FFY 26

Q1 OCT NOV DEC

Q2 JAN FEB MAR

Q3 APR MAY JUN

Q4 JUL AUG SEP

Quarterly Report

July – September 2026



Bridge Group 04_R - I-95/RT 10

October 30, 2026

RI dot
Driven to get you there

Statutory Reporting Requirements

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

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

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

Department of Transportation
Two Capitol Hill
Providence, RI 02903

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

October 30, 2026

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

RIDOT is pleased to submit the FFY 2026 Q4 RhodeWorks quarterly report.

The Department welcomed FHWA Administrator Sean McMaster on a construction site visit to view the ongoing success of our 'Missing Move' project. Within a work zone off I-95 in Warwick, RIDOT showcased efforts to provide previously missing connections between I-95 and Route 4 to the Administrator and other dignitaries.

The City of Warwick also benefitted from major improvements within their community. This summer, as part of our Warwick Corridor project, RIDOT installed a new road diet, sidewalks and curbing and upgraded traffic signals on Route 113 (Main Avenue). The Department also continued making improvements at the Route 37/Route 1 (Post Road) interchange. They included opening a new ramp from Post Road North to Route 37 West and continuing to demolish the bridge carrying Route 37 over Post Road.

Construction continued to progress well at the Washington Bridge Rebuild project. Crews continued foundation work for the new bridge's west abutment. They also installed and placed concrete at six out of the 32 drilled shafts that will form the foundation of the new bridge. Next will come further concrete work and steel placement. To enhance our public outreach efforts for this project, RIDOT held a press conference with the Governor in mid-August during which time the Department unveiled a new animation video, currently available at the project website at https://washingtonbridgerebuild.com/. The majority of the construction takes place off-alignment, meaning it is not disrupting traffic on local or Interstate roads. The contractor continues to use methods such as vibratory hammers instead of pile drivers, to minimize the impact of construction noise on the surrounding homes and businesses.

For additional updates, please refer to the Department's Key Accomplishments located on page 5 and the Special Project Section on pages 37-41. Both sections provide additional details on other noteworthy projects and efforts that occurred during this reporting period.

Sincerely,

Robert Rocchio, P.E.
Interim Director

This page intentionally left blank

Table of Contents

Key Accomplishments
Key Accomplishments 5

Statutory Requirements
Statutory Requirements 6

Operations
Bridge Condition 17
Pavement Program 19
Transit Operations 24
Stormwater/Natural Resources 25
Safety 26
Maintenance and Operations/TMC 28
Planning 31

Projects
Project Performance 33
FFY 2026 Capital Program 34
FFY 2025, 2026 and 2027 Professional Services 35
FFY 2025, 2026, and 2027 Non-Capital Projects 36
Special Projects 37

Financials
Expenditures 43
Construction Contract Awards 46

Annual Data
Annual Data 48

Appendices
Glossary 55

Insert A: Project Budgets and Schedules A-1

Key Accomplishments

Department Wide

- **Bridge Condition –** Under the FHWA final rule published at 82 FR 5886, the minimum condition requirement for bridges on the National Highway System (NHS) is that no more than 10.0 percent of the total deck area of NHS bridges within a state may be classified in Poor condition. Based on 2026 National Bridge Inventory data, "As of December 31, 2025, Rhode Island has dropped to 9.1% of total deck area of NHS bridges in poor condition, which is below the required 10.0% threshold to come out of the penalty." In September, FHWA informed RIDOT that the "penalty phase" mandate for bridge condition was over, as stated in the letter to RIDOT from the FHWA director of the office of bridges and structures, Shay Burrows.
- **AI and the RIDOT –** In August, RIDOT Planning Division embraced the unknowns of artificial intelligence (AI) by hosting a FHWA-sponsored AI Symposium and Peer Exchange at the New England Institute of Technology in East Greenwich. The event was led by keynote speakers, FHWA Administrator Sean McMaster and USDOT Assistant Secretary for Research and Technology Seval Oz. The event focused on how artificial intelligence and digital infrastructure are reshaping the core mission of transportation agencies, from advancing Vision Zero safety goals to enabling seamless, multimodal mobility, and how public agencies must transition from reactive management to proactive, data-driven stewardship.

Grants

- **Providence-Newport Ferry Grant –** In August, RIDOT was awarded a $13.5 million FTA grant to provide passenger upgrades at the Providence-Newport Ferry terminal in Providence. They include a new, permanent ticketing pavilion that will also include an office, restrooms, and a waiting area with real-time information, improvements to parking and stormwater treatment, and construction of new floating docks, ADA-compliant gangways, and sea wall repairs.

Safety

- **Impaired Driving Summit –** In August, AAA Northeast partnered with MADD RI to host "Turning the Tide on Impaired Driving in Rhode Island," a summit designed to curb impaired driving deaths in the Ocean State, where 37 percent of all traffic fatalities were linked to drunk driving in 2024*. The event was made possible through a grant from RIDOT's Office on Highway Safety (OHS).
- **Seat Belt Usage Rate Surpasses National Average Again** – Rhode Island's 2026 seat belt usage rate has reached 92 percent. This surpasses the national average of 91.3 percent for the second year in a row. It also marks the third year in a row that Rhode Island is above 90 percent for its seat belt usage rate.

*** Impaired Driving Summit -** 2025 drunk driving data is not yet available.

Statutory Requirements

STATUTORY REQUIREMENT: Construction Contracts $500,000 or greater awarded in the prior fiscal year, date of awards, value, and expected substantial completion date.

CONSTRUCTION CONTRACTS AWARDED IN FFY 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 Sneech	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 consturction 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.

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		
HSIP - Roadway Departure - 2026	Nov-26	$ -
HSIP - Statewide Safety Improvements - 2027 C-1	Nov-26	$ -
2027-2028 Statewide Striping - East Bay & North	Jan-27	$ -
2027 - 2028 Crack Sealing C-1	Feb-27	$ -
Bridge Group 01_H - Historic Coventry	Feb-27	$ -
2027 General Bridge Preservation C-1	Mar-27	$ -
Corridor - RI-123 Dexter St	Apr-27	$ -
Pavement Improvements - East Main Rd Portsmouth	Apr-27	$ -
Pavement Improvements - Wood St	Apr-27	$ -
Statewide Scour & Sneech Pond Rd Culvert Replacement	May-27	$ -
Bridge Group 81 - Thornton - Preservation	Jun-27	$ -
HSIP - Statewide Safety Improvements - 2027 C-2	Jun-27	$ -
Pavement Improvement Program 2027 - 2028	Jun-27	$ -
Bridge Group 23C - WAR	Jul-27	$ -
Bridge Group 08A - I-295 CUM	Aug-27	$ -
Bridge Group 73 - Miantonomi RR Rehabilitation	Aug-27	$ -
I-95 Off Ramp Re-Alignment	Aug-27	$ -
TOTAL		**$ 103.4**

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**	

DESIGN **FFY25 COMPLETE**

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 (HISP) 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 - Program 2	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
*Providence Ferry Terminal Improvements	Transit	PFP	FFY2026	$ 13.50	$ 16.88	Partial
TOTAL				**$ 1,411.8**	**$ 2,540.9**	

PENDING

Grant Application Description	Project Type	Grant Source	Application Year	Grant Request ($M)	Project Cost ($M)	Matching Funds Available via Curr. Auth. Funding?
Archival Project Grant	Archives, Technology	NHPRC	FFY 2025	$ 0.15	$ 0.2	Partial
Allens Avenue and ProvPort Planning Study	Planning	PIDP	FFY2026	$ 1.60	$ 2.0	Partial
Oaklawn Avenue Flooding	Stormwater	BRIC	FFY2026	$ 1.03	$ 1.3	Partial
Bridge Groups 47R and 56D -Pawtucket Central Falls Amtrak Bridges	Rail/ Bridge	CRISI	FFY2026	$ 117.20	$ 29.3	Partial
Breaking the I-95 Bottleneck	Hwy/ Bridge	BIP	FFY2026	$ 78.90	$ 98.6	Partial
Breaking the I-95 Bottleneck: Bridge Group 13D	Hwy/ Bridge	INFRA	FFY2026	$ 76.30	$ 127.5	Partial
*Old Warwick Avenue Crossing Removal and Buckeye Brook Stream Restoration	Environmental	AOP	FFY2026	$ 2.80	$ 3.6	Partial
*US-6 Modernization & Safety Upgrades	Bridge	CHBP	FFY2026	$ 44.00	$ 94.0	Partial
*Next-Gen Signals, Safer Streets: AI Traffic Management Along Newport Avenue	Technology	ATTAIN	FFY2026	$ 12.00	$ 15.0	Partial
*Making Waves: A Marine Highway Study	Planning	USMHP	FFY2026	$ 2.00	$ 2.0	Partial
*Digital Roads: From Digital Delivery to Predictive Asset Management	Technology/ Planning	ADCMS	FFY2026	$ 2.50	$ 3.1	Partial
*Keeping Rhode Island Moving: Improving Resiliency, Mobility and Economic Vitality	Stormwater/ Bridge	PROTECT	FFY2026	$ 136.00	$ 151.1	Partial
TOTAL				**$ 474.5**	**$ 527.72**	

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

GRANT APPLICATIONS (FFY 2016 - Present)

UPCOMING/ANTICIPATED APPLICATIONS

Grant Application Description	Project Type	Grant Source	Application Year	Grant Request ($M)	Project Cost ($M)	Matching Funds Available via Curr. Auth. Funding?
TOTAL				**$ -**	**$ -**	

NOT AWARDED

Grant Application Description	Project Type	Grant Source	Application Year	Grant Request ($M)	Project Cost ($M)	Matching Funds Available via Curr. Auth. Funding?
Route 6/10 Interchange	Hwy, Bridge	FASTLANE	FFY 2016	$ 175.0	$ -	N/A
Route 6/10 and Interstate Route 95 Interchange Project	Hwy, Bridge	FASTLANE	FFY 2017	$ 59.0	$ -	N/A
The Providence Viaduct Northbound Project	Hwy, Bridge	INFRA	FFY 2018	$ 60.0	$ 342.0	N/A
Route 6/10 Interchange Grade Separation Improvements Project	Rail	FRA	FFY 2018	$ 8.0	$ 69.5	N/A
Uncontrolled Midblock Crosswalk Enhancement Project	Traffic Safety	AID	FFY 2019	$ 1.0	$ 1.3	N/A
NEC Regional Rail Plan	Planning	FRA	FFY 2020	$ 3.0	$ 3.8	N/A
Rebuilding the East Avenue Corridor	Hwy, Bridge	RAISE	FFY 2021	$ 25.0	$ 65.0	N/A
I-95 'Missing Move' and Quonset Ramps Construction	Hwy, Bridge	INFRA	FFY 2021	$ 60.0	$ 100.5	N/A
Safely Rebuilding the East Avenue Corridor	Hwy, Bridge	RAISE	FFY 2022	$ 25.0	$ 75.0	N/A
Completing the I-95 Missing Move and Ramps to Quonset Business Park	Hwy, Bridge	INFRA	FFY 2022	$ 81.0	$ 135.0	N/A
New Technologies for Newport Streets	Traffic Safety	SMART	FFY2022	$ 2.0	$ 2.0	N/A
Revitalizing the Ashton Viaduct	Hwy, Bridge	BIP	FFY2022	$ 33.6	$ 48.0	N/A
Northeast Corridor Regional Rail Plan for Rhode Island and Massachusetts	Rail	CRISI	FFY2022	$ 3.0	$ 3.8	N/A
Economizing Rhode Island Truck Routing	Traffic Safety	HP-ITD	FFY2023	$ 2.0	$ 2.0	N/A
Bridging the Gap: Complete Connections Across the Northeast Corridor	Planning	RAISE	FFY2023	$ 5.0	$ 6.3	N/A
Charging Ahead: Rhode Island Working Together for Electrification	EV Charging	CFI	FFY2023	$ 15.0	$ 18.8	Partial
Bridging I-95: Keeping Rhode Island's Economy Moving	Hwy,Bridge	MEGA	FFY2023	$ 225.0	$ 550.0	Partial
Enhancing Community Connectivity: Complete Streets Bridges in Providence, Rhode Island	Planning	Reconnect.	FFY2023	$ 2.0	$ 2.5	Partial
Advancing Urban Connectivity: Completing Henderson Parkway	Planning	Reconnect.	FFY 2023	$ 1.0	$ 1.5	Partial
Improving Asset Management Technology on Rhode Island's Bridges	Bridge, Research	SMART	FFY2024	$ 0.9	$ 1.056	Partial
Advancing the Northeast Corridor's Rhode Island Rail Plan	Rail	CRISI	FY 23-24	$ 4.8	$ 6.000	Partial
Vulnerable Road User Countermeasures	Planning, Safety	AID	FFY 2023	$ 1.0	$ 1.25	Partial
Economizing Rhode Island Trucking	Planning, Bridge	ATTAIN	FFY 2023	$ 4.0	$ 5.0	Partial
RI Pollinator-Friendly Practices: Advocacy and Education of Pollinator Activities in the Ocean State	Hwy, Environmental	PFP	FFY 2023	$ 0.15	$ 0.15	None
Advancing the Northeast Corridor's Rhode Island Rail Plan	Rail	CRISI	FFY 23-24	$ 4.8	$ 6.0	Partial
Congestion Relief Program - Reducing Congestion + Encouraging Modal Shift in Rhode Island	Transit, Safety	CRP	FFY 2024	$ 14.0	$ 18.0	Partial
Advancing Active Transportation Safety in Newport	Safety	SMART	FFY 2024	$ 1.00	$ 1.00	N/A
Realizing Rhode Island's Marine Highway Potential	Planning	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 Innundation:Stormwater Mitigations for Safer RI Travel	Stormwater	PROTECT	FFY 2024	N/A	N/A	N/A
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
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
*Route 6 Safety and Infrastructure Improvements	Bridge	BUILD	FFY2026	$ 25.00	$ 100.0	Partial
*Creating Space & Preserving Place: Bicycle & Pedestrian Improvemetns along Route 102 Scenic Highway	Bicycle/Pedestrian	NSBP	FFY 2024	$ 1.60	$ 2.00	Partial
*Digitizing Archives: Intesting in the Past for Future Efficiency	Records	NHPRC	FFY 24-26	$ 0.10	$ 0.13	Partial
*Seeding, Siting, and Monitoring: A Blueprint for Pollinator Habitat	Hwy/ Environmental	RFP	FFY2026	$ 0.15	$ 0.2	Partial

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:

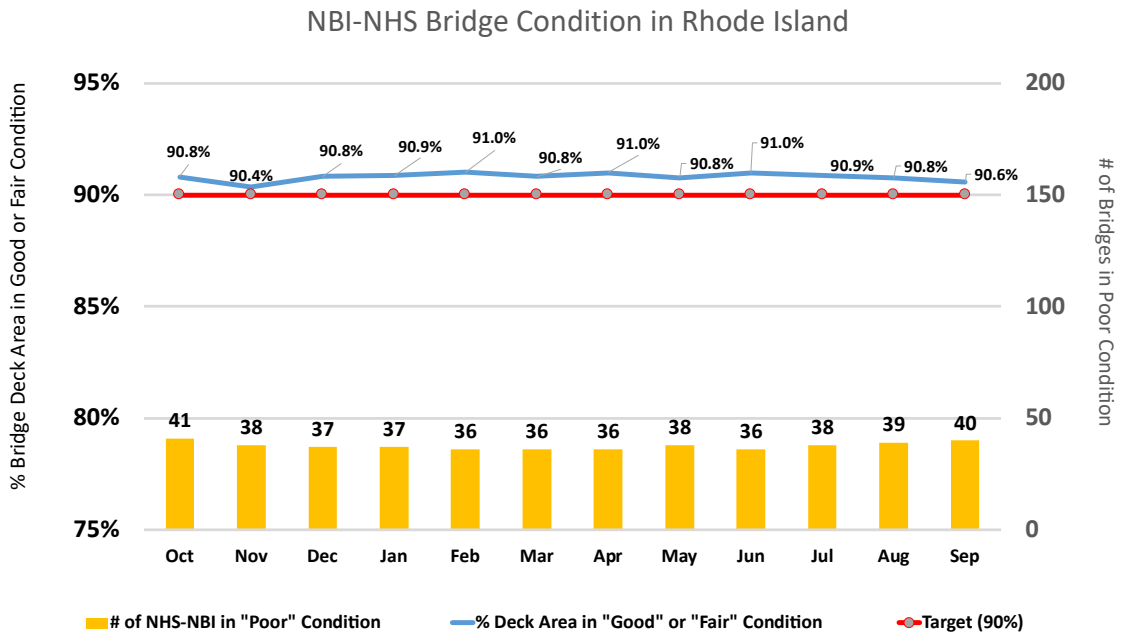
- Asterisks (*) denote grants or grant applications that are either newly added to this report or have changed status since prior report.
- Asterisk (**) - THUD Appropriations are one-time discretionary awards with little advance notification
- For "pending" and "upcoming/anticipated" applications, total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

This page intentionally left blank

Operations

Bridge Condition

In the Q1 of FFY 2026 quarterly report, the Department 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 assessesing 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.



