FFY 21

Q1 OCT NOV DEC

Q2 JAN FEB MAR

Q3 APR MAY JUN

Q4 JUL AUG SEP

Quarterly Report

January - March 2021

April 30, 2021

RI dot
Driven to get you there

Statutory Reporting Requirements

The RhodeWorks plan to repair roads and bridges was approved by the Rhode Island General Assembly and signed into law by Governor Gina M. Raimondo on February 11, 2016. The legislation (2016-H 7409Aaa, 2016- S 2246Aaa) creates a funding source that will allow the Rhode Island Department of Transportation (RIDOT) to repair more than 150 structurally deficient bridges and make repairs to another 500 bridges to prevent them from becoming deficient, bringing 90 percent of the State's bridges into structural sufficiency by 2025. Incorporated into the new legislation are the following reporting requirements: Statutory Reporting Requirements

RIGL 42-13.1-16. Reporting. – The department shall submit to the office of management and budget, the house fiscal advisor, and the senate fiscal advisor, a report on the progress of implementation of this chapter within thirty (30) days of the close of each of the fiscal quarters of each year. The reports shall also be posted on the department's website. The reports shall include, at a minimum:

(1) Construction and design contracts of five hundred thousand dollars ($500,000) or greater planned to be advertised in the upcoming federal fiscal year, their value and expected award date;
(2) Construction and design contracts of five hundred thousand dollars ($500,000) or greater awarded in the prior federal fiscal year, date of award, value, and expected substantial completion date;
(3) Expected final cost of:
    (i) Any construction contracts of five hundred thousand dollars ($500,000) or greater that reached substantial completion in the prior federal fiscal year; and
    (ii) Any design contracts of five hundred thousand dollars ($500,000) or greater completed in the prior federal fiscal year; and
(4) Total number of workers employed through the contract and the number of the workers in that total with a Rhode Island address.

Department of Transportation
Two Capitol Hill
Providence, RI 02903

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

Dear Ms. Reynolds-Ferland, Messrs. Whitney and Womer:

RIDOT is pleased to submit the FFY 2021 Q2 RhodeWorks quarterly report.

As the COVID-19 pandemic has unfolded over the last year, RIDOT has continued to work tirelessly to bring Rhode Island's roads and bridges into a state of good repair. Over this period, we have kept to the schedule set forth in the RhodeWorks ten-year plan even as the department faced funding uncertainties.

While Rhode Island's transportation infrastructure continues to be improved at a record pace, there is a constant stream of work to be done. The Department is responsible for more than just repair and replacement of the State's roads and bridges – this report highlights additional work taking place in areas including mass transit, traveler safety, employee training, and operational efficiency improvements.

Even as we continue to make great strides in increasing the pace of project delivery, the State's bridges and pavement continue to deteriorate. To stay on track, RIDOT must continue to execute the RhodeWorks ten-year plan, while making data-informed decisions to best ensure adherence to time and budget schedules.

This report highlights some of RIDOT's accomplishments during the quarter. Detailed project budgets and schedules follow in Insert A. Please do not hesitate to ask if you have any questions and thank you for your support.

Sincerely,

Peter Alviti Jr., P.E.
Director

Table of Contents

Key Accomplishments
Key Accomplishments 8

Statutory Requirements
Statutory Requirements 10

Operations
Bridge Condition 19
Pavement Program 20
Transit Operations 24
Safety 25
Maintenance and Operations 27
Stormwater 29

Projects
Project Performance 31
FFY 2020 and FFY 2021 Capital Program 32
Special Projects 34

Financials
Expenditures 39
Construction Contract Awards 42

Appendices
Glossary 43

Insert A: Project Budgets and Schedules A-1

Key Accomplishments

Key Accomplishments

Project Management

- **Bridge Condition State Ranking -** In 2020, Rhode Island's bridge condition ranking improved two spots, from last place – past West Virginia and Iowa – to 48th place in the percentage of its bridge inventory in good or fair condition.
- **Woonsocket Depot –** For the 2021 Construction season, RIDOT Construction and Materials personnel will be utilizing the Woonsocket Depot as a regional field office for several construction projects in the Northern part of the state. The building will house project teams that are involved in the inspection of construction and materials on the Department's roadway and bridge projects. This repurposing of the existing building will allow project teams to work from a single remote site for the region, instead of several smaller local project offices. This allows the Department to pool resources and staff between multiple projects in the region and benefit from project cost savings.
- **E-Procurement –** The department has been working with the Division of Purchases to move project bidding to the new web-hosted eProcurement system. RIDOT has successfully bid several pilot projects on the new system and is moving to add more projects to this system over the next quarter and remainder of the year.

Safety

- **Road Safety Enforcement Accolades** – In January, the Advocates for Highway and Auto Safety recognized Rhode Island as being among the top states in the country for highway safety in its 2021 "Roadmap of State Highway Safety Laws" report.

Maintenance

- **E-Permitting System –** In March, RIDOT launched a new all-electronic permitting system for those wishing to apply for a physical alteration permit (PAPA) – the type of permit required for any work that impacts a state road such as a new driveway or commercial development. The system replaces an all-paper submission process that required extensive time for documents to be mailed back and forth between RIDOT and applicants to ensure all permit requirements were met.

Training

- **Educational Advancement Unit** – This quarter, RIDOT's Educational Advancement Unit executed "Winter Development", a dedicated annual program of tailored training for Construction Management, Materials and Project Management staff. Over a three-month period, employees successfully completed over 5,000 online courses on a variety of topics ranging from AASHTO modules, Avoiding Pitfalls in Negotiation, Civil Rights, Concrete and Paving Principles, Critical Thinking, Maintenance of Traffic, OSHA 10, PPE, Time Management, and a variety of Safety Curriculums. For the first time in department history, these classes were offered as self-directed trainings through the State's online learning management tool, allowing employees to participate from any time of day, from any location.

Statutory Requirements

STATUTORY REQUIREMENT: Construction Contracts $500,000 or greater awarded in the prior fiscal year, date of awards, value, and expected substantial completion date.

CONSTRUCTION CONTRACTS AWARDED IN FFY 2020 (Oct. 1, 2019- September 30, 2020)

Construction Contract (Project Name)	Award Date (Mon-Year)	Value ($M)	Exp. Completion Date (Mon-Year)
FFY 2020 1st Quarter - October 1, 2019 - December 31, 2019			
Bridge Group 03 - I-95 PAW	Oct-19	$ 10.2	Jul-22
Bridge Group 12A - Sandy Bottom	Oct-19	$ 5.2	Oct-23
Salt Storage Facility - EPR	Oct-19	$ 2.1	Oct-20
Old Tower Hill Rd (Rt 108 - Rt 1)	Oct-19	$ 2.3	Sep-20
Bridge Group 16B	Nov-19	$ 3.2	Dec-21
Broad Street Regeneration	Dec-19	$ 13.0	Jun-23
Bridge Group 17 - BUR, CUM, LIN, NPR, NSN, SMI	Dec-19	$ 4.0	Apr-22
STC Miscellaneous Improvements 2019	Dec-19	$ 1.7	Jun-21
Rt 44 - Taunton Ave (Rt 1A/114 - Mass S/L)	Dec-19	$ 3.0	May-21
Subtotal		**$ 44.6**	
FFY 2020 2nd Quarter - January 1, 2020 - March 31, 2020			
1R Improvements to Greene Lane	Jan-20	$ 1.5	Sep-20
RT 115 Main St (RT 116 to Jackson Flat Rd)	Jan-20	$ 1.6	Jun-21
Bridge Group 51A - Rt 37 C-2	Jan-20	$ 58.2	May-23
Bridge Group 62 - Manville Br	Feb-20	$ 7.0	Dec-21
Bridge Group 59A - Park Ave RR	Feb-20	$ 6.9	Aug-22
I-95 Resurfacing Program, C-2B (Providence and Pawtucket)	Feb-20	$ 4.5	Sep-20
Pell Bridge Ramps Phase I	Mar-20	$ 6.3	Dec-21
Danielson Pk (Rt 102 - West Greenville Rd)	Mar-20	$ 4.8	Sep-20
Subtotal		**$ 90.7**	
FFY 2020 3rd Quarter - April 1, 2020 - June 30, 2020			
2020 PPEST C-1	Apr-20	$ 1.6	Jul-20
2020 Rubberized Asphalt Chip Seal C-1	Apr-20	$ 1.3	Jun-21
2020 Crack Sealing Limited Access C-1	Jun-20	$ 1.4	Sep-20
Roadway Departure Mitigation 2020	Jun-20	$ 2.3	May-21
Subtotal		**$ 6.6**	
FFY 2020 4th Quarter - July 1, 2020 - September 30, 2020			
HSIP - Signalization of Allens Ave. C-5	Jul-20	$ 3.1	Dec-21
Bridge Group 53 - Union Village RR	Jul-20	$ 3.4	Apr-23
Bridge Group 43A - Mohegan Bridge	Jul-20	$ 6.0	Apr-23
Bridge Group 75T - 5 - I-95 Viaduct NB	Jul-20	$ 212.0	Sep-25
Rt 5 - Lambert Lind Hwy (Mayfield Ave - I-95)	Aug-20	$ 14.1	Jun-23
HSIP Crosswalk & Signal Improvements 2020	Aug-20	$ 1.4	Dec-22
HSIP - Crosswalk and Sign Enhancements	Aug-20	$ 1.5	Jun-22
Route 1A, Old Post Rd Charlestown	Sep-20	$ 0.9	Dec-20
STC Improvements 2020	Sep-20	$ 1.0	Dec-21
Subtotal		**$ 243.3**	
TOTAL		**$ 385.2**	

Note: Value = the total consturction value, except for design/build projects.

CONSTRUCTION **FFY20 COMPLETE**

STATUTORY REQUIREMENT: Expected final cost of Construction Contracts $500,000 or greater that reached substantial completion in the prior fiscal year, and the total number of workers employed through the contract and the number of workers in that total with a Rhode Island address.

CONSTRUCTION CONTRACTS AT SUBSTANTIAL COMPLETION IN FFY 2020 (Oct. 1, 2019 - September 30, 2020)

