

Quarterly Report

January – March 2026



Salt Storage Facility - Johnston

April 30, 2026



Statutory Reporting Requirements

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

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

- (1) Construction and design contracts of five hundred thousand dollars (\$500,000) or greater planned to be advertised in the upcoming federal fiscal year, their value and expected award date;
- (2) Construction and design contracts of five hundred thousand dollars (\$500,000) or greater awarded in the prior federal fiscal year, date of award, value, and expected substantial completion date;
- (3) Expected final cost of:
 - (i) Any construction contracts of five hundred thousand dollars (\$500,000) or greater that reached substantial completion in the prior federal fiscal year; and
 - (ii) Any design contracts of five hundred thousand dollars (\$500,000) or greater completed in the prior federal fiscal year; and
- (4) Total number of workers employed through the contract and the number of the workers in that total with a Rhode Island address.
- (5) This report shall also include a current list of all federal, discretionary, and any other grants that the department has applied for and the status of that application and identify any changes from the prior report. For any grants that require a state match, the department shall identify if the source for the state's match is available under currently authorized funding.



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April 30, 2026

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

RIDOT is pleased to submit the FFY 2026 Q2 RhodeWorks quarterly report.

Despite a very cold and snowy winter, including the Blizzard of 2026 with the heaviest snowfall ever recorded for a single storm in Rhode Island, RIDOT had a very successful quarter, advancing a number of projects and getting an early start on others as weather conditions improved late in the quarter.

RIDOT's response to the February 22-23 blizzard was one of the most successful cleanups ever. The day after 37.9 inches of snow fell on the state, with higher totals and drifts in excess of four feet deep in certain locations, RIDOT had all state highways to a "black and wet" condition. During the storm our dedicated maintenance workers and the winter vendors who assist us worked nonstop, keeping roadways passable for emergency vehicles. RIDOT also cleared city-maintained streets in Providence to ensure continued access to several hospitals. Thanks to the Governor's decision to institute a travel ban, RIDOT was able to operate its plows in a highly effective and efficient manner, even during times of near-zero visibility and snowfall rates approaching 5 inches per hour.

Following the storm, RIDOT worked to widen roadways and haul snow from narrow spaces. Simultaneously, we worked with the Rhode Island Emergency Management Agency and volunteers from the Pennsylvania, Vermont and Connecticut departments of transportation, and the Maine National Guard, to assign volunteer crews to city and towns in need of snow clearing services.

The Department also moved quickly and aggressively to address potholes following a significant thawing period. Working closely with local asphalt plants to gain access to more durable "hot patch" wherever possible, as well as utilizing its automated "pothole killer" RIDOT has been proactively patching potholes statewide as often as weather conditions allow. At the close of the quarter, RIDOT rolled out a 511 hotline for reporting potholes on state roads and a corresponding online pothole dashboard for the public to track our progress in filling the potholes.

In the past quarter, the Department also continued making progress on the Washington Bridge rebuild project. The start of in-field construction will begin this summer. Additional project detailed updates can be found on page 40 and in the Washington Bridge Snapshot. RIDOT publishes numerous videos on its progress to date on its new website, www.washingtonbridgerebuild.com.

In between snowstorms in January and February, and once winter conditions abated in March, RIDOT was able to implement a number of traffic pattern changes that allowed major projects to continue working through the winter months. This allowed the Department to continue demolition and reconstruction activities on numerous large projects. (Please, see special project section, pages 38 - 41 for more details).

Sincerely,

Robert Rocchio, P.E.
Interim Director

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Key Accomplishments

Project Management

- **New Website for Washington Bridge Project** – RIDOT has launched a new website dedicated to the Washington Bridge Rebuild project. The site features a video detailing the construction of the bridge, as well as information about the Design-Build team. RIDOT will post regular updates on construction. The new bridge is slated to open to traffic on November 3rd, 2028.
- **Providence Viaduct Ribbon Cutting** - On January 23rd, Governor McKee, Senators Jack Reed and Sheldon Whitehouse, former Director Alviti, and many other federal, state and local officials celebrated the completion of the Providence Viaduct Northbound Project with the ribbon cutting ceremony. The successful replacement of deficient bridges and a new system of ramps and service roads solved several bottleneck issues caused by ramps spaced too close to one another.

Safety

- **RIDOT Pairs up With Young Voices on Distracted Driving** – In February, Young Voices, a youth-led nonprofit organization and Office on Highway Safety (OHS) partner for over a decade, visited RIDOT. They aim to elevate youth leadership in public safety with a dynamic, youth-led media campaign focused on distracted driving to help change the culture and hopefully save lives in the process.

Stormwater

- **Consent Decree Compliance** – The Office of Stormwater Management (OSM) has marked an important 10-year Consent Decree compliance milestone. In 2015, RIDOT entered into a Consent Decree with the EPA to develop a state-funded program to ensure compliance with permit requirements. Over the past 10 years, OSM has built a solid program to address these requirements. We have developed a dedicated drainage team, who to date have inspected more than 28,000 catch basins and cleaned 71 percent of the more than 33,000 total catch basins in state inventory.

Transit

- **New Building Opening in the Pawtucket/Central Falls Transit Center** – Former RIDOT Director Peter Alviti, Governor Dan McKee, all members of the congressional delegation, RIPTA officials, and other state and local officials celebrated the opening of the new building. This transit center has spurred transit-oriented development around the station and has proven to be extremely popular with nearly 1,000 people a day boarding the trains.

Statutory Requirements

CONSTRUCTION

FFY25 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 2025 (October 1, 2024 - September 30, 2025)

Construction Contract (Project Name)	Award Date (Mon-Year)	Value (\$M)	Exp. Completion Date (Mon-Year)
FFY 2025 1st Quarter - October 1, 2024 - December 31, 2024			
Bridge Group 18C_R - Frenchtown	Oct-24	\$ 54.8	Jun-27
HSIP - Intersection & Crosswalk - 2024	Oct-24	\$ 1.9	Aug-26
Bridge Group 17C -- Newell and Sneeck	Dec-24	\$ 5.3	Aug-26
Bridge Group 95 - Rt 4/95 & Rt 403 Ramps	Dec-24	\$ 107.3	Oct-27
Subtotal		\$ 169.3	
FFY 2025 2nd Quarter - January 1, 2025 - March 31, 2025			
Pavement Improvements - School St	Jan-25	\$ 6.7	Nov-26
Bridge Group 42C - Greene Bridges	Jan-25	\$ 8.1	May-27
Salt Storage Facility - Clayville & Johnston	Jan-25	\$ 5.4	Jul-26
Subtotal		\$ 20.3	
FFY 2025 3rd Quarter - April 1, 2025 - June 30, 2025			
2025-2026 Statewide Pavement Striping - East Bay & North	Jun-25	\$ 4.4	Jun-27
2025 - 2026 Paver Placed Elastomeric Surface Treatment C-1	Jun-25	\$ 13.3	May-27
2024 DMS Replacement Project	Jun-25	\$ 3.0	Nov-26
RI Welcome Center Well System Upgrade (Re-advertised)	Jun-25	\$ 2.6	Dec-26
Washington Bridge #700 Replacement	Jun-25	\$ 339.6	Jun-29
HSIP - Wickford Roundabout	Jun-25	\$ 1.2	Nov-25
Subtotal		\$ 364.0	
FFY 2025 4th Quarter - July 1, 2025 - September 30, 2025			
Bridge Group 76 - I-Way Preservation	Jul-25	\$ 12.3	Sep-27
Bridge Group 44_H - Nonquit (Re-Advertised)	Jul-25	\$ 3.5	Sep-26
2025 - 2026 Crack Sealing C-1	Jul-25	\$ 6.0	May-27
Subtotal		\$ 21.8	
TOTAL		\$ 575.4	

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 2025 (October 1, 2024 - September 30, 2025)

Construction Contract (Project Name)	Completion Date (Mon-Year)	Expected Final Contract Cost	Number of Workers	Number of RI Workers	% Share with RI Residence
FFY 2025 1st Quarter - October 1, 2024 - December 31, 2024					
Bridge Group 59C - Reservoir Ave RR	Oct-24	\$ 10.9	18	12	67%
2024 Paver Placed Elastomeric Surface Treatment C-1	Oct-24	\$ 8.3	85	59	69%
HSIP - Intersection & Crosswalk - 2023	Oct-24	\$ 3.0	46	40	87%
Rt 138 & Rt 112 Roundabout	Oct-24	\$ 3.6	63	34	54%
Pavement Improvements - Rt 4	Nov-24	\$ 9.4	64	31	48%
Bridge Group 13B - Rt 146 C-2	Nov-24	\$ 3.2	73	56	77%
Airport Connector and Post Road Resurfacing	Nov-24	\$ 8.5	23	12	52%
Bridge Group 17D – BUR	Nov-24	\$ 8.7	118	41	35%
2024 Rubberized Asphalt Chip Seal - C-1	Nov-24	\$ 1.6	3	2	67%
Bridge Group 49 - Henderson	Nov-24	\$ 67.9	129	79	61%
Pavement Improvements - Mendon Rd	Nov-24	\$ 4.5	143	79	55%
Pavement Improvements - CHA, WES	Dec-24	\$ 16.8	153	102	67%
Washington Secondary Bike Path Resurfacing	Dec-24	\$ 7.6	104	56	54%
Bridge Group 33A - I-295 Providence St	Dec-24	\$ 10.7	141	79	56%
Subtotal		\$ 164.5			
FFY 2025 2nd Quarter - January 1, 2025 - March 31, 2025					
Rt 146 Guide Signs - C-2 (Re-advertised)	Feb-25	\$ 5.9	55	17	31%
Bridge Preservation Program - 2022 - C-1	Mar-25	\$ 4.7	52	42	81%
Statewide Systemic Safety Improvements	Mar-25	\$ 4.8	77	55	71%
Subtotal		\$ 15.3			
FFY 2025 3rd Quarter - April 1, 2025 - June 30, 2025					
Statewide Congested Corridor Upgrades	Apr-25	\$ 1.8	10	7	70%
Bridge Group 13E - West River	May-25	\$ 5.9	171	119	70%
Pavement Improvements - LCM, TIV	May-25	\$ 15.4	169	88	52%
Subtotal		\$ 23.1			
FFY 2025 4th Quarter - July 1, 2025 - September 30, 2025					
Bridge Group 14 - Rt 99 CUM, LIN	Jul-25	\$ 15.8	228	136	60%
Bridge Group 51A - Rt 37 C-2	Aug-25	\$ 61.5	145	108	74%
Bridge Group 46_R - Lafayette RR	Aug-25	\$ 3.1	69	37	54%
Corridor - Tower Hill Rd	Aug-25	\$ 28.0	479	219	46%
Bridge Group 37 – I-295 Mendon	Sep-25	\$ 11.6	279	147	53%
Corridor - Route 7	Sep-25	\$ 13.8	165	97	59%
Subtotal		\$ 133.7			
TOTAL		\$ 336.6	3,062	1,754	57.3%*

Data sources: PRISM Compliance Management (PRISM) Database, and current contract amounts as of 12/31/25

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

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

CONSTRUCTION

FFY27 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 2027 (October 1, 2026 - September 30, 2027)

Construction Contract (Project Name)	Expected Advertise Date	Construction Value (\$M)
FFY 2027 - October 1, 2026 - September 30, 2027		
2027 General Bridge Preservation C-1	FFY 27	\$ -
2027-2028 Statewide Pavement Striping - East Bay & North	FFY 27	\$ -
Corridor - RI-123 Dexter St	FFY 27	\$ -
Bridge Group 08A - I-295 CUM	FFY 27	\$ -
Bridge Group 23C - WAR	FFY 27	\$ -
Bridge Group 24C_H - Ashton Viaduct	FFY 27	\$ -
Bridge Group 56D - Barton and Broad RR Bridges	FFY 27	\$ -
Bridge Group 81 - Thornton - Preservation	FFY 27	\$ -
HSIP - Statewide Safety Improvements - 2027 C-1	FFY 27	\$ -
HSIP - Statewide Safety Improvements - 2027 C-2	FFY 27	\$ -
I-95 Off Ramp Re-Alignment	FFY 27	\$ -
Pavement Improvements - East Main Rd Portsmouth	FFY 27	\$ -
Statewide Scour & Sneecech Pond Rd Culvert Replacement	FFY 27	\$ -
Trestle Trail - West Section	FFY 27	\$ -
TOTAL		\$ 131.7

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 2025 (October 1, 2024 - September 30, 2025)

