screening of Candidate Alternatives



- Greater use of existing airports in SE New England
- Develop a new airport in SE New England
- Other (non-aviation) modes of transportation
- Manage regional demand
- New technology
- On-Airport improvements



Level 1 Screening Criteria



Meet Purpose & Need

Safety

Does it meet the safety needs outlined in the Purpose & Need Statement?

Efficiency

Does it enhance efficiency of T.F. Green Airport and the New England Regional Airport System?

Demand

Does it meet future demand for aviation services?



Level 1 Screening Criteria (cont'd)



Reasonable & Feasible

Operations

Technically and operationally reasonable and feasible?

Implementation

Constructible?

Implemented within reasonable timeframe?



Level 1 Screening Criteria (cont'd)



Reasonable & Feasible

Economics/ Costs	Economically reasonable and feasible?
Environmental Impacts	Environmentally reasonable and feasible?
Acceptable Industry Planning Principles	Consistent with standard industry practices?



Off-Airport – Greater Use of Other Airports



- ▶ Logan International Airport
- ▶ Bradley International Airport
- ▶ Worcester Regional Airport
- ▶ New Bedford Regional Airport
- ▶ Groton-New London Airport
- ▶ Laurence G. Hanscom Field
- ▶ Quonset Airport
- ▶ North Central Airport
- ▶ Otis Air National Guard Base



Candidate Alternatives: Other Airports Considered



Logan International Airport



- ▶ Does not meet the P&N because:
 - Cannot enhance airport safety at T.F. Green
 - Cannot enhance Airport efficiency (T.F. Green currently used as a secondary airport to alleviate capacity/delay at Logan)
 - Inconsistent with the goals of the New England Regional Airport System Plan (NERASP)
 - Inconsistent with ROD for Airside Improvements Project



Bradley International Airport



- ▶ Does not meet the P&N because:
 - Cannot enhance airport safety at T.F. Green
 - Cannot meet the demand in T.F. Green's service area nor provide efficient access for the entire service area (110-miles = drive time in excess of two hours)
 - Cannot enhance T.F. Green Airport efficiency and inconsistent with the goals of NERASP - currently acts as a reliever for the larger New York airports and cannot do so for Logan



Worcester Regional Airport



- ▶ Does not meet the P&N because:
 - Cannot enhance airport safety at T.F. Green
 - Cannot meet the demand in T.F. Green's service area
 - Cannot efficiently provide access for the entire service area (drive time in excess of one hour)
 - Cannot enhance efficiency within the New England Regional Airport System (frequent weather delays due to poor visibility)
 - Inconvenient roadway access
 - Inconsistent with the goals of NERASP



New Bedford Regional Airport



- ▶ Does not meet the P&N because:
 - Cannot enhance airport safety at T.F. Green
 - Cannot meet the demand in T.F. Green's service area
 - Insufficient runway length
 - Lacks the necessary airport infrastructure
 - Inconsistent with the goals of NERASP



Groton-New London Airport



- ▶ Does not meet the P&N because:
 - Cannot enhance airport safety at T.F. Green
 - Cannot meet the demand in T.F. Green's service area
 - Inconsistent with the goals of NERASP
 - Lacks the necessary airport infrastructure



Laurence G. Hanscom Field



- ▶ Does not meet the P&N because:
 - Cannot enhance airport safety at T.F. Green
 - Cannot meet the demand in T.F. Green's service area nor provide efficient access for the entire service area (70-miles = drive time in excess of one hour)
 - Inconsistent with the goals of NERASP
 - Lacks the necessary airport infrastructure



Quonset Airport



- ▶ Does not meet the P&N because:
 - Cannot enhance airport safety at T.F. Green
 - Cannot be improved to provide necessary runway length without significant fill in Narragansett Bay
 - Role of airport: general aviation reliever for T.F. Green and cannot meet the needs for commercial air service
 - Inconsistent with the goals of NERASP
 - Lacks the necessary airport infrastructure to support commercial service
 - Will take additional look at freight



North Central Airport



- ▶ Does not meet the P&N because:
 - Cannot enhance airport safety at T.F. Green
 - Cannot enhance efficiency within the New England Regional Airport System
 - Inconsistent with the goals of NERASP
 - Role of airport: general aviation and cannot meet the needs for commercial air service
 - Lacks the necessary airport infrastructure



Otis Air National Guard Base



- ▶ Does not meet the P&N because:
 - Cannot enhance airport safety at T.F. Green
 - Inconsistent with the goals NERASP
 - Inconvenient access
 - Lacks the necessary airport infrastructure



Results of Level 1 Screening for Greater Use of Existing Airports



Airport Alternative	Meets P&N		Reasonable and Feasible	Carried Forward
	Safety	Efficiency		
Logan International Airport (Boston, MA)	No	No	No	No
Bradley International Airport (Hartford, CT)	No	No	No	No
Worcester Regional Airport, Worcester MA	No	No	No	No
Hanscom Field (Bedford, MA)	No	No	No	No
New Bedford Regional Airport, (New Bedford, MA)	No	No	No	No
Quonset Airport (North Kingstown, RI)	No	No	No	No
North Central Airport (Smithfield/Lincoln, RI)	No	No	No	No
Groton-New London Airport (Groton, CT)	No	No	No	No
Otis Air National Guard Base (Falmouth, MA)	No	No	No	No

Develop a New Airport



- ▶ An airport template defined the size of a new replacement airport to be 6,000 acres, which can accommodate:
 - Dual independent parallel runways meeting all safety requirements (RSA, RPZ, OFZ, etc.)
 - Terminal facilities
 - Corporate aviation and cargo facilities
 - Automobile parking
 - Hotels and commercial development



Develop a New Airport (cont'd)



- ▶ GIS Mapping was used to identify potential sites considering the constraints:
 - High population density (800 people/square mile)
 - River, ponds, lakes
 - Topography (greater than five percent slope)
 - Protected Open Space (Designated Parks and Wildlife Refuges)
 - Major roadways
 - Rail
 - Wetlands (more detailed screening)



