

Right-of-Way Acquisition and Relocation **Analysis**

PELL BRIDGE RAMPS

Alternative 1 - Summary of Right-of-Way Impacts

This is a “No-Build” Alternative with minimal right-of-way impacts other than partial acquisitions/strip takings to allow for the widening along J. T. Connell Highway. As is typical with roadway widenings, we may assume there may be temporary easements that could further impact frontage lots during construction. The costs associated with the takings are listed in the spreadsheet for this alternative. Not included in the costs is the potential for severance damages to remaining properties that are improved with commercial buildings. It appears from the plan provided that a significant number of businesses along this section of the roadway have designated parking spaces that are encroaching on the existing State right-of-way. The loss of parking spaces and/or the need to use the existing state right-of-way would not be compensable. If it was determined that the areas acquired, and not taking into account encroachments, diminished the value of remaining property it could result in an increase of the estimated acquisition costs. Furthermore, should any taking rise to the level that a business could not operate as a direct result of the project, it may be necessary to administer relocation assistance. For purposes of this evaluation we assume that this could easily be undertaken by staff and the costs, if deemed necessary, would be as itemized in the spreadsheet.

Alternative 2, 3A, 3B and 3C - Summary of Right-of-Way Impacts

Similar to the “No Build” Alternative 1, Alternatives 2 through 3C depict the widening of J. T. Connell Highway but only along the westerly side such that the impacts are minimal. As is typical with roadway widenings, we can assume there may be temporary easements that could further impact frontage lots during construction. The costs associated with the takings are listed in the spreadsheet for this alternative. It appears from the plan provided that some businesses along this section of the roadway have designated parking spaces that are encroaching on the existing State right-of-way. The loss of parking spaces, and/or the need to use the existing State right-of-way, would not be compensable. If it was determined that the areas acquired, and not considering encroachments, diminished the value of remaining property, it could result in an increase of the estimated acquisition costs.

Furthermore, should any taking rise to the level that a business could not operate as a direct result of the project, it may be necessary to administer relocation assistance. For purposes of this evaluation we assume that this could easily be undertaken by staff and the costs, if deemed necessary, would be as itemized in the spreadsheet.

That said, in all four (4) of these alternatives, significant acquisitions from the City are shown. Most of the land acquisitions appear to be from a platted street (so-called Halsey

Street) that in essence would be replaced in kind, but for comparison purposes is included in the estimation of fair-market value (Est. FMV) on the spreadsheet. Additionally, the proposed access road appears to encumber the parking area adjacent to the Public Works/and or the Newport Water Authority building for which some form of mitigation such as a replacement lot may need to be provided.

Alternatives 3A through 3C also depict an acquisition of an area to construct a street connection adjacent to AP 9/Lot 399 which has the potential loss of parking for a business identified as a restaurant. This is in addition to the (above) impacts to the City property including a parking area and Halsey Street.

Alternative 4A - Summary of Right-of-Way Impacts

Alternative 4A depicts the realignment of the roadway extending from the existing off-ramp northward to Admiral Kalbfus. The alignment impacts the "Tradesman" buildings which is a multi-unit business complex consisting of 43 units. A spreadsheet breakdown of the estimated costs and property descriptions are appended to this section. The total estimated costs associated with the acquisition of property and subsequent relocation of individuals and businesses for this alternative is approximately \$7,300,000.

The cost alone may not be a deciding factor in the selection of a preferred alternative. Consideration of the potential economic impacts of the relocation of businesses from this location, the availability of replacement sites, the implementation of a Relocation Assistance Program in compliance with the Uniform Act, and the amount of time that would be necessary to complete all of the business relocations to allow the project to proceed to construction are pertinent factors.

It would be reasonable to assume that RIDOT would need to supplement its right-of-way staff with consultants to undertake this many relocations, and the estimated amount of time to complete the acquisition and relocation process could easily approach two (2) years. The number of available sites for the businesses that occupy the Tradesman buildings within the City of Newport is limited and may result in the need to find sites outside of the City limits. This not only creates some hardship for the displaced businesses in terms of both distance and the fact that many of these are owned condominiums which are difficult to replicate in other areas, but also on the clients/customers they serve.

Alternative 4B - Summary of Right-of-Way Impacts

Alternative 4B shifts the roadway alignment to the south avoiding the impact to the Tradesman buildings. However, a strip taking from the lots and reconfiguration of access makes maneuverability to and around the Tradesman buildings difficult such that the Department should expect a request to restore parking spaces that

they currently use off-site as well as enhanced access from the west side access road shown on the plan.

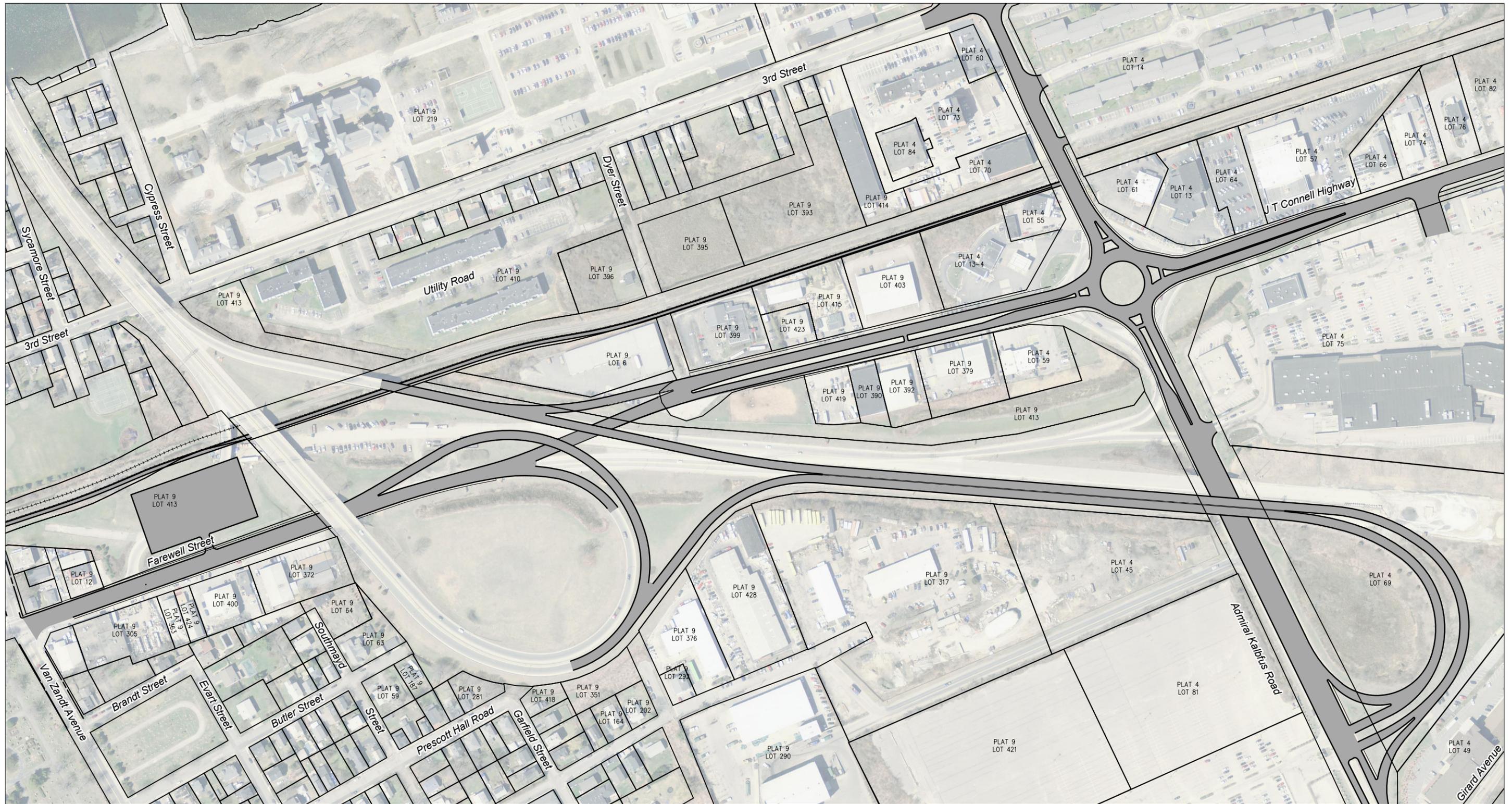
Alternative 4B comes with other impacts beyond the Tradesman buildings:

- A vacant lot.
- A single-family dwelling that appears to be owner occupied: Relocation assistance will be required but deemed non-complex.
- A two-family dwelling occupied by a family of 4-6 on one side and relatives on the other. A carve out and so-called “last resort housing” may come into play making this a complex relocation that would need to be undertaken. An initial discussion at a public meeting indicated as many as 4 children occupy a unit with less than 3 bedrooms on one side. Grandparents to the children reside in the other unit to subsidize both space and caretaking.
- A two-story commercial building that appears to house a non-profit organization on one floor.
- The acquisition of a portion of the Waste Management refuse facility. The Transfer Station will remain. Modifications to the truck scale and scale house may be required; the office building will be acquired. At an initial meeting with the Company representatives, they indicated the office space could be offsite and did not have to be proximate to the transfer station.
- The acquisition of a municipal building associated with Public Works/and or the Newport Water Authority. The estimated cost of the acquisition is depicted in the spreadsheet listing right-of-way impacts for this alternative. However, a “Functional Replacement” pursuant to Federal Regulation could be requested in which the Municipality can waive compensation for what is a depreciated building in favor of reimbursement of the costs associated with replacing the facility with a functionally equivalent building that is both modern and code compliant.

The total estimated costs associated with the acquisition of property and subsequent relocation of individuals and businesses for this alternative is approximately \$3,180,000. A spreadsheet breakdown of the estimated costs and property descriptions are appended to this section.

Alternative 1

Map	Lot	Address	Property Type	Description of Building	Land Taken (SF)	Est. FMV	Relocation Cost
4	75	199 JT Connell Memorial Road	Commercial	Plaza w/ anchor x2, Restaurant, Store x2	320	\$3,200	N/A
9	399	102 JT Connell Memorial Road	Commercial	Restaurant	600	\$9,000	
9	415	110 JT Connell Memorial Road	Commercial	Club/Lodge, Garage	325	\$4,875	
9	423	112 JT Connell Memorial Road	Commercial	Service Shop	315	\$6,300	
9	419	JT Connell Memorial Road	Commercial	Self Storage	695	\$13,900	
9	390	111 JT Connell Memorial Road	Commercial	Self Storage	270	\$6,750	
9	392	JT Connell Memorial Road	Commercial	Self Storage	405	\$10,125	
9	403	122 JT Connell Memorial Road	Commercial	12 Condo Units	570	\$8,550	
9	379	129 JT Connell Memorial Road	Commercial	Self Storage	715	\$10,725	
4	59	135 JT Connell Memorial Road	Commercial	Convenient Store	340	\$8,500	
4	13	138 JT Connell Memorial Road	Commercial	Gas Station, Mart	540	\$8,100	
Totals					5,095	\$90,025	
Totals excluding City Property					5,095		