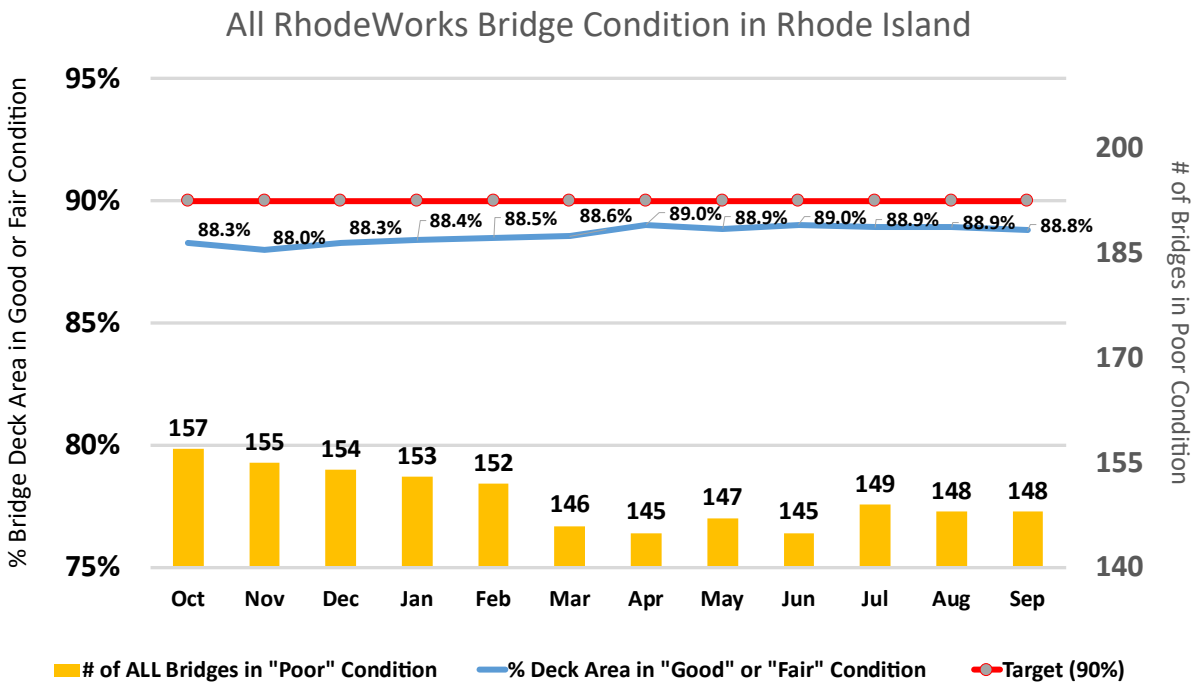
Total number of NBI bridges on the -NHS System = 421
NBI-NHS Bridges Deck Area = 6.26 million square feet

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) Q4 FFY 2026		
Q4 Jul-Sep 2026	The Douglas Pike South Bridge 074621 which passes over I-295 NB in Smithfield	10,020 sq ft
	Subtotal	**10,020 sq ft**
NBI-NHS Bridges Added to the "Poor Condition" List in Q4 FFY 2026		
Q4 Jul-Sep 2026	The Pleasant View RR NB Bridge 056301 which passes over AMTRAK & PLEASANT VW ST in Pawtucket	15,515 sq ft
	The Huntington North Bridge 066401 which passes over I-95 NB & SB in Cranston	7,590 sq ft
	The Water Works Bridge 085001 which passes over PAWCATUCK RIVER in Westerly	11,112 sq ft
	The Cross Mills Stream 1 Bridge 124701 which passes over Cross Mills Stream in Charlestown	2,895 sq ft
	The Cross Mills Stream 2 Bridge 124801 which passes over Cross Mills Stream in Charlestown	2,959 sq ft
	Subtotal	**40,070 sq ft**
	Net Change	**-30,051 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 = 1,209 All RhodeWorks Bridges Deck Area = 8.54 million square feet

Bridges Removed from "Poor Condition" List (Repaired, Replaced, or Removed) Q4 FFY 2026		
Q4 Jul-Sep 2026	The Killy Brook Bridge 033801 which passes over Killy Brook in Foster	1,052 sq ft
	The Douglas Pike South Bridge 074621 which passes over I-295 NB in Smithfield	10,020 sq ft
	The Nicholas Road Bridge 084601 which passes over ROARING BROOK in Coventry	526 sq ft
	The Privilege Street Bridge 096301 which passes over MILL RIVER in Woonsocket	5,450 sq ft
	Subtotal	**17,048 sq ft**
Bridges Added to the "Poor Condition" List in Q4 FFY 2026		
Q4 Jul-Sep 2026	The Mussey Brook Bridge 012001 which passes over Mussey Brook in Lincoln	513 sq ft
	The Davis Bridge Bridge 043601 which passes over Hunt River in East Greenwich	739 sq ft
	The Pleasant View RR NB Bridge 056301 which passes over AMTRAK & PLEASANT VW ST in Pawtucket	15,515 sq ft
	The Huntington North Bridge 066401 which passes over I-95 NB & SB in Cranston	7,590 sq ft
	The Water Works Bridge 085001 which passes over PAWCATUCK RIVER in Westerly	11,112 sq ft
	The Cross Mills Stream 1 Bridge 124701 which passes over Cross Mills Stream in Charlestown	2,895 sq ft
	The Cross Mills Stream 2 Bridge 124801 which passes over Cross Mills Stream in Charlestown	2,959 sq ft
	Subtotal	**41,323 sq ft**
	Net Change	**-24,275 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 deterioriates 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.

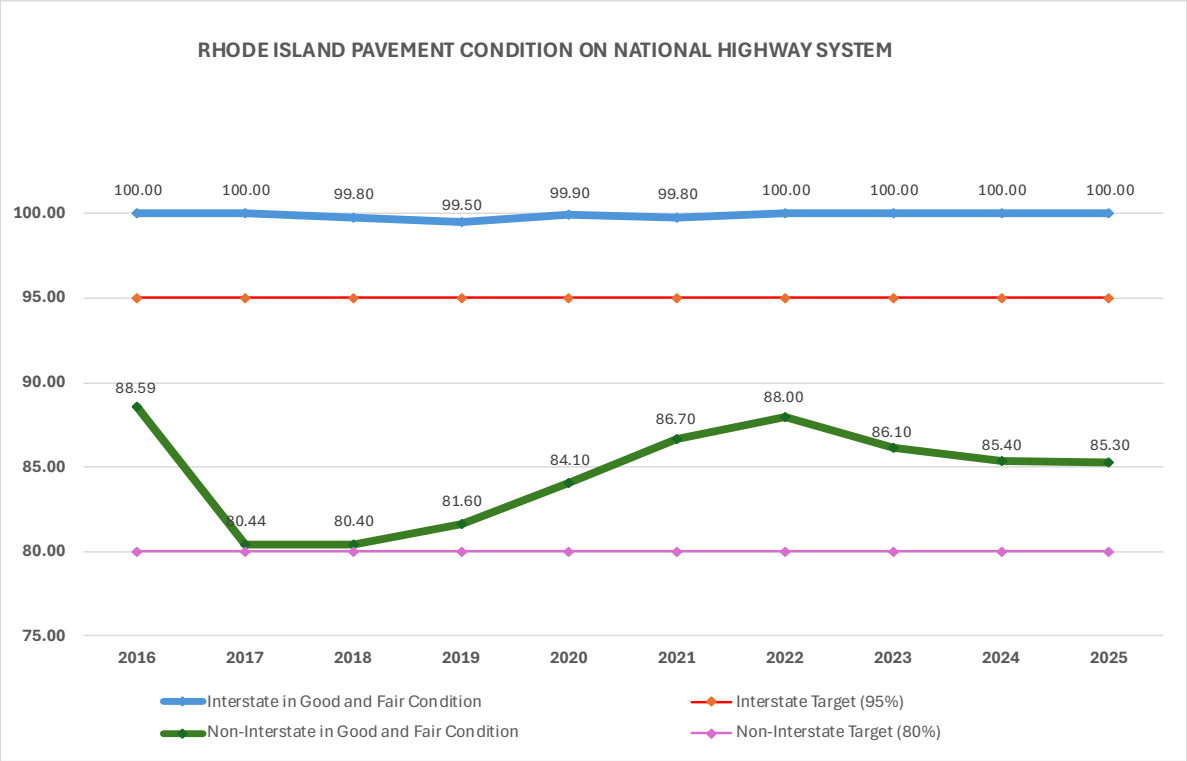
Pavement Capital Program – For some roads, preservation treatments may not be appropriate, and resurfacing or full-depth reclamation may be necessary. These projects are included in the the pavement capital program.



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 Oqpko wo "Eqpfkkqp<qh"pq"o qtg"vj cp"7' "qh"vj g"Kpvgtuvcvg"u{uvgo "ku"kp"Rqqt$"eqpfkkqp0'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 annually0 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 included 459 miles of PPEST and crack seal. The charts below provide an inventory of pavement preservation projects that were completed in FFY 2025 and FFY 2026:

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 Kerseey Rd and Sweet Fern Lane	0.6
South Kingstown	Kingstown Rd	School St to Columbia St	3.0
		Total	**19.6**

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

Municipality	Road Name	Road Limits	Miles
Charlestown	South County Trail	Carolina Back Rd to US-1	6.9
Cumberland/Lincoln	RI-99 Woonsocket Industrial Highway	Mendon Rd to Sayles Hill Road	4.7
Portsmouth	Hummock Point Rd (a.k.a. Hummocks Ave)	Cove Bridge to Ramp to Anthony Rd	1.2
		Total	**12.8**

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 2026 for FFY 2025 - 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, 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
North Smithfield	Central St	North Main St to RI 146	1.0
Lincoln, Pawtucket, Providence	Smithfield Ave	North Main St to Parker St.	9.5
		Total	**158.9**

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.

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**

Completed in FFY 2026 for FFY 2025 - 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	Legion Way	Main St to Providence St	0.9
West Warwick	Providence St	Blossom St to I-295	4.0
		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.

2027-2028 Pavement Preservation

The FFY 2027 - 2028 Pavement Preservation program will include over 260 miles of PPEST, preservation, and crack seal. The charts below provide an inventory of pavement preservation projects projected for FFY 2027-2028 construction seasons:

Work to be Completed in FFY 2027 - Thin Overlay (PPEST)

Municipality	Road Name	Road Limits	Miles
Charlestown, Richmond	South County Trail	Richmond Town Line to Carolina Back Rd	7.3
Lincoln	RT-99 - Woonsocket Industrial Highway	Sayles Hill Rd to Eddie Dowling Highway	4.6
		Total	**11.9**

Work to be Completed in FFY 2027 for FFY 2027 - FFY 2028 - Crack Seal - Tier 1 Roads

Municipality	Road Name	Road Limits	Miles
Tier 1 Roads			
Bristol	RI-114 - Ferry Road	RI-136 - Metacom Avenue to Wood St	1.4
Burrillville	RI-7 - Douglas Turnpike	RI-102 Broncos Highway to Joslin Road	1.7
Coventry/West Warwick	RI-3 - Tiogue Avenue	0.4 Miles East Of RI-33 - Sandy Bottom Road to New London Turnpike	3.7
Cranston	RI-2 - Reservoir Avenue	0.2 Miles North Of Sockanosset Cross Road to RI-12 - Park Avenue	10.1
Cranston	Dean Parkway	RI-5 - Oaklawn Ave to Meshanticut Valley Parkway	2.1
East Greenwich	RI-2 - South County Trail	RI-402 - Frenchtown Road to 0.3 Miles North of Middle Road	12.3
East Providence/Pawtucket	RI-114 - Pawtucket Avenue	US-1A - Newport Avenue to Beverage Hill Avenue	3.0
Lincoln	RI-126 - River Road	Curtis Lane to Martins Way	3.4
Lincoln/Smithfield	RI-123 - Albion Road	RI-116 - George Washington Highway to North Central Airport Entrance	3.0
North Smithfield	RI-146 SB - North Smithfield Expressway	Mass State Line to Weight Station Just South of Greenville Avenue	15.8
Portsmouth	RI-138 - East Main Road	Turnpike Avenue to Boyds Lane	6.0
Portsmouth	RI-114 - Bristol Ferry Road	Sprague Street to Boyds Lane	4.0
South Kingstown/North Kingstown	US-1 - Commodore Perry Highway	Government Center to RI-4 - Colonel Rodman Highway	41.2
South Kingstown	US-1 SB - Commodore Perry Highway	Succotash Road to Charlestown Town Line	13.3
South Kingstown	US-1 NB - Commodore Perry Highway	Charlestown Town Line to Succotash Road	13.9
South Kingstown	High Street	Kingstown Road to Main Street	2.0
		Total	**136.9**

Work to be Completed in FFY 2028 for FFY 2027 - FFY 2028 - Crack Seal - Tier 2 Roads

