FFY 25

Q1 OCT NOV DEC

Q2 JAN FEB MAR

Q3 APR MAY JUN

Q4 JUL AUG SEP

Quarterly Report

April – June 2025



Washington Bridge North #700 Replacement

July 30, 2025

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

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

RIDOT is pleased to submit the FFY 2025 Q3 RhodeWorks quarterly report.

RIDOT had a busy quarter with the resumption of the spring construction season. We look forward to another banner year with wide variety of active projects statewide, including bridge, pavement, traffic safety, transit, stormwater, and facilities, such as Salt Storage and RI Welcome Center. As you can see in this report, RIDOT continues to deliver these important transportation projects on time and on budget.

During the past quarter, RIDOT made significant gains on many projects, using accelerated bridge construction methods wherever possible to reduce the duration of our projects and the overall impact to motorists. Many of the milestones we reached resulted in significant improvements in terms of safety and traffic congestion, which will make travel more efficient, promote reduced carbon emissions from idling, support the movement of freight, and bolster the state's economy as a whole.

In the Providence metropolitan area, RIDOT opened additional lanes on the new service road for the Providence Viaduct Northbound project. Thanks to a $60.3 million federal grant, this project includes a major redesign of I-95 and the ramps in this area to address chronic traffic congestion problems caused by ramps spaced too closely together. The additional lanes provide more room for merging traffic, making it easier and safer for drivers entering and exiting the highway. Since the service road opened, traffic congestion and queuing has significantly decreased, and the typical morning and afternoon backups have largely disappeared.

A major highlight of the quarter was a groundbreaking ceremony in East Greenwich at the site of the Route 4 "Missing Move" project. This is another project made possible thanks to a considerable, $81 million grant secured by Rhode Island's congressional delegation. It includes construction of two critical ramps that were never built when Route 4 was constructed in the 1960s and will afford direct highway connections between I-95 North and Route 4 South, and Route 4 North and I-95 South. The project also will make numerous improvements at and near the Quonset Business Park, the state's largest industrial park. Most of the work will not affect traffic during construction.

Further south in North Kingstown, RIDOT utilized bridge slides to install two new structures to carry Route 1 traffic over Route 138. These were done in two extended weekends and were executed prior to Memorial Day weekend and the influx of summer tourism traffic on this busy route to Newport and South County.

Also during the quarter, rapid bridge construction methods were used in the ongoing demolition and replacement of three bridges for East Avenue over I-95 and I-295 in Warwick and for the extended-weekend replacement of 80 percent of the Newell Bridge on Diamond Hill Road in Cumberland.

In northern Rhode Island, RIDOT made continued progress on its Route 146 project, shifting another lane onto the new flyover bridge being built at the Sayles Hill Road intersection. RIDOT is replacing the signalized intersection with a bridge that will carry traffic safely and swiftly over local traffic on Sayles Hill Road, removing another chronic bottleneck. RIDOT expects to fully open the new flyover bridge in spring 2026.

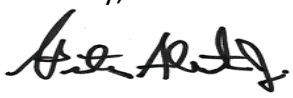
On the Washington Bridge project, RIDOT finalized the procurement for the new westbound Washington Bridge, which will be built by the design-build team of Walsh Construction Company II, LLC. Notice to proceed was given on June 25, which was 20 days ahead of the anticipated date published when procurement commenced. Walsh is a 127-year veteran bridge construction firm that is consistently ranked as the best bridge building company in the United States. The entire project cost will be $427.9 million, which includes additional traffic mitigation efforts and a new substructure for the bridge and will be fully open to traffic in November 2028. The new bridge will have a 100-year design life, using a conventional steel beam construction, with a footprint that is more than 450 feet shorter than the old bridge. The design calls for far fewer supporting piers in the river – eight instead of 18. Starting now and in the initial months of this project, the design-build team will be very busy with a wide range of tasks, including finalizing the design, surveying the site, drilling for borings, obtaining all necessary permits, ordering materials, fabricating steel in off-site mills and factories and mobilizing workers and equipment. The project cost is fully funded, and will be financed using state and local funds, including a total of $221 million in competitive federal grants.

The current demolition project remains on schedule for completion by the end of the year, with work on demolition of underwater segments of the old bridge foundation which began on July 1. The timing of the demolition will not impede the new construction contractor in any way and will allow for the quickest possible start of work in the field.

RIDOT continues to prioritize maintenance and inspection of the eastbound Washington Bridge. The weigh-in-motion system that helps monitor overweight trucking activity is fully operational. At the close of the quarter, RIDOT is finalizing installation and calibration of the system's structural health monitoring capabilities, which is expected to be live in late summer/early fall. RIDOT also continued its continuous maintenance and bridge preservation activities on the eastbound bridge. All of this work is part of our ongoing effort to have a high level of maintenance on this bridge.

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

Sincerely,



Peter Alviti Jr., P.E.
Director

Table of Contents

Key Accomplishments
Key Accomplishments 5

Statutory Requirements
Statutory Requirements 6

Operations
Bridge Condition 17
Pavement Program 18
Transit Operations 21
Stormwater/Natural Resources 22
Safety 23
Maintenance and Operations/TMC 25
Planning 28

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

Financials
Expenditures 41
Construction Contract Awards 44

Appendices
Glossary 46

Insert A: Project Budgets and Schedules A-1

Key Accomplishments

Project Management

- **'Missing Move' Groundbreaking** – In May, Governor Dan McKee, Senators Jack Reed and Sheldon Whitehouse, Congressmen Seth Magaziner and Gabe Amo, RIDOT Director Peter Alviti, Jr., and Quonset Development Corporation (QDC) Managing Director Steven King joined with state and local officials to break ground on the I-95 "Missing Move" and Quonset Ramps Construction Project. This $144 million project includes construction of two critical ramps that were never built when Route 4 was constructed in the 1960s and will afford direct highway connections between I-95 North and Route 4 South, and Route 4 North and I-95 South. The project also will make numerous improvements at and near the Quonset Business Park, the state's largest industrial park.

- **Providence Viaduct Northbound Project** – Last weekend of May, RIDOT opened final travel lanes off I-95 North on the northbound Providence Viaduct service road at Exit 38 (Route 146/State Offices) in Providence. The lanes enable easier access to the service road and improve traffic operations of merging vehicles.

- **Rapid bridge installations** – In a span of a few weekends, RIDOT replaced multiple bridges using accelerated methods. By using extended weekend closures, motorists avoided up to two years of lane closures:
    - Tower Hill Road Bridge – Over the two consecutive extended weekends in May, RIDOT constructed new southbound and northbound bridge decks next to the existing bridge so they could be slid into place.
    - Newell Bridge - RIDOT used accelerated bridge construction methods to demolish and replace 80 percent of the old bridge. This included using the prefabricated bridge units to quickly reconstruct it. The remaining 20 percent will be completed in the same fashion in the fall.

Safety

- **Work Zone Safety Week** - Every year, RIDOT and DOTs around the country set aside a week of activities to bring attention to the importance of slowing down and proceeding carefully through work zones. This year, RIDOT held its work zone safety awareness event on April 22. RIDOT also did extensive social media in support of work zone safety week. RIDOT Chief Engineer Bob Rocchio was joined by representatives from the law enforcement community, the laborers, FHWA, the Rhode Island Turnpike and Bridge Authority, and AAA.

Grants

- **BIP Grant** – In June, U.S. Department of Transportation has officially authorized the $251.1 million federal grant agreement for Rhode Island's "15 Bridges" rehabilitation project along the I-95 and Route 10 corridors between Providence and Warwick—one of the largest infrastructure projects in state history, and the largest-ever federal grant awarded to the RIDOT. The project will remove 15 bridges from the state's backlog of poor and fair to poor condition bridges.

Transit

- **Providence-Newport Ferry** – RIDOT kicked off the 10th ferry service season with Seastreak on June 20th.

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

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

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

STATUTORY REQUIREMENT: Expected final cost of Construction Contracts $500,000 or greater that reached substantial completion in the prior fiscal year, and the total number of workers employed through the contract and the number of workers in that total with a Rhode Island address.

CONSTRUCTION CONTRACTS AT SUBSTANTIAL COMPLETION IN FFY 2024 (Oct. 1, 2023 - September 30, 2024)

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

RIDOT is increasing efforts to ensure contractor compliance with Rhode Island Jobs reporting requirements.

Data sources: Monthly RIDOT Executive Summary Reports submitted by Turino, and the PRiSM Compliance Management (PRiSM) Database, and current contract amounts as of 12/31/24

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

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

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

STATUTORY REQUIREMENT: Construction Contracts $500,000 or greater planned to be advertised in the upcoming federal fiscal year, their value, and expected award date.

CONSTRUCTION CONTRACTS PLANNED TO BE ADVERTISED IN FFY 2026 (Oct. 1, 2025 - September 30, 2026)

Construction Contract (Project Name)	Expected Advertise Date	Construction Value ($M)
FFY 2026 - October 1, 2025 - September 30, 2026		
2026-2027 Statewide Striping - Central & South	FFY 26	$ -
2026-2027 Statewide Striping - Limited Access	FFY 26	$ -
6/10 Pedestrian Bridge	FFY 26	$ -
Bridge Group 01_H - Historic Coventry	FFY 26	$ -
Bridge Group 15F - Barrington	FFY 26	$ -
Bridge Group 16D - Route 6 JON	FFY 26	$ -
Corridor - Ashaway	FFY 26	$ -
Corridor - Hope Valley	FFY 26	$ -
Henderson Bridge Improvements - Phase 2	FFY 26	$ -
HSIP - Intersection & Crosswalks 2026	FFY 26	$ -
HSIP - Roadway Departure 2026	FFY 26	$ -
PROTECT Grant Stormwater Improvements	FFY 26	$ -
Pavement Improvements – Putnam Pike	FFY 26	$ -
TOTAL		**$ 215.8**

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

DESIGN CONTRACTS AWARDED IN FFY 2024 (Oct. 1, 2023 - September 30, 2024)

Design Contract (Project Name)	Award Date (Mon-Year)	Value ($M)	Exp. Completion Date (Mon-Year)
FFY 2024 1st Quarter - October 1, 2023 - December 31, 2023			
Consultant Services for On-Call Traffic Studies for the STC-C1	Oct-23	$ 1.0	Oct-28
Consultant Services for On-Call Traffic Studies for the STC-C2	Oct-23	$ 1.0	Oct-28
Subtotal		**$ 2.0**	
FFY 2024 2nd Quarter - January 1, 2024 - March 31, 2024			
Subtotal		**$** -	
FFY 2024 3rd Quarter - April 1, 2024 - June 30, 2024			
On-Call Traffic Signal System Operations & Management Support	Apr-24	$ 1.9	Apr-29
Subtotal		**$ 1.9**	
FFY 2024 4th Quarter - July 1, 2024 - September 30, 2024			
Pavement Task Order Program 5 - C1	Aug-24	$ 4.0	Aug-29
Pavement Task Order Program 5 - C2	Aug-24	$ 4.0	Aug-29
Pavement Task Order Program 5 - C3	Aug-24	$ 4.0	Aug-29
Pavement Task Order Program 5 - C4	Aug-24	$ 4.0	Aug-29
Pavement Task Order Program 5 - C5	Aug-24	$ 4.0	Aug-29
Pavement Task Order Program 5 - C6	Aug-24	$ 4.0	Aug-29
On-Call Transportation Subrecipient Program (TSP) Liaison Consultant Services - C1	Aug-24	$ 0.5	Aug-29
On-Call Transportation Subrecipient Program (TSP) Liaison Consultant Services - C2	Aug-24	$ 0.5	Aug-29
Subtotal		**$ 25.0**	
TOTAL		**$ 28.9**	

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

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

Note: *RIDOT does not currently collect full employment and payroll information from contractors and subcontractors on design contracts as this was not a legislated requirement prior to RhodeWorks. As such, RIDOT does not currently have sufficient information about the number of unique employees per project or employee state of residence. RIDOT is developing a methodology to capture this information in the future.*

Data sources: RIDOT Financial Management System

STATUTORY REQUIREMENT: Design Contracts $500,000 or greater planned to be advertised in the upcoming federal fiscal year, their value and expected award date.

