Department of Transportation
Two Capitol Hill
Providence, RI 02903

Office 401-222-2450
Fax 401-222-3905

November 17, 2025

Colin K. Kennedy, MPA
City Manager
City of Newport
43 Broadway
Newport, RI 02840

Dear Mr. Kennedy,

RIDOT has finalized the summer truck count study (Class 7 trucks and above) that was discussed during the January 30, 2025 meeting held between RIDOT, the City of Newport, and the Town of Middletown. The purpose of conducting the additional study is to provide an apples-to-apples comparison between previous July truck counts and gather origin-destination information on their traveled routes. The completed study conducted by Vanasse Hangen Brustlin (VHB) can be found attached to this letter.

Findings showed that on the July observed day, there were 49 Class 7 vehicles and above recorded traveling both bounds on Admiral Kalbfus Road east of the Halsey Street intersection between the hours of 7:00AM and 7:00PM. Out of the 49, 30 of these heavy vehicles traveled from Halsey Street to Admiral Kalbfus eastbound. Of those 30 vehicles, 20 proceeded to turn left at the West Main Road/Broadway intersection, while 10 continued eastbound on Miantonomi Avenue.

Similar to the Admiral Kalbfus eastbound route, Halsey Street to Coddington Highway via Admiral Kalbfus Road westbound and JT Connell Highway, experienced a similar volume of Class 7 and above vehicles at 29. With both routes having a similar number of heavy trucks and the total number considered low over the 12 hour period (averaging 4 vehicles an hour), a shift in some of the volume from one route to another is not anticipated to be noticeable. There is existing Truck Route signage on Halsey Street directing trucks to utilize the JT Connell Highway/Coddington Highway route (now identified at Route 138). A recommendation would be to enhance that signage for this route approaching from both directions to redirect some of the Admiral Kalbfus eastbound traffic to the other route, particularly for heavy truck traffic continuing north on the island. This action can be completed through RIDOT Maintenance forces.

If Class 7 and above trucks are restricted on Admiral Kalbfus Road, all the heavy truck traffic would be redirected to a roadway that also has similar risk factors, such as pedestrian and bicycle use, a school (CCRI), and residential homes along the route. In addition, there are no existing physical attributes on Admiral Kalbfus Road that would warrant the need to restrict heavy vehicles. Therefore, my recommendation to the State Traffic Commission (STC) would be to not restrict Class 7 and above truck restrictions on Admiral Kalbfus Road.

I appreciate the partnership with the City to continue to implement safety enhancements on Admiral Kalbfus Road, including: Automated speed and red light running enforcement; Rectangular Rapid Flashing Beacon

(RRFB) installation at the Sagamore Street crosswalk; Implementing No Turn on Red for all approaches to the Hillside Avenue intersection; and installing electronic speed feedback signage on the corridor.

The STC will plan to discuss and vote on this issue at the December 3rd meeting at 10 AM in Room 135 of the State House, which is open to the public. If you have any questions prior to the meeting, do not hesitate to contact me.

Sincerely,

Sean Raymond

Sean Raymond, P.E.
Assistant Director of Administrative Services – Office of Safety
Rhode Island Department of Transportation

Attachment

cc: The Honorable Charles M. Holder, Mayor (City of Newport)
Captain Ryan Duffy, Police Chief (City of Newport)
Shawn Brown, Town Administrator (Town of Middletown)
Jason Ryan, Chief of Police (Middletown Police Department)
Pristawa, Raymond, Sasso, King; City File (all w/ attachment)

