

Quarterly Report

January – March 2025



Airport Connector Landscaping

April 30, 2025



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

May 1, 2025

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

RIDOT is pleased to submit the FFY 2025 Q2 RhodeWorks quarterly report.

RIDOT had a busy quarter despite the typical winter shut down period for many projects. During the 2025 winter, contractors were able to complete many operations necessary to advance construction phases to keep projects on or ahead of time.

Early in the quarter, RIDOT was able to open additional travel lanes off I-95 North on the northbound Providence Viaduct service road at Exit 38 (Route 146/State Offices) in Providence. The lanes enable easier access to the service road and provide more room for traffic merging onto and off the service road. The new service road was constructed as part of RIDOT's project to replace the structurally deficient northbound viaduct. The service road was built adjacent to the I-95 North through lanes, and carries traffic entering the highway from Atwells Avenue, Route 6/10, and Downtown, as well as traffic taking the Route 146 or State Office exits. It allows I-95 through lanes to flow freely, allows all merges to take place on the service road, and eliminates chronic congestion associated with entrance and exit ramps that were spaced too closely together. By late April, RIDOT expects to open additional lanes to further improve merging on the service road and will repave this entire stretch of I-95 starting in mid-spring. This expansive \$265 million project will address a total of 11 bridges, including the 1,300-foot long viaduct that carries I-95 through the heart of downtown Providence, carrying up to 220,000 vehicles a day – one of the most heavily trafficked highway bridges on the East Coast.

In northern Rhode Island, RIDOT began a \$63.5 million project to rapidly replace two large bridges spanning I-295 – the Douglas Pike Bridge carrying Route 7 in Smithfield and the Diamond Hill Road Bridge carrying Route 114 in Cumberland. This winter RIDOT initiated lane reductions and lane shifts for both bridges to begin preparation for their reconstruction. During a series of four, 14-day periods this summer and fall, RIDOT will shift traffic on the bridges, placing all traffic on one side of the bridge while demolishing and replacing the other side. The process will be repeated until both bridges are completely replaced, with the goal of having all traffic on new structures by the end of the year. The rapid bridge construction approach will save motorists up to two years of lane closures and shifts associated with conventional construction.

In the West Bay area, RIDOT began a large, \$102 million project to address state of good repair issues along many important corridors in Warwick. This work began in February with a lane reduction on Route 113 where it passes over I-95 and I-295. The bridges were built in 1965 and carry up to 33,000 vehicles per day on this road, which is a major east-west corridor for Warwick that links large residential and commercial areas including access to CCRI's Knight campus. RIDOT will replace two structurally deficient bridges over the Interstates, using accelerated bridge construction methods to complete the reconstructions by the end of 2025. Elsewhere as part of the Warwick Corridor Project, RIDOT has included paving, sidewalk work, ADA accessibility, new traffic signal upgrades, new pedestrian crossings and other safety features. Specifically, the Department will pave sections of East Avenue, Route 2 (Bald Hill Road), Main Avenue, West Shore Road and Post Road.

On the Washington Bridge project, RIDOT completed demolition of the superstructure of the old bridge and began demolition of the bridge's substructure. All work on the substructure will take place above the water line until July 1, when

RIDOT will be allowed under its permit to begin in-water work. The entire demolition project remains on budget and on schedule for completion by the end of this year.

The two-step procurement process for the reconstruction of the Washington Bridge remains on schedule. The two highly qualified design-build teams that were selected as part of the request for qualifications (RFQ) process submitted their alternative technical concepts. Formal submissions that include the firms' technical and cost proposals are due in May and RIDOT is on target to award a contract to one of the teams by June 6.

During the quarter RIDOT went live with a new safety feature installed on the eastbound Washington Bridge as a precautionary safety monitoring feature – a weigh-in-motion system that helps monitor the eastbound bridge's structural health. The data regarding overweight trucking on the eastbound bridge is now available on the bridge closure web page. RIDOT continues to work on the launch of the system's structural health monitoring capabilities and began to receive data for testing and calibration purposes by the close of the quarter. The Department expects the structural health system to be fully operational later this year. RIDOT also continued its continuous maintenance and bridge preservation activities on the eastbound bridge. All of this work is part of our ongoing effort to have a high level of maintenance on this bridge.

Please, see Washington Bridge Snapshot Report for more detailed information, located at <https://www.dot.ri.gov/projects/WashingtonBridgeClosure/#MonthlyUpdates> as well as the special project page of the quarterly report.

Sincerely,

A handwritten signature in black ink, appearing to read "Peter Alviti Jr.", written in a cursive style.

Peter Alviti Jr., P.E.
Director

Key Accomplishments

Key Accomplishments	5
---------------------------	---

Statutory Requirements

Statutory Requirements.....	6
-----------------------------	---

Operations

Bridge Condition	17
Pavement Program	18
Transit Operations	21
Stormwater/Natural Resources	22
Safety	23
Maintenance and Operations/TMC	25
Planning	29

Projects

Project Performance	31
FFY 2025 Capital Program	32
FFY 2025 Professional Services	33
FFY 2023, 2024 and 2025 Non-Capital Projects.....	34
Special Projects	35

Financials

Expenditures	41
Construction Contract Awards.....	44

Appendices

Glossary.....	46
---------------	----

Insert A: Project Budgets and Schedules	A-1
--	------------

Key Accomplishments

Project Management

- **RIDOT Begins Posting Weigh-In-Motion Data for Eastbound Washington Bridge** – In March, RIDOT began posting data from its weigh-in-motion technology (WIM), part of a new monitoring system installed on the eastbound Washington Bridge. This tool provides RIDOT with real-time information on overweight trucks crossing the bridge. Data from the WIM system is posted on the Washington Bridge closure web page at www.washington-bridge.com
- **Spring Brook Bridge** – Also in March, RIDOT closed Route 146A South at Route 146 in North Smithfield for 24 hours for bridge construction at the interchange. The closures were necessary for steel installation for the Spring Brook Bridge that carries Rt 146 NB over 146A. When completed, the bridge will carry both NB and SB over Rt 146A allowing for the final alignment of the Diverging Diamond Interchange (DDI) to be implemented. A DDI is an innovative interchange design that aims to improve safety and mobility by simplifying left-turn movements.

Educational Advancement

- Over 200 personnel from construction, materials, and project management attended mandatory training for Winter Development 2025. Classes included over 50 instructor-led in-person classes on a variety of topics to increase technical, safety, interpersonal, and workplace skills. Examples of training included Work Zone Safety, construction inspections, scheduling, construction math, plan reading, AASHTO Technical training for concrete and asphalt, and Mindful Leadership. 14 incentive classes were available. Over 2,000 individual courses were completed, and over 4,500 lessons were completed through the RI Learning Center.

Department Wide

- **Keep Rhody litter free** - RIDOT jumped in to support the Governor and the First Lady's "Keep Rhody Litter Free," an ad campaign that was initiated to support the new anti-litter efforts and promote the upcoming Earth Day in April. Additionally, a Trashboard tool is available and provides data on a wide range of Litter Free RI initiatives including the total weight of trash that has been picked up, how many bags have been filled, and locations of reported cleanups. For more information, please visit: <https://www.dot.ri.gov/projects/CleanRhodes/>

Grants

- **MEGA/INFRA Grant** – On March 27, 2025, RIDOT has executed the final grant agreement to secure more than \$220 million in federal funds to rebuild the westbound side of the Washington Bridge.
- **RCP Grant** – In January, RIDOT was awarded \$2 million for Reconnecting Communities Pilot (RCP) Planning grant to support "Connect Four: Bridging Providence's Urban Core." This project will conceptualize how four (4) major structures spanning Interstate 95 (I-95) and US Route 6 (US-6)/Rhode Island Route 10 (RI-10) can be redesigned to connect dense urban neighborhoods into the fabric of Providence's Downtown.

Statutory Requirements

CONSTRUCTION

FFY24 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 2024 (Oct. 1, 2023- September 30, 2024)

Construction Contract (Project Name)	Award Date (Mon-Year)	Value (\$M)	Exp. Completion Date (Mon-Year)
FFY 2024 1st Quarter - October 1, 2023 - December 31, 2023			
Corridor - Tower Hill Rd	Nov-23	\$ 28.0	May-26
Pavement Improvements - Putnam Pike & Reservoir Rd	Nov-23	\$ 4.0	Sep-24
Pavement Improvements - CUM	Dec-23	\$ 9.2	Nov-25
Pavement Improvements - WAR C-1	Dec-23	\$ 6.2	Oct-25
Washington Secondary Bike Path Resurfacing	Dec-23	\$ 7.6	Oct-25
Subtotal		\$ 54.9	
FFY 2024 2nd Quarter - January 1, 2024 - March 31, 2024			
Corridor - Route 7	Jan-24	\$ 13.8	Oct-25
Pavement Improvements - BAR, EPR, WRN	Feb-24	\$ 15.1	Oct-25
Bridge Group 97 - Warwick Corridor	Mar-24	\$ 79.9	Sep-27
Subtotal		\$ 108.7	
FFY 2024 3rd Quarter - April 1, 2024 - June 30, 2024			
2024 Paver Placed Elastomeric Surface Treatment C-1	Apr-24	\$ 8.3	Oct-24
Pavement Improvements - JAM (Resiliency)	Apr-24	\$ 0.7	Aug-24
2024 Rubberized Asphalt Chip Seal - C-1	May-24	\$ 1.6	Nov-24
Pavement Improvements - Rt 4	May-24	\$ 9.4	Nov-24
Bridge Group 17A - I-295 CUM, SMI	May-24	\$ 49.3	Sep-26
Pavement Improvements - LCM, TIV	May-24	\$ 15.4	Jul-25
Bridge Group 46_R -- Lafayette RR	Jun-24	\$ 3.1	Sep-26
2024 Crack Sealing C-1 (Re-advertised)	Jun-24	\$ 1.5	Sep-24
Subtotal		\$ 89.3	
FFY 2024 4th Quarter - July 1, 2024 - September 30, 2024			
Washington Bridge North #700 Demolition	Jul-24	\$ 87.2	Dec-25
Pavement Improvements - East Main Rd (Re-advertised)	Jul-24	\$ 5.9	Jul-26
Bridge Group 02 - Foster	Jul-24	\$ 9.2	Sep-27
Bridge Group 04_R - I-95/Rt 10	Jul-24	\$ 625.1	Jun-31
HSIP - Roadway Departure - 2024 C-1 (Re-advertised)	Aug-24	\$ 7.6	Apr-26
Bridge Group 51C - Rt 37 C-4	Aug-24	\$ 115.6	Jun-28
Statewide Congested Corridor Upgrades 2024-2025	Sep-24	\$ 2.4	Nov-25
Subtotal		\$ 853.0	
TOTAL		\$ 1,105.8	

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

Construction Contract (Project Name)	Completion Date (Mon-Year)	Expected Final Contract Cost	Number of Workers	Number of RI Workers	% Share with RI Residence
FFY 2024 1st Quarter - October 1, 2023 - December 31, 2023					
I-95 (Connecticut S/L to Baker Pine Rd)	Oct-23	\$ 19.3	36	24	67%
Bridge Group 69E - Hunts Mills	Oct-23	\$ 8.8	25	17	68%
Boston Neck Rd & South County Tr	Nov-23	\$ 27.0	109	67	61%
HSIP - Intersection & Crosswalks East-South – 2022	Nov-23	\$ 3.7	26	22	85%
Interstate Resurfacing (I-295 & I-95)	Nov-23	\$ 36.8	86	69	80%
Pawtucket Bridge Lighting and Bridge Strike Detection Systems	Dec-23	\$ 5.5	31	29	94%
Subtotal		\$ 101.1			
FFY 2024 2nd Quarter - January 1, 2024 - March 31, 2024					
2023 Paver Placed Elastomeric Surface Treatment C-1	Jan-24	\$ 8.2	82	67	82%
Subtotal		\$ 8.2			
FFY 2024 3rd Quarter - April 1, 2024 - June 30, 2024					
Bridge Group 45B_H - Kings Factory (RE-ADVERTISED)	Apr-24	\$ 6.8	29	20	69%
2023 Rubberized Asphalt Chip Seal C-1	Apr-24	\$ 1.9	28	17	61%
HSIP - Intersection & Crosswalks North-Central – 2022 (Re-advertised)	May-24	\$ 6.3	53	40	75%
Airport Connector Landscaping	May-24	\$ 10.3	197	114	58%
Subtotal		\$ 25.3			
FFY 2024 4th Quarter - July 1, 2024 - September 30, 2024					
Bridge Group 10 - I-295 SMI	Jul-24	\$ 18.9	133	76	57%
Bridge Group 35 - I-295 Putnam Pike	Jul-24	\$ 15.8	217	139	64%
Rt 138A - Aquidneck Ave (E Main Rd - Green End Ave)	Jul-24	\$ 8.9	45	37	82%
Pell Bridge Ramps - Phase 2	Jul-24	\$ 116.8	372	155	42%
Pavement Improvements - JAM (Resiliency)	Aug-24	\$ 1.6	69	48	70%
Pavement Improvements - Putnam Pike & Reservoir Rd	Sep-24	\$ 6.4	100	68	68%
2024 Crack Sealing C-1 (Re-advertised)	Sep-24	\$ 2.2	33	0	0%
Subtotal		\$ 170.6			
TOTAL		\$ 305.2	1,671**	1,009**	60.4%*

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 12/31/24

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.

