

# Quarterly Report

## January - March 2023



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April 30, 2023



## 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.
- (5) This report shall also include a current list of all federal, discretionary, and any other grants that the department has applied for and the status of that application and identify any changes from the prior report. For any grants that require a state match, the department shall identify if the source for the state's match is available under currently authorized funding.



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

RIDOT is pleased to submit the FFY 2023 Q2 RhodeWorks quarterly report.

The Department had a busy and eventful quarter, despite the traditional winter shutdown season. The highlight of the quarter was the opening of the new Pawtucket-Central Falls (PCF) Transit Center in late January. For the first time in more than 40 years, passenger trains once again stop in Pawtucket.

One of the main impetuses for PCF was the many studies done over several years that contemplated how to bring back passenger rail to Pawtucket. RIDOT made it a reality, thanks in large part to the steadfast support of Rhode Island's Congressional delegation who secured more than \$40 million in federal funds – about two-thirds of the entire cost to build the new transit center. The other vital third of funding from the State, shepherded by the Governor and the General Assembly, was the key to obtaining federal funds to complete PCF.

The new facility is a true transit center, served by MBTA commuter rail with 40 weekday stops and an integrated bus hub serving 10 RIPTA bus routes. The response to the new PCF Center has been fantastic, and ridership is already nearing its estimated pre-pandemic usage in just its first few months. We also have seen an increased interest in transit-oriented development close to the Center.

Since the reorganization of RIDOT and the establishment of RhodeWorks eight years ago, we continually identify specific work on our projects that can be done through the winter months. In the past quarter we were able to work, in some capacity, on 50% of our projects through the winter. The warmer temperatures this winter allowed us more flexibility to do so.

In early March, RIDOT earned a Federal Highway Administration "Excellence in Teamwork Award" for the Route 6/10 Interchange Project. The award credits the project's cost-saving innovations, green technology deployment and Every Day Counts initiatives. The design-build process RIDOT selected for this project is a key reason for its success, allowing us to provide a better final product for the taxpayers of Rhode Island. The majority of the improvements on the 6/10 Interchange will be finalized by the end of this year.

RIDOT closed out the quarter with good news regarding Rhode Island's ranking with other states for traffic fatalities, according to reports published by the National Highway Traffic Safety Administration and the Governors Highway Safety Association. Two of the reports ranked Rhode Island as the safest state in the country and another as the second safest. These reports validate RIDOT's hard work to make roads safer and influence driver behavior.

Heading into the busy construction season, we are overseeing 66 projects valued at almost \$2 billion, all of which I'm confident will progress on time and on budget.

Sincerely,

Peter Alviti Jr., P.E.  
Director

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## Key Accomplishments

### Project Management

- **RIDOT earns “Excellence in Teamwork Award” for Route 6/10 Interchange Project** – On March 8, at the Administrator’s Award Ceremony for the Federal Highway Administration (FHWA) in Washington, D.C., RIDOT was recognized with an “Excellence in Teamwork Award” for the Route 6/10 Interchange Project in Providence. The award, which also recognizes the FHWA Rhode Island Division staff and the design-build team 6/10 Constructors Joint Venture, credits the project’s cost-saving innovations, green technology deployment and Every Day Counts (EDC) initiatives for successfully bringing the project to its current state of progress.
- **New Intersection to Reconnect JT Connell Highway** – On March 30, RIDOT opened a new intersection at the Pell Bridge Ramps Project, reconnecting two sections of JT Connell Highway that were bisected more than 50 years ago with the construction of the original ramp system. The new intersection offers a better, more direct connection between Downtown Newport and the city's North End.
- **Pawtucket-Central Falls Transit Center** - The new Pawtucket-Central Falls Transit Center opened for service on January 23, 2023. It is the culmination of more than a decade of work from a collaboration of state and local officials, transit, bus transit, and railroad stakeholders. It will provide a robust combination of commuter rail and bus service in an emerging area of transit-oriented economic development in Pawtucket and Central Falls. It will allow riders to switch modes of transportation easily between commuter rail operated by the Massachusetts Bay Transportation Authority (MBTA) and RIPTA’s statewide bus network – making it easier and more convenient for many Rhode Islanders traveling to and from Boston and other destinations in Massachusetts.

### Safety

- **Rhode Island Leads the Nation in Highway Safety** - Recent traffic safety reports published by the National Highway Traffic Safety Administration (NHTSA) and the Governors Highway Safety Association (GHSA) show reductions in traffic fatalities in Rhode Island and a corresponding improvement in national rankings compared to all 50 states and the District of Columbia. Two of the reports rank Rhode Island as the safest state in the country and another as the second safest. NHTSA published final data for 2021 in its Fatality Reporting System. The report ranks the states by examining fatalities per 100 million vehicle miles traveled. That analysis showed Rhode Island significantly rose in the rankings, becoming the second safest state in the country. The reduction in fatalities in Rhode Island is in contrast to the rest of the country, which saw total fatalities rise 10 percent from 2020 to 2021. This most recent report comes on the heels of two other national reports issued this year in which RIDOT showed gains in reducing highway safety deaths in 2022. A NHTSA report issued in January showed Rhode Island had the lowest fatality rate in the country. In February, GHSA published its annual Spotlight on Highway Safety report, which looked at pedestrian fatalities for the first six months of 2021 compared to 2022. In that report, Rhode Island was the safest state with the lowest pedestrian fatality rate per 100,000 people.

# Statutory Requirements

## CONSTRUCTION

## FFY22 AWARDS

**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 2022 (Oct. 1, 2021- September 30, 2022)

Construction Contract (Project Name)	Award Date (Mon-Year)	Value (\$M)	Exp. Completion Date (Mon-Year)
<b>FFY 2022 1st Quarter - October 1, 2021 - December 31, 2021</b>			
Mileage Based Exit Renumbering C-4 I-95	Dec-21	\$ 0.9	Dec-22
SRTS - Broken Bridge Bike Path, Warren Contract 4	Dec-21	\$ 3.7	Aug-23
Intersection Safety Improvements 2019 C2	Dec-21	\$ 4.6	May-23
<b>Subtotal</b>		<b>\$ 9.3</b>	
<b>FFY 2022 2nd Quarter - January 1, 2022 - March 31, 2022</b>			
Bridge Group 42A - WAR, WW	Jan-22	\$ 2.9	Jul-23
Route 146 Guide Signs C-2 (readvertised)	Jan-22	\$ 5.9	Jun-24
HSIP - Intersection & Crosswalks Central-South - 2022	Feb-22	\$ 2.8	Jul-23
Improvements to East Shore Expressway (Rt. 144 to US-6)	Mar-22	\$ 8.0	Apr-23
Bridge Group 69E - Hunts Mills	Mar-22	\$ 5.5	Oct-23
Rt 138A - Aquidneck Ave (E Main Rd - Green End Ave)	Mar-22	\$ 5.0	Aug-23
Route 146 Reconstruction	Mar-22	\$ 167.4	Aug-26
<b>Subtotal</b>		<b>\$ 197.5</b>	
<b>FFY 2022 3rd Quarter - April 1, 2022 - June 30, 2022</b>			
Bridge Group 51B-RT 37 C-3	Apr-22	\$ 65.3	Jun-26
HSIP Statewide Intersection & Crosswalk Improvement East Bay 2021	Apr-22	\$ 2.4	Jun-23
HSIP - High Risk Rural Roads Improvements 2021	Apr-22	\$ 2.0	Jul-23
2022 Paver Placed Surface Treatment C-1	Apr-22	\$ 2.2	Nov-22
2022 Rubberized Asphalt Chip Seal C-1	Apr-22	\$ 1.5	Jun-23
Bridge Group 39 - Rt 146	May-22	\$ 26.6	Sep-24
Airport Connector and Post Road Resurfacing	May-22	\$ 8.5	Oct-23
Bridge Group 13B - RT 146 C-2	May-22	\$ 3.2	Dec-23
Pawtucket Central Falls Transit Center Parking Lot	Jun-22	\$ 4.4	Dec-22
Providence Station State of Good Repairs and Capacity	Jun-22	\$ 20.7	Dec-25
RI-14, RI-117, RI-138 & Fairview	Jun-22	\$ 2.4	May-23
<b>Subtotal</b>		<b>\$ 139.1</b>	
<b>FFY 2022 4th Quarter - July 1, 2022 - September 30, 2022</b>			
US-6, RI-94, Reynolds and East Road	Jul-22	\$ 11.3	Jun-23
Boston Neck Rd & South County Trail	Jul-22	\$ 20.5	Jun-24
Interstate Resurfacing (I-95 and I-295)	Jul-22	\$ 29.3	Jun-24
Bridge Group 37 - Mendon Rd	Aug-22	\$ 11.6	May-25
Davisville RR Bridge	Aug-22	\$ 6.4	Dec-24
Barrington and Warren Bike Path Bridges	Sep-22	\$ 18.0	Jun-26
Salt Storage Facility Newport	Sep-22	\$ 3.1	Jun-24
2022 Crack Sealing - Statewide C-1	Sep-22	\$ 1.3	Nov-22
<b>Subtotal</b>		<b>\$ 101.5</b>	
<b>TOTAL</b>		<b>\$ 447.4</b>	

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



**CONSTRUCTION**
**FFY22 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 2022 (Oct. 1, 2021 - September 30, 2022)**

Construction Contract (Project Name)	Completion Date (Mon-Year)	Expected Final Contract Cost	Number of Workers	Number of RI Workers	% Share with RI Residence
<b>FFY 2022 1st Quarter - October 1, 2021 - December 31, 2021</b>					
Bridge Group 57J - Browning Mill Bridge and Culverts	Oct-21	\$ 0.6	35	27	77%
STC I-295 SB at Bald Hill Rd	Oct-21	\$ 1.3	43	25	58%
2021 Paver Placed Elastomeric Surface Treatment C-1	Oct-21	\$ 3.2	41	31	76%
HSIP - Signalization of Allens Ave. C-5	Nov-21	\$ 3.1	25	21	84%
Bridge Group 03 - I-95 PAW	Nov-21	\$ 10.3	20	13	65%
I-195 Relocation C-19 Park & Bridge Completion	Nov-21	\$ 0.5	51	28	55%
Bridge Group 17 - BUR, CUM, LIN, NPR, NSN, SMI	Dec-21	\$ 4.0	39	27	69%
<b>Subtotal</b>		<b>\$ 23.0</b>			
<b>FFY 2022 2nd Quarter - January 1, 2022 - March 31, 2022</b>					
Bridge Group 54A - I-95 Kingston Rd	Jan-22	\$ 14.6	177	97	55%
HSIP Crosswalk & Signal Improvements 2020	Feb-22	\$ 1.4	9	8	89%
HSIP - Crosswalk and Sign Enhancements	Feb-22	\$ 1.5	36	21	58%
<b>Subtotal</b>		<b>\$ 17.5</b>			
<b>FFY 2022 3rd Quarter - April 1, 2022 - June 30, 2022</b>					
2021 Rubberized Asphalt Chip Seal C-1	Apr-22	\$ 1.2	27	14	52%
HSIP Intersection Safety Improvements - Route 37 and Natick Ave	May-22	\$ 2.1	36	19	53%
Bridge Group 03T-6 - I-95 PAW	May-22	\$ 21.0	41	19	46%
Bridge Group 01 - PVD	May-22	\$ 20.1	201	126	63%
HSIP Intersection Safety Rt 6 & 7	May-22	\$ 2.5	66	35	53%
HSIP Roadway Departure Mitigation 2021	Jun-22	\$ 0.9	22	14	64%
<b>Subtotal</b>		<b>\$ 47.8</b>			
<b>FFY 2022 4th Quarter - July 1, 2022 - September 30, 2022</b>					
Bridge Group 59A - Park Ave RR	Aug-22	\$ 6.9	133	74	56%
<b>Subtotal</b>		<b>\$ 6.9</b>			
<b>TOTAL</b>		<b>\$ 95.2</b>	<b>1,002</b>	<b>599</b>	<b>59.8%*</b>

**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 the PRISM Compliance Management (PRISM) Database, and current contract amounts as of 12/31/22

**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.

\*Grand totals are not based off unique person(s) data. If an individual worked on multiple projects, they are counted under each.