DESIGN CONTRACTS PLANNED TO BE ADVERTISED IN FFY 2026 (Oct. 1, 2025 - September 30, 2026)

Design Contract (Project Name)	Advertise Date (Mon-Year)	Award Date (Mon-Year)	Value ($M)	Exp. Completion Date (Mon-Year)
FFY 2026 - October 1, 2025 - September 30, 2026				
Warren Resilience and Managed Retreat Research and Strategies	FFY 26	FFY 26	$ 0.4	FFY 27
TOTAL			**$ 0.4**	

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

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

GRANT APPLICATIONS (FFY 2016 - Present)

AWARDED

Project Description	Project Type	Grant Source	Application Year	Grant Award ($M)	Project Cost ($M)	Matching Funds Available via Curr. Auth. Funding?
Pawtucket/Central Falls Commuter Rail Station Project	Transit	TIGER	FFY 2016	$ 13.1	$ 58.0	Yes
Route 37 Corridor Safety Sweep Project	Hwy, Bridge	TIGER	FFY 2018	$ 20.0	$ 72.0	Yes
Smarter, Simpler Roads for the Newport Innovation Corridor	Hwy	BUILD	FFY 2018	$ 20.0	$ 74.6	Yes
TF Green Airport Intercity Rail Service Preliminary Engineering	Rail	FRA	FFY 2018	$ 2.8	$ 14.0	Yes
Transforming the Providence I-95 Northbound Viaduct	Hwy, Bridge	INFRA	FFY 2019	$ 60.4	$ 265.0	Yes
Providence Station State of Good Repair and Capacity Project	Rail	FRA	FFY 2019	$ 12.5	$ 25.0	Yes
Uncontrolled Midblock Crosswalk Enhancement Project	Traffic Safety	AID	FFY 2019	$ 1.0	$ 5.0	Yes
Washington Bridge Rehab and Redevelopment Project	Hwy, Bridge	BUILD	FFY 2019	$ 25.0	$ 78.0	Yes
Bridge Group 49 - Henderson	Bridge	THUD	FFY 2019	$ 69.7	$ 84.4	Yes
2020 August Redistribution Funds	Hwy, Bridge	Redistrib.	FFY 2020	$ 29.3	N/A**	Yes
Safety and Congestion Improvements on Rt. 146	Hwy, Bridge	INFRA	FFY 2020	$ 65.0	$ 196.8	Yes
Final Link in the 'Missing Moves' and Quonset Connector Ramps	Planning	BUILD	FFY 2020	$ 4.0	$ 5.0	Yes
Opening the Cranston Canyon	Hwy, Bridge	BUILD	FFY 2020	$ 21.3	$ 85.0	Yes
Bridge Group 04_R - Huntington and Bridge Group 32	Bridge	THUD	FFY 2020	$ 54.3	$ 132.8	Partial
2021 August Redistribution Funds	Hwy, Bridge	Redistrib.	FFY 2021	$ 22.9	N/A**	Yes
Bridge Capital Program	Bridge	THUD	FFY 2021	$ 63.5	N/A**	Yes
Active Safety for Active Transportation	Traffic Safety	AID	FFY 2021	$ 1.0	$ 1.3	Yes
2022 August Redistribution Funds	Hwy, Bridge	Redistrib.	FFY 2022	$ 48.5	N/A**	Yes
Bridge Capital Program	Bridge	THUD	FFY 2022	$ 63.5	N/A**	Yes
Resilient Resurfacing - A Permeable Pavement Pilot	Hwy, Research	Climate	FFY 2022	$ 0.3	$ 1.0	Yes
Revolutionary Heritage Byway - Hope Street Pedestrian and Resiliency Enhancements	Pedestrian	NSBP	FFY 2022	$ 0.8	$ 1.8	Yes
Kingston Station Parking Lot	Rail	CRISI	FFY 2022	$ 2.5	$ 3.1	Yes
2023 August Redistribution Funds	Hwy, Bridge	Redistrib.	FFY 2023	$ 60.4	N/A**	Yes
Bridge Capital Program	Bridge	THUD	FFY 2023	$ 60.0	N/A**	Yes
Right-Sizing Route 37: Improving Community Connectivity	Hwy, Bridge	RAISE	FFY 2023	$ 25.0	$ 100.0	Yes
Sharing the Road: Establishing a Demonstration Project Lending Library for Rhode Island Communities	Bicycle/Pedestrian Safety	STIC	FFY 2023	$ 0.1	$ 0.0	Yes
2024 August Redistribution Funds	Hwy, Bridge	Redistrib.	FFY 2024	$ 19.4	N/A**	Yes
Ten Mile Greenway	Hwy, Bridge	Earmark	FFY 2024	$ 3.0	N/A**	Yes
Final Link in the 'Missing Moves' and Quonset Connector Ramps	Hwy, Bridge	Earmark	FFY 2024	$ 1.2	$ 5.5	Yes
Completing the I-95 Missing Move and Ramps to Quonset Business Park	Hwy, Bridge	INFRA	FFY 2023	$ 81.0	$ 135.0	Partial
Turning the Tide: Local, Nature-Based Solutions to Promote Climate Resilience in Rhode Island	Stormwater	PROTECT	FFY 2023	$ 26.0	$ 35.0	Partial
A Rhode Less Travelled: Coordinating Infrastructure Renewal with Managed Retreat	Planning	PROTECT	FFY 2023	$ 0.8	$ 1.5	Partial
Henderson Phase 2	Hwy, Bridge, Bicycle/Pedestrian	RAISE	FFY 2024	$ 25.0	$ 35.0	Partial
The I-95 15: Repairing Yesterday's Infrastructure for Tomorrow's Economy	Hwy, Bridge	BIP	FFY 2024	$ 251.0	$ 722.9	Partial
Replacement of the I-195 Washington Bridge	Hwy, Bridge	MEGA/INFRA	FFY 25-26	$ 221.0	$ 368.3	Partial
Charging Ahead: Rhode Island Working Together for Electrification	EV Charging	CFI	FFY 2023	$ 15.0	$ 18.75	Partial
RIDOT LCTM Grant Application 2024	Materials	LCTM	FFY 2024	$ 31.9	$ 48.0	Partial
Connect Four: Bridging Providence's Urban Core	Hwy, Bridge, Bicycle/Pedestrian	RCP	FFY 24-26	$ 2.0	$ 2.5	Partial
Rhode Island State Electronic Data Collection (SEDC) Grant Program	Safety	NHTSA	FFY 2024	$ 7.0	$ 1.7	Partial
TOTAL				**$ 1,431.1**	**$ 2,576.9**	

PENDING

Grant Application Description	Project Type	Grant Source	Application Year	Grant Request ($M)	Project Cost ($M)	Matching Funds Available via Curr. Auth. Funding?
Creating Space & Preserving Place: Bicycle & Pedestrian 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
Archival Project Grant	Archives, Technology	NHPRC	FFY 25	$ 0.15	$ 0.2	Partial
TOTAL				**$ 1.8**	**$ 2.33**	

Notes:

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

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

GRANT APPLICATIONS (FFY 2016 - Present)

UPCOMING/ANTICIPATED APPLICATIONS

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

NOT AWARDED

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

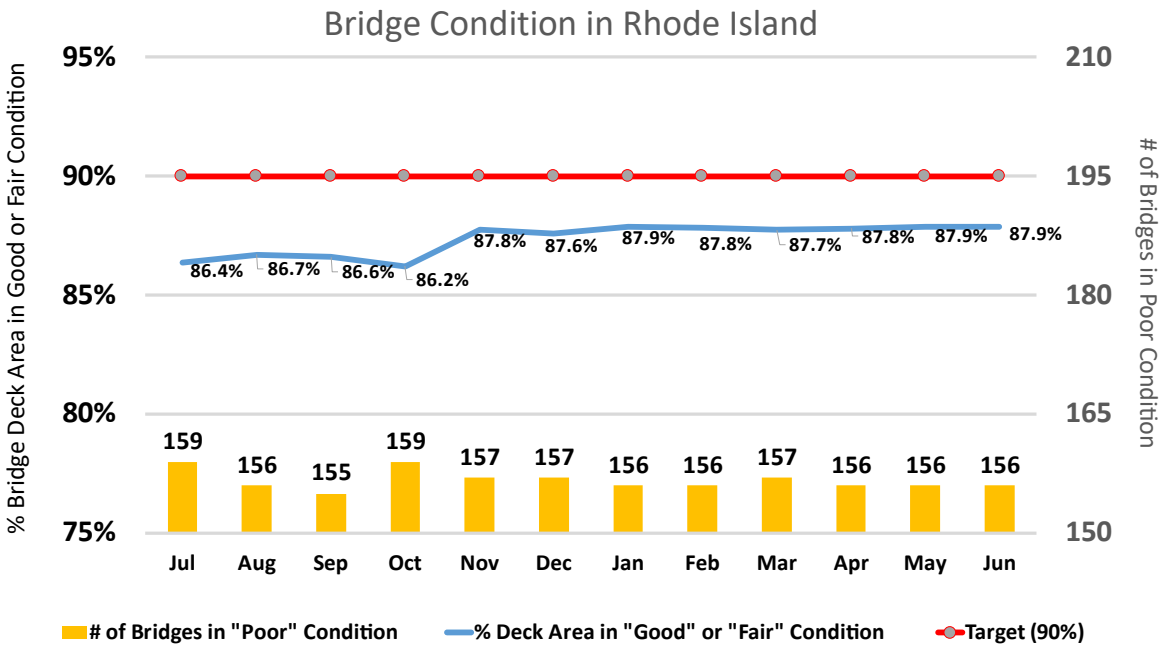
Notes:

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

Operations

Bridge Condition

In 2016, prior to RhodeWorks, Rhode Island faced a dismal 25 percent poor bridge condition rating. By June 2025, structurally deficient deck area has been reduced to 12.1 percent. The following chart details bridge conditions through the third quarter of FFY 2025.



All Bridges total = 1,207 All Bridges Deck Area = 8.47 million square feet

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

RIDOT's Ten Year Plan calls for increased expenditures on bridge preservation activities in addition to expenditures on bridge reconstruction. As seen in the chart below, two bridges were deemed to be in poor condition upon inspection, and three were removed off the list. Therefore, the net total number of bridges in poor condition this quarter is 156.