Design Contract (Project Name)	Award Date (Mon-Year)	Value (\$M)	Exp. Completion Date (Mon-Year)
FFY 2025 1st Quarter - October 1, 2024 - December 31, 2024			
Subtotal		\$ -	
FFY 2025 2nd Quarter - January 1, 2025 - March 31, 2025			
On Call Traffic Engineering Consultant Services	Mar-25	\$ 3.0	Mar-30
Subtotal		\$ 3.0	
FFY 2025 3rd Quarter - April 1, 2025 - June 30, 2025			
Traffic Engineering Task Order Program 4 - C1	Apr-25	\$ 2.0	Apr-30
Traffic Engineering Task Order Program 4 - C2	Apr-25	\$ 2.0	Apr-30
Traffic Engineering Task Order Program 4 - C3	Apr-25	\$ 2.0	Apr-30
Site Development, Stormwater & Facilities Eng Task Order Program 1 - C1	Apr-25	\$ 2.0	Apr-30
Site Development, Stormwater & Facilities Eng Task Order Program 1 - C2	Apr-25	\$ 2.0	Apr-30
Site Development, Stormwater & Facilities Eng Task Order Program 1 - C3	Apr-25	\$ 2.0	Apr-30
Site Development, Stormwater & Facilities Eng Task Order Program 1 - C4	Apr-25	\$ 2.0	Apr-30
Subtotal		\$ 14.0	
FFY 2025 4th Quarter - July 1, 2025 - September 30, 2025			
Subtotal		\$ -	
TOTAL		\$ 17.0	

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

Design Contract (Project Name)	Completion Date (Mon-Year)	Expected Final Contract Cost	Number of Workers	Number of RI Workers	% Share with RI Residence
FFY 2025 1st Quarter - October 1, 2024 - December 31, 2024					
2018-ET-011 On-Call Highway Safety Improvement (HSIP) Engineering Support Consulting Services	Oct-24	\$ 2.55	N/A	N/A	N/A
2018-EB-036 WO#2 On-Call Bridge Engineering Task Order Program - Bridge Reconstruction C-5	Nov-24	\$ 0.58	N/A	N/A	N/A
2014-EB-003 Phase I Design - Rehabilitation Of The Washington Bridge North No 700	Nov-24	\$ 6.61	N/A	N/A	N/A
2018-EB-035 WO#1 On-Call Bridge Engineering Task Order Program - Bridge Reconstruction C-4	Nov-24	\$ 1.50	N/A	N/A	N/A
2021-EB-014 WO #1 Davisville RR Bridge #369	Nov-24	\$ 0.81	N/A	N/A	N/A
Subtotal		\$ 12.05			
FFY 2025 2nd Quarter - January 1, 2025 - March 31, 2025					
2018-EB-028A WO#1 On-Call Bridge Engineering Task Order Program - Bridge Preservation C-5	Jan-25	\$ 0.74	N/A	N/A	N/A
2018-EB-038 WO#2 On-Call Bridge Engineering Task Order Program - Bridge Reconstruction C-7	Jan-25	\$ 0.58	N/A	N/A	N/A
2018-EB-033 WO#3 On-Call Bridge Engineering Task Order Program - Bridge Reconstruction C-2	Jan-25	\$ 1.98	N/A	N/A	N/A
2018-EB-033 WO#2 On-Call Bridge Engineering Task Order Program - Bridge Reconstruction C-2	Jan-25	\$ 1.54	N/A	N/A	N/A
2018-EB-033 WO#1 On-Call Bridge Engineering Task Order Program - Bridge Reconstruction C-2	Jan-25	\$ 1.87	N/A	N/A	N/A
2018-EB-034A WO# 1 On-Call Bridge Engineering Task Order Program - Bridge Reconstruction C-3	Jan-25	\$ 1.12	N/A	N/A	N/A
2018-EB-034B WO# 2 On-Call Bridge Engineering Task Order Program - Bridge Reconstruction C-3	Jan-25	\$ 0.87	N/A	N/A	N/A
2018-EB-039 Oo#2 On-Call Bridge Engineering Task Order Program - Bridge Reconstruction C-8	Jan-25	\$ 2.11	N/A	N/A	N/A
2018-EB-030 WO#1 On-Call Bridge Engineering Task Order Program - Bridge Preservation C-7	Feb-25	\$ 0.61	N/A	N/A	N/A
2018-EB-034C WO# 3 On-Call Bridge Engineering Task Order Program - Bridge Reconstruction C-3	Feb-25	\$ 0.66	N/A	N/A	N/A
2019-EH-023P WO#16 - Bridge Group 97 - Warwick Corridor	Feb-25	\$ 1.00	N/A	N/A	N/A
2023-ET-018 On-Call Traffic Studies Consultant For The State Traffic Commission (STC)	Feb-25	\$ 1.00	N/A	N/A	N/A
2015-ET-003 On-Call Highway Safety Improvement Program (HSIP)	Mar-25	\$ 1.75	N/A	N/A	N/A
Subtotal		\$ 15.86			
FFY 2025 3rd Quarter - April 1, 2025 - June 30, 2025					
2018-EB-039 WO# 1 On-Call Bridge Engineering Task Order Program - Bridge Reconstruction C-8	Apr-25	\$ 1.41	N/A	N/A	N/A
2022-ET-003A WO#1 Pawtucket Bridge Lighting & Bridge Strike Detection Systems	Jun-25	\$ 0.70	N/A	N/A	N/A
2023-EH-007E WO#5 - Bridge Group 51C - Rte 37 C-4	Jun-25	\$ 1.79	N/A	N/A	N/A
2021-EB-013A WO #1 Bridge Group 33A - Providence Street Over I-295	Jun-25	\$ 0.84	N/A	N/A	N/A
2022-ET-002A WO#1 - HSIP Intersection & Crosswalk - 2023	Jun-25	\$ 0.51	N/A	N/A	N/A
Subtotal		\$ 5.25			
FFY 2025 4th Quarter - July 1, 2025 - September 30, 2025					
2022-OG-010 On Call Consultant Services For Discretionary Grant Applications And Related Tasks	Sep-25	\$ 0.75	N/A	N/A	N/A
2018-ET-040 On Call Traffic Studies Consultant - STC - Contract 1	Sep-25	\$ 1.00	N/A	N/A	N/A
2018-ET-041 On Call Traffic Studies Consultant - STC - Contract 2	Sep-25	\$ 0.80	N/A	N/A	N/A
Subtotal		\$ 2.55			
TOTAL		\$ 35.71			

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 2027 (Oct. 1, 2026 - September 30, 2027)

Design Contract (Project Name)	Advertise Date (Mon-Year)	Award Date (Mon-Year)	Value (\$M)	Exp. Completion Date (Mon-Year)
FFY 2027 - October 1, 2026 - September 30, 2027				
2027 Preliminary, Final Design, and Construction Engineering	Mar-27	Sep-27	\$ 75.0	Sep-32
TOTAL			\$ 75.0	

Note: At this time, the planning of FFY 2027 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
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	Yes
Charging Ahead: Rhode Island Working Together for Electrification	EV Charging	CFI	FFY 2023	\$ 15.0	\$ 18.75	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
State Transportation Innovation Council Program	Bridge	STIC	FFY 2025	\$ 0.13	\$ 0.13	Partial
TOTAL				\$ 1,398.3	\$ 2,524.1	

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 Improvements along Route 102 Scenic Highway	Bicycle/Pedestrian	NSBP	FFY 2024	\$ 1.60	\$ 2.00	Partial
Digitizing Archives: Investing in the Past for Future Efficiency	Records	NHPRC	FFY 24-26	\$ 0.10	\$ 0.13	Partial
Archival Project Grant	Archives, Technology	NHPRC	FFY 2025	\$ 0.15	\$ 0.2	Partial
Illuminating Dark Fiber Infrastructure, A Comprehensive Look into RIDOTS Fiber-Optic Network	Technology	IFAC	FFY 2025	\$ 1.00	\$ 1.0	Partial
*Road to Zero Traffic Safety Grant	Safety	NHTSA & NSC	FFY 2026	\$ 0.2	\$ 0.2	Partial
*Route 6 Safety and Infrastructure Improvements	Bridge	BUILD	FFY2026	\$ 25.00	\$ 100.0	Partial
TOTAL				\$ 28.0	\$ 103.53	

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?
*Smart Grid-Integrated Microgrid and Advanced Energy Management System for Rhode Island's Pawtucket Transit Corridor	Technology	SPARK	FFY 2026	\$ 2.0	\$ 2.0	Partial
TOTAL				\$ 2.0	\$ 2.0	

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	USMHP	FFY 2024	\$ 0.64	\$ 0.80	Partial
From Loss to Action: Transforming Vulnerable Assets into Climate-Resilient Infrastructure	Climate	PROTECT	FFY 2024	\$ 1.00	N/A	N/A
I-95 Inundation:Stormwater Mitigations for Safer RI Travel	Stormwater	PROTECT	FFY 2024	N/A	N/A	N/A

AWARDED- Not Funded

Project Description	Project Type	Grant Source	Application Year	Grant Award (\$M)	Project Cost (\$M)	Matching Funds Available via Curr. Auth. Funding?
RIDOT LCTM Grant Application 2024	Materials	LCTM	FFY 2024	\$ 31.9	\$ 48.0	Partial
TOTAL				\$ 31.9	\$ 48.0	

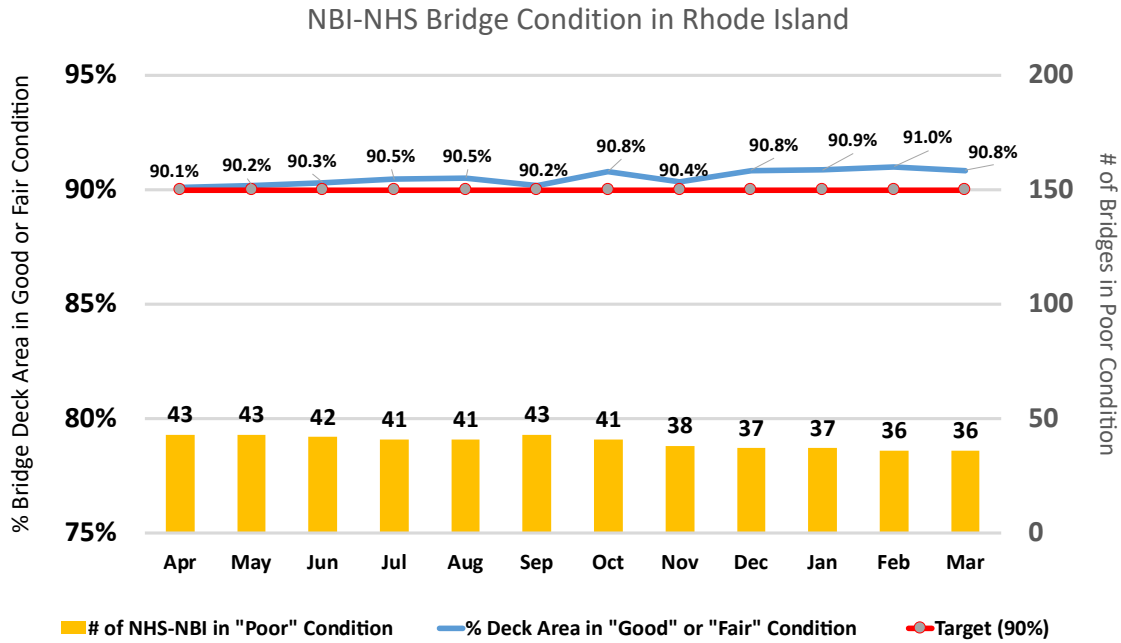
Notes:

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- * For "pending" and "upcoming/anticipated" applications, total match requirements will be determined if/when grant is awarded.

Operations

Bridge Condition

The Department has modified data on this page to be more aligned with the Federal Highway Administration (FHWA) Bridge Performance Measures. The chart below reflects the FHWA National Performance Management Measures, consistent with the RhodeWorks Legislation. The Performance Measure requires assessing bridge condition using deck area of the National Bridge Inventory (NBI) on the National Highway System (NHS) as specified by the FHWA. The Federal Highway Administration published the bridge performance measures in the Federal Register (82 FR 5886), establishing performance measures for State Departments of Transportation to use to manage their bridge inventory. This performance measure will allow direct comparison with all other states.