Municipality	Road Name	Road Limits	Miles
Tier 2 Roads			
Coventry	RI-3 - Nooseneck Hill Road	RI-118 - Harkney Hill Road to Reservoir Road	4.4
Coventry	RI-117 - Flat River Rd	RI-102 Old Flat River Road	13.6
Coventry	RI-118 - Harkney Hill Rd	RI-102 to RI-3	13.8
Coventry/Foster	RI-14 - Plainfield Pike	RI-117 to RI-102	8.0
Foster	RI-94 - Foster Center Rd/Mount Hygeia Rd	RI-102 to RI-102	15.4
Glocester/Smithfield	US-44 - Putnam Pike	Glocester Maintenance Facility to West Greenville Road	12.8
Scituate	RI-101 - Hartford Pike	RI-102 to RI-6 - N. Scituate Bypass	12.1
Scituate	US-6 - Danielson Pike	RI-116 to RT-102 /RT-6 C&M	15.0
Scituate	US-6 - Hartford Pike	RI-116 - West Greenville Road to Danielson Pike Eastern Intersection	1.1
Smithfield	RI-116 - Pleasant View Avenue	RI-44 to RT-5 - Farnum Pike	2.3
Scituate/Johnston	Winsor Avenue	RI-116 to Greenville Road	5.8
		Total	**104.3**

Work to be Completed in FFY 2027 - 2028 - Pavement Preservation

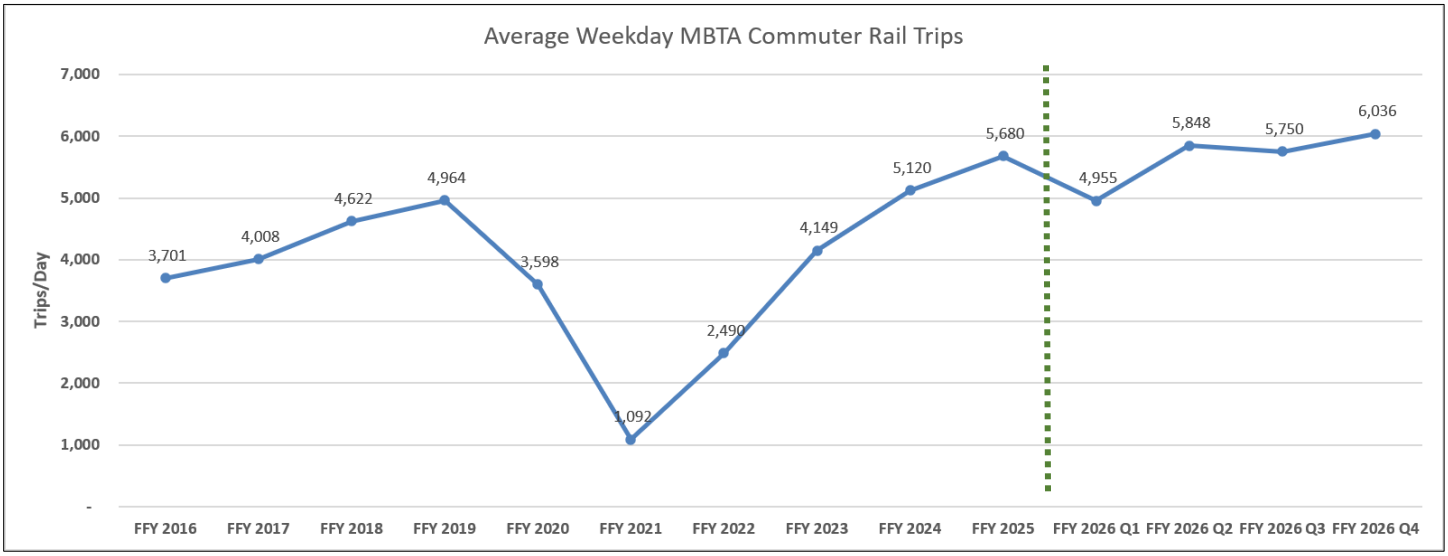
Municipality	Road Name	Road Limits	Miles
Cranston	Mayfiled Ave/Pontiac Ave/East St	RI-37 Interchange to RI-5	1.7
Johnston	Cherry Hill Rd	RI-5 to RI-128	1.2
Johnston	Greenville Avenue/George Waterman Road	Clinton Street to US-44	2.0
North Smithfield	Industrial Drive/Pound Hill Road	RI-5 - Old Pound Hill Road	1.8
West Warwick	West Warwick Avenue	RI-33 to Brookside Avenue	0.6
		Total	**7.4**



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.

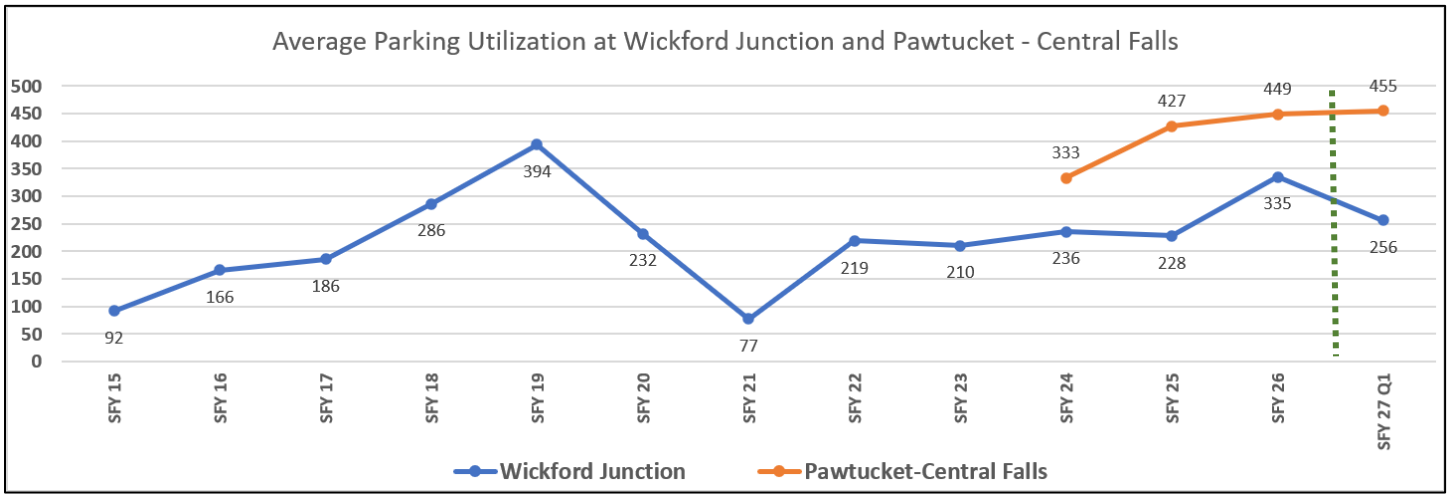
Update: Rhode Island commuter rail weekday ridership during the fourth quarter of FFY 2026 was 5.0% higher than in the previous quarter and 2.8% lower than in Q4 FFY 2025. Passenger volume has stabilized over the past three quarters at roughly 6,000 weekday trips—about 1,000 more trips, or a 20% increase over the pre-pandemic high in 2019. The Pawtucket / Central Falls parking lot continues to be fully utilized on weekdays, with the P/CF station posting robust annual and quarterly growth of 7.9% and 20.1%, 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

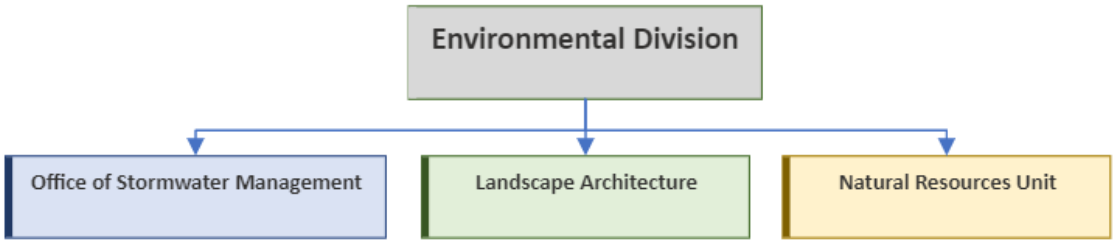


Definition: Average daily (weekday only) counts of the number of cars parked at the Wickford Junction garage and Pawtucket Central Falls Transit Center. Parking counts are tracked by State Fiscal Quarter.

Stormwater/Natural Resources



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.



FFY26 Q2 Highlights:

Reviewed:

- 3 CRMC Permit Submissions
- 12 RIDEM Permit Submissions
- 10 LRSMM reports/plans
- 9 SWPP Plans
- 3 PCB reports
- 16 Stormwater Physical Alteration Permits
- 11 LAU + SRB Physical Alteration Permit Reviews
- 15 Project Reviews (OSM)
- 9 eTool submittal reviews
- 37 Project Reviews (NRU)
- 15 Project Reviews (LAU)
- 7 Property Management Preliminary Reviews for Sales

Inspections/Audits:

- 8 Final Inspections
- 5 SWPPP Compliance Inspections
- 216 SWPPP inspections received & documented
- 19 CCTV Inspections
- 22 STU Inspections
- 5 IDDE Investigation Actions
- 5 ELUR inspections completed & submitted to RIDEM LRSMM

Projects:

- Executing 2026 State-wide Acoustic and Visual Bat Surveys.
- Executing 2026 State-wide Road-Stream Crossing Assessments on state roads to prioritize crossings for upgrades.
- Executing drainage study for Memorial Blvd in Newport.
- Submitted NMFS EFH and ESA Section 7 Annual FHWA Reporting.
- Executed Federal and State TOY Restriction Guidance Document and Environmental Division Permitting and Deliverables document.
- Completed drainage study for Oaklawn Ave and Wilbur Ave.
- Completed drainage study for the large diameter drainage pipe under I-95 North.

Safety

During the final quarter of FFY 2026, the Rhode Island Office on Highway Safety (OHS) advanced its grant planning, strengthened program oversight, and continued community outreach aimed at preventing roadway fatalities and serious injuries.

Following completion of Rhode Island's Triennial Highway Safety Plan at the close of June, OHS met the July 1 submission deadline and worked to address NHTSA review comments and refine the plan. Staff also completed the FFY 2027 Annual Grant Application (AGA) for its August 1 submission, translating statewide priorities into proposed activities, performance objectives, and funding allocations. Both the Triennial Plan and the AGA received NHTSA approval, providing a foundation for the next cycle of federally funded highway safety programs.

Following approval of the federal plans, OHS began distributing contract award materials to sub-recipients in preparation for the new fiscal year. OHS also prepared for the transition to eGrants, NHTSA's new financial reporting system, to support continued fiscal accountability and effective grant administration.

In August, OHS conducted monitoring of all sub-recipients, reviewing program implementation, supporting documentation, and compliance with grant requirements. These reviews provide an opportunity to address challenges, clarify expectations, and help partners carry out effective, accountable highway safety initiatives. OHS also prepared for the August Traffic Safety Coalition meeting and continued the quarterly fatal crash review process, examining second-quarter crashes to help identify contributing factors and opportunities for prevention.

Looking ahead, OHS began planning and organizing for Rhode Island's 2028–2032 Strategic Highway Safety Plan. This work will bring partners together around shared priorities and coordinated strategies, connecting education, enforcement, engineering, and emergency response in support of the State's goal of Zero Fatalities.

Community engagement remained an important part of the quarter's work. RIDOT's State Traffic Safety Engineer spoke at Bristol's Fourth of July event and the Labor Day event in South Kingstown, reinforcing highway safety messages during two prominent summer celebrations.

As OHS closes Federal Fiscal Year 2026, the office remains committed to responsible stewardship of federal funds, strong community partnerships, and proven strategies that make Rhode Island's roads safer for everyone who lives, works, and travels throughout the Ocean State.

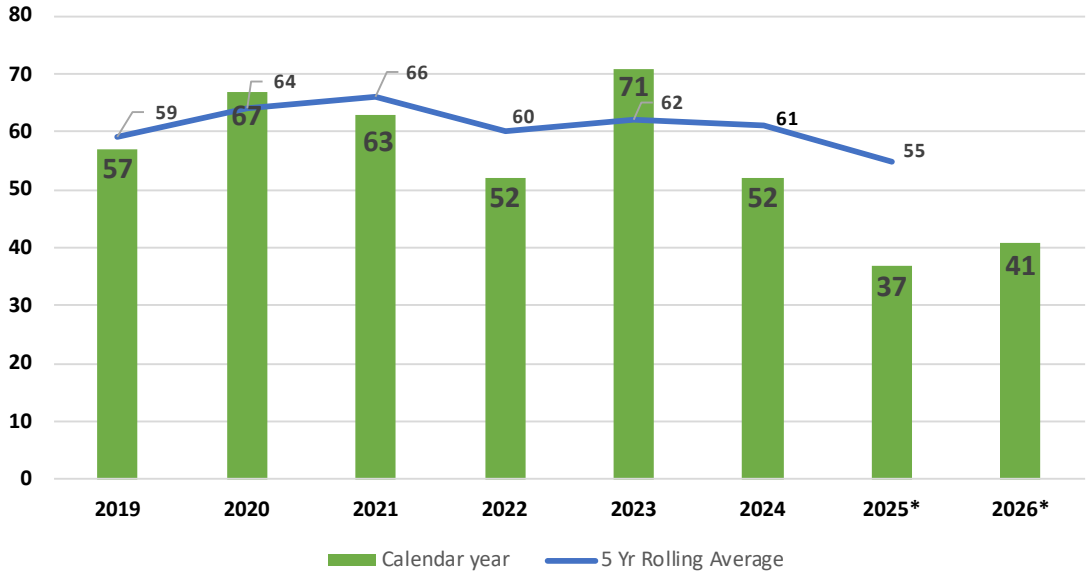
FARS FATALITIES BY PERSON TYPE 2019-2026

PERSON TYPE	2019	2020	2021	2022	2023	2024	2025* (prelim.)	2026* (prelim.)
Motor Vehicle Occupants	36	35	41	34	41	25	18	17
Motorcyclists	13	13	13	11	16	8	10	12
Pedestrians	8	17	7	7	12	14	7	11
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	1
Unknown Person Type	0	0	0	0	0	0	0	0
TOTAL	**57**	**67**	**63**	**52**	**71**	**52**	**37**	**41**