Candidate Alternatives: Develop New Airport



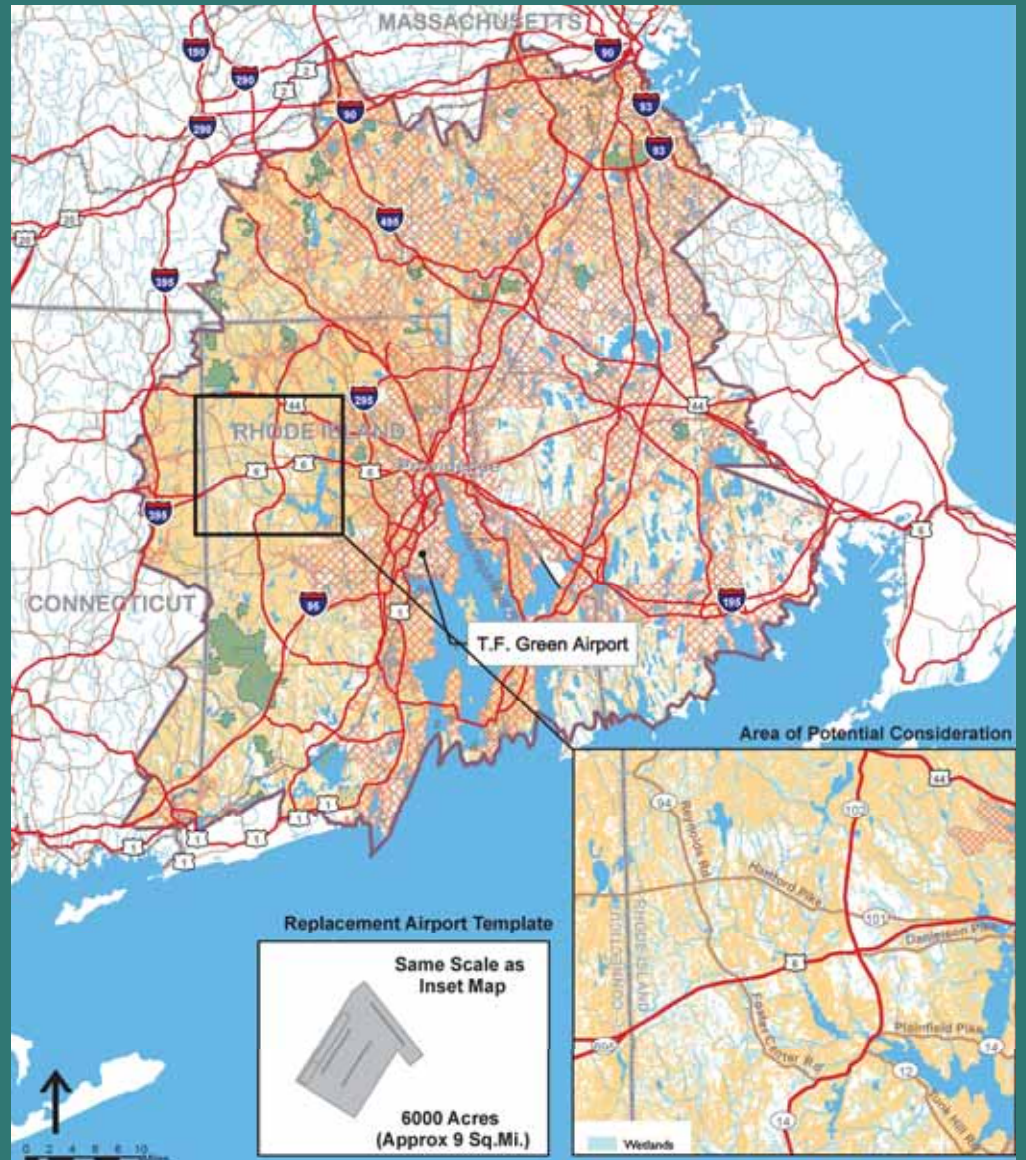
Legend

Requirements

- 1 Hour Drive Time from Providence and within 10 Miles of a Hwy
- Road
- Major Highway
- State Boundary

Constraints

- Urban Areas (>800 people/sq.mi.)
- Parks, Wildlife Refuges*
- Water
- Rivers



Results of Level 1 Screening Develop a New Airport



- ▶ Analysis Results: no suitably-sized sites exist within a one-hour drive of the Providence metropolitan population center.
- ▶ Eliminated from further study



Results of Level 1 Screening for Other Modes of Transportation



Other Modes of
Transportation

Reasons for Elimination

Highway
Transportation

Travel times too long to be attractive

Passenger Rail

Travel times and frequencies too long

Cost not competitive with air travel



Management of Regional Demand



- ▶ FAA cannot designate specific markets or functions can be for specific airports.
- ▶ Not improving T.F. Green Airport to a level capable of accommodating regional air transportation demand would be inconsistent with the goals of the NERASP and with the needs of the Service Area and related economy
- ▶ Eliminated from further evaluation



Results of Level 1 Screening for New Technology



New Technology

Reasons for Elimination

Telecommunications and video conferencing

Does not reduce the current/anticipated demand for long haul commercial air service to the W. Coast
Does not improve efficiency
Will not have significant impact on demand

Air Traffic Control (ATC) technologies

Would not enhance airport safety or meet future demand

Winglets & New Aircraft Engine Designs

Provides improved takeoff performance and increases in payload range but still requires additional runway length



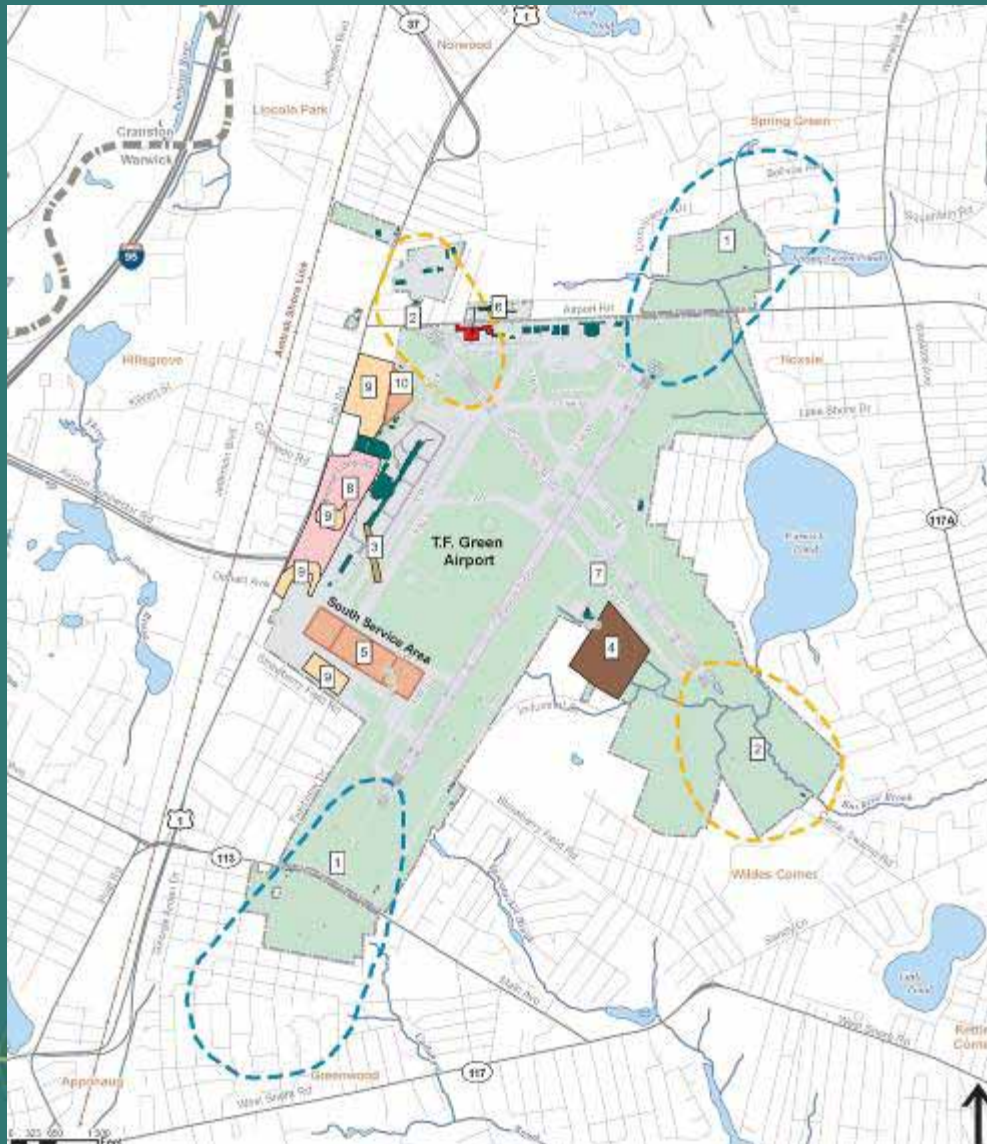


Level 1 Screening Off-Airport Candidate Alternatives

Questions?