	Bridges Removed from "Poor Condition" List (Repaired, Replaced, or Removed) Q3 FFY 2025	
Q3 Apr-Jun 2025	The Chase Hill Bridge 032501 which passes over Tomaquag Brook in Hopkinton	361 sq ft
	The Railroad Ave Bridge 035451 which passes over PASCOAG RIVER in Burrillville	1,553 sq ft
	The Tower Hill Road Bridge 089601* which passes over RI 138 in North Kingstown	17,302 sq ft
	Subtotal	**19,216 sq ft**
	Bridges Added to the "Poor Condition" List in Q3 FFY 2025	
Q3 Apr-Jun 2025	The Ramp B-EL Bridge 066301 which passes over WELLINGTON AV & AMTRAK in Cranston	9,978 sq ft
	The Francis Street North Bridge 086501 which passes over AMTRAK in Providence	14,138 sq ft
	Subtotal	**24,115 sq ft**
	Net Change	**-4,899 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.



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

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

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

2025-2026 Pavement Preservation

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

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

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

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

Municipality	Road Name	Road Limits	Miles
Tier 1 Roads			
Burrillville	Round Top Rd	Hill Rd to Mass state line	8.8
Burrillville	Putnam Pike	1/10 mi west of Elbow Rock Rd to Chepachet roundabout	13.0
Burrillville	Chapel St	Union Ave to RI 98/Harrisville Main St.	2.9
Burrillville	East Ave	1/10 mile east of Homestead Ln to RI 102	2.5
Burrillville	South Main St	Griffin St to High St.	1.0
Burrillville	High St	South Main St to Church St.	0.3
Burrillville, North Smithfield	Broncos Highway	RI 107/East Ave to Douglas Pk	6.6
Coventry, East Greenwich, Warwick	I-95	Rt. 2/Quaker Ln underpass to Rt. 3Nooseneck Hill Rd overpass	41.3
Cranston, Providence, Warwick	I-95	Eddie St to Rt. 5/Greenwich Ave	67.2
Cumberland	West Wrentham Rd	Mendon Rd to Pine Swamp Rd	8.7
Cumberland	Diamond Hill Rd	Nate Whipple Hwy to Wrentham Rd	4.3
Cumberland	Nate Whipple Hwy	Mendon Rd to Mass state line	12.2
Cumberland	Mendon Rd	Anthony Rd to Beamis Ave	4.4
Cumberland	Manville Hill Rd	Flat St to Mendon Rd	2.0
Cumberland, Lincoln	School St and Albion Rd	Main St Albion to Mendon Rd	2.4
Cumberland, Woonsocket	Pine Swamp Rd & Diamond Hill Rd	Wrentham Rd to Bound Rd	7.0
Cumberland, Woonsocket	Mendon Rd	Beamis Ave to Beausoleil St	6.9
Glocester	Putnam Pike	Match line near RIDOT Maintenance Garage to Chepachet roundabout	6.6
Glocester	Douglas Hook Rd	Putnam Pike to Whipple Rd	3.0
Lincoln	Old River Rd	Sayles Hill Rd to Railroad St	2.6
Lincoln	George Washington Hwy	Wake Robin Rd to Mendon Rd	12.8
Lincoln, North Providence	Charles St. & Old Louisquisset Pk	Providence city line/Shepard Ave to Cobble Hill Rd	5.4
Lincoln, North Smithfield	Sayles Hill Rd	RI 146 to Old River Rd	3.3
Lincoln, Smithfield	George Washington Hwy	Rt.7/Douglas Pk to Lincoln Mall	8.1
Lincoln, Woonsocket	Main St Albion & New River Rd	School St to Manville Hill Rd	3.7
North Providence, Providence	Smith St	Centredale Roundabout to Canal St.	12.6
North Smithfield	Central St	North Main St to RI 146	1.0
North Smithfield, Woonsocket	Eddie Downing Highway	RI 146 turnaround to Park Ave	6.8
North Smithfield, Woonsocket	Smithfield Rd & Great Rd	Park Ave to Maple Ave	11.6
East Providence, Pawtucket	Newport Ave	Pawtucket Ave to Mass state line	13.0
Lincoln, Pawtucket, Providence	Smithfield Ave	North Main St to Parker St.	9.5
Smithfield	Putnam Pike	Danecroft Ave to Austin Ave	8.7
Smithfield	Putnam Pike	Austin Ave to West Greenville Rd	3.3
Woonsocket	Diamond Hill Rd	Bound Rd to Mendon Rd	6.6
Woonsocket	Diamond Hill Rd	Mendon Rd to Social St.	3.2
		Total	**313.4**

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

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

Note: At the time of advertisement, the quantities for the Crack Seal Program are estimates based on existing condition. It is not unusual for the condition of the roadway to deteriorate further before repair activities commence. Therefore, the project carries additional roadway lane mile to ensure that all quantities will be exhausted at substantial completion. In any given year, if roadways exceed available project quantity, the remaining roads will be shifted and prioritized to be completed in the next construction season.

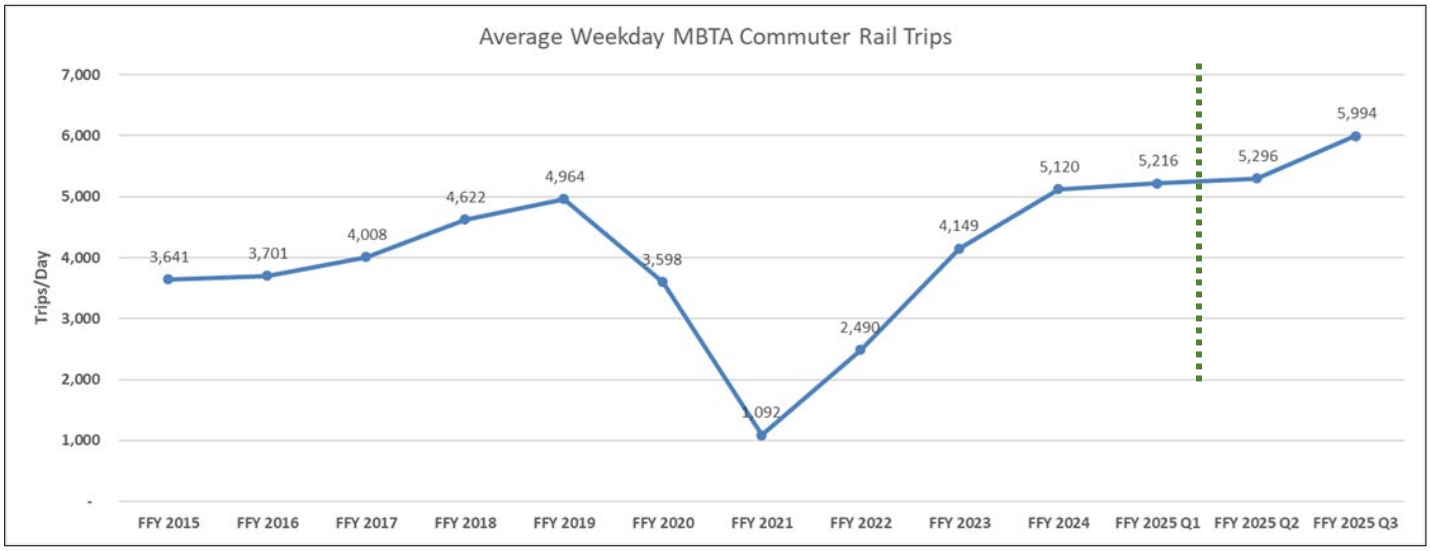
Transit Operations



The Transit Operations Program consists of the various operational activities necessary for ongoing commuter rail and the seasonal ferry service. RIDOT operating expenses include Amtrak's Northeast Corridor access fee, liability insurance, MBTA operations, station operations, and ferry service. Commuter rail operating expenses are funded with federal Congestion Mitigation and Air Quality (CMAQ) funds. Current MBTA operations are funded with Federal Transit Administration (FTA) State of Good Repair funds for capital improvements along the MBTA's Providence line in exchange for service.

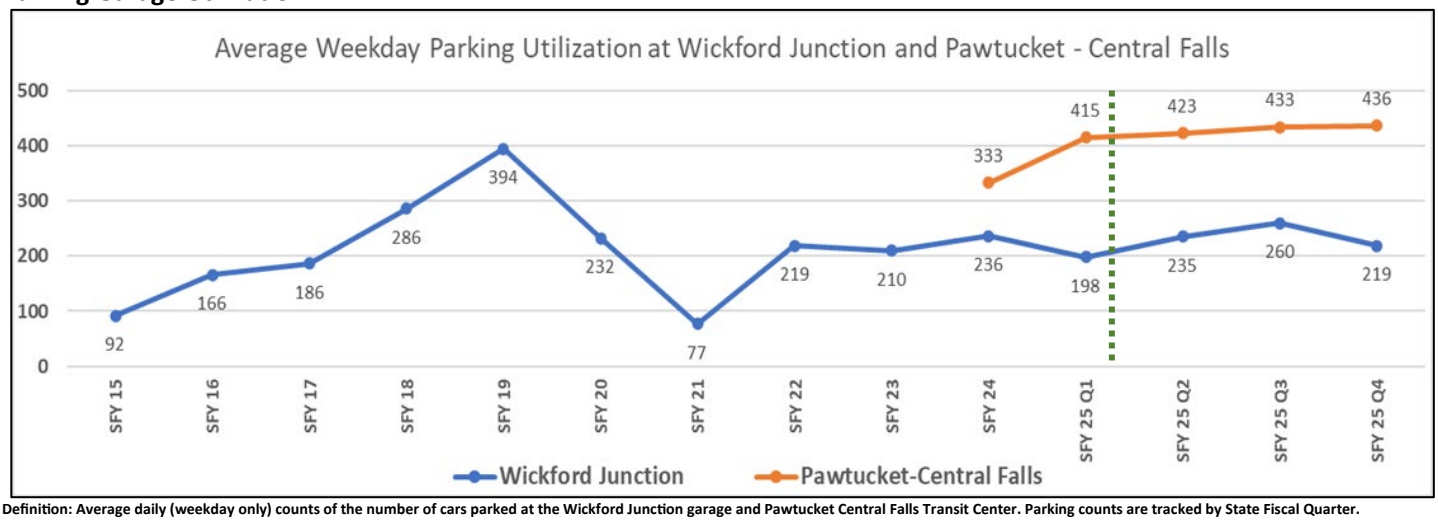
Update: Commuter rail weekday ridership volume during the third quarter of FFY 2025 was higher (+13.2%) than the last quarter and up (+4.8%) from a year ago. The increase in ridership shows growing demand for commuter rail travel in Rhode Island. Overall, current weekday volume at all four Rhode Island commuter rail stations has surpassed pre-pandemic levels by more than 20%. A contributing factor to the increase in ridership is sharp growth at the recently built Pawtucket-Central Falls station, where boardings reached a new weekday high. Averaged over a year, ridership at Pawtucket-Central Falls station has grown 28% and is coupled with steady ridership at TF Green and Wickford Junction stations.

