

Question Asked	Answer Given
How the 3 underpasses look and feel will greatly impact connectivity between the North End, Point Neighborhood, etc. Can special attention be paid to lighting, aesthetics and public art opportunities for the underpasses? What the City of Somerville, MA has done under I-93 is a great example	Lighting and landscaping are being considered throughout the project.
Is it possible to incorporate the railway line into the bike/ shared use plan	The railroad and shared-use path will run in parallel between the terminus at Bridge Street to the Van Zandt Avenue bridge. From there, the shared-use path will diverge towards the dog park and park and ride to increase connectivity.
Does the current deck work need to be completed first?	The current deck work is projected to be complete prior to construction. RIDOT and RITBA will continue to coordinate closely during the project.
Can you address the potential to expand the parking area to more than 200 cars.	The potential to expand the park and ride could be considered if needed, however any expansion is not currently programmed/funded.
In the roundabout, are bicycles positioned with pedestrians on the outer ring as shared use, or in the road with the cars?	If bicyclists are comfortable riding in traffic they can take the lane and circulate like they are a vehicle. If they are uncomfortable riding through the roundabout, dismount and walk your bike as a pedestrian at the designated crosswalks. The roundabout may include a bike ramp transition on all approaches.
will this slideshow be posted on the project website?	Yes, a PDF of the slideshow is available for usage. A video of the presentation has also been posted on the project page, so if you or anybody you know was unable to attend the meeting, they can check back at any time to get more of an in-depth look in what was said during the Town Hall from the presenters.
How will traffic be able to flow evenly into and thru the Van Zandt traffic light intersection, with 13 curb cuts on both sides of JT Connell Highway, which serves the businesses. This intersection has a high number of accidents for the area. It is in the top four in number of accidents for the study area?	The access points along JT Connell Highway mostly have low turnover and are not projected to disrupt traffic flow. The intersection with Van Zandt Avenue will see some safety upgrades, such as new traffic signal equipment, phasing changes, and additional pedestrian crossings.
I was wondering if DOT could further discuss - for drivers exiting Pell Bridge wishing to travel to Downtown Newport - how the first traffic signal after exiting Pell Bridge will reduce queuing in comparison with the current stop sign at the end of the to-be-removed ramp (to Downtown Newport). Thanks.	The first signal vehicles will encounter traveling from the Pell Bridge will have 2 left turn lanes with sufficient storage to handle left turn queues during peak commuter periods.
Would it be possible to provide enhancements to the portion of Farewell St such as reflective sticks or other minor forms of roadway dividers as opposed to the basic two-lane road.	Safety features to prevent lane departure crashes will be considered in the final design process.
(same question as prior - fixed a typo) Is the proposal to utilize the railroad right-of-way as a transit enhancement (busway or rail shuttle) out of question or still be considered? or has it just been referred to a RIPTA bus route? Also if it will be a RIPTA route, will it be a designated route for the park & ride or just an extra stop along the already infrequent Route 14 West Bay line?	The proposal to use the railroad ROW for a transit feature will be studied separately and not part of this project. RIDOT is working with RIPTA to determine what type of service will be provided at the park and ride.
Will the signage on the Pell Bridge for traffic inbound to Newport be replaced to reflect the new traffic pattern once this project is complete?	Yes all traffic signages will be updated.
How will the Trademens Center be improved?	The Trademens Center will be improved in several ways. Access/egress to the site will now be available through two access points with direct access to the Pell Bridge and more direct access to Downtown Newport. Parking will also be provided for the center and truck traffic will have better circulation around the site.
How will Elizabeth and wetlands be improved?	The brook and wetlands will be improved throughout the project area by removal of phragmites in the open channels. The drainage channel and culverts will also be improved by removing the sediment building to restore previously constructed flow conditions. There is some wetlands impacts, however, wetland mitigation is proposed as part of the project to compensate for the impacted wetlands. Floodplain mitigation is also proposed to increase the flood storage in the project area.
Does the project need to purchase land on Connell highway?	Temporary Easements will be taken in order for the proposed work to match into the existing driveways where necessary. There is one proposed vacant lot along JT Connell being considered for acquisition.
Does the park and ride space support Newport visitors as well as commuters going off the Island?	The amount of spaces provided in the park and ride utilized the maximum space available. It is anticipated that both visitors and commuters will utilize the park ride. Future vertical expansion of the park and ride is possible based on the expansion of transit in the area as well as future development in the area based on the space provided by this project.
What about the people that are very much impacted by a highway going by their house?	The project has acquired two residential properties at the end of Halsey and RIDOT is working on relocating the property owners. These structures will be removed and a vegetated landscape and fence buffer will be constructed.
The people on Halsey street will have a highway in their front yard.	Landscaping and other visual treatments are included to shield the view of the highway from residential neighborhoods.
Could the Park & Ride be enlarged to two decks allowing for 400 cars?	The potential to expand the park and ride could be considered if needed, however any expansion is not currently programmed/funded.
Large trucks going to Middletown are currently using Van Zandt Ave & turning left on Broadway. By eliminating the first exit I think you have addressed this. However, it appears to me that the shortest route for them going forward will be Admiral Kalbfus. How do you force them onto Coddington Hwy and away from Adm Kalbfus which is a residential area. They tend follow GPS apps, and ignore signage suggestions.	The project is considering rerouting Route 138 from Admiral Kalbfus Road to JT Connell and Coddington Highways.

How many are watching tonight?	There were 182 people who registered to attend the meeting and 122 people attended the meeting in total.