Aerial Source: RIGIS

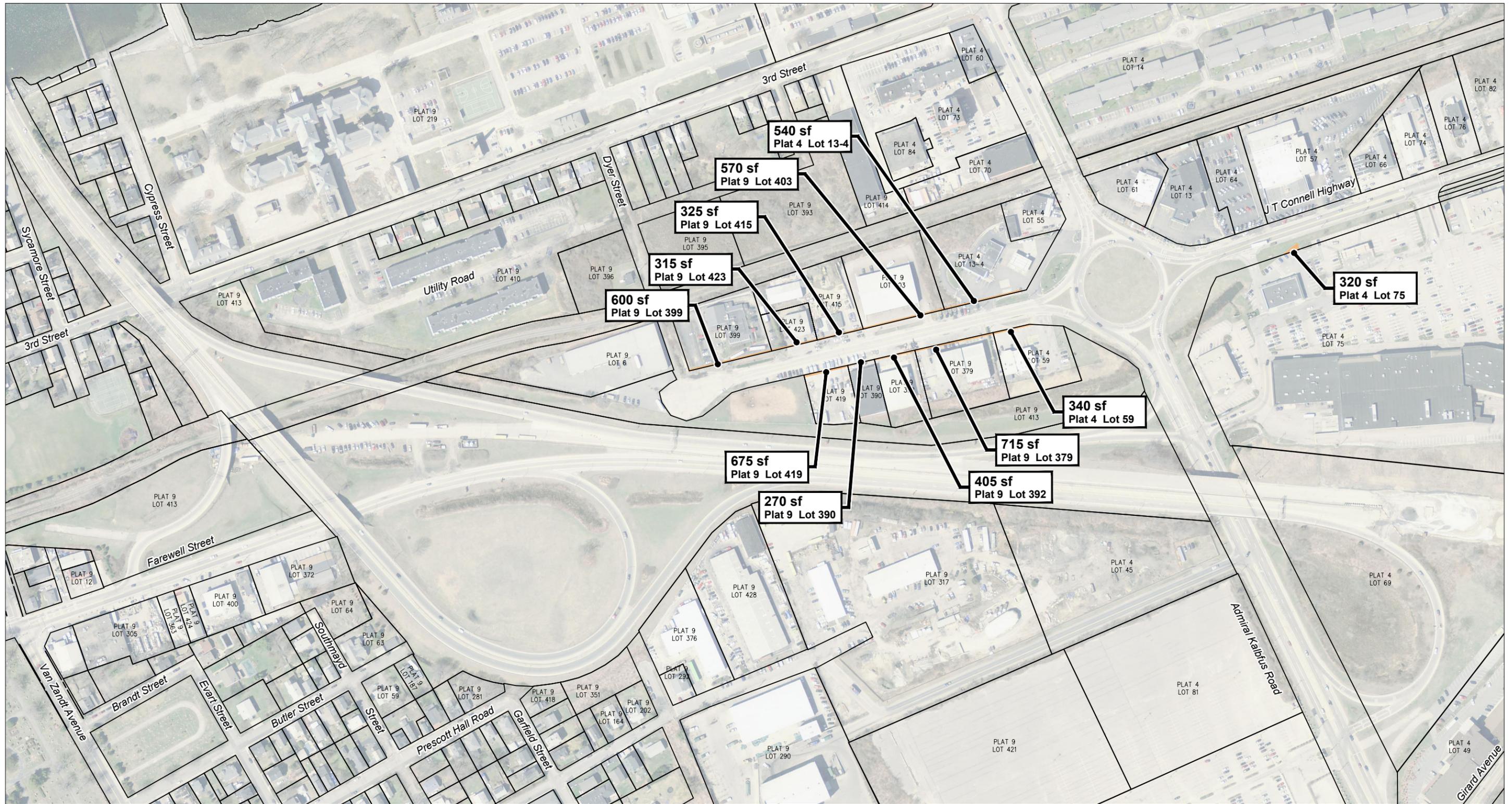


Alternative 1
Proposed Improvements



0 125 250 Feet

Reconstruction of the Pell Bridge Approaches
Newport/Middletown, Rhode Island



Aerial Source: RIGIS

Legend
[Orange Line] ROW Takings



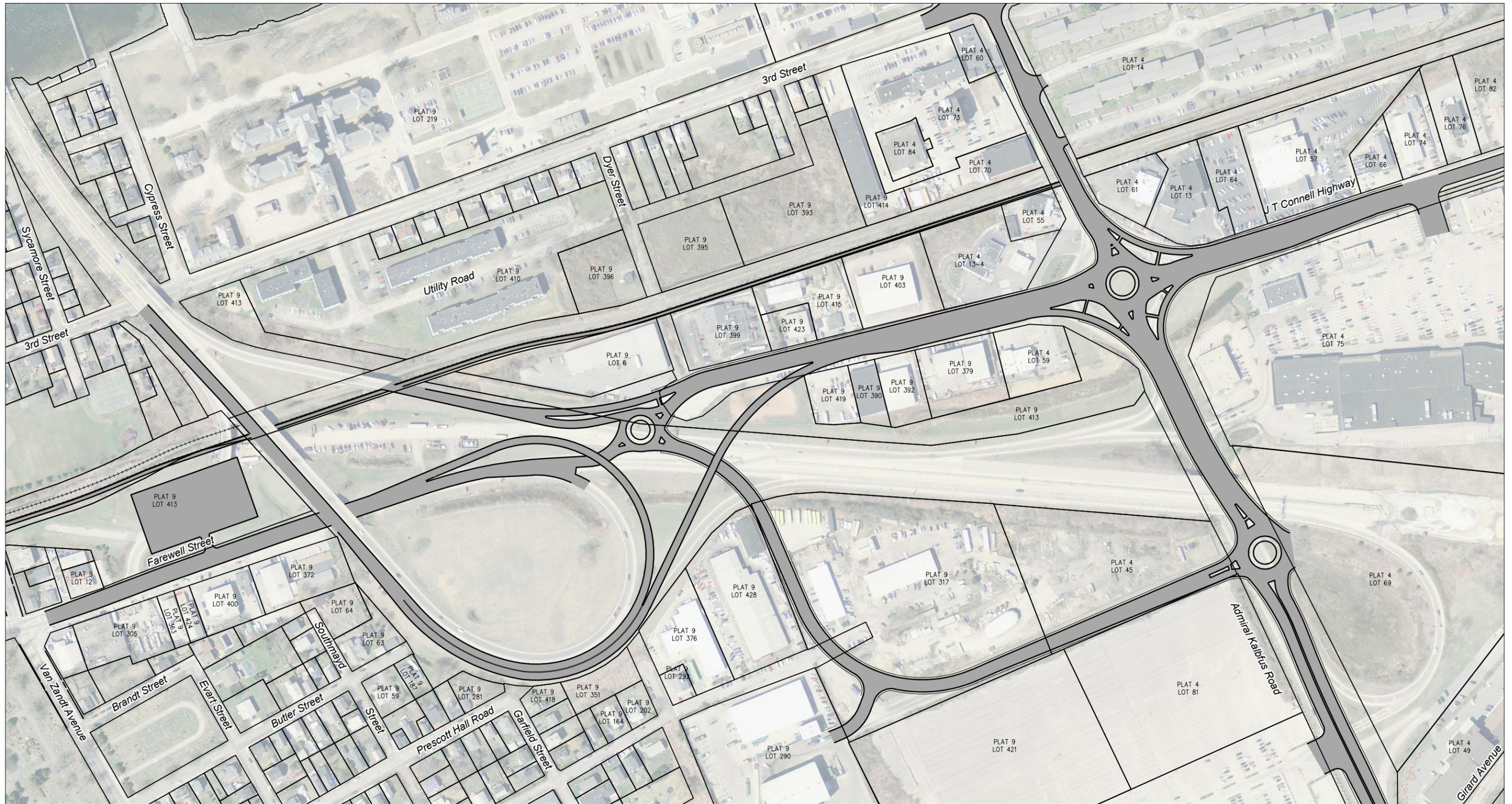
Alternative 1
Summary of Right-of-Way Impacts



**Reconstruction of the Pell Bridge Approaches
Newport/Middletown, Rhode Island**

Alternative 2

Map	Lot	Address	Property Type	Description of Building	Land Taken (SF)	Est. FMV	Relocation Cost
4	75	199 JT Connell Memorial Road	Commercial	Plaza w/ anchor x2, Restaurant, Store x2	320	\$3,200	N/A
9	399	102 JT Connell Memorial Road	Commercial	Restaurant	555	\$8,325	
9	415	110 JT Connell Memorial Road	Commercial	Club/Lodge, Garage	650	\$9,750	
9	423	112 JT Connell Memorial Road	Commercial	Service Shop	600	\$12,000	
9	403	122 JT Connell Memorial Road	Commercial	12 Condo Units	1,200	\$18,000	
4	13	138 JT Connell Memorial Road	Commercial	Gas Station, Mart	1,180	\$17,700	
9	317	70-90 Halsey Street	City	Service Shop, Pre- Eng Manufacturing, Water Facility	51,680	\$516,800	
4	45	Admiral Kalbfus Road	City	Staging Area	26,800	\$268,000	
Totals					82,985	\$853,775	
Totals excluding City Property					4,505		