# CONSTRUCTION

# FFY24 PLANNED ADVERTISED

**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 2024 (Oct. 1, 2023 - September 30, 2024)

Construction Contract (Project Name)	Expected Advertise Date	Construction Value (\$M)
<b>FFY 2024 - October 1, 2023 - September 30, 2024</b>		
2024 Crack Sealing C-1	FFY 24	\$ -
2024 Paver Placed Elastomeric Surface Treatment C-1	FFY 24	\$ -
2024 Rubberized Asphalt Chip Seal - C-1	FFY 24	\$ -
Bridge Group 02_OS - Foster	FFY 24	\$ -
Bridge Group 17A - I-295 Cumberland	FFY 24	\$ -
Bridge Group 17C - Newell and Sneeceh	FFY 24	\$ -
Bridge Group 42C - Green Bridges	FFY 24	\$ -
Bridge Group 44_H - Nonquit	FFY 24	\$ -
Bridge Group 46_R - Lafayette RR	FFY 24	\$ -
Bridge Group 97 - Warwick Corridor	FFY 24	\$ -
Corridor - Route 7	FFY 24	\$ -
HSIP - Intersection & Crosswalk - 2024	FFY 24	\$ -
HSIP - Roadway Departure 2024 C-1	FFY 24	\$ -
HSIP - Roadway Departure 2024 C-2	FFY 24	\$ -
Pavement Improvements - East Main Rd	FFY 24	\$ -
Pavement Improvements - Hartford Ave C-3	FFY 24	\$ -
Pavement Improvements - JAM (Resiliency)	FFY 24	\$ -
Pavement Improvements - LCM, TIV	FFY 24	\$ -
Pavement Improvements - School St	FFY 24	\$ -
<b>TOTAL</b>		<b>\$ 239.3</b>

## DESIGN

## FFY22 AWARDS

**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 2022 (Oct. 1, 2021 - September 30, 2022)

Design Contract (Project Name)	Award Date (Mon-Year)	Value (\$M)	Exp. Completion Date (Mon-Year)
<b>FFY 2022 1st Quarter - October 1, 2021 - December 31, 2021</b>			
*	*	\$ -	*
<b>Subtotal</b>		<b>\$ -</b>	
<b>FFY 2022 2nd Quarter - January 1, 2022 - March 31, 2022</b>			
On-Call Engineering Services for Traffic Design Task Order	Jan-22	\$ 1.8	Jan-25
On-Call Engineering Services for Traffic Design Task Order	Jan-22	\$ 1.8	Jan-25
On-Call Engineering Services for Traffic Design Task Order	Jan-22	\$ 1.8	Jan-25
<b>Subtotal</b>		<b>\$ 5.3</b>	
<b>FFY 2022 3rd Quarter - April 1, 2022 - June 30, 2022</b>			
On-Call Infrastructure Maintenance and Bridge Engineering Support Consultant Services	Apr-22	\$ 0.5	Mar-25
<b>Subtotal</b>		<b>\$ 0.5</b>	
<b>FFY 2022 4th Quarter - July 1, 2022 - September 30, 2022</b>			
Pavement Preservation, Resurfacing and Highway Improvement Eng Services Program 4	Sep-22	\$ 3.0	Aug-25
<b>Subtotal</b>		<b>\$ 3.0</b>	
<b>TOTAL</b>		<b>\$ 8.8</b>	

**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 2022 (Oct. 1, 2021 - September 30, 2022)**

Design Contract (Project Name)	Completion Date (Mon-Year)	Expected Final Contract	Number of Workers	Number of RI Workers	% Share with RI Residence
<b>FFY 2022 1st Quarter - October 1, 2021 - December 31, 2021</b>					
Pavement Preservation Program - Contract 3	Oct-21	\$ 1.16	N/A	N/A	N/A
Pavement Preservation Program - Contract 4	Oct-21	\$ 1.59	N/A	N/A	N/A
Professional Consultant Services And Its Technical Support - TMC	Oct-21	\$ 9.12	N/A	N/A	N/A
On-Call Transportation Eng. Services- Bridge/ Routine C-4	Oct-21	\$ 0.79	N/A	N/A	N/A
Design Build On-Call Transportation Eng. Services - Bridge/ Routine C-1	Dec-21	\$ 0.70	N/A	N/A	N/A
On-Call Transportation Eng. Services - Bridge/ Routine C-3 Design-Build	Dec-21	\$ 0.99	N/A	N/A	N/A
Design Build/Construction PTSID #0032B On-Call Transportation Eng. Services- Bridge/ Routine C-4	Dec-22	\$ 0.65	N/A	N/A	N/A
On-Call Transportation Engineering Services Task Order Work Program - Pvmt/Improv	Dec-21	\$ 0.59	N/A	N/A	N/A
<b>Subtotal</b>		<b>\$ 15.60</b>			
<b>FFY 2022 2nd Quarter - January 1, 2022 - March 31, 2022</b>					
Design Build On-Call Transportation Eng. Services - Bridge/ Routine C-1	Jan-22	\$ 1.75	N/A	N/A	N/A
Design-Build On-Call Transportation Eng. Services - Bridge/ Routine C-7	Jan-22	\$ 1.95	N/A	N/A	N/A
<b>Subtotal</b>		<b>\$ 3.70</b>			
<b>FFY 2022 3rd Quarter - April 1, 2022 - June 30, 2022</b>					
Comp Br Imp Program - Group 3	Apr-22	\$ 24.42	N/A	N/A	N/A
Replacement Of Jamestown Bridge	May-22	\$ 2.03	N/A	N/A	N/A
On-Call Hsp Final Design Consultant Services	May-22	\$ 1.00	N/A	N/A	N/A
On-Call Transportation Eng. Services - Bridge/ Complex C-3	May-22	\$ 1.53	N/A	N/A	N/A
Design-Bid On-Call Transportation Eng. Services - Bridge/ Complex C-3	May-22	\$ 1.75	N/A	N/A	N/A
Design-Bid On-Call Transportation Eng. Services - Bridge/ Complex C-3	May-22	\$ 4.00	N/A	N/A	N/A
On-Call Transportation Eng. Services - Bridge/ Complex C-4	May-22	\$ 1.15	N/A	N/A	N/A
On-Call Transportation Eng. Services - Bridge/ Complex C-4	May-22	\$ 0.55	N/A	N/A	N/A
Design Build On-Call Transportation Eng. Services - Bridge/ Routine C-1	May-22	\$ 0.89	N/A	N/A	N/A
Design Build On-Call Transportation Eng. Services - Bridge/ Routine C-1	May-22	\$ 0.56	N/A	N/A	N/A
On-Call Transportation Eng. Services - Bridge/ Routine C-2	May-22	\$ 0.77	N/A	N/A	N/A
On-Call Transportation Eng. Services - Bridge/ Routine C-3	May-22	\$ 0.79	N/A	N/A	N/A
On-Call Transportation Eng. Services - Bridge/ Routine C-3	May-22	\$ 1.45	N/A	N/A	N/A
On-Call Transportation Eng. Services- Bridge/ Routine C-4	May-22	\$ 0.68	N/A	N/A	N/A
On-Call Transportation Eng. Services - Bridge/ Routine C-5	May-22	\$ 0.56	N/A	N/A	N/A
Design Build On-Call Transportation Eng. Services - Bridge/ Routine C-6	May-22	\$ 0.98	N/A	N/A	N/A
On-Call Transportation Eng. Services - Bridge/ Routine C-7	May-22	\$ 0.57	N/A	N/A	N/A
Design-Build On-Call Transportation Eng. Services - Bridge/ Routine C-7	May-22	\$ 1.31	N/A	N/A	N/A
Design-Build On-Call Transportation Eng. Services - Bridge/ Routine C-7	May-22	\$ 0.98	N/A	N/A	N/A
Design Build On-Call Transportation Eng. Services - Bridge/ Simple C-3	May-22	\$ 1.48	N/A	N/A	N/A
<b>Subtotal</b>		<b>\$ 47.43</b>			
<b>FFY 2022 4th Quarter - July 1, 2022 - September 30, 2022</b>					
On-Call Transportation Eng. Services - Bridge/ Routine C-3	Aug-22	\$ 0.88	N/A	N/A	N/A
Design-Build On-Call Transportation Eng. Services - Bridge/ Routine C-7	Aug-22	\$ 0.82	N/A	N/A	N/A
Design-Build On-Call Transportation Eng. Services - Bridge/ Routine C-8	Aug-22	\$ 0.95	N/A	N/A	N/A
Design Build On-Call Transportation Eng. Services - Bridge/ Routine C-6	Sep-22	\$ 0.95	N/A	N/A	N/A
On-Call Transportation Eng. Services - Bridge/ Routine C-8	Sep-22	\$ 0.53	N/A	N/A	N/A
Design-Build On-Call Transportation Eng. Services - Bridge/ Routine C-8	Sep-22	\$ 0.70	N/A	N/A	N/A
<b>Subtotal</b>		<b>\$ 4.84</b>			
<b>TOTAL</b>		<b>\$ 71.56</b>			

**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

**DESIGN****FFY24 PLANNED**

**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 2024 (Oct. 1, 2023 - September 30, 2024)**

Design Contract (Project Name)	Award Date (Mon-Year)	Value (\$M)	Exp. Completion Date (Mon-Year)
<b>FFY 2024 - October 1, 2023 - September 30, 2024</b>			
Pavement Preservation, Resurfacing and Highway Improvement Eng Services Program 5	Sep-24	\$ 18.0	Aug-27
<b>TOTAL</b>		<b>\$ 18.0</b>	

**Note:** At this time, the planning of FFY 2024 Design contracts are in process. Anticipated contract advertisements will be identified in upcoming quarterly reports upon finalization.

**PLANNING**
**GRANTS**

**STATUTORY REQUIREMENT: All federal, discretionary and any other grants that the department has applied for and the status of that application and identify any changes from the prior report. For any grants that require a state match, the department shall identify if the source for the state's match is available under currently authorized funding.**

**GRANT APPLICATIONS (FFY 2016 - Present)**
**AWARDED**

Project Description	Project Type	Grant Source	Application Year	Grant Award (\$M)	Project Cost (\$M)	Matching Funds Available via Curr. Auth. Funding?
Pawtucket/Central Falls Commuter Rail Station Project	Transit	TIGER	FFY 2016	\$ 13.1	\$ 58.0	Yes
Route 37 Corridor Safety Sweep Project	Hwy, Bridge	TIGER	FFY 2018	\$ 20.0	\$ 72.0	Yes
Smarter, Simpler Roads for the Newport Innovation Corridor	Hwy	BUILD	FFY 2018	\$ 20.0	\$ 74.6	Yes
TF Green Airport Intercity Rail Service Preliminary Engineering	Rail	FRA	FFY 2018	\$ 2.8	\$ 14.0	Yes
Transforming the Providence I-95 Northbound Viaduct	Hwy, Bridge	INFRA	FFY 2019	\$ 60.4	\$ 265.0	Yes
Providence Station State of Good Repair and Capacity Project	Rail	FRA	FFY 2019	\$ 12.5	\$ 25.0	Yes
Uncontrolled Midblock Crosswalk Enhancement Project	Traffic Safety	AID	FFY 2019	\$ 1.0	\$ 5.0	Yes
Washington Bridge Rehab and Redevelopment Project	Hwy, Bridge	BUILD	FFY 2019	\$ 25.0	\$ 78.0	Yes
Safety and Congestion Improvements on Rt. 146	Hwy, Bridge	INFRA	FFY 2020	\$ 65.0	\$ 196.8	Yes
Final Link in the 'Missing Moves' and Quonset Connector Ramps	Planning	BUILD	FFY 2020	\$ 4.0	\$ 5.0	Yes
Opening the Cranston Canyon	Hwy, Bridge	BUILD	FFY 2020	\$ 21.3	\$ 85.0	Yes
Bridge Group 49 - Henderson	Bridge	THUD	FFY 2019	\$ 69.7	\$ 84.4	Yes
Bridge Group 04_R - Huntington and Bridge Group 32	Bridge	THUD	FFY 2020	\$ 54.3	\$ 132.8	Partial
Bridge Capital Program	Bridge	THUD	FFY 2021	\$ 63.5	N/A**	Yes
*Active Safety for Active Transportation	Traffic Safety	AID	FFY 2021	\$ 1.0	\$ 1.3	Yes
Bridge Capital Program	Bridge	THUD	FFY 2022	\$ 63.5	N/A**	Yes
Resilient Resurfacing - A Permeable Pavement Pilot	Hwy, Research	Climate	FFY2022	\$ 0.3	\$ 1.0	Yes
Bridge Capital Program	Bridge	THUD	FFY 2023	\$ 60.0	N/A**	Yes
<b>TOTAL</b>				<b>\$ 557.4</b>	<b>\$ 1,097.8</b>	

**PENDING**

Grant Application Description	Project Type	Grant Source	Application Year	Grant Request (\$M)	Project Cost (\$M)	Matching Funds Available via Curr. Auth. Funding?
*Northeast Corridor Regional Rail Plan for Rhode Island and Massachusetts	Rail	CRISI	FFY2022	\$ 3.0	\$ 3.8	Yes
*Bridging the Gap: Complete Connections Across the Northeast Corridor	Planning	RAISE	FFY2023	\$ 5.0	\$ 6.3	Partial
*Right-Sizing Route 37: Improving Community Connectivity	Hwy, Bridge	RAISE	FFY2023	\$ 25.0	\$ 100.0	Partial
*Economizing Rhode Island Truck Routing	Traffic Safety	HP-ITD	FFY2023	\$ 2.0	\$ 2.0	N/A
<b>TOTAL</b>				<b>\$ 35.0</b>	<b>\$ 112.0</b>	

