

# Quarterly Report

## October - December 2023



January 30, 2024



## 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.



Department of Transportation  
Two Capitol Hill  
Providence, RI 02903

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

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

RIDOT is pleased to submit the FFY 2024 Q1 RhodeWorks quarterly report.

It's been another successful quarter for RIDOT as the Department made significant gains on many projects across and continues to deliver on its mission to provide a safer, more efficient transportation infrastructure for Rhode Islanders.

Many of the achievements coalesced in the month of November, beginning with the use of rapid bridge construction methods to quickly replace a large bridge on Route 37 East over the Pawtuxet River in Cranston in just one extended weekend. RIDOT chose to completely close Route 37 East so it could demolish the old bridge and slide a new bridge deck into place in as short a timeframe as possible. This approach saved up to two years of lane closures, shifts, and congestion for motorists. The Pawtuxet River Bridge was one of dozens of bridges the Department is repairing or replacing as part of a three-phase effort – more than \$265 million – to address bridge safety and congestion issues along the entire Route 37 corridor.

Additionally in November, RIDOT opened the newly constructed Henderson Bridge between East Providence and Providence. RIDOT also opened a shared-use bike path, completely separated from vehicular traffic, alongside the eastbound side of the bridge. Built in 1969, the Henderson Bridge had been rated as structurally deficient since 1996 when RIDOT first started keeping such records, and the Department has spent \$4 million over the last ten years on repairs to keep it safe. With its opening, RIDOT has reduced its statewide structurally deficient bridge area by 12 percent. Work on this project will continue until 2025, with much of 2024 featuring demolition of the old structure.

This past quarter RIDOT began a pilot program featuring service vehicles patrolling Providence-area highways to help clear disabled vehicles stopped on the side of the road. The RIDOT Roadside Responders help stranded motorists in many ways, such as providing fuel, changing flat tires, or making minor mechanical repairs, and in turn minimize the duration disabled cars sit on the highway and contribute to congestion and vehicle emissions.

The Department this quarter also submitted its expansive carbon reduction strategy to the Federal Highway Administration (FHWA). The document identifies specific strategies and projects to reduce emissions in compliance with federal standards and the state's Act on Climate. The Strategy, if approved by FHWA, will provide an estimated \$35.7 million to RIDOT between Federal Fiscal Years 2022 and 2026 to use for emissions reduction. This amount is in addition to RIDOT's annual budget and its 10-Year-Plan

overall which includes multiple, long-term strategies, projects, and programs which will ensure the agency meets its zero emissions goals.

RIDOT's efforts were nationally recognized this quarter by the Natural Resources Defense Council (NRDC), an international non-profit environmental organization which is considered the expert in assessing programs that impact climate change and carbon reduction strategies. The Rhode Island Department of Transportation ranked 11th in the nation for its use of transportation funding under the Infrastructure Investment and Jobs Act (IIJA).

In December, the Department hit a major milestone in its Pell Bridge Ramps Phase 2 project with the closure of the old Downtown Newport exit off Route 138 East. With its closure, all traffic now utilizes the new ramp system built to access Downtown Newport. The new ramp system was designed to improve safety and reduce congestion, especially the backup of vehicles on the bridge from the Downtown Newport exit. To date, the new traffic pattern is working well. RIDOT estimates the changes it is making in this project will reduce rear-end and sideswipe crashes by 80 percent and reduce vehicle emissions.

Also in December, RIDOT had a critical finding on the Washington Bridge westbound and needed to move quickly to close it for the safety of the motoring public. In four days RIDOT was able to open a bypass lane on the eastbound Washington Bridge to allow two-way Interstate traffic between East Providence and Providence and ease congestion and delay between the cities. There is still congestion and RIDOT is working to adjust traffic patterns to further ease it. RIDOT continues to expedite the inspections and analysis of the bridge. This analysis is complex, and it takes time. The Department, in conjunction with several engineering consultants, is working 24/7 to assess the condition of the full bridge and develop an analysis that is comprehensive and will result in a bridge that will be safe. The findings of this evaluation will determine the scope of the work that needs to be done, as well as the schedule and cost. RIDOT also stood up a robust ferry service between Bristol and Providence to provide an alternate method of commuting during the closure. Service was discontinued because ridership data showed that only a very small percentage of commuters were utilizing the service. RIDOT understands that travel is still difficult for East Bay residents and we thank them for their patience as we work as fast as possible to find a safe and sustainable solution.

Sincerely,

A handwritten signature in black ink, appearing to read "Peter Alviti Jr.", with a stylized flourish at the end.

Peter Alviti Jr., P.E.  
Director

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## Key Accomplishments

### Department Wide

- **Carbon Reduction Strategy** – In November, RIDOT submitted its revised Carbon Reduction Strategy to the Federal Highway Administration (FHWA) for review and approval. The Strategy identifies specific approaches and projects to reduce emissions in compliance with federal standards and the state's Act on Climate. The Strategy, if approved, will provide an estimated \$35.7 million to RIDOT between Federal Fiscal Years 2022 and 2026 to use for emissions reduction. The revised plan increases funding for bike path construction and improvement, and it adds support for RIPTA by providing better access to bus stops and addresses ADA compliance. This plan supports the use of alternate modes of transportation.
- **Rhode Island ranks 11<sup>th</sup> in the Nation in NRDC Scorecard** - RIDOT announced that Rhode Island has been ranked 11<sup>th</sup> in the nation for its use of transportation funding under the Infrastructure Investment and Jobs Act by the Natural Resources Defense Council (NRDC), an international non-profit environmental organization. This report recognizes the careful planning on the part of RIDOT and other state agencies that has moved Rhode Island toward its goals of reducing emissions, encouraging residents to use alternative modes of transportation, and giving drivers access to electric vehicles and charging stations. Rhode Island scored well in its resiliency work. It was also recognized for its electric vehicle rebate program, its 2023 Qualified Allocation Plan, and for the Energy 2035 Rhode Island State Energy Plan.

### Safety

- **RIDOT to Launch Pilot Program with Service Patrol Vehicles** – In November, RIDOT began a pilot program that involves service vehicles patrolling Providence-area highways to help clear disabled vehicles stopped on the side of the road. This is a RIDOT-directed effort to clear congestion on our highways. The RIDOT Roadside Responders will patrol high-volume highways in Providence and stop whenever they encounter a disabled vehicle. By getting people on their way as quickly as possible will reduce congestion, keep traffic flowing, as well as reduce the risk of secondary crashes, and improve safety.

### Project Management

- **Opening of the Henderson Bridge** – On November 27, U.S. Senators Jack Reed and Sheldon Whitehouse, Congressmen Seth Magaziner and Gabe Amo, RIDOT Director Peter Alviti, Jr. and other federal, state, and local leaders gathered to celebrate the opening of the new Henderson Bridge connecting Providence and East Providence. With the opening of the bridge to traffic, RIDOT was able to finally shift drivers off a bridge that has been structurally deficient for nearly 30 years and cost the Department millions of dollars in repairs to keep it safe and operational. The \$84.4 million project is largely supported by an additional \$54.5 million in federal funding for Rhode Island as part of a spending law authored by Senator Reed to assist states with the highest percentage of bridge deck area in poor condition. The bridge also includes a shared-use bike path, completely separated from vehicular traffic, alongside the eastbound side of the bridge. The new Henderson Bridge occupies a reduced structural footprint that is 75 percent smaller than the old bridge. RIDOT expects significantly reduced operation and maintenance costs with the smaller bridge.
- **Pell Bridge Ramps Phase 2** - In December, the Department hit a major milestone in its Pell Bridge Ramps Phase 2 project with the closure of the old Downtown Newport exit off Route 138 East. With its closure, all traffic now utilizes the new ramp system RIDOT built to access Downtown Newport. It was designed to improve safety and reduce congestion, especially the backup of vehicles on the bridge from the Downtown Newport exit.

# Statutory Requirements

## CONSTRUCTION

## FFY23 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 2023 (Oct. 1, 2022- September 30, 2023)

Construction Contract (Project Name)	Award Date (Mon-Year)	Value (\$M)	Exp. Completion Date (Mon-Year)
<b>FFY 2023 1st Quarter - October 1, 2022 - December 31, 2021</b>			
Bridge Group 33A - I-295 Providence St	Oct-22	\$ 10.7	May-25
HSIP - Intersection & Crosswalks East-South – 2022	Oct-22	\$ 1.7	May-24
Bridge Group 45B_H - Kings Factory (RE-ADVERTISED)	Oct-22	\$ 4.2	Jul-24
I-95 (Connecticut S/L to Baker Pine Rd)	Nov-22	\$ 14.6	Dec-23
Bridge Group 14 - Rt 99 CUM, LIN	Dec-22	\$ 15.8	Nov-25
Statewide Systemic Safety Improvements	Dec-22	\$ 4.8	Jun-24
<b>Subtotal</b>		<b>\$ 51.7</b>	
<b>FFY 2023 2nd Quarter - January 1, 2023 - March 31, 2023</b>			
Pawtucket Bridge Lighting and Bridge Strike Detection Systems	Jan-23	\$ 3.2	Jun-24
Statewide Congested Corridor Upgrades	Feb-23	\$ 1.8	Jul-24
HSIP - Intersection & Crosswalks North-Central – 2022 (Re-advertised)	Feb-23	\$ 3.5	Jul-24
Rt 138 & Rt 112 Roundabout	Feb-23	\$ 3.6	May-25
Bridge Preservation Program - 2022 - C-1	Feb-23	\$ 4.7	May-24
<b>Subtotal</b>		<b>\$ 16.7</b>	
<b>FFY 2023 3rd Quarter - April 1, 2023 - June 30, 2023</b>			
Bridge Group 17B - BUR	May-23	\$ 12.4	Jun-26
2023 Paver Placed Elastomeric Surface Treatment C-1	May-23	\$ 6.7	Nov-23
2023 Crack Sealing C-1	May-23	\$ 1.5	Sep-23
2023 Rubberized Asphalt Chip Seal C-1	May-23	\$ 1.3	Jun-24
Airport Connector Landscaping	Jun-23	\$ 7.0	Jun-24
<b>Subtotal</b>		<b>\$ 28.9</b>	
<b>FFY 2023 4th Quarter - July 1, 2023 - September 30, 2023</b>			
Pavement Improvements - Mendon Rd	Aug-23	\$ 4.5	Dec-24
HSIP - Intersection & Crosswalk - 2023	Aug-23	\$ 3.0	Oct-24
Bridge Group 13E - West River	Aug-23	\$ 5.9	Oct-25
Pavement Improvements - CHA, WES	Aug-23	\$ 16.8	Jun-25
Bridge Group 17D – BUR	Sep-23	\$ 8.7	Jun-25
<b>Subtotal</b>		<b>\$ 39.0</b>	
<b>TOTAL</b>		<b>\$ 136.2</b>	