**NOTE: Previously reported data on the number of workers was not correct due to PRISM Database query error. The information has been revised.

CONSTRUCTION

FFY26 PLANNED

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 2026 (Oct. 1, 2025 - September 30, 2026)

Construction Contract (Project Name)	Expected Advertise Date	Construction Value (\$M)
FFY 2026 - October 1, 2025 - September 30, 2026		
2026-2027 Statewide Striping - Central & South	FFY 26	\$ -
2026-2027 Statewide Striping - Limited Access	FFY 26	\$ -
BG-08A - I-295 Cumberland	FFY 26	\$ -
BG_01_H - Historic Coventry	FFY 26	\$ -
Bridge Group 15F - Barrington	FFY 26	\$ -
Bridge Group 16D - Route 6 JON	FFY 26	\$ -
Corridor - Ashaway	FFY 26	\$ -
Corridor - Hope Valley	FFY 26	\$ -
Corridor - RI-123 Dexter St	FFY 26	\$ -
Corridor - I-295 Scituate and Phenix Ave	FFY 26	\$ -
HSIP - Intersection & Crosswalks 2026	FFY 26	\$ -
HSIP - Roadway Departure 2026	FFY 26	\$ -
Pavement Improvements - Pawtucket Avenue	FFY 26	\$ -
PROTECT Grant Stormwater Improvements	FFY 26	\$ -
Trestle Trail - West Section	FFY 26	\$ -
US 44 Putnam Pike	FFY 26	\$ -
TOTAL		\$ 249.0

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

Design Contract (Project Name)	Award Date (Mon-Year)	Value (\$M)	Exp. Completion Date (Mon-Year)
FFY 2024 1st Quarter - October 1, 2023 - December 31, 2023			
Consultant Services for On-Call Traffic Studies for the STC-C1	Oct-23	\$ 1,000,000.0	Oct-28
Consultant Services for On-Call Traffic Studies for the STC-C2	Oct-23	\$ 1,000,000.0	Oct-28
Subtotal		\$ 2,000,000.0	
FFY 2024 2nd Quarter - January 1, 2024 - March 31, 2024			
Subtotal		\$ -	
FFY 2024 3rd Quarter - April 1, 2024 - June 30, 2024			
On-Call Traffic Signal System Operations & Management Support	Apr-24	\$ 1,900,000.0	Apr-29
Subtotal		\$ 1,900,000.0	
FFY 2024 4th Quarter - July 1, 2024 - September 30, 2024			
Pavement Task Order Program 5 - C1	Aug-24	\$ 4,000,000.0	Aug-29
Pavement Task Order Program 5 - C2	Aug-24	\$ 4,000,000.0	Aug-29
Pavement Task Order Program 5 - C3	Aug-24	\$ 4,000,000.0	Aug-29
Pavement Task Order Program 5 - C4	Aug-24	\$ 4,000,000.0	Aug-29
Pavement Task Order Program 5 - C5	Aug-24	\$ 4,000,000.0	Aug-29
Pavement Task Order Program 5 - C6	Aug-24	\$ 4,000,000.0	Aug-29
On-Call Transportation Subrecipient Program (TSP) Liaison Consultant Services - C1	Aug-24	\$ 500,000.0	Aug-29
On-Call Transportation Subrecipient Program (TSP) Liaison Consultant Services - C2	Aug-24	\$ 500,000.0	Aug-29
Subtotal		\$ 25,000,000.0	
TOTAL		\$ 28,900,000.0	

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

Design Contract (Project Name)	Completion Date (Mon-Year)	Expected Final Contract	Number of Workers	Number of RI Workers	% Share with RI Residence
FFY 2024 1st Quarter - October 1, 2023 - December 31, 2023					
2018-EB-029A WO#1 On-Call Bridge Engineering Task Order Program - Bridge Preservation C-6	Oct-23	\$ 0.72	N/A	N/A	N/A
Subtotal		\$ 0.72			
FFY 2024 2nd Quarter - January 1, 2024 - March 31, 2024					
Subtotal		\$ -			
FFY 2024 3rd Quarter - April 1, 2024 - June 30, 2024					
2017-ET-004 On-Call STC Traffic Design Services	Apr-24	\$ 0.53	N/A	N/A	N/A
Comp Br Imp Program - Group 7	May-24	\$ 4.28	N/A	N/A	N/A
2018-EB-036 WO# 3 On-Call Bridge Engineering Task Order Program - Bridge Reconstruction C-5	Jun-24	\$ 0.51	N/A	N/A	N/A
Subtotal		\$ 5.31			
FFY 2024 4th Quarter - July 1, 2024 - September 30, 2024					
2019-EH-022 WO#6 On-Call Scoping/Preliminary Bridge, Pavement, And Traffic Engineering Design Program C-1	Jul-24	\$ 1.76	N/A	N/A	N/A
2019-EH-023O WO#15 Bridge Group 02_OS - Foster	Jul-24	\$ 0.60	N/A	N/A	N/A
Subtotal		\$ 2.36			
TOTAL		\$ 8.40			

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 2026 (Oct. 1, 2025 - September 30, 2026)

Design Contract (Project Name)	Advertise Date (Mon-Year)	Award Date (Mon-Year)	Value (\$M)	Exp. Completion Date (Mon-Year)
FFY 2026 - October 1, 2025 - September 30, 2026				
TOTAL			\$	-

Note: At this time, the planning of FFY 2026 Design contracts are in process. Anticipated contract advertisements will be identified in upcoming quarterly reports upon finalization.

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
2020 August Redistribution Funds	Hwy, Bridge	Redistrib.	FFY 2020	\$ 29.3	N/A**	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
2021 August Redistribution Funds	Hwy, Bridge	Redistrib.	FFY 2021	\$ 22.9	N/A**	Yes
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
2022 August Redistribution Funds	Hwy, Bridge	Redistrib.	FFY 2022	\$ 48.5	N/A**	Yes
Bridge Capital Program	Bridge	THUD	FFY 2022	\$ 63.5	N/A**	Yes
Resilient Resurfacing - A Permeable Pavement Pilot	Hwy, Research	Climate	FFY 2022	\$ 0.3	\$ 1.0	Yes
Revolutionary Heritage Byway - Hope Street Pedestrian and Resiliency Enhancements	Pedestrian	NSBP	FFY 2022	\$ 0.8	\$ 1.8	Yes
*Kingston Station Parking Lot	Rail	CRISI	FFY 2022	\$ 2.5	\$ 3.1	Yes
2023 August Redistribution Funds	Hwy, Bridge	Redistrib.	FFY 2023	\$ 60.4	N/A**	Yes
Bridge Capital Program	Bridge	THUD	FFY 2023	\$ 60.0	N/A**	Yes
Right-Sizing Route 37: Improving Community Connectivity	Hwy, Bridge	RAISE	FFY 2023	\$ 25.0	\$ 100.0	Yes
Sharing the Road: Establishing a Demonstration Project Lending Library for Rhode Island Communities	Bicycle/Pedestrian Safety	STIC	FFY 2023	\$ 0.1	\$ 0.0	Yes
2024 August Redistribution Funds	Hwy, Bridge	Redistrib.	FFY 2024	\$ 19.4	N/A**	Yes
Ten Mile Greenway	Hwy, Bridge	Earmark	FFY 2024	\$ 3.0	N/A**	Yes
Final Link in the 'Missing Moves' and Quonset Connector Ramps	Hwy, Bridge	Earmark	FFY 2024	\$ 1.2	\$ 5.5	Yes
Completing the I-95 Missing Move and Ramps to Quonset Business Park	Hwy, Bridge	INFRA	FFY 2023	\$ 81.0	\$ 135.0	Partial
Turning the Tide: Local, Nature-Based Solutions to Promote Climate Resilience in Rhode Island	Stormwater	PROTECT	FFY 2023	\$ 26.0	\$ 35.0	Partial
A Rhode Less Travelled: Coordinating Infrastructure Renewal with Managed Retreat	Planning	PROTECT	FFY 2023	\$ 0.8	\$ 1.5	Partial
Henderson Phase 2	Hwy, Bridge, Bicycle/Pedestrian	RAISE	FFY 2024	\$ 25.0	\$ 35.0	Partial
The I-95 15: Repairing Yesterday's Infrastructure for Tomorrow's Economy	Hwy, Bridge	BIP	FFY 2024	\$ 251.0	\$ 722.9	Partial
Replacement of the I-195 Washington Bridge	Hwy, Bridge	MEGA/INFRA	FFY 25-26	\$ 221.0	\$ 368.3	Partial
Charging Ahead: Rhode Island Working Together for Electrification	EV Charging	CFI	FFY 2023	\$ 15.0	\$ 18.75	Partial
RIDOT LCTM Grant Application 2024	Materials	LCTM	FFY 2024	\$ 31.9	\$ 48.0	Partial
Connect Four: Bridging Providence's Urban Core	Hwy, Bridge, Bicycle/Pedestrian	RCP	FFY 24-26	\$ 2.0	\$ 2.5	Partial
Rhode Island State Electronic Data Collection (SEDC) Grant Program	Safety	NHTSA	FFY 2024	\$ 7.0	\$ 1.7	Partial
TOTAL				\$ 1,431.1	\$ 2,576.9	

PENDING

Grant Application Description	Project Type	Grant Source	Application Year	Grant Request (\$M)	Project Cost (\$M)	Matching Funds Available via Curr. Auth. Funding?
Creating Space & Preserving Place: Bicycle & Pedestrian Improvemets along Route 102 Scenic Highway	Bicycle/Pedestrian	NSBP	FFY 2024	\$ 1.60	\$ 2.00	Partial
Digitizing Archives: Intesting in the Past for Future Efficiency	Records	NHPRC	FFY 24-26	\$ 0.10	\$ 0.13	Partial
Archival Project Grant	Archives, Technology	NHPRC	FFY 25	\$ 0.15	\$ 0.2	Partial
*From Loss to Action: Transforming Vulnerable Assets into Climate-Resilient Infrastructure		PROTECT	FFY 2024	\$ 1.00	N/A	N/A
*I-95 Inundation:Stormwater Mitigations for Safer RI Travel		PROTECT	FFY 2024	N/A	N/A	N/A
TOTAL				\$ 2.8	\$ 2.33	

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)

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?
TOTAL				\$ -	\$ -	

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	\$ -	N/A
Route 6/10 and Interstate Route 95 Interchange Project	Hwy, Bridge	FASTLANE	FFY 2017	\$ 59.0	\$ -	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
Bridging I-95: Keeping Rhode Island's Economy Moving	Hwy,Bridge	MEGA	FFY2023	\$ 225.0	\$ 550.0	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	\$ 1.056	Partial
Advancing the Northeast Corridor's Rhode Island Rail Plan	Rail	CRISI	FY 23-24	\$ 4.8	\$ 6.000	Partial
Vulnerable Road User Countermeasures	Planning, Safety	AID	FFY 2023	\$ 1.0	\$ 1.25	Partial
Economizing Rhode Island Trucking	Planning, Bridge	ATTAIN	FFY 2023	\$ 4.0	\$ 5.0	Partial
RI Pollinator-Friendly Practices: Advocacy and Education of Pollinator Activities in the Ocean State	Hwy, Environmental	PFP	FFY 2023	\$ 0.15	\$ 0.15	None
Advancing the Northeast Corridor's Rhode Island Rail Plan	Rail	CRISI	FFY 23-24	\$ 4.8	\$ 6.0	Partial
Congestion Relief Program - Reducing Congestion + Encouraging Modal Shift in Rhode Island	Transit, Safety	CRP	FFY 2024	\$ 14.0	\$ 18.0	Partial
Advancing Active Transportation Safety in Newport	Safety	SMART	FFY 2024	\$ 1.00	\$ 1.00	N/A
*Realizing Rhode Island's Marine Highway Potential	Planning	MARAD	FFY 2024	\$ 0.64	\$ 0.80	Partial