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

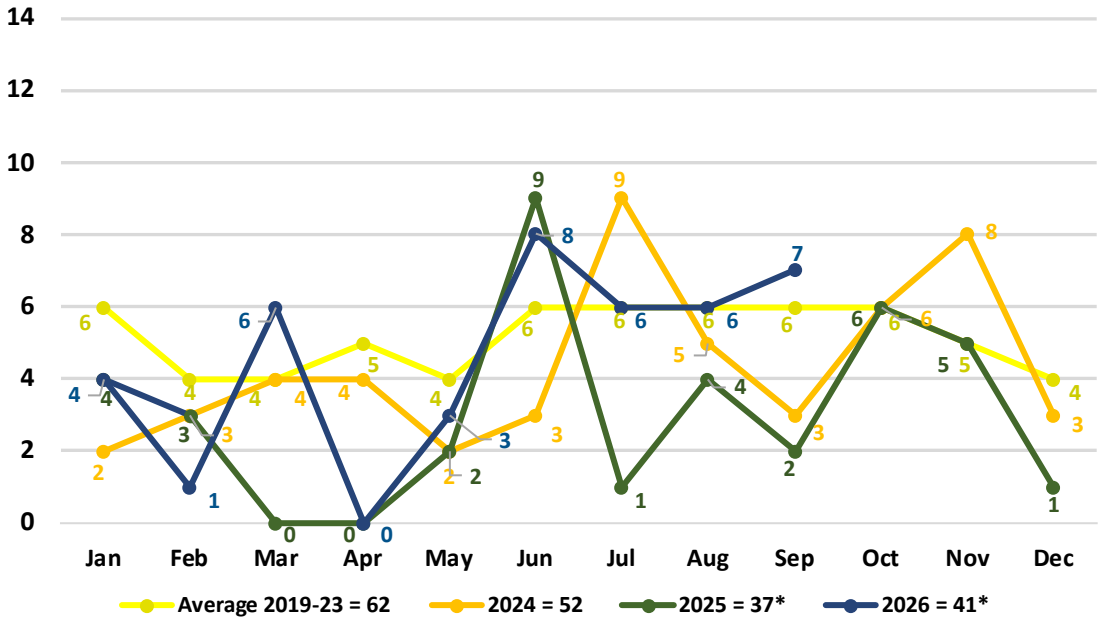
Safety

Traffic Fatalities by Year



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

Traffic Fatalities by Month



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

Maintenance and Operations

The RIDOT Highway Maintenance Division district facilities and specialized crews continued and performed road patching and repairs (including using the services of the automated pothole patching truck vendor), drainage structure cleaning and repairs, culvert and outfall cleaning, STU maintenance, road sweeping, grass mowing, tree trimming and removal, brush cutting, litter cleanup, herbicide application (weed control), graffiti removal, sign installations and repairs, highway lighting maintenance, and traffic signal maintenance along Rhode Island roadways. During the fourth quarter, RIDOT crews:

- Used 192 tons of asphalt for pothole and minor road repairs
- Swept 1,628 curb miles of roadway
- Mowed 4,024 miles of grass (mower passes)
- Cut 948,480 linear feet of brush
- Cleaned 3,179 drainage structures
- Repaired 97 drainage structures
- Repaired/replaced 165 linear feet of drainage pipe
- Worked on 1,629 signs (repairs, revisions and installations)
- Fabricated 5,339 signs
- Tallied 212 one-ton truck loads of picked debris
- Tallied 7,259 bags of picked litter
- Tallied 1,368 cubic yards of picked litter with the litter rakes
- Completed 14 washout repair work orders
- Completed 6 waterway cleaning work orders
- Completed 8 culvert cleaning work orders
- Completed 410 traffic signal maintenance work orders
- Completed 25 highway lighting maintenance work orders and 20 short circuit repairs work orders (including 451 labor hours on short circuit repairs and 4 light poles installed)
- Removed 279 trees
- Trimmed 223 trees
- Sprayed 383 linear miles of herbicide application (weed control)
- Completed 3 graffiti removal work orders

Recently completed MPA projects by the Division's Engineering & Permitting Office include drainage system repairs/improvements on I-95 North (Hopkinton), drainage system repairs/improvements on Route 104 Farnum Pike, pavement repairs on Esmond Street (Smithfield), drainage system repairs/improvements on Highland Avenue (East Providence), pavement repairs on Route 117 Flat River Road (Coventry), pavement repairs on Anthony Road (Portsmouth), pavement repairs on Fountain Street On-Ramp to I-95 North (Pawtucket), and drainage system repairs/improvements on Hartford Avenue (Johnston).

Ongoing MPA projects expected to be completed later this year include pavement repairs on Route 114 Hope Street at Colt State Park Entrance (Bristol), safety improvements at St. Rocco's Church at Atwood Avenue Crosswalk (Johnston), pavement repairs on Route 44 Putnam Pike (Smithfield), pavement repairs on Dean Street On-Ramp to Route 10 South (Providence), pavement and drainage system repairs/improvements on Phillips Street (North Kingstown), driveway site improvements on Breakneck Hill Road (Lincoln), and driveway site improvements on Shore Road (Westerly).

MPA projects bid out in the fourth quarter include pavement repairs on Greenwich Avenue (Warwick) and emergency drainage repairs on Rockland Road (Scituate).

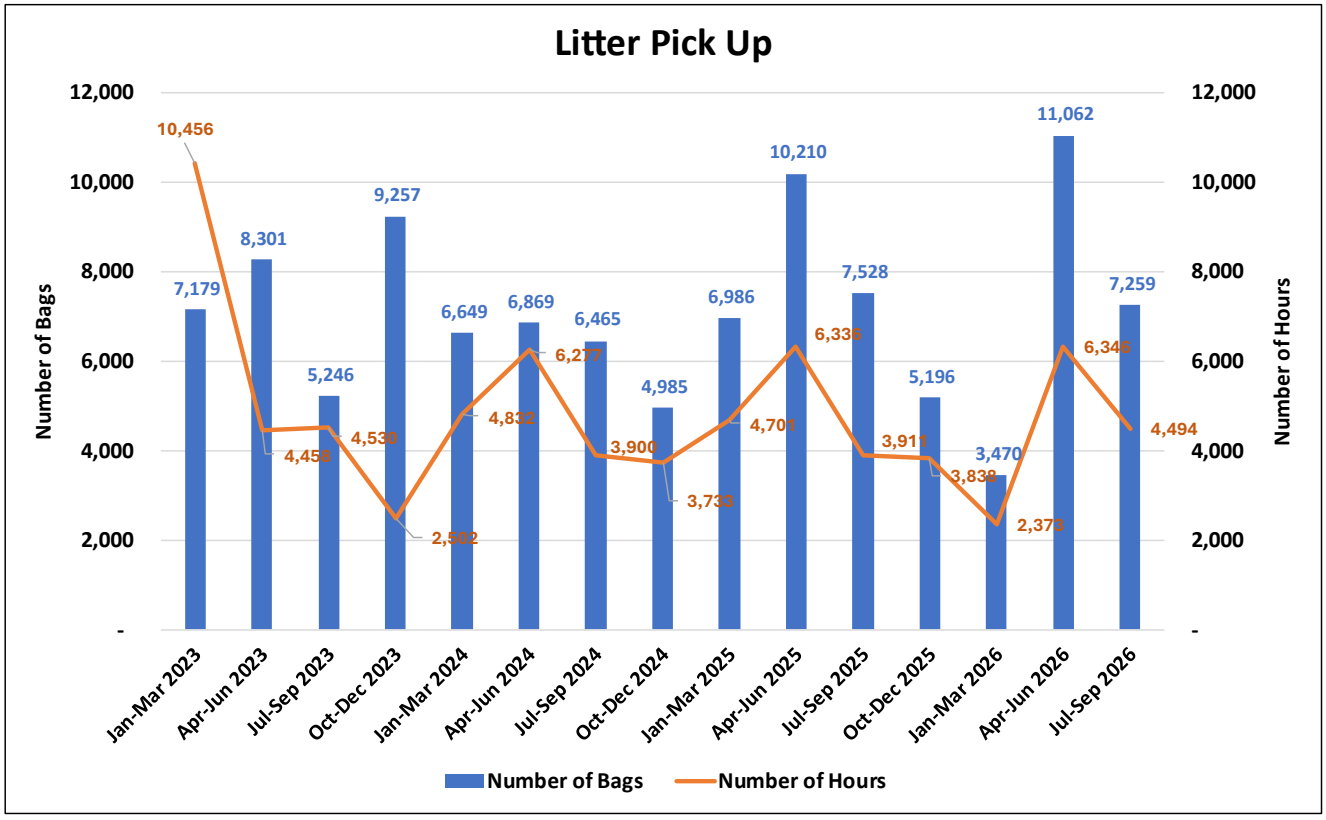
Maintenance and Operations

During the fourth quarter, the RIDOT Highway Maintenance Division issued 34 Physical Alteration Permits (PAPs) for residential and commercial construction impacting the State Highway Right-of-Way (ROW) and issued 191 utility permits for utility construction impacting the State Highway ROW. In the fourth quarter, RIDOT received 39 PAP applications and 166 utility permit applications in the e-permitting portal.

The RIDOT Highway Maintenance Division continues to prioritize the fleet procurement with the current fleet budget. RIDOT received 1 digger derrick, 3 highway tractors, 2 remote control slope mowers with transport trailers, and a vehicle wash system in the fourth quarter. Production started or continued for 1 log truck with grapple, 4 aerial trucks, 10 heavy plow trucks, 24 supervisor utility body trucks, and 2 additional highway tractors. The Division's mobile equipment washing and preservation efforts continue, thoroughly washing and applying protective coatings on RIDOT's plow trucks and other equipment to preserve the fleet.

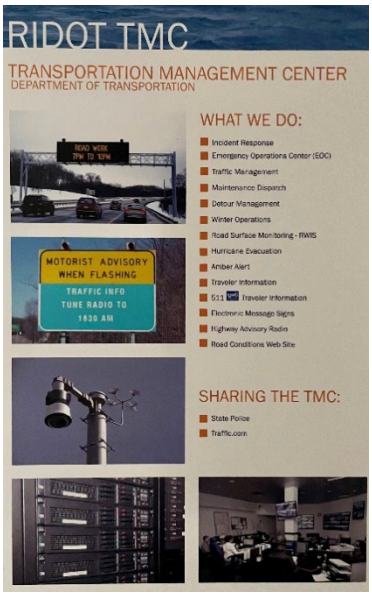
Facility maintenance and improvements, including general facility/building improvements, salt building and lot improvements, HVAC system maintenance and improvements, heating system maintenance and improvements, larger-scale building renovations and replacements, etc., are being prioritized and coordinated. Notable projects completed in the fourth quarter include HVAC improvements and repairs at Warwick HQ. Ongoing projects include further improvements to the restrooms at the Allens Ave Facility (Providence); new water hydrant installation at the Dillons Corner stockpile (Narragansett); building renovations at the Mapledale Facility (Coventry), and exterior building improvements (Warwick HQ).

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



Maintenance and Operations/TMC

Preparations for the upcoming winter season commenced. RIDOT Maintenance is conducting Preventative Maintenance Inspection on its plow trucks. The 2026-2027 Winter Vendor Package was approved by DOA, and winter vendors are actively signing up. RIDOT's salt storage buildings will all be stocked in preparation for the 2026-2027 winter season. In addition to our 20 regular stockpiles, RIDOT Maintenance increased its strategic salt reserve from 1 location to 3 locations, doubling the total tonnage – a new 6,000-ton strategic salt reserve at the Jefferson Blvd/Rte 37 (Warwick) stockpile lot and a new 3,500-ton strategic salt reserve at the Old Portsmouth Facility lot. RIDOT Maintenance's salt brine storage tanks are well stocked.



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 1,496 calls this quarter. The TMC continues moving forward with the design, integration and development of an Advanced Transportation Management System (ATMS) software that will control the various TMC systems (Traffic Cameras, Changeable Message Signs, Wrong Way Driver Systems, etc.) as well as help to provide timely and accurate roadway status information to various internal and external stakeholders. The ATMS project is currently in the system integration and development phase with upcoming testing and training scheduled soon; estimated project schedule system go-live date is January 2027. The TMC continues to coordinate with Planning and Project Management Divisions to plan and execute replacement and expansion projects of RIDOT's traffic cameras, overhead message boards, fiber network and other ITS assets, as well as traffic signal ops maintenance and improvements. A current project wrapping up construction includes the replacement of existing overhead message boards at locations on I-95 in Hopkinton and West Greenwich, on Route 146 in North Providence and on Route 114 in Barrington.

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 July 2026.

Bike Path	Bike Volume
East Bay Bike Path (Barrington)	1,275
East Bay Bike Path (East Providence)	902
East Bay Bike Path (Bristol)	885
Blackstone River Parkway	535
George Redman Linear Park	500
South County Bike Path (South Kingstown)	422
South County Bike Path (West Kingston)	386
Blackstone River Bikeway (Woonsocket)	310
Washington Secondary Bike Path (Coventry)	302
Blackstone River Bikeway (Cumberland)	214
Ten Mile River Greenway (Rumford)	204
Washington Secondary Bike Path (Cranston - South)	187
Quonset Point Bike Path	181
South Water Street Bike Path	168
Washington Secondary Bike Path (Cranston - North)	168
Ten Mile River Greenway (Pawtucket)	155
Trestle Trail East	124
Henderson Bridge EB	89
Woonasquatucket River Greenway	66
Sakonnet River Bridge	59
Warren Bike Path	48
Henderson Bridge WB	47

Bike Lane	Bike Volume
Atlantic Avenue	254
Memorial Boulevard WB	235
America's Cup Boulevard SB	233
Memorial Boulevard EB	224
Blackstone Boulevard SB	174
Blackstone Boulevard NB	167
America's Cup Boulevard NB	96
Canal Street	92
Boston Neck Road SB	80
Boston Neck Road NB	79
Burrillville Rail Trail	73
Coddington Highway Bike Path	56
Narragansett Boulevard SB	19
Narragansett Boulevard NB	19
Victory Highway (Route 102)	5

Projects

Project Performance

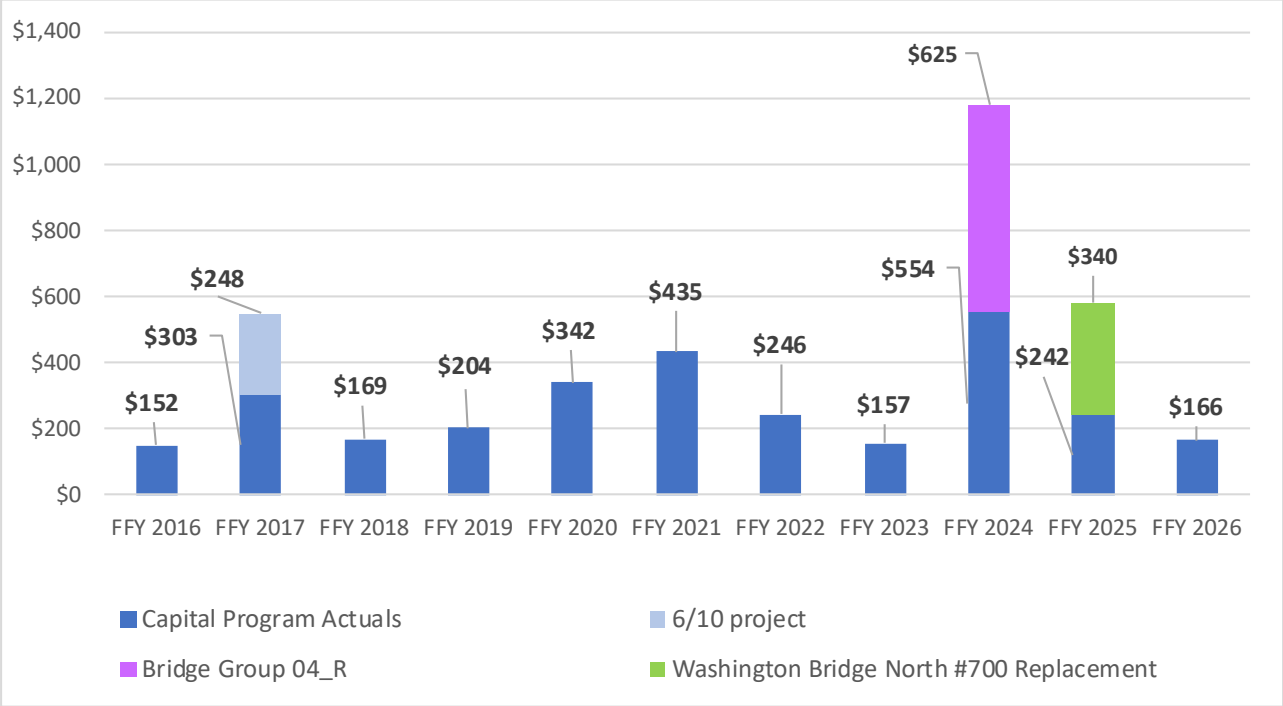
RIDOT has 33 capital projects in active construction as of the end of the fourth quarter of FFY 2026. Projects progress through RIDOT's project delivery process as follows: first, the project is included in the capital plan; then it goes through a design phase, followed by an advertisement, construction, 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 38 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

	On Budget % (by Value)	On Time % (by Value)	Total Construction Value of all projects (in millions)	On Budget % (by Projects)	On Time % (by Projects)	Total # of Projects	# of Projects in Active Construction
FFY21*	40%	96%	$ 482.6	79%	88%	24	1
FFY22*	65%	67%	$ 249.7	82%	71%	28	1
FFY23	100%	88%	$ 156.6	100%	86%	21	0
FFY24	100%	96%	$ 1,231.3	100%	96%	23	8
FFY25	96%	100%	$ 592.1	95%	100%	20	16
FFY26	100%	100%	$ 205.1	100%	100%	17	7
FFY27**	N/A	N/A	$ 103.4	N/A	N/A	17	0
TOTALS			$ 3,020.8			150	33

* Drivers of sub-par FFY 202, 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.
** No projects have been advertised yet for FFY27.