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



**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 2023 (Oct. 1, 2022 - September 30, 2023)

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 2023 1st Quarter - October 1, 2022 - December 31, 2022</b>					
Bridge Group 45C_H - Cottrell	Oct-22	\$ 2.6	67	50	75%
2022 Paver Placed Elastomeric Surface Treatment C-1	Oct-22	\$ 3.2	91	72	79%
Salt Storage Facility - Pawtucket	Oct-22	\$ 1.9	N/A	N/A	N/A
Mileage Based Exit Renumbering C-4: I-95 (Re-advertised)	Oct-22	\$ 0.9	51	6	12%
East Shore Expwy & Wampanoag Tr	Nov-22	\$ 8.0	61	35	57%
Bridge Group 58A - Division St	Nov-22	\$ 15.7	411	251	61%
Rt 5 - Lambert Lind Hwy C-1 (Mayfield Ave - I-95)	Dec-22	\$ 14.1	388	250	64%
Statewide Resurfacing (CRA, MID, NKS, POR, WAR, WST)	Dec-22	\$ 2.4	69	57	83%
Rt 1 - Post Rd (NKS) - Drainage	Dec-22	\$ 5.5	122	89	73%
<b>Subtotal</b>		<b>\$ 54.3</b>			
<b>FFY 2023 2nd Quarter - January 1, 2023 - March 31, 2023</b>					
Pawtucket/Central Falls Commuter Rail Station and Bus Hub	Jan-23	\$ 43.6	311	134	43%
Pawtucket/Central Falls Transit Center Parking Lot	Jan-23	\$ 4.4	130	78	60%
Bridge Group 42A - WAR, WW	Mar-23	\$ 2.9	163	101	62%
<b>Subtotal</b>		<b>\$ 51.0</b>			
<b>FFY 2023 3rd Quarter - April 1, 2023 - June 30, 2023</b>					
Birch Swamp & Schoolhouse Rd (Market St - Long Ln)	Apr-23	\$ 3.7	46	34	74%
Intersection Safety Improvements 2019 C2	Apr-23	\$ 4.6	146	95	65%
2022 Rubberized Asphalt Chip Seal C-1	Apr-23	\$ 1.5	34	21	62%
Bridge Group 16A - FOS, GLO, PVD, SCI, SMI	Apr-23	\$ 12.9	335	225	67%
Bridge Group 62T-11 - Louisquisset Pk	Apr-23	\$ 20.4	470	278	59%
HSIP - High Risk Rural Road Improvements - 2021	Apr-23	\$ 2.0	127	98	77%
HSIP - Intersection & Crosswalks Central-South - 2022	May-23	\$ 2.8	68	50	74%
Bridge Group 43A - Mohegan	May-23	\$ 6.0	194	105	54%
Bridge Group 12A - Sandy Bottom	May-23	\$ 5.2	165	115	70%
Bridge Group 53 - Union Village RR	Jun-23	\$ 3.8	232	171	74%
2022 Crack Sealing C-1	Jun-23	\$ 1.3	41	0	0%
US-6, RI-94, Reynolds Rd, & East Rd	Jun-23	\$ 11.3	173	113	65%
<b>Subtotal</b>		<b>\$ 75.5</b>			
<b>FFY 2023 4th Quarter - July 1, 2023 - September 30, 2023</b>					
HSIP - Intersection & Crosswalk Improvements East Bay - 2021	Jul-23	\$ 2.4	147	96	65%
Broad St Regeneration	Aug-23	\$ 13.6	192	130	68%
Bridge Group 32 - I-95 CRA, PVD	Aug-23	\$ 29.0	257	145	56%
2023 Crack Sealing C-1	Sep-23	\$ 1.5	10	0	0%
Salt Storage Facility - Newport	Sep-23	\$ 3.1	107	70	65%
<b>Subtotal</b>		<b>\$ 49.6</b>			
<b>TOTAL</b>		<b>\$ 230.4</b>	<b>4,608</b>	<b>2,869</b>	<b>62.3%*</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 12/31/23

**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.

**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 2025 (Oct. 1, 2024 - September 30, 2025)**

Construction Contract (Project Name)	Expected Advertise Date	Construction Value (\$M)
<b>FFY 2025 - October 1, 2024 - September 30, 2025</b>		
2025 Crack Sealing	FFY 25	\$ -
2025 Intersections & Crosswalks	FFY 25	\$ -
2025 Paver Placed Elastomeric Surface Treatment	FFY 25	\$ -
2025 Rubberized Asphalt Chip Seal	FFY 25	\$ -
Bridge Group 08 - I-295 WAR, WST	FFY 25	\$ -
Bridge Group 13D - Route 146 C-3	FFY 25	\$ -
Bridge Group 26C - Woonsocket Blackstone River West	FFY 25	\$ -
Bridge Group 76 I-Way Preservation	FFY 25	\$ -
Corridor - Ashaway	FFY 25	\$ -
Corridor - Woonsocket	FFY 25	\$ -
Henderson Bridge Phase 2	FFY 25	\$ -
Pavement Improvements - West Main & Sprague	FFY 25	\$ -
Pavement Improvements - WRN	FFY 25	\$ -
Post Rd & West Main Rd Curb & Sidewalk	FFY 25	\$ -
<b>TOTAL</b>		<b>\$ 270.6</b>

## DESIGN

## FFY23 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 2023 (Oct. 1, 2022 - September 30, 2023)

Design Contract (Project Name)	Award Date (Mon-Year)	Value (\$M)	Exp. Completion Date (Mon-Year)
<b>FFY 2023 1st Quarter - October 1, 2022 - December 31, 2022</b>			
Bridge Group 95-Routes 4/I95 and Route 403 Ramps Design & Construction Phase Services	Oct-22	\$ 4.1	Dec-29
Construction & Engineering Management and Inspection Services for Bridge Group 51B-RT 37	Oct-22	\$ 7.5	Jan-26
Construction & Engineering Management and Inspection Services for Bridge Group 96-RT 146	Oct-22	\$ 12.6	Dec-25
<b>Subtotal</b>		<b>\$ 24.2</b>	
<b>FFY 2023 2nd Quarter - January 1, 2023 - March 31, 2023</b>			
On-Call Scoping/Preliminary Engineering Design Program 2	Jan-23	\$ 10.0	Jan-25
On-Call Scoping/Preliminary Engineering Design Program 2	Jan-23	\$ 10.0	Jan-25
On-Call Scoping/Preliminary Engineering Design Program 2	Jan-23	\$ 10.0	Jan-25
On-Call Scoping/Preliminary Engineering Design Program 2	Jan-23	\$ 10.0	Jan-25
On-Call Scoping/Preliminary Engineering Design Program 2	Jan-23	\$ 10.0	Jan-25
On-Call Scoping/Preliminary Engineering Design Program 2	Jan-23	\$ 10.0	Jan-25
<b>Subtotal</b>		<b>\$ 60.0</b>	
<b>FFY 2023 3rd Quarter - April 1, 2023 - June 30, 2023</b>			
Bridge Preservation & Bridge Reconstruction Task Order Program 4 - Bridge Preservation-C1	Jun-23	\$ 8.0	Jun-26
Bridge Preservation & Bridge Reconstruction Task Order Program 4 - Bridge Preservation-C2	Jun-23	\$ 8.0	Jun-26
Bridge Preservation & Bridge Reconstruction Task Order Program 4 - Bridge Preservation-C3	Jun-23	\$ 8.0	Jun-26
Bridge Preservation & Bridge Reconstruction Task Order Program 4 - Bridge Preservation-C4	Jun-23	\$ 8.0	Jun-26
Bridge Preservation & Bridge Reconstruction Task Order Program 4 - Bridge Reconstruction-C1	Jun-23	\$ 8.0	Jun-26
Bridge Preservation & Bridge Reconstruction Task Order Program 4 - Bridge Reconstruction-C2	Jun-23	\$ 8.0	Jun-26
Bridge Preservation & Bridge Reconstruction Task Order Program 4 - Bridge Reconstruction-C3	Jun-23	\$ 8.0	Jun-26
Bridge Preservation & Bridge Reconstruction Task Order Program 4 - Bridge Reconstruction-C4	Jun-23	\$ 8.0	Jun-26
<b>Subtotal</b>		<b>\$ 64.0</b>	
<b>FFY 2023 4th Quarter - July 1, 2023 - September 30, 2023</b>			
Prelim. Eng./NEPA, BTC & RFP Dev., & Constr. Phase Services for Bridge Group 4_R I95/RT 10 Cor.	Sep-23	\$ 11.0	Sep-33
<b>Subtotal</b>		<b>\$ 11.0</b>	
<b>TOTAL</b>		<b>\$ 159.2</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 2023 (Oct. 1, 2022 - September 30, 2023)**

Design Contract (Project Name)	Completion Date (Mon-Year)	Expected Final Contract	Number of Workers	Number of RI Workers	% Share with RI Residence
<b>FFY 2023 1st Quarter - October 1, 2022 - December 31, 2022</b>					
I-195 Improvements	Nov-22	\$ 5.87	N/A	N/A	N/A
<b>Subtotal</b>		<b>\$ 5.87</b>			
<b>FFY 2023 2nd Quarter - January 1, 2023 - March 31, 2023</b>					
2015-ET-002 Traffic Consultant Services - Strategic Highway Safety Plan (Shsp)	Feb-23	\$ 4.31	N/A	N/A	N/A
2012-ET-006 Safe Routes To School Traffic Design Consultant Services	Feb-23	\$ 1.17	N/A	N/A	N/A
Hwy - Complete Design Of The Reconstruction Of Bridge Approach Roads And Ramps	Feb-23	\$ 5.64	N/A	N/A	N/A
<b>Subtotal</b>		<b>\$ 11.12</b>			
<b>FFY 2023 3rd Quarter - April 1, 2023 - June 30, 2023</b>					
Bridge Design On-Call Consultant Services C-1	Jun-23	\$ 5.56	N/A	N/A	N/A
<b>Subtotal</b>		<b>\$ 5.56</b>			
<b>FFY 2023 4th Quarter - July 1, 2023 - September 30, 2023</b>					
2014-ET-004 On-Call Stc Traffic Studies Consultant	Aug-23	\$ 0.63	N/A	N/A	N/A
2014-OH-034 Development And Implementation of Transportation Asset Management Plan (Tamp)	Aug-23	\$ 0.75	N/A	N/A	N/A
2017-OI-009 On-Call Transit Enhancement Consultant Services	Aug-23	\$ 0.80	N/A	N/A	N/A
2016-ET-013 Three-Year Automated Pavement Condition Data Collection Survey	Aug-23	\$ 1.94	N/A	N/A	N/A
<b>Subtotal</b>		<b>\$ 4.12</b>			
<b>TOTAL</b>		<b>\$ 26.67</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 2025 (Oct. 1, 2024 - September 30, 2025)

Design Contract (Project Name)	Advertise Date (Mon-Year)	Award Date (Mon-Year)	Value (\$M)	Exp. Completion Date (Mon-Year)
<b>FFY 2025 - October 1, 2024 - September 30, 2025</b>				
2025 Bridge Preservation & Bridge Reconstruction Task Order Program 5 - Bridge Preservation	FFY 25	Jun-25	\$ 32.0	FFY 27
2025 Bridge Preservation & Bridge Reconstruction Task Order Program 5 - Bridge Reconstruction	FFY 25	Jun-25	\$ 32.0	FFY 27
<b>TOTAL</b>			<b>\$ 64.0</b>	

**Note:** At this time, the planning of FFY 2025 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
Bridge Group 49 - Henderson	Bridge	THUD	FFY 2019	\$ 69.7	\$ 84.4	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 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
Revolutionary Heritage Byway - Hope Street Pedestrian and Resiliency Enhancements	Pedestrian	NSBP	FFY2022	\$ 0.8	\$ 1.8	Yes
Bridge Capital Program	Bridge	THUD	FFY 2023	\$ 60.0	N/A**	Yes
Right-Sizing Route 37: Improving Community Connectivity	Hwy, Bridge	RAISE	FFY2023	\$ 25.0	\$ 100.0	Yes
*Sharing the Road: Establishing a Demonstration Project Lending Library for Rhode Island Communities	Bicycle/Pedestrian Safety	STIC	FFY2023	\$ 0.1	\$ 0.0	Yes
Bridge Capital Program	Hwy, Bridge	THUD	FFY 2024	\$ 60.0	N/A**	Yes
Ten Mile Greenway	Hwy, Bridge	Earmark	FFY 2024	\$ 3.0	N/A**	Yes
Washington Secondary Bikepath	Hwy, Bridge	Earmark	FFY 2024	\$ 1.2	\$ 5.5	Yes
<b>TOTAL</b>				<b>\$ 647.4</b>	<b>\$ 1,205.1</b>	