Aerial Source: RIGIS

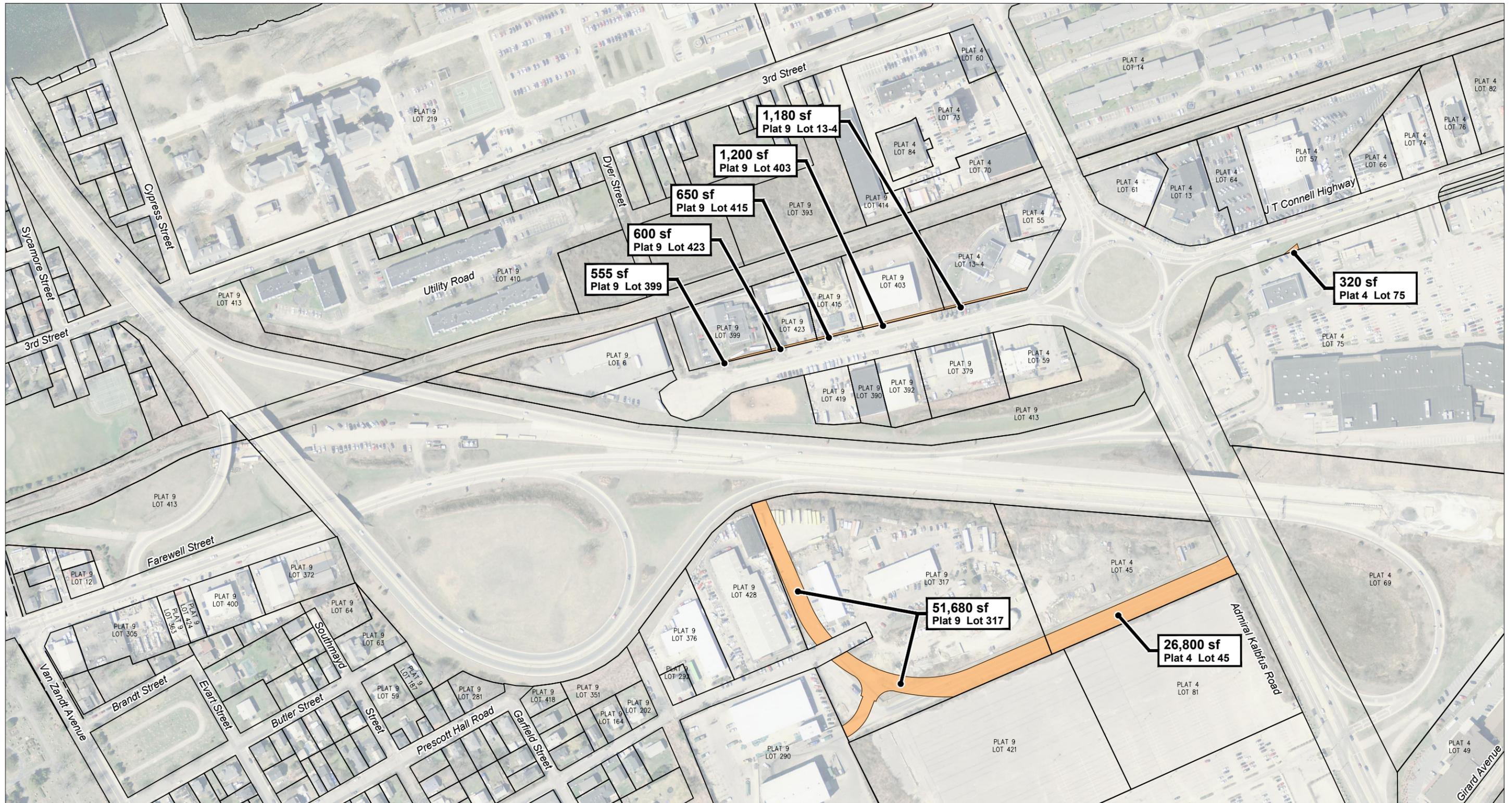


Alternative 2
Proposed Improvements



0 125 250 Feet

Reconstruction of the Pell Bridge Approaches
Newport/Middletown, Rhode Island



Aerial Source: RIGIS

Legend
[Orange Line] ROW Takings



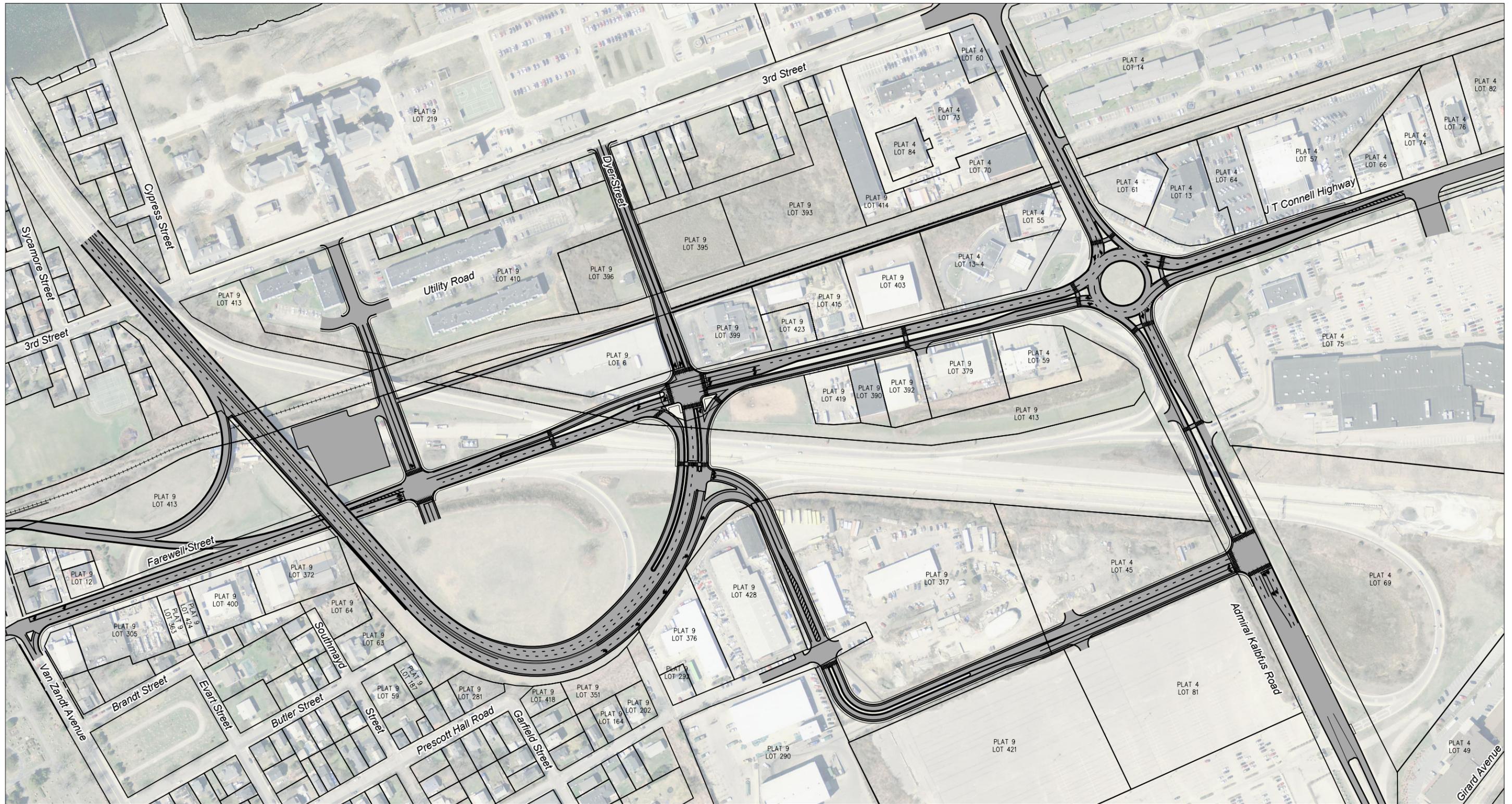
Alternative 2
Summary of Right-of-Way Impacts