Construction Contract (Project Name)	Completion Date (Mon-Year)	Expected Final Contract Cost	Number of Workers	Number of RI Workers	% Share with RI Residence
FFY 2020 1st Quarter - October 1, 2019 - December 31, 2019					
Rt 44 - C-3B (RIDOT Maint Facility - W. Greenville Rd)	Oct-19	$ 7.5	57	47	82%
Old Summit Rd & Susan Bowen Rd (Rt 117 - Rt 117)	Oct-19	$ 0.6	18	17	94%
Blackstone River Bikeway - 8B-1	Oct-19	$ 2.5	86	54	63%
Central Pk & Battey Meetinghouse Rd	Oct-19	$ 3.3	25	25	100%
2019 Paver Placed Elastomeric Surface Treatment C-1	Oct-19	$ 1.8	26	19	73%
2019 PPEST C-3	Oct-19	$ 1.6	31	20	65%
Intersection Safety Improvements to Route 44/Smithfield Commons - Dual Left Turn Lanes	Oct-19	$ 0.6	24	23	96%
2018 Statewide Intersection Safety Improvements	Oct-19	$ 0.8	56	41	73%
Roadway Departure Mitigation - Horizontal Curve Enhancement-2018	Oct-19	$ 1.1	23	6	26%
2019 Paver Placed Elastomeric Surface Treatment - Contract 2	Oct-19	$ 3.3	17	15	88%
2019 Crack Sealing North & East C-1	Oct-19	$ 0.7	2	2	100%
2019 Crack Sealing South & Central C-1	Oct-19	$ 0.7	18	0	0%
Aquidneck Avenue HSIP	Nov-19	$ 0.5	20	14	70%
I-195 Relocation, Gano St, Contract 18	Nov-19	$ 1.6	86	59	69%
Bridge Group 12 - Central RI	Nov-19	$ 6.0	53	30	57%
Bridge Group 38 - Rt 146 Corridor	Nov-19	$ 7.4	47	34	72%
Bridge Group 38C - Geneva Pond	Nov-19	$ 2.6	93	62	67%
Rt 78 (Rt 1 - Conn S/L)	Nov-19	$ 3.4	50	39	78%
2019 Roadway Departure Mitigation	Nov-19	$ 1.1	33	21	64%
Bridge Group 58E - Barbs Hill Rd	Dec-19	$ 1.5	52	36	69%
Bridge Group 02T - 4 - Oxford St	Dec-19	$ 8.9	89	65	73%
State Traffic Commission - Statewide Pedestrain and Intersection Safety Improvements	Dec-19	$ 1.6	38	25	66%
State Traffic Commission Miscellaneous Improvements	Dec-19	$ 1.9	50	43	86%
Bridge Group 57K - Big River	Dec-19	$ 2.3	107	67	63%
Subtotal		**$ 63.2**			
FFY 2020 2nd Quarter - January 1, 2020 - March 31, 2020					
Rt 146 Guide Signs - C-1 - North	Jan-20	$ 1.5	50	20	40%
Metacom Avenue (Rt 136) HSIP	Feb-20	$ 3.1	32	30	94%
Subtotal		**$ 4.6**			
FFY 2020 3rd Quarter - April 1, 2020 - June 30, 2020					
2019 Rubberized Asphalt Chip Seal C-1	Apr-20	$ 1.2	N/A	N/A	N/A
2019 Rubberized Asphalt Chip Sealing	Apr-20	$ 1.7	N/A	N/A	N/A
Bridge Group 13A - Rt 146 C-1	Apr-20	$ 4.4	131	106	81%
Bridge Group 09 - CRA, JOH	May-20	$ 2.7	131	58	44%
Trestle Trail Bridges - West	Jun-20	$ 2.8	83	63	76%
High Friction Surface I-95 S Curves	Jun-20	$ 1.8	51	32	63%
Subtotal		**$ 14.6**			
FFY 2020 4th Quarter - July 1, 2020 - September 30, 2020					
Bridge Group 16T - 13 - Woonasquatucket Br	Jul-20	$ 6.7	155	108	70%
2020 PPEST C-1	Jul-20	$ 1.6	45	31	69%
SRTS - C-3 (Smithfield, Woonsockett)	Jul-20	$ 1.2	52	40	77%
Bridge Group 71 - Victory Hwy	Jul-20	$ 12.3	103	60	58%
Bridge Group 09T - 8 - I-295 C-2	Jul-20	$ 34.5	311	164	53%
Materials Lab - Quality Assurance	Jul-20	$ 2.9	N/A	N/A	N/A
SRTS C-1 (Barrington)	Aug-20	$ 1.1	51	35	69%
Bridge Group 37T-9 - I-295 CUM	Aug-20	$ 16.4	301	169	56%
Bridge Group 75 - Rt 146 Louisquisset Pk Ramp	Aug-20	$ 3.7	136	80	59%
Bridge Group 06 - PVD	Aug-20	$ 7.8	117	95	81%
Bridge Group 07T - 1 - I-95 Wood River Valley	Aug-20	$ 12.1	233	126	54%
2020 Crack Sealing Limited Access C-1	Sep-20	$ 1.4	43	0	0%
Bridge Group 15A - East Bay	Sep-20	$ 6.5	170	77	45%
Bridge Group 59B - Centerville Rd	Sep-20	$ 4.2	35	21	60%
1R Improvements to Greene Lane	Sep-20	$ 1.5	67	47	70%
I-95 Resurfacing Program, C-2B (Providence and Pawtucket)	Sep-20	$ 4.5	124	83	67%
Danielson Pk (Rt 102 - West Greenville Rd)	Sep-20	$ 4.8	35	26	74%
Old Tower Hill Rd (Rt 108 - Rt 1)	Sep-20	$ 2.3	107	62	58%
Subtotal		**$ 125.5**			
TOTAL		**$ 207.9**			

RIDOT is increasing efforts to ensure contractor compliance with Rhode Island Jobs reporting requirements.

Data sources: Monthly RIDOT Executive Summary Reports submitted by Turino, and PRISM Database, and current contract amounts as of 12/31/20

Note: RIDOT Continues to monitor costs post-substantial completion -- the construction value will be adjusted to reflect construction expenses related to punch lists and final close-out activities.

STATUTORY REQUIREMENT: Construction Contracts $500,000 or greater planned to be advertised in the upcoming federal fiscal year, their value, and expected award date.

CONSTRUCTION CONTRACTS PLANNED TO BE ADVERTISED IN FFY 2022 (Oct. 1, 2021 - September 30, 2022)

Construction Contract (Project Name)	Expected Advertise Date	Construction Value ($M)
FFY 2022 - October 1, 2021 - September 30, 2022		
2022 Crack Sealing Statewide C-1	FFY 22	$ 2.0
2022 Paver Placed Elastomeric Surface Treatment C-1	FFY 22	$ 2.2
2022 Rubberized Asphalt Chip Seal C-1	FFY 22	$ 1.5
Bridge Goup 95 – Rt. I-95/4 Interchange*	FFY 22	$ 43.9
Bridge Group 04_R - Huntington	FFY 22	$ 64.1
Bridge Group 13B - Rt 146 C-2	FFY 22	$ 4.2
Bridge Group 14 - Rt 99	FFY 22	$ 14.0
Bridge Group 18A	FFY 22	$ 4.6
Bridge Group 33A - Providence St.	FFY 22	$ 8.1
Bridge Group 37 - Mendon Rd.	FFY 22	$ 6.7
Bridge Group 39 - Rt 146	FFY 22	$ 15.2
Bridge Group 42A	FFY 22	$ 5.4
Bridge Group 44_H - Nonquit	FFY 22	$ 1.3
Bridge Group 45B_H - Kings Factory	FFY 22	$ 2.6
HSIP - Intersection & Crosswalks East-South - 2022	FFY 22	$ 2.7
HSIP - North-Central	FFY 22	$ 5.0
HSIP - Rt. 165 - High Risk Rural Roads	FFY 22	$ 2.4
HSIP East Bay 2021	FFY 22	$ 1.5
TOTAL		**$ 187.4**

*The Rt. I-95/4 Interchange project is reliant upon Federal grant funding. If these grant funds become unavailable, project will not advertised in FFY 2022.

STATUTORY REQUIREMENT: Expected final cost of Design Contracts $500,000 or greater that reached substantial completion in the prior fiscal year, and the total number of workers employed through the contract and the number of workers in that total with a Rhode Island address.

DESIGN CONTRACTS COMPLETED IN FFY 2020 (Oct. 1, 2019 - September 30, 2020)

Design Contract (Project Name)	Completion Date (Mon-Year)	Expected Final Contract	Number of Workers	Number of RI Workers	% Share with RI Residence
FFY 2020 1st Quarter - October 1, 2019 - December 31, 2019					
STATEWIDE TRAFFIC ENGINEERING STUDIES FOR THE STATE TRAFFIC COMMISSION	Oct-19	$ 1.03	N/A	N/A	N/A
Subtotal		**$ 1.03**			
FFY 2020 2nd Quarter - January 1, 2020 - March 31, 2020					
COMP BR IMP PROGRAM - GROUP 6 & GROUP 7	Jan-20	$ 5.81	N/A	N/A	N/A
BICYCLE AND/OR PEDESTRIAN FACILITY ENHANCEMENTS PROGRAM	Jan-20	$ 1.34	N/A	N/A	N/A
2015 PAVEMENT PRESERVATION PROGRAM - CONTRACT 2	Mar-20	$ 1.21	N/A	N/A	N/A
Statewide High Hazard Intersections/Ramps - C3 / North	Mar-20	$ 1.69	N/A	N/A	N/A
Subtotal		**$ 10.05**			
FFY 2020 3rd Quarter - April 1, 2020 - June 30, 2020					
RECONSTRUCTION OF EAST MAIN ROAD (RTE 138)	Apr-20	$ 3.61	N/A	N/A	N/A
HWY - RTE 138 RECONSTRUCTION, SOUTH KINGSTOWN	Apr-20	$ 3.11	N/A	N/A	N/A
HWY - 1R HIGHWAY IMP PROGRAM - GROUP 1	Apr-20	$ 3.08	N/A	N/A	N/A
HWY - 1R HIGHWAY IMP PROGRAM - GROUP 3	Apr-20	$ 3.53	N/A	N/A	N/A
ON-CALL HSIP FINAL DESIGN CONSULTANT	May-20	$ 1.21	N/A	N/A	N/A
COMP BR IMP PROGRAM - GROUP 5	May-20	$ 0.91	N/A	N/A	N/A
HWY - ADA SIDEWALK	May-20	$ 2.40	N/A	N/A	N/A
HWY - 1R HIGHWAY IMP PROGRAM - GROUP 2	May-20	$ 3.53	N/A	N/A	N/A
Statewide High Hazard Intersections/Ramps - C8 / Metro South	May-20	$ 0.50	N/A	N/A	N/A
ON-CALL DESIGN CONSULTANT FOR THE STATE TRAFFIC COMMISSION, CONTRACT 2	Jun-20	$ 0.64	N/A	N/A	N/A
Subtotal		**$ 22.51**			
FFY 2020 4th Quarter - July 1, 2020 - September 30, 2020					
HWY - DESIGN/RECONSTRUCTION OF J.T. CONNELL RD/CODDINGTON HWY.	Jul-20	$ 0.84	N/A	N/A	N/A
COMP BR PROGRAM - GROUP 9 & 10	Jul-20	$ 2.44	N/A	N/A	N/A
TRAFFIC CIRCULATION & CONCEPTUAL DESIGN FOR APPONAUG CIRCULATOR RD., WARWICK	Jul-20	$ 8.09	N/A	N/A	N/A
2015 INTERSTATE ROUTE 95 RESURFACING PROGRAM - CONTRACT 1	Aug-20	$ 0.52	N/A	N/A	N/A
ON-CALL TRAFFIC CONSULTANT C-2	Sep-20	$ 1.31	N/A	N/A	N/A
Subtotal		**$ 13.19**			
TOTAL		**$ 46.78**			

Note: *RIDOT does not currently collect full employment and payroll information from contractors and subcontractors on design contracts as this was not a legislated requirement prior to RhodeWorks. As such, RIDOT does not currently have sufficient information about the number of unique employees per project or employee state of residence. RIDOT is developing a methodology to capture this information in the future.*

Data sources: RIDOT Financial Management System

STATUTORY REQUIREMENT: Expected final cost of Design Contracts $500,000 or greater awarded in the prior fiscal year, date of awards, value, and expected substantial completion date.

DESIGN CONTRACTS AWARDED IN FFY 2020 (Oct. 1, 2019 - September 30, 2020)

Design Contract (Project Name)	Award Date (Mon-Year)	Value ($M)	Exp. Completion Date (Mon-Year)
FFY 2020 1st Quarter - October 1, 2019 - December 31, 2019			
On-Call Bridge Preservation Task Order Program-C1	Oct-18	$ 4.6	Oct-21
On-Call Bridge Preservation Task Order Program-C2	Oct-18	$ 4.6	Oct-21
On-Call Bridge Preservation Task Order Program-C3	Oct-18	$ 4.6	Oct-21
Subtotal		**$ 13.7**	
FFY 2020 2nd Quarter - January 1, 2020 - March 31, 2020			
Subtotal		**$ -**	
FFY 2020 3rd Quarter - April 1, 2020 - June 30, 2020			
Subtotal		**$ -**	
FFY 2020 4th Quarter - July 1, 2020 - September 30, 2020			
Subtotal		**$ -**	
TOTAL		**$ 13.7**	

STATUTORY REQUIREMENT: Design Contracts $500,000 or greater planned to be advertised in the upcoming federal fiscal year, their value and expected award date.

DESIGN CONTRACTS PLANNED TO BE ADVERTISED IN FFY 2022 (Oct. 1, 2021 - September 30, 2022)

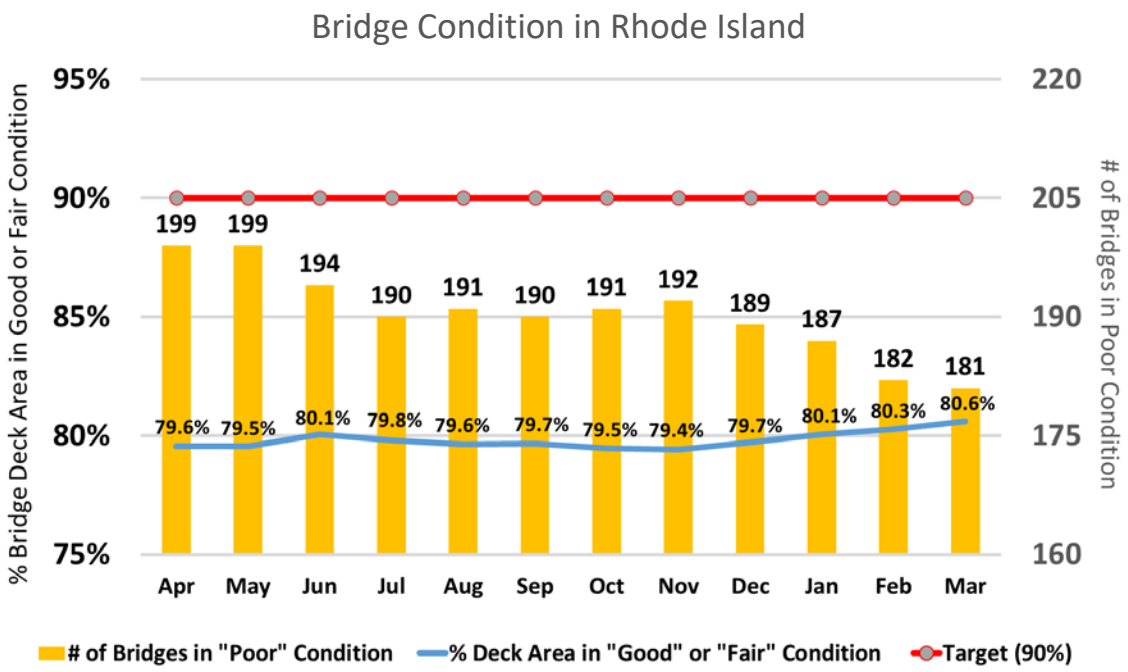
Design Contract (Project Name)	Award Date (Mon-Year)	Value ($M)	Exp. Completion Date (Mon-Year)
FFY 2022 -- October 1, 2021 - September 30, 2022			
*	*	$ -	*

Note: At this time, the planning of FFY 2022 Design contracts are in process. Anticipated contract advertisements will be identified in upcoming quarterly reports upon finalization.