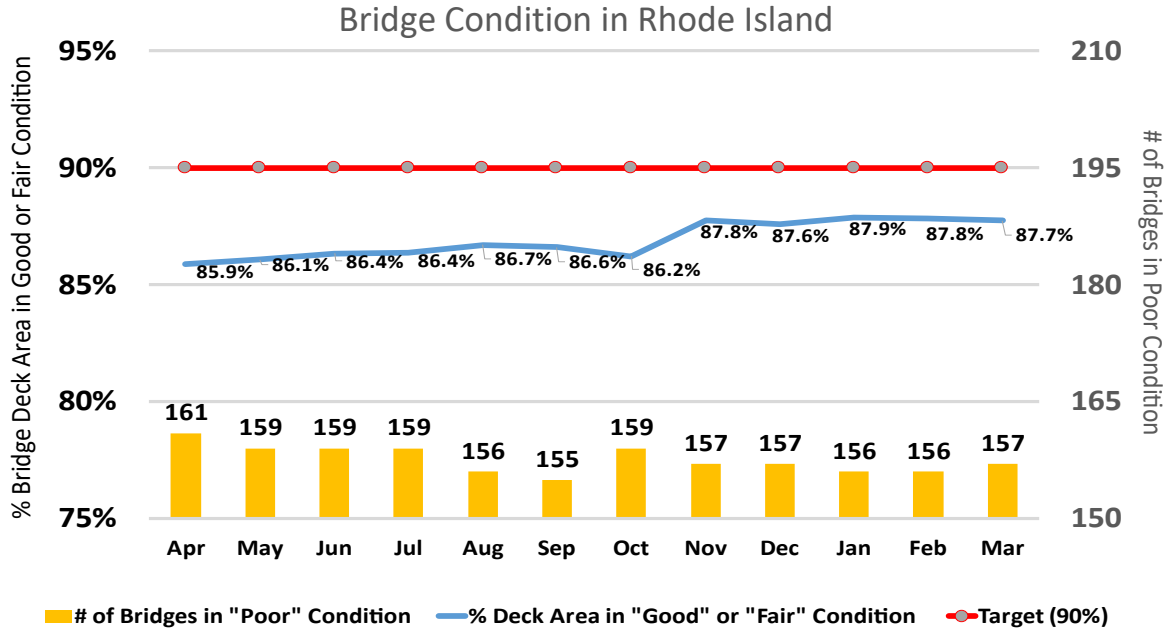
Notes:

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

Operations

Bridge Condition

In 2016, prior to RhodeWorks, Rhode Island faced a dismal 25 percent poor bridge condition rating. By March 2025, structurally deficient deck area has been reduced to 12.3 percent. The following chart details bridge conditions through the second quarter of FFY 2025.



All Bridges total = 1,203 All Bridges Deck Area = 8.38 million square feet

NOTE: FHWA published a final rule updating 23 CFR part 650, subpart C - National Bridge Inspection Standards (NBIS). The final rule incorporates the Specifications for the National Bridge Inventory (SNBI) by reference. Among other changes, the SNBI changed how we calculate deck area. We are recalculating all the deck areas at each bridge's routine inspection. This may cause changes in our overall deck area percentage of good, fair, and poor as we do inspections over the next 2 years (2025 through 2026)

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 one was removed off the list. Therefore, the net total number of bridges in poor condition this quarter remains 157.

Bridges Removed from "Poor Condition" List (Repaired, Replaced, or Removed) Q2 FFY 2025		
Q2		
Jan-Mar 2025	The Elmwood Ave Bridge 065901 which passes over US 1 ELMWOOD AV in Providence	23,937 sq ft
Subtotal		23,937 sq ft
Bridges Added to the "Poor Condition" List in Q2 FFY 2025		
Q2		
Jan-Mar 2025	The Bradford RR Bridge 036501 which passes over AMTRAK in Westerly	3,597 sq ft
Subtotal		3,597 sq ft
Net Change		20,340 sq ft

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

The Rhode Island Department of Transportation aims to maintain and provide a safe and efficient transportation network. A key component of this is ensuring that the pavement on State roads is properly managed and maintained. There are a variety of pavement treatments that can be utilized, depending on the needs of the roadway and the availability of funds. Pavement projects derive from RIDOT's pavement preservation and capital programs, and are based on strategic asset management.

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

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



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

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

2025-2026 Pavement Preservation

The FFY 2025 - 2025 Pavement Preservation program will include almost 506 miles of PPEST and crack seal. These charts provide an inventory of pavement preservation projects projected for FFY 2025-2026 construction seasons:

Work to be Completed in FFY 2025 - FFY 2026 Thin Overlay (PPEST)

Municipality	Road Name	Road Limits	Miles
Charlestown	South County Trail	Carolina Back Rd to US-1	6.9
Charlestown, Richmond	South County Trail	Richmond Town Line to Carolina Back Rd	7.3
Charlestown	Ross Hill Rd	US-1/Post Rd to Niantic Way	5.4
Charlestown	Cross Mills Rd	US-1 to US-1A	0.2
Cranston	Plainfield Pike	Cut & match west of I-295 to Cella Lane	3.0
Exeter	Ten Rod Road	Rt. 2 to Rt. 3	21.6
Glocester	West Greenville Rd	Putnam Pike to US-6	6.1
Glocester, Smithfield	Snake Hill Rd	West Greenville Rd to Elmdale rd (Rt 116 intersection)	1.3
Lincoln	Great Rd	Breakneck Hill Rd/Great Rd to Simon Sayle Rd.	3.5
North Smithfield, Smithfield	Providence Pike	RI 104/Greenville Rd to Church St.	9.4
Portsmouth	Boys Ln	Bristol Ferry Rd to Portsmouth Maintenance Facility driveway	1.8
Portsmouth	Hummock Point Rd (a.k.a. Hummocks Ave)	Cove Bridge to Ramp to Anthony Rd	1.2
South Kingstown	Kingstown Rd	Dam St to bikepath crossing Kerseeey Rd and Sweet Fern Lane	0.6
South Kingstown	Kingstown Rd	School St to Columbia St	3.0
Westerly	Beach St & Watch Hill Rd	Match line north of Hubbard St to Shore Rd	5.2
Westerly	Church St.	Niantic Highway to RI-91/Bradford Rd	2.8
Total			79.3

Work to be Completed in FFY 2025 - FFY 2026 - Crack Seal

Municipality	Road Name	Road Limits	Miles
Tier 1 Roads			
Burrillville	Round Top Rd	Hill Rd to Mass state line	8.8
Burrillville	Putnam Pike	1/10 mi west of Elbow Rock Rd to Chepachet roundabout	13.0
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	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, East Greenwich, Warwick	I-95	Rt. 2/Quaker Ln underpass to Rt. 3/Nooseneck Hill Rd overpass	41.3
Cranston, Providence, Warwick	I-95	Eddie St to Rt. 5/Greenwich Ave	67.2
Cumberland	West Wrentham Rd	Mendon Rd to Pine Swamp Rd	8.7
Cumberland	Diamond Hill Rd	Nate Whipple Hwy to Wrentham Rd	4.3
Cumberland	Nate Whipple Hwy	Mendon Rd to Mass state line	12.2
Cumberland	Mendon Rd	Anthony Rd to Beamis Ave	4.4
Cumberland	Manville Hill Rd	Flat St to Mendon Rd	2.0
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	7.0
Cumberland, Woonsocket	Mendon Rd	Beamis Ave to Beausoleil St	6.9
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
Lincoln	Old River Rd	Sayles Hill Rd to Railroad St	2.6
Lincoln	George Washington Hwy	Wake Robin Rd to Mendon Rd	12.8
Lincoln, North Providence	Charles St. & Old Louisquisset Pk	Providence city line/Shepard Ave to Cobble Hill Rd	5.4
Lincoln, North Smithfield	Sayles Hill Rd	RI 146 to Old River Rd	3.3
Lincoln, Smithfield	George Washington Hwy	Rt.7/Douglas Pk to Lincoln Mall	8.1
Lincoln, Woonsocket	Main St Albion & New River Rd	School St to Manville Hill Rd	3.7
North Providence, Providence	Smith St	Centredale Roundabout to Canal St.	12.6
North Smithfield	Central St	North Main St to RI 146	1.0
North Smithfield, Woonsocket	Eddie Downing Highway	RI 146 turnaround to Park Ave	6.8
North Smithfield, Woonsocket	Smithfield Rd & Great Rd	Park Ave to Maple Ave	11.6
East Providence, Pawtucket	Newport Ave	Pawtucket Ave to Mass state line	13.0
Lincoln, Pawtucket, Providence	Smithfield Ave	North Main St to Parker St.	9.5
Smithfield	Putnam Pike	Danecroft Ave to Austin Ave	8.7
Smithfield	Putnam Pike	Austin Ave to West Greenville Rd	3.3
Woonsocket	Diamond Hill Rd	Bound Rd to Mendon Rd	6.6
Woonsocket	Diamond Hill Rd	Mendon Rd to Social St.	3.2
Total			313.4

2025-2026 Pavement Preservation

Work to be Completed in FFY 2025 - FFY 2026 - Crack Seal (Continued)

Municipality	Road Name	Road Limits	Miles
Tier 2 Roads			
Barrington	New Meadow Rd	RI-114/103 to Massachusetts state line	5.8
Bristol	Gooding Ave	RI-114 to RI-136	2.4
Charlestown	Cross Mill Rd	RI-1A to US-1	0.3
East Greenwich/Warwick	Division St/First Ave	RI-4 North Onramp to US-1 Main St	5.8
Foster	Moosup Valley Rd	RI-14 (Plainfield Pike) to Plain Woods Rd	5.8
Foster/Glocester	Anan Wade Rd	RI-101 to Snake Hill Rd	3.8
Foster/Scituate	Victory Highway	Old Plainfield Pike to match joint 0.2 miles North of Rockland Rd	14.7
Jamestown	East Shore Rd	Eldred Ave to Summit Ave	6.5
Johnston	Hartford Ave	Match joint 295 Southbound ramp (West Of 295) to 300 feet West of RI-5 Atwood Ave	3.5
Johnston/Smithfield	Orchard Ave	Winsor Ave to RI-116	1.6
Lincoln/Smithfield	Jenckes Hill Rd/Breakneck Hill Rd	Match joint at North Central Airport Entrance to Great Rd	10.8
Middletown	West Main Rd	Miantonomi Ave to RI-138 (East Main Road)	2.8
Middletown	Access Rd (Gate 17)	Chases Lane to RI-114	1.9
Middletown	Sachuest Point Rd	Hanging Rock Rd to entrance to Sachuest Point NWR (where road divides)	2.2
North Smithfield	Saint Paul St	RI-146A to 1600 feet North of Franklin Way (where crack sealing begins)	2.5
Providence	Randall St	Charles St to US-1 North Main St	0.7
Scituate	Danielson Pike	RI-102 to RI-116	15.4
Scituate/Johnston/Cranston	Plainfield Pike	RI-116 to Cella Lane (pavement change)	7.4
Smithfield	Old County Rd	Esmond St to RI-104	4.5
Warwick	West Natick Rd	RI-2 to RI-5	1.1
West Greenwich/Coventry	Nooseneck Hill Rd	Division Rd/I-95 Northbound On-Ramp to RI-118 (Harkney Hill Rd)	8.8
West Warwick	Providence St	Blossom St to I-295	4.0
West Warwick	Legion Way	Main St to Providence St	0.9
Total			113.2

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.