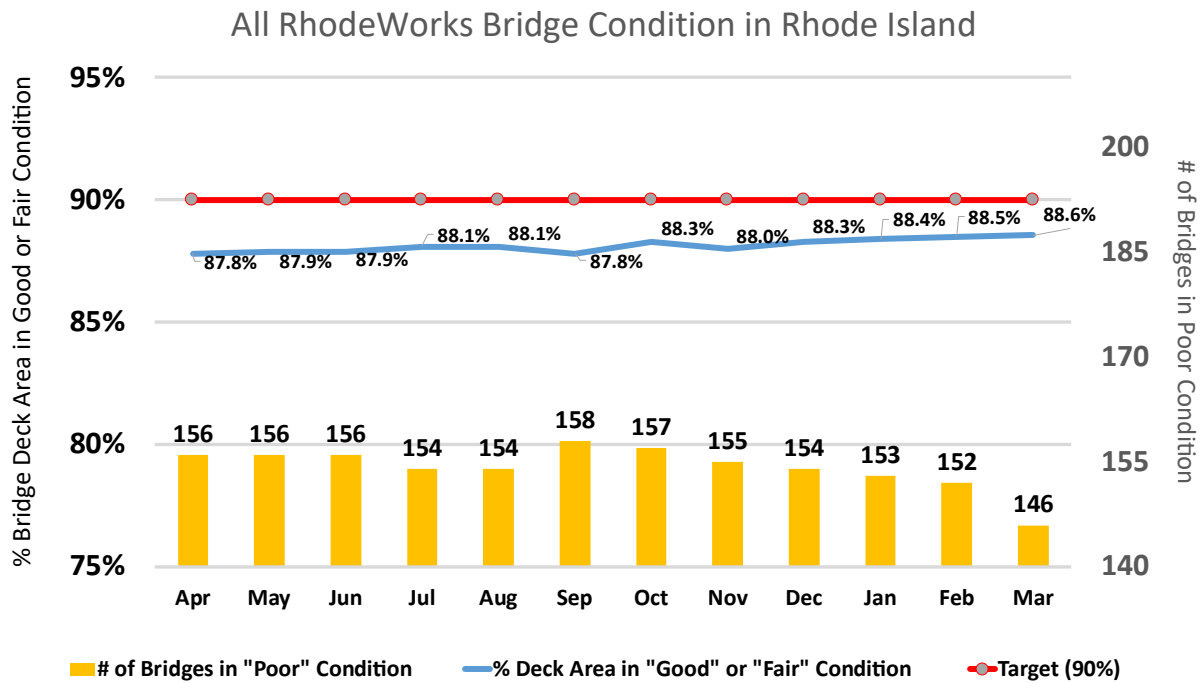
Total number of NBI bridges on the -NHS System = 421
 NBI-NHS Bridges Deck Area = 6.22 million square feet

The chart below reflects the NBI-NHS bridges that were deemed to be in poor condition or were removed from the list upon inspection. In FFY 24 new federal guidance was passed with a requirement to begin implementation by FFY 26. This implementation will occur over the 2-year rotating inspection cycle to meet the FHWA requirement (Federal Register (82 FR 5886)). The chart below will be adjusted to reflect any changes each quarter.

NBI-NHS Bridges Removed from "Poor Condition" List (Repaired, Replaced, or Removed) Q2 FFY 2026		
Q2		
Jan-Mar 2026	The Airport Bridge 077301 which passes over US 1 POST RD in Warwick	6,134 sq ft
Subtotal		6,134 sq ft
NBI-NHS Bridges Added to the "Poor Condition" List in Q2 FFY 2026		
Q2		
Jan-Mar 2026		
Subtotal		sq ft
Net Change		6,134 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 "NBI-NHS Bridge Condition in Rhode Island" chart.

The data on this page is published for informational purposes only. It is not to be used to determine compliance with FHWA requirements. Please note that the chart that is reflective of the FHWA requirements can be found on page 17.



All RhodeWorks Bridges total = 1,204 All RhodeWorks Bridges Deck Area = 8.44 million square feet

Bridges Removed from "Poor Condition" List (Repaired, Replaced, or Removed) Q2 FFY 2026

The Greystone Sluiceway Bridge 014501 which passes over WOONASQUATUCKET RIVER in North Providence	1,762 sq ft
The Nonquit Pond Bridge 029201 which passes over NONQUIT POND in Tiverton	900 sq ft
The Arnold Mills Bridge 030101 which passes over ABBOTT RUN in Cumberland	1,662 sq ft
The Davisville RR Bridge 036901 which passes over AMTRAK in North Kingstown	6,120 sq ft
The Airport Bridge 077301 which passes over US 1 POST RD in Warwick	5,834 sq ft
The Hill Street Bridge 084201 which passes over PAWTUXET RIVER N BRANCH in Coventry	2,394 sq ft
The Hemlock Road Bridge 086101 which passes over BARDEN RESERVOIR in Foster	464 sq ft
The Barton Street Bridge 091601 which passes over AMTRAK & P&W RR in Pawtucket	6,266 sq ft

Subtotal 25,402 sq ft

Bridges Added to the "Poor Condition" List in Q2 FFY 2026

Q2 Jan-Mar 2026	sq ft
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Subtotal sq ft

Net Change 25,402 sq ft

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

Pavement Program

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

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

Pavement Preservation Program - Pavement Preservation extends the service life of roadways by making a pavement surface less permeable to reduce water penetration through cracks, which weaken the foundation soils and 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.

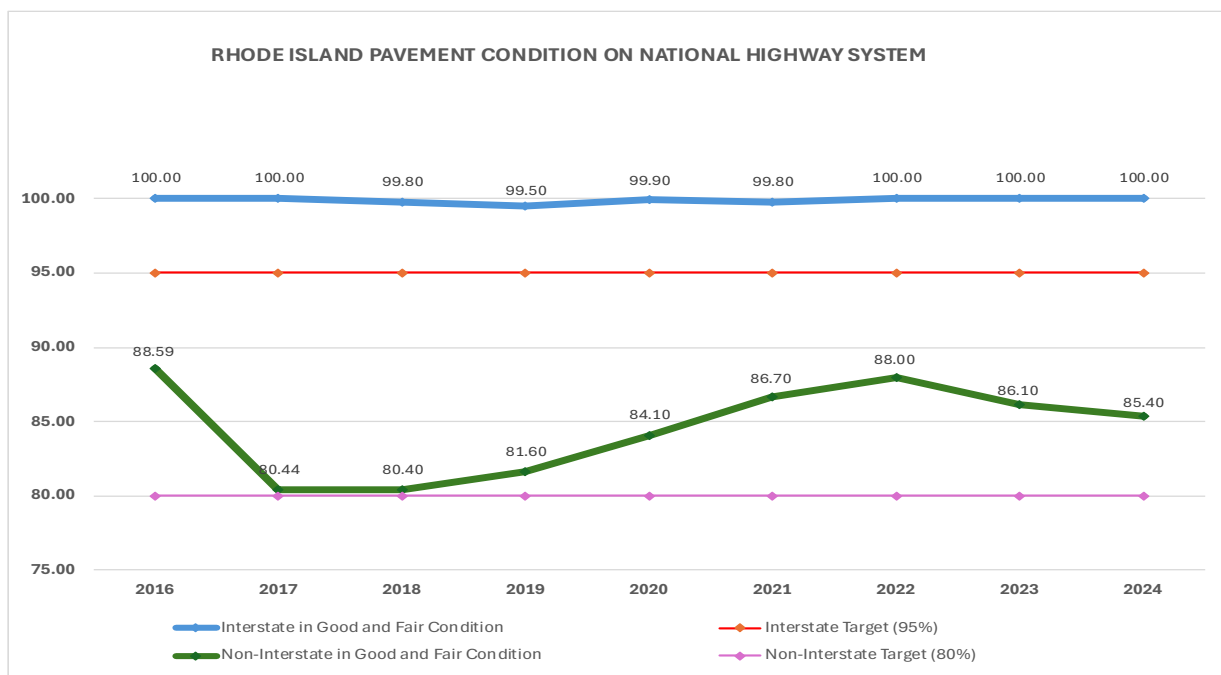
Pavement Capital Program – For some roads, preservation treatments may not be appropriate, and resurfacing or full-depth reclamation may be necessary. These projects are included in the the pavement capital program.



RIDOT is committed to maintaining the pavement on its portion of the National Highway System (NHS) Interstate system and Non-Interstate in a state of good repair. The Federal Highway Administration criteria for MAP-21 reporting requires a *Minimum Condition*: of no more than 5% of the Interstate system is in "Poor" condition. All reporting through the Highway Performance Monitoring System (HPMS) is based on three primary metrics:

- International Roughness Index (IRI)
- Rutting (for asphalt) and faulting (for concrete)
- Cracking

All State DOTs are required to establish data-driven targets for these measures to track progress and report annually. The chart below reflects the condition of pavement on Rhode Island's NHS. All roads on the NHS owned by the State, Municipalities or a Quasi Agency are included in the calculation.



The National Highway System (NHS) is a network of strategic highways within the United States, including the Interstate Highway System and the United States Numbered Highway System, as well as other roads serving major airports, ports, military bases, rail or truck terminals, railway stations, pipeline terminals and other strategic transport facilities. The Interstate System, officially known as the Dwight D. Eisenhower National System of Interstate and Defense Highways, is a network of controlled-access highways that forms the core component of the broader National Highway System (NHS) in the United States. RIDOT's focus on pavement maintenance and preservation has resulted in an interstate system with relatively little "poor"-rated pavement.

Non-Interstate National Highway System (NHS) routes are a subset of the U.S. National Highway System that includes crucial, high-traffic roads that consists of other principal arterials, intermodal connectors, and strategic defense routes. They are not part of the Interstate System but are deemed essential for national defense, commerce, and mobility.

2025-2026 Pavement Preservation

The FFY 2025 - 2026 Pavement Preservation program includes almost 506 miles of PPEST and crack seal. Over 193 miles have already been completed in FFY 2025. The remaining 312 miles are projected to be completed in FFY 2026.

The charts below provide an inventory of pavement preservation projects that were completed in FFY 2025:

Completed in FFY 2025 for FFY 2025 - FFY 2026 Thin Overlay (PPEST)

Municipality	Road Name	Road Limits	Miles
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
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
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
Total			19.6

Completed in FFY 2025 for FFY 2025 - FFY 2026 - Crack Seal - Tier 1 Roads

Municipality	Road Name	Road Limits	Miles
Tier 1 Roads			
Coventry, East Greenwich, Warwick	I-95	Rt. 2/Quaker Ln underpass to Rt. 3Nooseneck Hill Rd overpass	41.3
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
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 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
East Providence, Pawtucket	Newport Ave	Pawtucket Ave to Mass state line	13.0
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			154.5

Completed in FFY 2025 for FFY 2025 - FFY 2026 - Crack Seal - Tier 2 Roads

Municipality	Road Name	Road Limits	Miles
Tier 2 Roads			
Lincoln/Smithfield	Jenckes Hill Rd/Breakneck Hill Rd	Match joint at North Central Airport Entrance to Great Rd	10.8
West Greenwich/Coventry	Nooseneck Hill Rd	Division Rd/I-95 Northbound On-Ramp to RI-118 (Harkney Hill Rd)	8.8
Total			19.6

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.

2025-2026 Pavement Preservation

The charts below provide an inventory of pavement preservation projects that are still projected to be completed in FFY 2026 construction seasons:

Work to be Completed in 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
Exeter	Ten Rod Road	Rt. 2 to Rt. 3	21.6
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	Boyds 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
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			59.7

Work to be Completed in FFY 2026 - Crack Seal - Tier 1 Roads

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
Cranston, Providence, Warwick	I-95	Eddie St to Rt. 5/Greenwich Ave	67.2
Glocester	Douglas Hook Rd	Putnam Pike to Whipple Rd	3.0
Glocester	Putnam Pike	Match line near RIDOT Maintenance Garage to Chepachet Roundabout	6.6
Lincoln, North Providence	Charles St. & Old Louisquisset Pk	Providence city line/Shepard Ave to Cobble Hill Rd	5.4
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
Lincoln, Pawtucket, Providence	Smithfield Ave	North Main St to Parker St.	9.5
Total			158.9

Work to be Completed in FFY 2026 - Crack Seal - Tier 2 Roads

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
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 Warwick	Providence St	Blossom St to I-295	4.0
West Warwick	Legion Way	Main St to Providence St	0.9
Total			93.6

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.

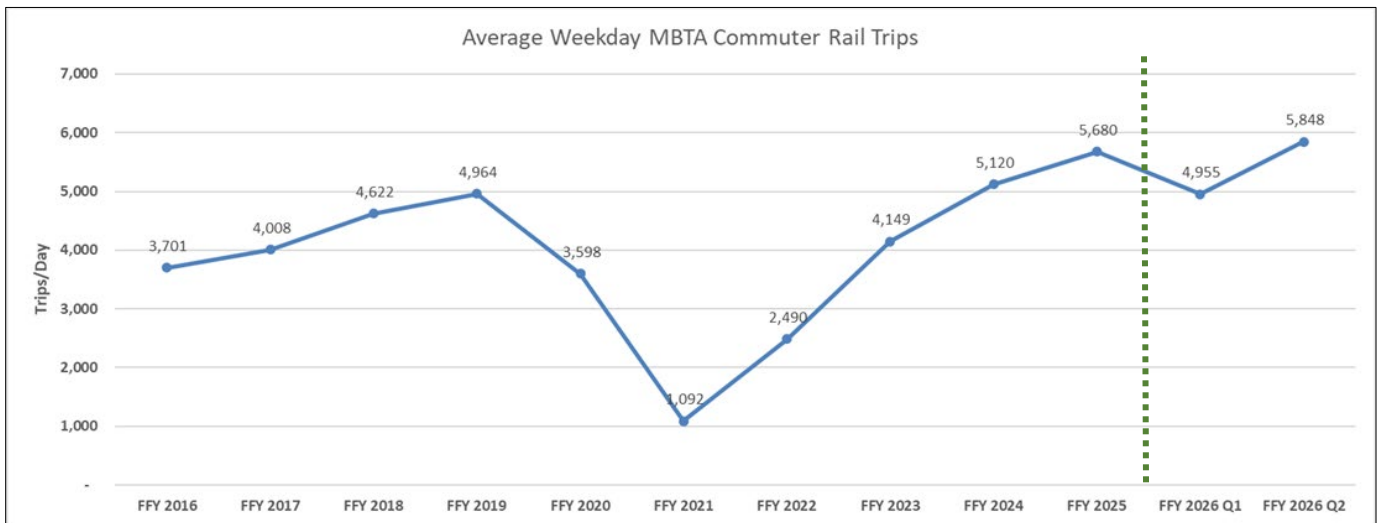
Transit Operations

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.