**UPCOMING/ANTICIPATED APPLICATIONS**

Grant Application Description	Project Type	Grant Source	Application Year	Grant Request (\$M)	Project Cost (\$M)	Matching Funds Available via Curr. Auth. Funding?
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**NOT AWARDED**

Grant Application Description	Project Type	Grant Source	Application Year	Grant Request (\$M)	Project Cost (\$M)	Matching Funds Available via Curr. Auth. Funding?
Route 6/10 Interchange	Hwy, Bridge	FASTLANE	FFY 2016	\$ 175.0	\$ 595.0	N/A
Route 6/10 and Interstate Route 95 Interchange Project	Hwy, Bridge	FASTLANE	FFY 2017	\$ 59.0	\$ 226.1	N/A
The Providence Viaduct Northbound Project	Hwy, Bridge	INFRA	FFY 2018	\$ 60.0	\$ 342.0	N/A
Route 6/10 Interchange Grade Separation Improvements Project	Rail	FRA	FFY 2018	\$ 8.0	\$ 69.5	N/A
Uncontrolled Midblock Crosswalk Enhancement Project	Traffic Safety	AID	FFY 2019	\$ 1.0	\$ 1.3	N/A
NEC Regional Rail Plan	Planning	FRA	FFY 2020	\$ 3.0	\$ 3.8	N/A
Rebuilding the East Avenue Corridor	Hwy, Bridge	RAISE	FFY 2021	\$ 25.0	\$ 65.0	N/A
I-95 'Missing Move' and Quonset Ramps Construction	Hwy, Bridge	INFRA	FFY 2021	\$ 60.0	\$ 100.5	N/A
Safely Rebuilding the East Avenue Corridor	Hwy, Bridge	RAISE	FFY 2022	\$ 25.0	\$ 75.0	N/A
*Completing the I-95 Missing Move and Ramps to Quonset Business Park	Hwy, Bridge	INFRA	FFY 2022	\$ 81.0	\$ 135.0	N/A
*New Technologies for Newport Streets	Traffic Safety	SMART	FFY2022	\$ 2.0	\$ 2.0	N/A
*Revitalizing the Ashton Viaduct	Hwy, Bridge	BIP	FFY2022	\$ 33.6	\$ 48.0	N/A

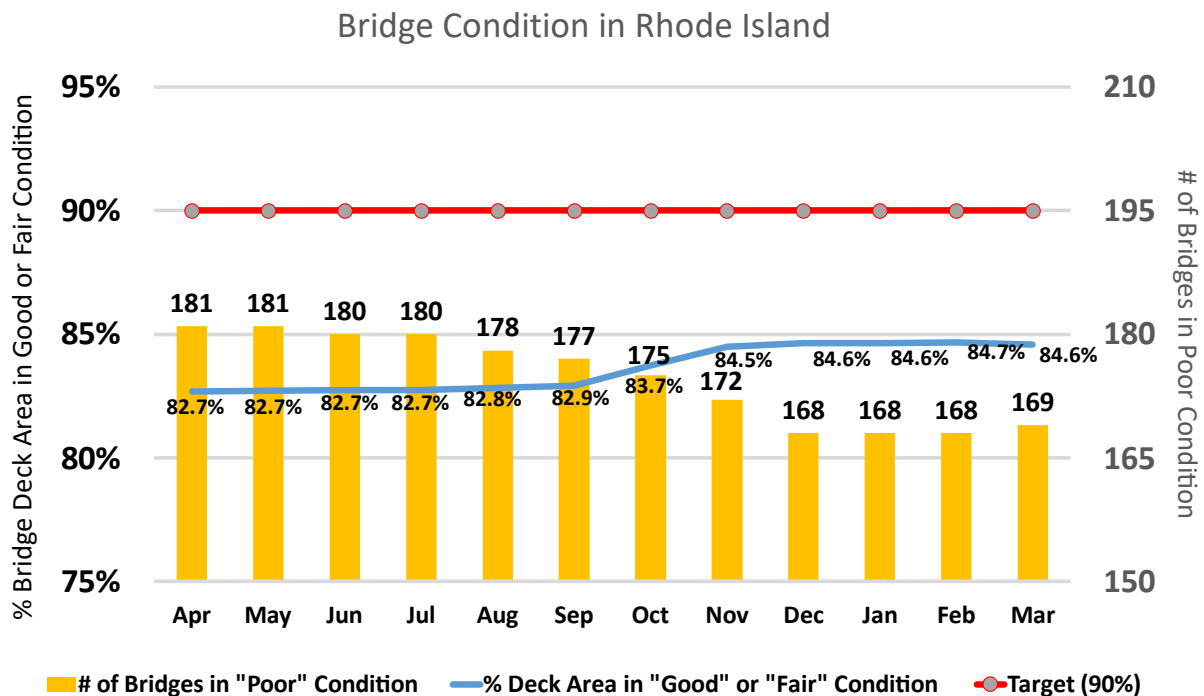
**Notes:**

- Asterisks (\*) denote grants or grant applications that are either newly added to this report or have changed status since prior report.
- Asterisk (\*\*) - THUD Appropriations are one-time discretionary awards with little advance notification
- For "pending" and "upcoming/anticipated" applications, total match requirements will be determined if/when grant is awarded.

# Operations

## Bridge Condition

In 2016, prior to RhodeWorks, Rhode Island faced a dismal 25 percent poor bridge condition rating. By March 2023, structurally deficient deck area has been reduced to 15.4 percent and continues to decrease. The following chart details bridge conditions through the second quarter of FFY 2023.



All Bridges total = 1,200    All Bridges Deck Area = 8.47 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, one bridge was deemed to be in poor condition upon inspection. Therefore, the total number of bridges in poor condition this quarter is 169.

Bridges Removed from "Poor Condition" List (Repaired, Replaced, or Removed) Q2 FFY 2023		
Q2 Jan-Mar 2023		
Subtotal		sq ft
Bridges Added to the "Poor Condition" List in Q2 FFY 2023		
Q2 Jan-Mar 2023	The Pawcatuck Bridge 002201 which passes over PAWCATUCK RIVER in Westerly	8,165 sq ft
Subtotal		8,165 sq ft
Net Change		-8,165 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.



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 deteriorates 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 appropriate, 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 overlaid.
- **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.

## 2023 Pavement Preservation

The FFY 2023 Pavement Preservation program will include approximately 115 miles of PPEST, chip seal, and crack seal.

These charts provide an inventory of pavement preservation projects anticipated to be completed during FFY 2023 construction season:

### FFY 2023 - Rubberized Asphalt Chip Seal

Municipality	Road Name	Road Limits	Miles
Charlestown	Narragansett Tr	Botka Woods Dr. to Pole #8	0.5
Charlestown, Richmond	Richmond Town House Rd and Carolina Back Rd	Rt. 138 to Old Shannock Rd	9.7
Richmond	Church St	Westerly Town Line to New Kings Factory Rd	4.8
Richmond	Church St	New Kings Factory Rd to Switch Rd	0.6
South Kingstown	Post Rd	US-1 to Old Post Rd/Main St/South Rd	1.0
Total			16.5

### FFY 2023 - Thin Overlay (PPEST)

Municipality	Road Name	Road Limits	Miles
Cranston	Bald Hill Rd & New London Ave Mainline	Warwick town line to Rt 37	13.0
Cranston	Bald Hill Rd & New London Ave Ramps	Warwick town line to Rt 37	3.5
Hopkinton	Nooseneck Hill Rd and Main St	I-95 South On-Ramp to Lawton Foster Rd South	4.1
Hopkinton	Nooseneck Hill Rd and Main St (RI 3) - Section 2	Pequot Lane to High Street	1.5
Lincoln	Breakneck Hill Rd	RI 246/Old Louisquisset Pike to Great Rd.	2.3
Pawtucket	Pawtucket/Central Falls Commuter Rail Station	Overflow Parking	n/a
Richmond	Kingstown Rd	Richmond Elementary School to Riverhead Building Supply	3.7
Scituate	Plainfield Pike	Scituate Reservoir Causeway	1.1
Warwick	Post Road Extension	RT 113/Main Ave to Post Rd Roundabout	6.0
Total			35.1

### FFY 2023 - Crack Seal

Municipality	Road Name	Road Limits	Miles
Burrillville	RI-98 & RI-98/107	RI-107E to RI-96	0.3
Burrillville	RI-100	Griffin Street to RI-107	0.3
Burrillville	RI-100	RI-107 to High Street (Pascoag Center)	0.1
Burrillville	RI-100	East Wallum Lake Road (Past Zambarano) to Massachusetts S/L	0.5
Burrillville	RI-102	Old Route 102 to Inman Road	5.4
Burrillville	RI-107	Union Street Bridge to RI-98	0.8
Burrillville, North Smithfield	RI-102	Inman Road to Main Street	0.8
Cumberland	RI-114/RI-123	Broad Street to High Street	0.1
Cumberland	RI-114	Blackstone Street to Pole 125	1.2
Cumberland	RI-114	RI-120 to RI-121	1.7
Cumberland	RI-120	RI-122 to RI-114	2.6
Cumberland	RI-120	RI-114 to Massachusetts S/L	1.7
Cumberland	RI-122	I-295 to Beamis Avenue	1.4
Cumberland	RI-122	Beams Avenue to Homestead Avenue	1.8
Cumberland	Albion Road	Lincoln T/L to RI-122	0.7
Cumberland	High Street	Abbott Street to RI-123	0.8
Cumberland	Little Pond Country Road	Scott Road to Pole 77	0.6
Cumberland	Little Pond Country Road	Pole 77 to RI-120	0.6
Cumberland	Manville Hill Road	Pole 11 to RI-122	0.6
Cumberland	Marshall Avenue	Meadowcrest Drive to RI-114	0.4
East Providence	US-44	Six Corners except John Street	0.5
East Providence	RI-114/US-1A	US-44 to RI-114A (Pleasant Street)	0.9
East Providence	RI-114/US-1A	RI-152 to Newport Avenue	0.6
Glocester	US-44/102	RI-102N to RI102S	0.6
Glocester	US-44	RI-102S to Glocester Maintenance Facility	1.9
Glocester	Sawmill Road	Snake Hill Road to US-44	1.2
Glocester	Snake Hill Road	Anan Wade Road to RI-102	1.8
Glocester, Scituate	Sawmill Road	Elmdale Road to Snake Hill Road	1.5
Glocester, Smithfield	West Greenville Road	Snake Hill Road to US-44	1.1
Lincoln	RI-116	East of Whitetopping to Pole 57S	1.0
Lincoln	RI-116	Pole 57S to East of Maintenance Facility	0.9
Lincoln	RI-123/RI-126	RI-126 (Smithfield Avenue) to RI-126 (River Road)	0.2

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**FFY 2023 - Crack Seal (Continued)**

Municipality	Road Name	Road Limits	Miles
Lincoln	RI-126	Sayles Hill Road to Railroad Street	0.9
Lincoln	Albion Road	Main Street to Cumberland T/L	0.2
Lincoln	Old Louisquisset Pike	Jenkes Hill Road to RI-116	2.3
Lincoln, Smithfield	RI-116	RI-7 to RI-123	2.4
North Providence	RI-15	US-44 to Ivan Street	2.2
North Providence	RI-15	Ivan Street to Pawtucket C/L	1.8
North Providence	US-44E	End US-44W to Woonasquatucket Avenue	0.9
North Providence	US-44W	Smith Street to Putnam Pike	2.8
North Providence	Smithfield Road	Gentian Avenue to High Service Avenue	0.7
North Providence	Smithfield Road	High Service Avenue to RI-15	0.3
North Providence, Providence	US-44	Woonasquatucket Avenue to Academy Avenue	0.2
North Smithfield	RI-146A	RI-146 to Park Avenue	0.8
North Smithfield	RI-146A	School Street to Pole 551-32	0.3
North Smithfield	RI-146A	RI-102/RI-146A to RI-5	1.3
North Smithfield	North Smithfield Industrial Hwy	RI-5 to Pound Hill Road	0.3
North Smithfield	Steel Street	North Smithfield Industrial Highway to end	0.2
North Smithfield, Smithfield	Providence Pike	RI-7 to RI-5/104	1.1
North Smithfield, Woonsocket	RI-126	Railroad Street to Bertenshaw Road	0.2
Pawtucket	US-1A	East Providence C/L to Federal Street	1.0
Pawtucket	RI-15	George Bennett Industrial Highway to US-1A	0.5
Providence	US-1	RI-12 (Park Avenue) to I-95	0.8
Providence	US-1A	Public Street to Eddy Street	0.4
Providence	US-44	Academy Avenue to I-95	1.6
Providence	US-44	I-95 to Canal Street	0.3
Smithfield	US-44	West Greenville Road to East of Concord Street	1.8
Smithfield	US-44	Through I-295 Interchange	0.5
Smithfield	RI-104	I-295 to RI-116	0.8
Woonsocket	RI-114	Bound Road to RI-126	2.1
Woonsocket	RI-126	RI-122 (Hamlet Avenue) to Social Street	0.5
<b>Total</b>			<b>63.8</b>

At the time of advertisement, the quantities for the Crack Seal Program are estimates based on existing condition. It is not unusual for the condition of the roadway to deteriorate further before repair activities commence. Therefore, the project carries additional roadway lane mile to ensure that all quantities will be exhausted at substantial completion. In any given year, if roadways exceed available project quantity, the remaining roads will be shifted and prioritized to be completed in the next construction season.