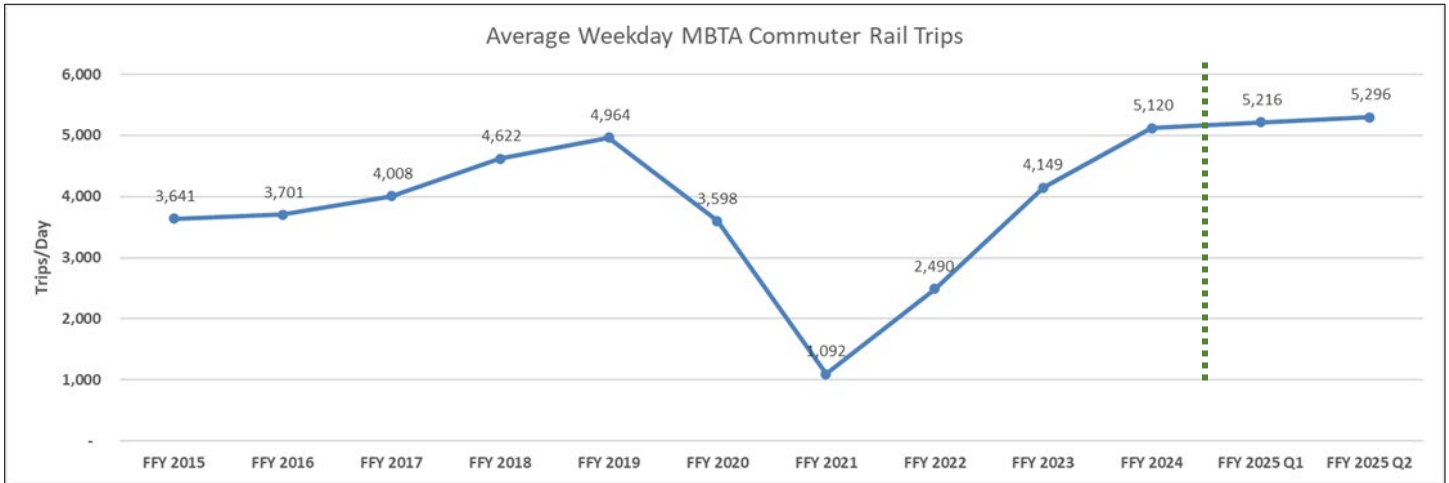
Transit Operations

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, MBTA operations, station operations, and ferry service. 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.



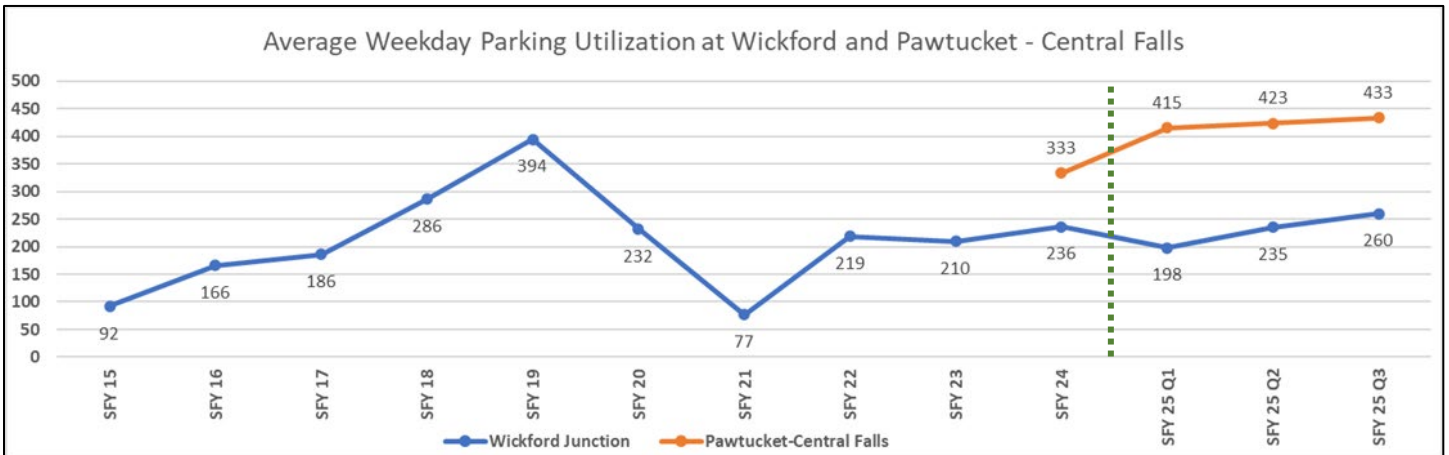
Update: Commuter rail weekday ridership volume during the second quarter of FFY 2025 was slightly higher (+1.5%) than in the preceding quarter. The observed stability in volume shows resilience in riderhip during the winter months. Overall weekday volume at all four Rhode Island commuter rail stations now surpasses pre-pandemic levels, and increased by 12.8% on an annual basis. A contributing factor to the increase in ridership is continued popularity of the recently built Pawtucket-Central Falls station, where ridership exceeded initial projections and parking facilities often reach full capacity during weekdays.

Commuter Rail Ridership



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

Parking Garage Utilization

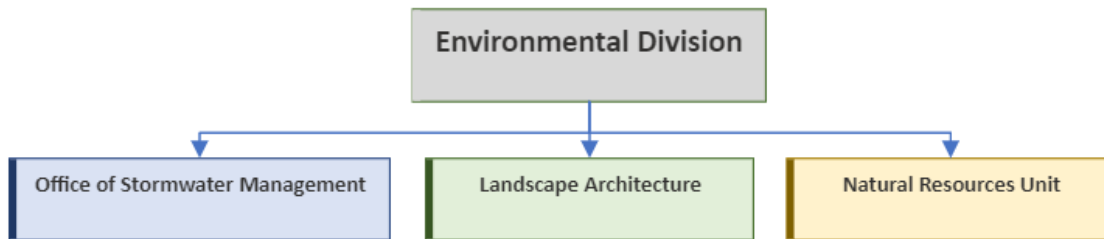


Definition: Average daily (weekday only) counts of the number of cars parked at the Wickford Junction garage and Pawtucket Central Falls Transit Center. Parking counts are tracked by State Fiscal Quarter.



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 this quarter, 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.



FFY25 Q2 Highlights:

<p>Reviewed:</p> <ul style="list-style-type: none"> • 27 RIDEM Permit Submission • 9 CRMC Permit Submissions • 7 USACE Authorization Submissions • 13 Stormwater Pollution Prevention Plans • 7 LRSMM reports/plans • 25 Stormwater Project Reviews • 22 Physical Alteration Permits for Stormwater & SRB • 12 Project Reviews (NRU) • 7 Final Resolutions • 6 Property Management Preliminary Reviews for Sales • 3 PCB Sampling Plan reviews <p>Inspections/Audits:</p> <ul style="list-style-type: none"> • 10 Final Inspections • 102 SWPPP inspections received & documented • 12 CCTV Inspections • 77 STU Inspections • 13 IDDE Investigation Actions 	<p>Projects:</p> <ul style="list-style-type: none"> • Continued counsel for Analysis of RIDOT Participation: Monarch Candidate Conservation Agreement • 3 Contract supports for landscape in construction by LAU • Scenic Roadways staff support Assisted with National Scenic Byways Rte. 102 grant submission RIDOT Guidebook direction • Procured consultant for 2025 RIDOT Road-Stream Crossing Assessments on State Roads • Procured consultant for 2025 Bat Acoustic Surveys • Scope of Work for 2025 Bat Visual Bridge and Culvert Assessments • Provide continuous updates to the NRU/SW Internal Scoping App • Created standard specs and ID flyer with RIDEM F&W for the state-listed species Wood Turtle and Eastern Spadefoot toad • New England DOT memo to the USFWS - Results Summary for Roadway Structures Assessed for Bat Use • Submitted the 2024 RIPDES Small MS4 Annual Report to RIDEM
--	--

Safety

During the second quarter of 2025 the Office on Highway Safety (OHS) created new, more streamlined NHTSA (National Highway Traffic Safety Association) grant application process for Law Enforcement (LE) Agencies, Community Based Organizations (CBOs), and State Agencies. For the first time, the applications are available on RIDOT's website. OHS held two stakeholder trainings (one for LEs and another for CBOs/State Agencies) to provide continuous support to our communities. This is a reciprocal, symbiotic process, which enables a funding stream that helps Rhode Island create and maintain programs that work to reduce fatal, serious injury and property damage only crashes in Rhode Island with the ultimate goal of Zero Fatalities.

RIDOT's OHS is also charged with facilitating federally- and state-funded program monitoring visits with all of our sub-recipients in all communities. These monitoring visits took place in February and will be held again in August. They are intended to assure NHTSA that RIDOT remains in compliance with federal regulations, and more importantly, support all of our traffic safety partners in their life saving work.

OHS continues to work with the Rhode Island Police Chiefs Association on a new Distracted Driving strategic communications campaign. Focus groups were conducted with key target audiences to ensure the campaign messages would achieve maximum reach and efficiency.

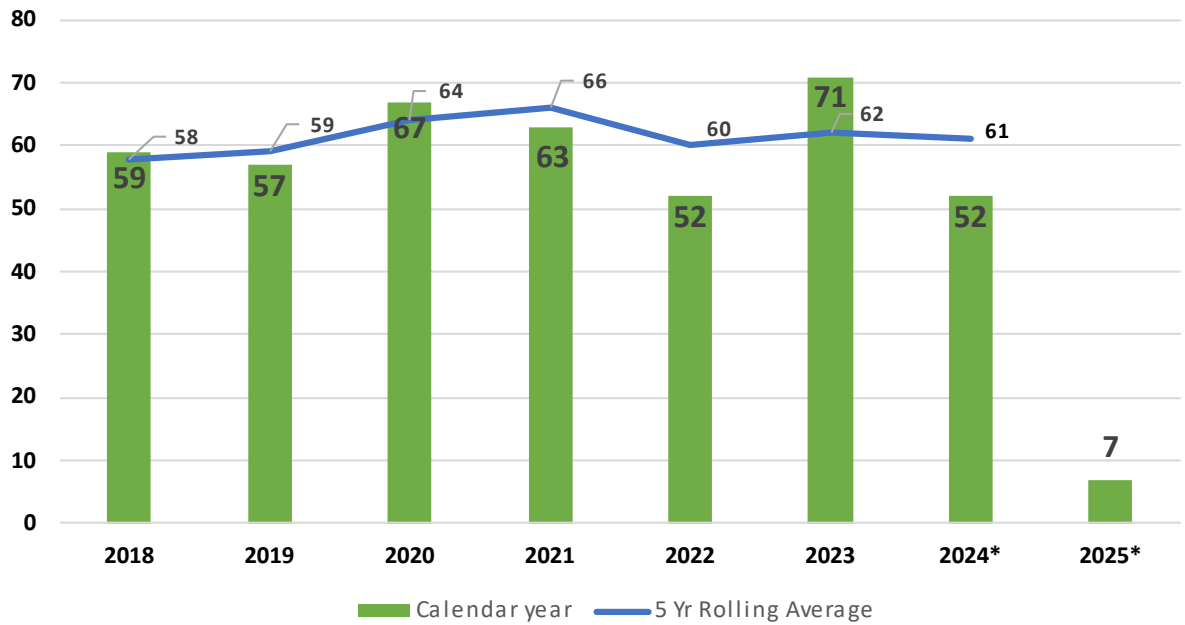
Through our partnership with the Rhode Island Municipal Police Academy, police recruits were instructed in Standardized Field Sobriety Training (SFST), and other law enforcement officers were trained in Advanced Roadside Impaired Driving Enforcement (ARIDE). These trainings enable officers to implement enforcement procedures that assist in the prosecution and conviction of impaired drivers. ARIDE is a bridge between SFST and the more intensive Drug Recognition Expert program, which is becoming a more and more critical part of our LE program as drug-impaired driving and especially poly substance-use cases continue to rise.

