

# Quarterly Report

## January - March 2020



April 30, 2020





## 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.





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

RIDOT is pleased to submit the FFY 2020 Q2 RhodeWorks quarterly report.

Signs of progress related to the implementation of the RhodeWorks program can be seen all around the State. In the heart of Providence, the largest project in RIDOT history -- the Route 6/10 Interchange -- continues to make exceptional progress. Meanwhile, bridge replacements and repairs, safety improvements, and pavement projects as well as other transit projects are ongoing throughout Rhode Island.

Since RhodeWorks began, RIDOT has made progressive improvements to the department's project delivery methodologies and the positive results are clear. The department continues to perform bridge repair and replacement projects as scheduled and is confident that it will meet and exceed federal bridge condition targets as intended by the RhodeWorks legislation.

To stay on track, RIDOT must continue to execute the RhodeWorks ten-year plan as approved. The plan is based on strategic and efficient asset management plans, driven by state-of-the art infrastructure-preservation practices that achieve and maintain assets in a state of good repair.

This report highlights some of RIDOT's accomplishments during the quarter. Detailed project budgets and schedules follow in Insert A.

As always, if you have any questions, do not hesitate to ask.

Sincerely,

A handwritten signature in black ink, appearing to read 'Peter Alviti Jr.', is written over a white background.

Peter Alviti Jr., P.E.

Director



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Key

Accomplishments

## Key Accomplishments

### Project Management

- **Washington Bridge Announcement** -- In the second quarter, RIDOT announced an upcoming Request for Proposals (RFP) for the Washington Bridge Rehabilitation design-build Project. RIDOT is scheduling for the work on the Washington Bridge to start this year with the awarding of the design-build contract this summer. RIDOT has secured a \$25 million grant through the work of the Rhode Island Congressional delegation to support this \$70 million design/build project. The grant obliges RIDOT to start work in a timely manner.
- **COVID-19** – As the United States experiences an unprecedented pandemic, RIDOT was fortunate that it was still able to continue with a robust construction program and all maintenance operations.

### Safety

- **St. Patrick's Day Safety Awareness** – In February, Director Alвити was invited to address a St. Patrick's weekend "impaired driving" media conference with the Warwick Police Department. He joined several safety spokespeople to highlight safe alternative driving approaches and public responsibilities to dangerous driving to encouraging everyone to enjoy a safe holiday.
- **NHTSA Award** – Richard Sullivan, RIDOT's Law Enforcement Highway Safety Training Coordinator, received the Lifetime Achievement Award from the National Highway Traffic Safety Administration (NHTSA). His award was one of twelve given in conjunction with the annual Lifesavers Conference

### Maintenance and Operations

- **Winter Storm Operations** – The 2020 Winter Season was very mild, one of the lowest WSI on recent record. While total snowfall (inches) for the winter season was low, RIDOT Maintenance Division crews still had to address sleet, freezing rain, and ice that required additional salt treatment on the roads. Total winter storm operations costs (State personnel, vendors and materials) were within the allocated budget.

### RhodeWorks Implementation

- **Bridge Toll Facilities** – During the second quarter of FFY 2020, RIDOT continued collecting tolls at the first five locations and began collecting tolls at three new locations on Interstate 95, including Warwick, Providence and Pawtucket. Revenues from the first eight toll sites have been consistent and on-target with projections.

# 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 2019 (Oct. 1, 2018- September 30, 2019)

Construction Contract (Project Name)	Award Date (Mon-Year)	Value (\$M)	Exp. Completion Date (Mon-Year)
<b>FFY 2019 1st Quarter - October 1, 2018 - December 31, 2018</b>			
Roadway Departure Mitigation - Horizontal Curve Enhancement-2018	Oct-18	\$ 1.1	Oct-19
Intersection Safety Improvements to Route 44/Smithfield Commons - Dual Left Turn Lanes	Oct-18	\$ 0.6	Oct-19
2018 Statewide Intersection Safety Improvements	Oct-18	\$ 0.8	Oct-19
Bridge Group 15A - East Bay	Oct-18	\$ 6.5	May-21
Metacom Avenue (Rt 136) HSIP	Oct-18	\$ 3.1	May-20
Bridge Group 35T - 8 - I-295 C-3	Oct-18	\$ 10.7	Oct-22
Median Guardrail US Route 1, South County	Nov-18	\$ 2.3	May-19
Aquidneck Avenue HSIP	Nov-18	\$ 0.5	Nov-19
Bridge Group 13A - Rt 146 C-1	Nov-18	\$ 4.0	May-20
Bridge Group 46A - Lafayette Rd	Nov-18	\$ 5.9	Aug-20
Bridge Group 15B - Aquidneck Island	Nov-18	\$ 5.4	May-21
Bridge Group 05 - EGR, EXE, WAR, WGR	Dec-18	\$ 7.3	Dec-20
Bridge Group 09 - CRA, JOH	Dec-18	\$ 2.7	May-20
I-195 Relocation, Gano St, Contract 18	Dec-18	\$ 1.6	Nov-19
Bridge Group 06 - PVD	Dec-18	\$ 7.8	May-21
Rt 44 - C-3B (RIDOT Maint Facility - W. Greenville Rd)	Dec-18	\$ 7.4	Oct-19
<b>Subtotal</b>		<b>\$ 67.6</b>	
<b>FFY 2019 2nd Quarter - January 1, 2019 - March 31, 2019</b>			
Old Summit Rd & Susan Bowen Rd (Rt 117 - Rt 117)	Jan-19	\$ 0.6	Aug-20
Rt 78 (Rt 1 - Conn S/L)	Jan-19	\$ 3.4	Nov-19
Bridge Group 38T - 12 - Rt 146 Farnum Pike	Jan-19	\$ 10.0	Jul-20
US 6 (Rt 102-Rt 101)	Jan-19	\$ 6.2	Aug-18
State Traffic Commission Miscellaneous Improvements	Jan-19	\$ 1.9	Nov-18
Salt Storage Facility - POR	Feb-19	\$ 1.2	Oct-20
2019 Roadway Departure Mitigation	Feb-19	\$ 1.1	Jul-18
Bridge Group 62T - 11 - Louisquisset Pk	Feb-19	\$ 10.0	Jan-21
2019 Rubberized Asphalt Chip Seal C-1	Mar-19	\$ 1.2	Jun-20
<b>Subtotal</b>		<b>\$ 35.5</b>	
<b>FFY 2019 3rd Quarter - April 1, 2019 - June 30, 2019</b>			
2019 Paver Placed Elastomeric Surface Treatment - Contract 2	Apr-19	\$ 2.2	Oct-19
2019 Paver Placed Elastomeric Surface Treatment C-1	Apr-19	\$ 1.8	Oct-19
Materials Lab - Quality Assurance	Apr-19	\$ 2.9	Jul-20
Bridge Group 40B - Bath St East	May-19	\$ 2.4	Dec-20
2018 Crack Sealing South and Central Regions C-2	May-19	\$ 0.4	Aug-19
SRTS C-1 (Barrington)	May-19	\$ 1.1	Dec-20
2019 Rubberized Asphalt Chip Sealing	May-19	\$ 1.7	May-20
SRTS - C-3 (Smithfield, Woonsocket)	May-19	\$ 1.1	Sep-20
Bridge Group 01 - PVD	Jun-19	\$ 9.2	May-22
2019 PPEST C-3	Jun-19	\$ 1.6	Oct-19
2019 Crack Sealing South & Central C-1	Jun-19	\$ 0.7	Oct-19
Bridge Group 54A - I-95 Kingston Rd	Jun-19	\$ 14.6	Jun-22
Central Pk & Battley Meetinghouse Rd	Jun-19	\$ 3.3	Oct-19
Bridge Group 48A - Howard Rd	Jun-19	\$ 1.7	Jun-20
SRTS - Narragansett C-1	Jun-19	\$ 1.3	Jun-21
<b>Subtotal</b>		<b>\$ 45.9</b>	
<b>FFY 2019 4th Quarter - July 1, 2019 - September 30, 2019</b>			
High Friction Surface I-95 S Curves	Jul-19	\$ 1.8	Jul-20
Bridge Group 58A - Division St	Aug-19	\$ 15.7	Nov-22
2019 Crack Sealing North & East C-1	Aug-19	\$ 0.7	Oct-19
Bridge Group 18B - EGR, NKS	Aug-19	\$ 2.8	Sep-21
Bridge Group 44A - Silver Creek	Aug-19	\$ 2.6	Mar-22
Bridge Group 40A - Hawkins St. Bridge	Sep-19	\$ 2.2	Oct-21
Bridge Group 16A - GLO, FOS, SCI, SMI	Sep-19	\$ 6.0	Dec-21
<b>Subtotal</b>		<b>\$ 31.7</b>	
<b>TOTAL</b>		<b>\$ 180.8</b>	