## 2023 Pavement Preservation

Some roadways originally slated for FFY 2022 crack seal were moved to the FFY 2023 construction season. The following Tier 1 and Tier 2 roadways will be given priority when crack sealing resumes in spring 2023.

### Crack Seal - FFY 2022 Work to be Completed in FFY 2023

Municipality	Road Name	Road Limits	Miles
<b>Tier 1 Roads</b>			
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	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
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	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
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
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	Beach St	Sprague Bridge to Ocean Rd	1.2
Narragansett	Ocean Road & Old Point Jud	Rt 108 to End	0.8
Narragansett	Great Island Rd & Gallilee C	Loop In Gallilee	0.5
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	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
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
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

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**Crack Seal - FFY 2022 Work to be Completed in FFY 2023 - continued**

Municipality	Road Name	Road Limits	Miles
<b>Tier 1 Roads - continued</b>			
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 Rd)	Rt 138 to Glen Rock Road	0.1
S. Kingstown	Main Street/Post Road	Rt 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	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
<b>Total</b>			<b>67.8</b>

**Crack Seal - FFY 2022 Work to be Completed in FFY 2023**

Municipality	Road Name	Road Limits	Miles
<b>Tier 2 Roads</b>			
Barrington	Sowams Rd	New Meadow Rd to Francis St	0.4
Bristol, Warren	Hope St/Main St	Elmwood Dr, Bristol to Beach St. Warren	0.7
East Greenwich, North Kings	Rt. 403 (mainline only)	Rt. 4 to Commerce Park Rd	4.0
Newport	Admiral Kalbfus Rd	Malbone St to West Main Rd/Broadway	0.6
Newport	Adm. Kalbfus Rd	Newport Rotary to 3rd St	0.1
Newport	Memorial Blvd & America's Cup Ave	Spring St. to Bridge St.	0.7
Newport	Glady's Carr Bolhouse Rd	Washington St. to Causeway/Goat Island Bridge	0.1
Newport	Farewell St	Van Zandt St to Poplar St	0.4
Newport	America's Cup Ave	Farewell St. to Glady's Carr Bolhouse Rd.	0.2
Newport	Memorial Blvd	Thomas St to Middletown Town Line	1.4
Warren	Main St	Beach St. to Hope St.	0.7
Warren	Main St	Hope St to Water St	1.7
Warren	Market St	Kickemuit Ave to Mass State Line	1.6
Warren	Child St	Mass State Line to Metacom Ave/Rt. 136	1.3
Warren	Child St	Metacom Ave to Rt. 114/Main St	0.7
Westerly	Potter Hill Rd	Rt 3/Ashaway Rd to Canal St/Boombbridge Rd	1.9
Westerly	High St	Railroad Ave to Grove Ave	0.1
Westerly	Post Rd	Robin Hollow Rd to Woody Hill Rd	0.0
Westerly	Westerly Bradford Rd	Larry Hirsch Ln to Tower St	0.8
Westerly	Watch Hill Rd	East Ave to Ninigret Ave	2.9
Westerly	Main St/Beach St	Union St to Clark St	0.8
Westerly	Dunn's Corner Rd	Rt 1/Post Rd to Westerly Bradford Rd	2.1
Westerly	Tower St.	Oak St to Granite St/Rt. 1	0.8
Westerly	Post Rd	Rt. 78 to Bellaire St	0.3
Westerly	Post Rd	Bellaire St to Langworthy Rd/Dunns Corner Rd	1.8
Westerly	Shore Rd	Watch Hill Rd to Post Rd/Rt. 1	5.1
Westerly	North Main St	Rt. 91/Bradford Rd to End @ Amtrak	0.2
<b>Total</b>			<b>31.4</b>

## Safety

It would have been easy to announce that 2022 was a good year for decreased roadway fatalities in Rhode Island, but we won't ever depict any year that includes lost loved ones on RI roadways. Those lost had families, and friends, and colleagues. We at RIDOT strongly believe and promote that the only time we will celebrate is when we experience a ZERO FATALITIES year. That remains the goal, and it is what RIDOT's Office of Safety focuses on every day.

Unfortunately, 23 fatalities have occurred from January through March 31<sup>st</sup>, compared to 7 during the same time frame last year. This is an outrageous and terribly concerning truth. Director Alviti has asked the RIDOT team to continue efforts focused on reviewing data in hopes of identifying a pattern of driving behavior that may be causing this dangerous uptick. He's also charged the team with creating new partnerships to help heighten roadway safety awareness across the board. To assist RIDOT with monitoring of the data and trends, we look to our loyal and professional partnering roadway safety stakeholders. We monitor our supported programs and assist our partners when they develop new strategies that encourage safety and community protection. That protection remains the key goal of RIDOT and the state's Traffic Safety Coalition. We are working to align all RIDOT safety plans with the capacity of our individual partners. We are also developing new relationships with community stakeholders that impact underserved communities and are engaging their help and assistance to change roadway behavior.

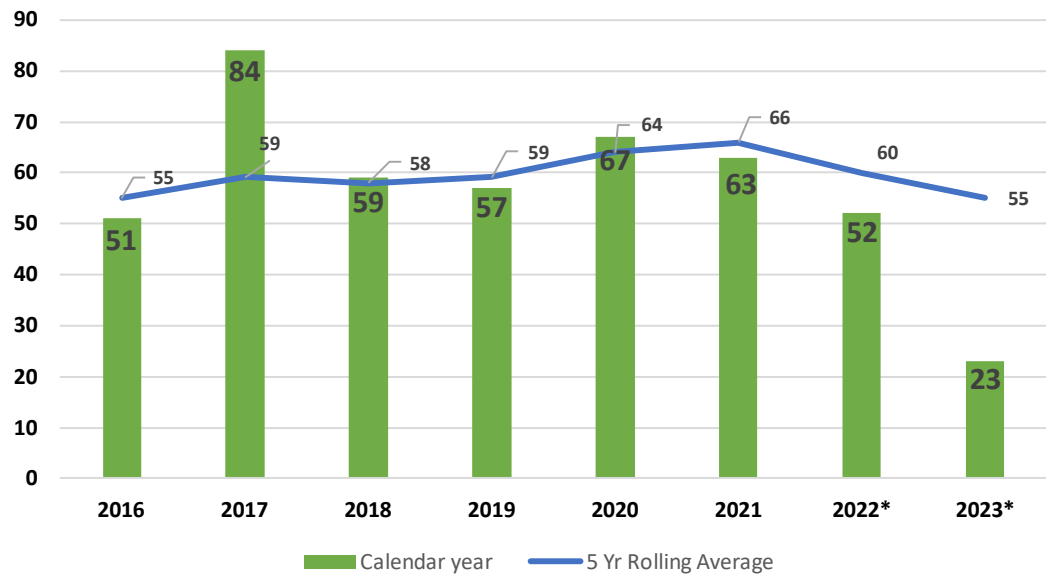
During the month of February, Director Alviti spoke at a Superbowl press event and highlighted Department strategies to increase community awareness and community involvement. He spoke about personal responsibility and specific efforts people can create to complement these efforts.

This quarter, the National Highway Traffic Administration (NHTSA) offered RIDOT a commendation for being inclusive to community needs and capacity in our traffic safety work and for continuing to support their efforts in our daily work to get to ZERO FATALITIES.

FARS FATALITIES BY PERSON TYPE 2015-2023									
PERSON TYPE	2015	2016	2017	2018	2019	2020	2021	2022* (prelim.)	2023* (prelim.)
Motor Vehicle Occupants	28	31	50	30	36	35	41	34	16
Motorcyclists	9	4	11	18	13	13	13	11	3
Pedestrians	8	14	21	7	8	17	7	7	4
Bicyclists	0	2	2	1	0	2	2	0	0
ATV	0	0	0	2	0	0	0	0	0
Person on Personal Conveyance	0	0	0	1	0	0	0	0	0
Unknown Person Type	0	0	0	0	0	0	0	0	0
<b>TOTAL</b>	<b>45</b>	<b>51</b>	<b>84</b>	<b>59</b>	<b>57</b>	<b>67</b>	<b>63</b>	<b>52</b>	<b>23</b>

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

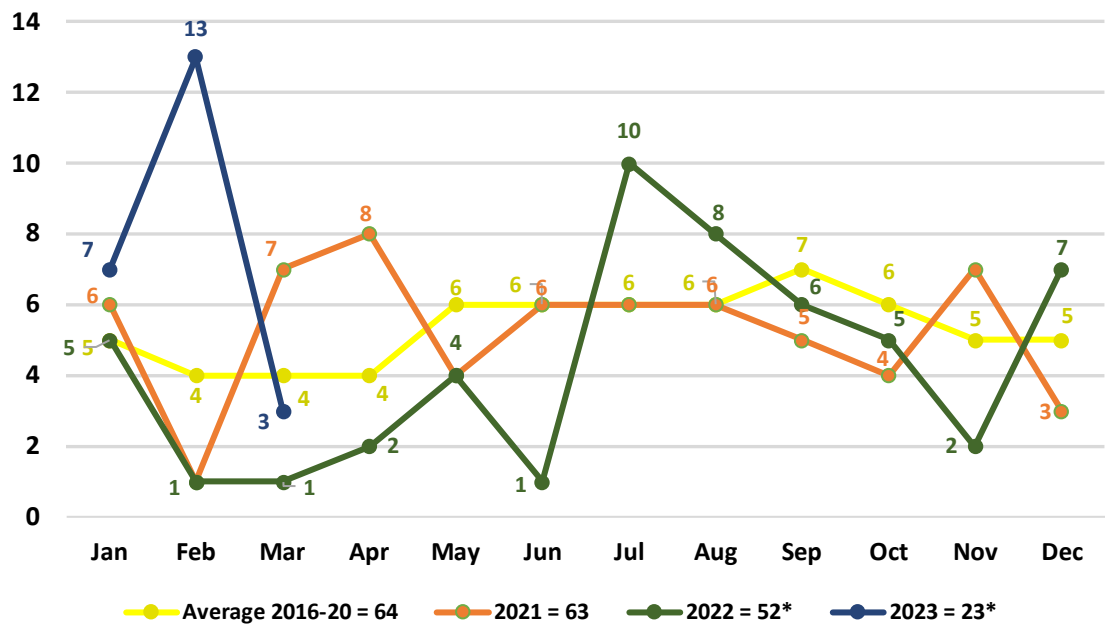
## Traffic Fatalities by Year



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



## Traffic Fatalities by Month

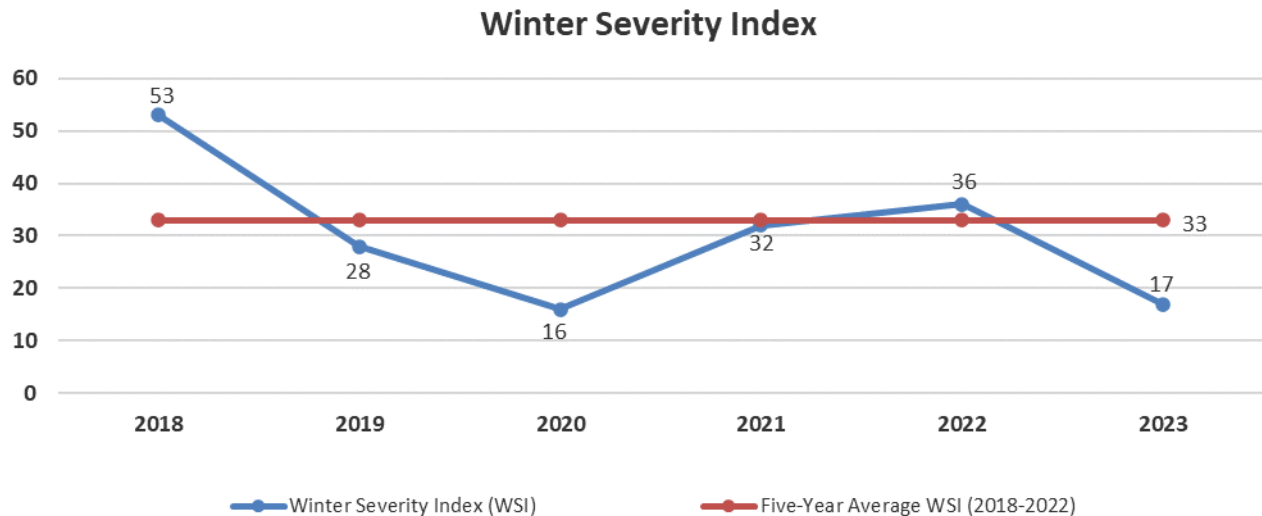


\*Per federal rule, fatality data remains in preliminary status for 12 months following the close of calendar year.