Capital Program Construction



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

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	$ 6.45	$ 6.80	$ (0.35)
2604W	Bridge Group 16D - Route 6 JON	Jan-26	$ 72.50	$ 71.48	$ 1.02
0117C	2026-2027 Statewide Striping – Limited Access (Re-advertised)	Mar-26	$ 4.89	$ 4.26	$ 0.63
2607H	Henderson Bridge Improvements - Phase 2	May-26	$ 30.19	$ 24.67	$ 5.52
2609D	HSIP - Intersection & Crosswalks - 2026	Jul-26	$ 3.74	$ 2.63	$ 1.11
2607Q	Pavement Improvements – Putnam Pike	Jul-26	$ 12.95	$ 10.77	$ 2.18
2610W	Preservation Repairs - Pleasant View & Smithfield Ave RR Bridges	Jul-26	$ 1.04	$ 1.69	$ (0.65)
0013Q	Corridor - Ashaway	Aug-26	$ 11.59	$ 14.45	$ (2.86)
2608A	Corridor - Hope Valley	Aug-26	$ 3.26	$ 3.13	$ 0.12
2610B	Providence Pedestrian Bridge over Amtrak	Aug-26	$ 2.11	$ 3.83	$ (1.75)
2610V	Scour Remediation - South Main St - WON	Aug-26	$ 1.51	$ 1.44	$ 0.07
2610Q	2026 Statewide Steel Repairs	Sep-26			
2609G	Statewide Stormwater Improvements – PROTECT Grant	Sep-26			
TOTAL			**$ 172.15**	**$ 165.77**	**$ 6.35**

Construction Program Update:

Moved to FFY 2027:

- **2608V – HSIP - Roadway Departure - 2026 –** Administrative delay.

FFY 2025, 2026, and 2027 Professional Services

Project	Actual/Projected Advertised Date	Value at the time of award
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	$ 8,405,635.50
Automated Pavement Condition Data Collection Survey Services	Sep-25	$ 875,800.00
TOTAL		**$ 102,352,389.50**
FFY26		
Preliminary Design, Final Design, and Construction Engineering - Amtrak Bridges	Dec-25	$ 12,527,998.95
On-Call Infrastructure Maint & Bridge Engineering Support Services - C1	Dec-25	$ 500,000.00
On-Call Infrastructure Maint & Bridge Engineering Support Services - C2	Dec-25	$ 500,000.00
Preliminary Design, Final Design, and Construction Engineering - General Bridges	Jan-26	$ 12,527,999.00
Tolling - Back Office Systems	Jan-26	$ -
Warren Resilience & Managed Retreat Research & Strategies	Apr-26	$ -
On-Call Transit Planning	Jul-26	$ -
TOTAL		**$ 26,055,997.95**
FFY27		
MPA 489 - Natural Resources Consultant Services	Fall 2026	$ -
Commuter Rail Planning Assistance Passenger Ridership Data Collection and Surveys	Fall 2026	$ -
2027 Preliminary Design, Final Design, and Construction Engineering - Program 2	Spring 2027	$ -
STC Studies/Concept Development	Spring 2027	$ -
MPA 324 - On-Call Shop Inspection and Testing Services for Structural Steel Materials	Spring 2027	$ -
Consent Decree Compliance & Stormwater/Drainage On-Call	Summer 2027	$ -
TOTAL		**$ -**

FFY 2026 and 2027 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)
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	$ 0.53	$ 0.54	$ (0.01)
1600G	Scour Remediation - Indian Run Brook Bridge, Benjamin Pond Bridge, Warwick Box Culvert	Jun-26	$ 0.36	$ 0.46	$ (0.10)
1600U	Scour Remediation - Stillwater Viaduct Bridge	May-26	$ 0.62	$ 0.84	$ (0.22)
1600E	Scour Remediation - First Barberville Bridge & Sheep Wash Bridge	May-26	$ 0.27	$ 0.48	$ (0.21)
1600E	Scour Remediation - Usquepaug River	May-26	$ 0.26	$ 0.33	$ (0.07)
TOTAL			**$ 3.86**	**$ 4.15**	**$ (0.29)**
FFY27					
0119V	Statewide Tree Trimming 2027-2028	Feb-27			
TOTAL			**$ -**	**$ -**	**$ -**

NOTE: Non-Capital (Immediate Action) projects typically require immediate action to extend the useful life of a project until the full project is programmed in the 10-year plan and have been added to the Quarterly Report as the Department strives to ensure that all projects follow the same transparency in schedule and budget. Examples of projects will include the response to critical bridge findings, statewide needs, and other maintenance actions etc.
Starting in FFY25, statewide striping, fencing, guardrail, and attenuator projects will be included in the Capital Program.
NOTE: *Paper Bid – projects that are not advertised through the automated procurement process.

Special Projects

Providence-Newport Ferry Service



Recognizing the value of Narragansett Bay as both a natural and transportation asset, RIDOT implemented ferry services in 2016 following deliberations of a transit working group charged with developing options to increase Rhode Island's transit usage. While exploring many possible designations and landing sites, in an effort to test the market for ferry service, the group recommended a start-up service for the 2016 summer season (July through September) connecting Providence and Newport. RIDOT worked with the Cities of Providence and Newport on landing sites and closely coordinated its efforts with the Rhode Island Department of Environmental Management (DEM), the Coastal Resources Management Council (CRMC), and the Rhode Island Public Utilities Commission (DPUC). After several years of success, a stop at Bristol's waterfront was added. Rhode Islanders and visitors to Rhode Island have enjoyed 8 successful seasons of this service. Service operates between Providence, Bristol, and Newport, providing Rhode Islanders and Rhode Island tourists with an alternative to the Newport traffic and a unique opportunity to experience Narragansett Bay.

Update: The Providence-Newport Ferry began its 11th season of service on June 12, 2026. Ridership for the first three months of the 2026 season (June through August) increased by 15% compared to the same period in 2025, reflecting continued growth in ferry usage. RIDOT will conclude the 2026 Ferry Season on October 12, 2026.

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 for FHWA'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 beginning the design and permitting process. A&R Marine has completed the ferry landing improvements in Bristol and Portsmouth and are now looking to the next improvement project. Three 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 2027 with projected completion in Fall 2028. INC is also in design and permitting for a project replacing the main loading ramp, which is expected to advertise in Fall 2026. Conanicut Marine has permitting in place and moving towards construction of the Jamestown & Newport Ferry dock, with anticipated advertisement in Spring of 2027.

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 meet every two weeks to actively advance the development of the study. Key activities this quarter included 1) Advancing outreach efforts, and 2) Identification of future meetings with regional Counterparts, including freight operators, local businesses, and local agencies and stakeholders. These meetings with our counterparts are expected to occur in late Fall and/or Winter of 2026. The consultant also continues to review collected documentation (existing conditions report; national, regional/local plans) that have been collected to date, identify future expansion of service along Northeast Corridors, and identify a range of infrastructure improvements that could expand these opportunities.

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 2027. They are presently designing four (4) additional crossings, with advertising expected in Winter 2026 for Spring/Summer 2027 construction. Providence and Worcester Railroad (P&W) continues the design for two at grade crossing projects and anticipates advertising for construction in Spring 2027. Coordination with Newport, the Navy and Narragansett Bay Railroad (NNBR) is ongoing to address at-grade railroad crossings in Newport County. NNBR will be reconstructing the At-Grade Railroad Crossing at Bristol Ferry Road on the Newport secondary Railroad. Design will begin in the Winter of 2026 with construction anticipated in Fall of 2027. RIDOT has also advertised a Statewide Signing and Striping Project for upgraded safety measures to At-Grade Railroad Crossings throughout Rhode Island. Construction on this project started in Spring 2026 with construction completion anticipated in Fall 2026. RIDOT continues to work with the Railroads on potential future improvements to At-Grade Railroad Crossing.

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 Soutbound 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 fourth quarter of FFY 2026, site work in the Interchange and Route 403 areas continued. Construction of the three new Rt. 403 ramps and signal improvements are completed and opened to traffic. Rt. 403 paving is completed. Installation of ITS system improvements in the Rt. 403 area are ongoing. Compass Circle lighting design was approved and installation is ongoing. Ramp ES grading and south retaining wall construction are ongoing. Construction of Ramp NW / Bridge 100001 abutments, precast piers, and roadway approaches are ongoing. Subsurface jacking & excavation under I-95 for drainage improvements are completed. Drainage structure installation is ongoing. Preparations for Ramp NW pier and steel erections have begun.

Frenchtown Road Bridge



This project will involve the full replacement of two existing bridges carrying Frenchtown Road over Route 4 and South County Trail over Route 4 in East Greenwich. A third bridge, Davisville RR Bridge, carrying Devils' Foot Road over Amtrak in North Kingstown will have a superstructure replacement. Additionally, the Route 4 South ramp to Frenchtown Road and Route 4 North and South ramps at South County Trail will be resurfaced with new pavement.

Update: During the past quarter, the Design-Build team continued bridge construction at all three bridges.

Special Projects

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: During the fourth quarter of FFY 2026, RIDOT continues its maintenance and inspection efforts on the eastbound side of Washington Bridge. The structural health monitoring technologies continue to provide live data. This real-time monitoring system literally puts our fingers on the pulse of the bridge; we always have information on the structure's health. 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 fourth quarter of FFY 2026, the Design-Build team continued with steel fabrication, advanced the overall project design to the 100% design stage, and continued in-water work for the new bridge with installation drilled shaft steel casings, steel reinforcement, and concrete. Drilled shaft installation on land also began at the new west abutment adjacent to Gano Street. Next quarter, the design will be finalized, project wide steel fabrication will continue, drilled shaft construction will continue at all in-water piers and both east and west abutments, and the concrete components for the new in-water piers will be constructed in preparation of setting the first section of the new steel girders. Please see Washington Bridge Snapshot Report for more detailed information, located at www.washingtonbridgerebuild.com

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-distributer "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 fourth quarter of FFY 2026, construction activity continued with the contractor installing drainage and stormwater treatment units project wide. Final milling and paving throughout the project area was completed and all travel lanes throughout the project are now in final alignment. Work also continued along the Rt. 146 corridor to expand the Wrong Way Driving detection system.

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 last quarter of FFY 2026, Notice-To-Proceed was issued. The contractor mobilized and has begun shop drawings and schedules process. Survey work in the Henderson Expressway and Pawtucket Avenue areas has begun.

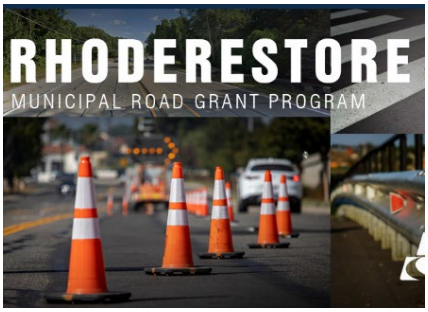
Right-Sizing Route 37



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

Update: During the past quarter, the Design-Build team completed the Oaklawn Avenue bridge, continued demolition and reconstruction of New London Avenue bridge, continued bridge demolition of Route 37 over Amtrak, Power Road, and Post Road, and the Post Road intersection reconstruction.

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 $43.5 million in state funding as a match with local funding. In just the first three years, over $140 million has been invested in over 1,300 projects in all 39 cities and towns, repairing more than 835 lane miles of road, over 87,000 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.

Warwick Corridor Improvements



The project will provide high-quality pavement improvements including sidewalk installation, new ADA compliant ramps, and pedestrian signals along Bald Hill Road, East Avenue, Main Avenue, Post Road, and West Shore Road in Warwick, Rhode Island. Additionally, the bridges carrying East Avenue over I-95 and I-295 will be replaced.

Update: During the past quarter, the Design-Build team started sidewalk and ADA improvements on West Shore Road, continued sidewalk improvements, ADA improvements, and pedestrian signals on Bald Hill Road and East Avenue, continued sidewalk and ADA improvements on Post Road, completed sidewalk and ADA improvements on Main Avenue, and continued bridge median barrier replacement.

Special Projects

Woonsocket Corridor Bridges



The Woonsocket Corridor Project includes improvements to five bridges and major roadway upgrades designed to enhance safety, accessibility, and the long-term condition of critical transportation infrastructure throughout the corridor. Bridge improvements include the replacement of the Privilege Street Bridge, rehabilitation of the Diamond Hill Bridge, and preservation work on the Mill Street, Blackstone Street, and Wood Avenue bridges. Roadway improvements include the reconstruction of Diamond Hill Road, resurfacing of Social Street, and the installation and modification of ADA-compliant sidewalks and curb ramps throughout the corridor.

Update: During the past quarter, Privilege Street bridge construction substructure work was completed; roadway work remains. The Diamond Hill bridge repairs and improvements were completed, and the bridge was opened to traffic. The Wood Avenue bridge was closed for repairs, and demolition is ongoing. The Mill Street bridge erosion protection was completed, and repairs to the arch are ongoing.

Financials

Expenditures

Actual operating expenditures totaled $237 million in SFY26, $50 million in Q1 SFY27, and $50 million YTD for SFY27.