Memorandum

To: Sean Raymond, PE
RIDOT Office of Safety

Date: 9/30/2025

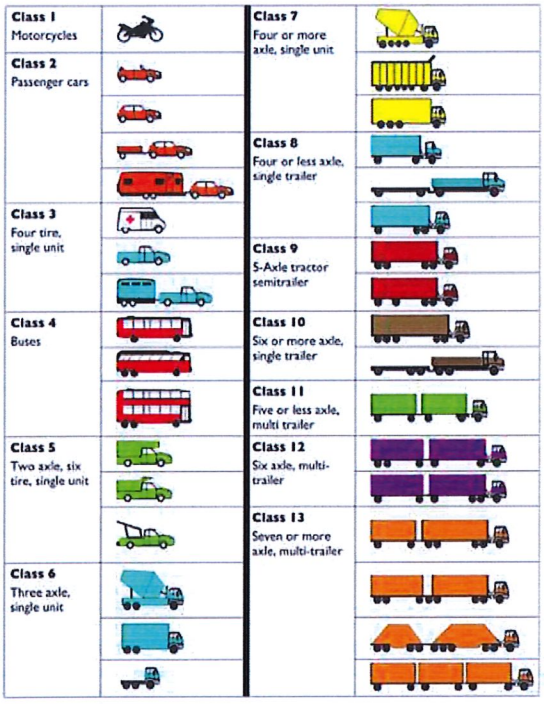
Project #: 73600.01

From: VHB

Re: Admiral Kalbfus/JT Connell Hwy Truck O-D Study
Newport/Middletown, RI

The Rhode Island Department of Transportation Office of Safety has requested that VHB study truck travel patterns in the vicinity of the Pell Bridge interchange ramps improvement project, specifically, use of Admiral Kalbfus Road. The purpose of the review is to understand if and how heavy vehicles are using Admiral Kalbfus Road to access Newport and Middletown and where their trips are beginning and ending within the area. This information can inform appropriate policies and signage for heavy vehicle traffic. For this study, heavy vehicles are defined as Class 7 – Class 13 vehicles based on FHWA definitions as shown in **Figure 1**. This data was collected through Origin-Destination (OD) Studies of heavy vehicles.

Figure 1 Vehicle Classification



Source: https://www.fhwa.dot.gov/policyinformation/tmguide/tmg_2013/vehicle-types.cfm

Origin Destination Study Methodology

The purpose of the origin-destination (OD) study is to identify the scope of heavy vehicle travel on Admiral Kalbfus Road from Halsey Street to Hillside Avenue and the general route those vehicles are traveling through the area. The study area under review includes Admiral Kalbfus Road from JT Connell to Hillside Avenue, Halsey Street from the Pell Bridge to Admiral Kalbfus Road, Connector Road, JT Connell Highway from Connector Road to Admiral Kalbfus Road,

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and JT Connell Highway/Coddington Highway from Admiral Kalbfus Road to West Main Road. In order to capture truck travel patterns through this study area, truck movements were recorded at 7 locations in the study area as shown in **Figure 2**.

Figure 2 OD Study Data Collection Locations

Figure 3 Survey123 App

Heavy vehicles that pass each location are logged digitally using a web tool built in the ArcGIS based Survey123 app. The data collection documented the following information:

- Location number
- Direction of Travel
- Time of the observation
- License Plate State
- Vehicle description
- Classification of the vehicle

This information is necessary to uniquely identify individual heavy vehicles and the most streamlined way to document where and when a heavy vehicle has been located and the direction it is traveling.

Data collection efforts were completed on Wednesday, May 28, 2025, from 9:00am – 5:00 pm and on Tuesday, July 22, 2025, from 7:00am – 7:00pm. Two data collection efforts were completed to determine if or how the summer tourism season impacts the volume of heavy vehicles or their travel patterns.

Traffic Volumes

Daily traffic volumes were conducted on Admiral Kalbfus Road and JT Connell Highway in May 2025 now that the Pell Bridge ramp project is completed. The counts were collected by National Data & Surveying Services (NDS) on Wednesday, May 28, 2025, for 24 hours. Below summarizes the daily counts and breakdown of volumes by vehicle classification.

Table 1 Heavy Vehicle Observations by Location

Location	Daily Traffic Volume	Volume (Class 1-6)	Heavy Vehicle Volume (Class 7+)
Admiral Kalbfus Road	16,012	15,929 (99%)	83 (1%)
JT Connell Highway	19,686	19,574 (99%)	112 (1%)

Note: All volumes above shown in vehicles per day (vpd).