## 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 2023 WSI rated a 17 compared to a previous five-year average of 33. The 2023 Winter Season was well below a recently average winter. Although a mild winter, winter operations still included several snow/rain/freezing rain events and dropping temperatures that required treating the roadways.



For the 2023 Winter Season, over 90 percent of RIDOT's heavy plow truck fleet was operational for all storms while having more than 280 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, brush cut, hauled and chipped debris, patched potholes, 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.

<b>FY2023 Winter Operations Summary</b>						
<b>Storm Date</b>	<b>Storm Hours</b>	<b>Snowfall (Inches)</b>	<b>Salt (Tons)</b>	<b>Number of RIDOT Heavy Plow Trucks in Fleet</b>	<b>Number of RIDOT Heavy Plow Trucks Snow Ready</b>	<b>Percent (%) RIDOT Heavy Plow Trucks Snow Ready</b>
12/11/2022	17	3.5	7,055	153	145	95%
12/15/2022	4.5	0.0	0	153	145	95%
12/23/2022	7	0.5	2,917	153	147	96%
1/15/2023	15	0.5	3,367	153	140	92%
1/20/2023	14	0.5	1,503	153	138	90%
1/23/2023	21	2.0	7,113	153	139	91%
1/25/2023	19	0.0	361	153	145	95%
2/1/2023	5	0.0	619	153	140	92%
2/21/2023	6	0.0	1,085	153	142	93%
2/22/2023	9	0.0	1,407	153	142	93%
2/22/2023	7.5	1.0	1,238	153	138	90%
2/23/2023	15.5	0.0	829	153	142	93%
2/25/2023	7.5	1.0	3,112	153	140	92%
2/27/2023	23	6.0	13,780	153	141	92%
3/3/2023	19	0.5	7,667	153	149	97%
3/14/2023	24	0.0	4,545	153	146	95%
3/30/2023	7	0.0	212	153	150	98%
<b>Totals</b>	<b>221</b>	<b>15.5</b>	<b>56,809</b>			

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, road sweeping, tree trimming and removal, litter cleanup, sign installation and repair, highway lighting maintenance and traffic signal maintenance along Rhode Island roadways. During the second quarter, RIDOT swept 177 curb miles of roadway, cleaned 2,032 drainage structures, repaired 47 drainage structures, installed 1,293 signs (both replacements and new signs), performed 10,456 hours of large debris and litter pickup, performed 187 hours of graffiti cleanup, completed 486 traffic signal, 53 highway lighting, and 64 tree maintenance work orders. The RIDOT Maintenance Division continues to use the services of the automated pothole patching truck vendor through the winter months. Other work performed this quarter included winter fleet maintenance, treating ice conditions due to groundwater runoff and rainwater/snow melt freezing, and responding to customer service calls. RIDOT is presently gearing up for the spring season (grass mowing, roadway sweeping, drainage structure cleaning and repairs, and small road resurfacing tasks).

During the second quarter, the RIDOT Maintenance Division issued 22 Physical Alteration Permits (PAPs) for residential and commercial construction impacting the State Highway Right-of-Way (ROW) and issued 154 utility permits for utility construction impacting the State Highway ROW. During the winter months when the hot mix asphalt plants are shut down, RIDOT limits the utility permits issued to only emergency permits and other limited exceptions.

The RIDOT Maintenance Division continues to prioritize much needed fleet equipment. RIDOT received 4 new chippers this quarter. Production continued for 4 highway mowing tractors, 12 one-ton dump trucks, 14 plow trucks, 2 sign trucks, 1 road tractor, 6 roadway sweepers, and 2 ten-wheel vector trucks. All are expected to be delivered over the next year. The bids for 8 truck mounted attenuators (TMA) and 1 screener were awarded. RIDOT received bids for 14 zero turn mowers and bid out for 1 wheeled excavator. RIDOT Maintenance Division is also experiencing production delays due to supply chain challenges consistent with nationwide impacts. Specifications for other equipment in the pipeline are being put together and finalized for a bid. The RIDOT Maintenance Division is also pursuing additional equipment to assist with litter cleanup including litter rakes and turf sweepers.

For facility improvement projects, construction for the Middletown Maintenance Facility improvements (demolish back storage buildings, build new back storage building, improvements to main front building, etc.) commenced again on site and great progress was made this quarter. Additional maintenance facility improvement projects (Maintenance Division Headquarters exterior building improvements, Rte 6/I-295 stockpile lot improvements, facility heating system upgrades, etc.) are being scoped with the remaining and upcoming fiscal year budgets.

## Transit Operations

The Transit Operations Program consists of 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. Primary operating funding sources this quarter were federal Congestion Mitigation and Air Quality (CMAQ) and Federal Transit Administration (FTA) CARES funds.

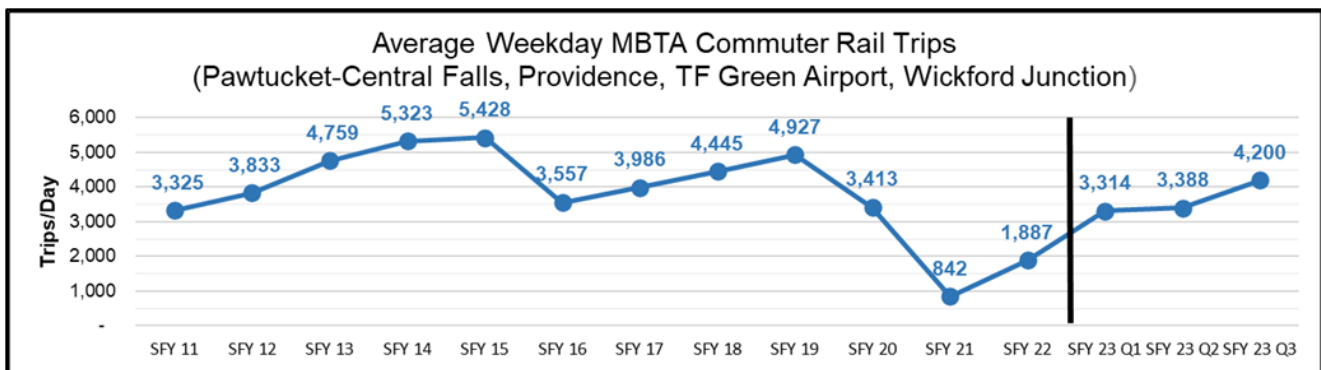
The new Pawtucket-Central Falls Transit Center was opened during this quarter.

The facility is served by twenty MBTA commuter rail round trips per weekday and eight round trips each weekend day. Ten RIPTA bus routes, including the frequent R-Line, service the transit center daily. Preliminary counts conducted in March identified approximately 900 daily commuter rail trips at the transit center's bus hub component each weekday, including boardings and alightings. Overall ridership continued to show an increase this quarter.



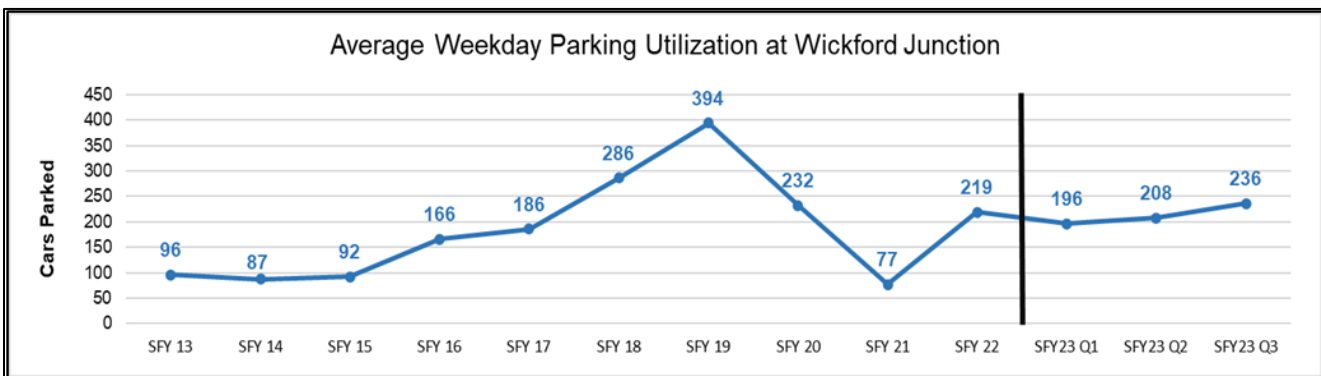
The chart below incorporate the preliminary counts for Pawtucket-Central Falls commuter rail ridership based on March data.

### 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. SFY23 Q3 commuter rail ridership value includes a pro-rated estimate for Pawtucket-Central Falls



**Background:** In 2011, the US Environmental Protection Agency (EPA) audited RIDOT for compliance with stormwater pollution controls under the Clean Water Act. In 2020, The Natural Resources Unit and Landscape Unit joined the Office of Stormwater Management and was renamed the Environmental Division which is under the direction of the Stormwater Administrator. The Natural Resources Unit (NRU) services project management by advising and reviewing, environmental policy, permitting and design documents.

**Update:** During the third quarter of FFY 2023, the Environmental Division continued its efforts to comply with the EPA Consent Decree, assist in the environmental permitting and compliance on all RIDOT projects, and to meet all Municipal Separate Storm Sewer System (MS4) obligations. Throughout the quarter, the division completed numerous project design reviews, feedback for grants, continued its work on the development of a permit tracking program and database, responded to drainage and erosion issues, reviewed state land sale proposals and physical alteration permits, and construction/final inspections.

### Q2 Highlights:

<p><b>Reviewed:</b></p> <ul style="list-style-type: none"> <li>• 4 Army Corps Permit Submissions</li> <li>• 5 RIDEM Permit Submissions</li> <li>• 7 CRMC Permits Submissions</li> <li>• 4 CEs</li> <li>• 5 Endangered Species Evaluations</li> <li>• 3 CLUEs</li> <li>• 8 Stormwater Pollution Prevention Plans</li> <li>• 12 Projects (PS&amp;E, 90%, etc.)</li> <li>• 3 Contamination DEM Documents</li> <li>• 1 Adopt-a-Spot</li> <li>• 1 PAP for landscape</li> </ul> <p><b>Inspections/Audits:</b></p> <ul style="list-style-type: none"> <li>• 10 Final Inspections</li> <li>• 6 Winter Stabilization Audits</li> <li>• 154 SWPPP inspections received and documented</li> <li>• 1 ELUR Inspection</li> <li>• 3 Final Landscape (FAF-7)</li> <li>• Completed 21 CCTV Inspections</li> <li>• Completed 175 STU inspections</li> </ul>	<p><b>Projects:</b></p> <ul style="list-style-type: none"> <li>• Submitted Consent Decree 2022 Annual Compliance Report to EPA</li> <li>• Active development of the Pocasset River, Providence/Seekonk Rivers, and Barrington/Palmer Rivers Watershed SCPs</li> <li>• Started work on Greenwich Bay Upland STUs</li> <li>• Awarded Stormwater Ponds Retrofit project</li> <li>• Completed development of the e-tool permitting submission application; finalization, training and launch anticipated in Q4</li> <li>• Completed Environmental Training at two Maintenance Garages;</li> <li>• Developed GIS app to screen bridges for Northern Long Eared Bat</li> <li>• Continued coordination with Maintenance to assist in CCTV for drainage operations</li> <li>• Created new workflow for VUEWorks Drainage Condition inspections to verify environmental concerns</li> <li>• Prepared a PowerPoint and acted as an educator for the Landscaping section of the Blue Book. For four training session of RIDOT's Winter Training.</li> <li>• Continued to serve as a reviewer on the New England Transportation Consortium "Seed Production for NE Roadsides" project</li> <li>• Provided landscape architecture design for 1 project and assisted in presentation to the Scenic Roadways Board</li> </ul>
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# Projects