**PENDING**

Grant Application Description	Project Type	Grant Source	Application Year	Grant Request (\$M)	Project Cost (\$M)	Matching Funds Available via Curr. Auth. Funding?
Turning the Tide: Local, Nature-Based Solutions to Promote Climate Resilience in Rhode Island	Stormwater	PROTECT	FFY2023	\$ 25.0	\$ 35.0	Partial
A Rhode Less Travelled: Coordinating Infrastructure Renewal with Managed Retreat	Planning	PROTECT	FFY2023	\$ 1.0	\$ 1.5	Partial
Bridging I-95: Keeping Rhode Island's Economy Moving	Hwy,Bridge	MEGA	FFY2023	\$ 225.0	\$ 550.0	Partial
Completing the I-95 Missing Move and Ramps to Quonset Business Park	Hwy,Bridge	INFRA	FFY2023	\$ 81.0	\$ 135.0	Partial
Enhancing Community Connectivity: Complete Streets Bridges in Providence, Rhode Island	Planning	Reconnect.	FFY2023	\$ 2.0	\$ 2.5	Partial
Advancing Urban Connectivity: Completing Henderson Parkway	Planning	Reconnect.	FFY 2023	\$ 1.0	\$ 1.5	Partial
*Improving Asset Management Technology on Rhode Island's Bridges	Bridge, Research	SMART	FFY2024	\$ 0.9	\$ 1.1	Partial
*The I-95 15: Repairing Yesterday's Infrastructure for Tomorrow's Economy	Hwy, Bridge	BIP	FFY 2024	\$ 251.0	\$ 722.9	Partial
<b>TOTAL</b>				<b>\$ 586.9</b>	<b>\$ 1,449.5</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?
*Vulnerable Road User Countermeasures	Planning, Safety	AID	FY2023	\$ 1.0	\$ 1.3	Partial
*Economizing Rhode Island Trucking	Planning, Bridge	ATTAIN	FY2023	\$ 4.0	\$ 4.5	Partial
*Henderson Phase 2	Planning	RAISE	FY2024	\$ 25.0	\$ 35.0	Partial
<b>TOTAL</b>				<b>\$ 30.0</b>	<b>\$ 40.8</b>	

**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.



**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)

##### 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
Northeast Corridor Regional Rail Plan for Rhode Island and Massachusetts	Rail	CRISI	FFY2022	\$ 3.0	\$ 3.8	N/A
Economizing Rhode Island Truck Routing	Traffic Safety	HP-ITD	FFY2023	\$ 2.0	\$ 2.0	N/A
Bridging the Gap: Complete Connections Across the Northeast Corridor	Planning	RAISE	FFY2023	\$ 5.0	\$ 6.3	N/A
*Charging Ahead: Rhode Island Working Together for Electrification	EV Charging	CFI	FFY2023	\$ 15.0	\$ 18.8	Partial

##### Notes:

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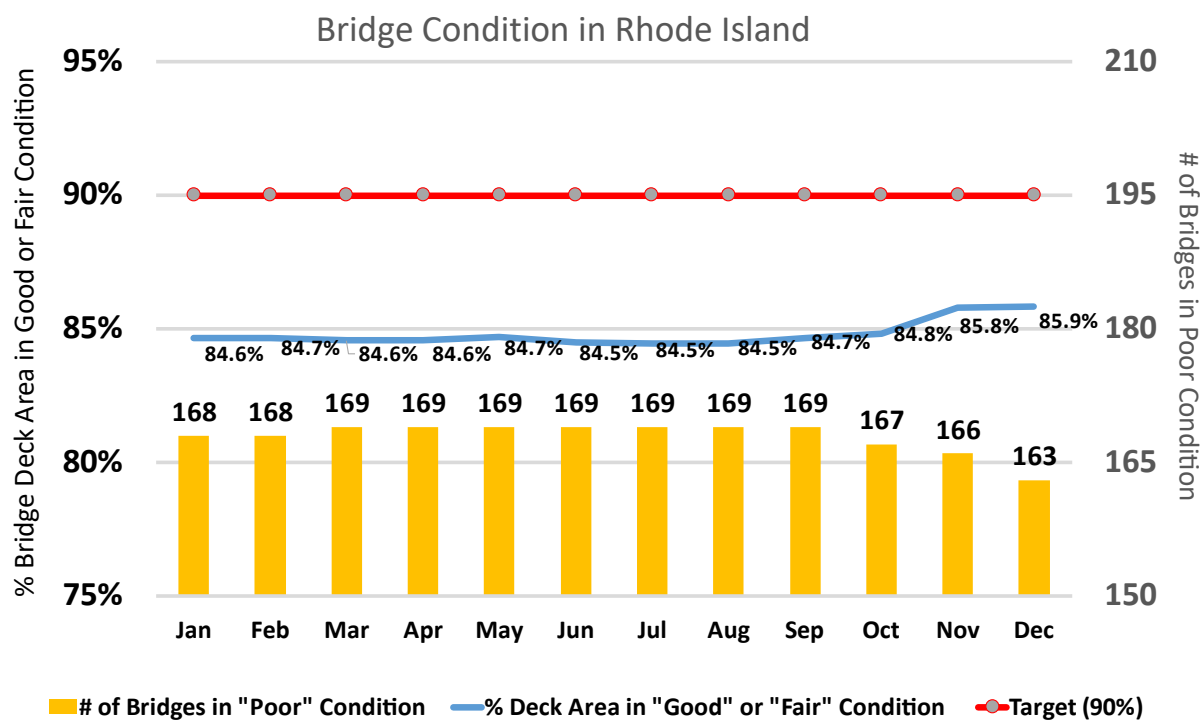




# Operations

## Bridge Condition

In 2016, prior to RhodeWorks, Rhode Island faced a dismal 25 percent poor bridge condition rating. By December 2023, structurally deficient deck area has been reduced to 14.1 percent and continues to decrease. The following chart details bridge conditions through the first quarter of FFY 2024.



All Bridges total = 1,200 All Bridges Deck Area = 8.53 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, and seven were removed off the list. Therefore, the net total number of bridges in poor condition this quarter was reduced down to 163.

### Bridges Removed from "Poor Condition" List (Repaired, Replaced, or Removed) Q1 FFY 2024

Q1 Oct-Dec 2023	The Furnace Hill Road Bridge 015201 which passes over Furnace Hill Brook in Cranston	380 sq ft
	The Lawton Mill Bridge 021001 which passes over Queen River in Exeter	454 sq ft
	The Point Judith Road Bridge 048201 which passes over RI 108 POINT JUDITH RD in Narragansett	4,174 sq ft
	The Kings Factory Bridge 054201 which passes over PAWCATUCK RIVER in Richmond	2,352 sq ft
	The Red Bridge Bridge 060001 which passes over SEEKONK RIVER & CITY STS in East Providence	91,219 sq ft
	The Pawtuxet River South Bridge 062801 which passes over PAWTUXET RIVER in Cranston	11,691 sq ft
	The Rocky Brook Bridge Bridge 101701 which passes over Rocky Brook in South Kingstown	155 sq ft
	<b>Subtotal</b>	<b>110,425 sq ft</b>

### Bridges Added to the "Poor Condition" List in Q1 FFY 2024

Q1 Oct-Dec 2023	The Thurbers Ave Bridge 065501 which passes over THURBERS AV in Providence	20,648 sq ft
<b>Subtotal</b>		<b>20,648 sq ft</b>
<b>Net Change</b>		<b>89,777 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.

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.

## 2024 Pavement Preservation

The FFY 2024 Pavement Preservation program will include over 541 miles of PPEST, chip seal, and crack seal. These charts provide an inventory of pavement preservation projects projected for FFY 2024 construction season:

### Work to be Completed in FFY 2024 - Thin Overlay (PPEST)

Municipality	Road Name	Road Limits	Miles
Barrington	Middle Hwy	Federal Rd. to Primrose Hill Rd	2.1
Charlestown	Narragansett Trail	Kings Factory Rd to Pole #8	0.5
Charlestown	Narragansett Trail	Kings Factory Rd to Botka Woods Dr	1.0
Charlestown	Prosser Trail	US-1/Post Rd to Sanctuary Rd	1.2
Foster, Scituate	Danielson Pike	Rt. 102/Victory Hwy to CT state line	30.2
Johnston, Smithfield	Hopkins Ave	Hartford Ave/Rt. 6 to Winsor Ave	3.0
Lincoln	Old Louississet Pike	Rt. 116 to Rt. 123/Jenkes Hill Rd	5.0
South Kingstown	Mooresfield Rd	Broad Rock Rd to Rt 108/Kingstown Rd	5.1
East Greenwich	Old Forge Road	Rt. 1 to Ives Road	0.4
East Greenwich	Ives Road	Old Forge Road to Wampanoag Road	1.6
Total			50.2

### Work to be Completed in FFY 2024 - Rubberized Asphalt Chip Seal

Municipality	Road Name	Road Limits	Miles
Charlestown	Carolina Back Rd	1/2 mile south of Charlestown Elementary School to Rt. 2	2.3
Burrillville	South Main St	Match line at house #1095 to Griffin St	5.7
Burrillville	Wallum Lake Rd	Match line at Old Wallum Lake Rd/E. Wallum Lake Rd intersection	9.3
Burrillville	Old Wallum Lake Rd	Wallum Lake Rd to Wallum Lake Rd	0.8
Total			18.1

### Work to be Completed in FFY 2024 - Crack Seal

Municipality	Road Name	Road Limits	Miles
<b>Tier 2 Roads</b>			
Burrillville	South Main St	Match line at house #1095 to Griffin St	5.7
Barrington	Washington Rd	Lincoln Ave to County Rd	2.0
Barrington	Primrose Ave	Middle Hwy to Wampanaug Trail	0.9
Barrington	Rumstick Rd	County Rd to Nyatt Rd	1.0
Bristol	Hope St	Wood St to Franklin St	2.5
Burrillville	Wallum Lake Rd	Match line at Old Wallum Lake Rd/E. Wallum Lake Rd intersection	9.3
Burrillville	Old Wallum Lake Rd	Wallum Lake Rd to Wallum Lake Rd	0.8
Burrillville	Round Top Rd	Hill Rd to Mass state line	8.8
Burrillville	Wallum Lake Rd	Angel St to Mass State Line	2.5
Burrillville	Putnam Pike	1/10 mi west of Elbow Rock Rd to Chapeachet roundabout	12.8
Burrillville	Chapel St	Union Ave to RI 98/Harrisville Main St.	2.9
Burrillville	East Ave	1/10 mile east of Homestead Ln to RI 102	2.5
Burrillville	Callahan School House Rd	River St to Round Top Rd	0.2
Burrillville	South Main St	Griffin St to High St.	1.0
Burrillville	High St	South Main St to Church St.	0.3
Burrillville, North Smithfield	Broncos Highway	RI 107/East Ave to Douglas Pk	6.6
Coventry	Nooseneck Hill Rd & Tiogue Ave	Reservoir Rd to 0.4 miles east of Sandy Bottom Rd	11.1
Coventry	Washington St	Knotty Oak Rd to Edward St	3.0
Coventry	Sandy Bottom Rd	Tiogue Ave to Flat River Rd	2.0
Coventry, East Greenwich, Warwick	I-95	Rt. 2/Quaker Ln underpass to Rt. 3/Nooseneck Hill Rd overpass	41.0
Cranston, Providence, Warwick	I-95	Eddie St to Rt. 5/Greenwich Ave	67.7
Cumberland	West Wrentham Rd	Mendon Rd to Pine Swamp Rd	8.5
Cumberland	Diamond Hill Rd	Nate Whipple Hwy to Wrentham Rd	4.3
Cumberland	Nate Whipple Hwy	Mendon Rd to Mass state line	12.3
Cumberland	Mendon Rd	Anthony Rd to Beamis Ave	4.5
Cumberland	Manville Hill Rd	Flat St to Mendon Rd	1.9
Cumberland	High St	Blackstone St to Hines Rd	1.9
Cumberland, Lincoln	School St and Albion Rd	Main St Albion to Mendon Rd	2.4
Cumberland, Woonsocket	Pine Swamp Rd & Diamond Hill Rd	Wrentham Rd to Bound Rd	7.1
Cumberland, Woonsocket	Mendon Rd	Beamis Ave to Beausoleil St	6.9
East Providence	Wampanaug Trail	East Shore Expressway Ramp (including ramp) to RI 115/Newman Ave	3.4
East Providence	Pawtucket Ave	Veterans Memorial Parkway to RI 115/Newman Ave	13.8
East Providence	Pleasant St	Pawtucket Ave to Mass state line	1.2
East Providence	Taunton Ave, Waterman Ave & Hall St	Cobb St to Pawtucket Ave	5.4
East Providence	Waterman Ave & John St	Broadway to Taunton Ave	0.8