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



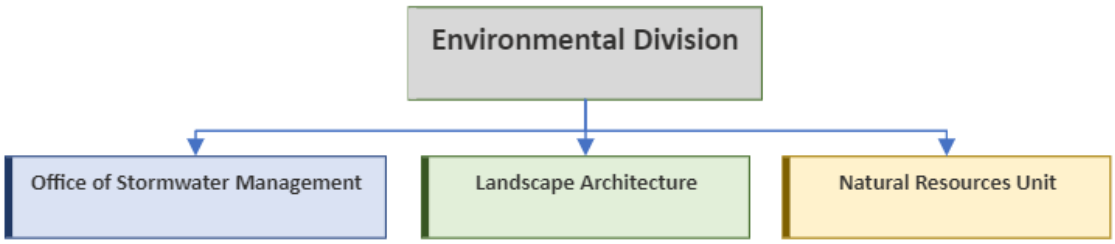
Definition: Average daily (weekday only) counts of the number of cars parked at the Wickford Junction garage and Pawtucket Central Falls Transit Center. Parking counts are tracked by State Fiscal Quarter.

Stormwater/Natural Resources



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

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



FFY25 Q3 Highlights:

Reviewed:

- 12 RIDEM Permit Submission
- 9 USACE Authorization Submissions
- 10 Stormwater Pollution Prevention Plans
- 11 LRSMM reports/plans
- 24 Stormwater Project Reviews
- 15 Physical Alteration Permits for Stormwater & SRB
- 22 Project Reviews (NRU)
- 19 Final Resolutions
- 5 Property Management Preliminary Reviews for Sales
- 2 PCB Sampling Plan reviews

Inspections/Audits:

- 2 Final Inspections
- 168 SWPPP inspections received & documented
- 16 CCTV Inspections
- 93 STU Inspections
- 35 IDDE Investigation Actions

Projects:

- Continued development of 2025 Stormwater Control Plans
- Issued RFP for 2026 Stormwater Control Plans
- Developed workflow and implemented VUEWorks Service Requests in Maintenance / Drainage for routine maintenance of STUs
- Coordinated with the Highway and Bridge Maintenance Division to implement Conservation Mowing for the Monarch Butterfly / Pollinator Habitat along the Rt-295 corridor



Safety

The Office on Highway Safety (OHS) in conjunction with RIDOT's Office of Communications marked National Work Zone Awareness Week (April 21-25) with a press conference at RIDOT Headquarters on April 22nd. RIDOT leadership was joined by officials from the Rhode Island State Police (RISP), the Federal Highway Administration, the Rhode Island Police Chiefs Association, AAA Northeast, the Laborers' International Union of North America and the Rhode Island Building and Construction Trades Council – all to remind motorists to slow down and drive carefully to protect persons who are in work zones. Billboards with an emotional appeal by the loved ones of those in work zones, beseeching their protection, appeared on highly travelled roadways to reinforce this message.

One of the OHS's main intention is to reduce fatal, serious injury and property damage only crashes in Rhode Island with the goal of Zero Fatalities. Between the months of March and April 2025, no roadway fatalities were recorded in the state.

The OHS facilitated a half-day training for police departments on how to more effectively use their trailer-mounted portable Vehicle Message Signs to transmit safety messages to motorists in their jurisdictions as part of an overall enforcement and traffic safety program focusing on all key OHS emphasis areas.

AAA Northeast conducted a day-long summit in Warwick targeting "The Older, Wiser Drive." OHS participated with mutually concerned agencies and organizations across the state to address age-friendly mobility as well as the specific issues encountered by older drivers and their friends and families.

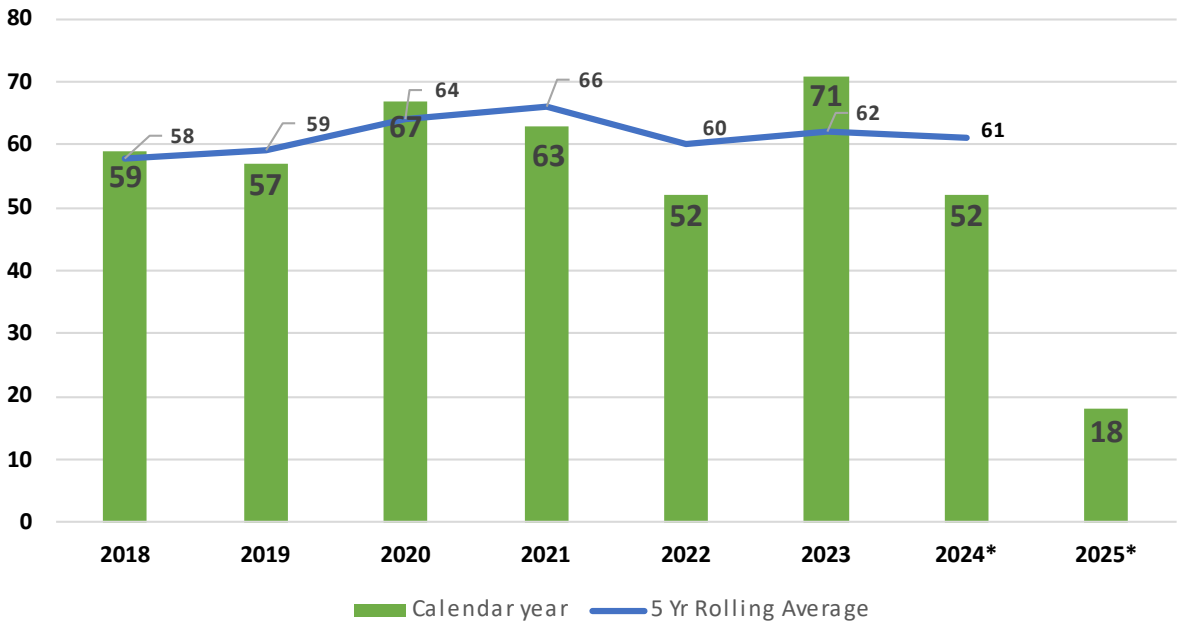
The National Click It or Ticket Mobilization was conducted from May 12 – June 1, 2025. As of the first week in July, 27 agencies, including the RISP, participated in in the Mobilization and reported their activity to the OHS. Data on seatbelt use was collected across a representative sample statewide during June and will be analyzed using a statistically valid methodology to calculate Rhode Island's official seatbelt use rate. 90.5 percent of Rhode Islanders used seatbelts in 2024, and this year's numbers will be reported in August.

FARS FATALITIES BY PERSON TYPE 2018-2025

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

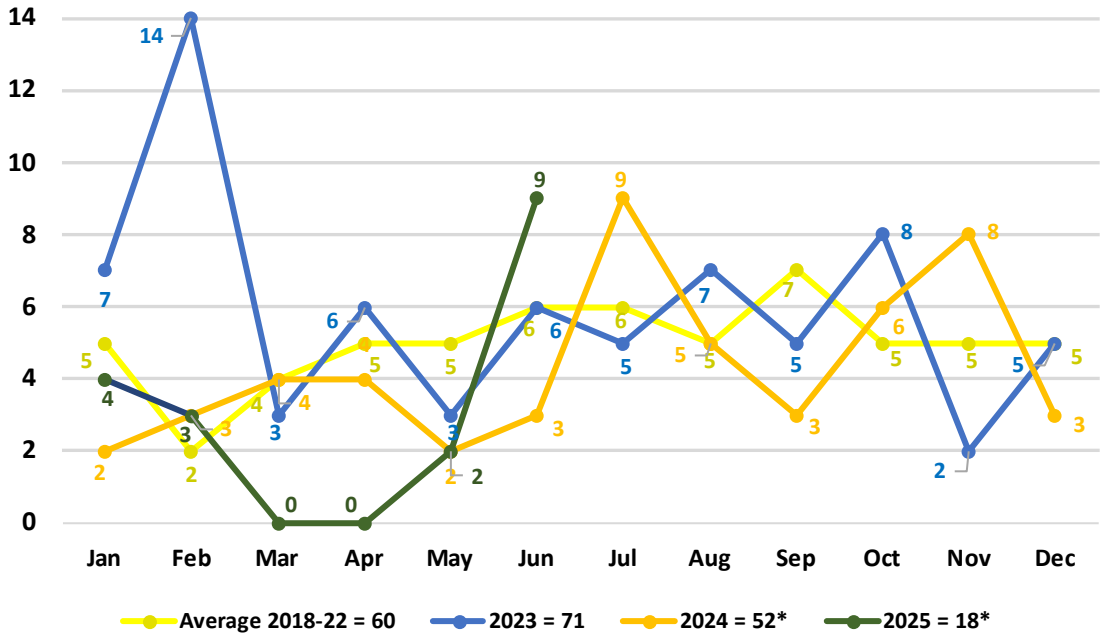
Note: *Per Federal Rule, fatality data remains in "preliminary" status for 12 months following the close of calendar year.*

Traffic Fatalities by Year



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

Traffic Fatalities by Month



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

Maintenance and Operations



The RIDOT Highway Maintenance Division district facilities and specialized crews started spring activities and performed road patching and repairs, 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 installation and repair, highway lighting maintenance and traffic signal maintenance along Rhode Island roadways. During the third quarter, RIDOT crews:

- Used 345 tons of asphalt
- Swept 3,221 curb miles of roadway
- Mowed 2,188 miles of grass
- Cut 81,979 linear feet of brush
- Cleaned 3,005 drainage structures
- Repaired 101 drainage structures
- Repaired/replaced 175 linear feet of drainage pipe
- Completed 7 STU maintenance work orders
- Worked on 1,507 signs
- Fabricated 2,851 signs
- Removed 219 one-ton truck loads of picked debris
- Removed 9,799 bags of picked litter
- Removed 248 cubic yards of picked litter with the litter rakes
- Completed 16 washout repair work orders
- Completed 489 traffic signal maintenance work orders
- Completed 44 highway lighting maintenance work orders
- Removed 168 trees
- Trimmed 11 trees
- Sprayed 777 linear miles of herbicide application
- Completed 76 graffiti removal work orders

