



Question #	Last Name	First Name	Question Asked	Response
1	Cornwall	Will	Is there any current information on long term budgets for snow removal on the Smith Street bridge sidewalks? Its been spotty at best the last several decades and it's our only pedestrian connection to the train station, Kennedy Plaza/Downtown and State House.	The City of Providence is responsible for sidewalk maintenance, including providing safe, continuous pedestrian passage and sidewalk accessibility during winter weather conditions.
2	Cornwall	Joseph	Who is the individual who has the final decision for Smith St overpass design?	The project design is a collaborative process. All projects go through Municipal, State, Federal and Stakeholder reviews. The design is developed and approved by RIDOT Project Management, the project's Design Consultant and RIDOT Senior Leadership. Ultimately, the Project Manager and RIDOT Senior Management will approve the final design.
3	Cornwall	Joseph	What is the process for neighborhood communication?	Regular communication and construction updates will be available to the public on RIDOT's project website (www.ridot.net/ProvidenceViaduct) and will also be distributed to stakeholders via mailing list using the email address provided when registering for the Webinar.
4	Cornwall	Joseph	[Who is] the Smith St overpass decision maker?	Please see response to question #2.
5	Cornwall	Joseph	Thanks so much for the webinar!	Thank you for attending - we appreciate the participation and welcome the suggestions and feedback. Please visit the RIDOT project website (www.ridot.net/ProvidenceViaduct) for additional information as it becomes available. Please contact the Business & Community Outreach Liason, Sam Guglielmi, at sam.guglielmi@dot.ri.gov to be added to the project email mailing list.
6	DeChambeau	Brian	Could you provide detail on the Atwells intersection geometry? It appears that the pedestrian crossing distance headed westbound is longer than needed. It would be preferable to have as short of a crossing as possible with curb radii such that traffic is slowed and encourage to respect pedestrians.	The image provided in the presentation is an early iteration of the design and will be revised throughout the design process, with consideration for both vehicular and pedestrian traffic. In addition to shortening the pedestrian path as much as possible, traffic signal operations will be optimized to allow for sufficient crossing times while still minimizing pedestrian exposure and encouraging slower vehicle speeds.
7	DeChambeau	Brian	There is no need for two travel lanes in each direction on Smith St. There is significant support for one vehicle travel lane in each direction to be replaced with 5' bicycle lanes and ~12' sidewalks. Wider sidewalks will accomodate better lighting, planters, and allow for easier snow clearance. Snow clearance should be prioritized to encourage non-vehicular transportation. Planters will mitigate emissions and noise from the highway. Intersection crossings at each end should be shortened as much as possible to encourage slower vehicle speeds and make for safer crossings. These treatments will support the project goals of safer operations and reduced emissions through encouragement of non-vehicular transportation while maintaining adequate traffic capacity on Smith Street. Note: while bicylce lanes would only be several hundred feet, in the absence of a parking lane the bicycle lane will allow for safe stops of bicycles outside of the vehicle travel lanes. How will these treatments be included?	The image provided in the presentation is an early iteration of the design and will be revised throughout the design process. There has been ongoing coordination with the City of Providence and RIDOT will be participating in a continued public outreach process, including the City's Bicycle and Pedestrian Advisory Council meetings, to solicit feedback as well. That feedback will be incorporated to ensure the project design aligns with, and will not hinder, the City's plans for pedestrian and bicycle access or preclude future opportunities.
8	DeChambeau	Brian	Is there any plan in the future to allow decking or air rights development over the highway in Providence?	There are currently no plans in place to allow this.
9	Gerritt	Greg	We need to reduce the amount Rhode Islanders drive. How will this project help reduce overall traffic?	The Project is not anticipated to reduce the total number of vehicles that currently use the highway within the project limits. The intent, however, is to effectively reduce the overall congestion and improve safety within this section of I-95 Northbound (NB) and the associated ramp network.