Continued on Next Page

## 2024 Pavement Preservation

### Work to be Completed in FFY 2024 - Crack Seal (Continued)

Municipality	Road Name	Road Limits	Miles
East Providence	Waterman Ave	John St to Birch St	1.5
East Providence	Waterman Ave	Hall St to Warren Ave	4.8
East Providence	Warren Ave	Broadway to Pawtucket Ave	2.2
East Providence	Veterans Memorial Parkway	Pawtucket Ave to First St	7.7
Glocester	Putnam Pike	Match line near RIDOT Maintenance Garage to Chepachet roundabout	6.6
Glocester	Douglas Hook Rd	Putnam Pike to Whipple Rd	3.0
Glocester	Old Victory Highway	Victory Highway to Sand Hill Rd.	4.1
Johnston	Simmons Ave	Jamie Dr. to Atwood Ave	1.1
Johnston	Central Ave	Atwood Ave to Providence city line	3.7
Johnston	Borden Ave	Hartford Ave to Killingly St	1.5
Johnston	Plainfield St	School St to Silver Lake Ave	2.7
Johnston	Atwood Ave	Alcar Dr to Hartford Ave	3.3
Johnston, Scituate	Hartford Ave	Danielson Pike to I-295	10.4
Lincoln	Old River Rd	Sayles Hill Rd to Railroad St	2.5
Lincoln	George Washington Hwy	Wake Robin Rd to Mendon Rd	12.7
Lincoln, North Providence	Charles St. & Old Louisquiset Pk	Providence city line/Shepard Ave to Cobble Hill Rd	5.4
Lincoln, North Smithfield	Sayles Hill Rd	RI 146 to Old River Rd	3.4
Lincoln, Smithfield	George Washington Hwy	Rt.7/Douglas Pk to Lincoln Mall	7.9
Lincoln, Woonsocket	Main St Albion & New River Rd	School St to Manville Hill Rd	3.6
North Providence, Providence	Smith St	Centredale Roundabout to Canal St.	12.5
North Smithfield	Central St	North Main St to RI 146	1.0
North Smithfield, Woonsocket	Eddie Downing Highway	RI 146 turnaround to Park Ave	6.7
North Smithfield, Woonsocket	Smithfield Rd & Great Rd	Park Ave to Maple Ave	11.8
Pawtucket	Newport Ave	Pawtucket Ave to Mass state line	13.0
Pawtucket, Providence	Smithfield Ave	North Main St to Parker St.	9.3
Smithfield	Putnam Pike	Danecroft Ave to Austin Ave	8.8
Smithfield	Putnam Pike	Austin Ave to West Greenville Rd	3.3
Warwick	Bald Hill Rd & Quaker Ln	I-295 to I-95	32.9
Warwick	Warwick Ave	Airport Rd to Park Ave	11.2
Woonsocket	Diamond Hill Rd	Social St to the Mass state line	0.7
Woonsocket	Diamond Hill Rd	Bound Rd to Mendon Rd	6.6
Woonsocket	Diamond Hill Rd	Mendon Rd to Social St.	3.0
Woonsocket	Manville Rd	Bertenshaw Rd to Hamlet Ave	3.0
Total			470.9

Some roadways originally slated for FFY 2022 crack seal and FFY 2023 PPEST were moved to the FFY 2024. The following 35 miles of roadways were given priority in October and were completed.

### Thin Overlay (PPEST) - FFY 2023 Work Completed in FFY 2024

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 Louisquiset 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

**Note:** 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.



## 2024 Pavement Preservation

The following 22 miles of roadways will be given priority when crack sealing activities resume in the spring of 2024.

### Crack Seal - FFY 2022 Work to be Completed in FFY 2024

Municipality	Road Name	Road Limits	Miles
<b>Tier 1 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
Newport	Memorial Blvd & America's Cup Ave	Spring St. to Bridge St.	0.7
Newport	Farewell St	Van Zandt St to Poplar St	0.4
Newport	America's Cup Ave	Farewell St. to Gladys 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/Boombridge Rd	1.9
Westerly	High St	Railroad Ave to Grove Ave	0.1
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	Tower St.	Oak St to Granite St/Rt. 1	0.8
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>22.3</b>

**Note:** 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.

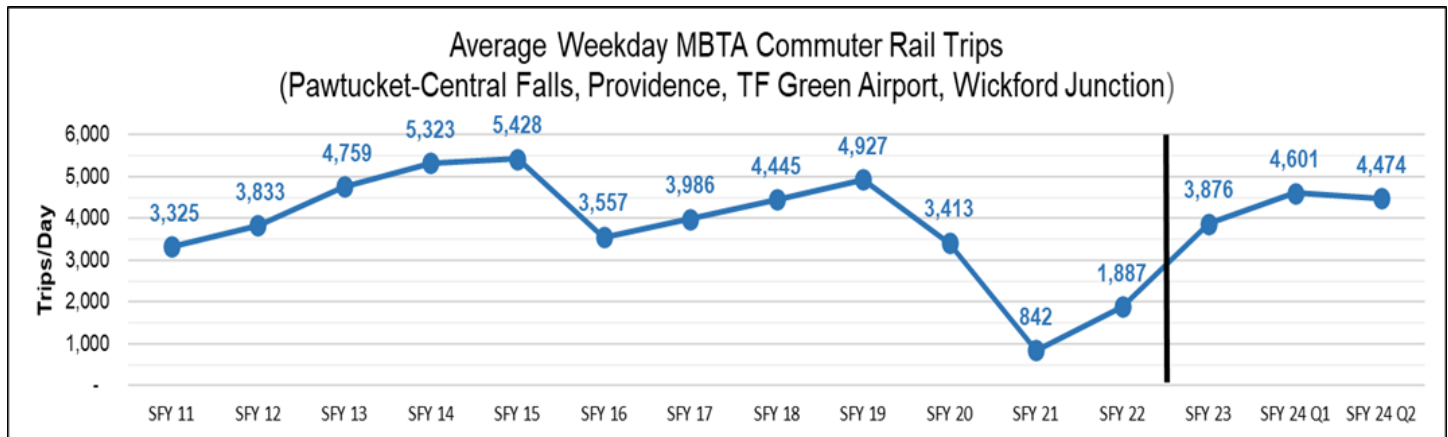
The Transit Operations Program includes projects and activities to support and maintain MBTA commuter rail service, Amtrak intercity rail service, seasonal ferry services, and other transit initiatives.

In light of the 195 shutdown and resulting traffic delays, RIDOT collaborated with three ferry operators to provide free ferry and shuttle service between Bristol and Providence, daily, as a travel alternative. The operators, Seastreak, Interstate Navigation, and Rhode Island Fast Ferry, provided 35 trips per day and the service was complemented by shuttle services in Providence and Bristol provided by RIPTA and Experience RI. Over 24 operating days, the service garnered 6,571 total trips.



The Pawtucket-Central Falls Transit Center has now completed its fourth quarter of operations with ridership and parking continuing to increase. \*Passenger counts at all four commuter rail stations are conducted on a quarterly basis. Last quarterly update included passenger quarterly counts for two quarters. SFY 24 Q2 passenger counts will be conducted in January 2024.

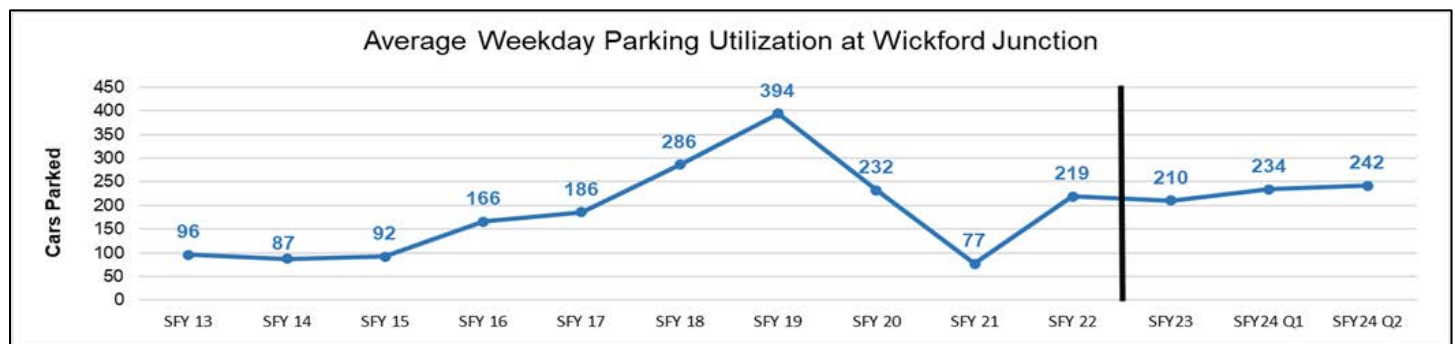
## Commuter Rail Ridership



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)

\* SFY24 Q2 Data is preliminary.

## 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

\* SFY24 Q2 Data is preliminary.

## Safety

In the first quarter of FFY24, RIDOT's efforts were directed toward securing the RI roadways as a safe environment during the holiday season. That is our yearlong mission, but the Department ramps up our messaging and community advocacy during the holiday season because past data trends indicate an increased amount of dangerous driving behavior during this time. We joined partners at Thanksgiving to increase everyone's awareness that seatbelts save lives. The vast majority of fatal crashes involve people who were not belted. Although it is a primary law in RI that the Department fought long and hard to create, it goes unnoticed by some. In 2024, we will continue to stress the importance of always wearing your belt to stay safe and in many cases, as your final defense against an impaired or aggressive driver.

With the assistance of our community partner, Lifespan's Injury Prevention Center, the Department was also working to increase the number of qualified state Child Passenger Safety (CPS) Technicians who educate parents and caregivers on how to properly install and use car seats as well as how to properly secure a child in the car seat.

Christmas week began with a media event hosted by the League of Cities and Towns. Many law enforcement officers attended as well as mayors and other community leaders. The focus was on impaired driving, and everyone was asked to share the suggested alternatives that were offered. It was stressed that these crashes are 100% preventable, and that families suffer for years when they lose a loved one.