Overall, the Class 7+ heavy vehicles account for only **one percent** of the total daily volume on both Admiral Kalbfus Road and JT Connell Highway. This is a small percentage when compared to the total daily volume.

Origin-Destination Study Findings

May 2025

The May 2025 observation effort took place over 8 hours and resulted in 441 individual observations across the 7 observation locations.

Location 1 (Halsey Street north of Connector Road) has the highest number of heavy vehicle observations at 126 observations (27%), followed by Location 6 (Coddington Highway west of West Main Road) with 98 observations (21%), and Location 3 (Admiral Kalbfus Road between JT Connell Highway and Halsey Street) with 75 observations (16%). The highest locations (Location 1 and 3) for observations occurred closer to the Pell Bridge which is the main access point on when entering Aquidneck Island, as well as Location 6 on JT Connell Highway/Coddington Highway which is the signed truck route.

Approximately 35 observations (8%) are located on Admiral Kalbfus Road east of Halsey Street both before and after Malbone Street. Approximately 24% of heavy vehicles observed on Admiral Kalbfus (Location 4, 5) were observed during the 1:00 pm hour.

July 2025

The July 2025 observation period was extended and took place over 12 hours which resulted in 447 individual observations across the 7 observation locations, 6 more records than the May observation. During the July observations, 350 heavy vehicles were observed from the period 9:00am-5:00pm, which aligns with the May observation period where 441 vehicles were observed. During the July observations, 97 heavy vehicles were observed from 7:00am-9:00am and none after 5:00pm. This shows a shift toward earlier heavy vehicle movements during the summer season.

The distribution of heavy vehicles across the locations observed remained very similar between the May and July observations with small shifts in how vehicles are distributed across the network. Location 1 (Halsey Street north of Connector Road) continues to have the highest number of heavy vehicle observations with 128 observations (29%), followed by Location 6 (Coddington Highway west of West Main Road) with 68 observations (15%, down from 98 observations). Location 2 had the third highest number of heavy vehicle observations (JT Connell Highway south of connector road) with 59 observations (13%, up from 27 observations).

During the July observations, approximately **49 heavy vehicles (11%) are located on Admiral Kalbfus** east of Halsey Street. In contrast to the observations conducted in May, two distinct periods of heavy vehicle activity were identified on this segment of Admiral Kalbfus. The first occurred prior to 10:00 am, representing 39% of all Class 7+ heavy vehicle traffic on Admiral Kalbfus and aligning with the broader trend toward earlier activity within the network. The second peak was observed between 1:00 pm and 3:00 pm, accounting for 32% of the Class 7+ heavy vehicle activity on this route.

Table 2 Heavy Vehicle Observations by Location

Data Collection Effort	1	2	3	4	5	6	7
May 2025	126 (27%)	27 (6%)	75 (16%)	32 (8%)	35 (8%)	98 (21%)	48 (11%)
July 2025	128 (29%)	59 (13%)	48 (11%)	49 (11%)	45 (10%)	68 (15%)	50 (11%)

Note: May 2025 effort based on 441 observations.

Of those 441 observations in May, 4 did not include observation time and were dismissed. The remaining 437 observations showed that the peak period for heavy vehicle observations was 9:00am-2:00pm. During each of those five hours, between 14%-18% of the total observations were recorded. From 2:00 pm on, truck volumes continued to decrease.

In July, all observations included a time of observation. The 447 observations showed that the peak period for heavy vehicle observations was 8:00am-2:00pm accounting for 79% of all observations. During each of those hours, between 11%-14% of the total observations were recorded. Volume decreased from 2:00 pm on into the evening with no heavy vehicles observed in the final 5:00 pm and 6:00 pm hours.