10	Gerritt	Greg	You offer reducing emissions as a goal, but if you increase traffic then what emissions you reduce gets eaten up by more traffic and more miles traveled. How will this project lead to actual real and large reductions in emissions? if it does not how does it fit into the dramatic reductions in emissions we need to meet our greenhouse gas reductions goals?	It is not anticipated that traffic will increase as a part of this project beyond what is projected under a "no-build" normal growth scenario. The goal of this project is to reduce congestion and improve safety by removing the bottleneck that currently exists on I-95 NB between the 6/10 interchange and Route 146. These improvements will reduce total vehicle hours traveled within the project area during the peak hours by up to 45%. It should be noted that the overall capacity along I-95 NB is not being increased. The project limits extend approximately 1 mile along I-95 NB and sections of the highway north and south of the project area will maintain the same number of travel lanes and capacity that currently exists. Any widening of the highway that is done within these limits is done so to remove the bottleneck, reduce weaving and improve safety.

11	Gerritt	Greg	How will you make the Smith St bridge more pedestrian friendly and will it be shoveled when it snows in the winter? Will it be a place where puddles accumulate so all pedestrians get sprayed every time a car goes by?	<p>The current design on display in the presentation is preliminary and will be developed further through the final design process. There has been ongoing coordination with the City of Providence, and RIDOT will be participating in a continued public outreach process to solicit feedback as well. That feedback will be incorporated to ensure the project design aligns with, and will not hinder, the City's plans for pedestrian and bicycle access or preclude future opportunities.</p> <p>With respect to snow and ice, the City of Providence is responsible for maintenance, including providing safe, continuous pedestrian passage and sidewalk accessibility during winter weather conditions.</p> <p>With respect to standing/ponding water, effective drainage detailing is a component of the design process and the intent is to introduce sufficient roadway profiles that collect and convey drainage away from curblines and that prevent water from accumulating on the bridge.</p>
12	Gerritt	Greg	Will there be any improvements on the Orms St bridge for pedestrians?	The Orms Street bridge crossing was replaced by RIDOT fairly recently, and thus is not included in the scope of this project. The design and construction impacts to this location will be limited to resurfacing (repaving) of I-95 NB beneath the structure.
13	Guerra	Thomas	Will there be any pile driving at night, we are concern about residents complaining	The Department is drawing heavily from lessons learned during construction of the Southbound (SB) Viaduct project. The Contractor plans to incorporate various techniques to reduce noise and lessen the impacts to the surrounding community, including the use of pre-drilling and vibratory methods to install foundation piles, versus traditional hammering.
14	Nichols	Dan	Good evening. Thank you for conducting this presentation. When will you be scheduling meetings with the abutting stakeholders to review specific designs, construction logistics and impacts on pedestrian and vehicular traffic on Promenade Street? Thank you.	Sam Guglielmi, the Business & Community Outreach Liaison for the project, can be reached at sam.guglielmi@dot.ri.gov or 401-256-1799. If you have any additional questions or concerns, or would like to meet with RIDOT staff, please reach out and RIDOT will be sure to respond promptly.
15	O'Connor	David	Can sidewalks be widened on Smith Street and bike lanes added to replace some of the travel lanes on the overpass? This project is very important for the flow between Smith Hill and the greater downtown area. (Thanks for your work!)	The current design on display in the presentation is preliminary and will be developed further through the final design process. There has been ongoing coordination with the City of Providence, and RIDOT will be participating in a continued public outreach process to solicit feedback as well. That feedback will be incorporated to ensure the project design aligns with, and will not hinder, the City's plans for pedestrian and bicycle access or preclude future opportunities.
16	Parobek	Christian	Will there be installation of bike lanes on Smith and Atwells streets to allow residents access to and from downtown and the westside?	There are no plans to install bike lanes on Smith Street or Atwells Avenue as a part of this project. However, ongoing coordination with the City of Providence will ensure the project design aligns with, and will not hinder, the City's plans for pedestrian and bicycle access or preclude future opportunities.