Mothers Against Drunk Driving (MADD) also lent a hand to our efforts in December. They worked with law enforcement agencies and RIDOT's Office of Safety to arrange dedicated patrols in honor of someone who was killed by a drunk driver. The busy first quarter of the new fiscal year was dedicated to keeping our efforts directed at making RI roads safer for all residents and visitors. Our goal remains ZERO fatalities. Our work to increase community partnerships and buy-in continues. Our plan is a live action plan, it does not sit on a shelf. We remain committed to making RI roads safer for all.

**FARS FATALITIES BY PERSON TYPE 2015-2023**

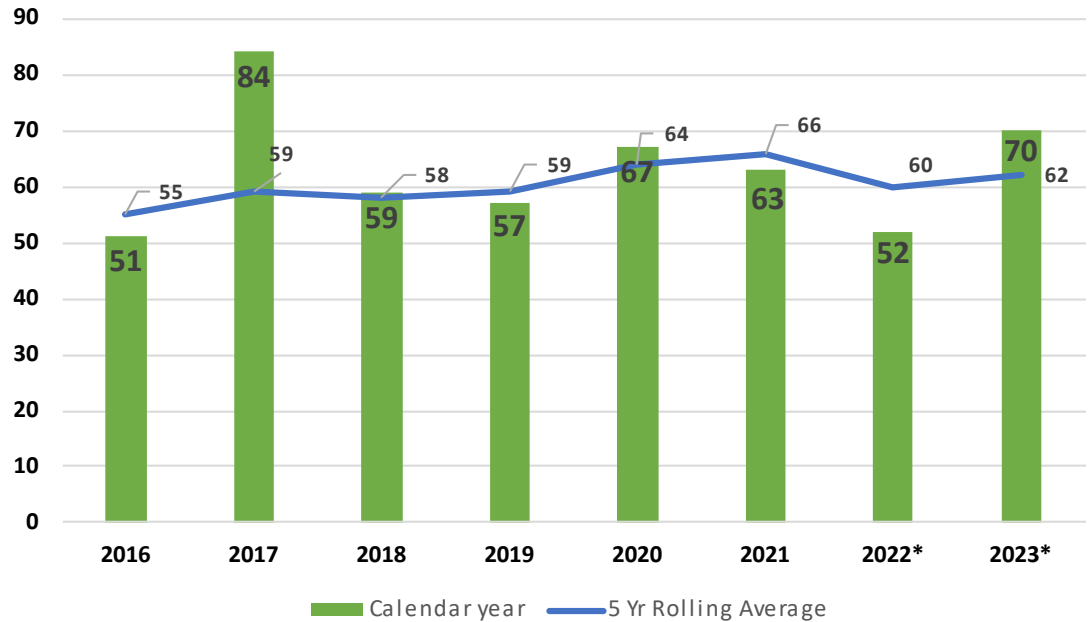
PERSON TYPE	2015	2016	2017	2018	2019	2020	2021	2022* (prelim.)	2023* (prelim.)
Motor Vehicle Occupants	28	31	50	30	36	35	41	34	40
Motorcyclists	9	4	11	18	13	13	13	11	16
Pedestrians	8	14	21	7	8	17	7	7	12
Bicyclists	0	2	2	1	0	2	2	0	2
ATV	0	0	0	2	0	0	0	0	0
Person on Personal Conveyance	0	0	0	1	0	0	0	0	0
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>70</b>

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



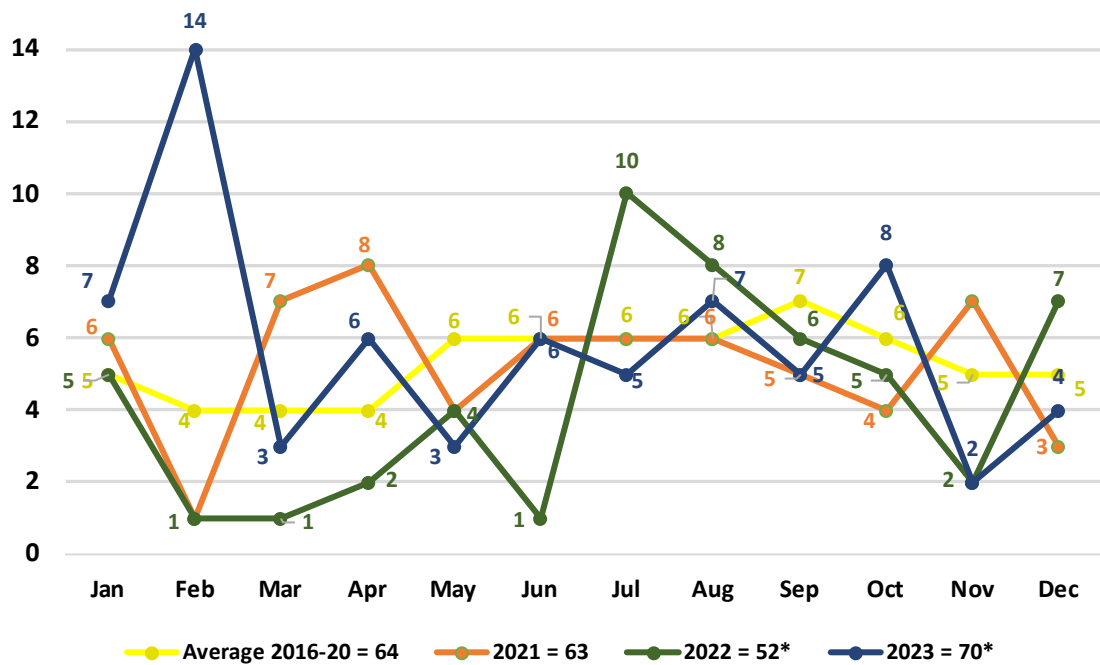


## Traffic Fatalities by Year



\*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 RIDOT Maintenance Division district facilities and specialized crews continue performing road patching and repairs, drainage structure cleaning and repairs, road sweeping, grass mowing, tree trimming, litter cleanup, sign installation and repair, highway lighting maintenance and traffic signal maintenance along Rhode Island roadways. During the first quarter of FFY24, RIDOT swept 213 curb miles of roadway, mowed 1,375 miles of grass (mower passes), cleaned 3,283 drainage structures, repaired 82 drainage structures,

installed 1,772 signs (both replacements and new signs), performed 2,502 hours of large debris and litter pickup, performed 155 hours of graffiti cleanup, completed 410 traffic signal maintenance work orders, completed 42 highway lighting and 43 tree maintenance work orders. The RIDOT Maintenance Division continues to use the services of the automated pothole patching truck vendor through the winter months, which provides more efficient, longer lasting pothole repairs. As part of short-term pavement improvements to assist the district facilities, the Division's Engineering Office is focused on executing a number of small repaving projects during spring construction that will repave sections of poor pavement on Great Road (Lincoln), intersection of Oaklawn Avenue and New London Avenue (Cranston), and the intersection of Plainfield Pike and Comstock Parkway (Johnston).

During the first quarter, the RIDOT Maintenance Division issued 26 Physical Alteration Permits (PAPs) for residential and commercial construction impacting the State Highway Right-of-Way (ROW) and issued 158 utility permits for utility construction impacting the State Highway ROW.

The RIDOT Maintenance Division continues to prioritize the fleet procurement so that the state of the alternate equipment is available to address conditions of RI roadways. RIDOT received 14 new plow trucks, 6 roadway sweepers, 1 road tractor and 12 one-ton dump trucks. Production continued for 2 ten-wheel vector trucks and 8 truck mounted attenuators, expected in Spring 2024. Production started for 20 additional plow trucks. The contracts for 14 medium duty plow trucks and 9 landscape trailers were awarded this quarter. 6 tractor mounted litter pickers and 3 other litter picker units (turf sweepers) are in the purchase process. RIDOT is also procuring 1 remote control slope mower and 9 front end loaders. The RIDOT Maintenance Division continues to experience production delays for this necessary equipment due to supply chain challenges that are occurring nationwide.

Construction for the Middletown Maintenance Facility improvements is complete. Additional maintenance facility improvement projects, including general building improvements, Maintenance Division Warwick Headquarters exterior building improvements, salt building and lot improvements, facility heating system upgrades, larger-scale building renovations and replacements, etc., are on the list of future projects needed. RIDOT continues its statewide assessment of its facilities to develop a more in-depth, long-term capital facilities rehab/replacement plan.

The end of the first quarter started the FFY24 Winter Season. RIDOT's salt stockpiles are fully stocked including its new Newport salt storage building that finished construction and was filled in November. While Rhode Island did not see any

snow storms this quarter, the RIDOT Maintenance Division continued interviewing and filling its vacant plow truck driver positions, prepped its winter equipment, tested its storm manager app software for its winter vendors.

Rhode Island did have a heavy rain and wind storm on December 18<sup>th</sup>. Some areas received up to 5 inches of rain and over 60 MPH wind gusts. The RIDOT Maintenance Division field operations crews responded to flooding, tidal surge and coastal flooding, washouts, downed trees, light poles, signs, traffic signal malfunctions, etc. with RIDOT's Transportation Management Center (TMC) coordinating the phone calls and radio communication to the crews, EMS and police. Over the course of multiple days after the storm, the field operations crews cleaned up debris, chipped tree debris, continued repairs (washouts, signals, signs), and put on overnight patrols to handle icy conditions (wet roads and groundwater seepage). The Division's Engineering Office assisted the field operations crews with repairs and coordinated emergency repair contracts, the Division's Motorpool Unit kept equipment in good running order, and the Division's Business Office supported logistics for materials and other services. The response and repair efforts included long hours working in challenging conditions, a lot of teamwork, exemplified the hard work, toughness, and resiliency of the Division's employees.

Support efforts for the I-195 West Washington Bridge emergency closure, detours and bypass lanes are another example of the RIDOT Maintenance Division working as a team with other RIDOT divisions, municipalities, and other State agencies. Support efforts included traffic control for the initial closure, having and managing 24/7 shifts at all the closed on-ramps, fabricating and installing detour signs, providing personnel to the City of East Providence to help with the detour traffic, providing light towers and message boards and other equipment, securing a heavy tow vendor to efficiently respond to traffic incidents, and coordinating with RIEMA, City EMA, DPW and PD.

## Stormwater/Natural Resources



**Background:** The Environmental Division consists of the Office of Stormwater Management, the Natural Resources Unit, and the Landscape Architecture Unit. The Office of Stormwater monitors RIDOT projects and existing drainage assets for compliance with the 2016 Consent Decree and develops watershed studies to evaluate and address RIDOT's impact on water quality. The Natural Resources Unit monitors compliance with all state and federal environmental regulations, and the Landscape Architecture Unit reviews landscape designs

for consistency with the RIDOT Blue Book.

**Update:** During the first quarter of FY 2024, the Environmental Division continued its efforts to comply with the EPA Consent Decree, assisted in the environmental permitting and compliance on all RIDOT projects, reviewed for landscape architecture consistency and met all Municipal Separate Storm Sewer System (MS4) obligations.