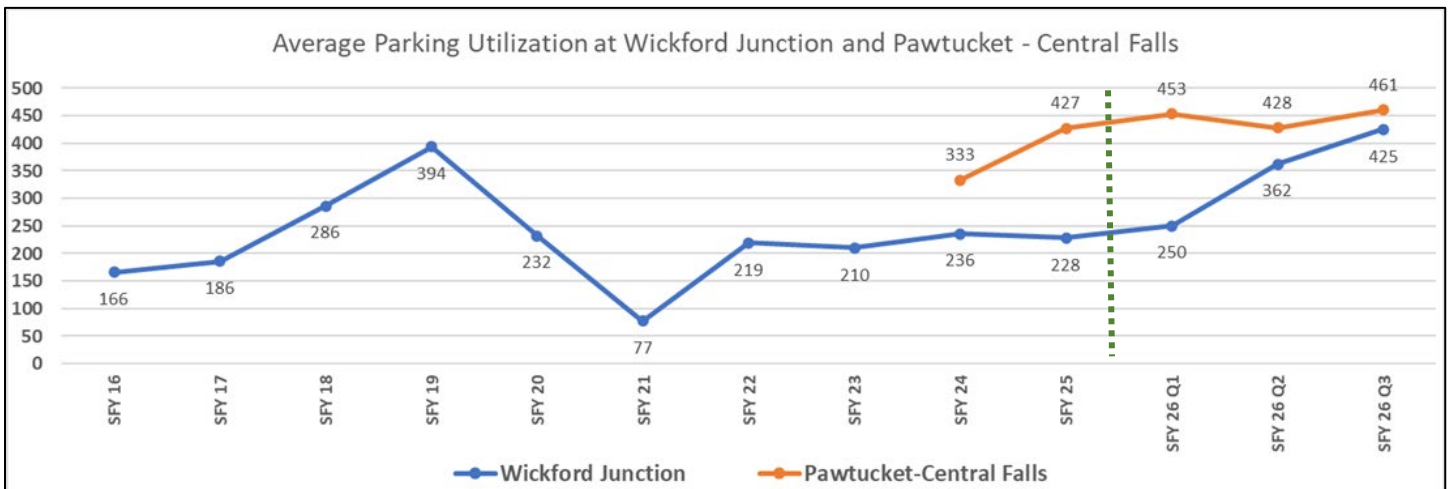
Update: Rhode Island commuter rail weekday ridership volume during the second quarter of FFY 2026 was higher (+18.0%) than the last quarter and up (+10.4%) from a year ago. As we expected, last quarter’s dip in passenger volume was a holiday season related setback in an otherwise robust post-pandemic ridership recovery. While all Rhode Island stations showed positive quarter-over-quarter growth, Wickford Junction and Providence also posted very strong annual growth of 24.4% and 16.8%, respectively.

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

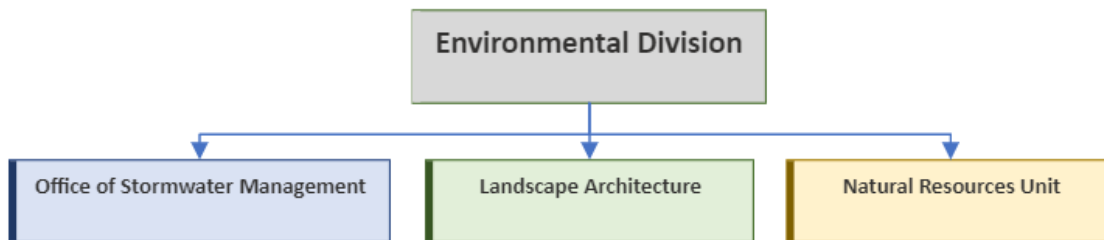


Definition: Average daily (weekday only) counts of the number of cars parked at the Wickford Junction garage and Pawtucket Central Falls Transit Center. Parking counts are tracked by State Fiscal Quarter.



Background: The Environmental Division consists of the Office of Stormwater Management (OSM), the Natural Resources Unit (NRU), and the Landscape Architecture Unit (LAU). 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 LAU provided interdisciplinary support throughout the quarter. In addition to project and permit reviews, the team looked into expanding the conservation mowing program to support pollinator habitats. Also, Scenic Roadway support was provided as a subject matter expert and as the Director’s designee on the board.



FFY26 Q2 Highlights:

<p>Reviewed:</p> <ul style="list-style-type: none"> • 3 CRMC Permit Submission • 40 RIDEM Permit Submission • 2 USACE Authorization Submissions • 9 LRSMM reports/plans • 5 PCB Reviews • 5 Physical Alteration Permits for Stormwater & SRB • 12 Project Reviews (OSM) • 24 Project Reviews (NRU) • 17 Project Reviews (LAU) • 3 Property Management Preliminary Reviews for Sales <p>Inspections/Audits:</p> <ul style="list-style-type: none"> • 5 Final Inspections • 119 SWPPP inspections received & documented • 10 CCTV Inspections • 42 STU Inspections • 2 IDDE Investigation Actions 	<p>Projects:</p> <ul style="list-style-type: none"> • Submitted 2025 Annual Consent Decree Compliance Report to EPA • Active development of remaining impaired watershed Stormwater Control Plans • Continued coordination with Narragansett Bay Estuary Program • Submitted 2025 Annual MS4 Permit Report to RIDEM • Established contract with specialist for Migratory Bird Treaty Act Compliance • Initiated 2026 State-wide Acoustic and Visual Bat Surveys • Initiated 2026 State-wide Road-Stream Crossing Assessments on state roads to prioritize crossings for upgrades • Provided NEPA Training to RIDOT Project Managers • Developed PCB Cleanup Plan templates and Guidance Flowchart • Released updates and improvements to the Environmental Division’s Environmental Permit Tracker • Initiated coordination with the Highway and Bridge Maintenance Division to implement Conservation Mowing for the Monarch Butterfly / Pollinator Habitat along the I-95 corridor (south of I-295) and the Rt-4 corridor. • Continued coordination for the Monarch CCAA participation.
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Safety

The OHS initiated this second quarter by organizing the participation of law enforcement agencies in the national “Drive Sober or Get Pulled Over” mobilization. Participation in this initiative is required for all law enforcement agencies receiving OHS impaired driving funding, ensuring a coordinated, statewide enforcement efforts. It supports sustained deterrence of impaired driving and reinforces Rhode Island’s commitment to reducing alcohol- and drug-related crashes.

In advance of the Super Bowl in February—a historically high-risk event for impaired driving—OHS implemented targeted public outreach and enforcement coordination. In partnership with the Rhode Island Police Chiefs Association (RIPCA), OHS supported a statewide press event hosted by the Cranston Police Department to increase public awareness of enhanced enforcement on Super Bowl Sunday. The event featured community and public safety voices, including former New England Patriots Super Bowl Champion and LaSalle Academy coach Dan Koppen, helping amplify the safety message and encourage responsible decision-making.

Program Coordinators in the OHS conducted the first of two annual on-site monitoring reviews of all OHS subrecipients during February. These monitoring activities are critical to ensuring compliance with federal grant requirements, validating performance measures, and supporting effective program implementation. A second round of monitoring is scheduled for August to maintain oversight and continuous improvement.

OHS also supported enforcement efforts during key community events. The Breath Alcohol Testing (BAT) Mobile Unit was deployed in Middletown during the Newport St. Patrick’s Day Parade, providing law enforcement with additional tools to detect and deter impaired driving. The presence of the BAT Mobile enhances both enforcement capacity and visible deterrence during high-attendance events.

In March, OHS coordinated a statewide “Click It or Ticket” mobilization to promote seat belt use through high-visibility enforcement and public awareness. This initiative is critical to sustaining Rhode Island’s nation-leading seat belt usage rate of 93 percent and reducing the severity of crash-related injuries and fatalities.

Law Enforcement training continues as a priority. As the municipal police training academy continues to recruit and train young recruits, the OHS assists with specific training dedicated to identifying impaired drivers. We share proven deterrents and best practices for law enforcement officers to implement. During this past quarter a pedestrian safety training was held. This training recognizes the importance of training law enforcement agencies to create best standard efforts to alert drivers and pedestrians that promote safer road crossing which will save lives and decrease serious injuries. RIDOT remains on a mission to make Rhode Island roadways a safe place for all pedestrians, bicyclists, and drivers. “Towards zero

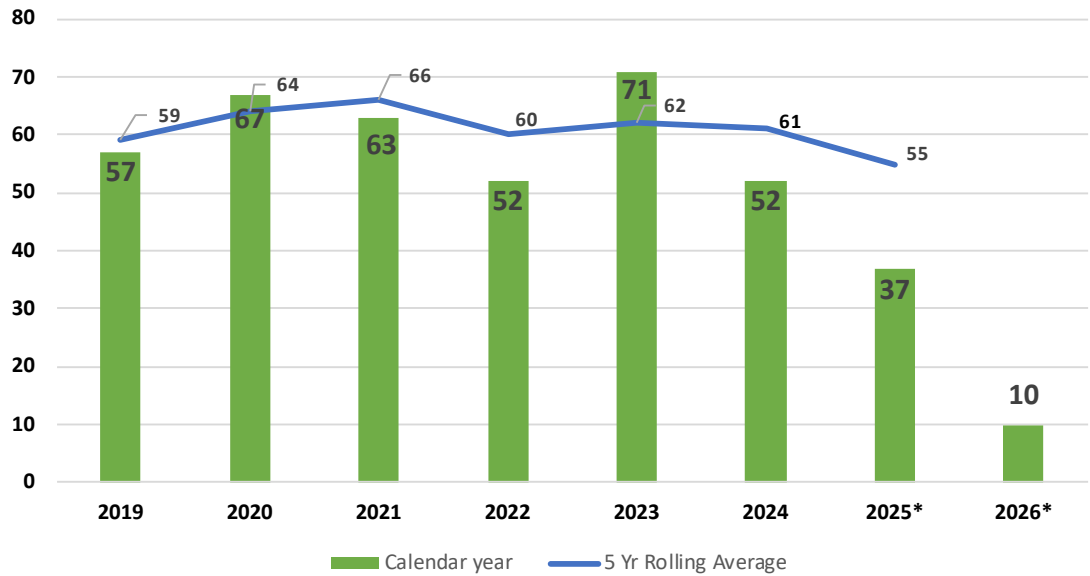
FARS FATALITIES BY PERSON TYPE 2019-2026

PERSON TYPE	2019	2020	2021	2022	2023	2024	2025* (prelim.)	2026* (prelim.)
Motor Vehicle Occupants	36	35	41	34	41	25	18	4
Motorcyclists	13	13	13	11	16	8	10	0
Pedestrians	8	17	7	7	12	14	7	6
Bicyclists	0	2	2	0	2	5	2	0
ATV	0	0	0	0	0	0	0	0
Person on Personal Conveyance	0	0	0	0	0	0	0	0
Unknown Person Type	0	0	0	0	0	0	0	0
TOTAL	57	67	63	52	71	52	37	10

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

fatalities” is not simply a catch phrase at RIDOT, it’s a place we are determined to get to on behalf of all families.