Operations

Bridge Condition

In 2020, Rhode Island's bridge condition ranking improved two spots, from last place – past West Virginia and Iowa – to 48th place in the percentage of its bridge inventory in good or fair condition. The following chart details bridge conditions through the second quarter of FFY 2021. RIDOT is in the process of evaluating current funding uncertainties and their impacts on achieving federal bridge condition standards.



All Bridges total = 1,192 All Bridges Deck Area = 8.59 million square feet

RIDOT's Ten Year Plan calls for increased expenditures on bridge preservation activities in addition to expenditures on bridge reconstruction. As seen in the chart below, eight bridges were removed from the poor condition list during this past quarter; during the same period, zero bridges were deemed to be in poor condition upon inspection.

Bridges Removed from "Poor Condition" List (Repaired, Replaced, or Removed) Q2 FFY 2021		
Q2 Jan-Mar 2021	The Potter Hill Culvert Bridge 005101 which passes over Maxon Brook in Hopkinton	198 sq ft
	The Westminster St UP 1 Bridge 050501 which passes over Olneyville Exp Lane H in Providence	1,829 sq ft
	The Westminster St UP 2 Bridge 050601 which passes over Olneyville Expwy in Providence	3,097 sq ft
	The Farnum Pike SB Bridge 044121 which passes over RI 104 Farnum Pike in North Smithfield	3,516 sq ft
	The Coronado Road Bridge 083401 which passes over Amtrak in Warwick	6,027 sq ft
	The Louisquisset Pike Bridge 027601 which passes over RI 116 George Wash Hwy in Lincoln	10,192 sq ft
	The Manville Bridge 039601 which passes over Blackstone River, P&W, BP in Cumberland	10,649 sq ft
	The Reservoir Ave RR Bridge 032701 which passes over Amtrak & P&W RR in Providence	11,073 sq ft
	Subtotal	**46,581 sq ft**
Bridges Added to the "Poor Condition" List in Q2 FFY 2021		
Q2 Jan-Mar 2021		
	Subtotal	**0 sq ft**
	Net Change	**46,581 sq ft**

Note: The chart to the left, while generated from bridge software, is meant to solely be a list of bridges and is only one piece of the information used to generate the "**Bridge Condition in Rhode Island**" chart.

Pavement Program

The Rhode Island Department of Transportation aims to maintain and provide a safe and efficient transportation network. A key component of this is ensuring that the pavement on State roads is properly managed and maintained. There are a variety of pavement treatments that can be utilized, depending on the needs of the roadway and the availability of funds.

Pavement projects derive from RIDOT's pavement preservation and capital programs, and are based on strategic asset management.

Pavement Preservation Program - Pavement Preservation extends the service life of roadways by making a pavement surface less permeable to reduce water penetration through cracks, which weaken the foundation soils and deterioriates the pavement. Current treatments include crack sealing, asphalt rubber chip seals and thin overlays or PPEST. Pavement preservation techniques can extend the service life of the road up to ten years.

- **Crack Seal -** a relatively easy and lower-cost operation that prevents water from penetrating into the asphalt pavement to prevent further cracking, base failures, and overall deterioration of the roadway. RIDOT uses a rubberized asphalt liquid to seal joints and cracks to extend the pavement's functional life.
- **Rubberized Chip Seal –** a pavement preservation treatment that combines a 20 percent rubber modified asphalt liquid binder and an asphalt coated aggregate primarily as a flexible waterproof wearing surface. The application improves skid resistance, renews aging surfaces, fills micro-cracks, and seals and waterproofs the pavement.
- **Thin Overlay (Paver-Placed Elastomeric Surface Treatment - PPEST) –** a one inch thick, gap graded hot mix with a modified asphalt cement. The modified asphalt greatly improves the mix's flexibility resulting in a more crack-resistant pavement.

Pavement Capital Program – For some roads, preservation treatments may not be approprirate, and resurfacing or full-depth reclamation may be necessary. These projects are included in the the pavement capital program.

- **Resurfacing –** pavement rehabilitation process of milling off the top layer of existing pavement to a specified depth (1-2") and replacing this layer with a new hot mix asphalt riding surface. In some cases, roads are simply overlayed.
- **Full-Depth Reclamation (FDR) –** FDR is a pavement rehabilitation process where the road base is reconstructed by pulverizing the existing asphalt pavement and the gravel base materials mixing them with a stabilizing agent designed to strengthen the base. FDR uses in-place materials in a true recycling process that provides long term improvement for severely distressed roads, thus extending surface life after surfacing.

2021 Pavement Preservation

The FFY 2021 Pavement Preservation program includes over 150 miles of PPEST, chip seal, and crack seal projects.

These charts provide an inventory of pavement preservation projects planned for the 2021 construction season:

Rubberized Asphalt Chip Seal

Municipality	Road Name	Road Limits	Miles
Jamestown	Beavertail Road	Southwest Ave & Hamilton Ave to Beavertail State Park	2.6
Narragansett, S. Kingstown	Succotash Road	US-1 to end in Jerusalem	2.6
Tiverton	Bulgarmarsh Road	Rt. 77/Main Rd to Mass State Line	3.5
		Total	**8.7**

Thin Overlay (PPEST)

Municipality	Road Name	Road Limits	Miles
Cranston	Dean Parkway	Meshanticut Valley Pkwy to Budlong Rd	0.3
Cumberland	Diamond Hill Road	Bear Hill Rd to Hines Rd	1.4
Narragansett	Bridgetown Road	Boston Neck Rd to Narrow River	0.6
North Kingstown	Tower Hill Road	West Main St. to RI 4	2.4
Narragansett	Boston Neck Road	100' from Pavement Joint at House #720	0.0
Narragansett	Boston Neck Road	200' from Pavement Joint at House #800	0.0
Providence	India Point Ferry Parking	Parking Facility	0.0
		Total	**4.9**

Crack Seal - FFY 2020 Work to be Completed

Municipality	Road Name	Road Limits	Miles
Charlestown/Richmond	Old Shannock Road	RI-2 to Rt 112	1.8
Coventry	Harkney Hill Road	Weaver Hill Road to Phillips Hill Road	1.9
E. Greenwich	S. County Trail	RI-402 to RI-4	0.9
E. Greenwich/W. Greenwich	Division Road	RI-2 to New London Turnpike	3.1
Hopkinton	Wincheck Pond Road	RI-138 to RI-138	0.3
Hopkinton	Camp Yawgoo Road	RI-138 to End	0.6
Hopkinton	High Street	Laurel Street to Conn S/L	0.9
Johnston	Hopkins Avenue	Windsor Ave to Hartford Ave (US 6)	1.4
Narragansett	Great Island Road	E Shore Rd to Galillee Escape Rd.	0.4
Narragansett	Beach Street/Ocean Road	RI-108 to Narragansett Ave	4.8
Narragansett	Knowles Way	RI-108 to Ocean Rd	0.4
Narragansett	Sand Hill Cove Road	Great Island Rd to RI-108	1.2
Narragansett	Point Judith Road	South Pier Road to Ocean Road	4.2
Narragansett	Boston Neck Road	North Kingstown T/L to Old Boston Neck Road	3.7
Narragansett	Boston Neck Road	Old Boston Neck Rd to Sprague Br **(Shoulders Only)	0.5
Narragansett	Kingstown Road	RI-108 to Strathmore Rd	1.0
N. Kingstown	Ten Rod Road	RI-4 to Us 1	2.5
Scituate	Plainfield Pike	East End Of Causeway to RI-116	1.1
Scituate	Chopmist Hill Road	Danielson Pk to RI-101	1.2
S. Kingstown	Kingstown Road	Upper College Rd to Fairgrounds Rd	1.9
Warwick	Post Road	Post Rd Ext to RI-113	0.7
Warwick	Main Avenue	RI-5 (Greenwich Ave) to Gorham Ave	1.1
Warwick	Post Road	Walmart Entrance to RI-117 (Warwick Ave.)	0.6
Warwick	Ives Road	Forge Rd to Rocky Hill School Entrance	1.6
Warwick	Main Avenue	Buttonwoods Ave to RI-117	0.4
Warwick	West Shore Road	Post Rd to Butionwoods Ave	1.2
W. Greenwich	Division Road	RI-3 (Noose Neck Hill Road) to East Greenwich T/L	3.2
W. Warwick	Providence Street	RI-33 to New London Ave	0.7
		Total	43.3

FFY 2021 Crack Seal

Municipality	Road Name	Road Limits	Miles
Charlestown	Old Post Road	US-1 at West End to Ninigret Park Entrance	0.4
Charlestown	Carolina Back Road	Rt 2/South County Trail to Rt 91/Alton Road	2.2
Charlestown	Narragansett Trail	Kings Factory Road to End	0.5
Charlestown/Westerly	Post Road	Mile Marker 3.0, Westerly to Tamanaco Drive, Charlestown	6.6
Exeter	Ten Rod Road	Forest Hills Road to Sunderland Road	2.6
Exeter	South Road/Slocumville Roa	Rt 102/Ten Rod Road to Rt 2/South County Trail	2.1
Exeter	Mill Pond Road	Railroad Avenue to Yawgoo Valley Road	0.9
Exeter	Dorset Mill Road	Mill Pond Road to Cul-De-Sac at End	0.1
Exeter	Austin Farm Road	I-95 to Black Plain Road	0.3
Exeter/W. Greenwich	Escoheag Hill Road	Rt. 165/Ten Rod Road to Molasses Hazard Road	1.6
Hopkinton	Spring Street	Nooseneck Hill Road to Soap House Lane (South)	0.2
Hopkinton	Spring Street	Wincheck Pond Road (South) to Camp Yawgoog Road	0.1
Hopkinton	Alton Bradford Road	Collins Road to Ashaway Road/Rt. 216	2.3
Hopkinton	High Street	Rt. 3/Nooseneck Hill Road to Laurel Avenue	0.2
Hopkinton	Gray Lane	Wellstown Road to 200 Yd From End at I-95	0.4
Hopkinton	Laurel Street	High Street/Rt. 216 to Palmer Street	0.2
Hopkinton	Nooseneck Hill Road/Main S	Lawton Foster Road South to Mechanic Street	3.6
Hopkinton/Richmond	Nooseneck Hill Road	Rt. 138/Main Street to Mechanic Street (Hopkinton)	0.9
Hopkinton/Richmond	Switch Road & Mechanic St	Old Switch Road South to Old Switch Road North	1.2
Hopkinton/Richmond	Bridge Street	Rt. 3/Nooseneck Hill Road to Square	0.2
Hopkinton/Richmond	Skunk Hill Road	Arcadia Road to Rt. 3/Nooseneck Hill Road, Richmond	0.6
Jamestown	Conanicus Avenue	East Shore Road to High Street Walcott Avenue	1.2
Jamestown	Hamilton Avenue	Walcott Avenue to Southwest Avenue	0.7
Jamestown	Southwest Avenue	Hamilton Avenue to Narragansett Avenue	0.6
Jamestown	Narragansett Avenue	Grinnell Street to Conanicus Avenue	0.2
Little Compton	Sackonnet Point Road	West Main Road to End	1.5
Little Compton	Pottersville Rd & Mullen Hil	Long Hwy to Mass State Line	1.6
Little Compton	Main Street	Colebrook Road/ Stone Church Road to Mass State Line	0.3
Little Compton/Tiverton	Crandall Road	Main Street (Adamsville) to Bulgarmarsh Road	5.2
Middletown	East Main Road	Wyatt Road to Bailey Brook Bridge	0.8
Middletown	West Main Road	Coddington Hwy to John Kesson Lane	2.2
Narragansett	Ocean Road	Beach Street to Old Ocean Road/Rt. 108	4.8
Narragansett	Ocean Road & Old Point Jud	Rt 108 to End	0.8
Narragansett	Point Judith Road	Southern End to Sea Lea Drive	0.7
Narragansett	Great Island Rd & Gallilee Co	Loop In Gallilee	0.5
Narragansett	Sand Hill Cove Road	Gallilee Connector Road Loop to Point Judith Road/Rt. 108	1.2
Narragansett	Pt. Judith Road	Sea Lea Dr to Rotary At Kingstown Road	3.8
Narragansett	Kingstown Road	Rt. 108 Rotary to Narragansett Avenue	1.0
Narragansett	Narragansett Avenue	Kingstown Road to Beach Street	0.3
North Kingstown	Railroad Avenue	Exeter Road to Mill Pond Road	1.1
North Kingstown	Rt. 138	US-1 to US-1A	2.1
North Kingstown	West Main Street	US-1/Tower Hill Road to Roosevelt Avenue/Park Entrance	0.1
North Kingstown	Boston Neck Road	Brown Street/Phillips Street to Beach Street	0.3
North Kingstown	Boston Neck Road	Rt. 138 Westbound Ramp to Ferry Road	1.4
North Kingstown	Post Road	Richard Smith Dr. to Chadsey Road	2.1
North Kingstown	Devil's Foot Road	Sachem Road to School Street	0.5
North Kingstown	Devil's Foot Road & Davisvil	School Street to East Greenwich Town Line	0.9
Portsmouth	West Main Road	Locust Avenue to Lane Split South Of Rt. 24 Nb On-Ramp (North Of	1.7
Portsmouth	Boyds Lane	Rt. 138/East Main Road to Park Avenue	0.4