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

**CONSTRUCTION**

**FFY19 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 2019 (Oct. 1, 2018 - September 30, 2019)**

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 2019 1st Quarter - October 1, 2018 - December 31, 2018</b>					
I-95 (Rt 2 - Service Ave)	Oct-18	\$ 8.8	62	39	63%
Bridge Group 57D - Newman Ave	Oct-18	\$ 4.7	N/A	N/A	N/A
Bridge Group 52A - S County Freeway	Oct-18	\$ 3.5	10	10	100%
2018 Paver Placed Elastomeric Surface Treatment Contract 1	Oct-18	\$ 1.7	40	30	75%
Rt 24 (Rt 114 - Hummocks Ave)	Oct-18	\$ 8.1	62	39	63%
Rt 6A - Hartford Ave C-2 (Rt 5 - Killingly St)	Oct-18	\$ 3.3	65	48	74%
2018 Crack Sealing Limited Access	Oct-18	\$ 0.6	N/A	N/A	N/A
Statewide Striping 2017 - 2018 - North	Oct-18	\$ 3.0	N/A	N/A	N/A
Intersection Safety Improvements Newport, Warwick, Johnston	Nov-18	\$ 1.9	57	38	67%
Local Safety Improvements (CRA)	Nov-18	\$ 0.9	7	7	100%
Rockland Rd (Central Pk -Danielson Pk)	Nov-18	\$ 2.6	6	6	100%
Bridge Group 31 - Pine St	Nov-18	\$ 8.9	94	65	69%
Blackstone River Bikeway 8C	Nov-18	\$ 4.8	27	17	63%
Bridge Group 58B - Railroad Ave	Nov-18	\$ 3.6	53	21	40%
Bridge Group 57E - Harbor Junction	Nov-18	\$ 6.9	N/A	N/A	N/A
Railroad St (Manville Hill Rd - Rt 126)	Nov-18	\$ 3.5	96	70	73%
ADA - E Main Rd & Park Ave	Dec-18	\$ 9.5	138	59	43%
SRTS- Contract 1 (Crans, E Prov)	Dec-18	\$ 2.2	52	27	52%
2018 Paver Placed Elastomeric Surface Treatment Contract 2	Dec-18	\$ 2.4	19	16	84%
Rt 1A - Newport Ave (Federal St - Mass S/L)	Dec-18	\$ 4.9	74	51	69%
Rt 2 - Reservoir Ave (Sock Cross Rd - Rt 12)	Dec-18	\$ 6.2	70	51	73%
Bridge Group 58D - Wood Riv & Holburton	Dec-18	\$ 3.1	6	6	100%
Rt 6 - Hartford Ave (Danielson Pk - I-295)	Dec-18	\$ 9.0	117	87	74%
<b>Subtotal</b>		<b>\$ 104.2</b>			
<b>FFY 2019 2nd Quarter - January 1, 2019 - March 31, 2019</b>					
<b>Subtotal</b>		<b>\$ -</b>			
<b>FFY 2019 3rd Quarter - April 1, 2019 - June 30, 2019</b>					
2018 Rubbertized Asphalt Chip Sealing - Contract 1	Apr-19	\$ 1.8	2	2	100%
Providence River Pedestrian Bridge	Apr-19	\$ 21.9	62	26	42%
Bridge Group 57C - Simmonsville	Apr-19	\$ 2.8	52	15	29%
Median Guardrail US Route 1, South County	May-19	\$ 2.9	33	19	58%
Bridge Group 58 - I-95 Bridge Washing	May-19	\$ 7.7	47	35	74%
STC Allens Avenue at Terminal and Ernest	May-19	\$ 1.7	68	55	81%
Bridge Group 77 - I-95 & 195 EPR, PVD	Jun-19	\$ 20.7	236	153	65%
2018 Rubberized Asphalt Chip Sealing Contract 2	Jun-19	\$ 2.0	27	22	81%
Rt 124 - Diamond Hill & Mendon Rd Intersection	Jun-19	\$ 3.2	27	24	89%
<b>Subtotal</b>		<b>\$ 64.6</b>			
<b>FFY 2019 4th Quarter - July 1, 2019 - September 30, 2019</b>					
High Friction Surface Treatments 2018	Jul-19	\$ 1.4	7	7	100%
2018 Crack Sealing South and Central Regions C-2	Aug-19	\$ 0.7	N/A	N/A	N/A
Bridge Group 57M - Horton Farm	Aug-19	\$ 16.6	284	154	54%
Improvements to Nayatt Road	Aug-19	\$ 4.0	97	62	64%
Bridge Group 57T - 10 - Washington North	Aug-19	\$ 17.8	192	151	79%
Aquidneck Avenue Improvements	Aug-19	\$ 3.8	88	67	76%
US 6 (Rt 102-Rt 101)	Aug-19	\$ 8.1	153	90	59%
2017 Statewide Intersection Safety Improvements	Sep-19	\$ 3.5	57	41	72%
I-195 Relocation, Waterfront Parks, Contract 17	Sep-19	\$ 9.2	135	89	66%
Bridge Group 70C - Slaterville	Sep-19	\$ 13.5	151	61	40%
Salt Storage Facility - POR	Sep-19	\$ 1.6	N/A	N/A	N/A
Bridge Group 69D - Hope Valley	Sep-19	\$ 4.2	5	3	60%
<b>Subtotal</b>		<b>\$ 84.4</b>			
<b>TOTAL</b>		<b>\$ 253.1</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 PRISM Database, and current contract amounts as of 12/27/19

**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.

**CONSTRUCTION**

**FFY21 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 2019 (Oct. 1, 2020 - September 30, 2021)**

Construction Contract (Project Name)	Expected Advertise Date	Construction Value (\$M)
<b>FFY 2021 - October 1, 2020 - September 30, 2021</b>		
2021 Crack Sealing	FFY 21	\$ 7.0
2021 PPEST	FFY 21	\$ 2.8
2021 RACS	FFY 21	\$ 5.4
Bridge Group 24A - Greystone Sluiceway Br	FFY 21	\$ 1.4
Bridge Group 04_R - Huntington	FFY 21	\$ 7.3
Bridge Group 13C - Great Road Culvert	FFY 21	\$ 2.1
Bridge Group 13D	FFY 21	\$ 3.7
Bridge Group 17A - CUM, SMI	FFY 21	\$ 2.1
Bridge Group 17B - BUR	FFY 21	\$ 8.5
Bridge Group 17C - Newell	FFY 21	\$ 12.1
Bridge Group 17D - LIN, SMI	FFY 21	\$ 3.9
Bridge Group 39	FFY 21	\$ 1.3
Bridge Group 42A (WAR, WWAR)	FFY 21	\$ 2.0
Bridge Group 42B - COV, WW	FFY 21	\$ 19.4
Bridge Group 44_H Nonquit	FFY 21	\$ 1.8
Bridge Group 45B (Kings Factory)	FFY 21	\$ 1.3
Bridge Group 45C_H - Cottrell Br. 193	FFY 21	\$ 1.6
Bridge Group 54B - Rt 138 Kingston Station RR	FFY 21	\$ 2.0
Bridge Group 56D - Barton & Broad St RR	FFY 21	\$ 1.4
HSIP - Roadway Departure Mitigation - 2021	FFY 21	\$ 18.3
Paw. Salt Storage Facility	FFY 21	\$ 10.0
Rt 1 - Post Rd (NKS) - Drainage	FFY 21	\$ 6.4
Rt 138 and Rt 112 Roundabout	FFY 21	\$ 0.9
RT 1A Old Post Rd Charlestown	FFY 21	\$ 64.1
<b>TOTAL</b>		<b>\$ 186.8</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 2019 (Oct. 1, 2018 - September 30, 2019)

Design Contract (Project Name)	Completion Date (Mon-Year)	Expected Final Contract Cost	Number of Workers	Number of RI Workers	% Share with RI Residence
<b>FFY 2019 1st Quarter - October 1, 2018 - December 31, 2018</b>					
Utility Relocation and Traffic Mitigation	Oct-18	\$ 6.53	N/A	N/A	N/A
<b>Subtotal</b>		<b>\$ 6.53</b>			
<b>FFY 2019 2nd Quarter - January 1, 2019 - March 31, 2019</b>					
Environmental Assessment for Improvements to Rt 5-10 Interchange	Mar-19	\$ 6.27	N/A	N/A	N/A
I-195 Improvements	Mar-19	\$ 6.73	N/A	N/A	N/A
Bridge Maintenance and Repair Consulting Services	Mar-19	\$ 3.09	N/A	N/A	N/A
Reconstruction of Hartford Ave	Mar-19	\$ 2.89	N/A	N/A	N/A
Newport Marine Eis/As And Freight Rail Improvement Project	Mar-19	\$ 38.68	N/A	N/A	N/A
On-Call Maintenance Consultant	Mar-19	\$ 2.28	N/A	N/A	N/A
Reconstruction of East Main Rd.	Mar-19	\$ 1.25	N/A	N/A	N/A
Enhancement - I-195/Taunton Ave	Mar-19	\$ 0.87	N/A	N/A	N/A
Traffic Design Consulting	Mar-19	\$ 2.71	N/A	N/A	N/A
<b>Subtotal</b>		<b>\$ 64.75</b>			
<b>FFY 2019 3rd Quarter - April 1, 2019 - June 30, 2019</b>					
Trestle Trail - Bicycle and/or Pedestrian Facility	Apr-19	\$ 3.23	N/A	N/A	N/A
Reconstruction of Route 44	Apr-19	\$ 9.83	N/A	N/A	N/A
On-Call Traffic Design Services	May-19	\$ 1.18	N/A	N/A	N/A
On-Call Traffic Design	May-19	\$ 4.46	N/A	N/A	N/A
Bridge Engineering Services	Jun-19	\$ 5.23	N/A	N/A	N/A
Liaison Consultant/Enhancement Program	Jun-19	\$ 7.91	N/A	N/A	N/A
<b>Subtotal</b>		<b>\$ 31.84</b>			
<b>FFY 2019 4th Quarter - July 1, 2019 - September 30, 2019</b>					
State Traffic Commission Signals C-2 South	Jul-19	\$ 0.73	N/A	N/A	N/A
Repairs to Cliff Walk	Jul-19	\$ 4.65	N/A	N/A	N/A
<b>Subtotal</b>		<b>\$ 5.37</b>			
<b>TOTAL</b>		<b>\$ 108.50</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