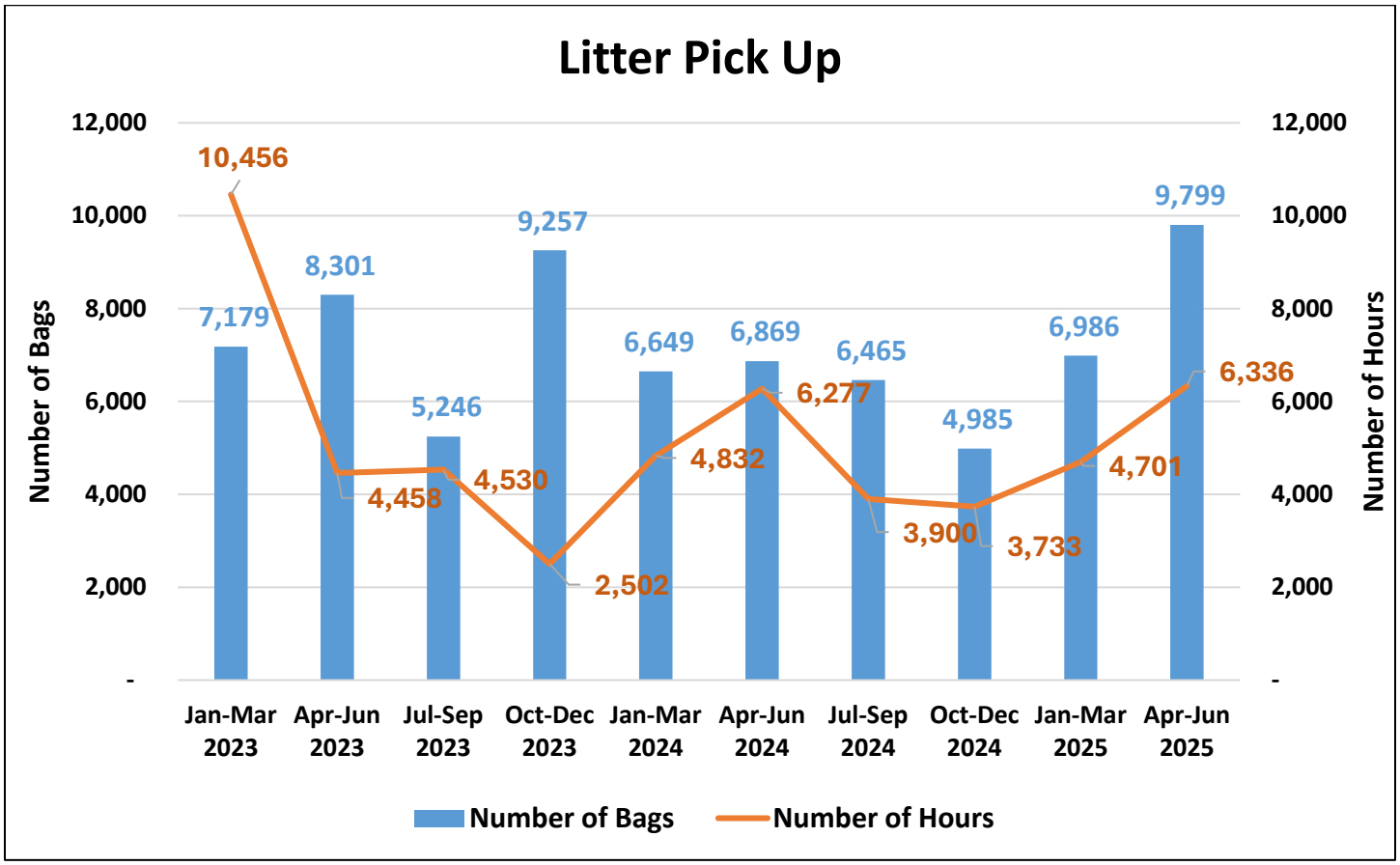
Completed projects by the Division's Engineering & Permitting Office in the third quarter included pavement repairs on Route 116/George Washington Highway (Lincoln) and pavement repairs on Anthony Road (Portsmouth). Current ongoing projects include drainage system repairs/improvements on Wood Street (Coventry), pavement repairs on Hartford Avenue on-ramp to Route 6 East (Johnston), pavement/traffic loop repairs on Route 108/Point Judith Road (Narragansett) and roadside improvements at Harkney Hill Rd (Coventry). Projects bid out in the third quarter include pavement repairs on Route 99 (Lincoln), roadside improvements at Victory Highway (Route 102, Coventry), pavement repairs on Main Street (Coventry) and pavement repairs on North Main Street (North Smithfield). Additional projects are being initiated and scoped.

During the third quarter, the RIDOT Highway Maintenance Division issued 35 Physical Alteration Permits (PAPs) for residential and commercial construction impacting the State Highway Right-of-Way (ROW) and issued 172 utility permits for utility construction impacting the State Highway ROW. The Division's Engineering & Permitting Office, working with the State's DoIT and OpenGov built an e-permitting application and portal for utility permits, and went live January 1st. RIDOT's PAP e-permitting application and portal went fully live in 2021. In the third quarter, RIDOT received 50 PAP applications and 256 utility permit applications.

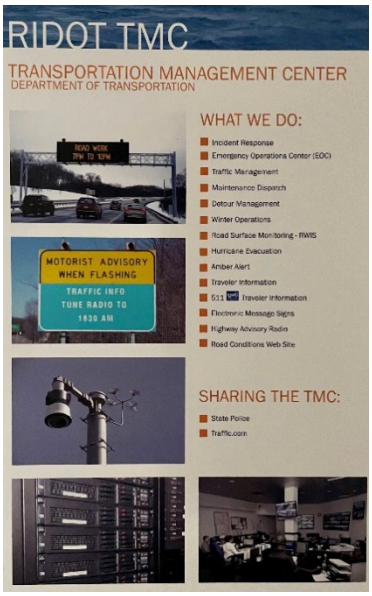
The RIDOT Highway Maintenance Division continues to prioritize the fleet procurement with the current fleet budget. RIDOT received 9 zero emission floor scrubbers in the third quarter. Production started for 11 landscape trailers, 2 utility body trucks, 2 stake bodies and 5 one-ton trucks with plows, and production continued for 15 additional plow trucks, 4 stetco (catch basin cleaning) trucks, 20 highway tractors and 1 digger derrick. Current bids include 1 log truck and 10 additional plow trucks. Specifications for other equipment in the pipeline are being put together and finalized for bid. The Division's mobile equipment washing and preservation contract is in place, thoroughly washing and applying protective coatings on RIDOT's plow trucks and other equipment to preserve the fleet.

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

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



Maintenance and Operations/TMC



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

Update: The TMC received 1,436 calls this quarter.

TMC gives RIDOT the tools to:

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

Key Responsibilities of the TMC include:

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

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 April 2025.

Bike Path	Bike Volume
East Bay Bike Path (Bristol)	590
East Bay Bike Path (Barrington)	545
East Bay Bike Path (East Providence)	496
George Redman Linear Park	361
Blackstone River Parkway	344
Blackstone River Bikeway (Woonsocket)	237
South County Bike Path (South Kingstown)	218
Washington Secondary Bike Path (Coventry)	217
South County Bike Path (West Kingston)	197
Blackstone River Bikeway (Cumberland)	196
Washington Secondary Bike Path (Cranston - South)	165
Washington Secondary Bike Path (Cranston - North)	143
Ten Mile River Greenway (Rumford)	133
South Water Street Bike Path	132
Quonset Point Bike Path	111
Ten Mile River Greenway (Pawtucket)	107
Trestle Trail East	52
Woonasquatucket River Greenway	52
Sakonnet River Bridge	30
Warren Bike Path	18

Bike Lane	Bike Volume
Blackstone Boulevard SB	121
Blackstone Boulevard NB	107
Memorial Boulevard WB	90
Henderson Bridge EB	76
America's Cup Boulevard SB	63
Memorial Boulevard EB	62
Boston Neck Road SB	41
Canal Street	36
Atlantic Avenue	34
Boston Neck Road NB	33
America's Cup Boulevard NB	30
Coddington Highway Bike Pat	29
Narragansett Boulevard SB	14
Narragansett Boulevard NB	13
Henderson Bridge WB	8
Victory Highway (Route 102)	2

Projects

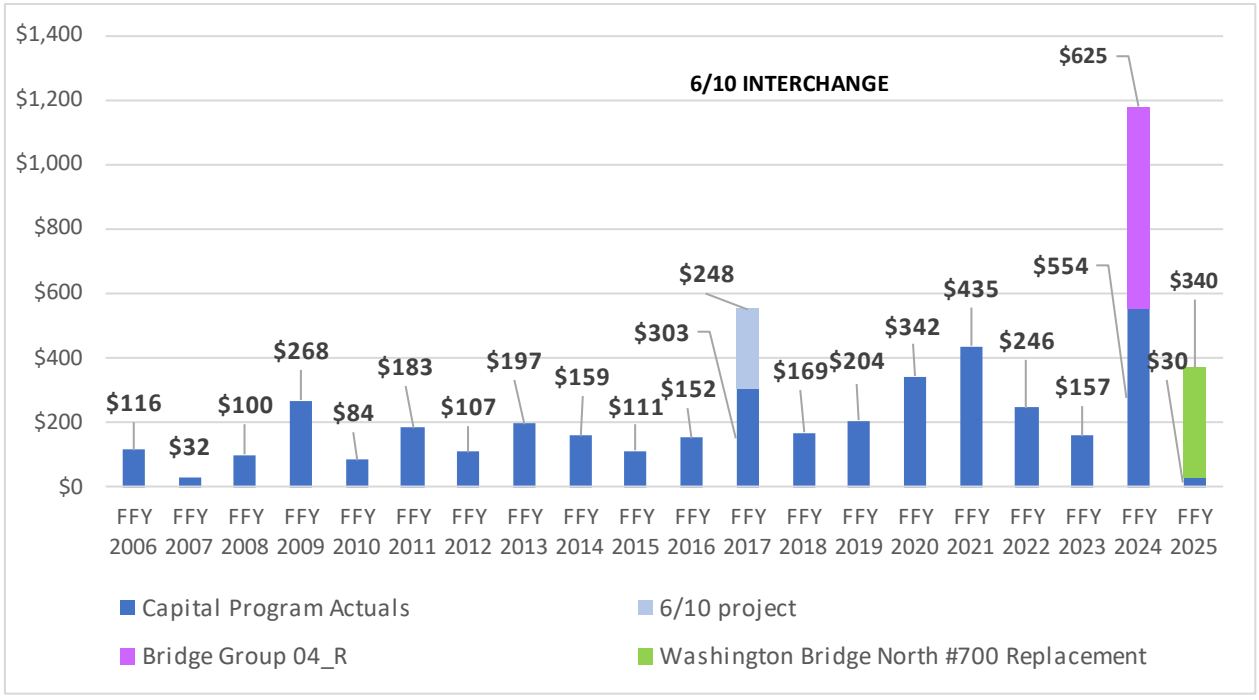
Project Performance

RIDOT is currently tracking 40 capital projects in active construction as of the end of the third quarter of FFY 2025. Projects progress through RIDOT's project delivery process as follows: first, the project is included in the capital plan; then it goes through a design phase, followed by an advertisement, construction, substantial completion, and final close out. The On-Time On-Budget chart below reflects a comprehensive representation of the construction program based on all projects advertised within a particular Federal Fiscal year. All projects in FFY17 – FFY24 have been advertised and issued NTP (Notice to Proceed).