Operating Expenditures Detail (Actuals)

(In Thousands)	SFY26	SFY27Q1	SFY27 YTD
Administrative			
In-house Labor	$ 36,268	$ 10,649	$ 10,649
Overhead Recovery	$ (21,237)	$ (3,965)	$ (3,965)
Consultant Contracts	$ 1,522	$ 550	$ 550
Miscellaneous (Admin)	$ 2,304	$ 866	$ 866
Pass Throughs	$ 156	$ 18	$ 18
Total Administrative	**$ 19,013**	**$ 8,118**	**$ 8,118**
Highway Maintenance**			
In-house Labor	$ 58,923	$ 13,309	$ 13,309
Overhead Costs	$ 4,033	$ 708	$ 708
Consultant Contracts	$ 31,864	$ 12,337	$ 12,337
Construction Contracts	$ 757	$ 1,982	$ 1,982
Miscellaneous (Highway Maint.)	$ 26,570	$ 5,350	$ 5,350
Pass Throughs	$ 35	$ 19	$ 19
Total Highway Maintenance	**$ 122,182**	**$ 33,705**	**$ 33,705**
Safety			
In-house Labor	$ 975	$ 234	$ 234
Overhead Costs	$ 692	$ 119	$ 119
Consultant Contracts	$ 2,786	$ 695	$ 695
Miscellaneous (Safety)	$ 2,537	$ 87	$ 87
Pass Throughs	$ 4,830	$ 2,496	$ 2,496
Total Safety	**$ 11,820**	**$ 3,631**	**$ 3,631**
Transit Operations			
Transit Operations	$ 28,162	$ 3,994	$ 3,994
Total Transit Operations	**$ 28,162**	**$ 3,994**	**$ 3,994**
Winter Operations			
In-house Labor	$ 5,688		$ -
Miscellaneous (Winter)	$ 39,711	$ 582	$ 582
Total Winter Operations	**$ 45,399**	**$ 582**	**$ 582**
Non-Capital Projects***			
In-house Labor	$ 687	$ 24	$ 24
Overhead Costs	$ 477	$ 13	$ 13
Consultant Contracts	$ 330	$ 63	$ 63
Construction Contracts	$ 8,652	$ 56	$ 56
Miscellaneous	$ 538	$ 116	$ 116
Pass Throughs	$ -	$ -	$ -
Total Emergency Repair Project	**$ 10,684**	**$ 272**	**$ 272**
Total Operating Expenditures	**$ 237,260**	**$ 50,302**	**$ 50,302**

*Expenditures derived from RIDOT's Oracle Financial Mangement System

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

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

Actual capital expenditures totaled $758 million in SFY26, $233 million in Q1 SFY27, and $233 million YTD for SFY27.

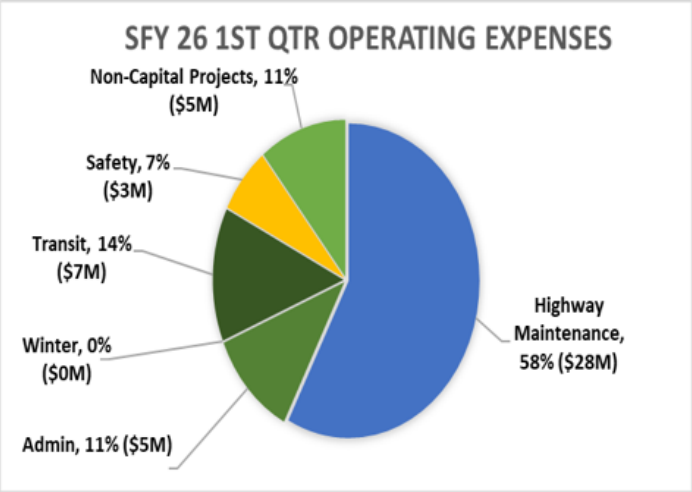
Capital Expenditures Detail (Actuals)

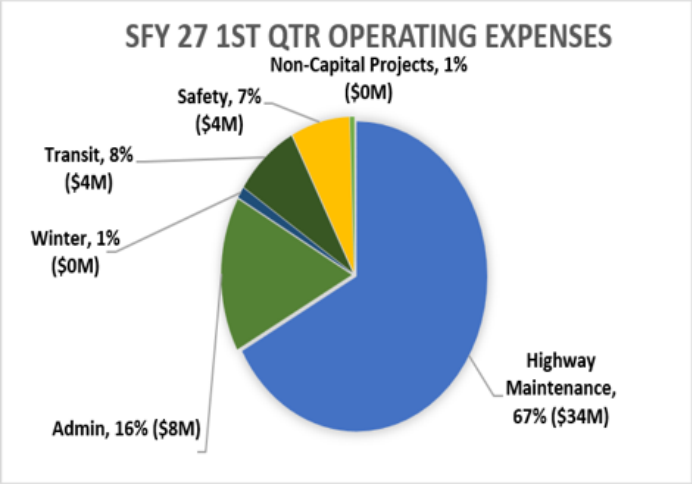
(In Thousands)	SFY26	SFY27Q1	SFY27 YTD
Debt			
Debt	$ 70,777	$ -	$ -
Total Debt Service	**$ 70,777**	**$ -**	**$ -**
Planning			
In House Labor	$ 1,916	$ 264	$ 264
Overhead Recovery	$ 838	$ 132	$ 132
Consultant Contracts	$ 6,645	$ 1,951	$ 1,951
Miscellaneous (Planning)	$ 3,356	$ 657	$ 657
Total Planning	**$ 12,755**	**$ 3,004**	**$ 3,004**
Capital Projects			
In House Labor	$ 27,808	$ 6,643	$ 6,643
Overhead Recovery	$ 15,359	$ 2,954	$ 2,954
Consultant Contracts	$ 39,347	$ 13,532	$ 13,532
Construction Contracts	$ 533,280	$ 136,514	$ 136,514
Miscellaneous (Capital Projects)	$ 47,590	$ 16,587	$ 16,587
Total Capital Projects	**$ 663,384**	**$ 176,230**	**$ 176,230**
Capital Pass Throughs			
Pass Throughs	$ 11,127	$ 3,046	$ 3,046
Total Capital Pass Throughs	**$ 11,127**	**$ 3,046**	**$ 3,046**
Total Capital Expenditures	**$ 758,043**	**$ 182,280**	**$ 182,280**
Total RIDOT Expenditures	**$ 995,303**	**$ 232,582**	**$ 232,582**

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

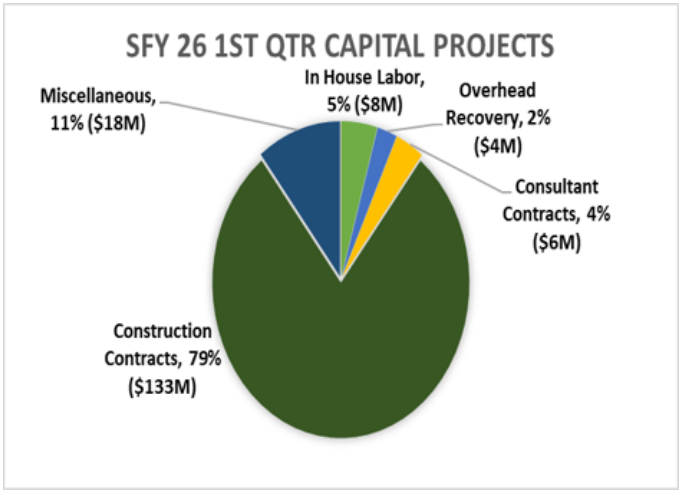
Expenditures

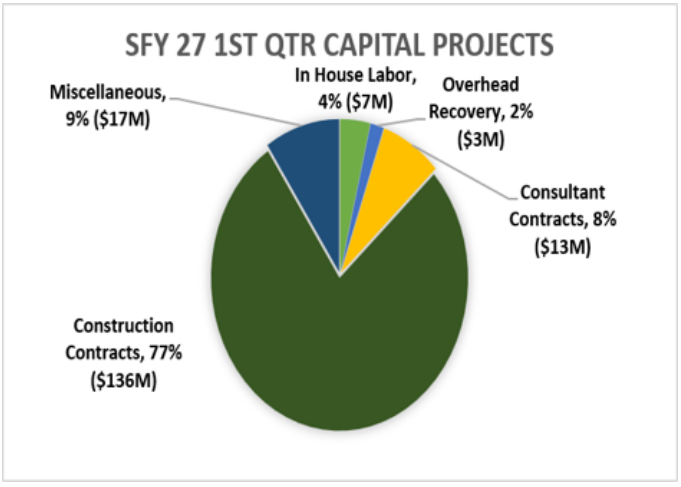
OPERATING EXPENDITURES: Operating expenditures are costs associated with the day-to-day operations of RIDOT. These costs include Highway Maintenance, Safety Programs, Administrative Expenses, Winter Operations, Commuter Rail expenses, and Non-Capital Projects.



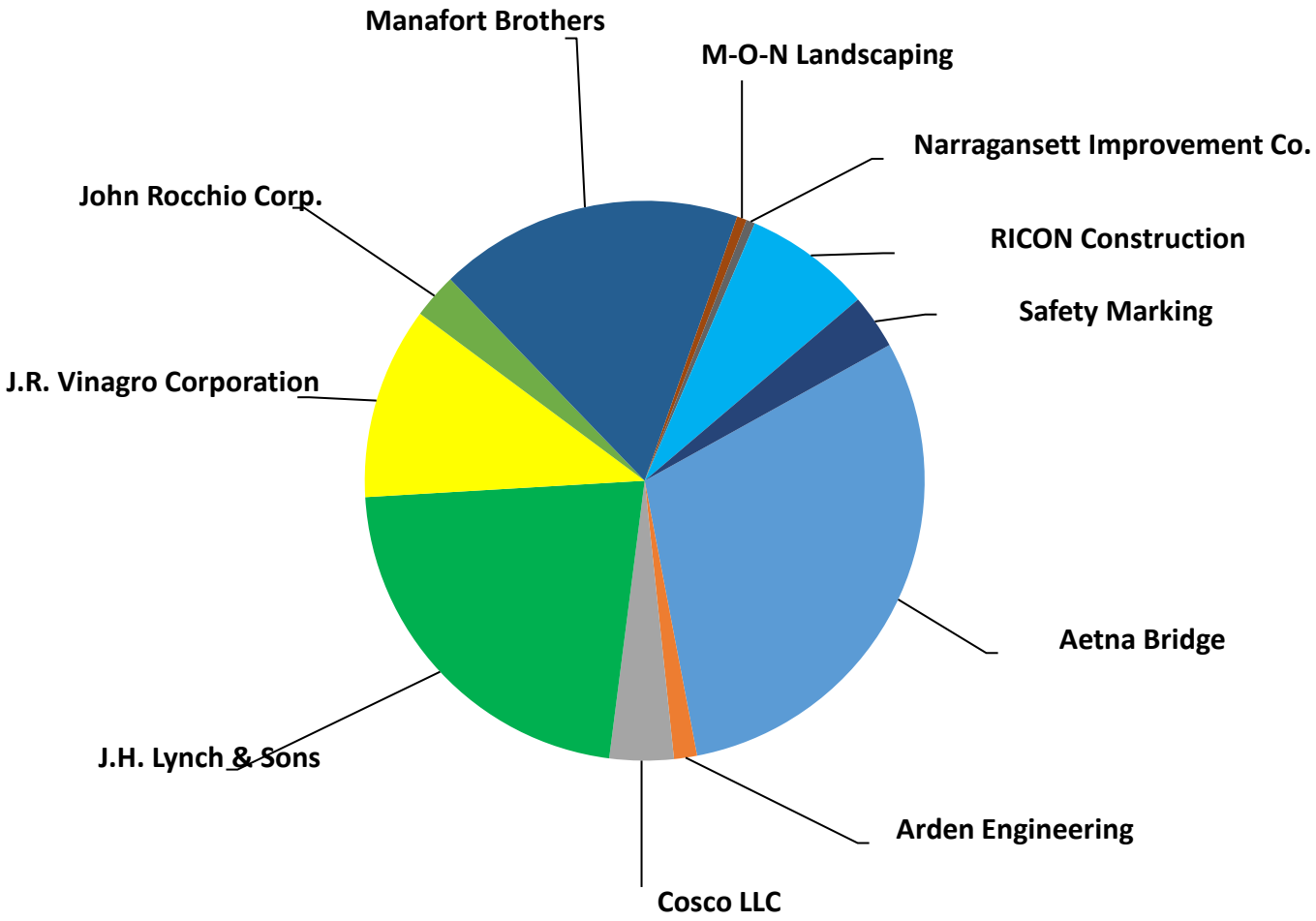


CAPITAL EXPENDITURES: Capital expenditures include design, construction and oversight costs associated with capital projects, expenditures to plan capital projects and debt service on capital debt. Some operating expenditures associated with RIDOT overhead are also billed to capital projects. Capital 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 Septemenber 30, 2026)*



Contractor	No. of Contracts	Total Value Awarded (In Millions)
Aetna Bridge	3	$97.407
Arden Engineering	1	$4.301
Cosco LLC	1	$11.996
J.H. Lynch & Sons	2	$71.419
J.R. Vinagro Corporation	2	$36.022
John Rocchio Corp.	2	$8.449
Manafort Brothers	1	$56.982
M-O-N Landscaping	1	$1.831
Narragansett Improvement Co.	2	$1.650
RICON Construction	3	$23.837
Safety Marking	2	$10.208
Totals	**20**	**$324.102**

*Chart contains only contractors awarded over $500,000 in construction contracts in FFY 2026 as of June 30, 2026.

This page intentionally left blank

Annual Data

Annual Data

State Funded Closed Contracts FFY 2026

July 1, 2025 - June 30, 2026

MBE and WBE Firms	Final Attainment
Able Industrial Sweeping, Inc. (MBE)	$ 740.00
Demco, LLC (MBE and WBE)	$100,876.04
Equality Construction Works, Inc. (WBE)	$ 9,610.00
Heroica Construction (MBE)	$ 15,432.00
F.C. Construction (MBE)	$139,000.00
IDS Highway Safety, Inc. (WBE)	$ 82,314.38
Lindon Group (WBE)	$ 8,164.54
Totals	**$356,136.96**

State Funded New Awards FFY 2026

July 1, 2025 - June 30, 2026

MBE and WBE Firms	Approved Value
IDS Highway Safety, Inc. (WBE)	$275,060.00
Totals	**$275,060.00**

Definitions:

Minority Business Enterprise (MBE) - A small business concern which is at least 51% owned and controlled by one or more socially and economically disadvantaged individauls and whose management and daily business operations are controlled by one or more such individuals.