Table 3 Total Network Heavy Vehicle Observations by Time of Day

Data Collection Effort	7am	8am	9am	10am	11am	12pm	1pm	2pm	3pm	4pm	5pm	6pm
May 2025	-	-	65 (15%)	61 (14%)	68 (16%)	76 (18%)	67 (15%)	54 (12%)	27 (6%)	19 (4%)	-	-
July 2025	36 (8%)	61 (14%)	50 (11%)	63 (14%)	63 (14%)	52 (12%)	62 (14%)	37 (8%)	14 (3%)	9 (2%)	0 (0%)	0 (0%)

Note: May 2025 effort based on 437 observations with time recorded and no observations were completed from 7:00am-9:00am and 5:00pm-7:00pm

The peak hours identified throughout the study area were the midday periods 10:00/11:00AM-2:00PM which accounts for total heavy vehicles observed. **The peak observation on Admiral Kalbfus Rd was 7 heavy vehicles/hour which was consistent for both the May and July observations.**

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Figure 3 May Class 7+ Vehicles Observed by Location

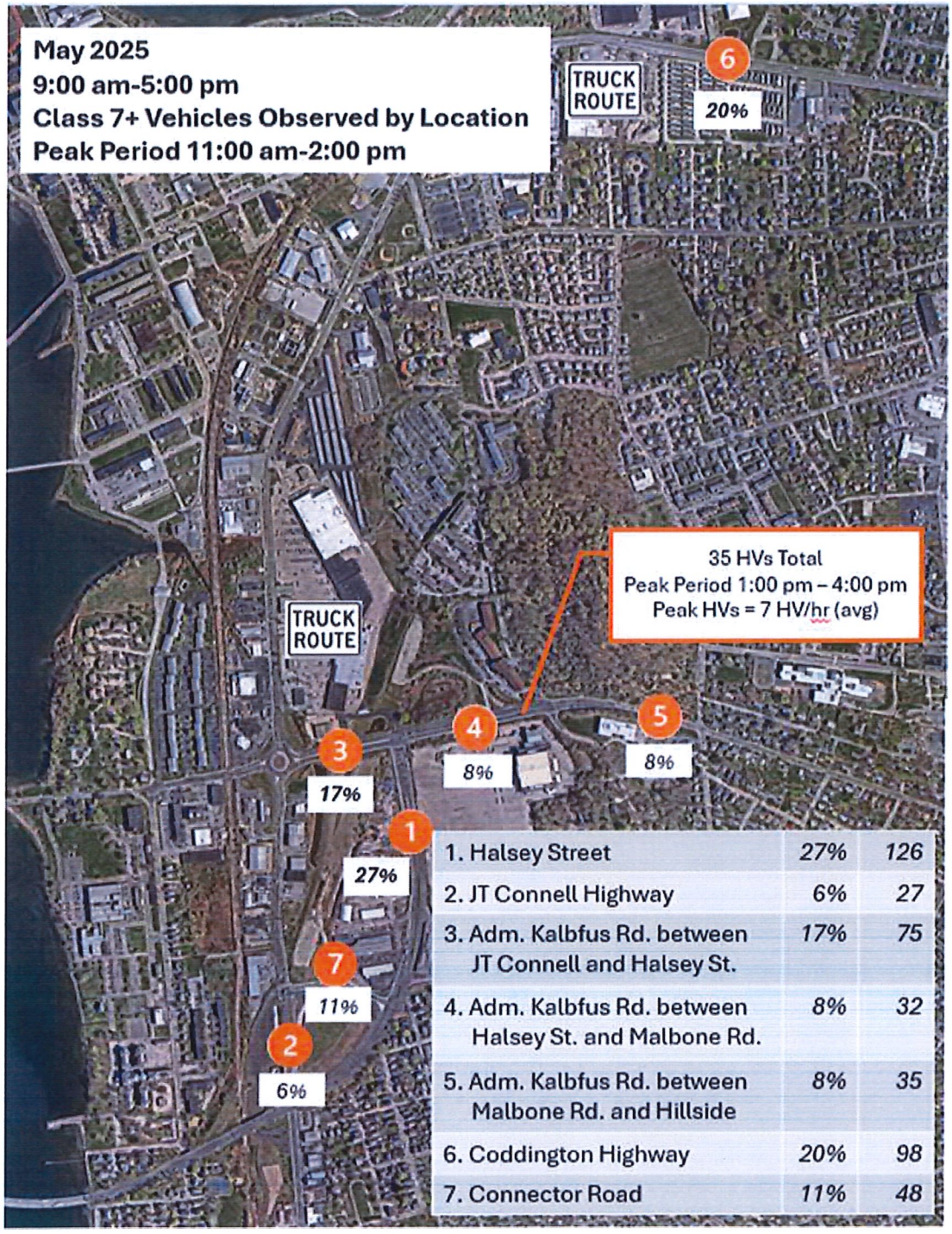

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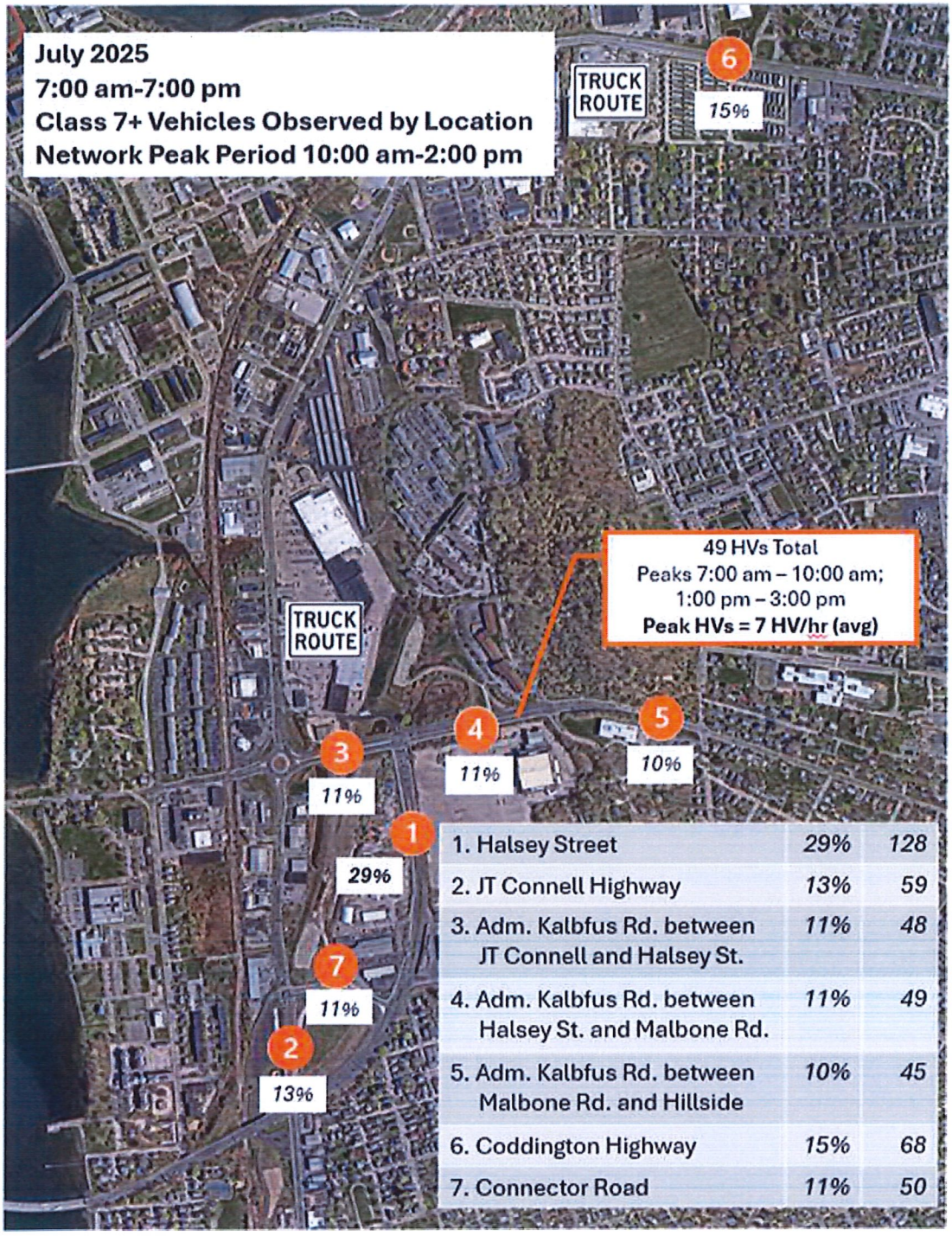
Figure 4 May Class 7+ Vehicles Observed by Location



Following the data breakdown, key heavy vehicle routes were identified using the origin-destination data for both the May and July 2025 data collection efforts. The observations at each location were used to identify vehicles that were observed at several locations. Heavy vehicles with only one observation were considered isolated, therefore a route cannot be linked, meaning the vehicle left the study area network or made a stop internal to the network.