On-Time and On-Budget Project Performance by Class

	On Budget % (by Value)	On Time % (by Value)	Total Construction Value of all projects (in millions)	On Budget % (by Projects)	On Time % (by Projects)	Total # of Projects	# of Projects in Active Construction
FFY17	84%	41%	$ 556.0	88%	90%	**48**	**0**
FFY18	62%	91%	$ 230.5	87%	98%	**54**	**0**
FFY19	47%	68%	$ 230.0	79%	95%	**39**	**1**
FFY20	90%	96%	$ 353.4	81%	95%	**21**	**1**
FFY21	78%	96%	$ 467.8	83%	88%	**24**	**4**
FFY22	87%	65%	$ 244.5	86%	68%	**28**	**5**
FFY23	100%	94%	$ 157.4	100%	90%	**21**	**5**
FFY24	100%	100%	$ 1,220.1	100%	100%	**23**	**17**
FFY25	100%	100%	$ 621.5	100%	100%	**21**	**7**
TOTALS			**$ 4,081.2**			**279**	**40**

Capital Program Construction



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

FFY 2025 Capital Program

PTS ID	Project	Actual/Projected Advertised Date	Engineer's Estimate at Bid Opening (in millions)	Low Bid (in millions)	Value Change (in millions)
0131S	Salt Storage Facility - Clayville & Johnston	Nov-24	$ 6.47	$ 5.43	$ 1.04
2608S	Washington Bridge North #700 Replacement	Dec-24	$ 315.55	$ 339.58	$ (24.03)
2608L	2025 - 2026 Paver Placed Elastomeric Surface Treatment C-1	Mar-25	$ 17.57	$ 13.27	$ 4.30
2604U	Bridge Group 76 - I-Way Preservation	Mar-25			
2608G	2024 DMS Replacement Project	Mar-25	$ 3.01	$ 2.99	$ 0.02
2609P	HSIP - Wickford Roundabout	Mar-25	$ 0.59	$ 1.18	$ (0.59)
9002F	RI Welcome Center Well System Upgrade (Re-advertised)	Mar-25	$ 2.18	$ 2.23	$ (0.05)
2608N	2025-2026 Crack Sealing	Apr-25			
0116Z	2025-2026 Statewide Striping - East Bay & North	Apr-25	$ 5.01	$ 4.40	$ 0.61
2609Q	Bridge Group 44_H - Nonquit (Re-Advertised)	Apr-25			
2607F	Bridge Group 08 - I-295 WAR, WST	Jul-25			
0139C	Corridor – Rt 138, Kingstown Rd	Jul-25			
2607V	HSIP - Intersection & Crosswalk - 2025	Jul-25			
0131K	Pavement Improvements - West Main & Sprague	Jul-25			
7006R	Statewide Hardware Replacement 2026-2028	Aug-25			
2607E	Bridge Group 26C - Woonsocket Blackstone River West	Aug-25			
2601M	Corridor - Hope	Aug-25			
2607D	Corridor - Woonsocket	Aug-25			
2607T	Kingston Station Parking Lot	Aug-25			
2607Z	Pavement Improvements - WRN	Aug-25			
0055H	Post Rd & West Main St Curb & Sidewalk	Sep-25			
TOTAL			**$ 350.38**	**$ 369.08**	**$ (18.70)**

Construction Program Update:

None.

FFY 2025 Professional Services

Project	Actual/Projected Advertised Date	Value at the time of award
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	$ -
Tech Support of Statewide Crash System	Mar-25	$ -
MPA 429 On-Call Construction Materials Inspec. & Materials Testing	May-25	$ -
Consultant Services and ITS Technical Support to the TMC	Jun-25	$ -
Automated Pavement Condition Data Collection Survey Services	Aug-25	$ -
TOTAL		**$ 24,370,954.00**

FFY 2024 and 2025 Non-Capital Projects (Immediate Action)

PTS ID	Project	Actual/Projected Advertised Date	Engineer's Estimate at Bid Opening (in millions)	Low Bid (in millions)	Value Change (in millions)
FFY24					
2608J	Emergency Repairs - Rt 6 Westbound Slope Embankment	Dec-23	$ 0.30	$ 0.30	$ -
2608H	Washington Bridge Emergency Project	Dec-23	$ 2.00	$ 2.00	$ -
2608K	Type 1 Emergency - Repairs to Road Damage Rt 7 Douglas Pk near Br. 110	Jan-24	$ 0.11	$ 0.11	$ -
2604V	Slope Stabilization - Route 44 & Martin Lot Cemetery	Jan-24	$ 0.23	$ 0.14	$ 0.10
0116W	2024-2025 Statewide Pavement Striping – Central	Feb-24	$ 3.74	$ 3.13	$ 0.61
0116X	2024-2025 Statewide Pavement Striping – Limited Access	Feb-24	$ 4.09	$ 4.94	$ (0.85)
0116Y	2024-2025 Statewide Pavement Striping – South	Feb-24	$ 3.65	$ 3.08	$ 0.57
2606D	Rt 77, Quaket Creek Culvert Repairs	Mar-24	$ 1.06	$ 0.60	$ 0.46
0198B	Saugatucket River and Aquidneck Island STUs	Apr-24	$ 3.82	$ 2.61	$ 1.21
2608Y	Type 1 Emergency - Superstructure Replacement of Central Pike Bridge 859	Apr-24	$ 0.66	$ 0.66	$ -
2609B	Emergency Repairs Block Island Corn Neck Rd and Spring Street	May-24	$ 1.87	$ 1.87	$ -
7005G	2024-2026 Statewide Streetlight and Signal Repairs	May-24	$ 1.76	$ 2.23	$ (0.47)
2609E	Woonsocket Depot Wall Emergency Repair	Aug-24	$ 0.85	$ 0.47	$ 0.38
1600D	Greystone Superstructure Removal Bridge No. 145	Sep-24	$ 0.17	$ 0.24	$ (0.07)
TOTAL			**$ 24.30**	**$ 22.37**	**$ 1.93**
FFY25					
0119S	Statewide Tree Trimming 2025-2026	Mar-25	$ 0.82	$ 0.95	$ (0.13)
0119T	Statewide Beautification Projects 2025 - 2027	Sep-25			
TOTAL			**$ -**	**$ -**	**$ (0.13)**
FFY26					
1600Q	Ashton Viaduct Repairs - IDIQ	Oct-25			
2609C	At Grade RR Crossing - IDIQ	Oct-25			
2607R	Historic Cemetery #45 Wall Repairs	Dec-25			
TOTAL			**$ -**	**$ -**	**$ -**

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

Special Projects

Providence-Newport Ferry Service



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

Update: RIDOT kicked off the 10th season with Seastreak on June 20th. The site was fully cleaned and prepared for opening day. Service will continue through Columbus Day 2025. Ridership for June 2025 increased by 1,144 compared to June 2024.

At-Grade Railroad Crossing Program



The department oversees the Federal Highway Administration's Highway-Rail Grade Crossing Program. This program addresses and implements safety improvements at highway-railroad grade crossings and aims to reduce the number of incidents/crashes. Eligible crossing work includes, but is not limited to signings, pavement markings, active warning devices, crossing surface improvements, grade separation, and crossing closures. 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 is completing 6 at-grade railroad projects in Quonset Business Park, with completion expected by December 2025. Preliminary design for four more crossings has begun, with advertising planned for Spring 2026. P&W is designing two crossings using FHWA Section 130 funds, targeting December 2025 for construction advertising. Coordination is underway with NNBR for crossings in Newport County, where preliminary design for the corridor project has started. RIDOT has assessed statewide at-grade crossings and plans to advertise a safety improvement project in early 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 and will be adding a fourth operator to the list of operators eligible for Federal Highway Administration's Ferry Boat Program in addition to the site improvements RIDOT conducts for the Providence to Newport Ferry service. Minor site improvements at the 25 Portugal Parkway landing are in the design stage. Interstate Navigation Co (INC) in Point Judith, Narragansett is in the design stage for terminal site improvements, with advertising projected for Fall 2025. A&R Marine is completing the ferry landing improvements in Bristol and Portsmouth. Coordination with RI Fast Ferry for eligible projects is ongoing. Conanicut Marine has begun designing a project for the Jamestown & Newport ferry and environmental permitting has begun for the project.

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: A consultant team has been engaged to support RIDOT's Rail Plan working group and the study is underway. The working group is currently gathering data, reviewing existing transportation plans, evaluating factors for the demand model, and selecting avenues for public input. Key activities to date include: 1) Developing a Stakeholder and Public Engagement Plan that identifies stakeholders and the activities that will be used to engage the public; 2) Generating a survey that will be used to obtain public feedback; 3) Reviewing the first draft of the Rail Plan's Existing Conditions Report, which defines current rail assets; 4) Identifying relevant existing plans (ranging from the Quonset Business Park Master Land Use Plan to MBTA's Rail Vision); and 5) Refining the demand model that underlies the market analysis.

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 continued utility coordination and design submissions, implemented first phases of traffic control on Oaklawn Avenue, and started construction for Oaklawn Avenue bridge abutments. Work planned during the next quarter includes continuation of design submissions, continued utility coordination, continue Oaklawn Avenue bridge abutment construction, and start Oaklawn Avenue bridge demolition.

Pell Bridge Ramps Phase 2



The reconstruction of the Newport Pell Bridge Approaches (Pell Bridge Ramps Phase 2) was started to address the need to make travel into Newport easy and safe and to provide an efficient ramp system with a smaller footprint. The project will reconstruct the Pell Bridge approach ramps to improve traffic circulation, reduce queuing on the Pell Bridge and reconnect neighborhoods which are currently segmented by the current highway infrastructure. With the realignment of the approach roads and removal of excess transportation infrastructure, the project will also spur economic development as it frees up parcels of land for new development opportunities.

Update: This quarter the project commenced the punch list phase rectifications. The prime contractor and approved subcontractors focused on implementing corrective measures to areas of traffic signals, drainage, pavement, ADA ramps, traffic signage and other improvements flagged during the inspection. The completion of paving was performed along the location of an additional drainage line. An inspection by RIDOT of the plantings also took place and generated a plant list for replacement. Based on the planting calendar, that work will take place in the fall with the availability of the plant species.

Special Projects

The Route 95 North Bound Viaduct Project - Providence



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

Update: During this past quarter, construction at the widening areas was completed that allowed the opening of an additional lane on the new C/D Road. Additionally, demolition was completed on the closed ramp from Memorial Blvd. to I-95 North, and construction continued on stormwater treatment units within the interchange area. Next quarter, final paving will be completed project wide, rehabilitation work will continue at the Chalkstone Railroad bridge, and construction will continue on stormwater treatment units.

Washington Bridge - Demolition



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

Update: During this past quarter, land-based and above water substructure demolition was completed. Next quarter substructure demolition will continue with the below water portions of the piers located in the river. Please note the project budget identified in the quarterly report is inclusive of costs associated with the pause in construction and additional substructure demolition. Please, see Washington Bridge Snapshot Report for more detailed information, located at https://www.dot.ri.gov/projects/WashingtonBridgeClosure/#MonthlyUpdates

Washington Bridge - Reconstruction



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

Update: During this past quarter, the procurement process was completed as the shortlisted teams submitted their Technical and Price proposals for the project, and the winning team was selected and issued Notice to Proceed. Next quarter, initial design activities will begin including survey, borings, and coordination with utilities and permitting agencies.