17	Sarli	Chris	Have any discussions of induced demand occurred? We know, from decades of observation and data, that increasing capacity of highways is a temporary fix. It's one thing to simplify traffic patterns and improve structural stability, but the idea that this will be a long-term solution is unsupported by evidence. Expanded highways create congestion, not reduce it (see: Katy Freeway, LA, etc.) 65% of people in the first poll indicated reduced congestion and emissions were most important, and this project does neither. Investing in transit and other alternatives, and the reduction of highways in urban environments, does.	This portion of I-95 NB is considered a bottleneck along the corridor. Improvements being done as a part of this project are to reduce congestion and safety issues that result from the heavy weaving movements between the 6/10 interchange and Route 146. By introducing the collector-distributor road and reducing some of the friction caused by the weaving movements, congestion will be reduced thereby reducing emissions. It should be noted that the overall capacity along I-95 NB is not being increased. This project only extends approximately 1 mile along I-95 NB. The sections of the highway north and south of the project area will maintain the same number of travel lanes and capacity that currently exists. Any widening of the highway that is done is to remove the bottleneck, reduce weaving, and improve safety.
18	Sarli	Chris	Will there be any transit-priority lanes, or the option to add them?	There will be no transit-priority lanes installed as a part of this project and there are no current plans to add them in the future along this section of interstate.

19	Sarli	Chris	<p>Are there any design considerations for pedestrian/cyclist experience for walking under the viaduct on Promenade St or Providence Place? I walk and bike under there regularly, and when it's raining, a waterfall effect can sometimes occur, meaning I either have to wade into the roadway (people drive too fast) or get drenched with runoff from the roadway.</p>	<p>The City of Providence is currently embarking on the Woonasquatucket Greenway Enhancement project, with conceptual design running concurrently with the Viaduct project. Based on the current plans, there will be some significant pedestrian and bicycle accommodations that will be added to Promenade Street from the Providence Place Mall to Eagle Square. RIDOT is coordinating with the City of Providence to ensure that the Providence Viaduct is maximizing the space available for alternative transportation modes.</p> <p>The waterfall effect noted during significant storms is attributed to the old, abandoned SB Viaduct structure and its failed bridge joints and drainage system. Replacement of the NB Viaduct and removal of the existing SB section will address the condition through the addition of new closed drainage elements and bridge joint detailing.</p>
20	Sarli	Chris	<p>Will there be any closures of local city roads, and more specifically any that would impact pedestrians/cyclists? Will there be a structure to protect these road users from potential falling debris during construction, on Promenade Street and Providence Place?</p>	<p>There will be local road closures, however the effects to pedestrians and cyclists will be mitigated to the extent practicable to ensure the safety of all stakeholders.</p> <p>There will be field demolition and erection operations that have the potential for structural elements to be suspended in the air. To address these potential debris hazards, Skanska Manafort Joint Venture (SMJV) has strict protocols for safety. Shielding will be installed in main areas that have potential impact to pedestrian and cyclists. Additionally, a majority of demolition activities will be done during street closures to eliminate the potential for safety risk to the general public.</p>
21	Schofield	Paul	<p>How long would this project take if using traditional construction methods?</p>	<p>With the ability to construct most features of this project off alignment with minimal impact to users, accelerated construction methods were not necessary or cost effective for this project.</p>
22	Spencer	Darnell	<p>To the off ramp to route 10 and Downtown, is there going to be a section off built to reduce traffic from using the lane to get to 95 north as passing?</p>	<p>Vehicles using the Exit 22 off-ramp to Route 10 and downtown will not have access back to I-95 NB without traveling through local streets. Like typical collector-distributor roads, the Exit 23 ramp would potentially allow vehicles to bypass the I-95 mainline in that section. However, there will be many more vehicles using the collector-distributor than the mainline, the design speed of the CD is lower, and vehicles would have to change lanes and weave in order to stay on I-95 NB. This would discourage vehicles from using the CD road to bypass the mainline.</p>
23	Summers	Adrian	<p>WILL PARK ST BE OPEN TO PEDESTRIANS DURING THE DAY AT ALL TIMES</p>	<p>Pedestrian access will be maintained throughout construction along Park Street between Hayes Street and Smith Street during all times of the day.</p>
24	Summers	Adrian	<p>PARK ST BRIDGE OVER RIVER</p>	<p>For the rehabilitation of the Park Street bridge over the river, there will be portions of time where the bridge will be closed to pedestrians during construction and they will be directed to use a detour, however this will be limited to the minimum timeframes practicable.</p>
25	Summers	Adrian	<p>We had a lot of noise problems during the 95s construction, are you planning to reduce the noise again?</p>	<p>See Response to Question #13, above.</p>