The key routes are listed in **Table 4** and illustrated in **Figure 4** and **Figure 5**.

Table 4 Key Heavy Vehicle Routes

Location	May 2025	July 2025
Halsey to Coddington via Admiral Kalbfus	22%	17%
Halsey to Admiral Kalbfus WB	14%	5%
Admiral Kalbfus WB to Halsey Street	12%	10%
Coddington to Halsey Street via Admiral Kalbfus	10%	10%
Halsey to Admiral Kalbfus EB	9%	24%
Connector Road to JT Connell SB	7%	9%
Coddington to Connector Road via JT Connell	5%	*Negligible*
JT Connell NB to Connector Road	*Negligible*	7%

As part of the July 2025 data collection efforts, VHB contracted PDI to conduct traffic counts at the intersections of West Main Rd at Admiral Kalbfus Rd and West Main Rd at Coddington Highway to determine where vehicles were traveling to and from at those critical nodes which provide access to Aquidneck Island.

For trucks entering Aquidneck Island from the Pell Bridge, at Coddington Highway nearly all (90%) heavy vehicles are traveling north on West Main Road. Whereas, at One Mile Corner **20 trucks** (67%) travel towards Two Mile Corner and **10 trucks** (33%) travel onto Miantonomi/Green End Ave. For trucks leaving Aquidneck Island via the Pell Bridge, nearly all heavy vehicles traveling on Admiral Kalbfus Rd came from Two Mile Corner (both West Main Road and East Main Road). **Approximately 10 trucks that entered Newport/Middletown via Admiral Kalbfus Road also went back to the Pell Bridge on the same route.**

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Figure 4 Key Heavy Vehicle Routes Inbound to Newport