FARS FATALITIES BY PERSON TYPE 2018-2025

PERSON TYPE	2018	2019	2020	2021	2022	2023	2024* (prelim.)	2025* (prelim.)
Motor Vehicle Occupants	30	36	35	41	34	41	25	4
Motorcyclists	18	13	13	13	11	16	8	0
Pedestrians	7	8	17	7	7	12	14	3
Bicyclists	1	0	2	2	0	2	5	0
ATV	2	0	0	0	0	0	0	0
Person on Personal Conveyance	1	0	0	0	0	0	0	0
Unknown Person Type	0	0	0	0	0	0	0	0
TOTAL	59	57	67	63	52	71	52	7

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

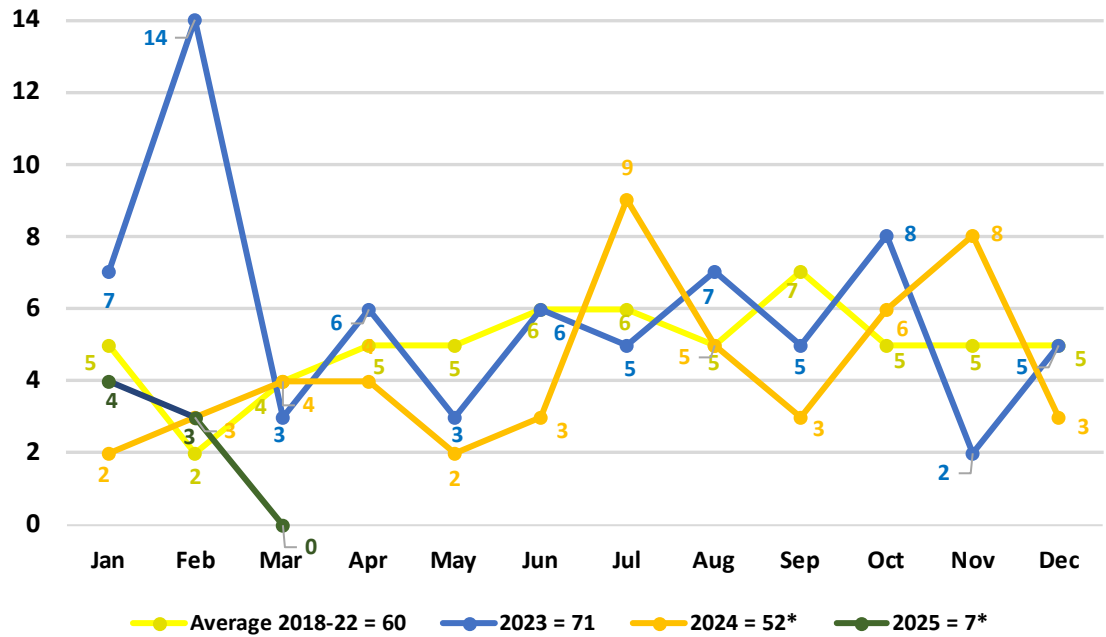
Traffic Fatalities by Year



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



Traffic Fatalities by Month



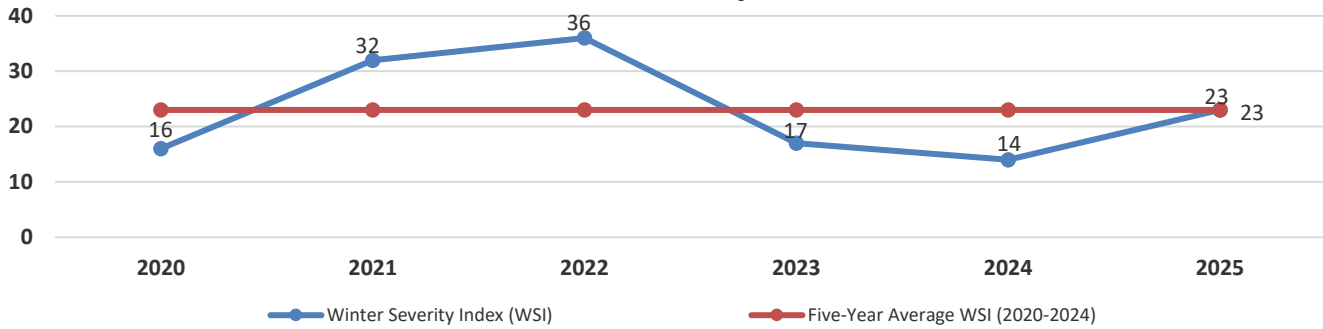
*Per federal rule, fatality data remains in preliminary status for 12 months following the close of calendar year.

Maintenance and Operations

For the 2025 winter Season, over 90 percent of RIDOT’s heavy plow truck fleet was operational. RIDOT’s regular salt stockpiles were kept well-stocked, including a 10,000-ton strategic salt reserve. RIDOT made an initiative to ramp up its brine operations for storm preparedness on the interstates, limited access highways, and major secondary roads. Brining is an anti-icing measure, applied within 24-48 hours before a storm, that prevents the initial snow and ice from bonding to the road surface as snowfall begins, which allows the plow trucks to clear the snow more efficiently and use less salt. This past year, RIDOT bought 20 new plow trucks that have large saddle tanks and have the ability to put down liquid brine or granular salt. The field operations crews noted the effectiveness of the brining during winter operations. The Winter Severity Index (WSI) for the 2024 Winter Season rated a 23, meaning an average winter, compared to a previous five-year average.



Winter Severity Index



FY 2025 Winter Operations Summary

Storm No.	Start Date	End Date	Number of RIDOT Plow Trucks in Fleet	Number of RIDOT Plow Trucks Snow Ready	Percent (%) RIDOT Plow Trucks Snow Ready	Storm Hours	Snowfall (Inches)	Salt (Tons)	Sand (Tons)	MgCl (Gal)	CaCl (Gal)	Salt Brine (Gal)	Heavy Tow Plan
01	12/4/2024	12/5/2024	182	162	89 %	25.0	1.0	5,081.25	90.75		100.00	190.00	
02	12/7/2024	12/8/2024	194	179	92 %	10.0	0.3	1,474.00					
03	12/16/2024	12/16/2024	194	179	92 %	7.0	0.3	1,694.20					
04	12/20/2024	12/21/2024	194	182	94 %	19.5	2.0	7,396.40	95.70	250.00	150.00	11,000.00	
05	12/24/2024	12/24/2024	194	177	91 %	12.0	0.5	2,605.90	69.60			6,000.00	
06	12/28/2024	12/28/2024	194	177	91 %	6.5	0.0	1,099.00	159.00				
07	1/2/2025	1/2/2025	194	177	91 %	7.5	0.0	322.35	81.00				
08	1/11/2025	1/12/2025	199	186	93 %	29.0	0.5	4,861.00	123.00	180.00		13,000.00	
09	1/16/2025	1/17/2025	202	187	93 %	16.5	0.5	2,054.40				41,750.00	
10	1/19/2025	1/20/2025	205	193	94 %	23.0	4.0	13,084.75	354.45	905.00		35,300.00	✓
11	1/21/2025	1/22/2025	202	187	93 %	12.0	0.0						
12	1/28/2025	1/29/2025	205	197	96 %	9.0	0.3	583.50				18,400.00	
13	2/2/2025	2/3/2025	206	199	97 %	12.0	3.0	9,407.75	9.75	295.00		21,300.00	
14	2/6/2025	2/7/2025	206	200	97 %	28.0	1.0	9,247.50	786.75	320.00		21,650.00	
15	2/8/2025	2/9/2025	207	199	96 %	18.0	4.5	14,120.45	64.05	800.00		5,650.00	✓
16	2/11/2025	2/11/2025	208	199	96 %	9.0	1.5	3,595.50				4,700.00	
17	2/12/2025	2/13/2025	208	199	96 %	10.0	0.3	3,454.25	296.25	630.00		1,225.00	✓
18	2/15/2025	2/17/2025	212	203	96 %	41.0	2.5	16,385.46	2,226.31	800.00		14,700.00	✓
Season Totals						295.0	22.1	96,467.66	4,356.61	4,180.00	250.00	194,865.00	

Maintenance and Operations

Current projects managed by the Division's Engineering & Permitting Office include drainage system repairs/improvements on Wood Street (Coventry), pavement repairs on Hartford Avenue on-ramp to Route 6 East (Johnston) and pavement repairs on Anthony Road (Portsmouth). Projects bid out last quarter include pavement repairs on Route 116/George Washington Highway (Lincoln) and pavement/traffic loop repairs on Route 108/Point Judith Road (Narragansett).

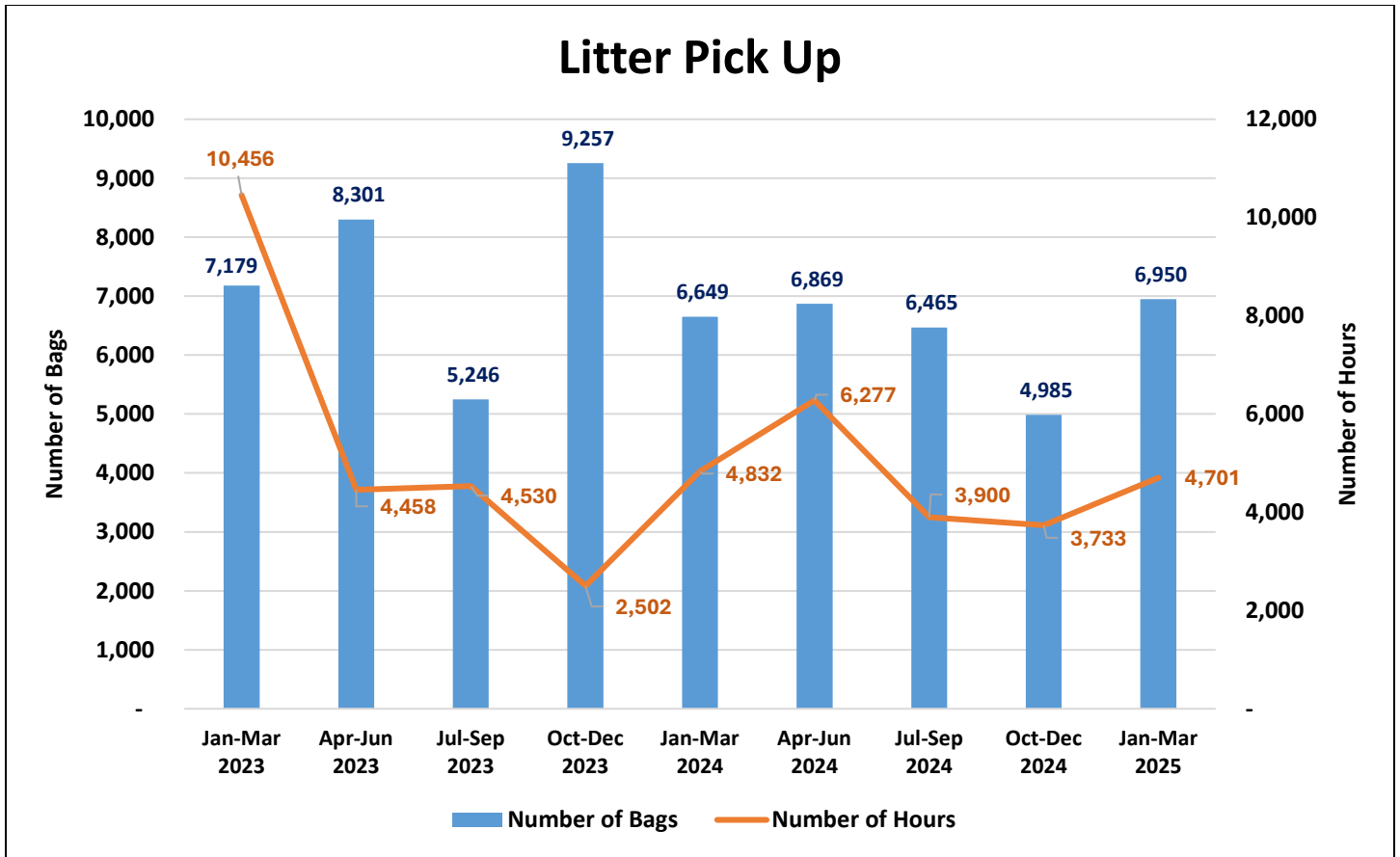
During the second quarter, the RIDOT Highway Maintenance Division issued 17 Physical Alteration Permits (PAPs) for residential and commercial construction impacting the State Highway Right-of-Way (ROW) and issued 109 utility permits for utility construction impacting the State Highway ROW. The Division's Engineering & Permitting Office, working with the State's DoIT and OpenGov, built an e-permitting application and portal for utility permits, and went live on January 1st. In the second quarter, RIDOT received 49 PAP applications and 190 utility permit applications.