Candidate Alternatives: On-Airport Alternatives



Projects

-  1 5-23 Extension
-  2 16-34 Reconstruction & Safety End Improvements
-  3 Terminal/Concourse Expansion
-  4 Integrated Cargo Facility
-  5 Service Area for GSE/Belly Cargo/Fuel Farm
-  6 Demolition of Hangar I
-  7 Taxiway Charlie Relocation
-  8 Terminal Roadway Improvements
-  9 Parking Improvements
-  10 Fuel Farm Expansion

Safety Enhancements to 16-34



- ▶ Meet Purpose and Need?
- ▶ Reasonable and feasible?
 - Maintains Runway Length and Utility
 - No Relocation of Post Road
- ▶ Considerations
 - Wetlands South/ Buckeye Brook
 - Avoid Airport Road



34 End of Runway 16-34



16 End of Runway 16-34



Results of **Candidate Alternatives** Runway 16-34 Safety Enhancement



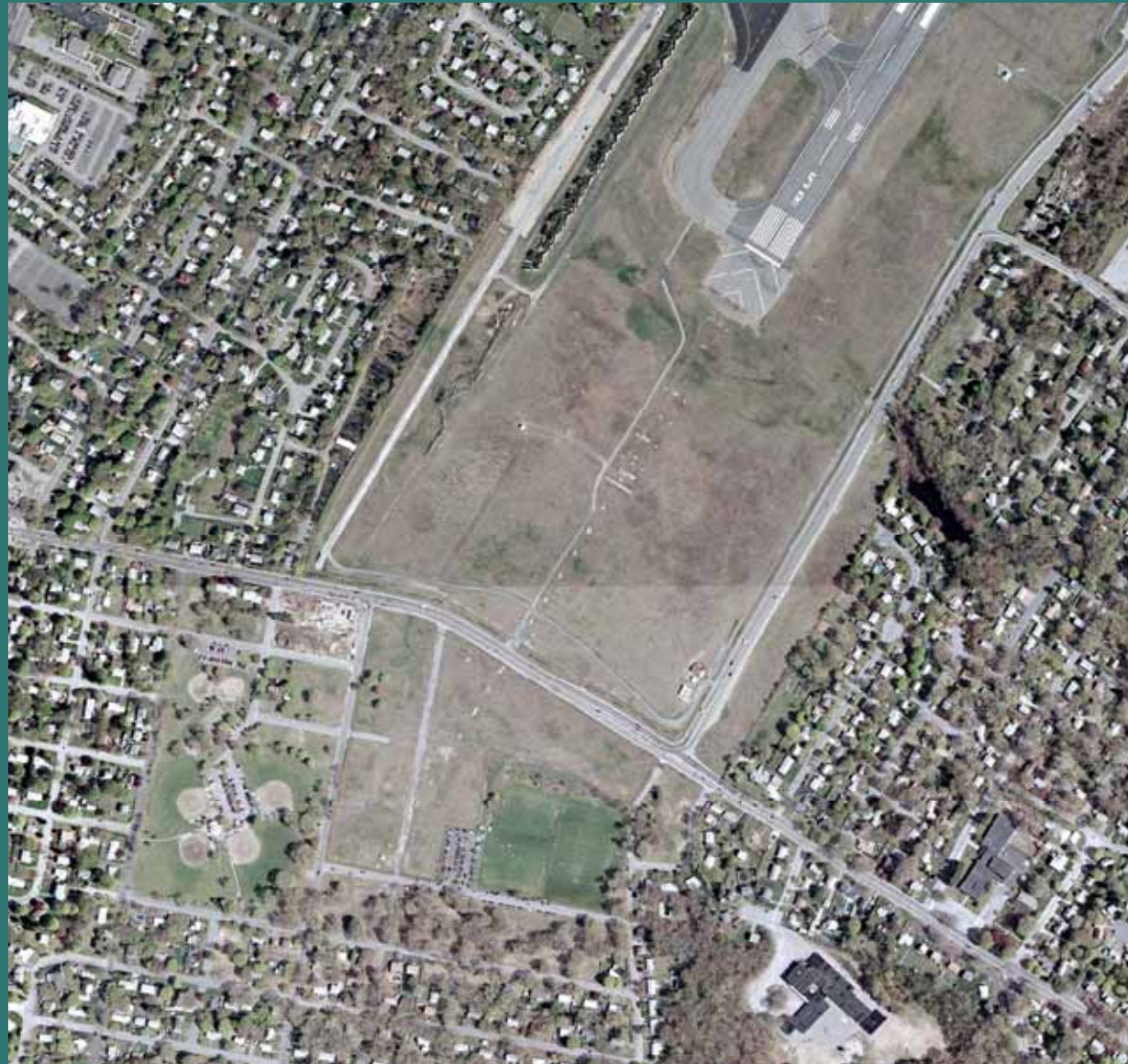
Alternative	Description	Meets P&N	Reasonable and Feasible	Carried Forward
Option 1	Reduce runway length	Yes	No	No
Option 2	Shift runway to north, add full RSAs, avoid Buckeye Brook	Yes	No	No
Option 3	Shift runway to south, add full RSAs, avoid Airport Road	Yes	Yes	Yes
Option 4	Shift runway slightly north, add full RSAs	Yes	No	No
Option 5	Shift runway slightly north, add full RSAs, reduce Buckeye Brook impacts	Yes	Yes	Yes



23 End – Runway 5-23



5 End Runway 5-23



Runway 5-23: Runway Length Analysis



- ▶ Review forecast for 2012 and 2020
- ▶ Identify “operationally preferred” runway length.
- ▶ Basis for developing alternatives
- ▶ New runway length analysis required by FAA during the EIS (FAA AC 150/5325-4B).
- ▶ Ability to serve long-haul markets identified in forecast (LAX, SAN, SFO).
- ▶ SFO market is the most demanding stage length of 2,300 nm.



Five Steps in Runway Length Analysis



- ▶ Step 1: Identify critical design airplane
- ▶ Step 2: Identify airplanes requiring longest runway length for Maximum Take-Off Weight (MTOW)
- ▶ Step 3: Determine method to establish recommended length
- ▶ Step 4: Select recommended runway length
- ▶ Step 5: Apply necessary adjustment to recommended runway length



Step 1: Critical Design Aircraft



- ▶ Establish a “**substantial use threshold**” of 500 or more annual operations.
- ▶ If aircraft use met this, eligible for consideration as design aircraft.
- ▶ Aircraft that fulfill Purpose and Need for west coast service:
 - 737-300, -500, -700, -800
 - 757-200
 - 767-300
 - A-319, A-320



Step 2: Most Demanding Aircraft



- ▶ Considers Maximum Take-Off Weight (MTOW)
- ▶ AC 150/5325-4B groups aircraft into 3 categories
- ▶ Based on forecast fleet, category of MTOW 60,000 lbs and above was identified as critical design category



Step 3: Method to Determine Runway Length



- ▶ Chapter 4 of AC 150/5325-4B provides the following options to obtain data for aircraft of more than 60,000 lbs:
 - Analyze performance charts published by airplane manufacturers.
 - Contact airplane manufacturer for specific data.
 - Contact air carriers for specific operational requirements.
- ▶ All 3 were used for each aircraft.
- ▶ Data for aircraft operating at MTOW during a hot, dry day at sea level with no wind.



Steps 4 and 5: Select Runway Length/Apply Adjustment



- ▶ MTOW of 767-300 (with JT9D-7R4D/7R4E engines) requires 10,700 feet to fly 2,300 nm.
- ▶ 767-300 has 3 engine configurations with associated runway length needs:
 - CF6-80C2B2, PW4052 – 8,100 feet
 - CF6-80A/80A2 – 9,250 feet
 - JT9D-7R4D/7R4E – 10,700 feet
- ▶ Average of runway lengths required at MTOW on a hot, dry, windless day at sea level for 3 B767-300 engine configurations is 9,350 feet.