**Reconstruction of the Pell Bridge Approaches
Newport/Middletown, Rhode Island**

Alternative 3A, 3B, and 3C

Map	Lot	Address	Property Type	Description of Building	Land Taken (SF)	Est. FMV	Relocation Cost
4	75	199 JT Connell Memorial Road	Commercial	Plaza w/ anchor x2, Restaurant, Store x2	320	\$3,200	N/A
9	399	102 JT Connell Memorial Road	Commercial	Restaurant	2,820	\$42,300	
9	415	110 JT Connell Memorial Road	Commercial	Club/Lodge, Garage	650	\$9,750	
9	423	112 JT Connell Memorial Road	Commercial	Service Shop	600	\$12,000	
9	403	122 JT Connell Memorial Road	Commercial	12 Condo Units	1,200	\$18,000	
4	13	138 JT Connell Memorial Road	Commercial	Gas Station, Mart	1,180	\$17,700	
9	317	70-90 Halsey Street	City	Service Shop, Pre- Eng Manufacturing, Water Facility	64,195	\$641,950	
4	45	Admiral Kalbfus Road	City	Staging Area	34,605	\$346,050	
Totals					105,570	\$1,090,950	
Totals excluding City Property					6,770		



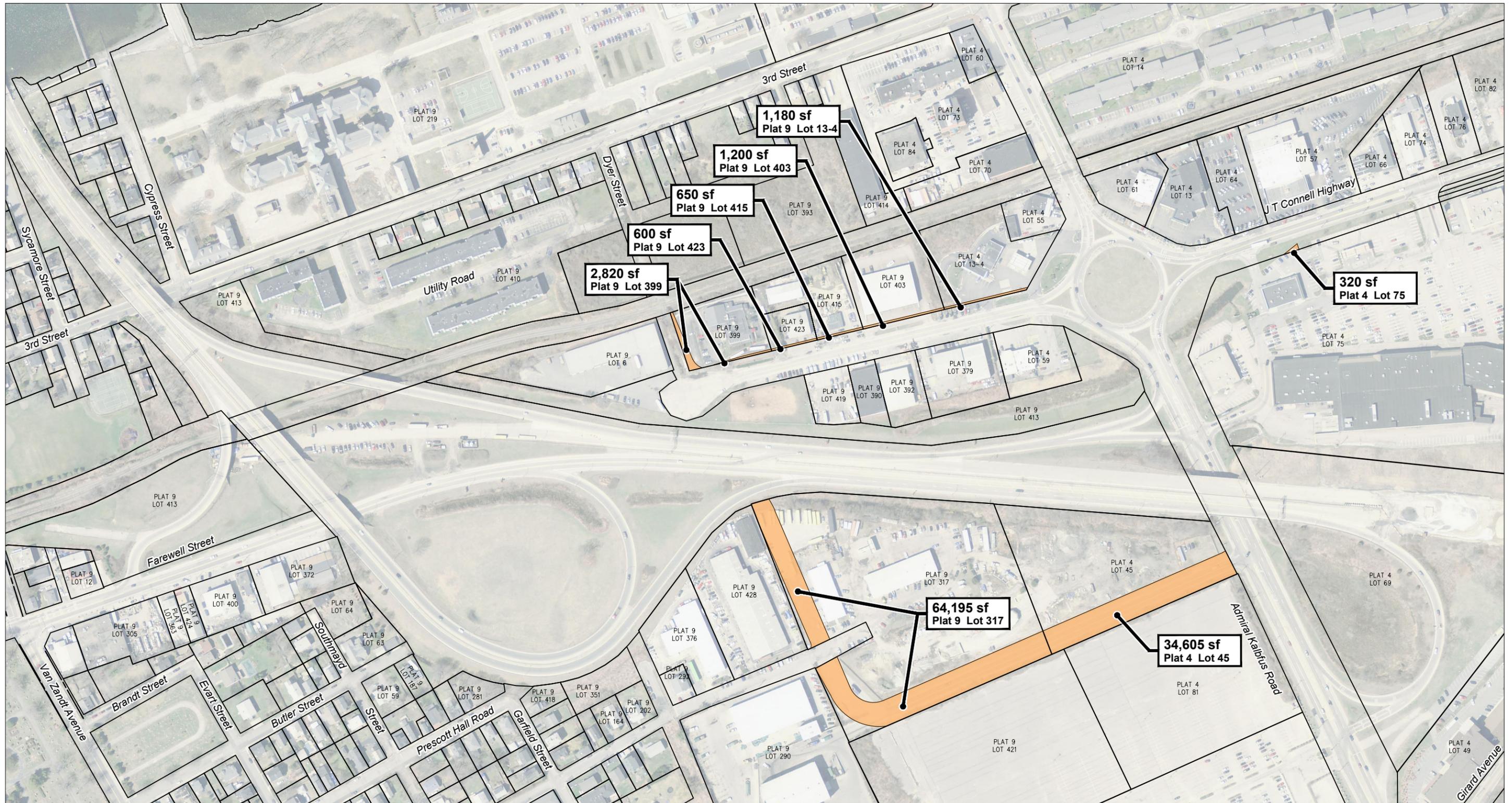
Aerial Source: RIGIS



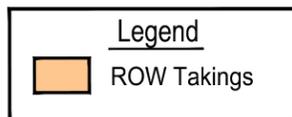
Alternative 3A
Proposed Improvements