**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 2021 (Oct. 1, 2020 - September 30, 2021)

Design Contract (Project Name)	Award Date (Mon-Year)	Value (\$M)	Exp. Completion Date (Mon-Year)
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FFY 2019 - October 1, 2020 - September 30, 2021

*	*	\$	-	*
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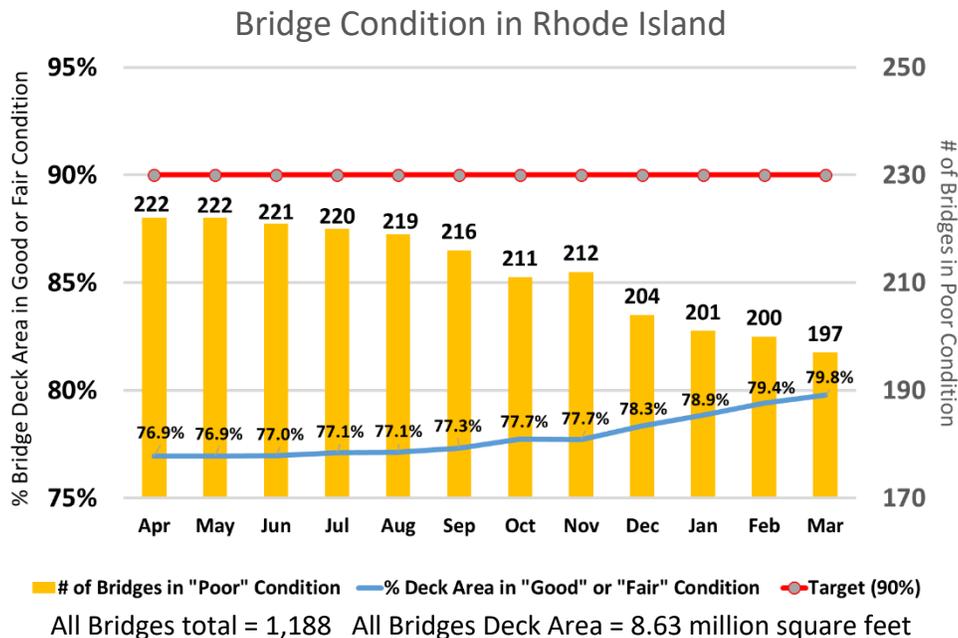
**Note:** At this time, the planning of FFY 2021 Design contracts are in process. Anticipated contract advertisements will be identified in upcoming quarterly reports upon finalization.



# Operations

## Bridge Condition

In 2019, the condition of Rhode Island’s bridges ranked 51<sup>st</sup> out of the 51 states (including District of Columbia) – the worst in America. The following chart details bridge condition through the second quarter of FFY 2020. RIDOT continues to anticipate reaching the federal minimum standard of no more than 10 percent of deck area in “poor” condition by 2025.



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, one bridge was deemed to be in poor condition upon inspection.

Bridges No Longer Structurally Deficient (Repaired, Replaced, or Removed) Q2 FFY 2020			
	The Park Avenue Bridge 048001 which passes over the Pocasset River in Cranston	2,435 sq ft	
	The Big River Bridge 003401 which passes over the Big River in West Greenwich	2,460 sq ft	
	The Industrial Drive Bridge 088201 which passes over the Moshassuck River in Providence	5,652 sq ft	
<b>Q2 Jan-Mar 2020</b>	The Plainfield Pike SB Bridge 073221 which passes over Route 14 Plainfield Pike in Cranston	5,752 sq ft	
	The Broadway Ramp Overpass Bridge 050901 which passes over the Route 6, Amtrak, & P&W RR in Providence	12,902 sq ft	
	The Whipple Bridge 011701 which passes over the Blackstone River in Cumberland	14,124 sq ft	
	The Old River Road Bridge 074901 which passes over I-295 NB & SB in Lincoln	18,111 sq ft	
	The Barrington Bridge 012301 which passes over Barrington River in Barrington	20,696 sq ft	
	<b>Subtotal</b>	<b>82,131 sq ft</b>	
	Bridges Added to The Structurally Deficient List in Q2 FFY 2020		
	<b>Q2 Jan-Mar 2020</b>	The Chapman Pond RR Bridge 085601 which passes over the Route 91 Bradford Road & Amtrak in Westerly	16,482 sq ft
<b>Subtotal</b>		<b>16,482 sq ft</b>	
<b>Net Change</b>		<b>+ 65,649 sq ft</b>	

**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.

On March 1, 2020, RIDOT took over the all Oversize Overweight Truck Permit responsibilities from Rhode Island Division of Motor Vehicles (DMV). RIDOT now administers all oversize and overweight truck permitting within the State, including single trip, annual divisible, and annual non-divisible (“blanket”) permits. Data regarding permit application processing and related actions will be included in the Bridge section of future RhodeWorks quarterly reports.

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 Capitol 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 capitol 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.

## 2020 Pavement Preservation

The FFY 2020 Pavement Preservation program will include more than \$5.8 million in PPEST, chip seal, and crack seal projects.

These charts provide an inventory of RIDOT's FFY 2020 pavement preservation projects:

### Thin Overlay (PPEST)

Municipality	Road Name	Road Limits	Miles
Coventry	Nooseneck Hill Road	Harkney Hill To Reservoir Road	0.9
Coventry/W. Warwick	Tiogue Avenue	Gilles Street to New London Turnpike	0.6
Cranston	Scituate Avenue	Interstate 295 to Comstock Parkway	0.8
Smithfield	Greenville Avenue	Hillcrest Avenue to Route 44/Putnam Pike	0.5

**Total** 2.8

**Total PPEST Construction Value** \$2,300,000

### Rubberized Asphalt Chip Seal

Municipality	Road Name	Road Limits	Miles
Coventry	Flat River Road	Read School House Road To Old Flat River Road	2.0
Glocester	Victory Highway	Route 100 To Old Route 102	0.9
Little Compton	Meeting House Lane	West Main Road To Commons Street	0.8
Richmond	South County Trail	Amtrak Bridge to South Kingstown Town Line	2.5
Scituate	Chopmist Hill Road	Central Pike To North Of Route 114 and Rockland Road	1.4

**Total** 7.6

**Total Chip Seal Construction Value** \$1,500,000

### Crack Seal - Limited Access

Municipality	Road Name	Road Limits	Miles
E. Providence	East Shore Expressway	I-195/Horton Farm Bridge to First U-Turn at RI-114A	1.6
Hop/Rich/Exeter/W. Green	Interstate 95	Connecticut State Line to Exit 8	23.3
N. Kingstown	Colonel Rodman Highway	US-1 to 3,000' North Of Oak Hill Road	2.4
Providence	Interstate 95 South	Charles St. to I-195 NB Overpass (Excepting Viaduct Bridge)	1.7
Providence	Interstate 95 North	I-195 Sb Overpass to Charles Street (Excepting Providence Viaduct Bridge)	1.9
Providence/Cranston	Route 10	Park Avenue to Union Avenue	3.1
Warwick	Post Road Extension	Apponaug Roundabout to Main Avenue	0.8
Warwick/Cranston	Interstate 95 South	140' South Of Service Road to 90' North of Milford Street	2.3
Warwick/Cranston	Interstate 95 North	160' South of Jefferson Blvd to 320' North of Laurens Street Overpass	1.5