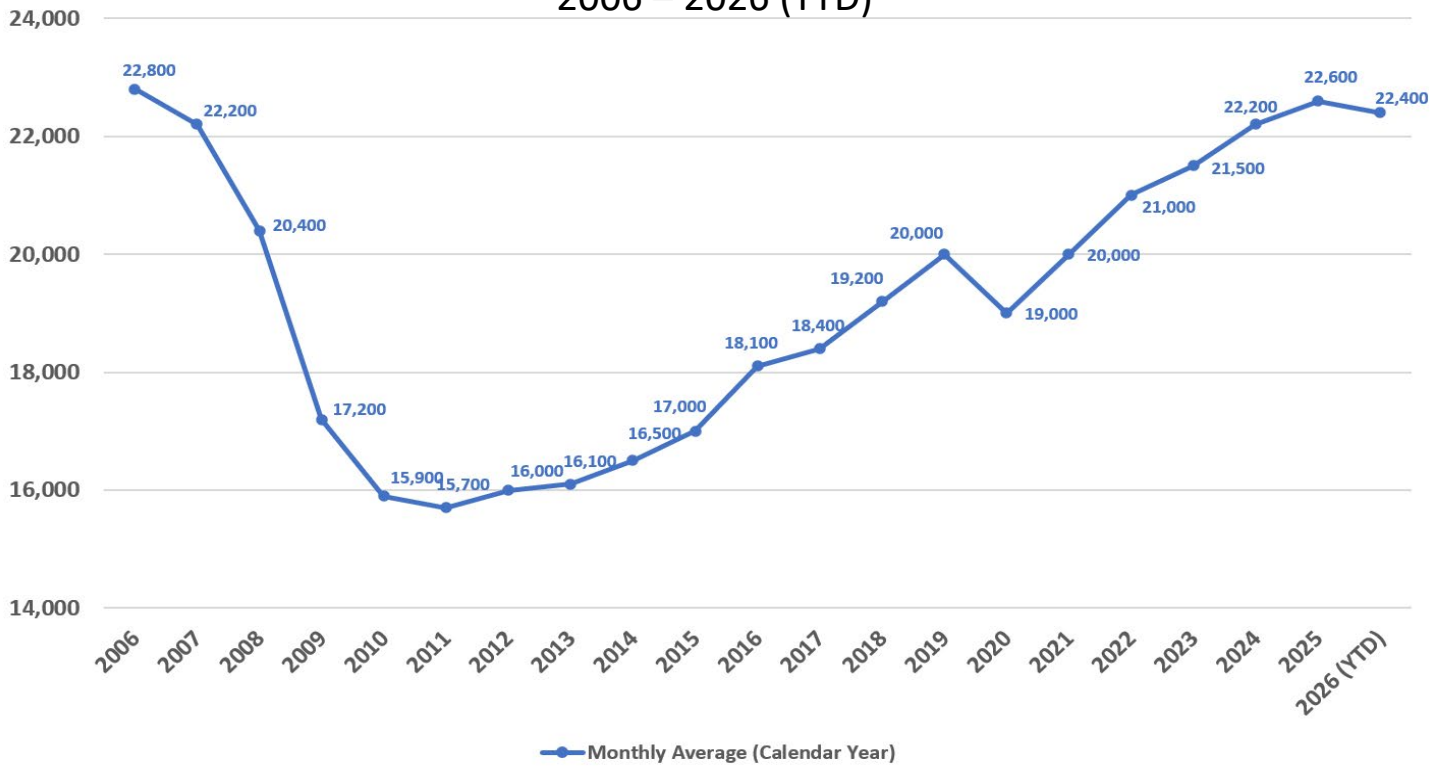
Women Business Enterprise (WBE) - A business that is at least 51% owned and controlled by a woman or women and also control management and daily business operations.

MBE Directory
https://dedi.ri.gov/division-units/minority-business-enterprise-compliance-office/directory-

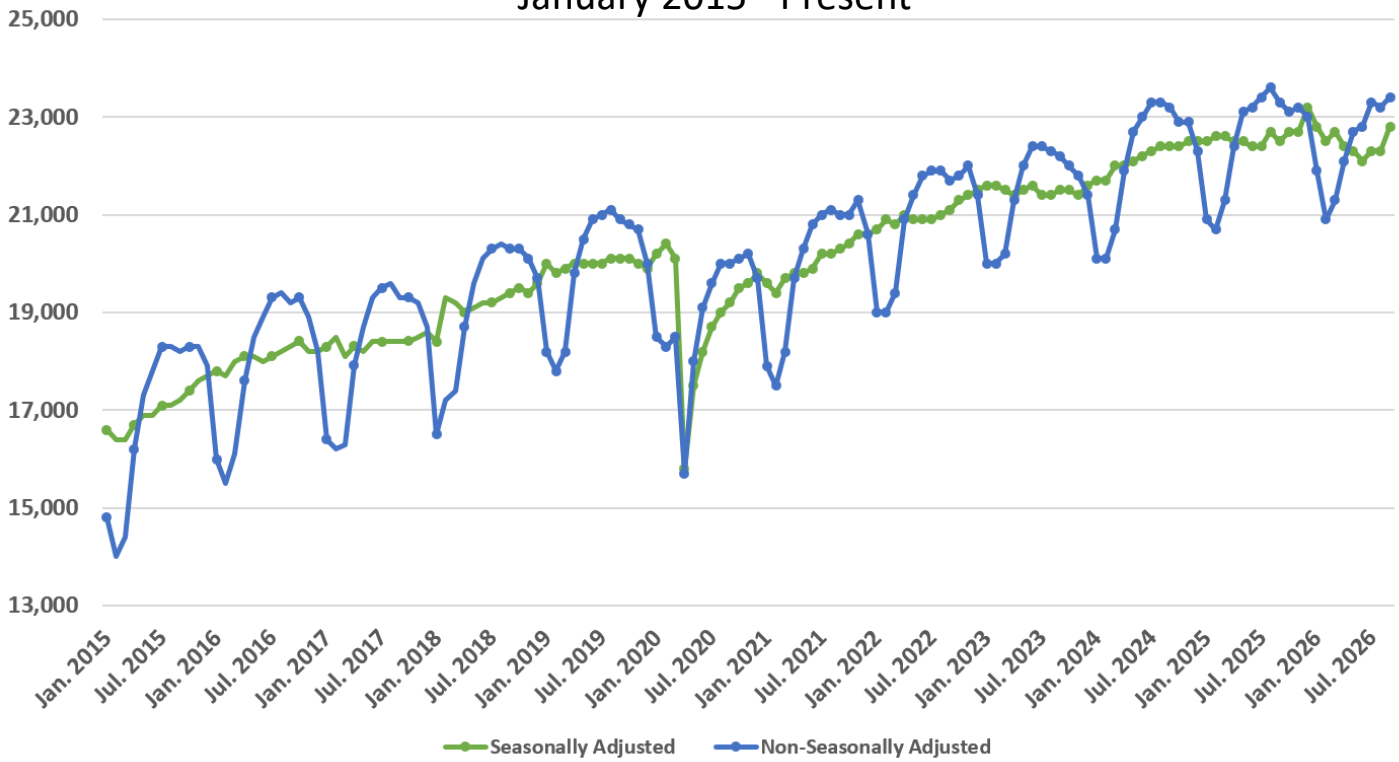
Notes:
Per R.I.G.L. 37-14.1, only certified MBE and WBE Firms may be used to fulfull MBE goals on state funded projects.
MBE/WBE firms who perform a professional service will not be reflected on this report.
"Closed contracts" reflect MBE/WBE participation on state funded construction contracts closed by RIDOT between 7/1/2025 and 6/30/2026.
"New Awards" reflect MBE/WBE participation on state funded construction contracts awarded by RIDOT between 7/1/2025 and 6/30/2026.

Additional Note:
Effective October 3, 2025, RIDOT's DBE program was placed on pause due to the release of the DBE Interim Final Rule (IFR). The IFR revised core elements of the program and has restricted RIDOT from assigning contract DBE goals and counting DBE participation on existing DBE contracts until a complete recertification process has been completed by Rhode Island's Unified Certification Program.
https://www.federalregister.gov/documents/2026/09/25/2026-19688/disadvantaged-business-enterprise-and-airport-concession-disadvantaged-business-enterprise-program

Rhode Island Construction Sector Employment
2006 – 2026 (YTD)



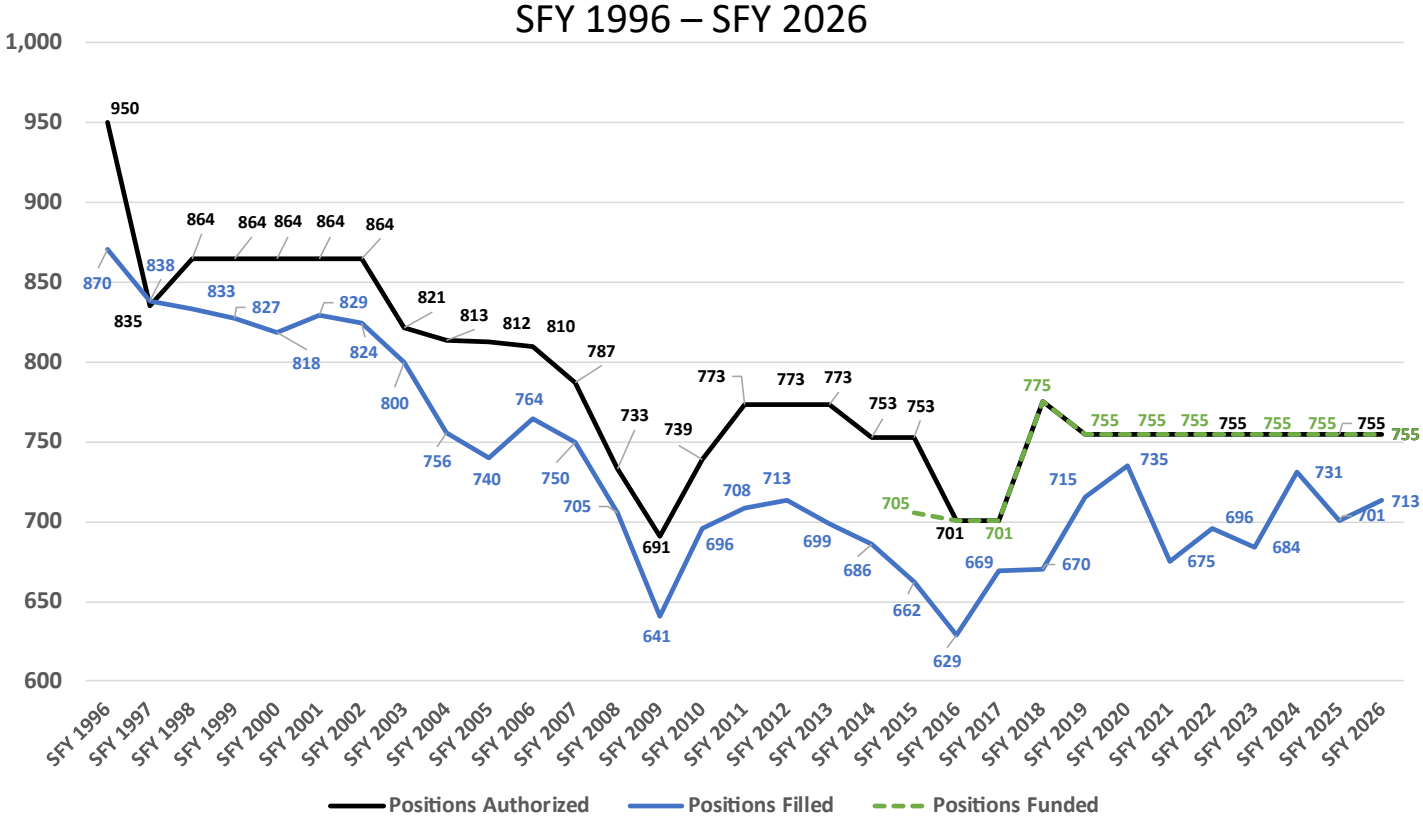
Rhode Island Construction Sector Employment
January 2015 - Present



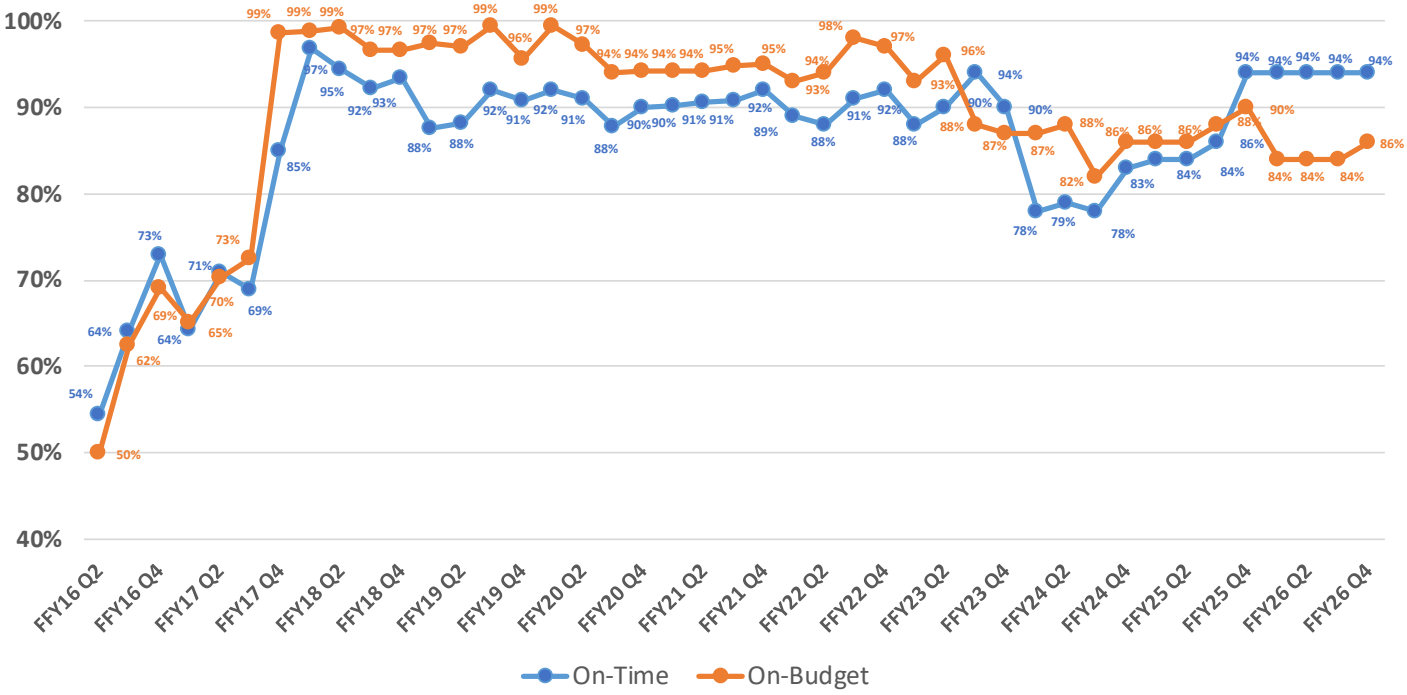
Note: Seasonal adjustment is a statistical technique that attempts to measure and remove the influences of predictable seasonal patterns to reveal how employment and unemployment change from month to month. Over the course of a year, the size of the labor force, the levels of employment and unemployment, and other measures of labor market activity undergo fluctuations due to seasonal events including changes in weather, harvests, major holidays, and school schedules. These seasonal adjustments make it easier to observe the cyclical, underlying trend, and other nonseasonal movements in the series.