Supplemental Aviation Utility Analysis



- ▶ Operationally preferred runway length (9,350 ft) was analyzed against entire forecasted fleet mix for:
 - Projected passenger load factors,
 - Additional lift capacities, and
 - Any potential weight penalties.
- ▶ Improves operational efficiency for many aircraft in the fleet
- ▶ Most but not all 737-700 (32% of fleet in 2020) can operate on 9,350 feet at MTOW to west coast markets with 100% passenger load, with limited weight penalties
- ▶ Most but not all 767-300 (19% of fleet in 2020) can operate on 9,350 feet at MTOW to west coast markets with 100% passenger load, with limited weight penalties



Runway 5-23 Length Analysis Conclusion



- ▶ A runway length of 9,350 feet is the operationally preferred length that provides the projected fleet mix with appropriate operational flexibility to meet the demands of serving reasonable short-, medium-, and long-haul markets, including those on the west coast.





Runway 5-23 Length Analysis

Questions?



Runway 5-23 Extension



- ▶ Meet Purpose and Need?
- ▶ Reasonable and feasible?
 - No Relocation of Post Road
- ▶ Considerations
 - Wetlands North / Buckeye Brook
 - Avoid Airport Road
 - Avoid Main Ave



Candidate Alternatives

On-Airport (Runway 5-23)



Alternative	Description	Meets P&N	Reasonable and Feasible	Carried Forward
Option 1	Shift and extend runway to the south; avoids Airport Road and Buckeye Brook	Yes	Yes	Yes
Option 2	Shift and extend runway to the north; avoids Main Avenue	Yes	Yes	Yes
Option 3	Extend runway north and south ; impacts Buckeye Brook. Airport Road, and Main Ave	Yes	No	No
Option 4	Extend runway north and south, avoids Buckeye Brook	Yes	Yes	Yes



Candidate Alternatives On-Airport (Other Projects)



Project	Meets P&N	Reasonable and Feasible	Carried Forward
Relocate Taxiway C	Yes	Yes	Yes
Demolish Hangar No. 1	Yes	Yes	Yes
Expand Terminal (8 gates)	Yes	Yes	Yes
Relocate and expand Belly Cargo/ GSE Facilities Fuel Farm	Yes	Yes	Yes
Relocate and expand Air Cargo Facility	Yes	Yes	Yes
Expand Parking	Yes	Yes	Yes



Candidate Alternatives On-Airport (Terminal Access Roadways)



Alternative	Description	Meets P&N	Reasonable and Feasible	Carried Forward
Option 1	Construct loop ramps to connect Airport Connector with Post Road	Yes	Yes	No
Option 2	Optimize existing Post Road signalized intersections	No	No	No
Option 3	Provides direct access from the Airport Connector to Long-Term Parking; new signal on Post Road.	Yes	No	No
Option 4	Construct loop ramps to connect Airport Connector with Post Road; direct access from the Airport Connector to Long-Term Parking	Yes	Yes	Yes

Results of Level 1 Screening for Candidate Alternatives



Alternative	Meets P&N		Reasonable and Feasible	Carried Forward
	Safety	Efficiency		
Regional Airports	No	No	No	No
Develop New Airport	No	No	No	No
Passenger Rail and Highway	No	No	No	No
Management of Regional Demand	No	No	No	No
Winglets	No	No	No	No
On-Airport Improvements	Yes	Yes	Yes	Yes





Results of Level 1 Screening for Candidate Alternatives

Questions?



Level 2 Screening of Preliminary Alternatives



- ▶ Develop **Preliminary Alternatives** that meet FAA's safety criteria
- ▶ Refine to achieve FAA's design and safety requirements such as EMAS or adjusting the alternatives
- ▶ Further consider impacts to roadways, surrounding neighborhoods, wetlands and Buckeye Brook



Results of Level 2 Screening

Preliminary Alternatives (16-34)



Alternative	Description	Meets P&N	Reasonable and Feasible	Carried Forward
Option 2A	Shift runway north with EMAS at 34 end, requires relocation of Airport Road	Yes	Yes	Yes
Option 2B	Shift runway to north with EMAS at both ends	Yes	Yes	Yes
Option 3	Shift runway to south, add full RSAs, avoid Airport Road	Yes	Yes	Yes
Option 3A	Shift runway to south with full RSA at 16 end and EMAS at 34 end	Yes	Yes	Yes
Option 3B	Shift runway to south with EMAS at both ends	Yes	Yes	Yes
Option 5	Shift runway slightly north, add full RSAs, reduce Buckeye Brook impacts	Yes	Yes	Yes
Option 5A	Shift runway slightly north, add full RSA at 16 end and EMAS at 34 end	Yes	Yes	Yes
Option 5B	Shift runway slightly north, add EMAS at both ends	Yes	No	No
Option 5C	Shift runway slightly north, add full RSA at 34 end and EMAS at 16 end	Yes	Yes	Yes

Results of Level 2 Screening Preliminary Alternatives (5-23)



Alternative	Description	Meets P&N	Reasonable and Feasible	Carried Forward
Option 1	Shift and extend runway to the south; avoids Airport Road and Buckeye Brook; impacts Main Ave	Yes	Yes	Yes
Option 2	Shift and extend runway to the north; avoids Main Avenue; impacts Buckeye Brook and Airport Road	Yes	Yes	Yes
Option 2A	Hold threshold at 5 end and extend north; avoids Main Avenue, reduces south impacts	Yes	Yes	Yes
Option 4	Extend runway north and south, avoids Buckeye Brook; impacts Airport Road and Main Ave	Yes	Yes	Yes
Option 4A	Extend runway north and south, with a full RSA at 5 end and EMAS at 23 end	Yes	Yes	Yes
Option 4B	Extend runway north and south, with a full RSA at 5 end and EMAS at 23 end	Yes	Yes	Yes

Results of Level 2 Screening Preliminary Alternatives (Other Projects)



Alternative	Meets P&N	Reasonable and Feasible	Carried Forward
Relocate Taxiway C to provide 400-foot lateral separation	Yes	Yes	Yes
Demolish Hangar 1	Yes	Yes	Yes
Add 8 terminal gates	Yes	Yes	Yes
Construct new belly cargo and GSE facilities	Yes	Yes	Yes
Construct new fuel farm facility	Yes	Yes	Yes
Relocate and expand Integrated Air Cargo Facility	Yes	Yes	Yes
Expand short-term parking, add long-term parking north of existing garages, or construct garage	Yes	Yes	Yes
Terminal Access Road	Yes	Yes	Yes

T.F. Green Airport Improvement Program Alternatives Refinement



- ▶ Combine Runway 16-34 Options with Runway 5-23 Options and other on-airport elements
- ▶ Meet FAA safety and design requirements
- ▶ Consider the impact to local roads, neighborhoods, and surrounding land uses; wetlands and Buckeye Brook
- ▶ Determine if construction is reasonable and feasible