Continued on Next Page

FFY 2021 Crack Seal (continued)

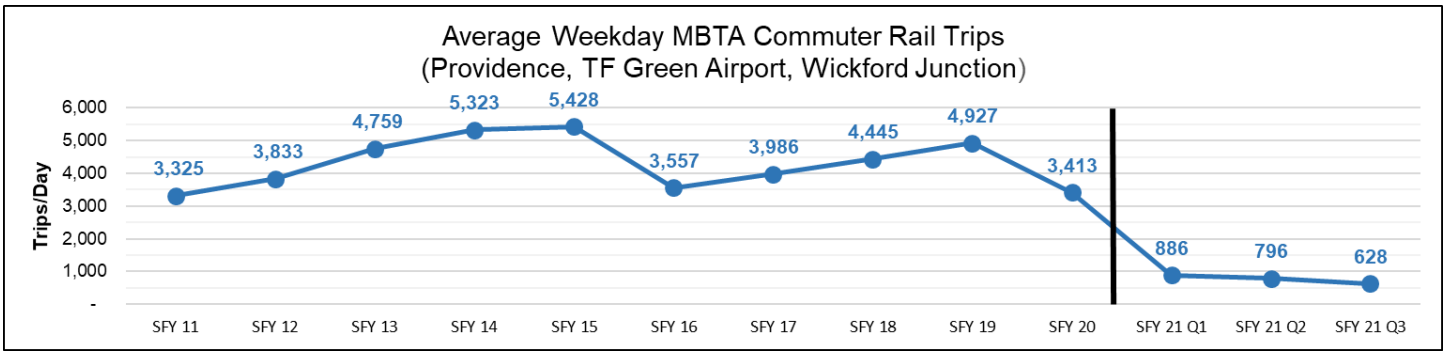
Municipality	Road Name	Road Limits	Miles
Portsmouth	Park Avenue	Norsemen Dr to Boyds Lane	0.2
Portsmouth	Turnpike Avenue	Rt. 138/East Main Road to Rt. 114/West Main Road	1.0
Portsmouth	Schoolhouse Lane	Middle Road to Rt. 138/East Main Road	0.4
Portsmouth	Chase Lane	Park Avenue to Boyd Lane	0.4
Richmond	Kingstown Road	Riverhead Building Supply to I-95	0.4
Richmond	Main Street	I-95 to Rt. 3/Nooseneck Hill Road	0.6
Richmond	Kingstown Road	Richmond Elementary School to Riverhead Building Supply	1.4
Richmond	Church Street	Westerly Town Line to Switch Road	1.5
Richmond	Switch Road	Rt 91/Alton Road to Woodville Road	1.6
Richmond/S. Kingstown	Old Esquapaug Road (E-W Ru	RI 138 to Glen Rock Road	0.1
S. Kingstown	Main Street/Post Road	RI 108 to US 1	2.0
S. Kingstown	Post Road	US-1 to Old Post Road	0.7
S. Kingstown	Old Post Road	Post Road to Main Street	0.4
S. Kingstown	Post Road & Main Street	Old Post Road to High Street	0.1
S. Kingstown	Main Street	High Street to Rt. 108/Kingstown Road	0.1
S. Kingstown	Kingstown Road	Narragansett Town Line to North Road	1.4
S. Kingstown	Kingstown Road	Kersey Road to North Road (Through Peacedale)	0.4
S. Kingstown	Kingstown Road	Dam Street to Rt 138/Mooresfield Road	1.9
S. Kingstown	Ministerial Road	US-1 to Tuckertown Road	2.2
Tiverton	Main Road	Highland Road to Highland Road	1.5
Tiverton	Main Road	East Road to Anthony Way	1.7
Tiverton	Nannaquacket Road	Main Road/Rt. 77 to Main Road/Rt. 77	1.7
Tiverton	East Road	Rt 77/Main Road to Stone Church Road	1.6
Tiverton	Stone Church Road	East Road to Sylvia Road	0.5
Tiverton	Old Stafford Road	Stafford Road to Stafford Road	0.4
Tiverton	Riverside Dr	Rt 77/Main Road to Sakonnet River Bridge	0.4
Tiverton	Canning Blvd	Stafford Road Roundabout to Mass State Line	0.2
Tiverton	Fish Road	Beth Road to Mass State Line	1.2
Tiverton	Main Road	Mass State Line to John Street.	2.3
Warwick	Main Avenue	Buttonwoods Avenue to RI 117	0.4
		Total	**93.8**

The Transit Operations Program consists of the various operational activities necessary for ongoing commuter rail and the seasonal ferry service. RIDOT operating expenses include Amtrak's Northeast Corridor access fee, liability insurance, MBTA operations, station operations, and marketing. Commuter rail operating expenses are funded with federal Congestion Mitigation and Air Quality (CMAQ) funds among other sources. Current MBTA operations are funded with Federal Transit Administration (FTA) State of Good Repair funds for capital improvements along the MBTA's Providence line in exchange for service.

Commuter rail ridership in Rhode Island declined slightly this quarter as many Rhode Islanders who can work from home continute to do so and MBTA continued to provide reduced service on the Providence Line, particularly to TF Green Airport and Wickford Junction. Ridership remains substantially below pre-pandemic levels, with an approximately 85 percent decline at Providence Station and 95-96 percent decline at TF Green and Wickford Junction. These declines are fairly consistent with those being experienced across the MBTA Commuter Rail system, with Providence faring slightly better and TF Green and Wickford Junction faring slightly worse due to the reduced schedule. MBTA will be implementing a new full schedule in early April with more consistent service throughout the day with less emphasis on peak hours.

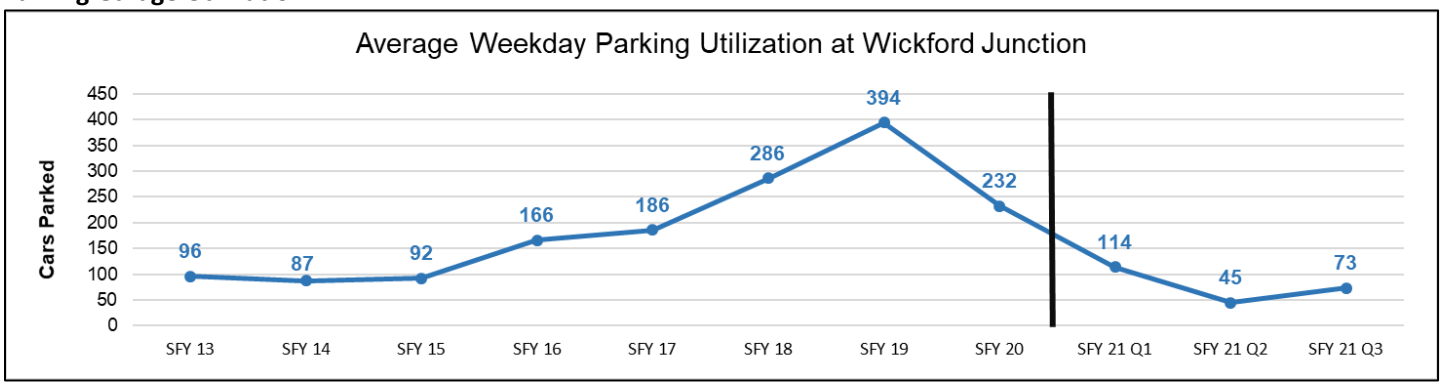
Commuter use of the Wickford Junction parking garage increased this quarter as URI resumed in-person classes. As part of RIDOT's continued support of DOH's efforts during the COVID-19 pandemic, the upper floors of the parking facility have continued to be used as a drive-thru testing site. Approximatley 400-500 vehicles pass through the garage daily for testing.

Commuter Rail Ridership



Definition: Quarterly weekday ridership counts and estimates of MBTA trips at the Providence, T.F. Green Airport, and Wickford Junction commuter rail stations (counts include both boardings and alightings)

Parking Garage Utilization



Definition: Average daily (weekday only) counts of the number of cars parked at the Wickford Junction garage
Ridership and Garage Utilization Data Sources: MBTA Blue Book, MBTA operator estimates, RIDOT quarterly counts, RIDOT partial counts, observations (SFY20 Q4), and Wickford Junction operator transactions.

Safety

RIDOT's Office on Highway Safety (OHS) began 2021 by completing the National Highway Traffic Safety Association (NHTSA) Occupant Safety Assessment. Completing this assessment allows Rhode Island to remain eligible for federal funds dedicated to seatbelt-safety efforts. These week-long activities are an integral component of NHTSA's monitoring of safe driving behavior strategies and offer best practices to help states increase seatbelt usage.

In February, Director Alviti joined various community partners as they created a "blessing of the roadways". This media event included representatives of a number of organizations, including law enforcement and faith leaders, who symbolically blessed the roads as an awareness strategy to encourage better driving behaviors. March heralded another event during which Director Alviti was offered appreciation from law enforcement departments. These agencies have received NHTSA funding through OHS to purchase special DUI taskforce enforcement vehicles. The vehicles will serve as another tool that will offer residents and visitors to the state an extra layer of protection and awareness while on our roads.

This quarter, OHS increased its training efforts for law enforcement. This included Drugged Driving Recognition Expert (DRE), crash reconstruction, and Advanced Roadside Impaired Driving Enforcement (ARIDE) training. RIDOT will be hosting pedestrian safety and distracted driving training for law enforcement in coming months. The OHS supports educational and training opportunities for law enforcement and community organizations who help spread and increase awareness, safety messaging and educational components to all in the State.