**Reconstruction of the Pell Bridge Approaches
Newport/Middletown, Rhode Island**



Aerial Source: RIGIS



Alternative 3A thru 3C
Summary of Right-of-Way Impacts

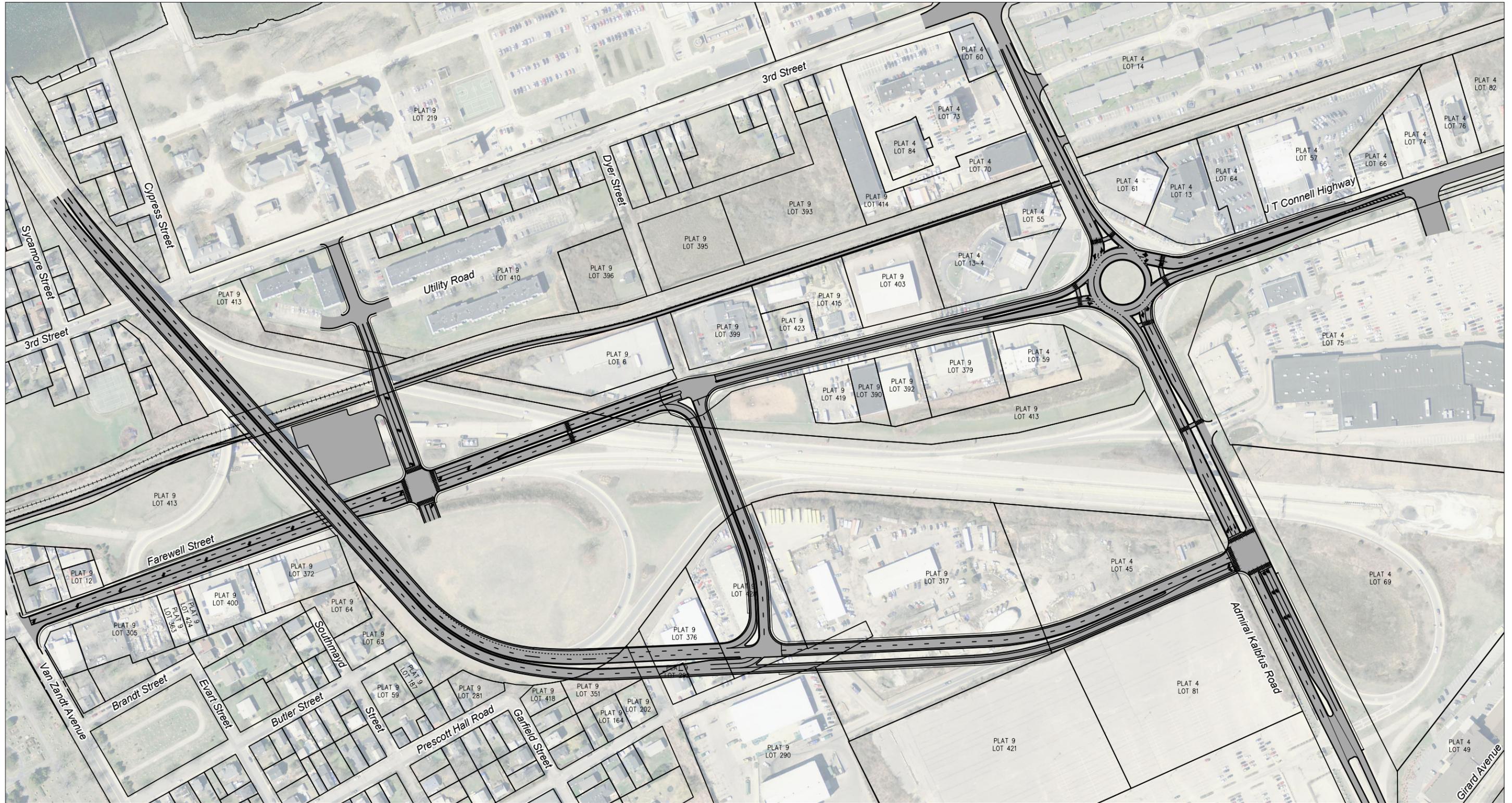


0 125 250 Feet

Reconstruction of the Pell Bridge Approaches
Newport/Middletown, Rhode Island

Alternative 4A

Map	Lot	Address	Property Type	Description of Building	Land Taken (SF)	Est. FMV	Relocation Cost
4	75	199 JT Connell Memorial Road	Commercial	Plaza w/ anchor x2, Restaurant, Store x2	320	\$3,200	N/A
9	351	Rutgers Street		Vacant Land	16,700	\$167,000	N/A
9	292	60 Halsey Street	Commercial	2-Story, Commercial	6,015	\$375,000	\$25,000
9	317	70-90 Halsey Street	City	Service Shop, Pre- Eng Manufacturing, Water Facility	50,470	\$504,700	N/A
4	45	Admiral Kalbfus Road	City	Staging Area	35,290	\$352,900	N/A
9	428	64 Halsey Street	Commercial	29 Condo Units	34,740	\$3,742,700	\$840,000
9	376	62 Halsey Street	Commercial	13 Condo Units	17,585	\$1,836,120	\$340,000
Totals					161,120	\$6,436,420	\$1,180,000
Totals excluding City Property					75,360		