T.F. Green Airport Improvement Program Alternatives Refinement



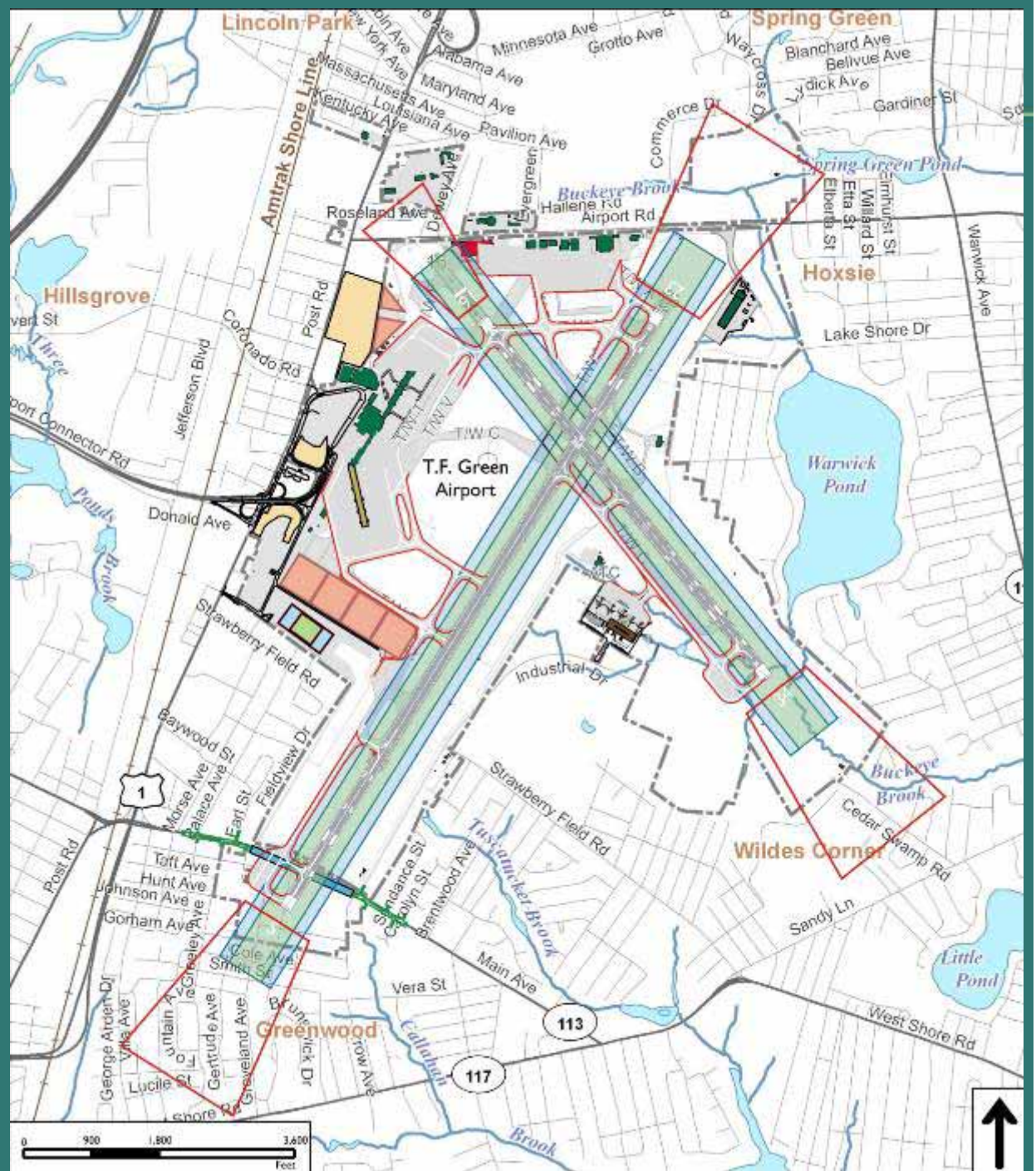
- ▶ Alternative A - Avoid Airport Road
- ▶ Alternative B - Avoid Main Avenue and Buckeye Brook South
- ▶ Alternative C - Avoid Buckeye Brook
- ▶ Alternative D - Avoid Buckeye Brook: Minimize Airport Road Relocation
- ▶ Alternative E - Avoid Buckeye Brook: Minimize Airport Road Relocation (EMAS)
- ▶ No-Action Alternative



Alternative A

Avoid Airport Road

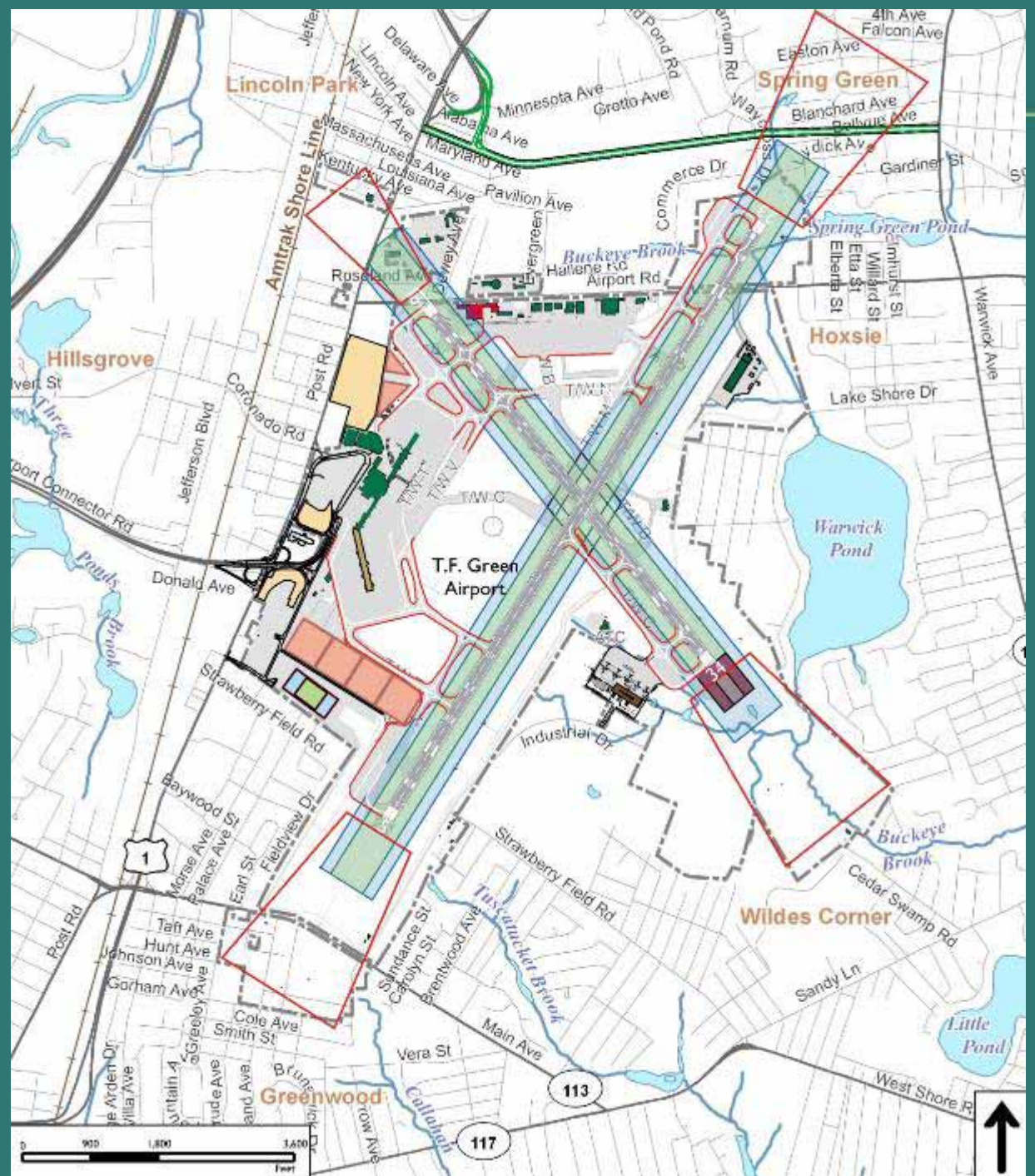
- ▶ Tunnels Main Ave
- ▶ Avoids impacts to Airport Road
- ▶ Impacts to residential land to south and commercial land to north
- ▶ Impacts Buckeye Brook (south)
- ▶ Impacts wetlands (south)