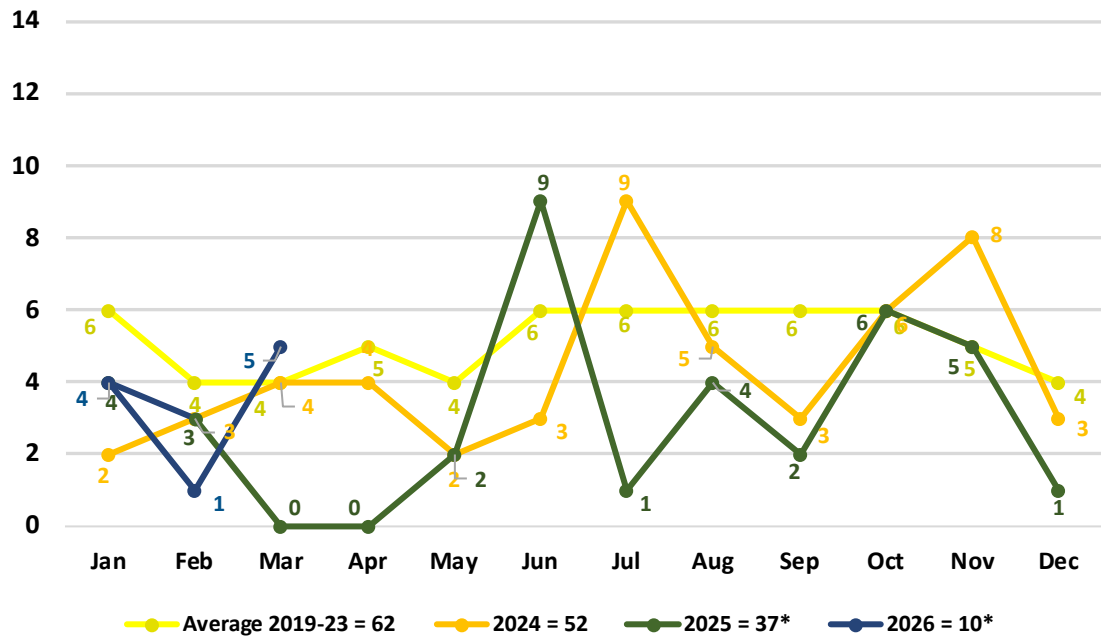
Traffic Fatalities by Year



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



Traffic Fatalities by Month



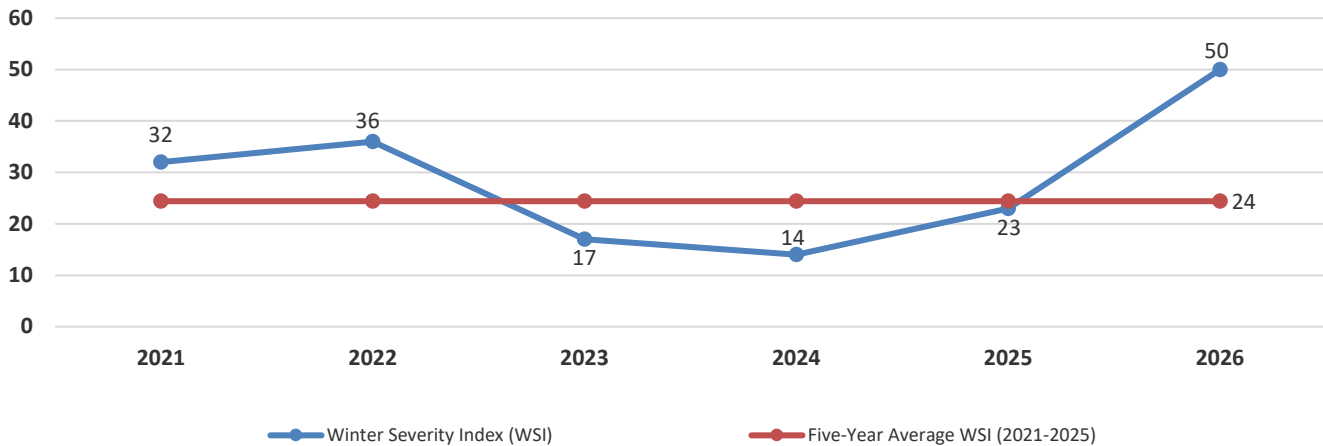
*Per federal rule, fatality data remains in preliminary status for 12 months following the close of calendar year.

Maintenance and Operations

For the 2026 Winter Season, over 90 percent of RIDOT’s heavy plow truck fleet was operational for the majority of the storms while having more than 300+ vendor assets available and on-call. It was a very active winter, including a record blizzard with total winter season snowfall of 75 inches. RIDOT continued its initiative of brine operations for storm preparedness on the interstates, limited access highways, and major secondary roads. Brining is an anti-icing measure 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. RIDOT’s newer plow trucks have large saddle tanks and have the ability to spray liquid brine or put down granular salt. The Highway Maintenance Division also added 2 mobile brine making units to its arsenal.

As part of winter operations, the RIDOT Highway Maintenance Division crews cleared tree debris from roadways, patched potholes, cleared storm drains and waterways, cleared traffic signal heads, repaired washouts, and responded to customer service calls and special requests. The Winter Severity Index (WSI), a weighted formula used to quantify the relative severity of the winter seasons, for the 2026 Winter Season rated a 50 compared to a previous five-year average of 24, meaning a far above average, harsher winter.

Winter Severity Index



The 2026 Winter Season included a record breaking storm, Blizzard Hernando, in late February. 36+ inches of snow fell from Sunday, February 22 to Monday, February 23, and a State of Emergency was declared. The previous record was 28+ inches during the Blizzard of 1978 nearly 50 years ago. RIDOT Maintenance crews reported in that Sunday afternoon and worked straight through into Tuesday afternoon, and for the rest of the week into the following week snow removal operations and cleanup continued day and night and patrol shifts covering the evenings and overnights. About 250 Maintenance personnel worked the storm, including field operations crews and management. RIDOT had over 400 assets working to help clear and treat the state-maintained roadways, which consists of 3,185 total lane miles; these assets included 145 RIDOT plow trucks and 289 vendor plow trucks, State and vendor loaders, and State supervisor vehicles. Material usages for the blizzard are summarized in the table above (Storm No. 21).

RIDOT implemented its Heavy Tow Plan (heavy duty tow truck crews positioned around the state that assisted disabled vehicles) and had tree vendors and truck repair vendors in to assist storm operations. The heavy tow vendors responded to and assisted stuck vehicles non-stop through the peak of the blizzard. When plow trucks broke down, repairs were made quickly, a testament to the crews taking care of their trucks and great repair assistance from the RIDOT Motorpool staff. The Governor’s tractor-trailer and full travel bans were important decisions, giving the RIDOT crews and its vendors less traffic and more room to make the roads passable by the time the bans were lifted that Tuesday afternoon, an incredible accomplishment. RIDOT was in constant communication with the State Police on stranded motorists and with the regional State DOTs on current conditions and travel bans. For the blizzard and the week after, RIDOT Highway Maintenance engineering staff worked at the RIEMA State Emergency Operations Center (SEOC) to coordinate storm response and snow removal efforts; the RIDOT team worked 24/7 at RIEMA during the blizzard providing status reports of RIDOT’s storm response efforts and coordinating with other entities as needed, and then following the blizzard.

FY 2026 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	Tree Vendors	State of Emergency
1	12/2/2025	12/3/2025	177	159	90%	10.0	0.5	2,110.00	261.00			10,300.00			
2	12/6/2025	12/6/2025	200	180	90%	5.0	0.0	1,240.80				62,250.00			
3	12/11/2025	12/11/2025	206	190	92%	6.0	0.0	1,070.08	123.23						
4	12/13/2025	12/15/2025	206	191	93%	33.5	2.5	12,143.03	796.12	1,940.00		56,880.00			
5	12/23/2025	12/23/2025	208	188	90%	26.0	0.0	2,845.62	49.50	300.00		37,000.00			
6	12/26/2025	12/27/2025	208	190	91%	20.5	4.0	14,458.30	218.25	2,500.00		59,190.00			
7	12/28/2025	12/29/2025	208	190	91%	12.0	0.5	1,436.03	536.18			120.00			
8	12/31/2025	1/2/2026	208	190	91%	34.0	1.5	11,630.06	107.40	750.00		44,050.00			
9	1/4/2026	1/5/2026	208	189	91%	31.0	0.5	1,621.80				3,400.00			
10	1/5/2026	1/6/2026	208	189	91%	15.5	0.0	1,595.25	103.50			30,415.00			
11	1/6/2026	1/7/2026	208	189	91%	11.0	0.0	1,118.45	82.95			220.00			
12	1/8/2026	1/9/2026	209	189	90%	11.0	0.0	1,314.73	320.78			280.00			
13	1/18/2026	1/19/2026	209	195	93%	27.0	5.0	20,384.15	275.25	1,230.00		24,900.00	✓		
14	1/25/2026	1/27/2026	213	201	94%	55.0	14.5	23,455.95	1,107.60	500.00		85,350.00	✓	✓	
15	1/27/2026	1/28/2026	213	176	83%	14.0	0.0	2,591.30	159.75						
16	2/1/2026	2/1/2026	213	199	93%	7.0	0.0	670.60	67.50						
17	2/6/2026	2/8/2026	214	197	92%	32.5	7.0	17,555.84	1,562.00	530.00		38,700.00	✓	✓	
18	2/10/2026	2/11/2026	214	195	91%	16.5	1.5	5,988.60	282.75	250.00		2,200.00	✓		
19	2/18/2026	2/19/2026	214	192	90%	15.5	0.0	2,202.80							
20	2/20/2026	2/21/2026	214	199	93%	20.0	0.3	4,724.35	86.25			2,350.00			
21	2/22/2026	3/1/2026	214	202	94%	159.0	36.0	21,059.48	580.88		465.00	5,431.00	✓	✓	✓
22	3/1/2026	3/1/2026	214	202	94%	7.0	0.5	2,404.10	42.00						
23	3/3/2026	3/4/2026	214	203	95%	18.0	0.1	3,716.35	288.15						
24	3/6/2026	3/6/2026	214	203	95%	4.0	0.0	211.35							
25	3/12/2026	3/13/2026	214	203	95%	15.5	0.0	852.10							
26	3/23/2026	3/24/2026	214	203	95%	10.0	0.5	742.05	213.15						
Season Totals						616.5	74.9	159,143.17	7,264.19	8,000.00	465.00	463,036.00			

Focused on coordinating and assigning out-of-state and contractor resources to communities struggling with snow clearing and removal on local roads. At the Governor’s direction, RIEMA activated the Emergency Management Assistance Compact (EMAC) to reach out to other states for assistance, and 4 states answered the call and sent snow clearing equipment and personnel to RI – the Vermont Agency of Transportation (AOT), Connecticut DOT (CTDOT), Pennsylvania DOT (PennDOT), and the Maine National Guard. The RIDOT/RIEMA team strategized and came up with the game plan on where the snow removal resources were assigned to offer the most assistance. Through it all, the RIDOT Maintenance personnel worked together, persevered and never stopped, a true testament to their pride, professionalism and hard work in the job at hand, all while operating and keeping each other as safe as possible. Never a challenge too big, always ready to go, understanding the task at hand, the State is fortunate to have such dedicated staff. The communications, coordination and teamwork was seamless and extraordinary. 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, road sweeping, tree trimming and removal, brush cutting, litter cleanup, graffiti removal, sign installations and repairs, 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:

Maintenance and Operations

- Swept 148 curb miles of roadway
- Cleaned and repaired 1,525 drainage structures
- Fabricated 2,525 signs and worked on 826 signs (repairs, revisions and installations)
- Tallied 3,470 bags of picked litter
- Tallied 8 cubic yards of picked litter with the litter rakes and 157 one-ton truck loads of picked debris
- Completed work orders - washout repair, waterway, culvert cleaning, outfall
- Completed 526 traffic signal maintenance work orders
- Completed 31 highway lighting maintenance work orders and 1 short circuit repairs work order (including 30 labor hours on short circuit repairs and 4 light poles installed)
- Removed and treamed 49 and 27 trees respectively and cut 37,078 feet of brush
- Completed 11 graffiti removal work orders

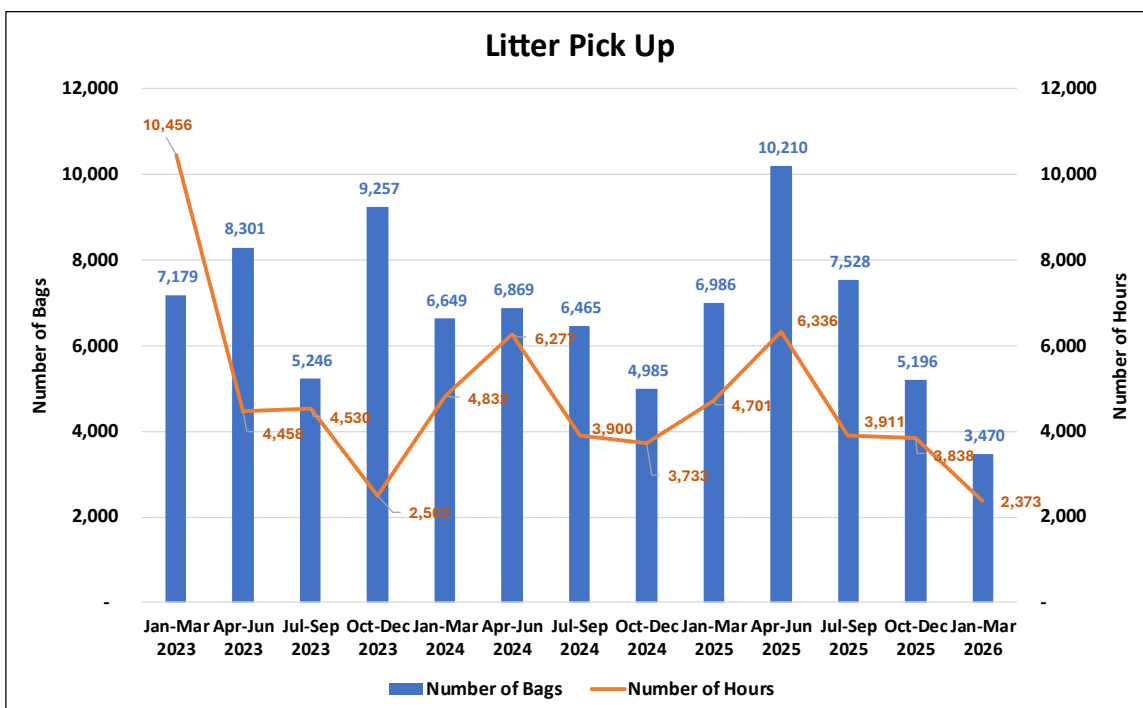
At the end of the second quarter, the Big Sweep began, an initiative to sweep all the interstates, freeways and limited access highways by end of April. The Big Sweep involves the district garages all hands on deck and multiple night sweeping operations each week for these high volume roadways.