In addition to winter operations work, the RIDOT Highway Maintenance Division district facilities and specialized crews performed road patching and repairs including using the services of the automated pothole patching truck vendor, drainage structure cleaning and repairs, culvert and outfall cleaning, STU maintenance, road sweeping, tree trimming and removal, brush cutting, litter cleanup, graffiti removal, sign installation and repair, highway lighting maintenance and traffic signal maintenance along Rhode Island roadways. Below-freezing temperatures during the winter months limit certain types of maintenance operations. During the second quarter, RIDOT crews:

- Used 463 tons of asphalt
- Swept 404 curb miles of roadway
- Cut 148,017 linear feet of brush
- Cleaned 1,232 drainage structures
- Repaired 19 drainage structures
- Repaired/replaced 100 linear feet of drainage pipe
- Completed 10 STU maintenance work orders
- Worked on 1,145 signs
- Fabricated 1,158 signs
- Removed 292 one-ton truck loads of picked debris
- Removed 6,891 bags of picked litter
- Removed 248 cubic yards of picked litter with the litter rakes
- Completed 10 washout repair work orders
- Completed 504 traffic signal maintenance work orders
- Completed 39 highway lighting maintenance work orders
- Removed 88 trees
- Trimmed 25 trees
- Completed 24 graffiti removal work orders

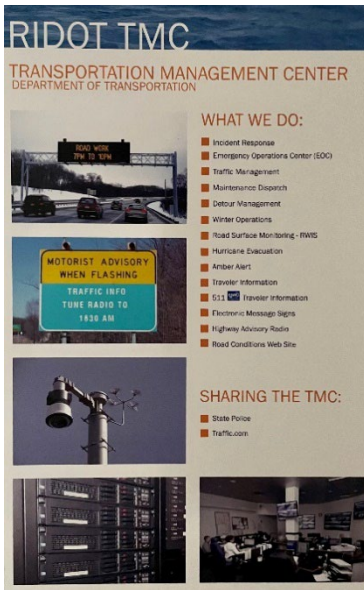
The RIDOT Highway Maintenance Division continues to prioritize the fleet procurement with the current fleet budget for State Fiscal Year 2025 and the future years. RIDOT received 5 plow trucks, 14 medium duty plow trucks, and 2 mobile brine making units. Production started for 15 additional plow trucks and 8 road sweepers, and production continued for 4 stetco (catch basin cleaning) trucks, 20 highway tractors and 1 digger derrick. Current bids include 11 landscape trailers, 9 zero emission floor scrubbers, 2 utility body plow trucks, 2 stake bodies, and 5 one-ton trucks with plows.

Maintenance and Operations



Facility improvement projects, including general facility/building improvements, Highway Maintenance Division Warwick Headquarters (HQ) exterior building improvements, salt building and lot improvements, facility heating system upgrades, larger-scale building renovations and replacements, etc., are being prioritized and coordinated. RIDOT continues its statewide assessment of its facilities to develop a more in-depth, long-term capital facilities rehab/replacement plan.

Support efforts for the I-195 West Washington Bridge emergency closure and bypass lanes continued.



Under the Highway Maintenance Division, RIDOT operates a Transportation Management Center (TMC) at 2 Capitol Hill, Providence. The TMC is a 24/7/365 operational facility. TMC operators monitor roadways, assist first responders with the safe and efficient clearance of incidents, and help manage traffic associated with planned special events and road, lane, and shoulder closures due to work zones and other scheduled activities. The TMC utilizes Advanced Transportation Management System (ATMS), which is the software that controls various TMC systems (such as Cameras, Changeable Message Signs, Wrong Way Driver Systems, etc.) as well as helps provide timely and accurate roadway status information to various internal and external stakeholders.

Update: The TMC received 1,619 calls this quarter.

TMC gives RIDOT the tools to:

- Detect, verify, and respond to roadway incidents;
- Provide public information that reduces congestion and improves safety;
- Gather data required to report on system performance.

Key Responsibilities of the TMC include:

- Promote and assist with the safe, quick clearance of incidents;
- Collect and disseminate surface traveler info;
- ITS planning, design, implementation, operation, and maintenance support services;
- Managing safety service patrol – “RIDOT Roadside Responder”;
- Maintenance dispatch;
- Storm Central /Emergency Operations Center (EOC) Support;
- Inter-agency emergency response coordination;
- Incident Management Task Force (IMTF) Leader;
- Transportation Incident Management (TIM) Training;
- AMBER Alerts /National Highway Traffic and Safety Administration (NHTSA) Public Service Announcements.

Planning

In the past 30 years, RIDOT has built an impressive network of bike paths, offering more than 60 miles of paved trails for biking and walking in all regions of the state. As part of its Asset Management approach, the Department also includes bike lanes as part of its capital projects. The Department collects data on a quarterly basis to help inform project planning. The charts below reflect the bike path/lane usage as of February 2025.

Bike Path	Bike Volume
Blackstone River Parkway	128
George Redman Linear Park	114
East Bay Bike Path (East Providence)	113
East Bay Bike Path (Barrington)	107
East Bay Bike Path (Bristol)	94
Blackstone River Bikeway (Cumberland)	82
South Water Street Bike Path	73
South County Bike Path (South Kingstown)	53
Washington Secondary Bike Path (Coventry)	49
Ten Mile River Greenway (Rumford)	47
Quonset Point Bike Path	43
Ten Mile River Greenway (Pawtucket)	41
Washington Secondary Bike Path (Cranston - North)	40
Washington Secondary Bike Path (Cranston - South)	40
Burrville Rail Trail	17
Trestle Trail East	12
South County Bike Path (West Kingston)	10
Warren Bike Path	10
Woonasquatucket River Greenway	7
Sakonnet River Bridge	7

Bike Lane	Bike Volume
Blackstone Boulevard SB	67
Blackstone Boulevard NB	50
Canal Street	29
Memorial Boulevard EB	21
Atlantic Avenue	15
Memorial Boulevard WB	12
Narragansett Boulevard NB	10
Boston Neck Road NB	9
Boston Neck Road SB	9
Narragansett Boulevard SB	7
America's Cup Boulevard SB	7
Coddington Highway Bike Pat	5
America's Cup Boulevard NB	3

Projects

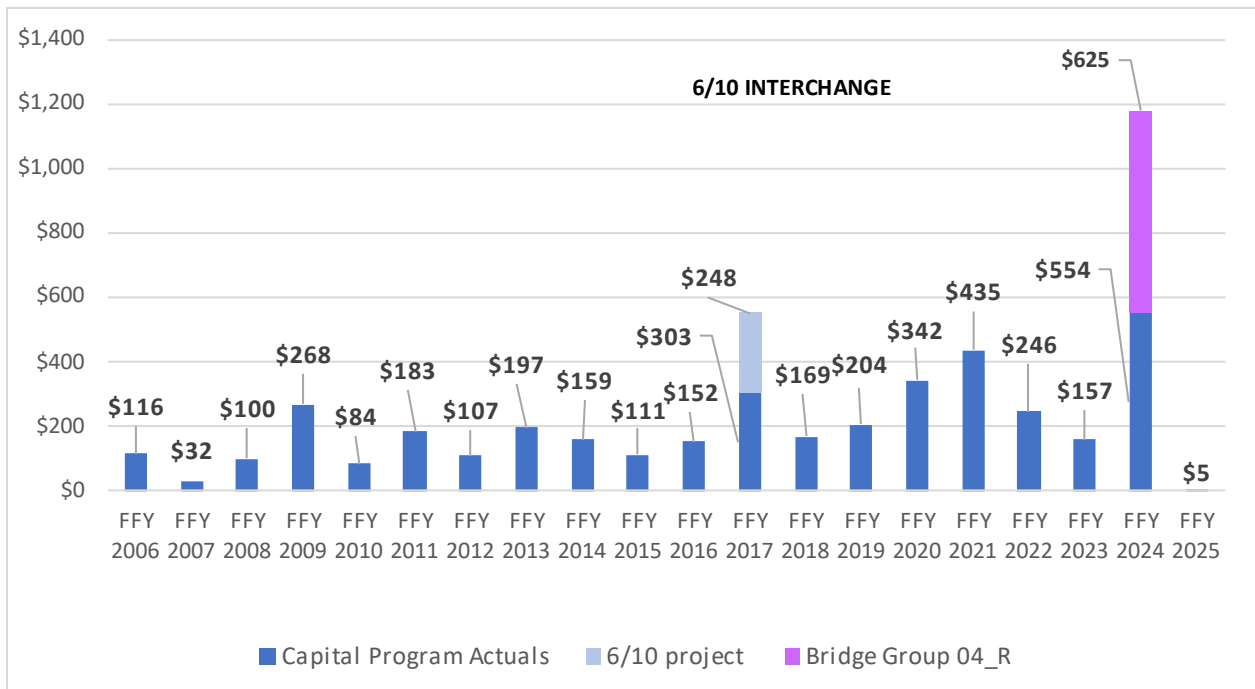
Project Performance

RIDOT is currently tracking 38 capital projects in active construction as of the end of the second quarter of FFY 2025. 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, substantial completion, and final close out. 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 – FFY24 have been advertised and issued NTP (Notice to Proceed).

On-Time and On-Budget Project Performance by Class

	On Budget % (by Value)	On Time % (by Value)	Total Construction		On Budget % (by Projects)	On Time % (by Projects)	Total # of Projects	# of Projects in Active Construction
			Value of all projects (in millions)					
FFY17	84%	41%	\$	556.0	88%	90%	48	1
FFY18	62%	91%	\$	230.5	87%	98%	54	0
FFY19	47%	68%	\$	230.0	79%	95%	39	1
FFY20	90%	96%	\$	353.4	81%	95%	21	1
FFY21	78%	96%	\$	467.8	83%	88%	24	4
FFY22	87%	69%	\$	244.5	86%	71%	28	6
FFY23	100%	94%	\$	157.4	100%	90%	21	6
FFY24	100%	100%	\$	1,220.1	100%	100%	23	18
FFY25	100%	100%	\$	620.0	100%	100%	21	1
TOTALS			\$	4,079.7			279	38

Capital Program Construction



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

FFY 2025 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)
0131S	Salt Storage Facility - Clayville & Johnston	Nov-24	\$ 6.47	\$ 5.43	\$ 1.04
2608S	Washington Bridge North #700 Replacement	Dec-24			
2608L	2025 - 2026 Paver Placed Elastomeric Surface Treatment C-1	Mar-25			
2604U	Bridge Group 76 - I-Way Preservation	Mar-25			
2608G	2024 DMS Replacement Project	Mar-25			
2609P	HSIP - Wickford Roundabout	Mar-25			
9002F	RI Welcome Center Well System Upgrade (Re-advertised)	Mar-25			
2608N	2025-2026 Crack Sealing	Apr-25			
0116Z	2025-2026 Statewide Striping - East Bay & North	Apr-25			
2609Q	Bridge Group 44_H - Nonquit (Re-Advertised)	Apr-25			
2607H	Henderson Bridge Improvements - Phase 2	Jun-25			
2607F	Bridge Group 08 - I-295 WAR, WST	Jul-25			
0139C	Corridor – Rt 138, Kingstown Rd	Jul-25			
2607V	HSIP - Intersection & Crosswalk - 2025	Jul-25			
0131K	Pavement Improvements - West Main & Sprague	Jul-25			
7006R	Statewide Hardware Replacement 2026-2028	Aug-25			
2607E	Bridge Group 26C - Woonsocket Blackstone River West	Aug-25			
2601M	Corridor - Hope	Aug-25			
2607D	Corridor - Woonsocket	Aug-25			
2607T	Kingston Station Parking Lot	Aug-25			
2607Z	Pavement Improvements - WRN	Aug-25			
0055H	Post Rd & West Main St Curb & Sidewalk	Sep-25			
TOTAL			\$ 6.47	\$ 5.43	\$ 1.04

Construction Program Update:

Added to FFY 25:

2609P - HSIP - Wickford Roundabout

2608G - 2024 DMS Replacement Project

Removed from FFY 25:

2607F - Henderson Bridge Improvements - Phase 2 (pending grant funding (upon finalization of grant funding the advertisement date will be determined) – for more information on the project details please see special projects-Page 38)

Moved from FFY 24 to FFY 25:

2609Q - Bridge Group 44_H - Nonquit (Re-Advertised)

FFY 2025 Professional Services

Project	Actual/Projected Advertised Date	Value at the time of award
CEI Services for Bridge Group 18C_R Frenchtown	Nov-24	\$ -
Traffic Engineering Task Order Program 4 - C1	Nov-24	\$ 2,000,000.00
Traffic Engineering Task Order Program 4 - C2	Nov-24	\$ 2,000,000.00
Traffic Engineering Task Order Program 4 - C3	Nov-24	\$ 2,000,000.00
CEI Services for Bridge Group 95 Missing Move	Nov-24	\$ -
Prelim., Final Design, and Construction Eng. Task Order Program 1	Mar-25	\$ -
Tech Support of Statewide Crash System	Mar-25	\$ -
Automated Pavement Condition Data Collection Survey Services		\$ -
Warren Resilience and Managed Retreat Research and Strategies		\$ -
TOTAL		\$ 6,000,000.00