Alternative B

Avoid Main Avenue and Buckeye Brook South

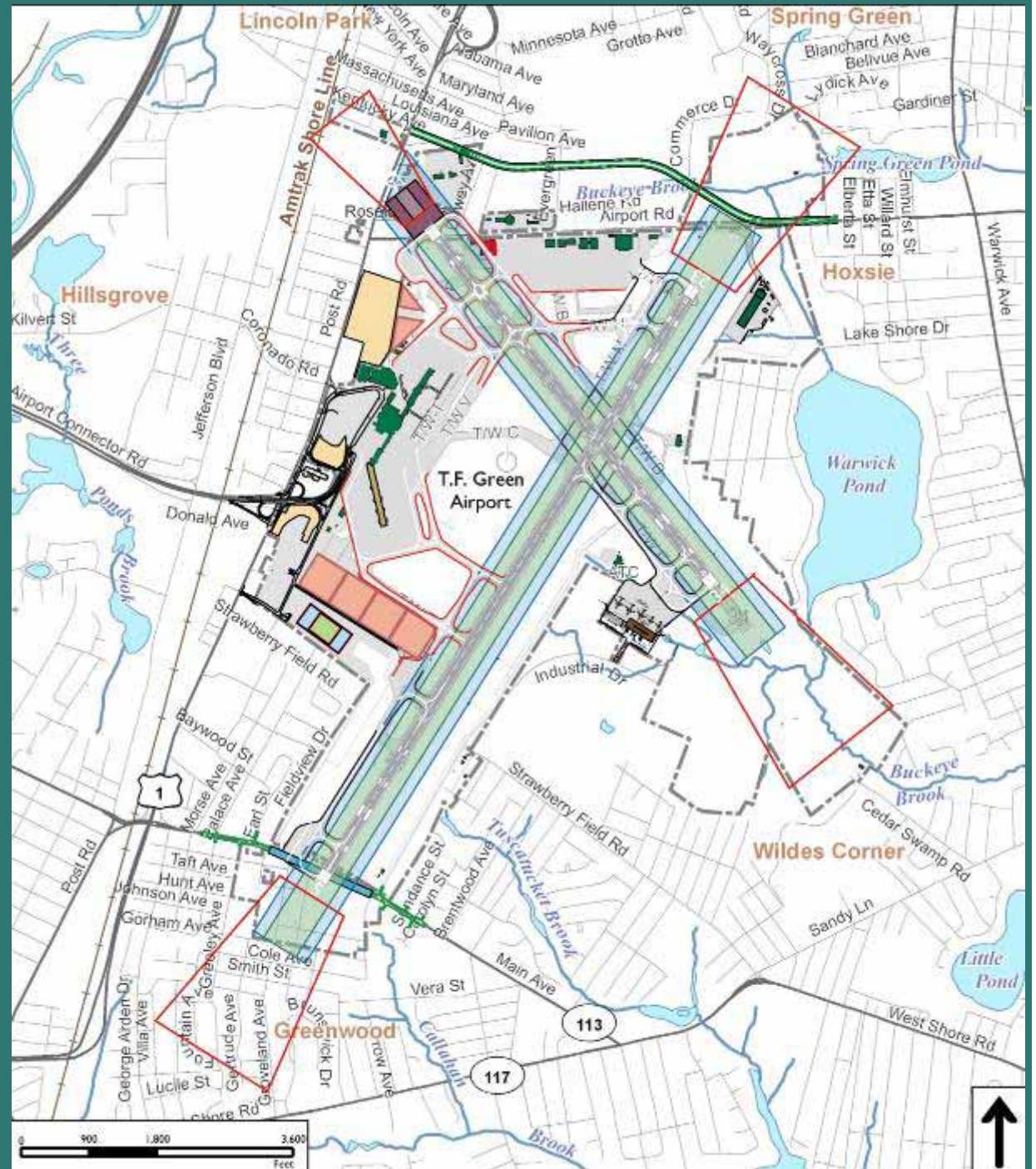
- ▶ Avoids impacts to Main Avenue
- ▶ Relocates Airport Road
- ▶ Impacts residential land commercial and to north
- ▶ Impacts Buckeye Brook (north)
- ▶ Impacts to wetlands (north)



Alternative C

Avoid Buckeye Brook

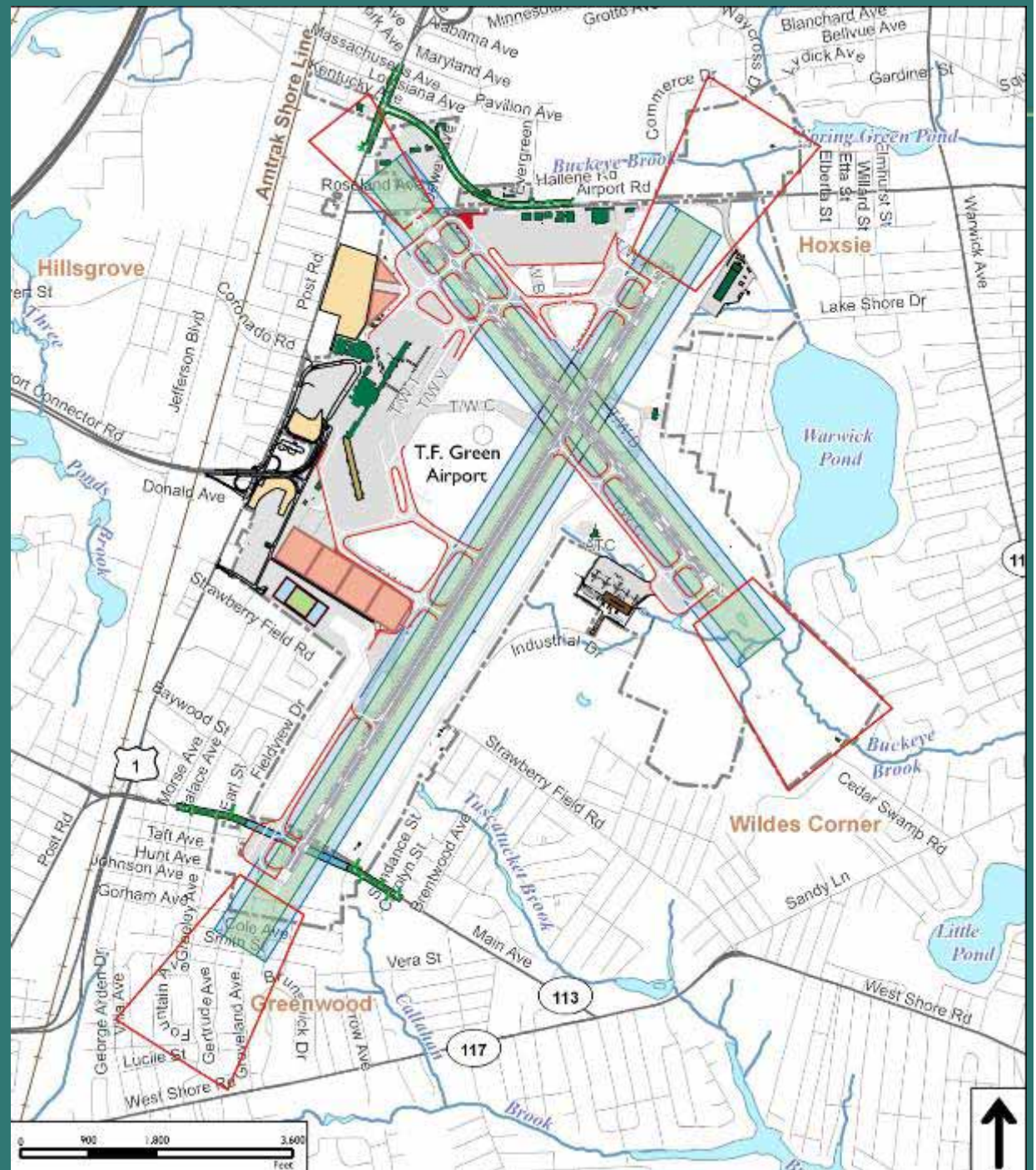
- ▶ Tunnels Main Ave
- ▶ Relocates west end of Airport Road
- ▶ Impacts residential land to south and commercial land to north
- ▶ Avoids Buckeye Brook