## Project Performance

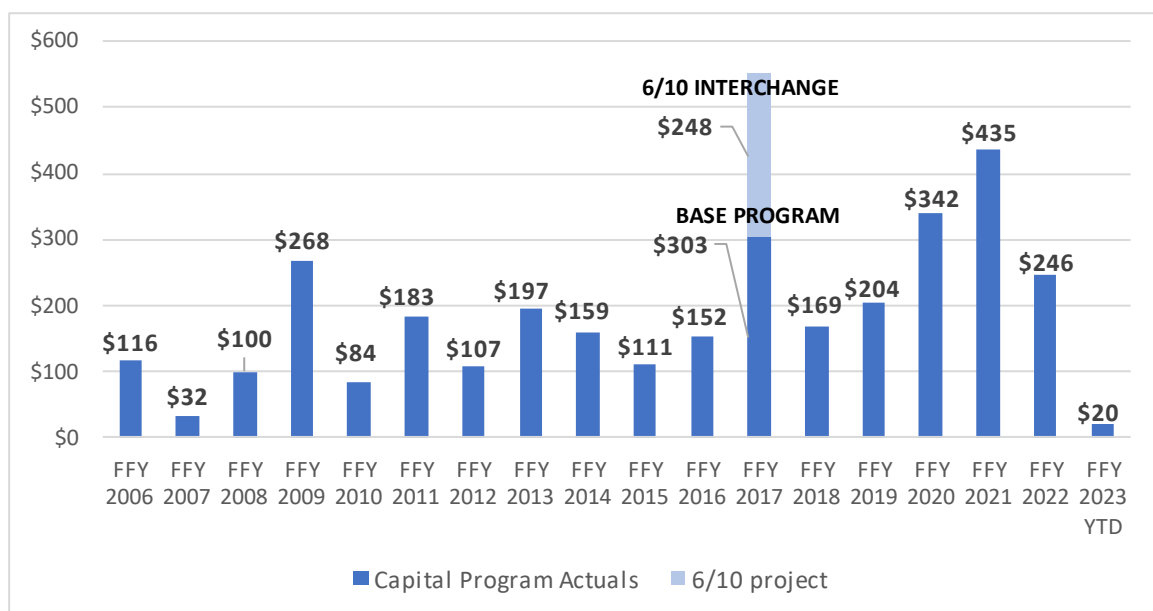
RIDOT is currently tracking 52 capital projects in active construction as of the end of the second quarter of FFY 2023. Projects progress through RIDOT's project delivery process as follows: first, the project is included in the capital plan; then it goes through a design phase, followed by an advertisement for construction; construction and substantial completion. One active construction project from the FFY 2018 class is late and over-budget. Two projects are late, and one is over-budget from the FFY 2019 class. For FFY 2020, one projects is late, and another is over budget. For FFY 2021 class, one projects is currently late. For FFY 2022, two projects are currently late and one of them is 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	100%	100%	\$ 270.4	100%	100%	1
FFY18*	0%	0%	\$ 17.7	0%	0%	1
FFY19	86%	20%	\$ 90.1	75%	50%	4
FFY20	99%	96%	\$ 310.1	80%	80%	5
FFY21	100%	98%	\$ 413.9	100%	91%	11
FFY22	91%	90%	\$ 230.6	96%	92%	25
FFY23	100%	100%	\$ 19.6	100%	100%	5

\*0% On Time and On Budget reflects significant supply chain issues for the project, resulting in higher costs and delayed completion dates. Although RIDOT and FHWA note acceptable delays based on the approved time extensions, this chart reflects performance based on the original substantial completion dates at the time of award.

### Capital Program Construction



# FFY 2022 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)
0016U	Bridge Group 42A	Oct-21	\$ 3.92	\$ 2.94	\$ 0.98
2604R	Rt 146 Guide Signs C-2 (Re-advertised)	Oct-21	\$ 4.12	\$ 5.88	\$ (1.76)
2603T	HSIP - Intersection & Crosswalks Central-South - 2022	Nov-21	\$ 3.04	\$ 2.78	\$ 0.26
0082N	East Shore Expwy & Wampanoag Tr	Nov-21	\$ 10.80	\$ 7.98	\$ 2.82
0082U	Rt 138A - Aquidneck Ave (E Main Rd - Green End Ave)	Dec-21	\$ 5.53	\$ 4.98	\$ 0.55
0188A	Barrington & Warren Bike Path Bridges (DB)	Dec-21	\$ 11.13	\$ 17.99	\$ (6.86)
2603U	HSIP - Intersection & Crosswalk Improvements East Bay - 2021	Jan-22	\$ 2.36	\$ 2.40	\$ (0.04)
0074Q	Airport Connector & Rt 1/1A Post Rd.	Feb-22	\$ 9.90	\$ 8.37	\$ 1.53
0031Z	Bridge Group 13B - Rt 146 C-2	Feb-22	\$ 4.38	\$ 3.19	\$ 1.20
2604N	HSIP - High Risk Rural Roads - 2022	Feb-22	\$ 2.31	\$ 1.98	\$ 0.33
2605C	2022 Crack Sealing C-1	Feb-22	\$ 1.37	\$ 1.30	\$ 0.07
2605A	2022 Paver Placed Elastomeric Surface Treatment C-1	Feb-22	\$ 2.16	\$ 2.04	\$ 0.12
2605B	2022 Rubberized Asphalt Chip Seal C-1	Feb-22	\$ 1.44	\$ 1.50	\$ (0.06)
9009B	Pawtucket/Central Falls Transit Center Parking Lot	Mar-22	\$ 3.24	\$ 2.88	\$ 0.37
9005V	Providence Station Improvements SOGR	Mar-22	\$ 20.70	\$ 20.70	\$ -
0016R	Bridge Group 39 - Rt 146	Mar-22	\$ 27.42	\$ 26.56	\$ 0.86
2605V	Statewide Resurfacing	Apr-22	\$ 2.52	\$ 2.45	\$ 0.07
0016Q	Bridge Group 37 - I-295 Mendon	May-22	\$ 12.53	\$ 11.55	\$ 0.98
2605U	US-6, RI-94, Reynolds Rd, & East Rd	May-22	\$ 10.51	\$ 11.27	\$ (0.76)
0082S	Boston Neck Rd & South County Tr	May-22	\$ 18.80	\$ 19.47	\$ (0.67)
0131P	Salt Storage Facility - Newport	Jun-22	\$ 2.84	\$ 3.12	\$ (0.29)
2605G	Interstate Resurfacing (I-95 and I-295)	Jun-22	\$ 28.74	\$ 29.35	\$ (0.61)
2603R	Davisville RR Bridge #369	Jun-22	\$ 6.23	\$ 6.42	\$ 0.19
2604P	HSIP - Intersection & Crosswalks East-South - 2022	Jul-22	\$ 1.83	\$ 1.47	\$ 0.35
2603G	Bridge Group 33A - I-295 Providence St.	Jul-22	\$ 9.49	\$ 10.73	\$ (1.23)
0013T	Bridge Group 14 - Rt 99	Aug-22	\$ 26.73	\$ 15.78	\$ 10.95
2606B	Bridge Group 45B_H - Kings Factory (Re-Advertised)	Aug-22	\$ 4.82	\$ 4.18	\$ 0.64
2605X	Statewide Congested Corridor Upgrades	Sep-22	\$ 3.20	\$ 1.77	\$ 1.43
2604S	I-95 (SR) (Connecticut S/L to RI-138)	Sep-22	\$ 15.07	\$ 14.57	\$ 0.50
<b>TOTAL</b>			<b>\$ 257.13</b>	<b>\$ 245.59</b>	<b>\$ 11.92</b>



## FFY 2023 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)
2606A	Statewide Systemic Safety Improvements	Oct-22	\$ 5.22	\$ 4.78	\$ 0.45
2606R	HSIP - Intersection & Crosswalks North-Central – 2022 (Re-advertised)	Oct-22	\$ 4.42	\$ 3.50	\$ 0.93
2605W	Pawtucket Bridge Lighting and Bridge Strike Detection Systems	Oct-22	\$ 2.87	\$ 3.16	\$ (0.29)
0102R	Rt 138 & Rt 112 Roundabout	Nov-22	\$ 4.01	\$ 3.57	\$ 0.44
1500B	Bridge Preservation Program 2022 C-1	Dec-22	\$ 5.80	\$ 4.66	\$ 1.14
2601R	Bridge Group 17B - BUR	Feb-23			\$ -
2606N	2023 Paver Placed Elastomeric Surface Treatment C-1	Feb-23			\$ -
0013X	Bridge Group 18A - EGR, NKS	Mar-23			\$ -
2606Q	2023 Crack Sealing C-1	Mar-23			\$ -
2606P	2023 Rubberized Asphalt Chip Seal C-1	Mar-23			\$ -
2606L	Airport Connector Landscaping	Mar-23			\$ -
2606U	Pavement Improvements - Mendon Rd	May-23			\$ -
2605F	Bridge Group 13E - West River	Jun-23			\$ -
2605P	Pavement Improvements - CHA, WES	Jun-23			\$ -
2605Q	Pavement Improvements - CUM	Jun-23			\$ -
0080P	Pavement Improvements - Veterans Memorial Parkway	Jun-23			\$ -
2605Y	HSIP - Intersection & Crosswalk - 2023	Jun-23			\$ -
0016H	Corridor - Tower Hill Rd	Aug-23			\$ -
2605R	Pavement Improvements - BAR, EPR, WRN	Aug-23			\$ -
2605N	Pavement Improvements - Putnam Pike & Reservoir Rd	Aug-23			\$ -
2604X	Pavement Improvements - WAR C-1	Sep-23			\$ -
0026Q	Washington Secondary Bike Path Resurfacing	Sep-23			\$ -
<b>TOTAL</b>			<b>\$ 22.32</b>	<b>\$ 19.66</b>	<b>\$ 2.66</b>

## FFY 2021, 2022, and 2023 Non-Capital Projects (Immediate Action)

PTS ID	Project	Actual/Projected Advertised Date	Engineer's Estimate at Bid Opening (in millions)	Low Bid (in millions)	Value Change (in millions)
<b>FFY21</b>					
2603V	*Steel Repairs to Branch Avenue RR Bridge	Nov-20	\$ 0.50	\$ 0.18	\$ 0.32
0073R	Statewide Striping - North	Jan-21	\$ 2.62	\$ 2.80	\$ (0.18)
9008K	Statewide At-Grade Railroad Crossings	Jan-21	\$ 0.33	\$ 0.22	\$ 0.11
2603X	Statewide Striping - East Bay	Feb-21	\$ 2.27	\$ 2.27	\$ -
2604F	*Priority Steel Repairs to Bridge	Apr-21	\$ 0.20	\$ 0.23	\$ (0.03)
2604J	Girder Repairs to Louisquiset Pike Bridge	Apr-21	\$ 0.37	\$ 0.20	\$ 0.18
0197C	*Esmond Park 10-B Priority 1 Stormwater Treatment Units	Apr-21	\$ 0.13	\$ 0.92	\$ (0.80)
0197F	*Buckeye Brook Stormwater Improvements	May-21	\$ 0.90	\$ 0.60	\$ 0.30
<b>TOTAL</b>			<b>\$ 7.32</b>	<b>\$ 7.42</b>	<b>\$ (0.10)</b>
<b>FFY22</b>					
2604E	Silver Creek Bikepath Culvert	Oct-21	\$ 0.17	\$ 0.16	\$ 0.01
2605E	Emergency Repairs to Hillsgrove Bridges	Oct-21	\$ 3.04	\$ 3.04	\$ -
0119R	Statewide Tree Trimming 2022-2024	Jan-22	\$ 0.83	\$ 0.70	\$ 0.13
9003H	*RIDOT Materials Field Office Renovation	Jan-22	\$ 0.39	\$ 0.38	\$ 0.00
0116U	2022-2023 Statewide Pavement Striping – Central	Feb-22	\$ 3.16	\$ 3.29	\$ (0.13)
0116T	2022-2023 Statewide Pavement Striping – Limited Access	Feb-22	\$ 4.29	\$ 3.78	\$ 0.51
0116V	2022-2023 Statewide Pavement Striping – South	Mar-22	\$ 3.08	\$ 2.90	\$ 0.18
0197G	Warwick Ave. Swales Rehabilitation	Mar-22	\$ 0.44	\$ 0.36	\$ 0.08
2604Z	High Priority Repairs to Bridge Nos. 062401, 075401, 098601	Apr-22	\$ 0.43	\$ 0.35	\$ 0.08
2605H	Emergency Replacement of Fish Road Bridge 124201	Apr-22	\$ 0.73	\$ 0.93	\$ (0.20)
2604H	Providence Street (WW) Wall Repairs	Apr-22	\$ 0.58	\$ 0.40	\$ 0.18
2605J	Repairs to Centerville Rd Bridge	Apr-22	\$ 0.40	\$ 0.25	\$ 0.15
0146A	I-95 Pavement and Retaining Wall Restoration	Jun-22	\$ 7.99	\$ 7.56	\$ 0.43
0197M	Greenwich Bay Upland Stormwater Improvements C-1	Jun-22	\$ 1.48	\$ 1.60	\$ (0.11)
<b>TOTAL</b>			<b>\$ 27.00</b>	<b>\$ 25.69</b>	<b>\$ 1.31</b>
<b>FFY23</b>					
0197P	Drainage Ponds Rehabilitation - 2022	Oct-22	\$ 2.43	\$ 3.19	\$ (0.76)
2605T	2022 DMS Replacement Project	Oct-22	\$ 1.22	\$ 1.03	\$ 0.19
7006P	Statewide Impact Attenuator 2023-2025	Dec-22	\$ 2.16	\$ 2.22	\$ (0.06)
7006Q	Statewide Fence 2023 - 2025	Dec-22	\$ 1.05	\$ 1.23	\$ (0.18)
7006N	Statewide Guardrail 2023 - 2025	Dec-22	\$ 3.78	\$ 4.49	\$ (0.71)
<b>TOTAL</b>			<b>\$ 10.64</b>	<b>\$ 12.16</b>	<b>\$ (1.53)</b>

**NOTE:** These projects typically require immediate action to extend the useful life of a project until the full project is programmed in the 10-year plan and have been added to the Quarterly Report as the Department strives to ensure that all projects follow the same transparency in schedule and budget. Examples of projects will include the response to critical bridge findings, statewide striping needs and other maintenance actions etc.