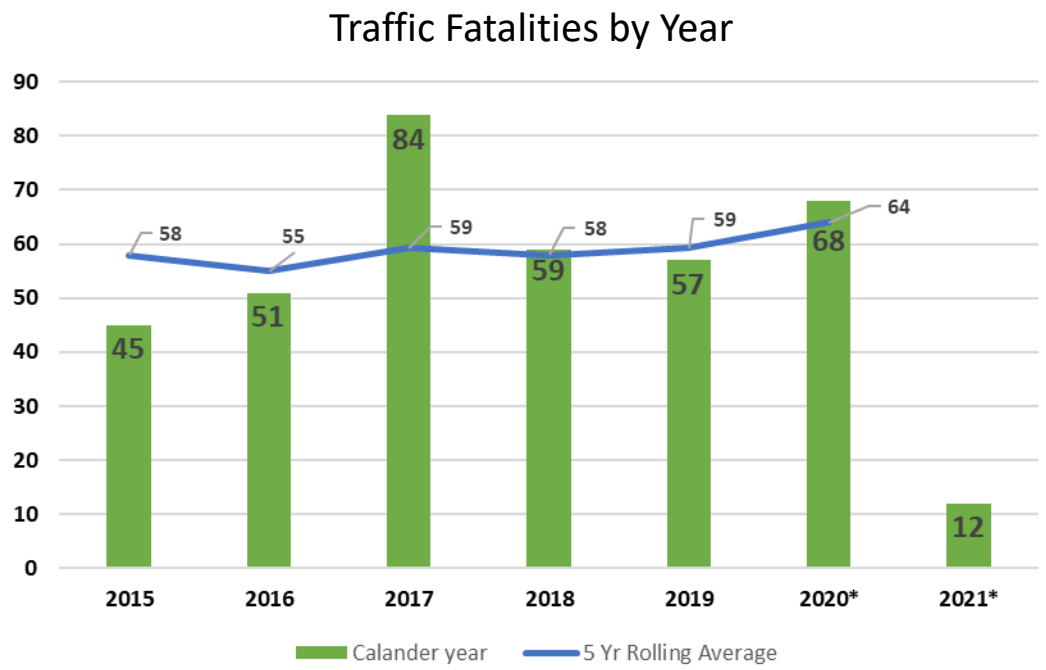
Increasing education is also the strategy behind the agency's new speed management toolkit for community awareness. It was recently approved as a curriculum that will be employed to help decrease the many serious and fatal crashes with speeding as a crucial crash factor. The curriculum also highlights various hands-on components and elements to ensure that every driving behavior discussion includes mention of the risk factor of **speed**.

RIDOT remains on a mission to make Rhode Island roadways a safe place for all pedestrians, bicyclists, and drivers. "Towards zero fatalities" is not simply a catch phrase at RIDOT, it's a place we are determined to get to on behalf of all families. We continue our work to get there.

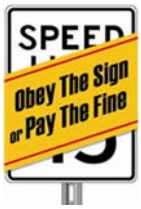
FARS FATALITIES BY PERSON TYPE 2014-2021

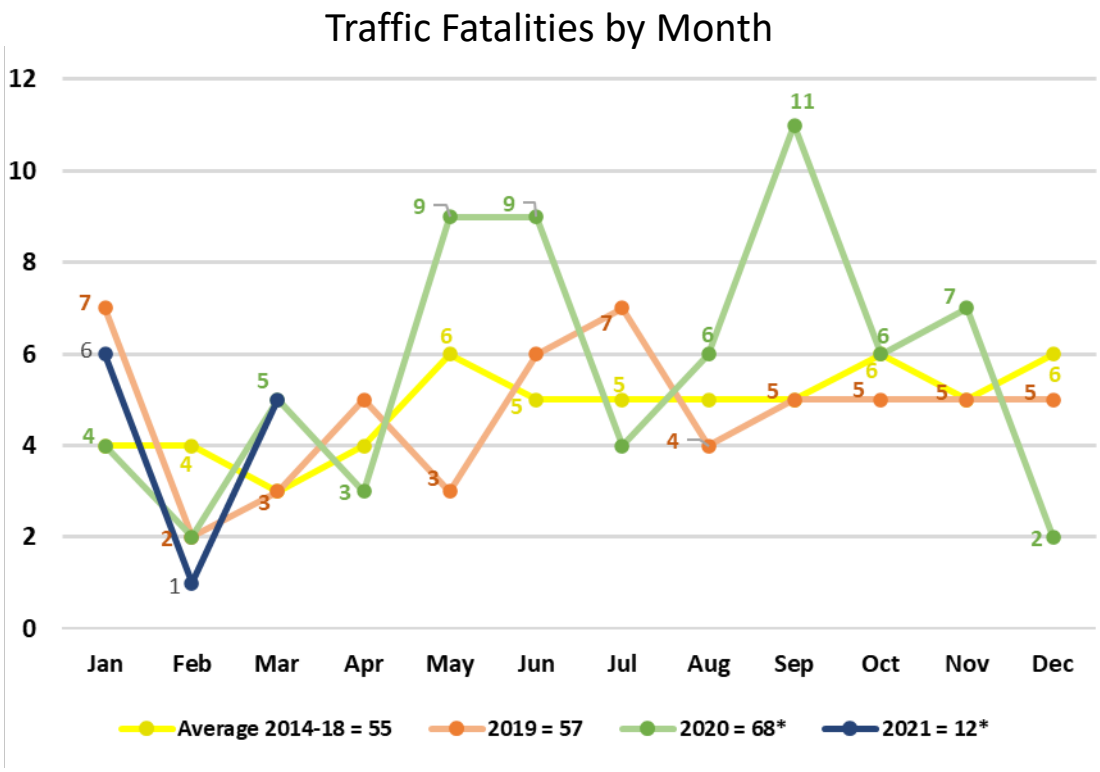
PERSON TYPE	2014	2015	2016	2017	2018	2019	2020* (prelim.)	2021* (prelim.)
Motor Vehicle Occupants	25	28	31	50	30	36	36	9
Motorcyclists	10	9	4	11	18	13	13	0
Pedestrians	14	8	14	21	7	8	17	3
Bicyclists	0	0	2	2	1	0	2	0
ATV	1	0	0	0	2	0	0	0
Person on Personal Conveyance	1	0	0	0	1	0	0	0
Unknown Person Type	0	0	0	0	0	0	0	0
TOTAL	**51**	**45**	**51**	**84**	**59**	**57**	**68**	**12**

Note: *Per Federal Rule, fatality data remains in "preliminary" status for 12 months following the close of calendar year.*



*Per federal rule, fatality data remains in preliminary status for 12 months following the close of calendar year.

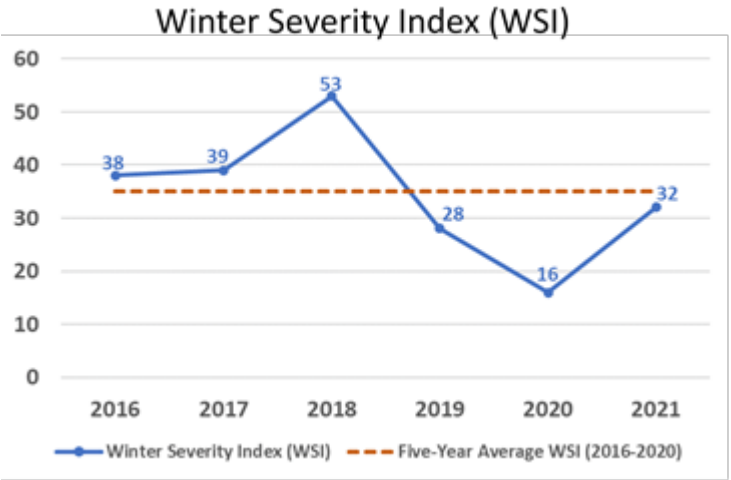




*Per federal rule, fatality data remains in preliminary status for 12 months following the close of calendar year.

Maintenance and Operations

The Winter Severity Index (WSI) is a weighted formula used to quantify the relative severity of the winter seasons that factors in annual total snowfall, total hours of snowfall, hours of blowing and drifting snow, and hours of freezing rain. The 2021 WSI rated a 32 compared to a previous five-year average of 35. The 2021 Winter Season was approximately equivilant (slightly below) a recent "average" winter.



For the 2021 Winter Season, over 90 percent of RIDOT's heavy plow truck fleet was operational for all storms while having more than 350 vendor plow trucks available and on-call. RIDOT's regular salt stockpiles were kept well-stocked throughout the winter season, including a 10,000-ton strategic salt reserve. As part of winter activities, the RIDOT Maintenance Division crews cleared tree debris from roadways, hauled and chipped debris, cleared storm drains and waterways, cleared traffic signal heads, and repaired washouts. Total winter storm operations costs (State personnel, vendors and materials) were within the allocated budget.

FFY 2021 Winter Operations Summary

Storm Date	Storm Hours	Snowfall (Inches)	Salt (Tons)	Number of RIDOT Heavy Plow Trucks in Fleet	Number of RIDOT Heavy Plow Trucks Snow Ready	Percent (%) RIDOT Heavy Plow Trucks Snow Ready
12/5/2020	20	1.5	5,098	160	149	93%
12/16/2020	48	11.0	16,251	160	153	96%
1/26/2021	19.5	4.0	13,721	160	158	99%
2/1/2021	40	4.5	17,046	160	156	98%
2/7/2021	24	8.0	14,131	160	157	98%
2/9/2021	16	1.5	8,708	160	157	98%
2/11/2021	5	1.0	1,689	160	157	98%
2/13/2021	11	0.0	2,577	160	157	98%
2/18/2021	43	6.0	18,853	160	157	98%
3/18/2021	8	0.0	1,222	160	154	96%
TOTAL	**234.5**	**37.5**	**99,296**	--	--	--

This winter season, RIDOT implemented a new storm manager app for its winter plow vendors that tracks time/location and generates invoicing to streamline and modernize the payment process. This software is replacing an antiquated paper invoicing system. RIDOT plans to expand the storm manager app to include materials usage, State personnel and State equipment numbers for the next winter season.

In addition to winter operations work, the RIDOT Maintenance Division district facilities and specialized crews performed road patching and repairs, drainage structure cleaning and repairs, tree trimming and removal, vegetation removal, graffiti removal, large debris and litter pickup, sign installations and repairs, traffic signal maintenance, highway lighting maintenance and bridge maintenance along Rhode Island State roadways.

During the second quarter, the RIDOT Maintenance Division:

- Repaired 39 drainage structures,
- Cleaned 1,669 drainage structures,
- Installed 1,639 signs (both replacements and new signs),
- Completed 97 bridge maintenance work orders (patching bridge decks, repairing bridge joints, chipping concrete, removing encroaching vegetation, installing temporary barrier),
- Completed 502 traffic signal maintenance work orders,
- Completed 110 highway lighting maintenance work orders,
- Performed 7,346 hours of large debris and litter pickup,
- Completed 203 hours of graffiti cleanup, and
- Swept 203 curb miles of roadway

In addition to its crews manually filling potholes whenever needed, the RIDOT Maintenance Division continued to utilize the automated pothole patching truck and provided the vendor the necessary traffic control (truck mounted attenuators and other backup vehicles). Below-freezing temperatures during the winter months limit certain types of maintenance operations. Other work performed this quarter included winter fleet maintenance (repairs, changing plow blades, welding steel parts, lubrication/cleaning of the material spreaders, washing the salt/de-icing chemicals off the trucks, hydraulic repairs, etc.), responding to ice conditions due to groundwater runoff and rainwater/snow melt freezing, ordering and receiving salt deliveries to the winter stockpiles, and responding to customer service calls and special requests. RIDOT is presently gearing up for the spring season (grass mowing, roadway sweeping, bridge washing and maintenance, more drainage structure cleaning and repairs, small road resurfacing tasks, etc.).

During the second quarter, the RIDOT Maintenance Division issued 23 Physical Alteration Permits (PAPs) for residential and commercial construction impacting the State Highway Right-of-Way (ROW) and issued 85 utility permits for utility construction impacting the State Highway ROW. During the winter months when the hot mix asphalt plants shut down, RIDOT limits the utility permits issued to only emergency permits and other limited exceptions. RIDOT went fully live with e-permitting for PAPs. As of March 31st, 33 PAP applications have been submitted in the e-permitting system this year. The e-permitting initiative is a joint effort between RIDOT, the Division of Information Technology, and OpenGov (vendor).

For facility improvement projects, LED lighting upgrades were completed at the Midstate and Scituate Maintenance Facilities, and LED lighting upgrades will be completed at the Hope Valley and Belleville Maintenance Facilities in the upcoming months. The Middletown Maintenance Facility improvements project re-advertised with recent funding becoming available. Additional heating system upgrade, lighting system upgrade and other building and lot improvements projects depend on future available funding (TBD).

As part of the response efforts to the COVID-19 pandemic, the RIDOT Maintenance Division continues to provide support services and resources to Rhode Island's Emergency Management Agency (RIEMA), Department of Health (RIDOH), State Police (RISP), Department of Environmental Management (RIDEM) and the Rhode Island National Guard – variable messaging along State roadways, transporting supplies and equipment, providing traffic control devices (barrier, traffic cones, barrels, signs, message boards, stickers, safety vests, etc.) for test sites, supporting logistics at RIEMA headquarters, updating and protecting the maintenance personnel. All while maintaining essential highway and bridge maintenance operations.

Stormwater

In 2015, under new administration, RIDOT performed a review of all agency "legacy issues" and identified stormwater as an area requiring significant attention and prioritization.