**Total** 38.7

**Crack Seal - Secondary Roads**

Municipality	Road Name	Road Limits	Miles
Charlestown/Richmond	Old Shannock Road	Route 2 to Gardenia Road	1.4
Coventry	Harkney Hill Road	Route 3 to Phillips Hill Road	1.9
E. Greenwich	S. County Trail	Route 402 to Route 4 (Northbound Only)	0.9
E. Greenwich/W. Greenwich	Division Road	Route 2 to Route 3	6.0
Jamestown	Beaver Tail Road	Beavertail State Park Entrance to Southwest Avenue	2.6
Jamestown	Southwest Avenue	Beavertail Road to Narragansett Avenue	0.6
Johnston	Hopkins Avenue	Winsor Ave to Hartford Avenue	1.4
Johnston/Scituate	Hartford Avenue	I 295 to Danielson Pike	2.9
Narragansett	Boston Neck Road	Old Boston Neck Road to Bonnett Shores Road	2.2
Narragansett	Great Island Road	Sand Hill Cove Rd to Galilee Escape Road	0.6
Narragansett	Boston Neck Road	North Kingstown T/L to Bridgetown Road	0.9
Narragansett	Boston Neck Road	Sprague Bridge to Narragansett Avenue	1.2
Narragansett	Boston Neck Road	Sprague Bridge to Old Boston Neck Road (Shoulders Only)	0.5
Narragansett	Point Judith Road	Sea Lea Dr to Ocean Road	0.7
Narragansett	Kingstown Rd/Narragansett Av	Route 108 to Ocean Road	1.5
Narragansett	Ocean Road/Beach Street	Route 108 to Narragansett Avenue	4.8
Narragansett	Sand Hill Cove Road	Great Island Road to Route 108	1.2
N. Kingstown	Boston Neck Road	Route 138 West Ramp to Fairway Dr(Shoulders Only)	2.3
N. Kingstown	Ten Rod Road	500' West Of Lang Dr to Route 1	2.9
N. Kingstown	Post Road	State Police Barracks to Route 403	1.3
N. Kingstown	Boston Neck Road	Route 138 to Pavement Change At Casey Farm	1.3
N. Kingstown	Boston Neck Road	Hussey Brook Br to Beach Street	0.2
S. Kingstown	Kingstown Road	Route 108 to Fairgrounds Road	2.2
S. Kingstown	Kingstown Road	Route 138 (Mooresfield Rd) Saugatucket Road	1.4
S. Kingstown	Main Street/Post Road	Route 108 to Route 1	2.0
S. Kingstown	Post Road	Route 1 to Route 1	2.0
Warwick	Post Road	Post Road Ext to Route 113	0.7
Warwick	Main Avenue	Route 5 (Greenwich Ave) to Gorham Avenue	1.1
Warwick	Post Road	WalmaRoute Entrance to Route 117 (Warwick Ave.)	0.6
Warwick	West Shore Road	Post Road to Button Woods Avenue	1.2
Warwick	Ives Road	Forge Road to End	2.6
Warwick	Main Avenue	Buttonwoods Ave to Route 117	0.4
Warwick	Bald Hill Rd/Quaker Lane	Route 113 to I 95	3.6
W. Greenwich/Exeter	Nooseneck Hill Road	Division Road to Route 102	4.5
W. Warwick	Providence Street	Hay Street to Toll Gate Road	0.8

**Total** 62.0

**Total Crack Seal Construction Value** \$2,000,000

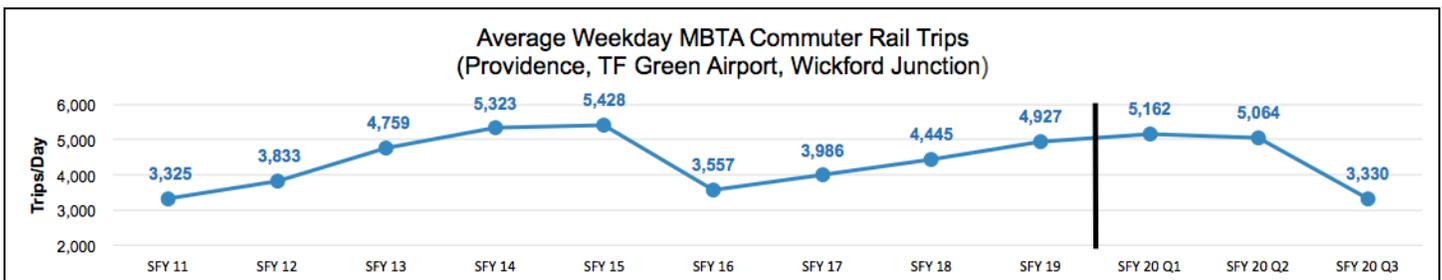
# Transit Operations

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, Massachusetts Bay Transportation Authority (MBTA) operations, station operations, and marketing. Commuter rail operating expenses are funded with federal Congestion Mitigation and Air Quality (CMAQ) funds. 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.



Towards the beginning of this quarter, ridership at Wickford Junction and TF Green Airport was slightly higher than last quarter, while ridership at Providence Station declined somewhat. As the impact of COVID-19 grew, ridership at each station declined precipitously. This downward trend is similar to that experienced across the MBTA system and by transit agencies nationwide. Use of the Wickford Junction parking garage also declined during this period due to the closure of URI and associated bus ridership, and the drop in commuter rail ridership.

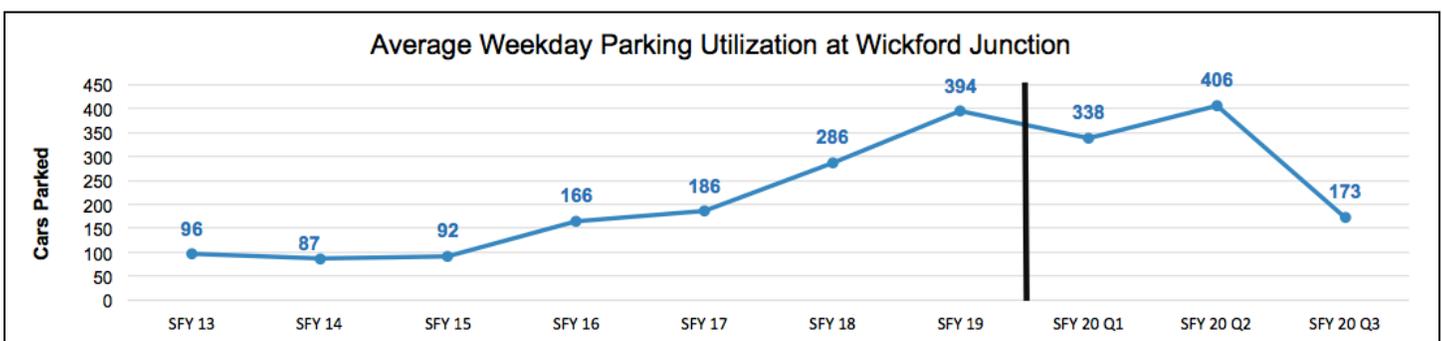
## Commuter Rail Ridership



**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)

**Sources:** MBTA Blue Book, MBTA operator estimates, RIDOT quarterly counts

## Parking Garage Utilization



**Definition:** Average daily (weekday only) counts of the number of cars parked at the Wickford Junction garage

**Sources:** Wickford Junction operator transactions (historical data) & RIDOT counts

This quarter, the Department’s media efforts included a new “SPEED” campaign, a continuation of the Ripple Effect program, as well as continued focus on eliminating distracted driving. During the 2020 Superbowl broadcast, the Ripple Effect “Boneyard” TV spot was featured, resulting in numerous emails and phone calls of appreciation for addressing the topic during one of the most watched programs and dangerous weekends of the year.

In February, Director Alviti was invited to address a St. Patrick’s weekend “impaired driving” media conference with the Warwick Police Department. He joined several safety spokespeople to highlight safe alternative driving approaches and public responsibilities to dangerous driving to encouraging everyone to enjoy a safe holiday.



St. Patrick’s Day Impaired Driving Media Event

As part of RIDOT’s 10-year “Impaired Driving” plan, the Office of Highway Safety (OHS) met with an array of community stakeholders to evaluate practices and procedures that may be strengthened and streamlined. One notable recommendation is the possibility of electronic search warrants for people who are suspected of driving under the influence of alcohol and/or drugs. Other problem-areas such as DUI were discussed at length and further recommendations from the working group will be forthcoming.

In anticipation of the warmer months, RIDOT began ramping up its bike safety program and schedule the program at four different elementary schools. Unfortunately, several programs needed to be postponed until the fall due to the breakout of COVID-19 and the shift to distance learning. Even with social distancing measures in place, OHS continues to pursue venues to distribute its materials and programming, including through the RIDOT website.

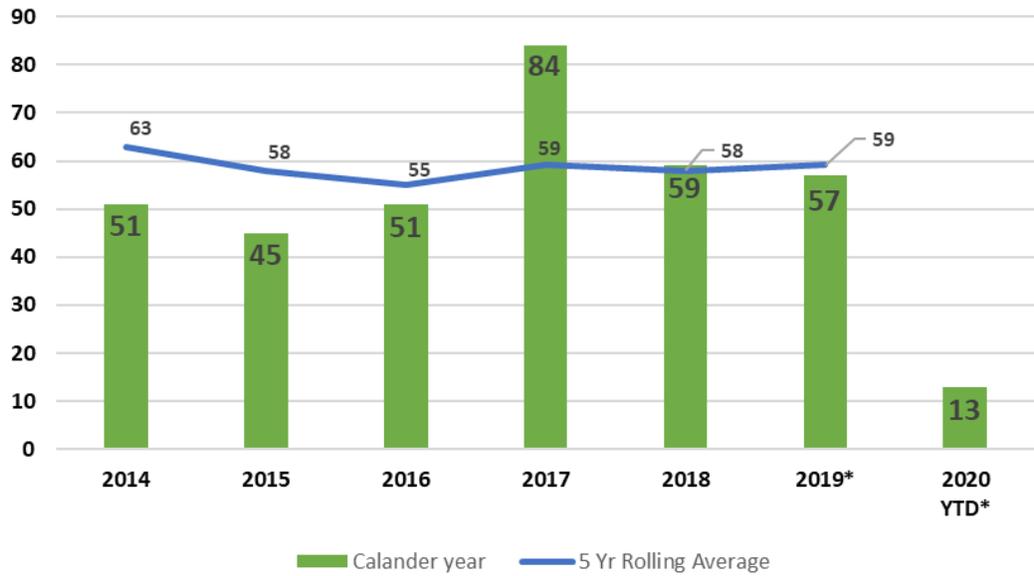
March was a quiet month for OHS’s community programming due to COVID-19. Planning for highway safety initiatives continues and OHS continues to prepare for summer and fall traffi. As in past reports, OHS and RIDOT recognize that our work is not complete until we reach zero fatalities and all travelers are safe and secure on Rhode Island roadways.