FFY 2023, 2024, and 2025 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)
FFY23					
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
TOTAL			\$ 40.38	\$ 41.05	\$ (0.67)
FFY24					
2608J	Emergency Repairs - Rt 6 Westbound Slope Embankment	Dec-23	\$ 0.30	\$ 0.30	\$ -
2608H	Washington Bridge Emergency Project	Dec-23	\$ 2.00	\$ 2.00	\$ -
2608K	Type 1 Emergency - Repairs to Road Damage Rt 7 Douglas Pk near Br. 110	Jan-24	\$ 0.11	\$ 0.11	\$ -
2604V	Slope Stabilization - Route 44 & Martin Lot Cemetery	Jan-24	\$ 0.23	\$ 0.14	\$ 0.10
0116W	2024-2025 Statewide Pavement Striping – Central	Feb-24	\$ 3.74	\$ 3.13	\$ 0.61
0116X	2024-2025 Statewide Pavement Striping – Limited Access	Feb-24	\$ 4.09	\$ 4.94	\$ (0.85)
0116Y	2024-2025 Statewide Pavement Striping – South	Feb-24	\$ 3.65	\$ 3.08	\$ 0.57
2606D	Rt 77, Quaket Creek Culvert Repairs	Mar-24	\$ 1.06	\$ 0.60	\$ 0.46
0198B	Saugatucket River and Aquidneck Island STUs	Apr-24	\$ 3.82	\$ 2.61	\$ 1.21
2608Y	Type 1 Emergency - Superstructure Replacement of Central Pike Bridge 859	Apr-24	\$ 0.66	\$ 0.66	\$ -
2609B	Emergency Repairs Block Island Corn Neck Rd and Spring Street	May-24	\$ 1.87	\$ 1.87	\$ -
7005G	2024-2026 Statewide Streetlight and Signal Repairs	May-24	\$ 1.76	\$ 2.23	\$ (0.47)
2609E	Woosocket Depot Wall Emergency Repair	Aug-24	\$ 0.85	\$ 0.47	\$ 0.38
1600D	Greystone Superstructure Removal Bridge No. 145	Sep-24	\$ 0.17	\$ 0.24	\$ (0.07)
TOTAL			\$ 24.30	\$ 22.37	\$ 1.93
FFY25					
0119S	Statewide Tree Trimming 2025-2026	Mar-25			\$ -
0119T	Statewide Landscaping 2025 - 2027	Sep-25			\$ -
TOTAL			\$ -	\$ -	\$ -

NOTE: Non-Capital (Immediate Action) 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 needs, and other maintenance actions etc. Starting in FFY25, statewide striping, fencing, guardrail, and attenuator projects will be included in the Capital Program.

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

Special Projects

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). After several years of success, a stop at Bristol’s waterfront was added. Rhode Islanders and visitors to Rhode Island have enjoyed 8 successful seasons of this service. 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.

Update: RIDOT will be entering their 10th season in June with the Providence-Newport Ferry service in partnership with Seastreak. Cleaning up of the site will begin in April 2025.

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. 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.

Update: RIDOT is working with the QDC on 6 at-grade railroad projects with construction expected to be complete in December 2025. QDC is also currently working on the design of 4 at-grade railroad crossings. Providence and Worcester Railroad (P&W) has begun design of two at-grade railroad crossing projects using FHWA Section 130 funds. Coordination has begun with Newport and Narragansett Bay Railroad (NNBR) to address at-grade railroad crossings in Newport County. Preliminary design is currently underway for the corridor project. RIDOT assessed the current conditions statewide for at-grade railroad crossings and anticipates advertising a project to address safety improvements in early 2026.

State Rail Plan



RIDOT will oversee the development of a State Rail Visionary 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.

Update: RIDOT has started to work on the new State Rail Plan. The working group is currently gathering data, reviewing existing transportation plans, evaluating factors for the demand model, and selecting avenues for public input.

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 public ferry boats and publicly owned 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. The program currently has four ferry boat operators eligible for funding.

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 are in the planning stage. Interstate Navigation Co (INC) in Point Judith, Narragansett is in the process of developing plans for new projects. Coordination with RI Fast Ferry and Conanicut Marine for eligible projects is ongoing.

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, the Design-Build team completed preliminary design field work, started utility coordination, and continued design submissions. Work planned during the next quarter includes continuation of design submissions, continued utility coordination, and implementing the first phases of traffic control to start construction activities at Oaklawn Avenue bridge replacement.

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: This quarter the project was in a winter shutdown. Punch list will begin when construction resumes in the spring. In addition to the punch list, the Department is requiring a second wrong way detection system and expanded wetland restoration.

Special Projects

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 are being replaced are structurally deficient, with five additional structures being rehabilitated.

Update: During this past quarter, demolition continued on the closed ramp from Memorial Blvd. to I-95 North, and construction continued at a new wall and widening areas needed to open an additional lane on the new C/D Road, as well as on stormwater treatment units within the interchange area. Next quarter, the additional lane will be opened on the new C/D Road, construction will continue on stormwater treatment units; rehabilitation work will continue at the Chalkstone Railroad bridge, and a final paving course will be placed on I-95 project wide.

Washington Bridge - Demolition



This project includes the superstructure demolition of the Washington Bridge Westbound (Bridge No. 700). Opened in November 1968, the Washington Bridge Westbound carried five lanes of Interstate I-195 westbound traffic from East Providence to Providence, Rhode Island and spans the Seekonk River and local streets. After inspection findings caused the closure of the bridge in December 2023, further structural analysis has shown the structure must be replaced.

Update: During this past quarter, superstructure demo was completed and substructure demolition began. Next quarter substructure demolition will continue on the above water portions of the piers located in the river. Please note the project

budget identified in the quarterly report is inclusive of costs associated with the pause in construction and additional substructure demolition. Please, see Washington Bridge Snapshot Report for more detailed information, located at <https://www.dot.ri.gov/projects/WashingtonBridgeClosure/#MonthlyUpdates>

Washington Bridge - Reconstruction



This project will fully replace the Washington Bridge Westbound (Bridge No. 700), including the Gano Street off-ramp, adding an exit ramp with a new bridge to connect I-195 westbound to Waterfront Drive in East Providence, constructing a new bridge to carry traffic from Gano Street to I-195 westbound (Gano St. on-ramp), and restoration of the I-195 eastbound and westbound mainline between Broadway in East Providence and South Main Street in Providence.

Update: During this past quarter, the procurement process continued as the shortlisted teams prepared and submitted Alternative Technical Concepts (ATC) for RIDOT's review and comment and final determinations on the ATC's was completed and feedback was provided. Next quarter, the procurement process will continue as the shortlisted teams will submit their Technical and Price proposals for the project and a winning team will be selected. Please, see Washington Bridge Snapshot Report for more detailed information, located at <https://www.dot.ri.gov/projects/WashingtonBridgeClosure/#MonthlyUpdates>

Route 146 Reconstruction Project



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

Update: During the second quarter of FFY 2025, construction activities continued at several locations throughout the project area. Construction continued on the two bridges that carry I-295 over Rt. 146. Bridge and approach work for the second phase of the Sayles Hill Road Flyover bridge continued with anticipation of moving one lane of southbound traffic over the bridge in the next quarter. In the final construction phase, the new Spring Brook Bridge will carry both NB and SB over Rt 146A allowing for the final alignment of the DDI to be implemented.

Henderson Bridge Phase 2



This project builds upon the Henderson Bridge Phase 1 bridge reconstruction project. The Henderson Bridge Phase 2 project reconstructs the Henderson Expressway (a freeway-style facility) to the Henderson Parkway as a complete street, geared toward speed calming, with separated facilities for all users and improvements to pedestrian crossings. Removal of the North Broadway bridge over the Henderson Expressway eliminates a pair of traffic signals and ramps linking Henderson Expressway and North Broadway, replacing them with an at-grade roundabout. This reconstruction removes approximately 0.7 acres of pavement and installs stormwater treatment units and mitigates existing flooding impacts in the adjacent residential area. The Phase 2 project will serve as a major expansion of the multimodal transportation network to connect the cities of Providence and East Providence and connect the two most highly traveled bikeways in Rhode Island – the Blackstone River Bikeway and the East Bay Bike Path – by installing one and one half (1.5) miles of separated dedicated non-motorized facilities and two (2) miles of separated bike lanes. This further connects the isolated two-thirds mile Phase 1 bike path into the regional network. This Phase 2 project will also install two (2) scenic overlooks on the Henderson Bridge over the Seekonk River.

Update: This quarter the Phase 2 project progressed preliminary design including refinement of alignments for the shared use paths, refinement of the proposed landscaping elements, and refinement of the proposed Intelligent Transportation Systems. The proposed traffic control devices were finalized upon coordination with the Orlo Avenue Elementary School. Advancements were made on the right-of-way and utility design. Coordination has progressed with the Rhode Island Historical Preservation and Heritage Commission (RIHPHC) and permitting submissions have reached the Coastal Resources Management Council (CRMC) and the U.S. Army Corps of Engineers (USACE).

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 approximately an acre and a half of real estate suitable for development.

Update: During the second quarter of FFY 2025, the 6/10 Joint Venture continued efforts to finalize the project. Work included finalizing drainage structures, electrical connections, and signage.

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 installation of the superstructure steel beams for the second phase of bridge construction and for the new flyover bridge from Route 37 EB to I-295 North, and started the new bridge deck construction for Route 37 WB over I-295 North and South and Cranston Street. For next

quarter, the Design-Build team will continue work on the new bridge decks and start final paving of I-295 North.

Route 4 and Interstate 95 Interchange



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

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

Update: During the second quarter of FFY 2025, RIDOT Design-Build team began preliminary work in the Route 403 area. Permitting, utility, and other stakeholder coordination is ongoing. This included coordinating with regulatory entities to ensure timely delivery of applicable permits. RIDOT anticipates Construction engineering and inspection services (CE&I) to be onboard in the upcoming quarter. RIDOT plans to kick off the 2025 construction season with this project on May 5th.

Financials

Expenditures

Actual operating expenditures totaled \$192 million in SFY24, \$66 million in Q3 SFY25, and \$182 million YTD for SFY25.

Operating Expenditures Detail (Actuals)

(In Thousands)	SFY24	SFY25Q1	SFY25Q2	SFY25Q3	SFY25 YTD
<u>Administrative</u>					
In-house Labor	\$ 33,124	\$ 9,188	\$ 8,022	\$ 9,741	\$ 26,951
Overhead Recovery	\$ (24,103)	\$ (5,694)	\$ (4,752)	\$ (4,755)	\$ (15,201)
Consultant Contracts	\$ 1,444	\$ 351	\$ 446	\$ 679	\$ 1,476
Miscellaneous (Admin)	\$ 2,395	\$ 644	\$ 746	\$ 640	\$ 2,030
Pass Throughs	\$ 92	\$ 23	\$ 26	\$ 13	\$ 62
Total Administrative	\$ 12,952	\$ 4,512	\$ 4,488	\$ 6,318	\$ 15,318
<u>Highway Maintenance**</u>					
In-house Labor	\$ 42,602	\$ 14,369	\$ 11,663	\$ 13,999	\$ 40,031
Overhead Costs	\$ 3,680	\$ 1,015	\$ 771	\$ 966	\$ 2,752
Consultant Contracts	\$ 31,624	\$ 6,137	\$ 7,660	\$ 6,778	\$ 20,575
Construction Contracts	\$ -	\$ -	\$ -	\$ 351	\$ 351
Miscellaneous (Highway Maint.)	\$ 22,710	\$ 8,980	\$ 10,068	\$ 5,245	\$ 24,293
Pass Throughs	\$ 592	\$ 16	\$ 102	\$ 18	\$ 136
Total Highway Maintenance	\$ 101,208	\$ 30,517	\$ 30,264	\$ 27,357	\$ 88,138
<u>Safety</u>					
In-house Labor	\$ 618	\$ 174	\$ 162	\$ 167	\$ 503
Overhead Costs	\$ 535	\$ 128	\$ 116	\$ 120	\$ 364
Consultant Contracts	\$ 1,139	\$ 495	\$ 690	\$ 313	\$ 1,498
Miscellaneous (Safety)	\$ 278	\$ 39	\$ 10	\$ 33	\$ 82
Pass Throughs	\$ 5,573	\$ 1,845	\$ 1,879	\$ 2,169	\$ 5,893
Total Safety	\$ 8,143	\$ 2,681	\$ 2,857	\$ 2,802	\$ 8,340
<u>Transit Operations</u>					
Transit Operations	\$ 16,840	\$ 21,764	\$ 2,657	\$ 6,889	\$ 31,310
Total Transit Operations	\$ 16,840	\$ 21,764	\$ 2,657	\$ 6,889	\$ 31,310
<u>Winter Operations</u>					
In-house Labor	\$ 3,413		\$ 1,176	\$ 3,123	\$ 4,299
Miscellaneous (Winter)	\$ 15,970		\$ 1,689	\$ 15,951	\$ 17,640
Total Winter Operations	\$ 19,383	\$ -	\$ 2,865	\$ 19,074	\$ 21,939
<u>Non-Capital Projects***</u>					
In-house Labor	\$ 1,801	\$ 457	\$ 395	\$ 319	\$ 1,171
Overhead Costs	\$ 1,301	\$ 280	\$ 263	\$ 180	\$ 723
Consultant Contracts	\$ 565	\$ 71	\$ 146	\$ 98	\$ 315
Construction Contracts	\$ 27,150	\$ 8,090	\$ 3,629	\$ 2,761	\$ 14,480
Miscellaneous	\$ 2,166	\$ 268	\$ 121	\$ 106	\$ 495
Pass Throughs	\$ 1		\$ 3		\$ 3
Total Emergency Repair Project	\$ 32,984	\$ 9,166	\$ 4,557	\$ 3,464	\$ 17,187
Total Operating Expenditures	\$ 191,510	\$ 68,640	\$ 47,688	\$ 65,904	\$ 182,232

*Expenditures derived from RIDOT's Oracle Financial Management System

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

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

Actual capital expenditures totaled \$548 million in SFY24, \$143 million in Q3 SFY25, and \$501 million YTD for SFY25.