Background: In 2011, the US Environmental Protection Agency (EPA) audited RIDOT for compliance with stormwater pollution controls under the Clean Water Act, which in Rhode Island is administered by the Department of Environmental Management (DEM). In May 2014, the US Department of Justice (DOJ) notified RIDOT that the EPA had requested that DOJ bring a federal court action against RIDOT for violations of conditions and limitations of its stormwater permit. The violations focused on lack of actions related to the control of pollutants discharged to impaired water bodies, illicit discharge program development (IDDE) and screening, and good housekeeping measures such as inspection/cleaning of catch basins and street sweeping. DOJ offered RIDOT the opportunity to discuss a resolution without the need for formal litigation through execution of a consent decree. When the new RIDOT management team arrived in February of 2015, it completed negotiations of the consent decree, which became effective in December 2015. In response to the EPA audit, DOJ negotiations, and the consent decree, RIDOT created an Office of Stormwater Management (OSM) and a $112 million ten-year Stormwater Compliance Implementation Plan.

Update: During the second quarter of FFY 2021, the Environmental Division continued it's efforts to comply with the EPA Consent Decree, assist in the environmental permitting and compliance on all RIDOT projects, and to meet all MS4 obligations. The Division completed numerous project design reviews, continued it's work on the development of a permit tracking program and database, reviewed all State land sale proposals and physical alteration permits and performed numerous construction / final inspections throughout the quarter.

Q2 Highlights:

- The Annual Municipal Separate Storm Sewer System (MS4) Report was submitted to the Department of Environmental Management in March.
- A number of approvals were received from EPA on Stormwater Control Plans (SCPs) and also for water quality crediting methodologies.
- Kick-off meetings were held for the Environmental Permitting E-tool to allow consultant user interface.
- Statewide aerial imagery was completed in March and will be processed and added to the GIS database next quarter.
- The program consultants completed the Illicit Discharge Detection Elimination Group A per the Consent Decree.
- A project was awarded to cleanout three RIDOT drainage systems in North Providence, Johnston and Coventry.
- Meetings were held with partners to begin the identification coordination of projects in the Blackstone River watershed.
- A stormwater project was awarded in Smithfield for the Esmond Street Park area.
- Coordination continued to prepare stormwater retrofit projects for the Warwick Ponds and the Greenwich Bay Inland priority one Stormwater Treatment Unit (STU) for 2021.
- Several drainage repair projects were designed and bid for the upcoming 2021 construction season.
- Environmental Division staff continues to assist with efforts to update the department's Standard Specifications for Road and Bridge Design (commonly referred to as RIDOT's "Blue Book")

Projects

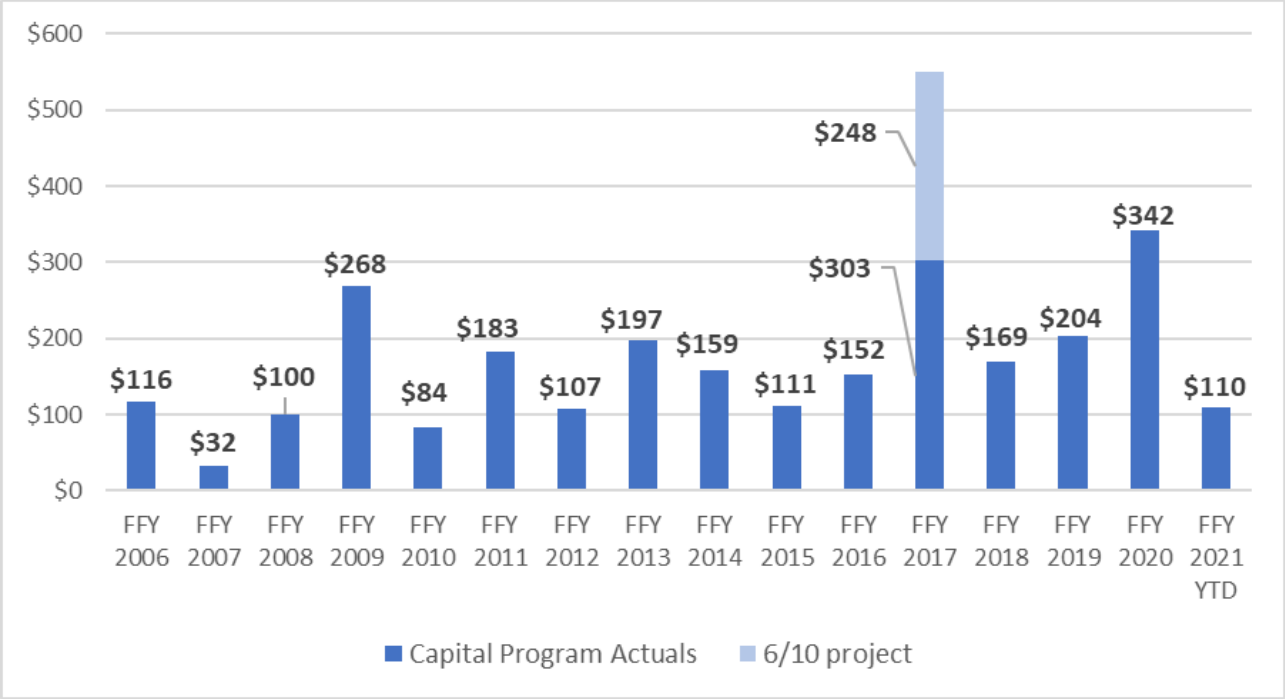
Project Performance

RIDOT is currently tracking 41 capital projects in active construction as of the end of the second quarter of FFY 2021. Projects progress through RIDOT's project delivery process as follows: first, the project is included in the capital plan; then it goes through a design phase, followed by an advertisement for construction; construction and substantial completion. Three active construction projects from the FFY 2017 class are currently late and one project is over-budget. One active construction projects from the FFY 2018 class is over-budget. For FFY 2019, one project is both late and over-budget.

On-Time and On-Budget Project Performance by Class

	On Budget % (by Value)	On Time % (by Value)	Contract Value of projects in construction	On Budget % (by Projects)	On Time % (by Projects)	# of Projects in Construction
FFY17	94%	80%	$ 362.3	80%	40%	**5**
FFY18	65%	100%	$ 42.5	75%	100%	**4**
FFY19	91%	91%	$ 165.3	92%	92%	**13**
FFY20	100%	100%	$ 326.3	100%	100%	**13**
FFY21	100%	100%	$ 42.3	100%	100%	**6**

Capital Program Construction



FFY 2021 Capital Program

PTS ID	Project	Actual/Projected Advertised Date	Engineer's Estimate at Bid Opening (in millions)	Low Bid (in millions)	Value Change (in millions)
FFY21					
2604G	HSIP-Intersection Safety Improvements - Rte 37 & Natick Ave	Oct-20	$ 2.81	$ 2.02	$ (0.79)
2603F	Bridge Group 32 - I-95	Nov-20	$ 31.33	$ 28.90	$ (2.43)
0050B	Pell Bridge Ramps - Phase 2	Nov-20	$ 67.35	$ 57.98	$ (9.37)
0014N	Bridge Group 59C – Reconstruction of Reservoir Ave. RR Bridge	Dec-20	$ 8.75	$ 7.89	$ (0.86)
0091U	HSIP - Intersection Safety - Route 6 & 7	Dec-20	$ 3.16	$ 2.53	$ (0.62)
2604D	I-95 SB High Speed Lane Resurfacing (ARD)	Dec-20	$ 0.32	$ 0.22	$ (0.10)
2601W	Rt 1 - Post Rd (NKS) - Drainage	Jan-21	$ 8.81	$ 5.54	$ (3.27)
0201L	Bridge Group 57J - Browning Mill	Jan-21	$ 0.83	$ 0.60	$ (0.24)
2603S	HSIP - Roadway Departure Mitigation - 2021	Feb-21	$ 1.10	$ 0.88	$ (0.22)
0162D	SRTS - C-4 (wrn)	Feb-21	$ 4.42	$ 3.75	$ (0.67)
2604A	2021 PPEST C-1	Mar-21			
2604B	2021 RAC C-1	Mar-21			
2604C	2021 Crack Sealing North, South, Central Regions C-1	Mar-21			
2604M	Bridge Group 57T-10 – I-195 Washington North Phase 2	Mar-21			
0083R	Birch Swamp & Schoolhouse Rd (Market St - Long Ln)	Apr-21			
0131N	Salt Storage Facility - Pawtucket	May-21			
0016N	Bridge Group 35 - I-295	Jun-21			
0013D	Bridge Group 51B - Rt 37 C-3	Jun-21			
2603N	Route 146 Reconstruction	Jul-21			
2603T	HSIP - Intersection & Crosswalks Central-South - 2021	Jul-21			
0139D	Bridge Group 54B - Rt 138 Kingston Station RR	Aug-21			
0032B	Bridge Group 69E - Hunts Mills	Aug-21			
2602X	Bridge Group 45C_H - Cottrell	Sep-21			
0025Z	Intersection Safety Improvements 2019 C2	Sep-21			
0011S	Mileage Based Exit Renumbering C-4 - I-95	Sep-21			
			$ 128.86	**$ 110.29**	**$ (18.57)**

Capital Program Changes

Construction Program Update:

Add to FFY21:

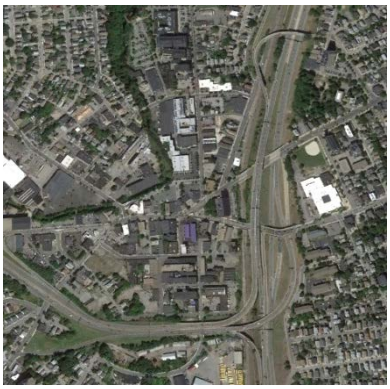
2604M - Bridge Group 57T-10 - I-195 Washington North Phase 2 (Re-advertised)
0025Z - Intersection Safety Improvements 2019 C-2
0131N - Salt Storage Facility - Pawtucket
0016N - Bridge Group 35 - I-295
0011S - Mileage Based Exit Renumbering C-4: I-95

Shifted to FFY22:

2603M – Bridge Group 04_R - Huntington

NOTE: As of March 2020 Advertising, Notice to Procced and Substantial Completion dates have been impacted by COVID-19. The project dates have been adjusted accordingly.

The Route 6/10 Interchange



This project involves the replacement of nine bridge structures that comprise the 6/10 Interchange. Seven of the nine structures are structurally deficient. The project also involves construction of the "missing move" to allow Route 10 north traffic to access Route 6 west without traveling through Olneyville. In addition to state of good repair efforts, the project will include 1.4 miles of bike paths and make approximately an acre and a half of real estate suitable for development.

Update: During the second quarter of FFY 2021, RIDOT and the 6/10 Constructors Joint Venture continued engineering work and coordination with affected utilities and AMTRAK. Final demolition of the Broadway Bridge, the two Westminster Street bridges, and the Huntington Avenue Viaduct that spans Route 10 was completed. New steel beams were installed on the new Tobey Street overpass and new Broadway Bridges. Work on the bridge deck of the new Olneyville Bypass bridge connecting Route 10 North to Route 6 East continued as the weather permitted in anticipation of placing the deck in the third quarter of FFY 2021. Substructure work on the next phase of the Huntington Avenue Viaduct and drainage work continued. RIDOT continues to coordinate with the City of Providence.

At-Grade Railroad Crossing Program

The department oversees the Federal Highway Administration's Highway-Rail Grade Crossing Program. This program addresses and implements safety improvements at highway-railroad grade crossings and aims to reduce the number of incidents/crashes. Eligible crossing work includes, but is not limited to signings, pavement markings, active warning devices, crossing surface improvements, grade separation, and crossing closures.

Update: RIDOT is finalized the plans and maintenance agreements for signing and striping upgrades at several crossings statewide to bring them up to the Federal Railroad Administration's current standards. It is anticipated that the project will begin construction next quarter. The Quonset Development Corporation has awarded seven grade crossing construction projects within Quonset. Work began in September 2020 and is scheduled to complete all crossings in late late spring/early summer.

RIDOT is working on project development with Providence and Worcester Railroad to upgrade two at grade crossings, advertising of this project is anticipated for summer 2021.

Pawtucket/Central Falls Train Station

In 2007, the City of Pawtucket completed a feasibility study on the restoration of commuter rail service in Pawtucket, with recommendations on station locations.

Update: RIDOT and the Design/Build team for the Pawtucket/Central Falls Train Station continued moving forward on the design and construction of the project. The Issue for Construction design plan set was submitted and is under review. Construction updates are posted monthly to the project website. Permitting and utility coordination continue.