Aerial Source: RIGIS

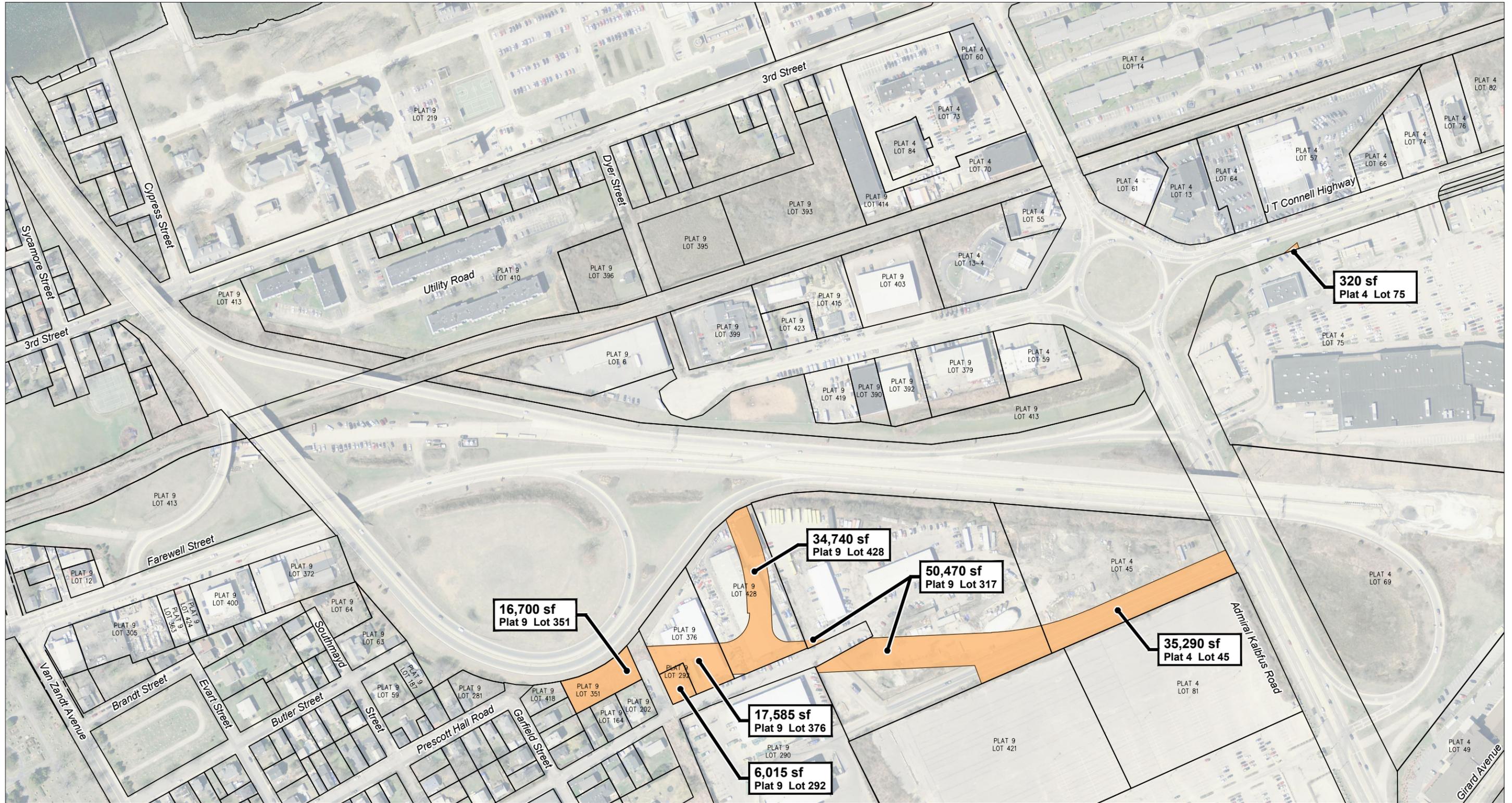


Alternative 4A
Proposed Improvements



0 125 250 Feet

Reconstruction of the Pell Bridge Approaches
Newport/Middletown, Rhode Island



Aerial Source: RIGIS

Legend

 ROW Takings



Alternative 4A
Summary of Right-of-Way Impacts

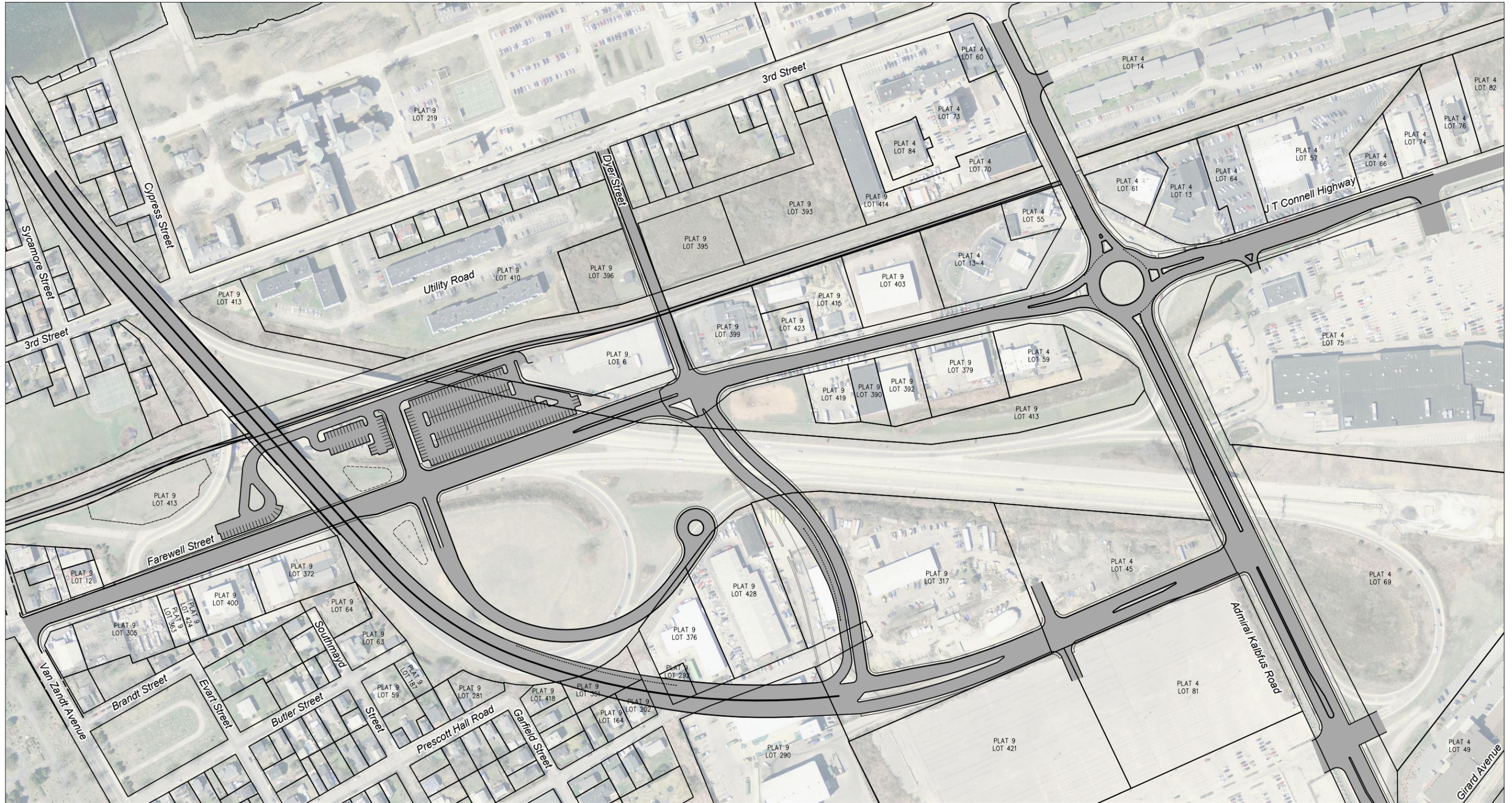


0 125 250 Feet

**Reconstruction of the Pell Bridge Approaches
Newport/Middletown, Rhode Island**

Alternative 4B

Map	Lot	Address	Property Type	Description of Building	Land Taken (SF)	Est. FMV	Relocation Cost
4	75	199 JT Connell Memorial Road	Commercial	Plaza w/ anchor x2, Restaurant, Store x2	320	\$3,200	N/A
9	399	102 JT Connell Memorial Road	Commercial	Restaurant	880	\$13,200	N/A
9	351	Rutgers Street		Vacant Land	16,700	\$167,000	N/A
9	164	56 Halsey Street	Residential	1-Story, Two-Family	7,660	\$350,000	\$125,000
9	202	58 Halsey Street	Residential	2 Story, Single Family	7,945	\$375,000	\$40,000
9	292	60 Halsey Street	Commercial	2-Story, Commercial	6,015	\$375,000	\$25,000
9	290	65 Halsey Street	Commercial	2-Story, Office Building	43,490	\$804,900	\$225,000
9	317	70-90 Halsey Street	City	Service Shop, Pre- Eng Manufacturing, Water Facility	93,745	\$1,278,700	\$200,000
4	45	Admiral Kalbfus Road	City	Staging Area	41,875	\$418,750	N/A
9	376	62 Halsey Street	Commercial	13 Condo Units	1,285	\$12,850	N/A