Please, see Washington Bridge Snapshot Report for more detailed information, located at https://www.dot.ri.gov/projects/WashingtonBridgeClosure/#MonthlyUpdates

Route 146 Reconstruction Project



This project has several major components, one of the largest of which is the construction of an overpass at the intersection of Rt. 146 at Sayles Hill Road. Presently, Rt. 146 is entirely access controlled except for a short stretch at Sayles Hill Road, where there is a major signalized intersection. The traffic signal introduces excessive delays during the morning and afternoon peak hours, and the new overpass will improve congestion on Rt. 146 while still maintaining access to Sayles Hill Road and local businesses through collector-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 third quarter of FFY 2025, construction activities continued at several locations throughout the project area. Bridge work continued for construction of the two bridges that carry I-295 over Rt. 146. For the first time, traffic on Rt 146 Southbound can bypass the traffic signal at Sayles Hill Road as one lane of Rt 146 SB was moved to the new flyover bridge. The final steel beams of the project were also installed. The final construction phase of the new Spring Brook Bridge which will carry both directions of Rt 146 over Rt 146A continued as well. Joint repairs on Rt 146 NB from Rt 146A to the Massachusetts State Line began in anticipation of final paving later in 2025.

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 third quarter of FFY 2025, RIDOT Design-Build team began preliminary engineering and site preparation work in the Interchange and Route 403 areas. Permitting, utility, and other stakeholder coordination is ongoing. This included coordinating with regulatory entities to ensure timely modification and delivery of applicable permits. RIDOT has acquired construction engineering and inspection services (CE&I) this quarter, as well. RIDOT anticipates beginning area specific construction activities at the I-95/Rt. 4 Interchange and Rt. 403 ramp areas this fall.

Special Projects

The Route 6/10 Interchange



This project involves the replacement of nine bridge structures that comprise the 6/10 Interchange. Seven of the nine structures are structurally deficient. The project also involves construction of the "missing move" to allow Route 10 north traffic to access Route 6 west without traveling through Olneyville. In addition to state of good repair efforts, the project will include 1.4 miles of bike paths and make approximately an acre and a half of real estate suitable for development.

Update: During the third quarter of FFY 2025, the project was deemed Substantially Complete. Punch list work will continue until the project reaches Final Completion.

The Route 37 and I-295 Interchange Safety Improvements Project - Cranston



The Route 37 and I-295 interchange improvements will address the safety, congestion, and weaving concerns in the interchange area and along I-295 North up to Route 6, commonly referred to as the "Cranston Canyon". Seven bridges are included in the project with six of those being either replacements or new and the seventh as a rehabilitation. I-295 North will be widened to a third lane to mitigate the heavy congestion in this area. Re-alignment of on-ramps at the interchange will eliminate traffic weaves and greatly reduce traffic congestion and improve safety.

Update: During the past quarter, the Design-Build team continued work on the second phase of bridge construction over I-295 North and South, for the new flyover bridge from Route 37 EB to I-295 North, and for highway work along I-295 North. Work also started on the new bridge deck construction for Route 37 WB over I-295 North and South and Cranston Street. For next quarter, the Design-Build team will complete the second phase of bridge construction, continue highway work, and start final paving of I-295 North.

Henderson Bridge Phase 2



This project builds upon the Henderson Bridge Phase 1 bridge reconstruction project. The Henderson Bridge Phase 2 project reconstructs the Henderson Expressway (a freeway-style facility) to the Henderson Parkway as a complete street, geared toward speed calming, with separated faciliites for all users and improvements to pedestrian crossings. Removal of the North Broadway bridge over the Henderson Expressway eliminates a pair of traffic signals and ramps linking Henderson Expressway and North Broadway, replacing them with an at-grade roundabout. This reconstruction removes approximately 0.7 acres of pavement and installs stormwater treatment units and mitigates existing flooding impacts in the adjacent residential area. This Phase 2 project will also install two (2) scenic overlooks on the Henderson Bridge over the Seekonk River and will address additional safety and pavement improvements.

Update: During the start of this quarter, the Phase 2 project was put on hold by the Federal Highway Authority. More recently, FHWA has restarted discussions with RIDOT regarding the potential scope changes necessary to proceed with the Henderson Phase 2 project.

Financials

Expenditures

Actual operating expenditures totaled $192 million in SFY24, $49 million in Q4 SFY25, and $231 million in SFY25.

Operating Expenditures Detail (Actuals)

(In Thousands)	SFY24	SFY25Q1	SFY25Q2	SFY25Q3	SFY25Q4	SFY25
Administrative						
In-house Labor	$ 33,124	$ 9,188	$ 8,022	$ 9,741	$ 8,881	$ 35,832
Overhead Recovery	$ (24,103)	$ (5,694)	$ (4,752)	$ (4,755)	$ (4,640)	$ (19,841)
Consultant Contracts	$ 1,444	$ 351	$ 446	$ 679	$ 845	$ 2,321
Miscellaneous (Admin)	$ 2,395	$ 644	$ 746	$ 640	$ 503	$ 2,533
Pass Throughs	$ 92	$ 23	$ 26	$ 13	$ 75	$ 137
Total Administrative	**$ 12,952**	**$ 4,512**	**$ 4,488**	**$ 6,318**	**$ 5,664**	**$ 20,982**
Highway Maintenance**						
In-house Labor	$ 42,602	$ 14,369	$ 11,663	$ 13,999	$ 12,809	$ 52,840
Overhead Costs	$ 3,680	$ 1,015	$ 771	$ 966	$ 836	$ 3,588
Consultant Contracts	$ 31,624	$ 6,137	$ 7,660	$ 6,778	$ 10,086	$ 30,661
Construction Contracts	$ -	$ -	$ -	$ 351	$ -	$ 351
Miscellaneous (Highway Maint.)	$ 22,710	$ 8,980	$ 10,068	$ 5,245	$ 2,844	$ 27,137
Pass Throughs	$ 592	$ 16	$ 102	$ 18	$ 7	$ 143
Total Highway Maintenance	**$ 101,208**	**$ 30,517**	**$ 30,264**	**$ 27,357**	**$ 26,582**	**$ 114,720**
Safety						
In-house Labor	$ 618	$ 174	$ 162	$ 167	$ 157	$ 660
Overhead Costs	$ 535	$ 128	$ 116	$ 120	$ 108	$ 472
Consultant Contracts	$ 1,139	$ 495	$ 690	$ 313	$ 620	$ 2,118
Miscellaneous (Safety)	$ 278	$ 39	$ 10	$ 33	$ 149	$ 231
Pass Throughs	$ 5,573	$ 1,845	$ 1,879	$ 2,169	$ 2,289	$ 8,182
Total Safety	**$ 8,143**	**$ 2,681**	**$ 2,857**	**$ 2,802**	**$ 3,323**	**$ 11,663**
Transit Operations						
Transit Operations	$ 16,840	$ 21,764	$ 2,657	$ 6,889	$ 3,461	$ 34,771
Total Transit Operations	**$ 16,840**	**$ 21,764**	**$ 2,657**	**$ 6,889**	**$ 3,461**	**$ 34,771**
Winter Operations						
In-house Labor	$ 3,413	$ -	$ 1,176	$ 3,123	$ -	$ 4,299
Miscellaneous (Winter)	$ 15,970	$ -	$ 1,689	$ 15,951	$ 4,378	$ 22,018
Total Winter Operations	**$ 19,383**	**$ -**	**$ 2,865**	**$ 19,074**	**$ 4,378**	**$ 26,317**
Non-Capital Projects***						
In-house Labor	$ 1,801	$ 457	$ 395	$ 319	$ 463	$ 1,634
Overhead Costs	$ 1,301	$ 280	$ 263	$ 180	$ 267	$ 990
Consultant Contracts	$ 565	$ 71	$ 146	$ 98	$ 26	$ 341
Construction Contracts	$ 27,150	$ 8,090	$ 3,629	$ 2,761	$ 4,879	$ 19,359
Miscellaneous	$ 2,166	$ 268	$ 121	$ 106	$ 162	$ 657
Pass Throughs	$ 1		$ 3		$ -	$ 3
Total Emergency Repair Project	**$ 32,984**	**$ 9,166**	**$ 4,557**	**$ 3,464**	**$ 5,797**	**$ 22,984**
Total Operating Expenditures	**$ 191,510**	**$ 68,640**	**$ 47,688**	**$ 65,904**	**$ 49,205**	**$ 231,437**

*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 $548 million in SFY24, $206 million in Q4 SFY25, and $708 million YTD for SFY25.

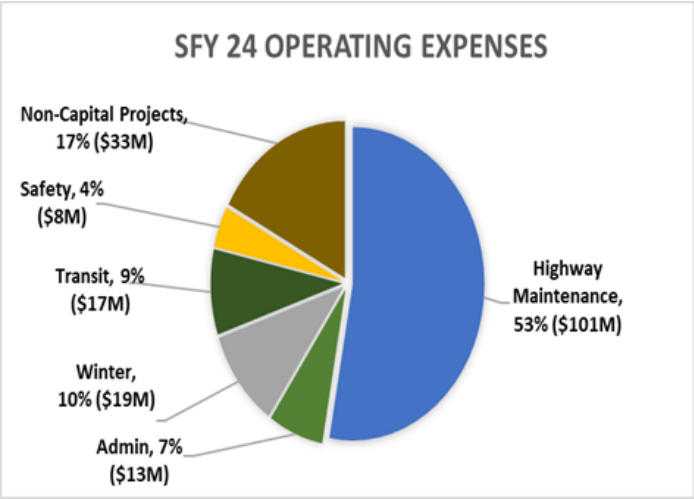
Capital Expenditures Detail (Actuals)

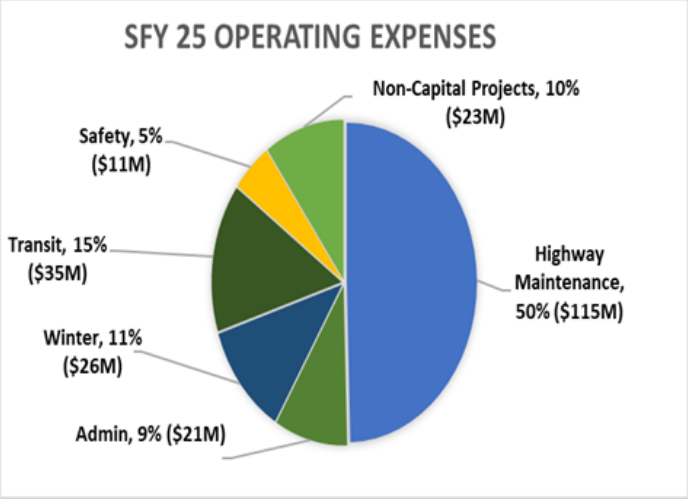
(In Thousands)	SFY24	SFY25Q1	SFY25Q2	SFY25Q3	SFY25Q4	SFY25
Debt						
Debt	$ 74,264	$ 2,282	$ 12,347	$ 2,134	$ 58,471	$ 75,234
Total Debt Service	**$ 74,264**	**$ 2,282**	**$ 12,347**	**$ 2,134**	**$ 58,471**	**$ 75,234**
Planning						
In House Labor	$ 1,520	$ 461	$ 371	$ 416	$ 407	$ 1,655
Overhead Recovery	$ 939	$ 199	$ 164	$ 191	$ 183	$ 737
Consultant Contracts	$ 6,204	$ 1,166	$ 1,872	$ 1,156	$ 2,196	$ 6,390
Miscellaneous (Planning)	$ 1,498	$ 129	$ 268	$ 1,213	$ 405	$ 2,015
Total Planning	**$ 10,161**	**$ 1,955**	**$ 2,675**	**$ 2,976**	**$ 3,191**	**$ 10,797**
Capital Projects						
In House Labor	$ 26,248	$ 7,410	$ 6,317	$ 6,339	$ 6,380	$ 26,446
Overhead Recovery	$ 17,492	$ 4,057	$ 3,427	$ 3,283	$ 3,499	$ 14,266
Consultant Contracts	$ 47,824	$ 11,274	$ 8,654	$ 8,361	$ 9,608	$ 37,897
Construction Contracts	$ 328,812	$ 139,926	$ 133,276	$ 107,188	$ 109,851	$ 490,241
Miscellaneous (Capital Projects)	$ 34,417	$ 9,281	$ 9,031	$ 8,757	$ 12,391	$ 39,460
Total Capital Projects	**$ 454,793**	**$ 171,948**	**$ 160,705**	**$ 133,928**	**$ 141,729**	**$ 608,310**
Capital Pass Throughs						
Pass Throughs	$ 8,744	$ 3,846	$ 2,759	$ 3,692	$ 2,984	$ 13,281
Total Capital Pass Throughs	**$ 8,744**	**$ 3,846**	**$ 2,759**	**$ 3,692**	**$ 2,984**	**$ 13,281**
Total Capital Expenditures	**$ 547,962**	**$ 180,031**	**$ 178,486**	**$ 142,730**	**$ 206,375**	**$ 707,622**
Total RIDOT Expenditures	**$ 616,602**	**$ 248,671**	**$ 226,174**	**$ 208,634**	**$ 255,580**	**$ 939,059**