FARS FATALITIES BY PERSON TYPE 2013-2020

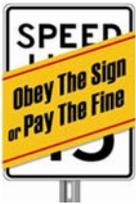
PERSON TYPE	2013	2014	2015	2016	2017	2018	2019* (prelim.)	2020* (prelim.)
Motor Vehicle Occupants	37	25	28	31	50	30	36	5
Motorcyclists	11	10	9	4	11	18	13	0
Pedestrians	14	14	8	14	21	7	8	8
Bicyclists	3	0	0	2	2	1	0	0
ATV	0	1	0	0	0	2	0	0
Person on Personal Conveyance	0	1	0	0	0	1	0	0
Unknown Person Type	0	0	0	0	0	0	0	0
<b>TOTAL</b>	<b>65</b>	<b>51</b>	<b>45</b>	<b>51</b>	<b>84</b>	<b>59</b>	<b>57</b>	<b>13</b>

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

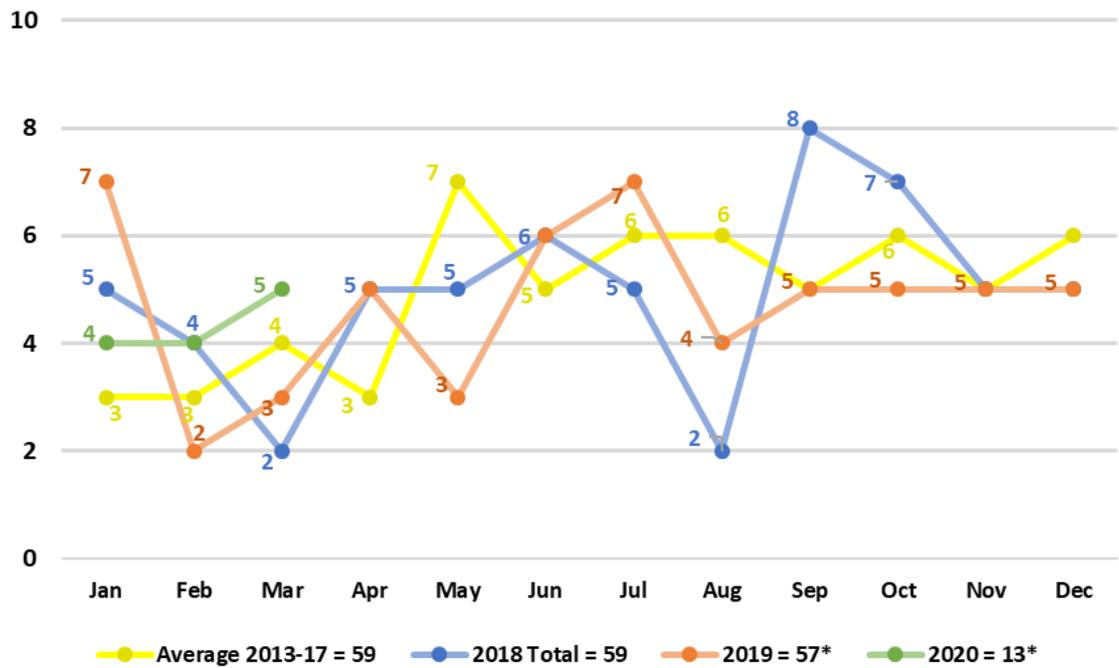
### Traffic Fatalities by Year



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



### Traffic Fatalities by Month



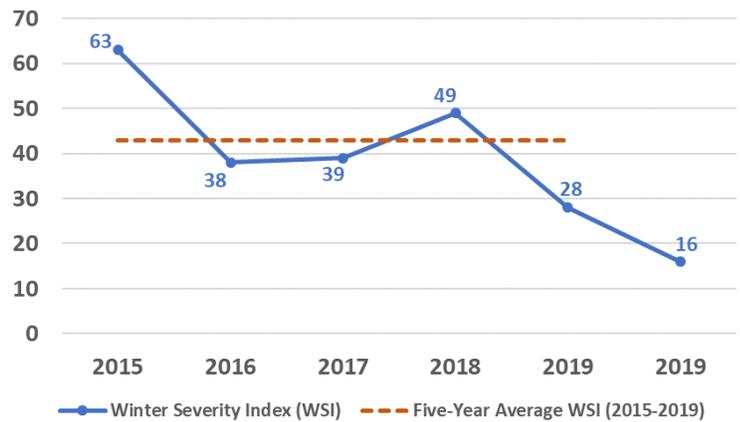
\*Per federal rule, fatality data remains in preliminary status for 12 months following the close of calendar year.

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 2020 WSI rated a 16 compared to a previous five-year average of 44. The 2020 Winter Season was very mild, one of the lowest WSI on recent record.

For the 2020 Winter Season, over 90 percent of RIDOT's heavy plow truck fleet was operational for most 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, and including a 10,000-ton strategic salt reserve. As part of winter activities, RIDOT Maintenance Division crews cleared tree debris from roadways, and hauled and chipped debris. While total snowfall (inches) for the winter season was low, RIDOT Maintenance Division crews still had to deal with sleet, freezing rain and ice that required additional salt treatment on the roads. Total winter storm operations costs (State personnel, vendors and materials) were within the allocated budget.

### Winter Severity Index (WSI)



### FFY 2020 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
11/12/2019	4	0.0	867	136	116	85%
12/1/2019	55	5.0	22,192	143	134	94%
12/11/2019	19	3.0	9,159	143	134	94%
12/16/2019	20	2.0	13,842	143	135	94%
12/18/2019	4	0.5	642	143	135	94%
12/29/2019	15	0.0	171	143	135	94%
1/7/2020	10	1.0	4,199	143	131	92%
1/18/2020	18	3.0	12,455	143	140	98%
2/6/2020	16	0.0	2,499	143	134	94%
2/13/2020	7	0.0	856	143	134	94%
<b>TOTAL</b>	<b>168</b>	<b>14.5</b>	<b>66,882</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, 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.

## Maintenance and Operations

During the second quarter, the RIDOT Maintenance Division:

- Repaired 59 drainage structures,
- Cleaned 1,977 drainage structures,
- Installed 1,222 signs (both replacements and new signs),
- Completed 93 bridge maintenance work orders (patching bridge decks, repairing bridge joints, chipping concrete, removing encroaching vegetation, installing temporary barrier),
- Completed 586 traffic signal maintenance work orders,
- Completed 100 highway lighting maintenance work orders,
- Completed 105 tree maintenance work orders,
- Performed 4,883 hours of large debris and litter pickup (RIDOT District Crews + ACI Crews), and
- Completed 253.5 hours of graffiti cleanup

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.), identifying and repairing electrical shorts in the highway lighting systems due to salt and water infiltration, responding to ice conditions due to groundwater runoff and rainwater 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, sweeping, bridge washing and maintenance, more drainage structure cleaning and repairs, small road resurfacing tasks, etc.).

The number of pothole claims and pothole calls were significantly lower in the 2020 winter months compared to the same months in 2019, much due to the mild winter and roads being resurfaced through Rhode Island's 10-year transportation plan. However, the freeze/thaw cycle during the winter still resulted in potholes. RIDOT had up to two automated pothole patching trucks operating Statewide at one time during this quarter. The RIDOT Maintenance district facilities provide the traffic control for these trucks with truck mounted attenuators (TMA) and other backup vehicles, which usually requires a crew of at least five individuals. In addition to the automated pothole patching trucks, the RIDOT Maintenance district facilities and specialized crews were also manually filling potholes, repairing washouts and other winter related road issues.

As part of the response efforts to the COVID-19 pandemic, the RIDOT Maintenance Division provided support services and resources to Rhode Island's Emergency Management Agency (EMA), Department of Health (DOH), State Police, Department of Environmental Management (DEM) 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.), supporting logistics at EMA headquarters, updating and protecting the maintenance personnel. All while maintaining essential highway and bridge maintenance operations. RIDOT will continue to provide support for the COVID-19 response efforts, however long the pandemic lasts.