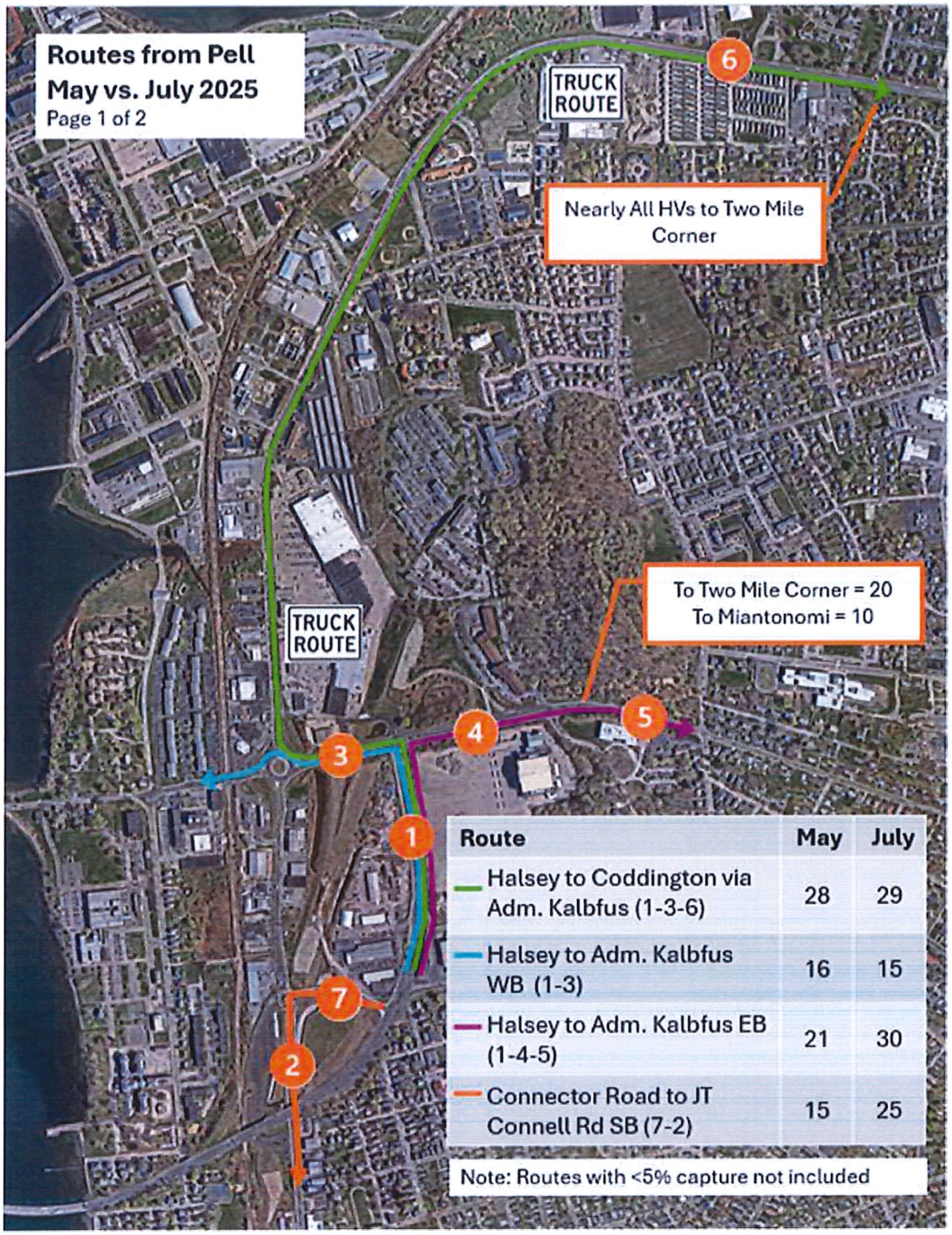

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Figure 5 Key Heavy Vehicle Routes Outbound from Newport