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

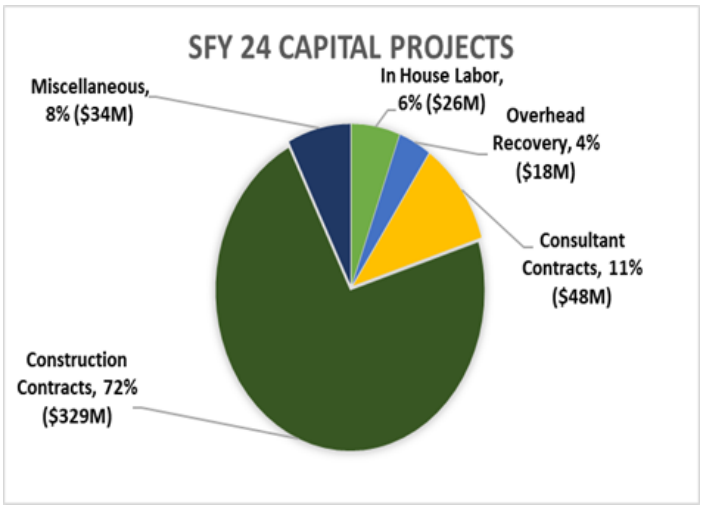
Expenditures

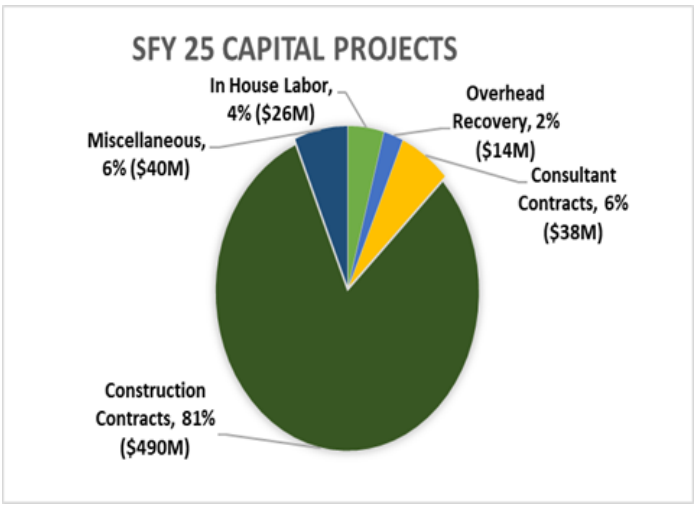
OPERATING EXPENDITURES: Operating expenditures are costs associated with the day-to-day operations of RIDOT. These costs include Highway Maintenance, Safety Programs, Administrative Expenses, Winter Operations, Commuter Rail expenses, and Non-Capital Projects.



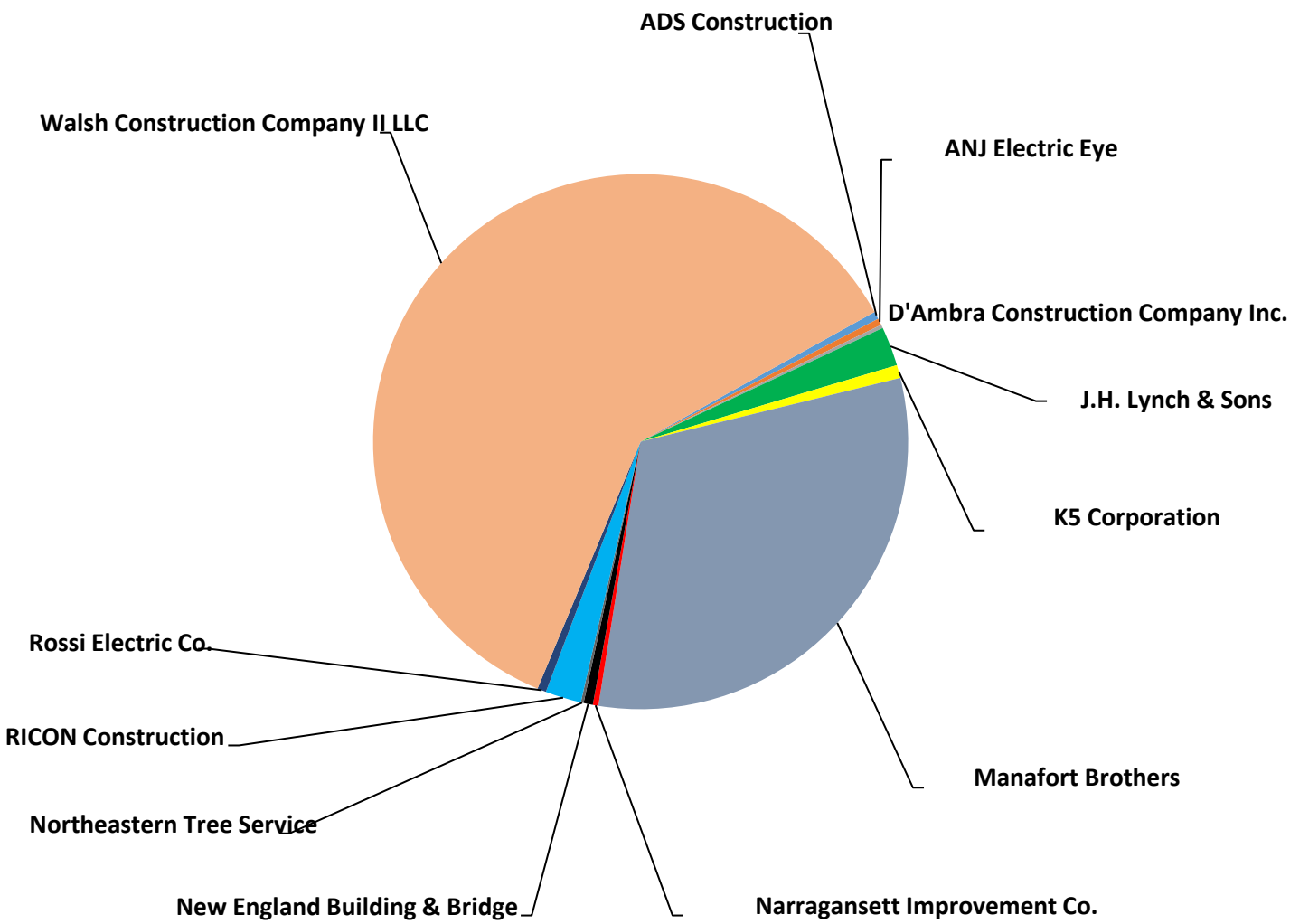


CAPITAL EXPENDITURES: Capital expenditures include design, construction and oversight costs associated with capital projects, expenditures to plan capital projects and debt service on capital debt. Some operating expenditures associated with RIDOT overhead are also billed to capital projects. Capital costs other than those allocated to the construction contracts are considered "soft costs." RIDOT's 10 Year Plan calls for the reduction of soft costs over time to bring this portion of capital expenditures down to industry standards through the implementation of project management.





FFY 2025 (as of June 30, 2025)*



Contractor	No. of Contracts	Total Value Awarded (In Millions)
ADS Construction	1	$2.570
ANJ Electric Eye	1	$2.234
D'Ambra Construction Company Inc.	1	$1.175
J.H. Lynch & Sons	1	$13.274
K5 Corporation	1	$4.400
Manafort Brothers	4	$175.579
Narragansett Improvement Co.	1	$1.875
New England Building & Bridge	1	$3.133
Northeastern Tree Service	1	$0.948
RICON Construction	2	$12.156
Rossi Electric Co.	1	$2.986
Walsh Construction Company II LLC	1	$339.579
Totals	**16**	**$559.910**

*Chart contains only contractors awarded over $500,000 in construction contracts in FFY 2025 as of June 30, 2025.

Glossary

Date Conventions:

CY: Calendar Year (January 1 – December 31)

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

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

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

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

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

Technical Definitions:

Emergency Awards: The Department occasionally faces the need for urgent response to certain situations. As defined by State Purchasing Regulations (9.6.2), an emergency is defined as follows: "An emergency shall mean a situation to which an urgent response is required. Immediate dangers to health and safety, threats to property and necessary functions, and failures of critical equipment constitute emergencies"

Advertise: The date of the public notice of the invitation for bids or request for proposals, typically posted on the State Purchasing's website

At NTP: Notice to Proceed occurs when a Purchase Order is provided by the Owner to the Contractor authorizing work to begin

Substantial Completion: Substantial completion is reached when the work is completed so it can be safely and effectively used by the public. This may include the entire Project or a unit, or portion of the work such as a structure, an interchange, or section of road or pavement

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

LTD: Life to Date

Change Orders: A written order to the Contractor covering contingencies, extra work, increases or decreases in contract quantities, and additions or alterations to the plans or specifications within the scope of the contract, and estblishing the basis of payment and time adjustments for the work affected by said change

Industry Definitions:

NHTSA: National Highway Traffic and Safety Administration

OHS: Office of Higway Safety

FARS: The Fatality Analysis Reporting System is a nationwide census providing NHTSA, Congress and the American public yearly data regarding fatal injuries suffered in motor vehicle traffic crashes

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

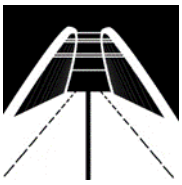
CMAQ: Congestion Mitigation and Air Quality

NBI: National Bridge 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.

SNBI: Specifications for the National Bridge Inventory

RIDOT System Quick Facts



1,207

Bridges (5+ feet) as of 6/30/25



More than

3,000

Lane miles of road



6 rail stations

18 park and rides



104,000

Traffic devices



34,000

Catch basins (approximate)



701

Total employees

(as of 6/30/25)