### FFY24 Q1 Highlights:

<p><b>Reviewed:</b></p> <ul style="list-style-type: none"> <li>• 23 submissions to various permitting agencies</li> <li>• 5 CEs</li> <li>• 2 CLUEs</li> <li>• 4 Stormwater Pollution Prevention Plans</li> <li>• 1 PCB Plan</li> <li>• 18 Project Reviews</li> <li>• 21 Physical Alteration Permits</li> </ul> <p><b>Inspections/Audits:</b></p> <ul style="list-style-type: none"> <li>• 10 Final Inspections</li> <li>• 206 SWPPP inspections received &amp; documented</li> <li>• 1 Compliance Inspection</li> <li>• 8 Final Landscape (FAF-7)</li> <li>• 10 CCTV and 74 STU Inspections</li> </ul>	<p><b>Projects:</b></p> <ul style="list-style-type: none"> <li>• Submission of the Pocasset River, Providence/Seekonk Rivers, and Barrington/Palmer Rivers Watershed SCPs to EPA for review and approval</li> <li>• Submission of Scarborough State Beach investigation final closure report</li> <li>• Completed development of the e-tool permitting submission application; finalization, training and launch anticipated in Q4</li> <li>• Completed Stormwater Treatment Unit Cleaning and Inspection Project; anticipate 2nd contract in Q3</li> <li>• Landscape Construction assistance for 4 contracts</li> <li>• Completed 3 drainage projects</li> <li>• Continued coordination with all required federal, state, and local partners</li> </ul>
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# Projects

## Project Performance

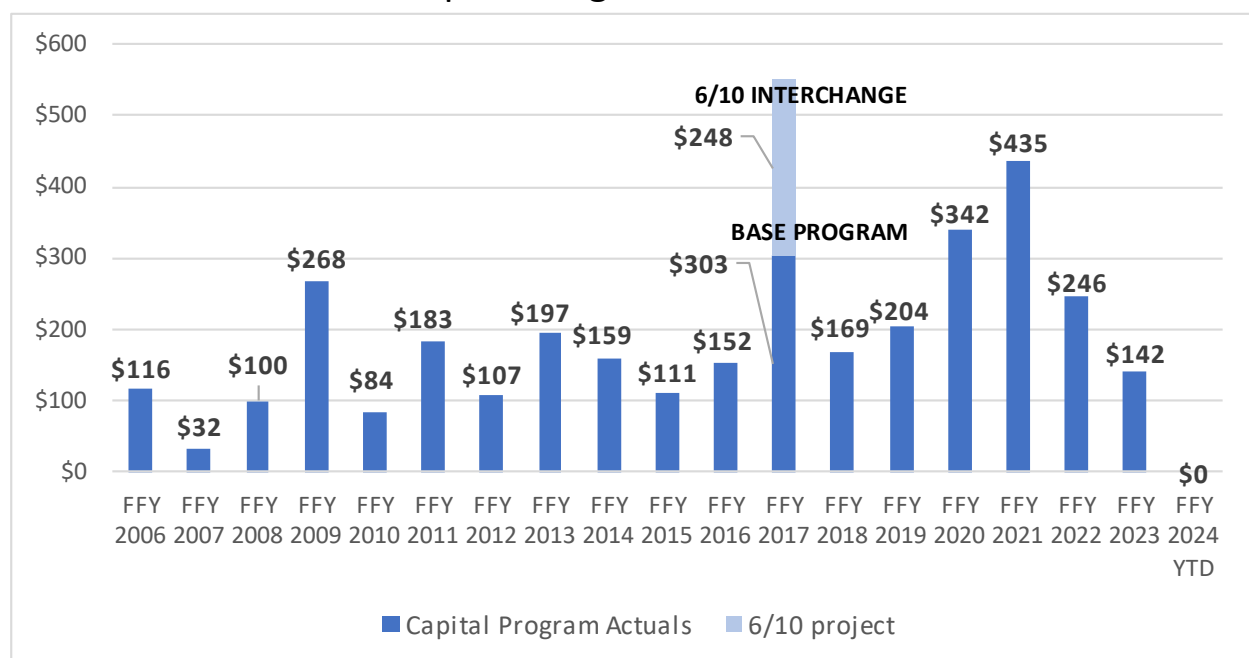
RIDOT is currently tracking 43 capital projects in active construction as of the end of the first quarter of FFY 2024. Projects progress through RIDOT's project delivery process as follows: first, the project is included in the capital plan; then it goes through a design phase, followed by an advertisement, construction, and substantial completion. The On-Time On-Budget chart below reflects a comprehensive representation of the construction program based on all projects advertised within a particular Federal Fiscal year. All projects in FFY17 – FFY23 have been advertised and issued NTP (Notice to Proceed), with the exception of one FFY23 project, which is currently in the post-qualification stage.

### On-Time and On-Budget Project Performance by Class

	On Budget % (by Value)	On Time % (by Value)	Total Construction Value of all projects	On Budget % (by Projects)	On Time % (by Projects)	Total # of Projects	# of Projects in Active Construction
FFY17	83%	41%	\$ 549.7	88%	90%	48	1
FFY18	62%	91%	\$ 230.6	87%	98%	54	0
FFY19	75%	68%	\$ 227.6	85%	95%	39	1
FFY20	94%	96%	\$ 353.4	86%	95%	21	3
FFY21	99%	97%	\$ 438.3	96%	88%	24	7
FFY22	90%	86%	\$ 249.5	90%	86%	29	13
FFY23	100%	100%	\$ 142.3	100%	100%	21	18
FFY24*	N/A	N/A	\$ 783.8	N/A	N/A	22	0
<b>TOTALS</b>			<b>\$ 2,975.2</b>			<b>258</b>	<b>43</b>

\*No projects have been issued NTP yet for FFY24.

### Capital Program Construction



This chart reflects the construction value at the time of award.

## 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	\$ 9.70	\$ 12.44	\$ (2.74)
2606N	2023 Paver Placed Elastomeric Surface Treatment C-1	Feb-23	\$ 6.24	\$ 6.69	\$ (0.45)
2606Q	2023 Crack Sealing C-1	Mar-23	\$ 1.60	\$ 1.47	\$ 0.12
2606P	2023 Rubberized Asphalt Chip Seal C-1	Mar-23	\$ 1.31	\$ 1.25	\$ 0.06
2606L	Airport Connector Landscaping	Mar-23	\$ 5.96	\$ 7.00	\$ (1.03)
2606U	Pavement Improvements - Mendon Rd	May-23	\$ 6.20	\$ 4.50	\$ 1.70
2605F	Bridge Group 13E - West River	Jun-23	\$ 5.38	\$ 5.93	\$ (0.55)
2605P	Pavement Improvements - CHA, WES	Jun-23	\$ 18.01	\$ 16.85	\$ 1.16
2605Q	Pavement Improvements - CUM	Jun-23	\$ 9.01	\$ 9.17	\$ (0.16)
2605Y	HSIP - Intersection & Crosswalk - 2023	Jun-23	\$ 3.43	\$ 2.98	\$ 0.45
2606V	Bridge Group 17D – BUR	Jul-23	\$ 11.43	\$ 8.70	\$ 2.73
0016H	Corridor - Tower Hill Rd	Aug-23	\$ 32.67	\$ 27.98	\$ 4.69
2605R	Pavement Improvements - BAR, EPR, WRN	Aug-23			\$ -
2605N	Pavement Improvements - Putnam Pike & Reservoir Rd	Aug-23	\$ 4.04	\$ 3.97	\$ 0.06
2604X	Pavement Improvements - WAR C-1	Sep-23	\$ 7.86	\$ 6.15	\$ 1.71
0026Q	Washington Secondary Bike Path Resurfacing	Sep-23	\$ 5.53	\$ 7.59	\$ (2.06)
<b>TOTAL</b>			<b>\$ 150.69</b>	<b>\$ 142.33</b>	<b>\$ 8.35</b>

## FFY 2024 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)
2604Y	Bridge Group 97 - Warwick Corridor	Oct-23			\$ -
2605S	Corridor – Route 7	Oct-23			\$ -
2608E	Bridge Group 17A - I-295	Dec-23			\$ -
2603M	Bridge Group 04_R - I-95/RT 10	Jan-24			\$ -
2606Z	Pavement Improvements - JAM (Resiliency)	Jan-24			\$ -
2607J	Bridge Group 51C - RI-37 C-4	Feb-24			\$ -
2606K	Bridge Group 46_R - Lafayette RR	Mar-24			\$ -
0082P	Pavement Improvements - East Main Rd	Mar-24			\$ -
2607C	2024 Crack Sealing C-1	Mar-24			\$ -
2607A	2024 Paver Placed Elastomeric Surface Treatment C-1	Mar-24			\$ -
2607B	2024 Rubberized Asphalt Chip Seal - C-1	Mar-24			\$ -
2606H	Pavement Improvements - LCM, TIV	Apr-24			\$ -
2605Z	HSIP - Roadway Departure - 2024 C-1	Apr-24			\$ -
2608R	Bridge Group 18C_R - Frenchtown	Apr-24			\$ -
2605M	Bridge Group 02 - Foster	May-24			\$ -
0076M	Pavement Improvements - School St	Jun-24			\$ -
2607S	Statewide Congested Corridor Upgrades 2024-2025	Jun-24			\$ -
2602D	Bridge Group 17C - Newell and Sneeck	Jul-24			\$ -
2602V	Bridge Group 44_H - Nonquit	Aug-24			\$ -
2606W	HSIP - Intersection & Crosswalk - 2024	Aug-24			\$ -
2601P	Bridge Group 42C - Greene Bridges	Sep-24			\$ -
0138C	Pavement Improvements - Hartford Ave C-3	Sep-24			\$ -
<b>TOTAL</b>			\$ -	\$ -	\$ -



## FFY 2022, 2023, and 2024 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><u>FFY22</u></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><u>FFY23</u></b>					
2606A	Statewide Systemic Safety Improvements	Oct-22	\$ 5.22	\$ 4.78	\$ 0.45
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)
2606C	Bridge Group 33B -- Pawtuxet Valley RR	Mar-23	\$ 1.52	\$ 1.19	\$ 0.33
2606T	2023-2024 Statewide Pavement Striping - East Bay	Mar-23	\$ 2.54	\$ 2.64	\$ (0.10)
2606S	2023-2024 Statewide Pavement Striping - North	Mar-23	\$ 2.66	\$ 2.84	\$ (0.18)
2607X	Emergency Superstructure Replacement - Wellington Avenue Bridge	Aug-23	\$ 13.89	\$ 13.89	\$ -
0197T	Rt. 37 Sediment Management Facility	Sep-23	\$ 1.62	\$ 1.97	\$ (0.35)
2607G	Conanicus Seawall Repairs	Sep-23	\$ 0.54	\$ 0.34	\$ 0.20
2607K	High Priority Steel Repairs - I-95 & Rt 37	Sep-23	\$ 1.75	\$ 1.23	\$ 0.52
<b>TOTAL</b>			<b>\$ 40.38</b>	<b>\$ 41.05</b>	<b>\$ (0.67)</b>
<b><u>FFY24</u></b>					
2604V	Slope Stabilization - Route 44 & Martin Lot Cemetery	Jan-24			
2606D	Rt 77, Quaket Creek Culvert Repairs	Jan-24			
0116W	2024-2025 Statewide Pavement Striping – Central	Mar-24			
0116X	2024-2025 Statewide Pavement Striping – Limited Access	Mar-24			
0116Y	2024-2025 Statewide Pavement Striping – South	Mar-24			
0198B	Saugatucket River and Aquidneck Island STUs	Apr-24			
0197S	Route 6 Roadside Slope Stabilization	Sep-24			
<b>TOTAL</b>			<b>\$ -</b>	<b>\$ -</b>	<b>\$ -</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 24:

2608R - Bridge Group 18C\_R – Frenchtown

**NOTE:** Construction activities continue to be impacted by long-term COVID-19 remnants. The demand for construction materials and personnel has continued to intermittently delay many 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:** In the summer of 2023, RIDOT launched its eighth season of Providence-Newport Ferry service in partnership with Seastreak, which ran from June 23rd to October 9th. The 2023 season had 106 operating days and 3 non-operating days. Due to inclement weather throughout the summer, service declined 6% to 35,066 from last season. Service operates between Providence, Bristol, and Newport, providing Rhode Islanders and Rhode Island tourists an alternative to the Newport traffic and a unique opportunity to experience Narragansett Bay. Service will resume in summer of 2024.