Special Projects

The Route 37 and I-295 Interchange Safety Improvements Project - Cranston

The Route 37 and I-295 interchange improvements will address the safety, congestion, and weaving concerns in the interchange area and along I-295 North up to Route 6. Five of the six bridge structures will be replaced while the other is rehabilitated. A seventh new bridge structure will be added to eliminate the current on-ramp traffic merge into high speed traffic. The area along I-295 North from Route 37 to Route 6, commonly referred to as the "Cranston Canyon", will have a third lane added to aid in the heavy congestion and on-ramp merges through the area. Rebuilding the interchange and eliminating weaves would greatly reduce traffic congestion and significantly improve safety.

Update: During this past quarter, RIDOT advertised the RFQ to short list prospective teams for the project. RIDOT's design consultant continues to incorporate review comments into the RFP documents. RIDOT received and is addressing FHWA comments on the Draft Grant Agreement. For next quarter, the RFQ team submittals will be evaluated, the project RFP is anticipated to be advertised, and the Grant Agreement finalized with FHWA.

The Route 95 North Bound Viaduct Project - Providence

Interstate 95 North through the Providence Viaduct is the most congested highway in Rhode Island. This proposed project includes the replacement of the Northbound I-95 Providence Viaduct. Rebuilding the interchange and eliminating weaves will greatly reduce traffic congestion and significantly improve safety. Three of the six bridges in the interchange that will be replaced are structurally deficient, with five additional structures being rehabilitated.

Update: During this past quarter, design efforts were advanced were advanced to the 90 percent design phase. The first construction activities, including the first traffic shifts on I-95 Northbound and rehabilitation work on the Charles Street and Ashburton Street bridges carrying I-95 over these local city streets also began. Demolition of the vacant Viaduct bridge span between I-95 North and South is scheduled to commence early next quarter, with construction of the Atwells Avenue on-ramp and Smith Street bridges scheduled to start this summer.

Providence-Newport Ferry Service

Recognizing the value of Narragansett Bay as both a natural and transportation asset, RIDOT implemented ferry services in 2016 following deliberations of a transit working group charged with developing options to increase Rhode Island's transit usage. While exploring many possible designations and landing sites, in an effort to test the market for ferry service, the group recommended a start-up service for the 2016 summer season (July through September) connecting Providence and Newport. RIDOT worked with the Cities of Providence and Newport on landing sites, and closely coordinated its efforts with the Rhode Island Department of Environmental Management (DEM), the Coastal Resources Management Council (CRMC), and the Rhode Island Public Utilities Commission (DPUC).

Update: Despite the COVID-19 pandemic, RIDOT supported a successful 2020 ferry season, and is currently planning for the 2021 season.

Multi-Hub Project

The Multi-Hub Project will locate RIPTA bus hub activities to new facilities adjacent to the Providence Station, Kennedy Plaza, and Garrahy Courthouse in an effort to develop a downtown bus operations plan linking proposed transit centers with major employment and activity centers. RIDOT is working on this project with RIPTA, the City of Providence, and the Governor's Office.

Update: Preliminary design work is ongoing. Stakeholder coordination and public outreach will continue over the next quarter.

FHWA Ferry Boat Program

RIDOT oversees the Federal Highway Administration's Ferry Boat Program. The program is formula-based and is to be used for the construction of ferry boats and ferry terminal facilities. Funds are made available for eligible projects through the State using the data contained in the Bureau of Transportation Statistics National Census of Ferry Operations database. Each operator utilizes a publicly owned terminal facility.

Update: RIDOT continues to work with the three awarded ferry operators on eligible projects. Currently, RIDOT is working on a pilings improvement project with Interstate Navigation that is under environmental review. Also under environmental review are site improvements for the Providence to Newport ferry at the India Street landing site.

Bridge Toll Facilities

A key component of the RhodeWorks infrastructure improvement plan is to assess user fees on tractor trailers to fund the reconstruction of structurally deficient bridges. This will be done by erecting All Electronic Tolling (AET) equipment at these bridge locations. The toll will be set at a level to generate enough revenue to pay for the amount of the bridge reconstruction cost proportionate to the amount of damage tractor trailers have caused.

Update: During the second quarter, RIDOT continued collecting tolls at eleven locations and began design on Toll Zone 5, Providence Viaduct. Revenues from active locations have been consistent and on-target with projections.

Pell Bridge Ramps Phase 2

The reconstruction of the Newport Pell Bridge Approaches (Pell Bridge Ramps Phase 2) was started to address the need to make travel into Newport easy and safe and to provide an efficient ramp system with a smaller footprint. The project will reconstruct the Pell Bridge approach ramps to improve traffic circulation, reduce queuing on the Pell Bridge and reconnect neighborhoods which are currently segmented by the current highway infrastructure. With the realignment of the approach roads and removal of excess transportation infrastructure, the project will also spur economic development as it frees up parcels of land for new development opportunities.

Update: During this past quarter, the Department opened the contractor bids for the project and commenced the bid review and analyses. Following completion of the contractor procurement process and FHWA concurrence, it is anticipated that a notice to proceed will be given to commence construction in the next quarter.

Special Projects

Route 146 Reconstruction Project

This project has several major components, one of the largest of which is the construction of an overpass at the intersection of Rt. 146 at Sayles Hill Road. Presently, Rt. 146 is entirely access controlled except for a short stretch at Sayles Hill Road, where there is a major signalized intersection. The traffic signal introduces excessive delays during the morning and afternoon peak hours, and the new overpass will improve congestion on Rt. 146 while still maintaining access to Sayles Hill Road and local businesses through collector-distributer "CD" type roads. Other project components include but are not limited to bridge rehabilitation, bridge replacement, improving the weave area at the Rt. 99/Rt. 146 and I-295 south exit, redesigning the Rt. 146/146A interchange to a diverging diamond interchange (DDI), installation of wrong way driving detection at select ramps, implementing bus-on-shoulder signs and pavement markings from Mineral Spring Avenue to I-95, installation of high friction surface treatment at select ramps, enhance the weigh station on Rt. 146 south by adding weigh-in-motion (WIM) technology, extending RIDOT's fiber optic network for intelligent transportation systems/traffic monitoring from I-295 to the MA State line, and pavement resurfacing from I-295 to the MA State line.

Update: During the second quarter of FFY 2021, RIDOT has continued preliminary design work and advertised the Request for Qualifications (RFQ) for design build teams that may be interested in bidding on the project. Over the next quarter, RIDOT anticipates reviewing responses to the RFQ, shortlisting the qualified design build teams, and providing the Request for Proposals (RFP) to the qualified teams. Construction is still expected to start in spring 2022.

Route 4 and Interstate 95 Interchange

This project involves two components, the completion of the interchange which connects Interstate 95 with Route 4 and the installation of three interchange ramps connecting Route 403 to local streets in North Kingstown. Currently, I-95 Southbound is connected to Route 4 Southbound and Route 4 Northbound is connected to I-95 Northbound. Traffic wishing to access Route 4 Southbound from I-95 Northbound or traffic wishing to access I-95 Southbound from Route 4 Northbound needs to use local roads. This additional traffic adds to congestion along Division Street and Route 2 and longer travel times for both freeway and local traffic.

The completion of missing access ramps to and from Route 403 will include the completion of the Route 403 interchange at West Davisville Road by adding an entrance ramp from West Davisville Road to Route 403 Eastbound and an exit ramp from Route 403 Westbound to West Davisville Road. Also an entrance ramp from Post Road Southbound to Route 403 Westbound will be added to provide a direct connection between these two roadways. The addition of these interchange ramps will reduce traffic on Devils Foot Road between West Davisville Road and Post Road and eliminate the need for Post Road Southbound motorists to access Route 403 Westbound via Gate Road.

Update: During the second quarter of FFY 2021, RIDOT continued to prepare NEPA documents for both components of the project and an Interchange Justification Report for the Route 4 Interstate 95 connection. RIDOT responded to a FHWA Notice of Funding Opportunity by submitting an INFRA grant to fund the the construction portion of this project.

Financials

Expenditures

Actual operating expenditures totaled $145 million in SFY20, $40 million in Q3 SFY21, and $106 million YTD for SFY21.

Operating Expenditures Details (Actuals)

(In Thousands)	SFY20	SFY21Q1	SFY21Q2	SFY21Q3	SFY21 YTD
Administrative					
In-house Labor	$ 25,525	$ 6,878	$ 6,709	$ 5,570	$ 19,157
Overhead Recovery	$ (21,710)	$ (5,965)	$ (5,473)	$ (4,149)	$ (15,587)
Consultant Contracts	$ 1,523	$ 600	$ 1,782	$ 1,178	$ 3,560
Miscellaneous (Admin)	$ 2,372	$ 552	$ 1,013	$ 507	$ 2,072
Pass Throughs	$ 124	$ 22	$ -	$ 30	$ 52
Total Administrative	**$ 7,834**	**$ 2,087**	**$ 4,031**	**$ 3,136**	**$ 9,254**
Highway Maintenance**					
In-house Labor	$ 33,267	$ 8,877	$ 9,048	$ 7,458	$ 25,383
Overhead Costs	$ 2,565	$ 544	$ 613	$ 584	$ 1,741
Consultant Contracts	$ 23,616	$ 4,026	$ 7,017	$ 6,551	$ 17,594
Construction Contracts	$ 2,611	$ 43	$ 1,274	$ 227	$ 1,544
Miscellaneous (Highway Maint.)	$ 16,618	$ 3,713	$ 2,564	$ 2,287	$ 8,564
Pass Throughs	$ 508	$ 14	$ 594	$ 4	$ 612
Total Highway Maintenance	**$ 79,185**	**$ 17,217**	**$ 21,110**	**$ 17,111**	**$ 55,438**
Safety					
In-house Labor	$ 599	$ 123	$ 126	$ 115	$ 364
Overhead Costs	$ 385	$ 121	$ 85	$ 77	$ 283
Consultant Contracts	$ 2,798	$ 720	$ 1,324	$ 596	$ 2,640
Miscellaneous (Safety)	$ 120	$ 27	$ 35	$ 20	$ 82
Pass Throughs	$ 2,851	$ 671	$ 1,791	$ 1,037	$ 3,499
Total Safety	**$ 6,753**	**$ 1,662**	**$ 3,361**	**$ 1,845**	**$ 6,868**
Transit Operations					
Transit Operations	$ 23,610	$ 6,602	$ 6,453	$ 5,817	$ 18,872
Total Transit Operations	**$ 23,610**	**$ 6,602**	**$ 6,453**	**$ 5,817**	**$ 18,872**
Winter Operations					
In-house Labor	$ 1,891	$ -	$ 656	$ 1,158	$ 1,814
Miscellaneous (Winter)	$ 9,995	$ 53	$ 377	$ 10,077	$ 10,507
Total Winter Operations	**$ 11,886**	**$ 53**	**$ 1,033**	**$ 11,235**	**$ 12,321**
Emergency Repair Projects***					
In-house Labor	$ 1,076	$ 211	$ 157	$ 77	$ 445
Overhead Costs	$ -	$ -	$ -	$ -	$ -
Consultant Contracts	$ 963	$ 115	$ 129	$ 367	$ 611
Construction Contracts	$ 12,242	$ 1,263	$ 548	$ 438	$ 2,249
Miscellaneous (Emergency)	$ 1,424	$ 130	$ 65	$ 20	$ 215
Pass Throughs	$ 3	$ 4	$ -	$ -	$ 4
Total Emergency Repair Project	**$ 15,708**	**$ 1,723**	**$ 899**	**$ 902**	**$ 3,524**
Total Operating Expenditures	**$ 144,976**	**$ 29,344**	**$ 36,887**	**$ 40,046**	**$ 106,277**

*Expenditures derived from RIDOT's Oracle Financial Mangement System

**Includes bridge inspection, striping, crack sealing and chip sealing

***Expenditures directly related to emergency projects were not tracked separately until the 3rd Qtr of SFY16. Prior to that the expenditures for emergency projects were reported within the capital projects section. Based on new coding criteria for immediate need projects beginning during 1st Qtr of SFY 20, funding now reflects accurate expenditures.

****Administrative expenses were down during 3rd Qtr of SFY20 due to the processing of the annual ICR adjustment.

*****The increase in administrative consultant costs during 2nd Qtr of SFY21 marks the beginning of the court proceedings of the tolling lawsuit.

Actual capital expenditures totaled $481 million in SFY20, $84 million in Q3 SFY21, and $352 million YTD for SFY21.