So when visitors from around the world first arrive in Newport, they'll see a dog park? Is there anyway to make it aesthically pleasing, befitting a world class city?	The dog park will not be part of the viewscape as vehicles enter Newport from the bridge. The highway is still elevated at that point and the dog park will be at a lower elevation. As Route 138 comes down to grade at the intersection of the new new connector road a landscaped entry way will be provided to be aesthically pleasing.
Can we get copies of the slide show	A PDF of the PowerpPoint has been made available on the RIDOT Project Page for Pell Ramps. You should be able to save a copy for yourself.
What happened to the bike path on the railroad tracks	The railroad line and shared-use path will run in parallel between the terminus at Bridge Street to the Van Zandt Avenue bridge. From there, the shared-use path will diverge towards the dog park and park and ride to increase connectivity.
How many people are partici[atim]g in this event?	Four people participated in the Town Hall. Sam Guglielmi from the RIDOT office of Business & Community Outreach, Jody Richards RIDOT Project Manager, Peter Pavao VHB Design Consultants- Director of Transportation Systems and Rick Rhodes VHB Design Consultants- Director of Highway Engineering. There were 122 people who attended the meeting in total.
70% of attendees tonight indicated that they cross the bridge into Newport for "other" reasons. Are you interested in knowing what those reasons are?	Any and all feedback is extremely helpful when planning for a large project. However it would be impossible for us to track exactly who selected "Other". We encourage people to send their feedback to Sam Guglielmi who conducts Business and Community Outreach for RIDOT so that he can then share this information with the RIDOT and VHB teams for this project. His email is <a href="mailto:Sam.guglielmi@dot.ri.gov">Sam.guglielmi@dot.ri.gov</a>
What type of contaminants are those? Can you be specific with that? It can be a risk for the health?	Contaminants associated with the Site include total petroleum hydrocarbons, volatile and semi-volatile organic compounds and metals. Risks to human health are primarily dependent on exposure, which is expected to be very low prior to construction. During construction there will be soil management provisions including erosion and sedimentation controls, covering of stockpiles with polyethylene sheeting, dust controls and security provisions to keep trespassers out of the construction zone, etc. which will be summarized in VHB's Remedial Action Work Plan for approval by the RIDEM to ensure compliance with these provisions.
As a resident of Admiral Kalbfus Rd. I want to know what is planned to alleviate the horrible traffic situation we experience day in and out. The heaviest and largest trucks take our road to get to West Main Rd. without any consideration for the fact that this road is strictly residential. We need a plan that will seriously alleviate the traffic on Kalbfus.	The project will utilize signage to help direct traffic heading north from Admiral Kalbfus Road to JT Connell and Coddington Highway.
Are Specimen trees something that you could use for a more dynamic and dramatic entrance to Newport?	Trees will be selected by a Landscape Architect befitting the area.
What if any impact will there be to the point section traffic especially 3rd St.	There is no anticipated impact to traffic flow along 3rd Street or the Point neighborhood. No traffic is anticipated to be diverted during detours.
What is happening to 3rd street north of Van Zandt?	There is no anticipated impact to traffic flow along 3rd Street or the Point neighborhood. The only work proposed along 3rd Street is limited to the intersection with Training Station Road.
What curb radii are you using for the redesigned signalized intersections?	Curb radii varies by intersection, but will allow for required vehicles to safely make turns without encroaching.
Will the bike path be on the West side of the newly installed railroad track? If so, will there be a direct access for the bikers to Hunter Field?	Due to several design constraints, the bike path will be installed on the east side of the railroad.
Can you please repeat the project URL located on the RIDOT website?	Absolutely! You can visit the RIDOT Project Page for more information regarding the Pell Ramps Reconstruction by copying & pasting this URL: <a href="http://www.dot.ri.gov/projects/pellbridgeramps/">http://www.dot.ri.gov/projects/pellbridgeramps/</a>
Will there be sidewalks on both side of the main streets?	Sidewalks will be installed on both sides JT Connell Highway and Admiral Kalbfus Road within the project limits. Sidewalk will also be provides on the north side of the proposed connector road and west side of the Pell Bridge extension.
Are some of these elements flexible, especially in regards to the North End Urban Plan? I think the park and ride is in a different spot in the NEUP.	RIDOT and the City of Newport have been and will continue to collaborate on various design elements of the project and how it related to the NEUP.
Aside from the bike path area off Third St, what is the likelihood of contaminants being unearthed in the construction area and how will RIDOT address mitigating the effects of contaminants?	Based on the testing that has been conducted and the history of the site, we expect contaminants will be found in the project area. Contaminants associated with the Site include total petroleum hydrocarbons, volatile and semi-volatile organic compounds and metals. Risks to human health are primarily dependent on exposure, which is expected to be very low prior to construction. During construction there will be soil management provisions including erosion and sedimentation controls, covering of stockpiles with polyethylene sheeting, dust controls and security provisions to keep trespassers out of the construction zone, etc. which will be summarized in VHB's Remedial Action Work Plan for approval by the RIDEM to ensure compliance with these provisions.
how does the plan deal with natural drainage and water management?	Dewatering will be subject to the soil managment provisions and RIDEM requirements.
The new ramp looks beautiful, but my concern is that increasing access for passenger vehicles with new roads will only exacerbate traffic. How has RIDOT worked with RIPTA in order to increase mass transit options to/from/in Newport?	RIDOT and RIPTA have coordinated on the design of the park and ride to facilitate bus service and to mitigate impact to any existing stops during construction. RIPTA will determine what type of service will be provided at the park and ride.