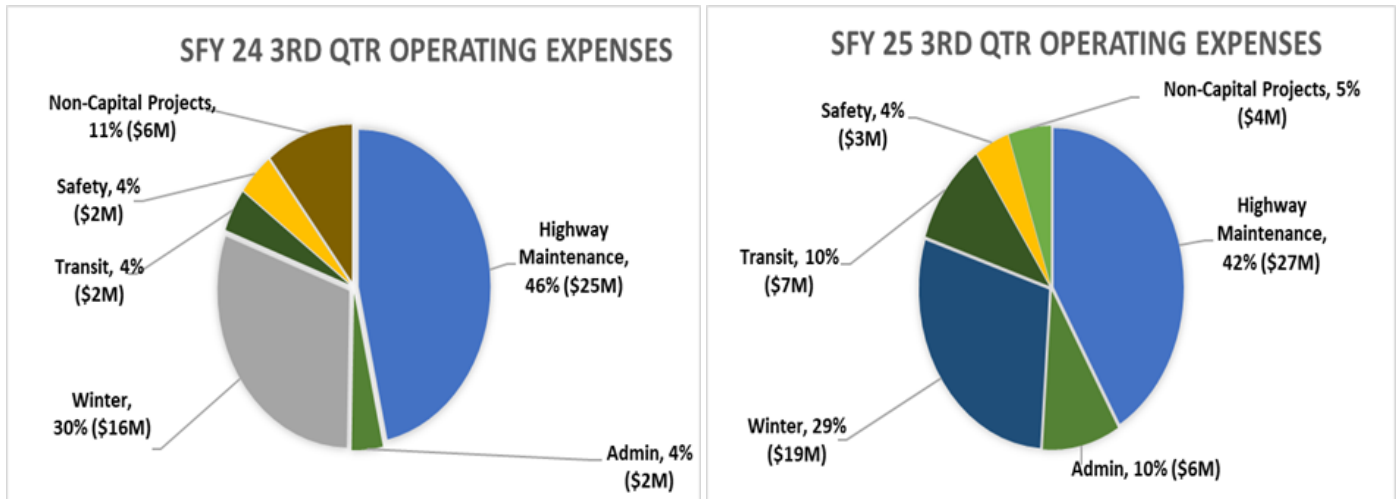
Capital Expenditures Detail (Actuals)

(In Thousands)	SFY24	SFY25Q1	SFY25Q2	SFY25Q3	SFY25 YTD
Debt					
Debt	\$ 74,264	\$ 2,282	\$ 12,347	\$ 2,134	\$ 16,763
Total Debt Service	\$ 74,264	\$ 2,282	\$ 12,347	\$ 2,134	\$ 16,763
Planning					
In House Labor	\$ 1,520	\$ 461	\$ 371	\$ 416	\$ 1,248
Overhead Recovery	\$ 939	\$ 199	\$ 164	\$ 191	\$ 554
Consultant Contracts	\$ 6,204	\$ 1,166	\$ 1,872	\$ 1,156	\$ 4,194
Miscellaneous (Planning)	\$ 1,498	\$ 129	\$ 268	\$ 1,213	\$ 1,610
Total Planning	\$ 10,161	\$ 1,955	\$ 2,675	\$ 2,976	\$ 7,606
Capital Projects					
In House Labor	\$ 26,248	\$ 7,410	\$ 6,317	\$ 6,339	\$ 20,066
Overhead Recovery	\$ 17,492	\$ 4,057	\$ 3,427	\$ 3,283	\$ 10,767
Consultant Contracts	\$ 47,824	\$ 11,274	\$ 8,654	\$ 8,361	\$ 28,289
Construction Contracts	\$ 328,812	\$ 139,926	\$ 133,276	\$ 107,188	\$ 380,390
Miscellaneous (Capital Projects)	\$ 34,417	\$ 9,281	\$ 9,031	\$ 8,757	\$ 27,069
Total Capital Projects	\$ 454,793	\$ 171,948	\$ 160,705	\$ 133,928	\$ 466,581
Capital Pass Throughs					
Pass Throughs	\$ 8,744	\$ 3,846	\$ 2,759	\$ 3,692	\$ 10,297
Total Capital Pass Throughs	\$ 8,744	\$ 3,846	\$ 2,759	\$ 3,692	\$ 10,297
Total Capital Expenditures	\$ 547,962	\$ 180,031	\$ 178,486	\$ 142,730	\$ 501,247
Total RIDOT Expenditures	\$ 616,602	\$ 248,671	\$ 226,174	\$ 208,634	\$ 683,479

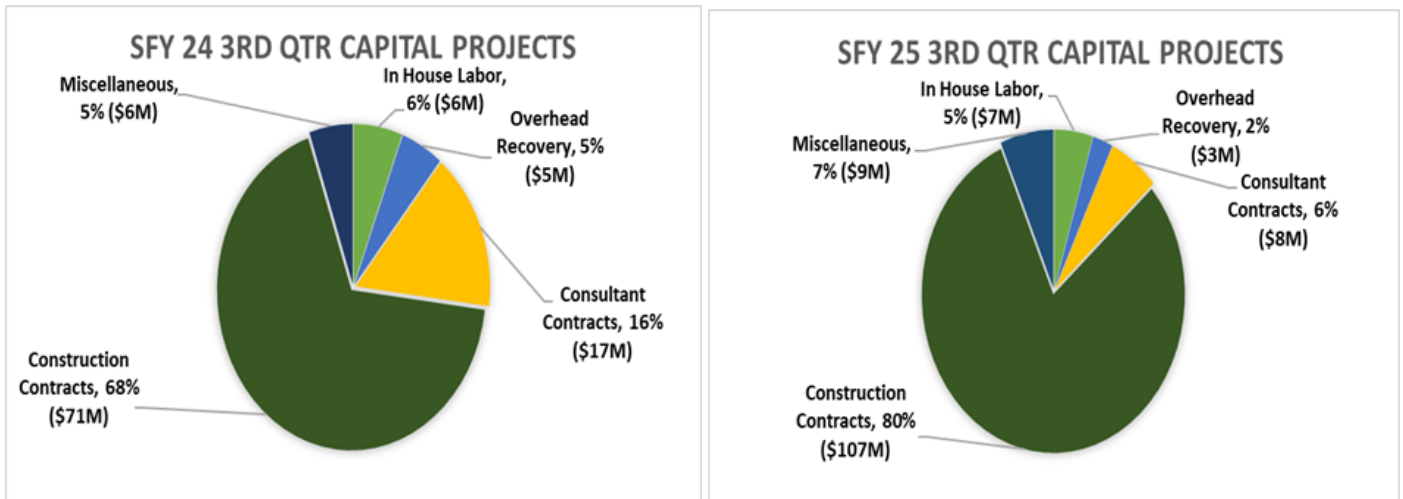
* Beginning in the 4th Qtr of SFY 19, Garvee Debt service payments are included in the Total Debt Service.

Expenditures

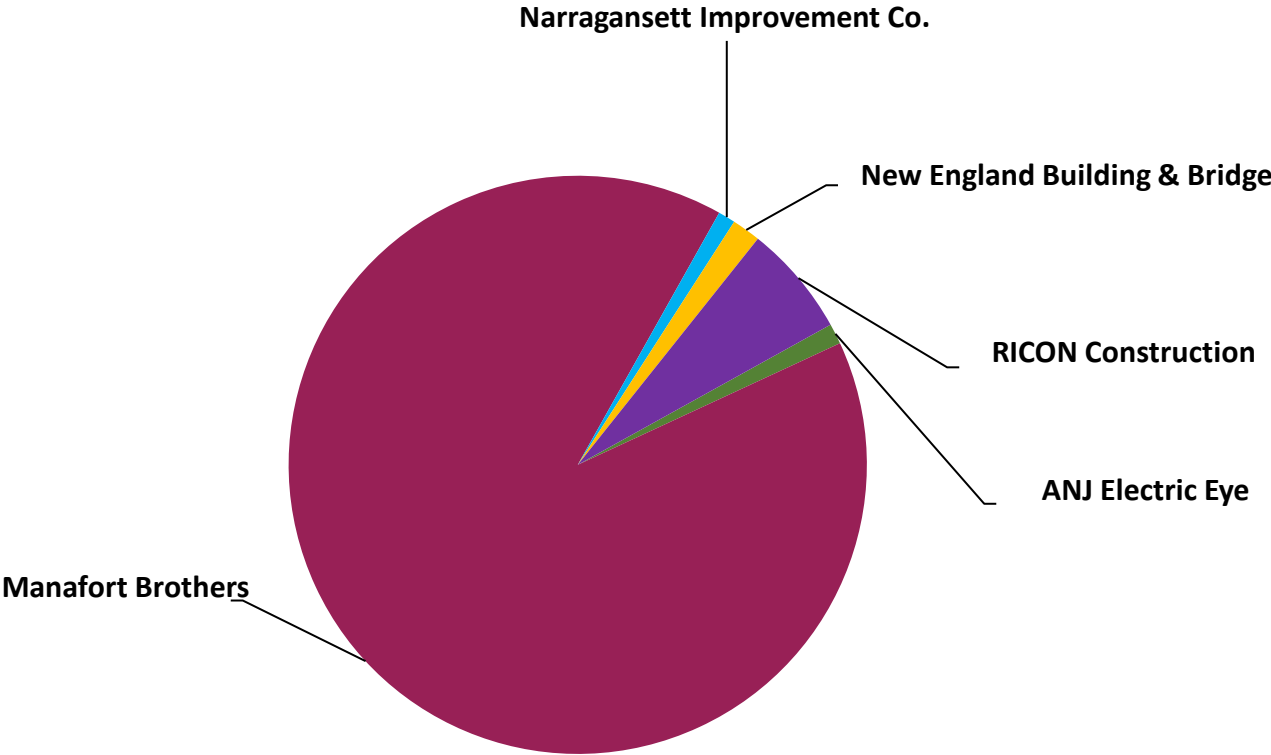
OPERATING EXPENDITURES: Operating expenditures are costs associated with the day-to-day operations of RIDOT. These costs include Highway Maintenance, Safety Programs, Administrative Expenses, Winter Operations, Commuter Rail expenses, and Non-Capital Projects.



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 2025 (as of March 31, 2025)*



Contractor	No. of Contracts	Total Value Awarded (In Millions)
ANJ Electric Eye	1	\$2.234
Manafort Brothers	3	\$175.579
Narragansett Improvement Co.	1	\$1.875
New England Building & Bridge	1	\$3.133
RICON Construction	2	\$12.156
Totals	8	\$194.978

*Chart contains only contractors awarded over \$500,000 in construction contracts in FFY 2025 as of March 31, 2025.

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

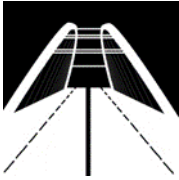
CMAQ: Congestion Mitigation and Air Quality

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.

SNBI: Specifications for the National Bridge Inventory

RIDOT System Quick Facts



1,203

Bridges (5+ feet) as of 3/31/25



More than

3,000

Lane miles of road



6 rail stations

18 park and rides



104,000

Traffic devices



34,000

Catch basins (approximate)



704

Total employees

(as of 3/31/25)