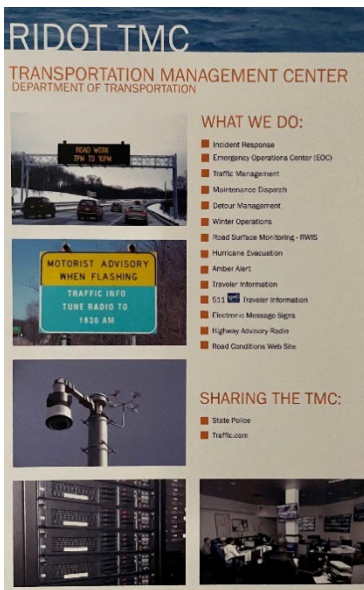
Ongoing MPA projects by the Division’s Engineering & Permitting Office include pavement repairs on Post Road Southbound near Frenchtown Road (North Kingstown), pavement repairs on Main Street at Bank Street (West Warwick), and drainage system repairs/improvements on I-95 Northbound (Hopkinton). Roadway MPA projects bid out in the second quarter include pavement repairs on Conanicus Road (Jamesown), on Market Street (Warren), on Great Island Road (Narragansett), on Flat River Road (Coventry), and on Anthony Road (Portsmouth). Drainage system repairs/improvements on Hartford Avenue (Johnston).

During the second quarter, the RIDOT Highway Maintenance Division issued 27 Physical Alteration Permits (PAPs) for residential and commercial construction impacting the State Highway Right-of-Way (ROW) and issued 126 utility permits for utility construction impacting the State Highway ROW. In the second quarter, RIDOT received 45 PAP applications and 179 utility permit applications in the e-permitting portal.

Facility improvements, including general facility/building improvements, salt building and lot improvements, HVAC improvements, facility heating system upgrades.

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





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 received 2,330 calls this quarter. The TMC continues moving forward with the procurement of an Advanced Transportation Management System (ATMS). This ATMS is the software that will control the various TMC systems (such as cameras, changeable message signs, Wrong Way Driver Systems, etc.) as well as help provide timely and accurate roadway status information. The ATMS project is planned to go-live in the second half of 2026.

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 March 2026.

Bike Path	Bike Volume
East Bay Bike Path (Barrington)	164
East Bay Bike Path (East Providence)	153
East Bay Bike Path (Bristol)	150
George Redman Linear Park	120
Blackstone River Parkway	75
Washington Secondary Bike Path (Cranston - South)	65
Blackstone River Bikeway (Woonsocket)	61
Washington Secondary Bike Path (Cranston - North)	57
South County Bike Path (South Kingstown)	56
South Water Street Bike Path	54
Blackstone River Bikeway (Cumberland)	53
South County Bike Path (West Kingston)	48
Washington Secondary Bike Path (Coventry)	46
Henderson Bridge EB	39
Ten Mile River Greenway (Pawtucket)	38
Ten Mile River Greenway (Rumford)	28
Quonset Point Bike Path	22
Trestle Trail East	14
Woonasquatucket River Greenway	10
Warren Bike Path	8
Sakonnet River Bridge	7

Bike Lane	Bike Volume
Blackstone Boulevard SB	51
Blackstone Boulevard NB	37
Canal Street	36
Burrillville Rail Trail	29
Memorial Boulevard EB	23
Memorial Boulevard WB	22
America's Cup Boulevard SB	20
Atlantic Avenue	11
America's Cup Boulevard NB	11
Coddington Highway Bike Path	11
Boston Neck Road NB	10
Boston Neck Road SB	9
Narragansett Boulevard NB	8
Narragansett Boulevard SB	7
Henderson Bridge WB	3

Projects

Project Performance

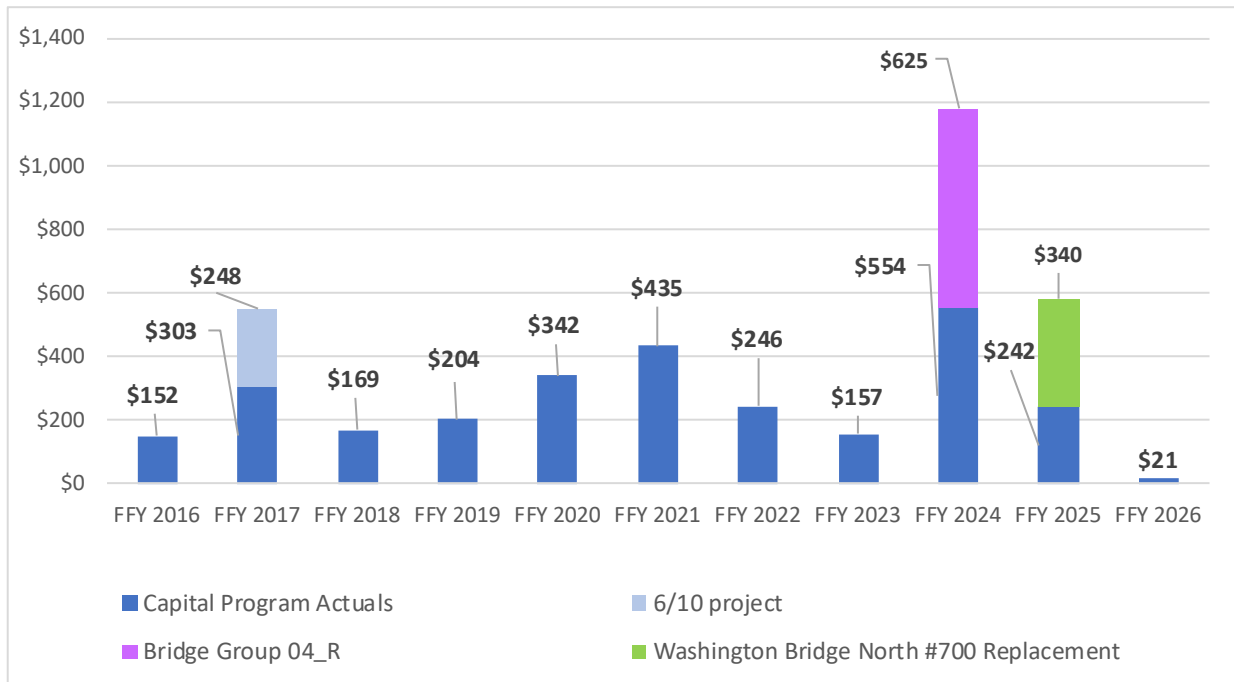
RIDOT has 38 capital projects in active construction as of the end of the second quarter of FFY 2026. Projects progress through RIDOT’s project delivery process as follows: first, the project is included in the capital plan; then it goes through a design phase, followed by an advertisement, construction, 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. Including all Non-Capital program projects, RIDOT is currently tracking over 45 projects in active construction. All projects in FFY19 – FFY25 have been advertised and issued NTP (Notice to Proceed).

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

	Total Construction		Value of all projects (in millions)	On Budget % (by Projects)	On Time % (by Projects)	Total # of Projects	# of Projects in Active Construction
	On Budget % (by Value)	On Time % (by Value)					
FFY19*	46%	67%	\$ 224.6	79%	95%	39	0
FFY20	91%	96%	\$ 351.7	81%	95%	21	0
FFY21*	40%	96%	\$ 482.8	79%	88%	24	1
FFY22*	66%	68%	\$ 256.2	82%	71%	28	3
FFY23	100%	88%	\$ 157.2	100%	86%	21	2
FFY24	100%	100%	\$ 1,224.6	100%	100%	23	10
FFY25	100%	100%	\$ 581.4	100%	100%	20	19
FFY26	100%	100%	\$ 169.3	100%	100%	17	3
TOTALS			\$ 3,447.7			193	38

* Drivers of sub-par FFY 2019, FFY 2021, and FFY 2022 on-time and on-budget performance on multiple projects are primarily related to added scope due to differing site conditions at the time of construction and contractor/legal issues, and COVID-19 related delays.

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	\$ 315.55	\$ 339.58	\$ (24.03)
2608L	2025 - 2026 Paver Placed Elastomeric Surface Treatment C-1	Mar-25	\$ 17.57	\$ 13.27	\$ 4.30
2604U	Bridge Group 76 - I-Way Preservation	Mar-25	\$ 23.72	\$ 12.29	\$ 11.43
2608G	2024 DMS Replacement Project	Mar-25	\$ 3.01	\$ 2.99	\$ 0.02
2609P	HSIP - Wickford Roundabout	Mar-25	\$ 0.59	\$ 1.18	\$ (0.59)
9002F	RI Welcome Center Well System Upgrade (Re-advertised)	Mar-25	\$ 2.18	\$ 2.57	\$ (0.39)
2608N	2025-2026 Crack Sealing	Apr-25	\$ 3.94	\$ 5.96	\$ (2.01)
0116Z	2025-2026 Statewide Striping - East Bay & North	Apr-25	\$ 5.01	\$ 4.40	\$ 0.61
2609Q	Bridge Group 44_H - Nonquit (Re-Advertised)	Apr-25	\$ 4.10	\$ 3.54	\$ 0.56
2607F	Bridge Group 08 - I-295 WAR, WST	Jul-25	\$ 45.93	\$ 56.98	\$ (11.05)
0139C	Corridor – Rt 138, Kingstown Rd	Jul-25	\$ 63.48	\$ 56.46	\$ 7.01
2607V	HSIP - Intersection & Crosswalk - 2025	Jul-25	\$ 2.19	\$ 2.03	\$ 0.17
0131K	Pavement Improvements - West Main & Sprague	Jul-25	\$ 14.64	\$ 11.35	\$ 3.30
7006R	Statewide Hardware Replacement 2026-2028	Aug-25	\$ 15.46	\$ 12.00	\$ 3.46
2607E	Bridge Group 26C - Woonsocket Blackstone River West	Aug-25	\$ 13.60	\$ 13.33	\$ 0.27
2607D	Corridor - Woonsocket	Aug-25	\$ 17.28	\$ 14.96	\$ 2.32
2607T	Kingston Station Parking Lot	Aug-25	\$ 2.31	\$ 1.24	\$ 1.07
2607Z	Pavement Improvements - WRN	Aug-25	\$ 6.70	\$ 7.69	\$ (0.99)
0055H	Post Rd & West Main St Curb & Sidewalk	Sep-25	\$ 15.38	\$ 14.12	\$ 1.26
TOTAL			\$ 579.12	\$ 581.36	\$ (2.24)

FFY 2026 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)
2609C	2026 Statewide Railroad Crossing Improvements	Oct-25	\$ 0.31	\$ 0.41	\$ (0.11)
2601M	Corridor - Hope	Oct-25	\$ 13.62	\$ 12.59	\$ 1.03
1500N	2025 General Bridge Repairs C-1	Dec-25	\$ 2.14	\$ 1.65	\$ 0.49
0117A	2026-2027 Statewide Striping - Central & South	Jan-26	\$ 5.85	\$ 5.95	\$ (0.10)
2607P	Bridge Group 15F - Barrington	Jan-26			
2604W	Bridge Group 16D - Route 6 JON	Jan-26			
0117C	2026-2027 Statewide Striping – Limited Access (Re-advertised)	Mar-26			
2607H	Henderson Bridge Improvements - Phase 2	May-26			
2609D	HSIP - Intersection & Crosswalks - 2026	Jul-26			
2606J	Bridge Group 01_H - Historic Coventry	Jul-26			
2607Q	Pavement Improvements – Putnam Pike	Jul-26			
2608V	HSIP - Roadway Departure - 2026	Aug-26			
2608A	Corridor - Hope Valley	Aug-26			
2610B	Providence Pedestrian Bridge over Amtrak	Aug-26			
2610Q	2026 Statewide Steel Repairs	Sep-26			
2607R	Rt. 116 Wall Repairs	Sep-26			
2609G	Statewide Stormwater Improvements – PROTECT Grant	Sep-26			
TOTAL			\$ 21.91	\$ 20.60	\$ 1.31

Construction Program Update:

Removed from FFY 2026:

- **0117B - 2026-2027 Statewide Striping – Limited Access** – re-advertised under 0117C due to the blizzard.
- **0013Q – Corridor – Ashaway** – Additional design and permit revisions are required from National Park Services for Army Corp in order to obtain the Army Corp permit. Once the revisions are complete, the project will be scheduled for advertisement and added back to the federal fiscal program.