Alternative D

Avoid Buckeye Brook/ Minimize Airport Road Relocation

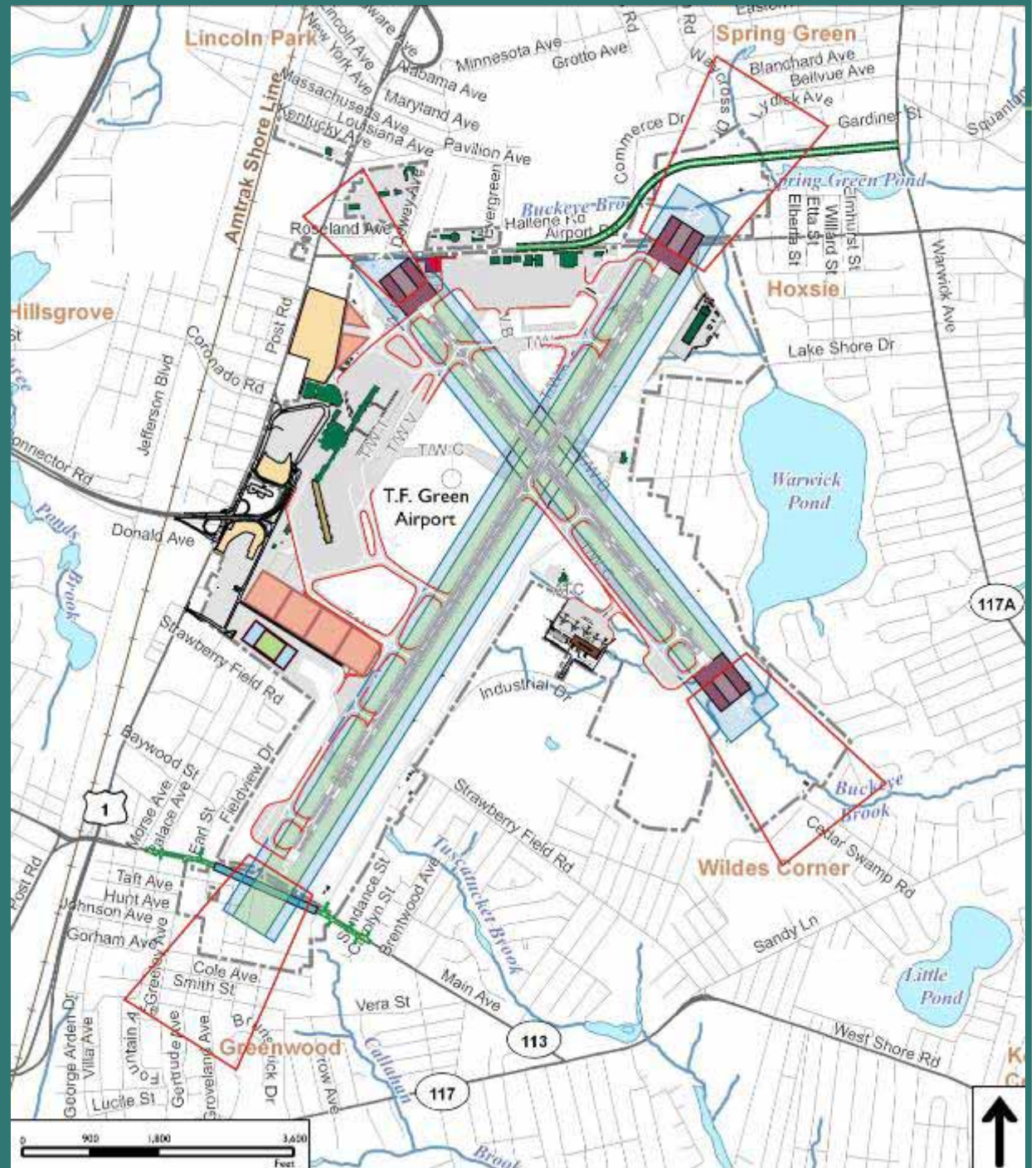
- ▶ Tunnels Main Ave
- ▶ Relocates east end of Airport Road
- ▶ Impacts residential land to south and commercial land to north
- ▶ Avoids Buckeye Brook
- ▶ Impacts wetlands (north)



Alternative E

Avoid Buckeye Brook/Minimize Airport Road Relocation / Use EMAS on 5-23

- ▶ Tunnels Main Ave
- ▶ Relocates east end of Airport Road
- ▶ Impacts residential land to south and north
- ▶ Avoids Buckeye Brook
- ▶ Impacts wetlands (south)



No-Action Alternative

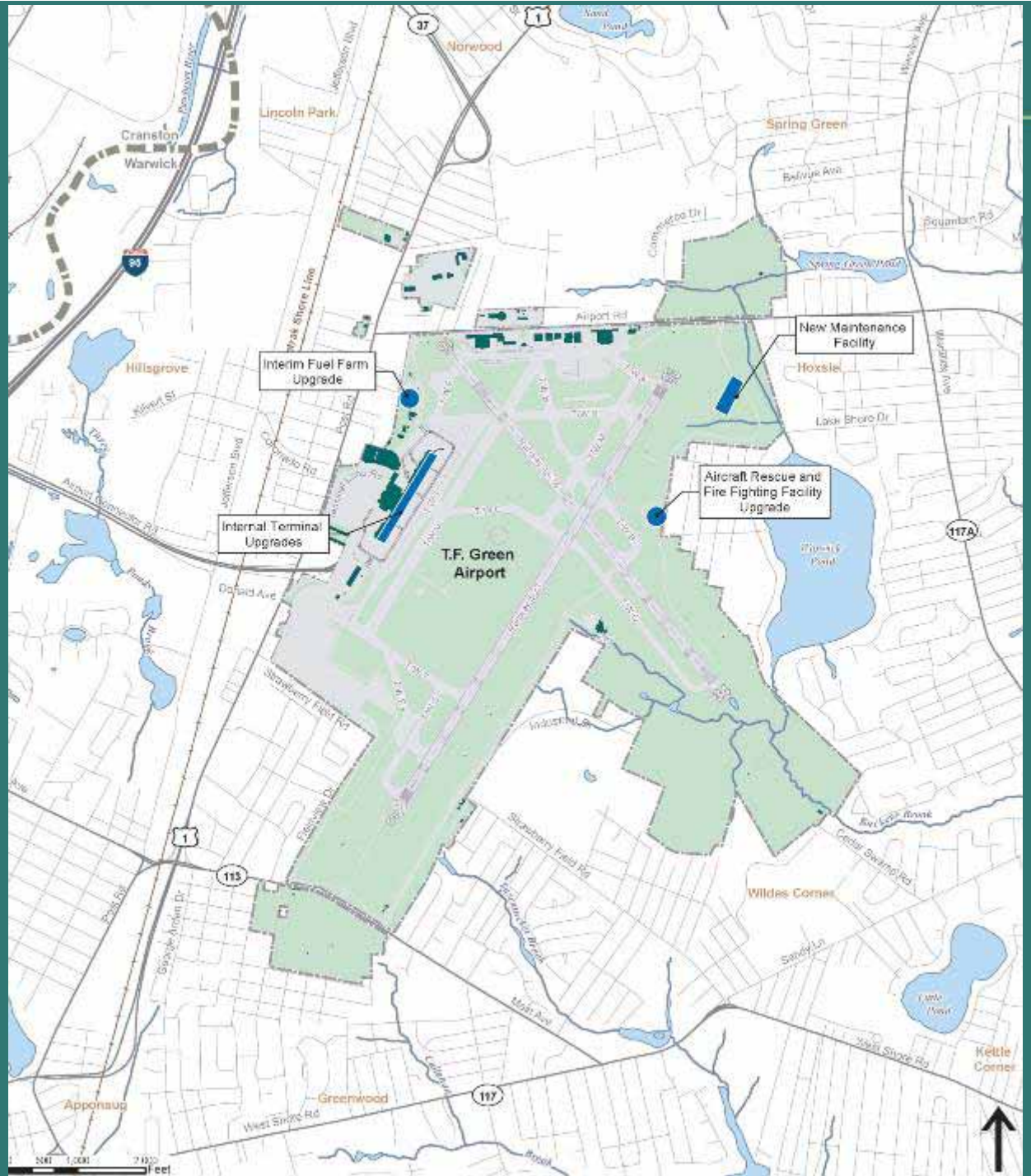


▶ Projects:

- Internal Terminal Improvements
- ARFF Upgrade
- New Maintenance Facilities
- Fuel Farm Upgrade
- Routine Maintenance & Improvements



No-Action Alternative



Proposed T.F. Green Airport Improvement Alternatives



Plus the No Action Alternative

Airport Improvement Alternative	Runway 16-34	Runway 5-23	Neighborhood	Buckeye Brook	Wetlands	Main Ave	Airport Road	Carried Forward
A	Option 3	Option 1	Greenwood	Impacts south	Substantial on 16 end	Tunnel	Avoids	Yes
B	Option 2A	Option 2A	Spring Green	Impacts north	Substantial 16 end, moderate 23	Avoids	Relocate	Yes
C	Option 5C	Option 4	Spring Green	Avoids	Moderate on 16 end	Tunnel	Relocate east end	Yes
D	Option 5	Option 1	Greenwood	Avoids	Moderate on 23 end	Tunnel	Relocate west end	Yes
E	Option 3B	Option 4A	Spring Green	Avoids	Minor	Tunnel	Relocate east end	Yes

Summary



- ▶ Evaluated Candidate Alternatives:
 - Off-airport Alternatives
 - On-airport Alternatives
 - Non-construction Alternatives
- ▶ Identified Preliminary On-Airport Alternatives for each element
- ▶ Identified 6 Airport Improvement Alternatives for further consideration in EIS





Proposed T.F. Green Airport Improvement Alternatives

Questions?



Discussion and Action



- ▶ Confirmation on range of alternatives
 - Did we miss something?
 - Have any alternatives been eliminated too early?
 - Should we eliminate any of the airport improvement alternatives?
 - Do you agree with the range of alternatives carried forward into the EIS environmental consequences analysis?



Consensus Entities



- ▶ US Army Corps of Engineers
- ▶ US Environmental Protection Agency
- ▶ US Fish & Wildlife Service

- ▶ Federal Highway Administration

- ▶ RI Department of Environmental Management
- ▶ RI Historic Preservation and Heritage Commission
- ▶ RI Coastal Resources Management Council

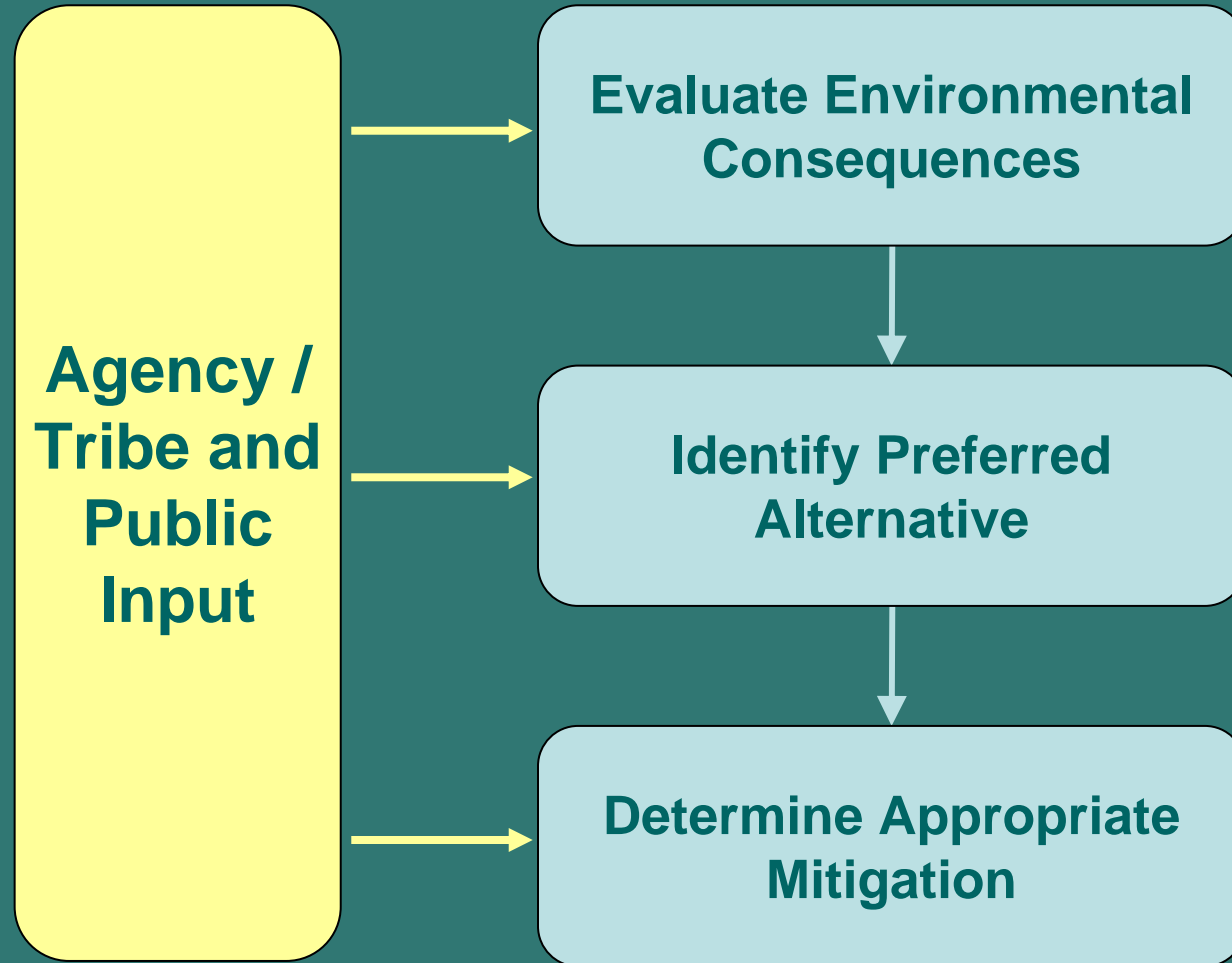
- ▶ Narragansett Indian Tribe

Consensus Forms or Comments due **April 12, 2006**

(Consensus Entities Meeting April 11, 2006)



Alternatives Screening Process: Next Steps



Upcoming Meetings



- ▶ Environmental Consequences & Mitigation
 - Series of 3 meetings: August, September, October, 2006

- ▶ Preferred Alternative & Mitigation
 - Early 2007

- ▶ DEIS Filing & Public Hearings
 - Spring 2007



Public Meetings on Alternatives



March 22, 2006 - 5:00 – 8:00pm

Warwick: Buttonwoods Community Center
3027 West Shore Rd

March 23, 2006 - 5:00 – 8:00pm

Cranston: William Hall Library
1825 Broad St





Questions & Discussion