# Projects

## Project Performance

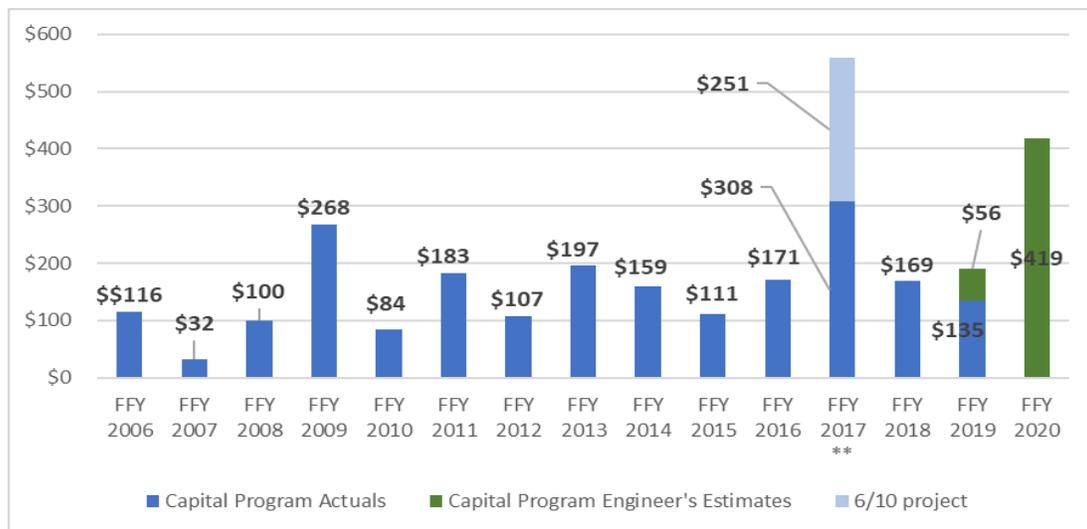
RIDOT is currently tracking 59 capital projects in active construction as of the end of the second quarter of FFY 2020. Projects progress through RIDOT's project delivery process as follows: first, the project is included in the capital plan; then it goes through a design phase, followed by an advertisement for construction; construction and substantial completion.

Three active construction projects from the FFY 2017 class are currently late and one project is over-budget. In FFY 2019, one project is late.

### 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
FFY16	100%	100%	\$ 4.9	100%	100%	1
FFY17	95%	87%	\$ 449.9	90%	70%	10
FFY18	100%	100%	\$ 104.3	100%	100%	17
FFY19	100%	95%	\$ 182.6	100%	96%	27
FFY20	100%	100%	\$ 12.4	100%	100%	4

### Capital Program Construction



### FY 2020 Construction Program Update:

\*\*Note: FFY 2017 includes actual low bids totaling \$318 million from the Capital Program including \$250.6M from the Route 6/10 Interchange and \$41.8 from Tolling.

- **REMOVED:**
  - Shifted three safety projects: HSIP - Crosswalk Enhancements, Statewide Traffic Signal Improvements – 2020, STC Improvements due to permitting delays and ROW process
- **ADDED:**
  - Bridge Group 32 - I-95
  - HSIP - Crosswalk & Signal Improvements 2020

Note: As a result of the COVID-19 pandemic, it is important to note that there may be some minor adjustments to advertising or NTP dates as a result of workforce availability.

# FFY 2020 Capital Program

PTS ID	Project	Actual/Projected Advertised Date	Engineer's Estimate at Advertising (in millions)	Low Bid (in millions)	Value Change (in millions)
<b>FFY20</b>					
0018B	Bridge Group 75T-5 - I-95 Viaduct NB	Oct-19	\$ 165.00		
0079P	Danielson Pike (Rt 102 - West Greenville Rd)	Oct-19	\$ 5.14	\$ 4.84	\$ (0.44)
0173C	Rt 115 Main St. (Rt 116 to Jackson Flat Rd.)	Nov-19	\$ 1.62	\$ 1.53	\$ (0.10)
0082D	I-95 (Charles St - Lonsdale Ave)	Nov-19	\$ 5.65	\$ 4.49	\$ (0.64)
0145C	Bridge Group 53 - Union Village RR	Dec-19	\$ 2.51		
0162D	SRTS - Contract 4	Jan-20			
0078V	ADA Improvements to Greene Lane	Jan-20	\$ 1.81	\$ 1.46	\$ (0.45)
2602U	Bridge Group 57T-10 - I-195 Washington North Ph. 2	Jan-20			
0025Z	Intersection Safety Improvements 2019 C-2	Feb-20			
0017B	Bridge Group 49 - Henderson	Feb-20	\$ 84.41		
2601A	Bridge Group 43A - Mohegan	Feb-20	\$ 8.66		
0073T	Rt 146 Guide Signs - C-2	Feb-20	\$ 4.42		
2601Y	HSIP - Roadway Departure Mitigation - 2020	Feb-20	\$ 2.69		
0013R	Bridge Group 10 - I-295	Mar-20	\$ 12.26		
0079B	Rt 5 - Lambert Lind Hwy C-1 (Mayfield Ave - I-95)	Mar-20	\$ 12.96		
2603B	2020 Crack Sealing Limited Access C-1	Mar-20	\$ 1.65	\$ 1.07	\$ (0.58)
2602Z	2020 Paver Placed Elastomeric Surface Treatment C-1	Mar-20	\$ 1.98	\$ 1.61	\$ (0.36)
2603A	2020 Rubberized Asphalt Chip Seal C-1	Mar-20	\$ 1.30	\$ 1.32	\$ 0.02
0070I	HSIP - Signalization of Allens Ave. C-5	Apr-20			
0031Z	Bridge Group 13B - Rt 146 C-2	May-20			
0201L	Bridge Group 57J - Browning Mill	May-20			
2603P	HSIP - Crosswalk & Signal Improvements 2020	May-20			
0016N	Bridge Group 35 - I-295	Jun-20			
0091P	HSIP - Crosswalk & Sign Enhancements	Jun-20			
0188A	Barrington & Warren Bike Path Bridges	Jun-20			
0091U	HSIP - Intersection Safety - Route 6	Jul-20			
0153K	HSIP - Intersection Safety Improvements - 2020	Aug-20			
0013X	Bridge Group 18A NAR, NKS, EGR	Aug-20			
0050B	Pell Bridge Ramps - Phase 2	Aug-20			
2603F	Bridge Group 32 - I-95	Aug-20			
			\$ 312.07	\$ 16.32	\$ (2.55)

## Special Projects

### The Route 6/10 Interchange

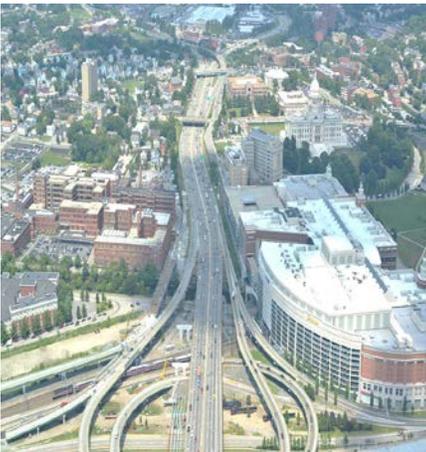


This project involves the replacement of nine bridge structures that comprise the 6/10 Interchange. Seven of the nine structures are structurally deficient. The project also involves construction of the “missing move” to allow Route 10 north traffic to access Route 6 West without traveling through Olneyville. In addition to state of good repair efforts, the project will include 1.4 miles of bike paths and make more than four new acres of real estate suitable for development.

**Update:** During the second quarter of FFY 2020, RIDOT and the 6/10 Constructors Joint Venture continued engineering work and coordination with affected utilities and AMTRAK. Construction on seven of the nine new bridges within the project began or continued. Utility relocations were completed at Broadway and

Westminster Street bridges which allowed construction of those bridges to move to the next phase. The bridge carrying the Tobey Street onramp to Route 6 WB was closed in February and its structurally deficient bridge was completely demolished during this quarter. Precast concrete barrier was installed on the approach to the new Route 10 NB to Route 6 WB flyover bridge. RIDOT continues to coordinate with the City of Providence.

### 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 would greatly reduce traffic congestion and significantly improve safety. Four of the five bridges in the interchange that will be replaced are structurally deficient. Six additional structures will be rehabilitated, and there will be three new structures built that do not currently exist today.

**Update:** During the second quarter, the the procurement process has continued as the qualified Design-Build teams use the information provided in the Request for Proposals (RFP) to prepare their technical and price proposals. Next quarter, the the bid packages will be submitted and evaluated by the Technical Review Group,

with initial construction activities performed by the winning team expected to commence later in 2020.

## Providence Intermodal Transit Center



The Providence Multi-Hub Bus System will locate RIPTA bus hub activities to a 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:** The Multi-Hub Bus System project has evolved from the Providence Intermodal Transit Center project. Currently the locations of the new bus hub facilities are being evaluated by stakeholders and RIDOT continues to be refined based on stakeholder feedback.

## 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 of FFY 2020, RIDOT continued collecting tolls at the first five locations and began collecting tolls at three new locations on Interstate 95, including Warwick, Providence and Pawtucket. Revenues from the first eight toll sites have been consistent and on-target with projections. Additional toll locations are anticipated to be operational in the third quarter of FFY 2020.

## 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:** Planning for the 2020 season is currently underway. Feedback and lessons learned from the past years is being taken into consideration while planning the next season. Stops will include Providence, Newport, and Bristol for the 2020 season.

## Special 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 data contained in the Bureau of Transportation Statistics National Census of Ferry Operations database. The State of Rhode Island was awarded \$412,703 to four ferry operators in 2018, including RIDOT's Newport-Providence service. Each operator utilizes a publicly owned terminal facility.