Added to FFY 2026:

- **2610B** - Providence Pedestrian Bridge over Amtrak
- **2610Q** - 2026 Statewide Steel Repairs
- **0117C** - 2026-2027 Statewide Striping – Limited Access (Re-advertised)

FFY 2025 and 2026 Professional Services

Project	Actual/Projected Advertised Date	Value at the time of award
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FFY25

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 18C Frenchtown Rd	Nov-24	\$ 8,692,185.00
CEI Services for Bridge Group 95 Missing Move	Nov-24	\$ 9,678,769.00
Prelim., Final Design, and Construction Eng. Task Order Program 1	Mar-25	\$ 67,500,000.00
Tech Support of Statewide Crash System	Mar-25	\$ 1,200,000.00
MPA 429 On-Call Construction Materials Inspec. & Materials Testing	May-25	N/A
Consultant Services and ITS Technical Support to the TMC	Jun-25	\$ -
Automated Pavement Condition Data Collection Survey Services	Sep-25	\$ 875,800.00
TOTAL		\$ 93,946,754.00

FFY26

Preliminary Design, Final Design, and Construction Engineering - Amtrak Bridges	Dec-25	\$ -
On-Call Infrastructure Maint & Bridge Engineering Support Services	Dec-25	\$ -
Preliminary Design, Final Design, and Construction Engineering - General Bridges	Jan-26	\$ -
TOTAL		\$ -

FFY 2024, 2025, and 2026 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)
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	Woonsocket 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	\$ 0.82	\$ 0.95	\$ (0.13)
0119T	Statewide Beautification Projects 2025 - 2027	Jul-25	\$ 2.98	\$ 2.00	\$ 0.99
1600Q	Ashton Viaduct Preservation	Sep-25	\$ 0.71	\$ 0.38	\$ 0.33
TOTAL			\$ 4.52	\$ 3.33	\$ 1.19
FFY26					
1600T	Preservation Repairs to North Smithfield Bridges	Nov-25	\$ 0.51	\$ 0.34	\$ 0.17
9002T	Wickford Junction Parking Garage Repairs	Nov-25	\$ 0.44	\$ 0.60	\$ (0.16)
1600S	Preservation Repairs to Pound Hill	Nov-25	\$ 0.87	\$ 0.56	\$ 0.31
1600R	General Structures Repair - Killy Brook Bridge	Mar-26			
n/a	Scour Remediation - Indian Run Brook Bridge, Benjamin Pond Bridge, Warwick Box Culvert	Jun-26			
1600U	Scour Remediation - Stillwater Viaduct Bridge	Jun-26			
n/a	Scour Remediation - First Barberville Bridge & Sheep Wash Bridge	Jun-26			
n/a	Scour Remediation - Usquepaug River	Jul-26			
n/a	Preservation Repairs to Smithfield Ave RR Bridge	Jul-26			
n/a	Scour Remediation - South Main St North & South Bridges	Aug-26			
TOTAL			\$ 1.82	\$ 1.50	\$ 0.32

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.

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 with an alternative to the Newport traffic and a unique opportunity to experience Narragansett Bay.

Update: The Rhode Island Department of Transportation (RIDOT) will begin its 11th season on June 12th, 2026, starting with site cleanup and preparations for the upcoming season.

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. Site improvements at the 25 Portugal Parkway landing are in the design stage. A&R Marine met substantial completion on ferry landing improvements in Bristol and Portsmouth in December 2025. Four other projects have funding secured. Interstate Navigation Company is finishing design for grading and repaving of their passenger vehicle staging area, installation of water intrusion prevention measures, and upgraded passenger amenities and expects to advertise for construction in Summer 2026, with projected completion in fall of 2028. INC is also in design and permitting for a project replacing the main loading ramp, which is also expected to advertise summer 2026. Conanicut Marine has permitted in place and moving towards construction of the Jamestown & Newport Ferry dock, with anticipated advertisement in late summer 2026. Permitting has begun for a dock expansion project with RI Fast Ferry.

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: QDC has completed 5 railroad crossing projects within the Quonset Business Park and expects completion of one more by Spring 2026. They are presently designing four (4) additional crossings, with advertising expected in Spring/Summer 2026 for Summer/Fall 2026 construction. Providence and Worcester Railroad (P&W) is in design for two at grade crossing projects and anticipates advertising for construction in Spring/Summer of 2026. Coordination has begun with Newport, the Navy and Narragansett Bay Railroad (NNBR) to address at-grade railroad crossings in Newport County and for design of the corridor project. RIDOT has also advertised a Statewide Signing and Striping Project for the At-Grade Railroad Crossings. Construction on this project is expected to start in the late spring/summer of 2026. RIDOT continues to work with the Railroads on potential future At-Grade Railroad Crossing Projects.

Special Projects

RIDOT Rail Plan



RIDOT is overseeing the development of a visionary new Rail Plan that will guide RIDOT's 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 and the consultant team continue to actively advance the development of the study. Key activities this quarter include reviewing the data that was received from advancing outreach efforts, which included two (2) regional public listening seasons, two (2) municipal regional meetings, and a Statewide virtual meeting as well as meetings with rail operators, local agencies, and adjacent state stakeholders. Rail surveys were also completed and had over 1,800 returns. The consultant also continues to review collected documentation (existing conditions report; national, regional/local plans).

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. This will be resolved with the addition of a ramp carrying traffic from I-95 Northbound to Rt. 4 Southbound and a "flyover" bridge carrying traffic from Rt. 4 Northbound to I-95 Southbound.

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 2026, design review and site work in the Interchange and Route 403 areas continued. Construction of the Rt 403 ramp embankment walls and installation of ITS system improvements in the Rt. 403 area are underway. Utility work at Compass Circle and the Seaview Engine House area were completed. Site work in the Interchange area which included directional drilling for drainage improvements crossing I-95, constructing the north abutment for Ramp NW, and excavation in advance of bedrock blasting for Ramp ES is ongoing. Next quarter, the Contractor will submit IFC packages, begin paving the final alignment at Compass Circle, continue Interchange Area ramp and drainage work, and coordinate utility work at the Interchange Area.

State/Local Collaboration

The program provides funding to municipalities for the construction and maintenance of roads, sidewalks, and bridges. To be considered for funding, bridges must be on a local public way and must be on the State Bridge Inventory.



Update: Since its launch in 2023, the program has delivered \$33.5 million in state funding as a match with local funding. In just the first three years, nearly \$140 million has been invested in over 1,300 projects in all 39 cities and towns, repairing more than 828 lane miles of road, 82,610 linear feet of sidewalks and two bridges. 80 percent of Rhode Island's roads are owned and maintained by municipalities. With a steady stream of state investment, more municipalities than ever are creating long-term road repair programs to improve our roads statewide.

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: Following Substantial Completion in December 2025, a final inspection was complete. The completion of the punch list and demobilization will be completed in April 2026. This work will not impede the new construction contractor and will allow for

the quickest possible start of construction. 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

www.washingtonbridgerebuild.com

Weigh-in-Motion/Structural Health Monitoring Data



Weigh-in-motion and structural health monitoring data technology provides real-time information on overweight trucks crossing the bridge and stresses and strains on the structure from the passage of these vehicles. WIM and SHM data for the eastbound Washington Bridge is posted weekly on the RIDOT website

<https://www.dot.ri.gov/projects/WashingtonBridge/>

Update: RIDOT continues its maintenance and inspection efforts on the eastbound side of Washington Bridge. At close of the quarter, RIDOT's structural health monitoring technology continues to provide live data. This real-time monitoring system literally puts our finger on the pulse of the bridge, so we always have information on the structure's health. Next quarter, RIDOT has planned a Calibration of the WIM, now scheduled for May 10 through May 14, and connecting the WIM and SHIM by Fiber Optic Cable is scheduled to be complete by the end of April. This will allow for advanced communication between the two systems. We continue to work closely with the State Police for overweight enforcement.

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 the second quarter of FFY 2026, the design-build team continued mobilization of equipment, conducting various surveys, ordering materials, and finalizing the design. Environmental permits were received from Rhode Island

Department of Environmental Management, the Coastal Resources Management Council, and the US Army Corp of Engineers. The U.S. Coast Guard's permit is pending due to the government shutdown. Work will continue into the spring with the steel fabrication, and additional design work. The first in-water work for the new bridge is scheduled for early summer. The project remains on time and on budget. Please see Washington Bridge Snapshot Report for more detailed information, located at www.washingtonbridgerebuild.com

Special Projects

Route 146 Reconstruction Project



This project has several major components, one of the largest of which is the construction of an overpass at the intersection of Rt. 146 at Sayles Hill Road. Presently, Rt. 146 is entirely access controlled except for a short stretch at Sayles Hill Road, where there is a major signalized intersection. The traffic signal introduces excessive delays during the morning and afternoon peak hours, and the new overpass will improve congestion on Rt. 146 while still maintaining access to Sayles Hill Road and local businesses through collector-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 2026, construction activity continued with the contractor installing drainage and stormwater treatment units project wide. New permanent median barrier installation continued in preparation for final paving which is anticipated to begin later this year. Work also continued along the Rt 146 corridor to expand the Wrong Way Driving detection system.

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 second quarter of FFY 2026, the Design-Build team continued utility coordination and design submissions, continued the Oaklawn Avenue bridge demolition, began bridge demolition for New London Avenue and Route 37 over Amtrak, and Post Road intersection reconstruction. Next quarter, the Design-Build team will continue Oaklawn Ave bridge demolition and reconstruction, continue demolition for Route 37 over Amtrak and New London Avenue, start demolition for Post Road and Power Road, and continue the Post Road intersection reconstruction.

Henderson Bridge Phase 2



This project will convert Henderson Parkway into a low-speed facility by demolishing an existing bridge, loop ramp, and approximately two traffic signals, and constructing a new roundabout. Two scenic overlooks will also be added to the Henderson Bridge over the Seekonk River, along with roadway improvements along a one-mile stretch of Pawtucket Avenue.

Update: During the first quarter of FFY 2026, final design continues with advertising scheduled for this spring.

Financials

Expenditures

Actual operating expenditures totaled \$231 million in SFY25, \$82 million in Q3 SFY26, and \$175 million YTD for SFY26.

Operating Expenditures Detail (Actuals)

(In Thousands)	SFY25	SFY26Q1	SFY26Q2	SFY26Q3	SFY26 YTD
<u>Administrative</u>					
In-house Labor	\$ 35,832	\$ 9,943	\$ 8,162	\$ 9,277	\$ 27,382
Overhead Recovery	\$ (19,841)	\$ (5,653)	\$ (5,207)	\$ (5,035)	\$ (15,895)
Consultant Contracts	\$ 2,321	\$ 376	\$ 270	\$ 393	\$ 1,039
Miscellaneous (Admin)	\$ 2,533	\$ 647	\$ 985	\$ 320	\$ 1,952
Pass Throughs	\$ 137	\$ -	\$ 78	\$ 78	\$ 156
Total Administrative	\$ 20,982	\$ 5,313	\$ 4,288	\$ 5,033	\$ 14,634
<u>Highway Maintenance**</u>					
In-house Labor	\$ 52,840	\$ 14,700	\$ 11,686	\$ 19,222	\$ 45,608
Overhead Costs	\$ 3,588	\$ 1,005	\$ 956	\$ 1,059	\$ 3,020
Consultant Contracts	\$ 30,661	\$ 6,796	\$ 7,830	\$ 9,097	\$ 23,723
Construction Contracts	\$ 351	\$ 38	\$ -	\$ 98	\$ 136
Miscellaneous (Highway Maint.)	\$ 27,137	\$ 5,141	\$ 6,009	\$ 10,557	\$ 21,707
Pass Throughs	\$ 143	\$ -	\$ -	\$ 35	\$ 35
Total Highway Maintenance	\$ 114,720	\$ 27,680	\$ 26,481	\$ 40,068	\$ 94,229
<u>Safety</u>					
In-house Labor	\$ 660	\$ 342	\$ 203	\$ 229	\$ 774
Overhead Costs	\$ 472	\$ 247	\$ 142	\$ 160	\$ 549
Consultant Contracts	\$ 2,118	\$ 909	\$ 373	\$ 744	\$ 2,026
Miscellaneous (Safety)	\$ 231	\$ 1,369	\$ 1,129	\$ 19	\$ 2,517
Pass Throughs	\$ 8,182	\$ 399	\$ 1,166	\$ 1,231	\$ 2,796
Total Safety	\$ 11,663	\$ 3,266	\$ 3,013	\$ 2,383	\$ 8,662
<u>Transit Operations</u>					
Transit Operations	\$ 34,771	\$ 6,587	\$ 6,467	\$ 6,151	\$ 19,205
Total Transit Operations	\$ 34,771	\$ 6,587	\$ 6,467	\$ 6,151	\$ 19,205
<u>Winter Operations</u>					
In-house Labor	\$ 4,299	\$ -	\$ 1,661	\$ 4,027	\$ 5,688
Miscellaneous (Winter)	\$ 22,018	\$ -	\$ 1,283	\$ 21,618	\$ 22,901
Total Winter Operations	\$ 26,317	\$ -	\$ 2,944	\$ 25,645	\$ 28,589
<u>Non-Capital Projects***</u>					
In-house Labor	\$ 1,634	\$ 415	\$ 166	\$ 66	\$ 647
Overhead Costs	\$ 990	\$ 287	\$ 116	\$ 46	\$ 449
Consultant Contracts	\$ 341	\$ 70	\$ 167	\$ 86	\$ 323
Construction Contracts	\$ 19,359	\$ 4,080	\$ 1,347	\$ 2,489	\$ 7,916
Miscellaneous	\$ 657	\$ 332	\$ 116	\$ (8)	\$ 440
Pass Throughs	\$ 3	\$ -	\$ -	\$ -	\$ -
Total Emergency Repair Project	\$ 22,984	\$ 5,184	\$ 1,912	\$ 2,679	\$ 9,775
Total Operating Expenditures	\$ 231,437	\$ 48,030	\$ 45,105	\$ 81,959	\$ 175,094

*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

- Note: additional winter expenditures are forthcoming

Actual capital expenditures totaled \$708 million in SFY25, \$212 million in Q3 SFY26, and \$569 million YTD for SFY26.