**NOTE:** \*Paper Bid – projects that are not advertised through the automated procurement process.

## Construction Program Changes

### Construction Program Update:

#### Added to FFY 2023:

**2606A - Statewide Systemic Safety Improvements** – project moved from non-capital program to capital program.

#### Removed from FFY23:

**0139D - Bridge Group 54B - Rt 138 Kingston Station RR** – project has been cancelled with concurrence with FHWA.

**NOTE:** In recent quarters, construction activities were impacted by COVID-19. The demand for construction materials and personnel has continued to intermittently delay several projects. While the department continues to work with contractors to mitigate delays, the effects of COVID-19 will potentially impact project schedule performance.

### Providence-Newport Ferry Service



In 2016, RIDOT launched the Providence – Newport Ferry Service. After several years of success, a stop at Bristol’s waterfront has been added. Rhode Islanders and visitors to Rhode Island have enjoyed 7 successful seasons of this service.

**Update:** RIDOT continues to prepare for the Summer 2023 service which is expected to begin in June.

### 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:** A signing and striping contract at several statewide At-Grade Railroad crossings has been completed and is in closeout this quarter. Project closeout also continues for several crossing projects undertaken by the Quonset Development Corporation (QDC), utilizing funds made available by RIDOT through a subrecipient agreement. Providence and Worcester Railroad (P&W) advertised a project to upgrade two at-grade railroad crossings in Cumberland and Providence which will be in construction Summer 2023. New at-grade railroad crossing projects are currently being developed with QDC and are expected to advertise for construction in Fall 2023. Several coordination meetings were held this quarter with QDC and P&W to advance ongoing projects and identify future opportunities for collaboration on At-Grade Railroad Crossing projects.

### 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 Bureau of Transportation Statistics National Census of Ferry Operators database. Each operator utilizes a publicly owned terminal facility.

**Update:** RIDOT continues to work with the three awarded ferry operators on eligible projects, including improvements for the Providence to Newport Ferry service.

RIDOT continues design work on numerous projects in preparation for the upcoming 2023 construction season. Site improvements at the India Street landing site are slated to begin in Spring 2023. The Interstate Navigation Corporation will be beginning construction in Narraganset during Fall of 2023. Prudence Island Ferry will be proceeding with construction at the Bristol and Prudence Island terminals during Fall of 2023.

## Special Projects

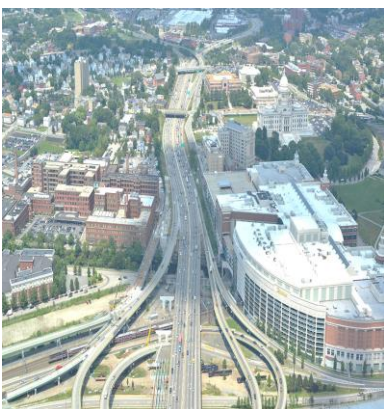
### The Route 37 and I-295 Interchange Safety Improvements Project - Cranston



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 the second quarter, the selected Design-Build Team continued final design, submitted the required permits, continued bridge preservation work, and started foundation work.

### 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, bridge deck demolition and steel girder removal of the existing Northbound Viaduct bridge was completed, and construction began on the concrete piers for the next portion of the new structure. The bridge deck was placed for the new southern half of the Smith Street Bridge, and construction continued for two new ramp bridges and the new retaining wall between Park Street and I-95. Next quarter, construction of the concrete piers for the remaining portion of the new Viaduct structure will continue, with installation of the new steel girders anticipated to begin. The new southern half of the Smith Street Bridge will be opened to traffic and demolition will begin on the remaining northern half, the existing retaining wall between Park Street and I-95 will be demolished, and the new ramp bridge carrying traffic onto Route 146 North over I-95 will also be opened.

### 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 new JT Connell and JT Connell Connector Road intersection was opened creating a straight roadway connection from Farewell Street to Admiral Kalbfus. Bridge demolition and rehabilitation work continued for the three overpasses along Route 138 (Third Street, Newport Secondary and JT Connell).



## The Route 6/10 Interchange

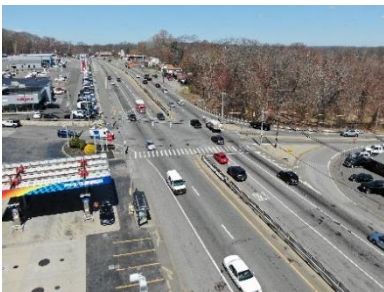


This project involves the replacement of nine bridge structures that comprise the 6/10 Interchange. Seven of the nine structures are structurally deficient. The project also involves construction of the “missing move” to allow Route 10 north traffic to access Route 6 west without traveling through Olneyville. 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 2023, RIDOT and the 6/10 Joint Venture continued engineering work and coordination with affected utilities and AMTRAK. Construction continued through the winter season as new median barrier was installed

at the northern limit of the project, retaining walls and barrier were installed at Harris Avenue, and drainage work continued at the Plainfield Street onramp and around Union Avenue. Demolition of the old bridge over AMTRAK that used to connect Rt 6 EB to Rt 10 SB continued while the new bridge that will connect these two roads saw a new substructure installed in all areas except the AMTRAK portion.

## 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-distributor “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 2023, RIDOT and the DB team continued the final design process, utility coordination, and coordination with environmental permitting agencies. All environmental permits have been obtained to construct the project. Utility work at Sayles Hill Road that will move overhead utilities underground was paused during the winter season and restarted in mid-March. The first traffic shifts necessary to create a work zone to replace the two bridges that carry I-295 over Rt 146 were installed in late March. Also, tree clearing at the Rt 146/146A interchange began in late March.

## Special Projects

### 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. Additionally, 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 2023, RIDOT continued design work and coordination with RIDEM and Quonset Development Corporation. RIDOT has received notice that it was not awarded an INFRA Grant for construction funding but will resubmit its application during the next grant round which is expected in Spring 2023.

### Pawtucket/Central Falls Transit Center



The Transit Center located at 300 Pine Street in Pawtucket provides unparalleled bus and commuter rail service to one of the most economically depressed areas in the State. The design and construction of the project began in October 2018 with an opening to the general ridership on January 23, 2023.

**Update:** RIDOT and the Design/Build team for the Pawtucket/Central Falls Transit Center continued to move forward on the construction of the project through the winter season. Construction updates are posted monthly to the project website. Over the past quarter we completed all construction necessary to open the Transit Center for public use. All safety systems, accessible routes, and major construction items were completed for the opening. We anticipate continued construction of architectural amenities and punch list corrective work to occur through the next quarter.



# Financials

## Expenditures

Actual operating expenditures totaled \$124 million in SFY22, \$35 million in Q3 SFY23, and \$93 million YTD for SFY23.

### Operating Expenditures Detail (Actuals)

(In Thousands)	SFY22	SFY23Q1	SFY23Q2	SFY23Q3	SFY23 YTD
<b><u>Administrative</u></b>					
In-house Labor	\$ 27,240	\$ 7,328	\$ 6,056	\$ 8,448	\$ 21,832
Overhead Recovery	\$ (22,545)	\$ (6,022)	\$ (4,820)	\$ (11,023)	\$ (21,865)
Consultant Contracts	\$ 2,745	\$ 1,445	\$ 382	\$ 820	\$ 2,647
Miscellaneous (Admin)	\$ 2,130	\$ 534	\$ 654	\$ 720	\$ 1,908
Pass Throughs	\$ 166	\$ -	\$ -	\$ 193	\$ 193
<b>Total Administrative</b>	<b>\$ 9,736</b>	<b>\$ 3,285</b>	<b>\$ 2,272</b>	<b>\$ (842)</b>	<b>\$ 4,715</b>
<b><u>Highway Maintenance**</u></b>					
In-house Labor	\$ 39,685	\$ 10,599	\$ 8,452	\$ 11,461	\$ 30,512
Overhead Costs	\$ 3,015	\$ 789	\$ 698	\$ 1,665	\$ 3,152
Consultant Contracts	\$ 24,690	\$ 5,705	\$ 6,051	\$ 5,793	\$ 17,549
Construction Contracts	\$ 300	\$ 22	\$ 81	\$ -	\$ 103
Miscellaneous (Highway Maint.)	\$ 5,606	\$ 1,068	\$ 410	\$ 4,125	\$ 5,603
Pass Throughs	\$ 492	\$ 11	\$ 613	\$ -	\$ 624
<b>Total Highway Maintenance</b>	<b>\$ 73,788</b>	<b>\$ 18,194</b>	<b>\$ 16,305</b>	<b>\$ 23,044</b>	<b>\$ 57,543</b>
<b><u>Safety</u></b>					
In-house Labor	\$ 729	\$ 180	\$ 184	\$ 249	\$ 613
Overhead Costs	\$ 491	\$ 118	\$ 120	\$ 300	\$ 538
Consultant Contracts	\$ 2,624	\$ 716	\$ 617	\$ 673	\$ 2,006
Miscellaneous (Safety)	\$ 101	\$ 28	\$ 15	\$ 88	\$ 131
Pass Throughs	\$ 4,406	\$ 799	\$ 1,372	\$ 1,499	\$ 3,670
<b>Total Safety</b>	<b>\$ 8,351</b>	<b>\$ 1,841</b>	<b>\$ 2,308</b>	<b>\$ 2,809</b>	<b>\$ 6,958</b>
<b><u>Transit Operations</u></b>					
Transit Operations	\$ 14,911	\$ 6,346	\$ 2,814	\$ 3,466	\$ 12,626
<b>Total Transit Operations</b>	<b>\$ 14,911</b>	<b>\$ 6,346</b>	<b>\$ 2,814</b>	<b>\$ 3,466</b>	<b>\$ 12,626</b>
<b><u>Winter Operations</u></b>					
In-house Labor	\$ 1,768	\$ -	\$ 621	\$ 2,112	\$ 2,733
Miscellaneous (Winter)	\$ 15,415	\$ 1,559	\$ 2,179	\$ 4,276	\$ 8,014
<b>Total Winter Operations</b>	<b>\$ 17,183</b>	<b>\$ 1,559</b>	<b>\$ 2,800</b>	<b>\$ 6,388</b>	<b>\$ 10,747</b>
<b><u>Emergency Repair Projects***</u></b>					
In-house Labor	\$ 54	\$ 2	\$ 3	\$ 3	\$ 8
Overhead Costs	\$ -	\$ -	\$ -	\$ -	\$ -
Consultant Contracts	\$ 19	\$ -	\$ -	\$ -	\$ -
Construction Contracts	\$ 225	\$ 57	\$ -	\$ 24	\$ 81
Miscellaneous (Emergency)	\$ 34	\$ -	\$ -	\$ -	\$ -
Pass Throughs	\$ 2	\$ -	\$ -	\$ -	\$ -
<b>Total Emergency Repair Project</b>	<b>\$ 334</b>	<b>\$ 59</b>	<b>\$ 3</b>	<b>\$ 27</b>	<b>\$ 89</b>
<b>Total Operating Expenditures</b>	<b>\$ 124,303</b>	<b>\$ 31,284</b>	<b>\$ 26,502</b>	<b>\$ 34,892</b>	<b>\$ 92,678</b>

\*Expenditures derived from RIDOT's Oracle Financial Management 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.