**Update:** RIDOT continues to work with the three awarded ferry operators on eligible projects. Conanicut Marine Services awarded the construction on their project for ADA-accessibility improvements to the docking facilities in the Town of Jamestown. The project will begin construction this spring after delivery of material is completed. Additionally, the Town of Bristol continues construction on their dock improvement project which will conclude this spring.

### 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 of the project including submissions for track, catenary, signal, RIPTA Bus Hub, and the Transit Emphasis Corridor. Permitting and utility coordination continue. Construction by Amtrak on the track and catenary began in March and will continue into April. In addition, RIDOT and Amtrak continue to work

on the leasing arrangement.

### 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:** Grade crossing work concluded early in the second quarter for winter shutdown. RIDOT developed "90 percent plans" for signing and striping upgrades a several crossings statewide to bring them up to the Federal Railroad Administration's current standards. This quarter, the Quonset Development Corporation completed design and has advertised for construction of several crossings within Quonset. Work will begin on all crossings in the spring, pending any impacts due to the COVID-19 pandemic.

## US Dept. of Justice Enforcement Action against RIDOT for NPDES Permit Violations



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 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 2020, the Environmental Division continued to improve on the Consent Decree, Stormwater Management, Environmental compliance, and MS4 obligations of RIDOT. The Division completed numerous project design reviews, tracked environmental permitting, reviewed all land sale proposals and Physical Alteration Permits, and performed construction compliance/final inspections throughout the quarter. The Division took ownership of a new CCTV truck and staff received training on it's operation in January. A number of IDDE and pipe investigations were performed as the program began to utilize the CCTV information generated. A Division highlight was the staff's efforts to repair over 1,700 feet of wildlife fencing on Wampanaug Trail in Barrington to protect the Northern Diamond Terrapin during the upcoming spring mating season.

### Additional Highlights:

- The division met with the Rhode Island League of Cities and Towns for the 2020 SCPs in the Blackstone River, Lower Narragansett Bay, and the Ten Mile River watersheds.
- Prepared Feasibility study contracts for the 2019 SCPs in the Kickemuit/Mount Hope Bay, Saugatucket River and Pawtucket Drinking Water Supply watersheds.
- Prepared final designs for the Warwick Ponds and Greenwich Bay coastal and inland watersheds.
- Began construction on the Cherry Hill Road STU in Johnston for the R-01 watershed.
- Prepared the final designs for STUs within the watershed of the Lower Woonasquatucket River.
- Prepared a final design for an STU in the watershed of the Lower Woonasquatucket River.
- Designs were prepared for four drainage problem areas to be advertised next quarter.
- Work continued on Phase II of the Linear Stormwater Manual, meetings held with DEM and CRMC.
- Coordination meetings were held with regulatory agencies including Army Corps, RI Fish and Wildlife, Wild and Scenic Rivers, and the Coast Guard.
- Preliminary plans were developed at eight detention/retention basins.
- Final draft was produced on the RIDOT Sedimentation Management Plan and will be finalized and submitted to RIDEM for approval next quarter.



# Financials

## Expenditures

Actual operating expenditures totaled \$129 million in SFY19, \$38 million in Q3 SFY20, and \$115 million YTD for SFY20.

### Operating Expenditures Detail (Actuals)

(In Thousands)	SFY19	SFY20Q1	SFY20Q2	SFY20Q3	SFY20 YTD
<b><u>Administrative</u></b>					
In-house Labor	\$ 24,318	\$ 6,782	\$ 6,644	\$ 5,109	\$ 18,535
Overhead Recovery	\$ (18,991)	\$ (5,524)	\$ (5,069)	\$ (6,018)	\$ (16,611)
Consultant Contracts	\$ 1,638	\$ 325	\$ 174	\$ 470	\$ 969
Miscellaneous (Admin)	\$ 1,815	\$ 611	\$ 346	\$ 901	\$ 1,858
Pass Throughs	\$ 949	\$ 19	\$ -	\$ -	\$ 19
<b>Total Administrative</b>	<b>\$ 9,729</b>	<b>\$ 2,213</b>	<b>\$ 2,095</b>	<b>\$ 462</b>	<b>\$ 4,770</b>
<b><u>Highway Maintenance**</u></b>					
In-house Labor	\$ 32,563	\$ 9,798	\$ 9,001	\$ 6,887	\$ 25,686
Overhead Costs	\$ 2,385	\$ 645	\$ 583	\$ 771	\$ 1,999
Consultant Contracts	\$ 19,150	\$ 5,663	\$ 6,724	\$ 7,503	\$ 19,890
Construction Contracts	\$ 2,846	\$ 1,666	\$ 508	\$ 146	\$ 2,320
Miscellaneous (Highway Maint.)	\$ 18,479	\$ 4,066	\$ 3,733	\$ 3,685	\$ 11,484
Pass Throughs	\$ 1,383	\$ 10	\$ 6	\$ 434	\$ 450
<b>Total Highway Maintenance</b>	<b>\$ 76,806</b>	<b>\$ 21,848</b>	<b>\$ 20,555</b>	<b>\$ 19,426</b>	<b>\$ 61,829</b>
<b><u>Safety</u></b>					
In-house Labor	\$ 533	\$ 150	\$ 160	\$ 134	\$ 444
Overhead Costs	\$ 340	\$ 96	\$ 94	\$ 91	\$ 281
Consultant Contracts	\$ 1,969	\$ 683	\$ 1,392	\$ 527	\$ 2,602
Miscellaneous (Safety)	\$ 123	\$ 33	\$ 43	\$ 24	\$ 100
Pass Throughs	\$ 2,936	\$ 565	\$ 943	\$ 655	\$ 2,163
<b>Total Safety</b>	<b>\$ 5,901</b>	<b>\$ 1,527</b>	<b>\$ 2,632</b>	<b>\$ 1,431</b>	<b>\$ 5,590</b>
<b><u>Transit Operations</u></b>					
Transit Operations	\$ 15,971	\$ 7,168	\$ 6,960	\$ 4,029	\$ 18,157
<b>Total Transit Operations</b>	<b>\$ 15,971</b>	<b>\$ 7,168</b>	<b>\$ 6,960</b>	<b>\$ 4,029</b>	<b>\$ 18,157</b>
<b><u>Winter Operations</u></b>					
In-house Labor	\$ 2,634	\$ -	\$ 964	\$ 927	\$ 1,891
Miscellaneous (Winter)	\$ 13,304	\$ -	\$ 2,485	\$ 6,992	\$ 9,477
<b>Total Winter Operations</b>	<b>\$ 15,938</b>	<b>\$ -</b>	<b>\$ 3,449</b>	<b>\$ 7,919</b>	<b>\$ 11,368</b>
<b><u>Emergency Repair Projects***</u></b>					
In-house Labor	\$ 240	\$ 312	\$ 326	\$ 215	\$ 853
Overhead Costs	\$ -	\$ -	\$ -	\$ -	\$ -
Consultant Contracts	\$ 298	\$ 281	\$ 250	\$ 199	\$ 730
Construction Contracts	\$ 3,829	\$ 3,758	\$ 3,021	\$ 3,864	\$ 10,643
Miscellaneous (Emergency)	\$ 291	\$ 274	\$ 533	\$ 382	\$ 1,189
Pass Throughs	\$ 2	\$ 1	\$ -	\$ 1	\$ 2
<b>Total Emergency Repair Project</b>	<b>\$ 4,660</b>	<b>\$ 4,626</b>	<b>\$ 4,130</b>	<b>\$ 4,661</b>	<b>\$ 13,417</b>
<b>Total Operating Expenditures</b>	<b>\$ 129,005</b>	<b>\$ 37,382</b>	<b>\$ 39,821</b>	<b>\$ 37,928</b>	<b>\$ 115,131</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 SFY 20 due to the processing of the annual ICR adjustment.

Actual capital expenditures totaled \$475 million in SFY19, \$90 million in Q3 SFY20, and \$338 million YTD for SFY20.