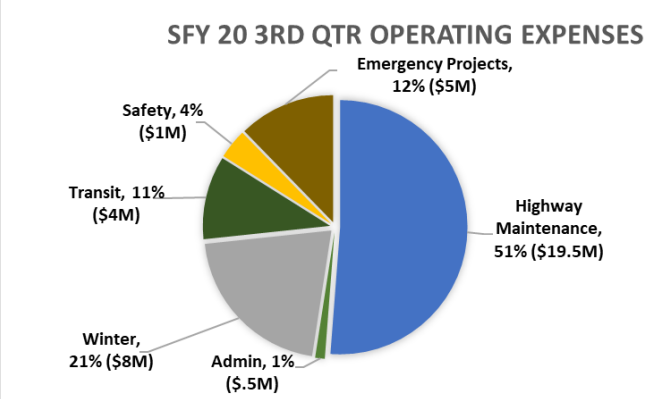
Capital Expenditures Detail (Actuals)

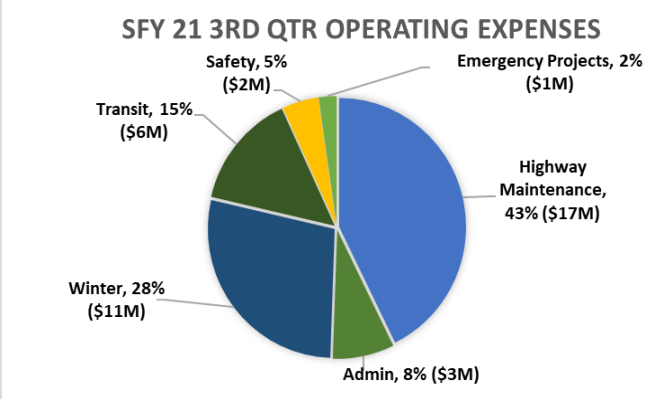
(In Thousands)	SFY20	SFY21Q1	SFY21Q2	SFY21Q3	SFY21 YTD
Debt					
Debt	$ 65,854	$ 2,135	$ 15,963	$ 1,852	$ 19,950
Total Debt Service	**$ 65,854**	**$ 2,135**	**$ 15,963**	**$ 1,852**	**$ 19,950**
Planning					
In House Labor	$ 3,781	$ 865	$ 1,107	$ 862	$ 2,834
Overhead Recovery	$ 2,163	$ 507	$ 573	$ 466	$ 1,546
Consultant Contracts	$ 1,120	$ 200	$ 308	$ 525	$ 1,033
Miscellaneous (Planning)	$ 728	$ 339	$ 251	$ 175	$ 765
Total Planning	**$ 7,792**	**$ 1,911**	**$ 2,239**	**$ 2,028**	**$ 6,178**
Capital Projects					
In House Labor	$ 28,696	$ 8,200	$ 7,693	$ 5,362	$ 21,255
Overhead Recovery	$ 16,337	$ 4,689	$ 4,062	$ 2,870	$ 11,621
Consultant Contracts	$ 37,124	$ 8,801	$ 8,116	$ 7,132	$ 24,049
Construction Contracts	$ 293,957	$ 104,462	$ 82,747	$ 55,270	$ 242,479
Miscellaneous (Capital Projects)	$ 20,930	$ 7,464	$ 7,529	$ 6,545	$ 21,538
Total Capital Projects	**$ 397,044**	**$ 133,616**	**$ 110,147**	**$ 77,179**	**$ 320,942**
Capital Pass Throughs					
Pass Throughs	$ 10,460	$ 1,609	$ 411	$ 3,110	$ 5,130
Total Capital Pass Throughs	**$ 10,460**	**$ 1,609**	**$ 411**	**$ 3,110**	**$ 5,130**
Total Capital Expenditures	**$ 481,150**	**$ 139,271**	**$ 128,760**	**$ 84,169**	**$ 352,200**
Total RIDOT Expenditures	**$ 626,126**	**$ 168,615**	**$ 165,647**	**$ 124,215**	**$ 458,477**

* Beginning in the 4th Qtr of SFY 19, Garvee Debt service payments are included in the Total Debt Service.

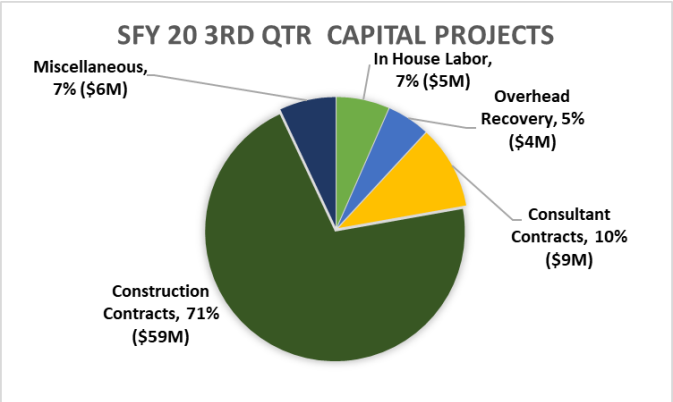
Expenditures

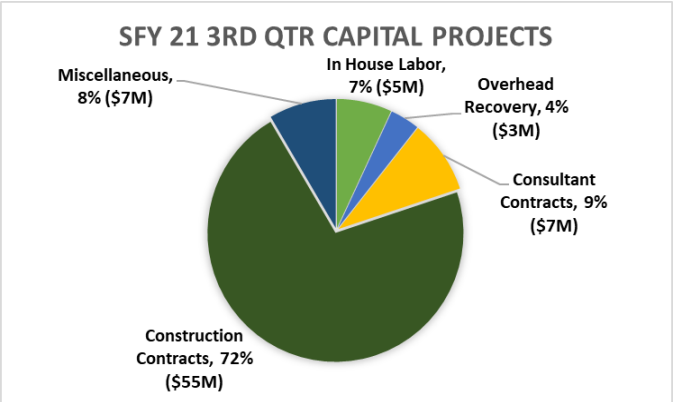
OPERATING EXPENDITURES: Operating expenditures are costs associated with the day-to-day operations of RIDOT. These costs include Highway Maintenance, Safety Programs, Administrative Expenses, Winter Operations, and Commuter Rail expenses.



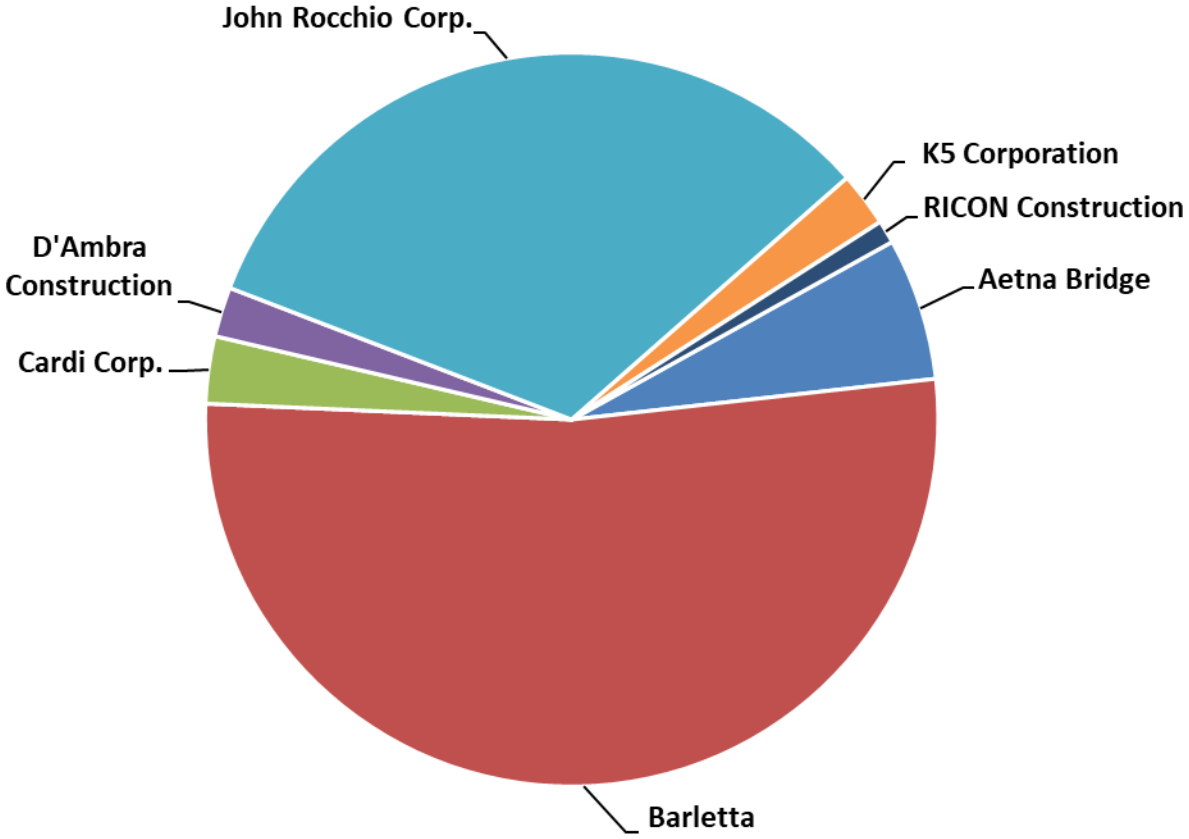


CAPITAL EXPENDITURES: Capital expenditures include design, construction and oversight costs associated with capital projects, expenditures to plan capital projects and debt service on capital debt. Some operating expenditures associated with RIDOT overhead are also billed to capital projects. Capital costs other than those allocated to the construction contracts are considered "soft costs." RIDOT's 10 Year Plan calls for the reduction of soft costs over time to bring this portion of capital expenditures down to industry standards through the implementation of project management.





FFY 2021 (as of March 31, 2021)*



Contractor	No. of Contracts	Total Value Awarded (In Millions)
Aetna Bridge	1	$7.889
Barletta	1	$65.964
Cardi Corp.	4	$3.728
D'Ambra Construction	2	$2.753
John Rocchio Corp.	2	$41.088
K5 Corporation	2	$3.015
RICON Construction	1	$1.270
Totals	**13**	**$125.707**

*Chart contains only contractors awarded over $500,000 in construction contracts as of March 31, 2021.

Glossary

Date Conventions:

CY: Calendar Year (January 1 – December 31)

FFY: Federal Fiscal Year (October 1 – September 30)

SFY: State Fiscal Year (July 1 – June 30)

Safety Information is collected and reported on a calendar year (**CY**) basis

Financial Information is reported on a State Fiscal Year (**SFY)** basis

All other information is reported on a Federal Fiscal Year **(FFY**) basis

Technical Definitions:

Emergency Awards: The Department occasionally faces the need for urgent response to certain situations. As defined by State Purchasing Regulations (9.6.2), an emergency is defined as follows: "An emergency shall mean a situation to which an urgent response is required. Immediate dangers to health and safety, threats to property and necessary functions, and failures of critical equipment constitute emergencies"

Advertise: The date of the public notice of the invitation for bids or request for proposals, typically posted on the State Purchasing's website

At NTP: Notice to Proceed occurs when a Purchase Order is provided by the Owner to the Contractor authorizing work to begin

Substantial Completion: Substantial completion is reached when the work is completed so it can be safely and effectively used by the public. This may include the entire Project or a unit, or portion of the work such as a structure, an interchange, or section of road or pavement

Final Completion: Final completion is reached when all contract work is completed, including punchlist work, and all certifications have been received by the Department

LTD: Life to Date

Change Orders: A written order to the Contractor covering contingencies, extra work, increases or decreases in contract quantities, and additions or alterations to the plans or specifications within the scope of the contract, and estblishing the basis of payment and time adjustments for the work affected by said change

Industry Definitions:

NHTSA: National Highway Traffic and Safety Administration

OHS: Office of Higway Safety

FARS: The Fatality Analysis Reporting System is a nationwide census providing NHTSA, Congress and the American public yearly data regarding fatal injuries suffered in motor vehicle traffic crashes

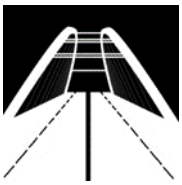
Pass throughs: Capital pass through expenditures are costs that are not directly related to capital projects but instead passed on to other entities such as other State agencies or local cities and towns for capital related costs

CMAQ: Congestion Mitigation and Air Quality

NBI: National Bridge Inventrory; the Federal Highway Administration identifies bridges that are greater than 20ft and used for vehicular traffic.

NHS: National Highway System is a network of strategic highways with the US, including the Interstate Highway System and other roads service major airports, ports, rail or truck terminals, railway stations, pipeline terminals and other strategic transport facilities.

RIDOT System Quick Facts



1,192

Bridges (5+ feet) as of 3/31/21

More than

3,000

Lane miles of road

5 rail stations

18 park and rides

104,000

Traffic devices

34,000

Catch basins (approximate)

703

Total employees

(as of 3/31/21)