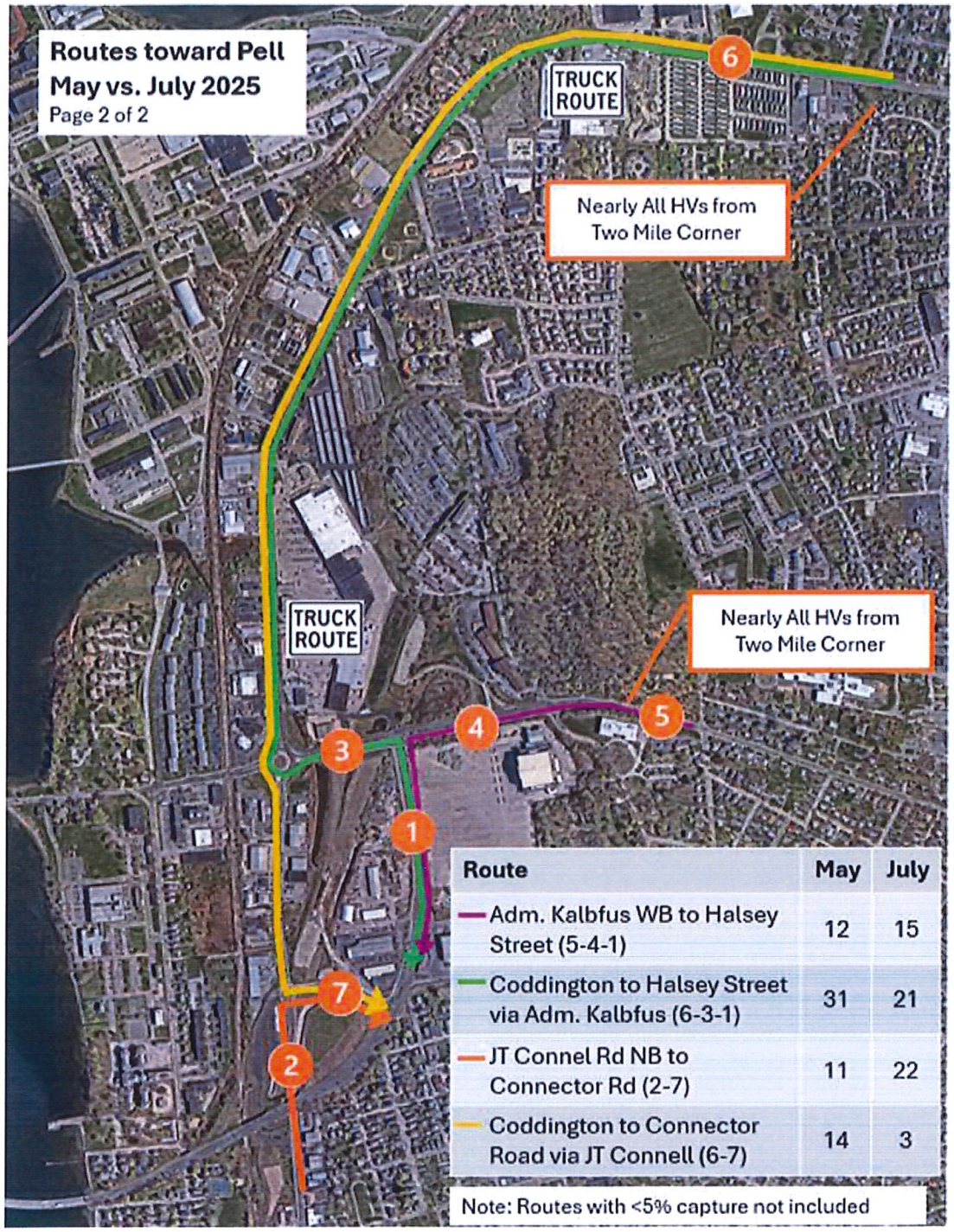

Table 5 Class 7+ Daily Truck Volume

Count Time Period	Admiral Kalbfus Rd			JT Connell Hwy/ Coddington Hwy			Total Network Volume
	EB	WB	Total	NB	SB	Total	
Pre-Pell Project, July 2017 (Highest Weekday) [1]	41	37	**78**	46	42	**88**	**166**
Post-Pell Project, July 2025 (Typical Weekday) [2]	39	18	**57**	55	52	**107**	**164**

1 Highest of 2 consecutive weekdays (conducted July 12-13, 2017)
2 Conducted July 22, 2025

A comparison to traffic volumes for Class 7+ vehicles before and after the Pell Bridge Ramps project was completed is shown in **Table 5** above. Overall, the comparison shows the total Class 7+ vehicles on Admiral Kalbfus and JT Connell Highway is 166 from 2017 and 164 in 2025.

There is a notable change in vehicle travel patterns that show a shift in approximately 20 vehicles over the course of a day from Admiral Kalbfus to JT Connell Highway when comparing the two time periods. This is likely attributed to the current signed truck route and the finalized roadway alignment from the Pell Bridge Ramps projects.

Recommendations

Both Admiral Kalbfus Rd and JT Connell Highway have similar road users and features including (bike facilities, pedestrian accommodations, schools and residential properties. By restricting trucks on Admiral Kalbfus, there is the potential to increase risk of conflicts involving trucks by adding additional volume to another roadway with similar characteristics such as JT Connell Highway/Coddington Highway.

Currently, heavy vehicle volumes are slightly higher on JT Connell Highway compared to Admiral Kalbfus as it is the signed truck route. JT Connell Highway/Coddington Highway has additional capacity with a center turn lane and a wider roadway width which does make it a better candidate for heavy vehicle traffic.

The data collection and evaluation do not support restricting trucks on Admiral Kalbfus Rd. However, it is recommended to implement additional truck route signs to and from the Pell Bridge. With the implementation of additional truck route signs, it is anticipated that more trucks will utilize JT Connell Highway/Coddington Highway (Route 138), particularly ones that are continuing north on Aquidneck Island to Middletown or Portsmouth.