Totals					219,915	\$3,798,600	\$615,000
Totals excluding City Property					84,295		



Aerial Source: RIGIS

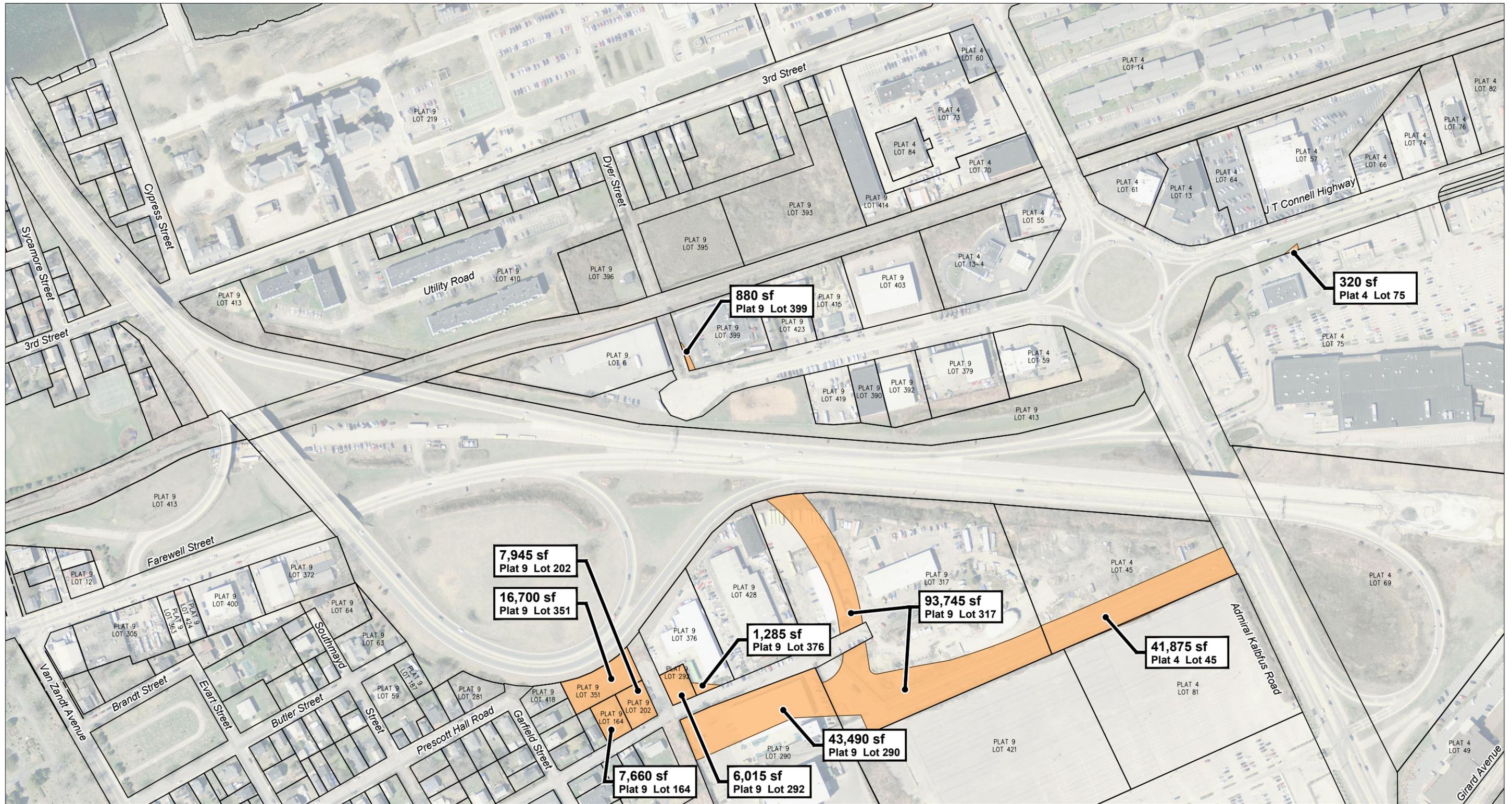


Alternative 4B
Proposed Improvements



0 125 250 Feet

**Reconstruction of the Pell Bridge Approaches
Newport/Middletown, Rhode Island**



Aerial Source: RIGIS

Legend

 ROW Takings



Alternative 4B
Summary of Right-of-Way Impacts



**Reconstruction of the Pell Bridge Approaches
Newport/Middletown, Rhode Island**

ROW Action for Wetland Mitigation

As discussed in Section 7.4, wetland impacts cannot be avoided in some areas under the Proposed Action because of the geometric requirements of roadway design to ensure safety. The loss of approximately 0.5 acre of wetland would require compensatory mitigation to replace the lost wetland area and functions. The potential for wetland restoration has been identified at a historically filled site on the west side of JT Connell Highway consisting of an abandoned restaurant property and an adjacent, undeveloped property that is mostly wetland (Wetland A-24). This site presents an opportunity for fill removal to restore a buried wetland and restore areas of Wetland A-24.

The figure below shows the property in question (Map 04/Lot 052). As part of the Proposed Action, RIDOT will consider this property for wetland mitigation.