Annual Data

RIDOT Full-Time Equivalent Positions
SFY 1996 – SFY 2026



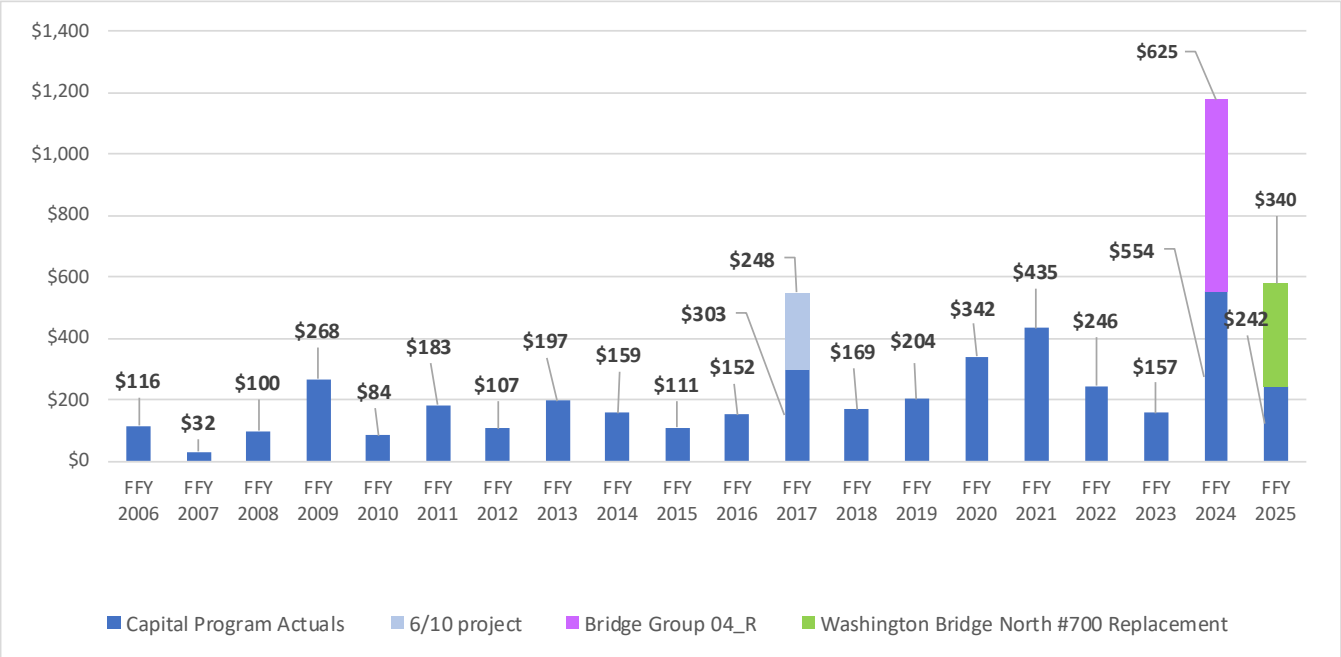
Construction Projects:
On-Time, On-Budget as of Quarter End



This chart reflects timeliness and budgetary performance of active construction projects "as of" each federal fiscal year quarter end. Measure performance is weighted by project value.

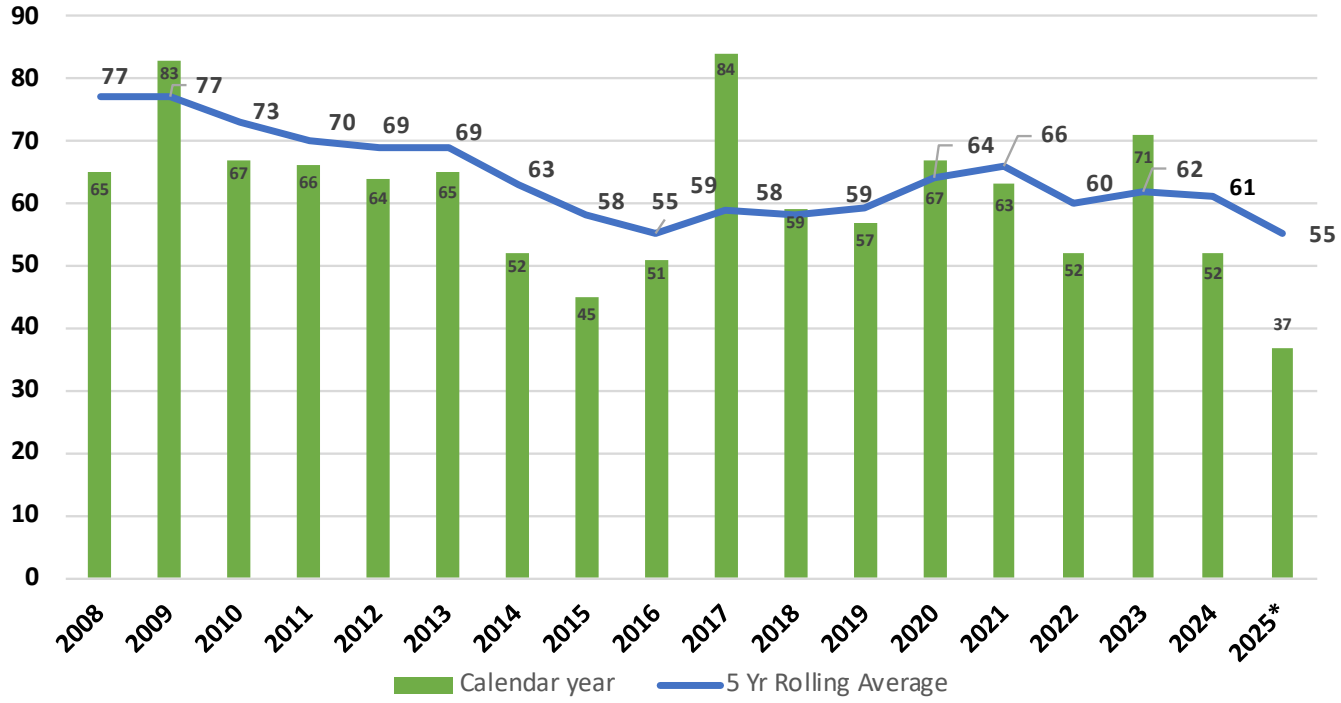
Historical Capital Program – Construction

FFY 2006 – FFY 2025



Historical Fatalities

CY 2008 – CY 2025

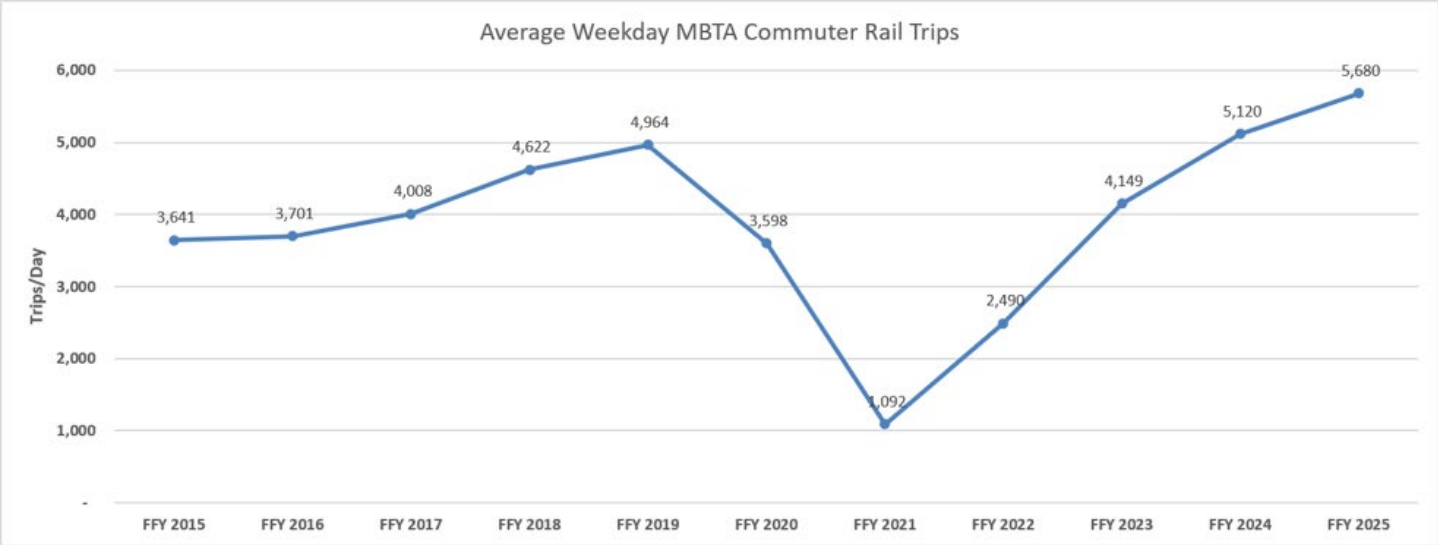


*Per federal rule, fatality data remains in preliminary status for 12 months following the close of calendar year.

Annual Data

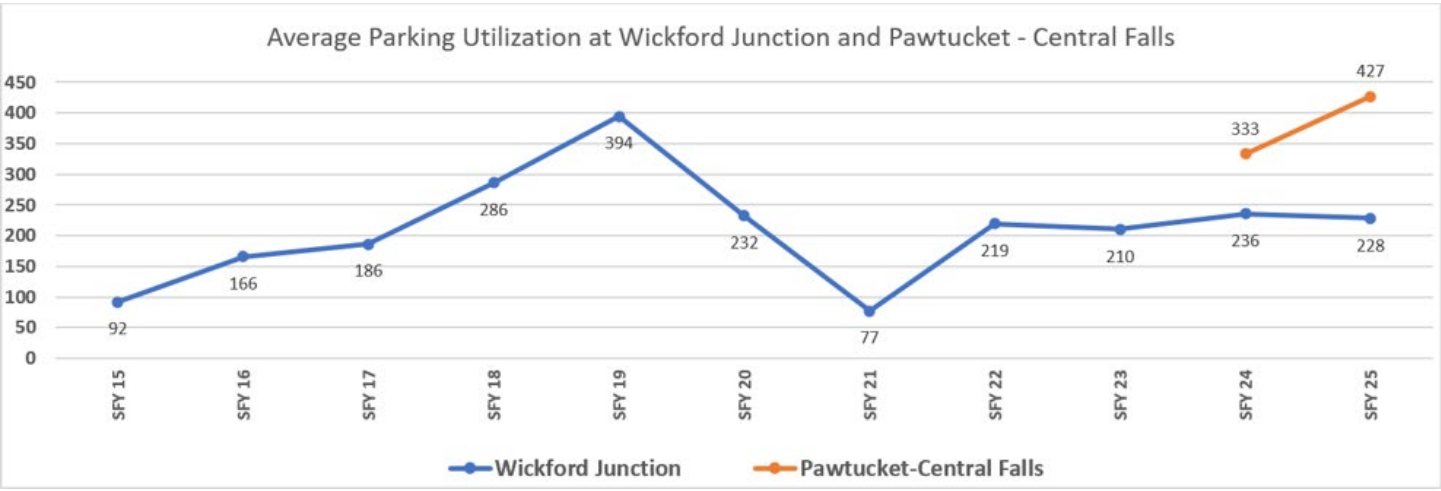
Historical Commuter Rail Ridership

FFY 2015 – FFY 2025



Historical Parking Garage Utilization

SFY 2015 – FFY 2025



Annual Data

In September 2016, RIDOT moved from a four-year plan to a 10-year plan based on asset management principles that is updated regularly. This new approach allowed for significantly more public input into statewide transportation planning. While RIDOT has awarded over $4.4 billion in construction contracts since this new planning process was put into effect, the 10-year plan is a living document, and project schedules may be adjusted based on asset management data, project readiness, risk assessments, funding availability, and opportunities for collaboration. The table below only displays projects for which prioritization and/or planned start dates have changed in the FFY26.

Program	TIP ID	Project Name	Previous Planned Start Year	Current Planned Start Year	Reason for Change
TAP/Other	1474	Massasoit Ave Sidewalk (Woodward Ave. to Arvin Ave.)	2030	2029	Opportunity
	5215	Washington Secondary Bike Path Extension	2026	2029	Readiness
Bridge	3070	Bridge Group 90 - Arnold Mills Demolition	2026	2032	Funding Availability
	3176	Bridge Group 48B -- Grotto	2026	2028	Readiness
	4053	Bridge Group 73 - Miantonomi	2026	2034	Asset Management
	5007	Bridge Group 101 - Memorial Blvd Providence	2028	2026	Asset Management
	5021	Bridge Group 140 - I-Way Preservation - Phase 2	2026	2028	Asset Management
	9994	Bridge Group 47_R-- Pawtucket Central Falls Amtrak Bridges	2028	2026	Opportunity
Major Capital	3042	Corridor - RI-12 Scituate and Phenix Avenue	2028	2027	Asset Management

Note: this chart displays only projects that have remained relatively consistent in scope since their first appearance in a 10-year plan. Projects that have been bundled into new projects or otherwise significantly altered from their original form are not displayed. RIDOT will update this chart annually to reflect changes to planned start years.

"Reason for Change" Definitions:

- **Asset Management –** Successful projects will support RhodeWorks' principal objective of achieving and maintaining a state of good repair for Rhode Island's transportation assets. Projects may be accelerated or delayed to ensure that the optimal treatment is applied at the right time based on asset management data.
- **Funding Availability –** Sufficient funding must be available for a project to progress through design and construction. Projects may be delayed if funding is unavailable to complete them or accelerated if a new source of funding becomes available.
- **Opportunity –** Extenuating circumstances may change prioritization, such as special funding made available by federal grants or other programs offering collaboration opportunities with other stakeholders on project scope and delivery. Projects may be accelerated if an opportunity presents itself, or delayed if circumstances present a conflict for completing a project
- **Readiness –** Projects must have a clear, well-defined scope in order to proceed. Projects may be delayed to allow time to clarify permitting needs or arrive at a consensus regarding the project's scope and limits.
- **Risk –** Project risks must be carefully evaluated and mitigated before a project can begin. Critical risks such as environmental, Amtrak/utility disruption, or archaeological investigations may cause a project to be delayed, and the mitigation of those risks may allow a project to be accelerated.

Glossary

Date Conventions:

CY: Calendar Year (January 1 – December 31)

FFY: Federal Fiscal Year (October 1 – September 30)

SFY: State Fiscal Year (July 1 – June 30)

Safety Information is collected and reported on a calendar year (**CY**) basis

Financial Information is reported on a State Fiscal Year (**SFY)** basis

All other information is reported on a Federal Fiscal Year **(FFY**) basis

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 estblishing 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 Inventrory; 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 Higway 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 overlayed

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

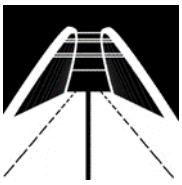
SHM: Structural health monitoring - technology that provides real-time information on stresses and strains on the bridge structure from the passage of vehicles

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



1,209

All RhodeWorks Bridges (8+ feet) as of 9/30/26



More than

3,000

Lane miles of road



6 rail stations

18 park and rides



104,000

Traffic devices



34,000

Catch basins (approximate)



725

Total employees

(as of 9/30/26)