## Expenditures

Actual capital expenditures totaled \$485 million in SFY22, \$143 million in Q2 SFY23, and \$292 million YTD for SFY23.

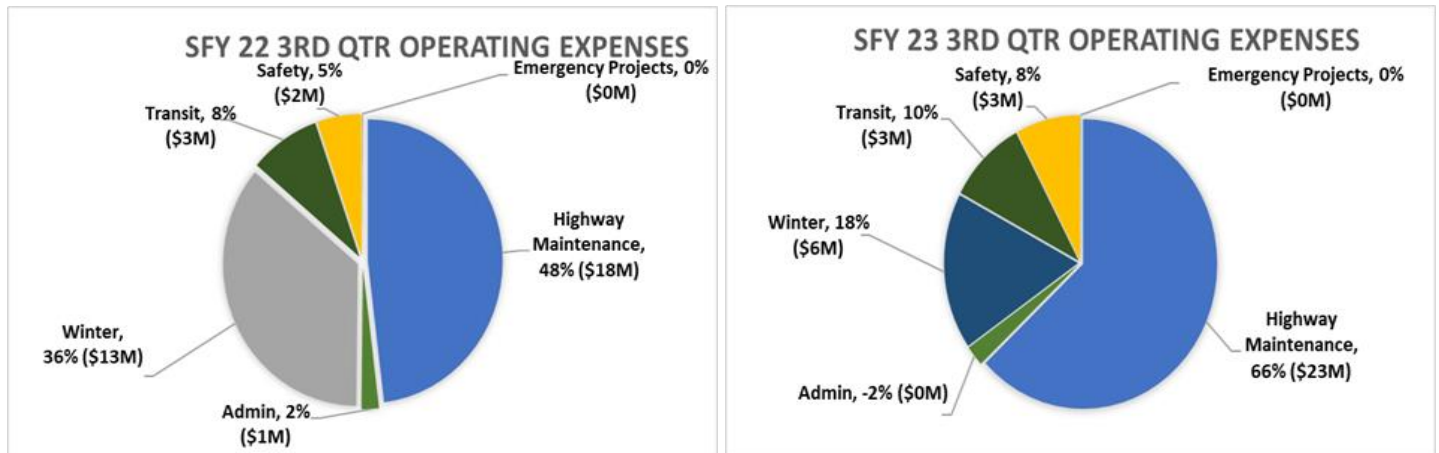
### Capital Expenditures Detail (Actuals)

(In Thousands)	SFY22	SFY23Q1	SFY23Q2	SFY23Q3	SFY23 YTD
<b><u>Debt</u></b>					
Debt	\$ 74,461	\$ 2,193	\$ 14,622	\$ 1,987	\$ 18,802
<b>Total Debt Service</b>	<b>\$ 74,461</b>	<b>\$ 2,193</b>	<b>\$ 14,622</b>	<b>\$ 1,987</b>	<b>\$ 18,802</b>
<b><u>Planning</u></b>					
In House Labor	\$ 3,735	\$ 941	\$ 695	\$ 875	\$ 2,511
Overhead Recovery	\$ 1,980	\$ 468	\$ 364	\$ 965	\$ 1,797
Consultant Contracts	\$ 3,115	\$ 678	\$ 1,167	\$ 1,244	\$ 3,089
Miscellaneous (Planning)	\$ 1,950	\$ 438	\$ 352	\$ 362	\$ 1,152
<b>Total Planning</b>	<b>\$ 10,780</b>	<b>\$ 2,525</b>	<b>\$ 2,578</b>	<b>\$ 3,446</b>	<b>\$ 8,549</b>
<b><u>Capital Projects</u></b>					
In House Labor	\$ 30,991	\$ 8,836	\$ 7,144	\$ 7,706	\$ 23,686
Overhead Recovery	\$ 16,784	\$ 4,620	\$ 3,605	\$ 7,979	\$ 16,204
Consultant Contracts	\$ 28,113	\$ 7,854	\$ 7,686	\$ 8,934	\$ 24,474
Construction Contracts	\$ 271,000	\$ 112,259	\$ 90,243	\$ 78,936	\$ 281,438
Miscellaneous (Capital Projects)	\$ 45,680	\$ 9,642	\$ 15,000	\$ 8,248	\$ 32,890
<b>Total Capital Projects</b>	<b>\$ 392,568</b>	<b>\$ 143,211</b>	<b>\$ 123,678</b>	<b>\$ 111,803</b>	<b>\$ 378,692</b>
<b><u>Capital Pass Throughs</u></b>					
Pass Throughs	\$ 6,989	\$ 1,575	\$ 1,764	\$ 1,589	\$ 4,928
<b>Total Capital Pass Throughs</b>	<b>\$ 6,989</b>	<b>\$ 1,575</b>	<b>\$ 1,764</b>	<b>\$ 1,589</b>	<b>\$ 4,928</b>
<b>Total Capital Expenditures</b>	<b>\$ 484,798</b>	<b>\$ 149,504</b>	<b>\$ 142,642</b>	<b>\$ 118,825</b>	<b>\$ 410,971</b>
<b>Total RIDOT Expenditures</b>	<b>\$ 609,101</b>	<b>\$ 180,788</b>	<b>\$ 169,144</b>	<b>\$ 153,717</b>	<b>\$ 503,649</b>

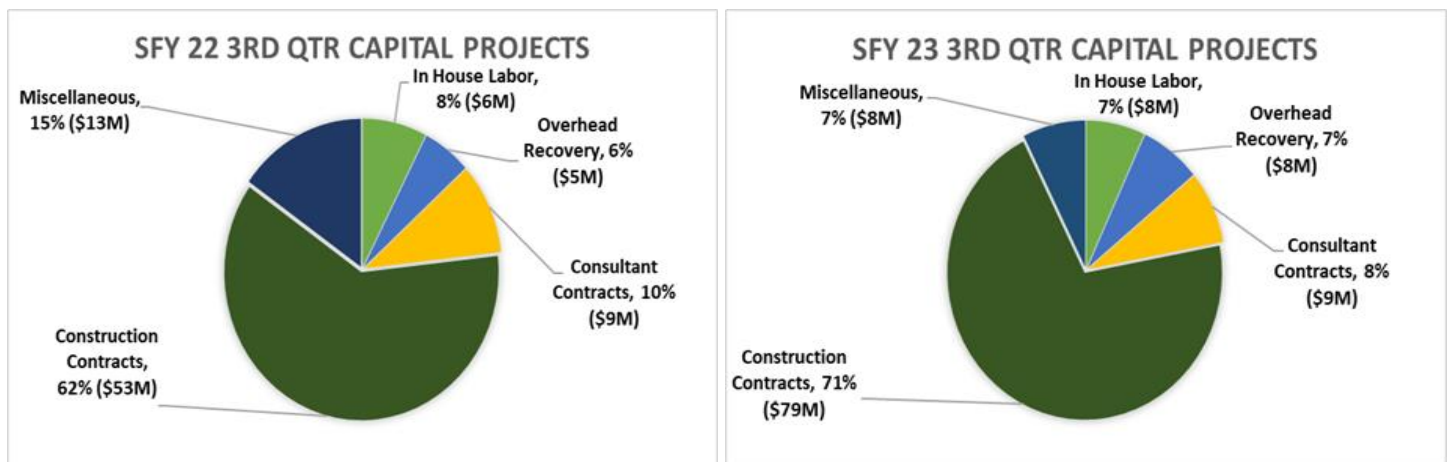
\* Beginning in the 4th Qtr of SFY 19, Garvee Debt service payments are included in the Total Debt Service.

## Expenditures

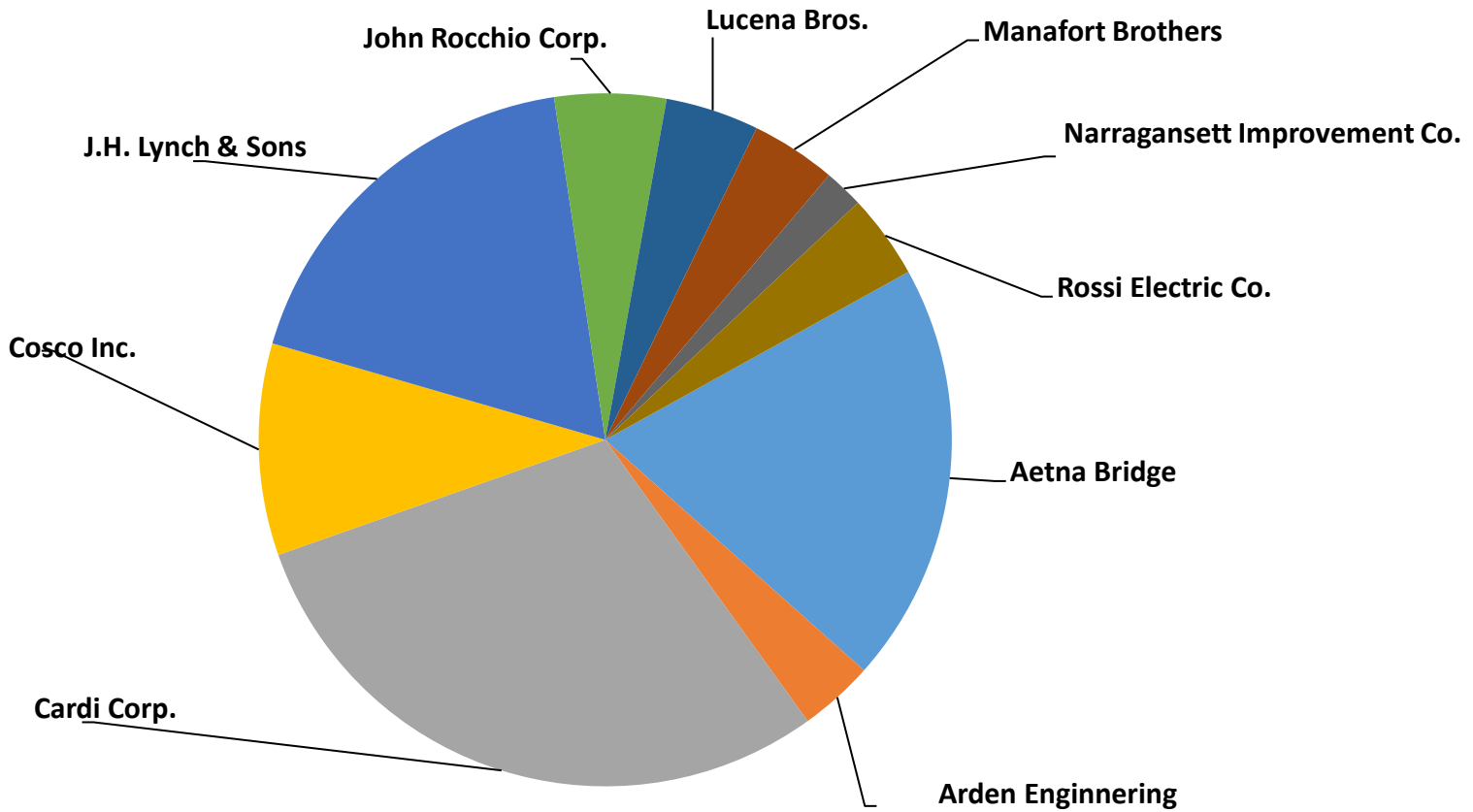
**OPERATING EXPENDITURES:** Operating expenditures are costs associated with the day-to-day operations of RIDOT. These costs include Highway Maintenance, Safety Programs, Administrative Expenses, Winter Operations, and Commuter Rail expenses.



**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 2023 (as of March 31, 2023)\*



Contractor	No. of Contracts	Total Value Awarded (In Millions)
Aetna Bridge	1	\$15.777
Arden Enginnering	2	\$2.799
Cardi Corp.	4	\$23.728
Cosco Inc.	3	\$7.939
J.H. Lynch & Sons	1	\$14.575
John Rocchio Corp.	1	\$4.180
Lucena Bros.	1	\$3.499
Manafort Brothers	1	\$3.193
Narragansett Improvement Co.	1	\$1.475
Rossi Electric Co.	1	\$3.163
<b>Totals</b>	<b>16</b>	<b>\$80.328</b>

\*Chart contains only contractors awarded over \$500,000 in construction contracts as of March 31, 2023.

# 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 establishing 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 Highway 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 Inventory; 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



**1,200**

Bridges (5+ feet) as of 3/31/23



More than

**3,000**

Lane miles of road



**6** rail stations

**18** park and rides



**104,000**

Traffic devices



**34,000**

Catch basins (approximate)



**682**

Total employees

(as of 3/31/23)