### At-Grade Railroad Crossing Program



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

**Update:** RIDOT continues to work with Short Line Railroads to closeout completed at-grade railroad crossing projects that were rebuilt this quarter. Providence and Worcester Railroad (P&W) used FHWA Section 130 funds for two projects this past quarter. The railroad crossings in Cumberland and Providence were completed in September of 2023 and are in the process of financial close out. QDC awarded a project to upgrade 6 at-grade railroad crossings for construction, and construction will begin early spring 2024. Coordination has begun with Newport and Narragansett Bay Railroad (NNBR) to address at-grade railroad crossings in Newport County as well, and preliminary design is currently underway for the corridor. RIDOT continues to work with QDC, P&W, and NNBR 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 three ferry operators on eligible projects and will be adding a fourth operator to the list of operators eligible for Federal Highway Administration's Ferry Boat Program in addition to the site improvements RIDOT conducts for the Providence to Newport Ferry service. Minor site improvements at the 25 Portugal Parkway landing site were completed in Summer 2023, and additional site improvements are in the planning stage. The Interstate Navigation Corporation awarded two projects in Point Judith, Narragansett. Construction for these two projects is scheduled to begin in March and April 2024. Prudence Island Ferry has awarded a project for improvements to both Bristol and Prudence Island terminals and construction has begun. Coordination with RI Fast Ferry and Conanicut Marine for eligible projects is ongoing.

## 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, commonly referred to as the “Cranston Canyon”. Seven bridges are included in the project with six of those being either replacements or new and the seventh as a rehabilitation. I-295 North will be widened to a third lane to mitigate the heavy congestion in this area. Re-alignment of on-ramps at the interchange will eliminate traffic weaves and greatly reduce traffic congestion and improve safety.

**Update:** During the past quarter, the Design-Build team completed the required design submissions, completed the first phase of bridge demolition, completed the first phase of highway widening on I-295 North, and continued building the new bridge foundations. For the next quarter, the Design-Build team will continue the first phase of bridge and highway construction activities.

### The Route 95 North Bound Viaduct Project - Providence



Interstate 95 North through the Providence Viaduct is the most congested highway in Rhode Island. This ongoing project includes the replacement of the I-95 Northbound Providence Viaduct with a new structure that will separate I-95 through traffic from those vehicles entering and exiting the interstate from Routes 6/10, Downtown, and Route 146. Rebuilding the interchange and eliminating weaves will greatly reduce traffic congestion and significantly improve safety. Three of the six bridges in the interchange that being replaced are structurally deficient, with five additional structures being rehabilitated.

**Update:** During this past quarter, demolition was completed on both the old ramp bridge carrying traffic onto Route 146 North over I-95 and the superstructure of the existing northern half of the Smith Street Bridge. Construction was completed on the new ramp carrying traffic from Routes 6/10 to I-95 North and was opened to traffic. Construction was also completed on the remaining portion of the new Viaduct structure with installation of new concrete deck and parapets, along with asphalt wearing surface and striping, and on January 6, the new Collector-Distributor Road on I-95 North was opened to traffic. Next quarter, the old ramp carrying traffic from Routes 6/10 to I-95 will be demolished, steel girders will be installed for the new northern half of the Smith Street Bridge, and construction will continue on the substructure for the new Atwells Avenue on-ramp to I-95 North.

### Pawtucket/Central Falls Transit Center

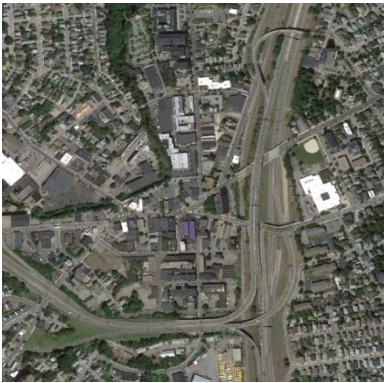


The Transit Center located at 300 Pine Street in Pawtucket provides unparalleled bus and commuter rail service to one of the most economically depressed areas in the State. The design and construction of the project began in October 2018 and opened to general bus and commuter rail ridership on January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

**Update:** In the past quarter, RIDOT and the Design/Build team for the Pawtucket/Central Falls Transit Center continued with completing the punch list, but the station is completed and is fully operational. We anticipate continued construction of architectural amenities, fencing, and minor corrective work to occur through the next quarter.



## 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 first quarter of FFY 2024, RIDOT and the 6/10 Joint Venture continued construction and some of the final phases of the project. Final paving on Rt 10 was completed between approximately Westminster Street and the northern

project limits. Highway work continued at the southern limits of the project near Union Avenue. Retaining wall construction was completed along the Service Road on the southeast portion of the project site. The major bridge work centered around Bridge 504D which carries Rt 6 EB to Rt 10 SB over AMTRAK as the final bridge deck for the project was cast.

## 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 the past quarter, road work involved the construction of the re-aligned southern section of JT Connell to final road geometry. The original downtown off-ramp from the Pell Bridge was permanently closed with a new route to the downtown area in effect. Signal work continues at the intersection of Van Zandt and JT Connell. Next quarter, work will involve wetland and stormwater grading, continued signal upgrades and completion of sidewalk improvements to JT Connell south.

## Right-Sizing Route 37



The project will address multimodal improvements on Route 37 between Oaklawn Avenue and Post Road in Cranston and Warwick. Eight bridges are included in the project, where four will be replaced, two will be rehabilitated, and two will be decommissioned. The overbuilt loop-ramp at Route 37 and Post Road will be replaced with an at-grade interchange along with installing Transit Signal Priority (TSP) at approximately eight locations and queue jump lanes for buses along Post Road. At the Route 37 and Route 2 intersection, the bridge will be widened for future high capacity transit, and a new separate bicycle path will be constructed.

**Update:** During the past quarter, RIDOT procured a design consultant to develop the Design-Build RFP and BTC plans for future advertisement. For the next quarter, the RFP will be advertised to prospective Design-Build teams.

## Special Projects

### Route 4 and Interstate 95 Interchange

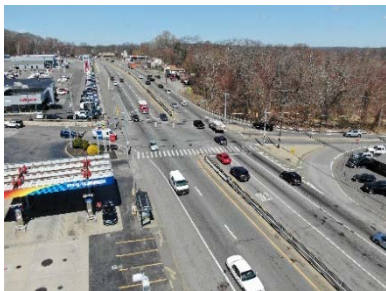


This project involves two components, the completion of the interchange which connects Interstate 95 with Route 4 and the installation of three interchange ramps connecting Route 403 to local streets in North Kingstown. Currently, I-95 Southbound is connected to Route 4 Southbound and Route 4 Northbound 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 first quarter of FFY 2024, RIDOT continued design work, and coordination with Quonset Development Corporation, RIDEM and RI Energy. The Base Technical Concept was completed. RIDOT is awaiting grant funding to schedule the construction of this project.

### 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 first quarter of FFY 2024, RIDOT and the DB team continued the final design process and utility coordination. Utility relocation to move the existing utilities underground at Sayles Hill Road was completed. Substructure work for the first phase of the new Sayles Hill Road flyover bridge began. Superstructure construction for the first phase of the two bridges that carry I-295 over Rt 146 and the bridge that carries Rt 146 N over Rt 146A began. Retaining walls and bridge construction continued at the Rt 146/146A interchange.

### State Rail Plan



RIDOT will oversee the development of a State Rail Plan that will guide rail investments in the state over the next twenty (20) years. The plan will include an examination of rail planning in the state to date, analysis of creative potential investments for the future, and an implementation guide with steps to deliver impactful rail investments that can be made to improve the existing rail service in the State.

# Financials

## Expenditures

Actual operating expenditures totaled \$120 million in SFY23, \$49 million in Q2 SFY24, and \$95 million YTD for SFY24.

### Operating Expenditures Detail (Actuals)

(In Thousands)	SFY23	SFY24Q1	SFY24Q2	SFY24 YTD
<b><u>Administrative</u></b>				
In-house Labor	\$ 29,408	\$ 8,701	\$ 7,572	\$ 16,273
Overhead Recovery	\$ (27,391)	\$ (6,403)	\$ (5,437)	\$ (11,840)
Consultant Contracts	\$ 2,930	\$ 472	\$ 366	\$ 838
Miscellaneous (Admin)	\$ 2,347	\$ 502	\$ 625	\$ 1,127
Pass Throughs	\$ 214	\$ -	\$ 41	\$ 41
<b>Total Administrative</b>	<b>\$ 7,508</b>	<b>\$ 3,272</b>	<b>\$ 3,167</b>	<b>\$ 6,439</b>
<b><u>Highway Maintenance**</u></b>				
In-house Labor	\$ 40,054	\$ 11,637	\$ 9,159	\$ 20,796
Overhead Costs	\$ 4,024	\$ 952	\$ 805	\$ 1,757
Consultant Contracts	\$ 22,317	\$ 6,419	\$ 8,237	\$ 14,656
Construction Contracts	\$ 106	\$ -	\$ -	\$ -
Miscellaneous (Highway Maint.)	\$ 9,026	\$ 3,181	\$ 9,058	\$ 12,239
Pass Throughs	\$ 727	\$ 461	\$ 12	\$ 473
<b>Total Highway Maintenance</b>	<b>\$ 76,254</b>	<b>\$ 22,650</b>	<b>\$ 27,271</b>	<b>\$ 49,921</b>
<b><u>Safety</u></b>				
In-house Labor	\$ 771	\$ 150	\$ 155	\$ 305
Overhead Costs	\$ 661	\$ 117	\$ 121	\$ 238
Consultant Contracts	\$ 2,440	\$ 179	\$ 294	\$ 473
Miscellaneous (Safety)	\$ 152	\$ 43	\$ 103	\$ 146
Pass Throughs	\$ 4,940	\$ 929	\$ 1,702	\$ 2,631
<b>Total Safety</b>	<b>\$ 8,964</b>	<b>\$ 1,418</b>	<b>\$ 2,375</b>	<b>\$ 3,793</b>
<b><u>Transit Operations</u></b>				
Transit Operations	\$ 14,959	\$ 6,390	\$ 2,931	\$ 9,321
<b>Total Transit Operations</b>	<b>\$ 14,959</b>	<b>\$ 6,390</b>	<b>\$ 2,931</b>	<b>\$ 9,321</b>
<b><u>Winter Operations</u></b>				
In-house Labor	\$ 2,733	\$ -	\$ 732	\$ 732
Miscellaneous (Winter)	\$ 9,663	\$ 110	\$ 991	\$ 1,101
<b>Total Winter Operations</b>	<b>\$ 12,396</b>	<b>\$ 110</b>	<b>\$ 1,723</b>	<b>\$ 1,833</b>
<b><u>Non-Capital Projects***</u></b>				
In-house Labor	\$ 8	\$ 517	\$ 478	\$ 995
Overhead Costs	\$ -	\$ 314	\$ 283	\$ 597
Consultant Contracts	\$ -	\$ 84	\$ 121	\$ 205
Construction Contracts	\$ 81	\$ 10,844	\$ 10,321	\$ 21,165
Miscellaneous	\$ -	\$ 189	\$ 299	\$ 488
Pass Throughs	\$ -	\$ 1	\$ -	\$ 1
<b>Total Emergency Repair Project</b>	<b>\$ 89</b>	<b>\$ 11,949</b>	<b>\$ 11,502</b>	<b>\$ 23,451</b>
<b>Total Operating Expenditures</b>	<b>\$ 120,170</b>	<b>\$ 45,789</b>	<b>\$ 48,969</b>	<b>\$ 94,758</b>

\*Expenditures derived from RIDOT's Oracle Financial Mangement System

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

\*\*\*Beginning 1st Qtr of SFY24 Includes IDIQ contracts, immediate needs and smaller scale projects



## Expenditures

Actual capital expenditures totaled \$588 million in SFY23, \$127 million in Q2 SFY24, and \$264 million YTD for SFY24.