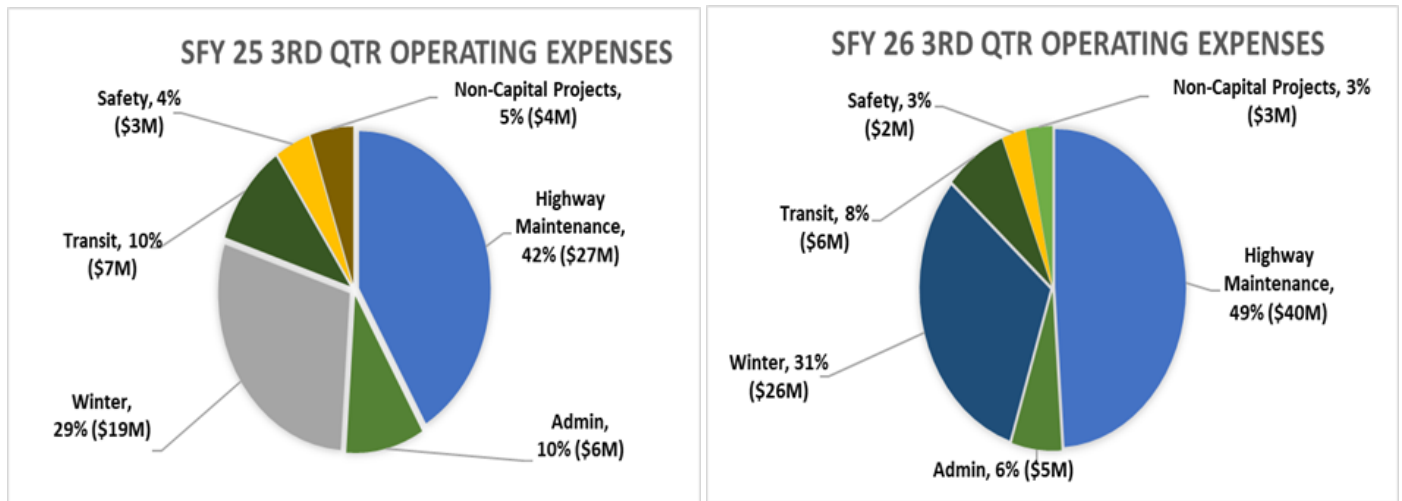
Capital Expenditures Detail (Actuals)

(In Thousands)	SFY25	SFY26Q1	SFY26Q2	SFY26Q3	SFY26 YTD
Debt					
Debt	\$ 75,234	\$ 1,514	\$ 12,990	\$ -	\$ 14,504
Total Debt Service	\$ 75,234	\$ 1,514	\$ 12,990	\$ -	\$ 14,504
Planning					
In House Labor	\$ 1,655	\$ 522	\$ 444	\$ 514	\$ 1,480
Overhead Recovery	\$ 737	\$ 207	\$ 191	\$ 222	\$ 620
Consultant Contracts	\$ 6,390	\$ 1,320	\$ 1,478	\$ 1,730	\$ 4,528
Miscellaneous (Planning)	\$ 2,015	\$ 328	\$ 1,185	\$ 1,084	\$ 2,597
Total Planning	\$ 10,797	\$ 2,377	\$ 3,298	\$ 3,550	\$ 9,225
Capital Projects					
In House Labor	\$ 26,446	\$ 7,626	\$ 6,688	\$ 6,798	\$ 21,112
Overhead Recovery	\$ 14,266	\$ 4,184	\$ 3,791	\$ 3,493	\$ 11,468
Consultant Contracts	\$ 37,897	\$ 6,113	\$ 10,437	\$ 12,454	\$ 29,004
Construction Contracts	\$ 490,241	\$ 132,747	\$ 134,495	\$ 166,356	\$ 433,598
Miscellaneous (Capital Projects)	\$ 39,460	\$ 17,843	\$ 9,996	\$ 11,988	\$ 39,827
Total Capital Projects	\$ 608,310	\$ 168,513	\$ 165,407	\$ 201,089	\$ 535,009
Capital Pass Throughs					
Pass Throughs	\$ 13,281	\$ 340	\$ 2,800	\$ 6,936	\$ 10,076
Total Capital Pass Throughs	\$ 13,281	\$ 340	\$ 2,800	\$ 6,936	\$ 10,076
Total Capital Expenditures	\$ 707,622	\$ 172,744	\$ 184,495	\$ 211,575	\$ 568,814
Total RIDOT Expenditures	\$ 939,059	\$ 220,774	\$ 229,600	\$ 293,534	\$ 743,908

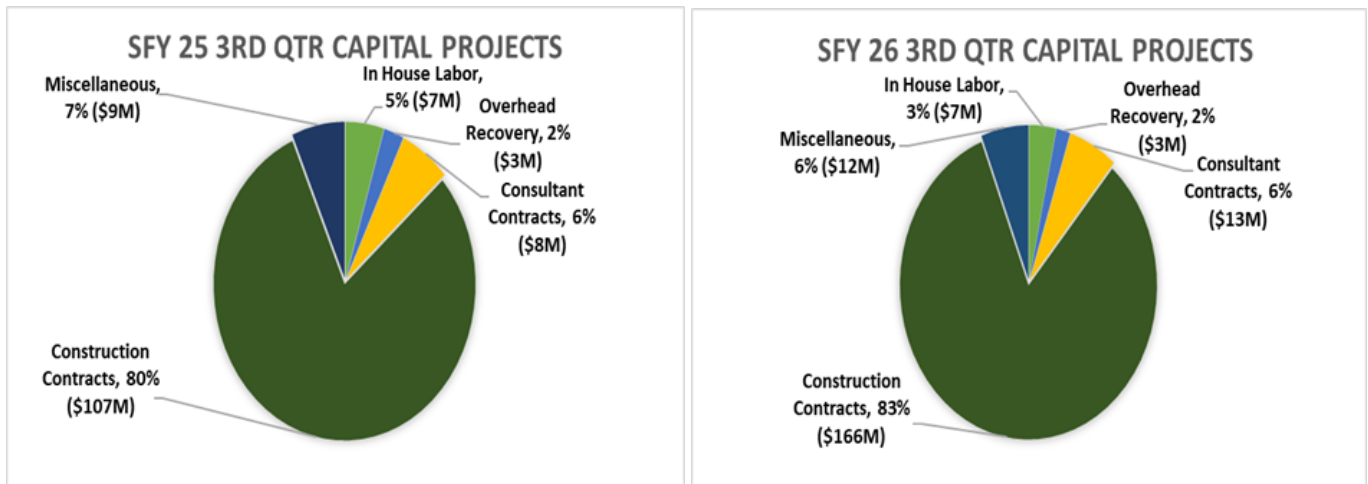
* Beginning in the 4th Qtr of SFY 19, Garvee Debt service payments are included in the Total Debt Service.

Expenditures

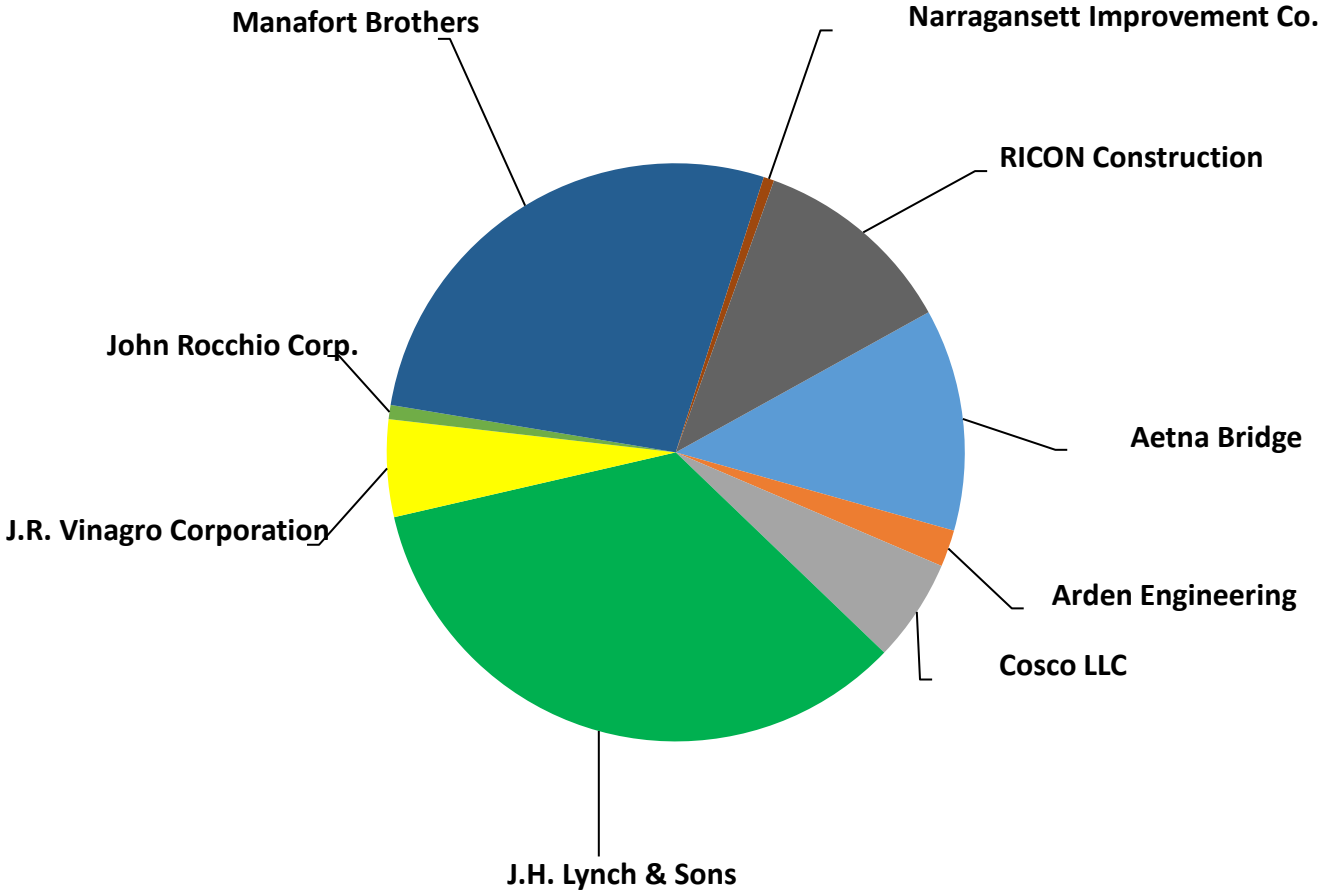
OPERATING EXPENDITURES: Operating expenditures are costs associated with the day-to-day operations of RIDOT. These costs include Highway Maintenance, Safety Programs, Administrative Expenses, Winter Operations, Commuter Rail expenses, and Non-Capital Projects.



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 2026 (as of March 31, 2026)*



Contractor	No. of Contracts	Total Value Awarded (In Millions)
Aetna Bridge	2	\$25.927
Arden Engineering	1	\$4.301
Cosco LLC	1	\$11.996
J.H. Lynch & Sons	2	\$71.419
J.R. Vinagro Corporation	1	\$11.348
John Rocchio Corp.	1	\$1.649
Manafort Brothers	1	\$56.982
Narragansett Improvement Co.	1	\$1.239
RICON Construction	3	\$23.837
Totals	13	\$208.698

*Chart contains only contractors awarded over \$500,000 in construction contracts in FFY 2026 as of March 31, 2026.

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

Definitions:

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

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

CMAQ: Congestion Mitigation and Air Quality

Cracking Percent: Measures the percentage of pavement surface exhibiting cracking

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

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"

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

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

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

International Roughness Index (IRI): Measures pavement roughness (ride quality)

LTD: Life to Date

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

NHTSA: National Highway Traffic and Safety Administration

OHS: Office of Highway Safety

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

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

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

Rutting (for asphalt) / Faulting (for concrete): Measures surface deformation

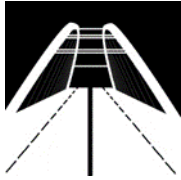
SHM: Structural health monitoring - technology that provides real-time information on stresses and strains on the bridge structure from the passage of vehicles

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

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

WIM: Weigh-in-motion – technology that provides real-time information on overweight trucks crossing the bridge

RIDOT System Quick Facts



1,204

All RhodeWorks Bridges (8+ feet) as of 3/31/26



More than

3,000

Lane miles of road



6 rail stations

18 park and rides



104,000

Traffic devices



34,000

Catch basins (approximate)



698

Total employees

(as of 3/31/26)