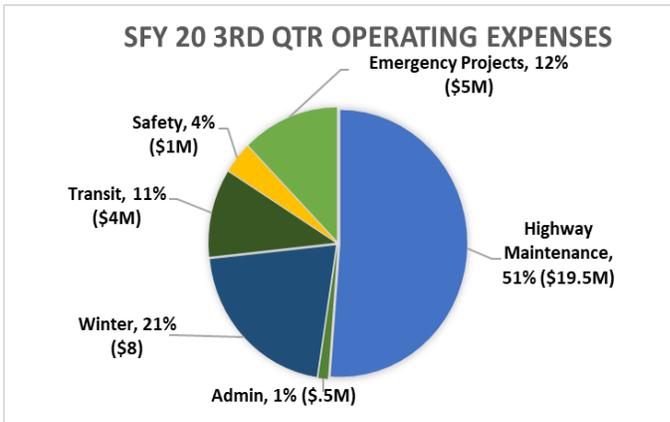
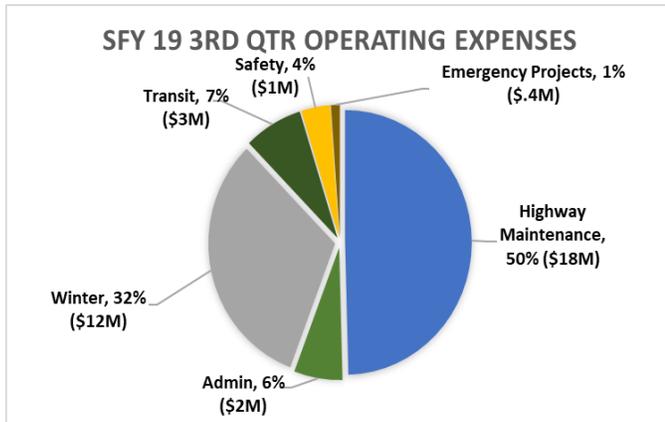
### Capital Expenditures Detail (Actuals)

(In Thousands)	SFY19	SFY20Q1	SFY20Q2	SFY20Q3	SFY20 YTD
<b>Debt</b>					
Debt	\$ 96,289	\$ 2,353	\$ 13,233	\$ 2,168	\$ 17,754
<b>Total Debt Service</b>	<b>\$ 96,289</b>	<b>\$ 2,353</b>	<b>\$ 13,233</b>	<b>\$ 2,168</b>	<b>\$ 17,754</b>
<b>Planning</b>					
In House Labor	\$ 4,183	\$ 1,061	\$ 1,073	\$ 791	\$ 2,925
Overhead Recovery	\$ 2,115	\$ 491	\$ 499	\$ 673	\$ 1,663
Consultant Contracts	\$ 1,084	\$ 314	\$ 265	\$ 276	\$ 855
Miscellaneous (Planning)	\$ 1,339	\$ 175	\$ 252	\$ 259	\$ 686
<b>Total Planning</b>	<b>\$ 8,721</b>	<b>\$ 2,041</b>	<b>\$ 2,089</b>	<b>\$ 1,999</b>	<b>\$ 6,129</b>
<b>Capital Projects</b>					
In House Labor	\$ 27,207	\$ 8,549	\$ 7,936	\$ 5,436	\$ 21,921
Overhead Recovery	\$ 14,150	\$ 4,225	\$ 3,837	\$ 4,401	\$ 12,463
Consultant Contracts	\$ 40,735	\$ 9,026	\$ 9,623	\$ 8,565	\$ 27,214
Construction Contracts	\$ 257,883	\$ 92,491	\$ 79,457	\$ 58,677	\$ 230,625
Miscellaneous (Capital Projects)	\$ 18,323	\$ 4,935	\$ 4,611	\$ 5,798	\$ 15,344
<b>Total Capital Projects</b>	<b>\$ 358,298</b>	<b>\$ 119,226</b>	<b>\$ 105,464</b>	<b>\$ 82,877</b>	<b>\$ 307,567</b>
<b>Capital Pass Throughs</b>					
Pass Throughs	\$ 11,643	\$ 2,255	\$ 1,128	\$ 3,008	\$ 6,391
<b>Total Capital Pass Throughs</b>	<b>\$ 11,643</b>	<b>\$ 2,255</b>	<b>\$ 1,128</b>	<b>\$ 3,008</b>	<b>\$ 6,391</b>
<b>Total Capital Expenditures</b>	<b>\$ 474,951</b>	<b>\$ 125,875</b>	<b>\$ 121,914</b>	<b>\$ 90,052</b>	<b>\$ 337,841</b>
<b>Total RIDOT Expenditures</b>	<b>\$ 603,956</b>	<b>\$ 163,257</b>	<b>\$ 161,735</b>	<b>\$ 127,980</b>	<b>\$ 452,972</b>

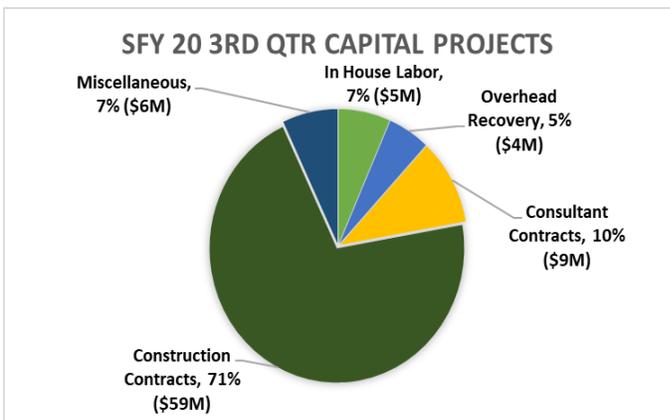
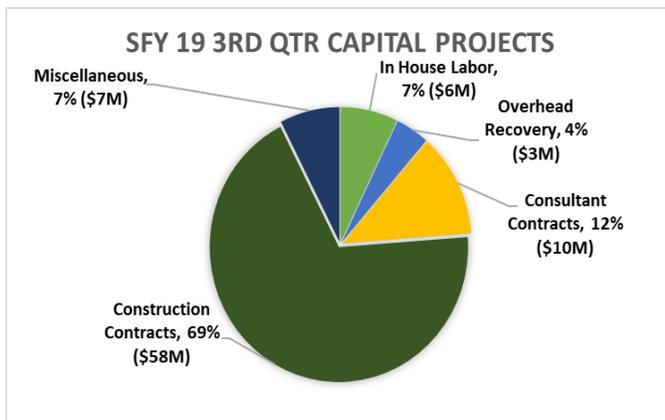
\* Beginning in the 4th Qtr of SFY 19, Garvee Debt service payments are included in the Total Debt Service.

# Expenditures

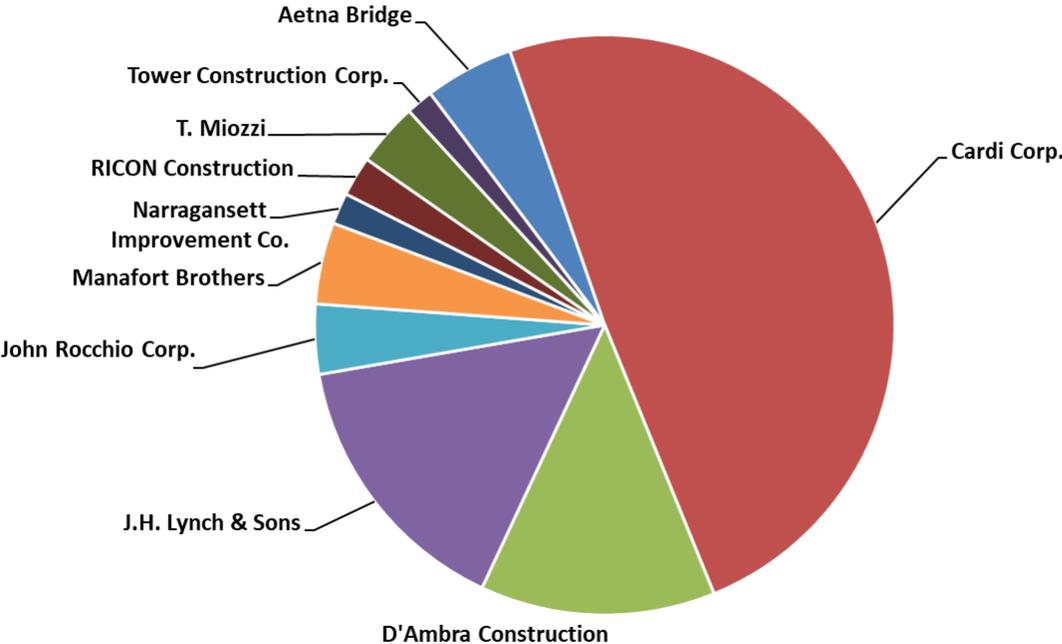
**OPERATING EXPENDITURES:** Operating expenditures are costs associated with the day-to-day operations of RIDOT. These costs include Highway Maintenance, Safety Programs, Administrative Expenses, Winter Operations, and Commuter Rail expenses.



**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 2020 (as of March 31, 2020)\***



<b>Contractor</b>	<b>No. of Contracts</b>	<b>Total Value Awarded (In Millions)</b>
Aetna Bridge	1	\$6.828
Cardi Corp.	5	\$67.412
D'Ambra Construction	2	\$17.967
J.H. Lynch & Sons	3	\$21.010
John Rocchio Corp.	2	\$5.349
Manafort Brothers	1	\$6.232
Narragansett Improvement Co.	2	\$2.403
RICON Construction	1	\$3.043
T. Miozzi	1	\$4.837
Tower Construction Corp.	1	\$2.074
<b>Totals</b>	<b>19</b>	<b>\$137.155</b>

\*Chart contains only contractors awarded over \$500,000 in construction contracts as of March 31, 2020.

# 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

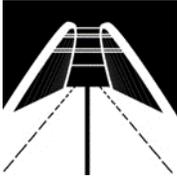
**CMAQ:** Congestion Mitigation and Air Quality

**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



**1,188**

Bridges (5+ feet) as of 3/31/20



More than

**3,000**

Lane miles of road



**5** rail stations

**18** park and rides



**104,000**

Traffic devices



**34,000**

Catch basins (approximate)



**749**

Total employees

(as of 3/31/20)