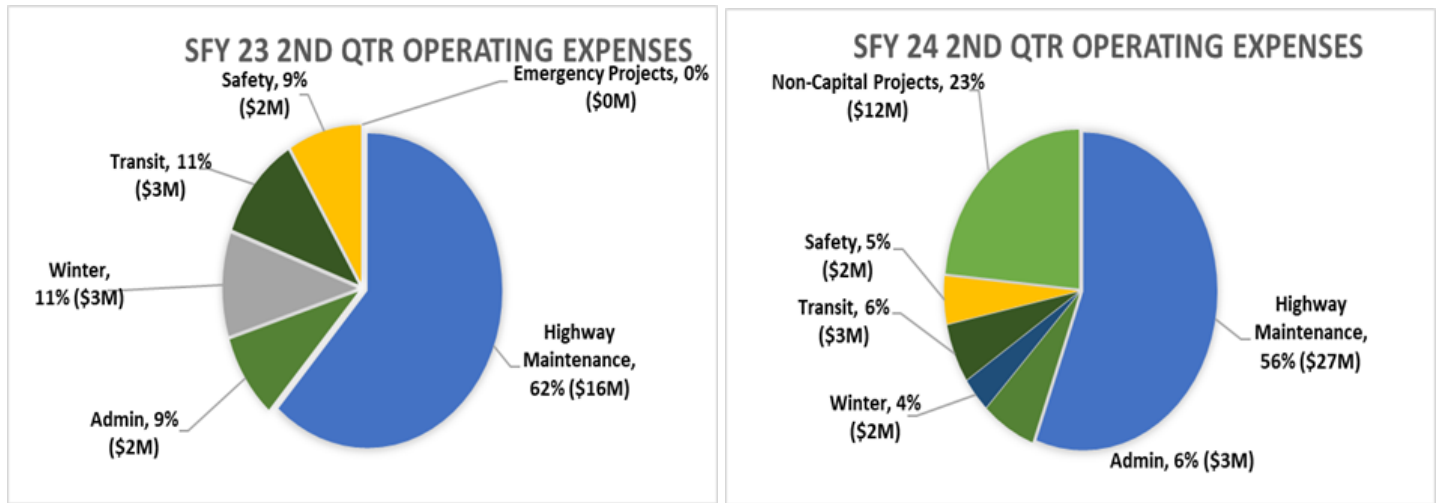
### Capital Expenditures Detail (Actuals)

(In Thousands)	SFY23	SFY24Q1	SFY24Q2	SFY24 YTD
<b><u>Debt</u></b>				
Debt	\$ 74,395	\$ 2,226	\$ 13,351	\$ 15,577
<b>Total Debt Service</b>	<b>\$ 74,395</b>	<b>\$ 2,226</b>	<b>\$ 13,351</b>	<b>\$ 15,577</b>
<b><u>Planning</u></b>				
In House Labor	\$ 2,966	\$ 428	\$ 404	\$ 832
Overhead Recovery	\$ 2,083	\$ 204	\$ 187	\$ 391
Consultant Contracts	\$ 4,906	\$ 1,209	\$ 1,654	\$ 2,863
Miscellaneous (Planning)	\$ 1,576	\$ 502	\$ 268	\$ 770
<b>Total Planning</b>	<b>\$ 11,531</b>	<b>\$ 2,343</b>	<b>\$ 2,513</b>	<b>\$ 4,856</b>
<b><u>Capital Projects</u></b>				
In House Labor	\$ 30,119	\$ 7,644	\$ 6,535	\$ 14,179
Overhead Recovery	\$ 20,409	\$ 4,772	\$ 4,011	\$ 8,783
Consultant Contracts	\$ 34,363	\$ 9,433	\$ 10,702	\$ 20,135
Construction Contracts	\$ 370,006	\$ 92,853	\$ 82,669	\$ 175,522
Miscellaneous (Capital Projects)	\$ 40,831	\$ 15,311	\$ 6,377	\$ 21,688
<b>Total Capital Projects</b>	<b>\$ 495,728</b>	<b>\$ 130,013</b>	<b>\$ 110,294</b>	<b>\$ 240,307</b>
<b><u>Capital Pass Throughs</u></b>				
Pass Throughs	\$ 6,689	\$ 1,929	\$ 895	\$ 2,824
<b>Total Capital Pass Throughs</b>	<b>\$ 6,689</b>	<b>\$ 1,929</b>	<b>\$ 895</b>	<b>\$ 2,824</b>
<b>Total Capital Expenditures</b>	<b>\$ 588,343</b>	<b>\$ 136,511</b>	<b>\$ 127,053</b>	<b>\$ 263,564</b>
<b>Total RIDOT Expenditures</b>	<b>\$ 708,513</b>	<b>\$ 182,300</b>	<b>\$ 176,022</b>	<b>\$ 358,322</b>

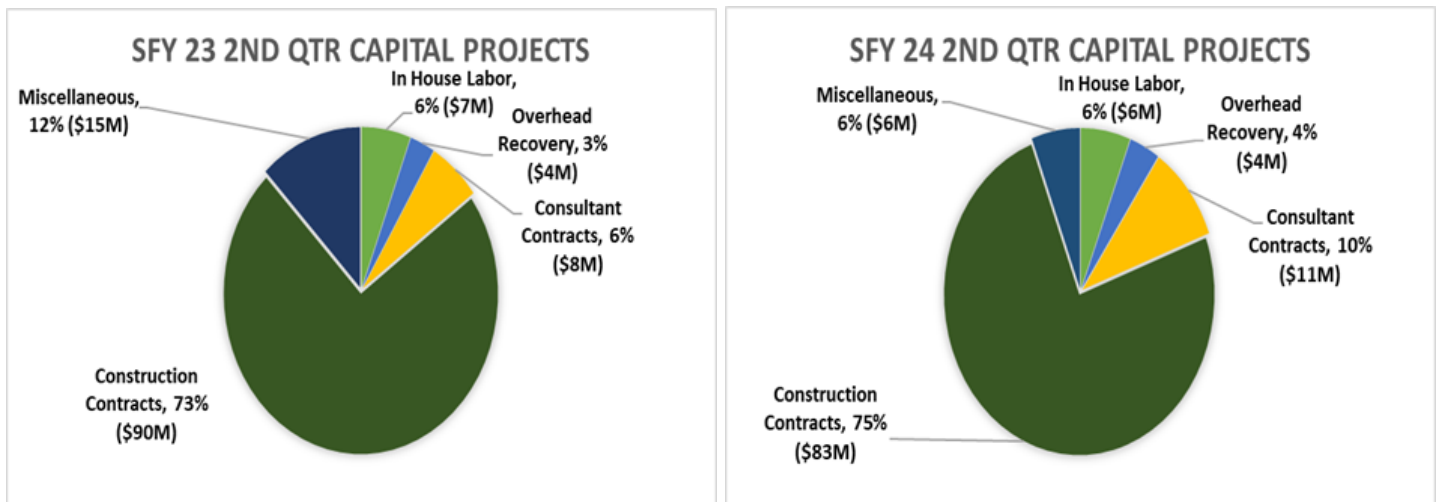
\* Beginning in the 4th Qtr of SFY 19, Garvee Debt service payments are included in the Total Debt Service

## Expenditures

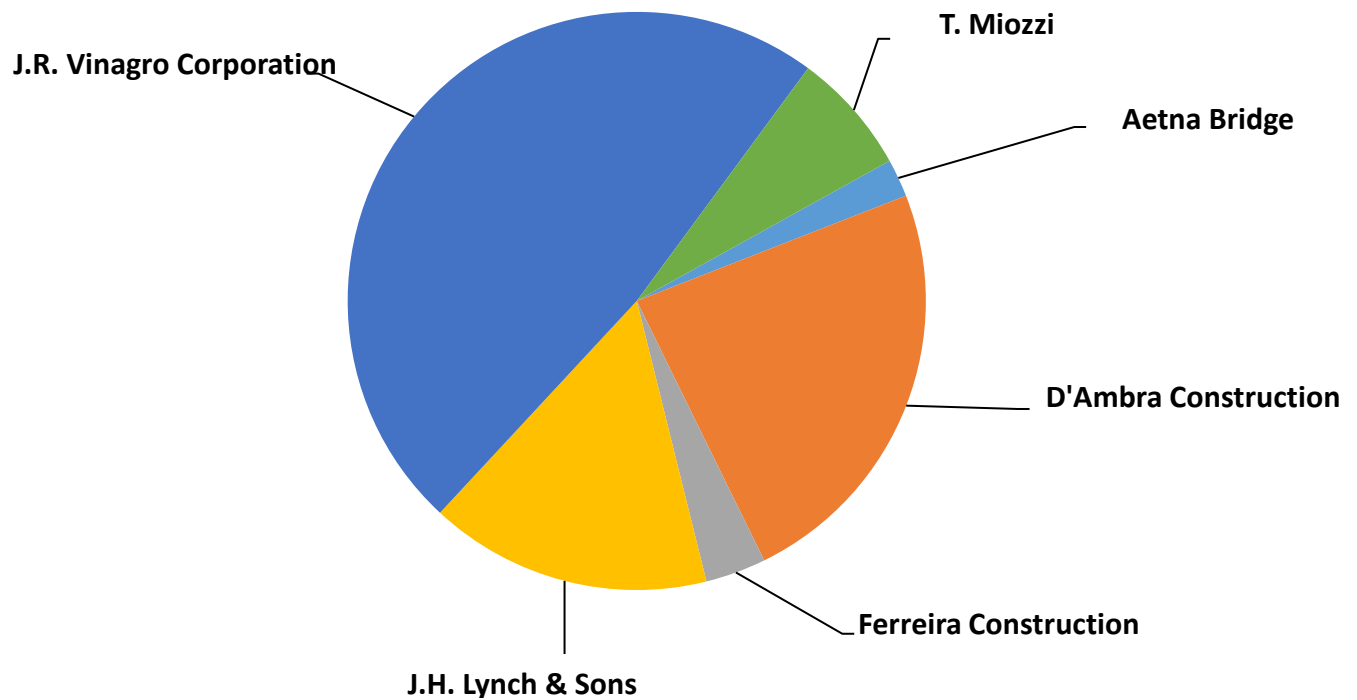
**OPERATING EXPENDITURES:** Operating expenditures are costs associated with the day-to-day operations of RIDOT. These costs include Highway Maintenance, Safety Programs, Administrative Expenses, Winter Operations, Commuter Rail expenses, and Non-Capital Projects.



**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 2024 (as of December 31, 2023)\*



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

**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

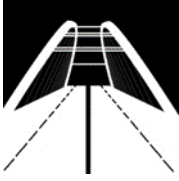
**Pass throughs:** Capital pass through expenditures are costs that are not directly related to capital projects but instead passed on to other entities such as other State agencies or local cities and towns for capital related costs

**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 12/31/23



More than

**3,000**

Lane miles of road



**6** rail stations

**18** park and rides



**104,000**

Traffic devices



**34,000**

Catch basins (approximate)



**709**

Total employees

(as of 12/31/23)