

Quarterly Report

January - March 2024



Corridor - Tower Hill Rd.

April 30, 2024



Statutory Reporting Requirements

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

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

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



Department of Transportation
Two Capitol Hill
Providence, RI 02903

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

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

RIDOT is pleased to submit the FFY 2024 Q2 RhodeWorks quarterly report.

RIDOT advanced work on many projects this past quarter, despite the cold winter conditions experienced during this time of the year. This included the placement of steel beams for new bridges and demolition activities associated with some of our largest projects such as the Route 37 Cranston Canyon project, which is replacing bridges that carry this busy highway over I-295 in Cranston. Further south on I-295, accelerated bridge construction methods are being used by the contractor to replace the Providence Street Bridge over the highway in West Warwick. Additionally, beam installation and other preparatory work was completed in advance of sliding in new bridge decks later this construction season.

On the Route 146 project, construction moved ahead with the setting of new beams for a portion of the new flyover bridge that will carry Route 146 over Sayles Hill Road in North Smithfield. This intersection is currently controlled by a traffic signal – the only one on the entire Route 146 corridor in Rhode Island – and is a source of travel delay, congestion, and crashes. This project also includes rehabilitation of the bridges that carry I-295 over Route 146 in Lincoln, where new steel beams were installed over the winter months.

Demolition activities continued this past quarter for the old Henderson Bridge. RIDOT has removed much of the old bridge and its foundations on the eastern half of the bridge. This frees up more area for construction to finalize the layout of the new roundabout at the end of the bridge in East Providence and reopen the direct connection between the bridge and North Broadway. As part of the I-95 North Viaduct project in Providence, we have been demolishing and building up various components of the old ramps and bridges in anticipation of opening another travel lane later this season.

At the close of the quarter, the Pell Bridge Ramps Phase 2 project utilized an extended weekend closure of a portion of Route 138 east of the Pell Bridge in Newport for continued work. Over the course of the weekend, RIDOT closed a lane in either direction to create a work zone to remove and replace a significant length of median barrier. This approach condensed the work into a couple of days instead of doing closures over multiple weekdays. The Department carefully schedules phases of our projects that can be done during cold weather months when other temperature-sensitive work cannot be done. This keeps projects moving forward and on time and on budget.

This past quarter, RIDOT received the structural analysis and the recommendation for the future of the Washington Bridge. It concluded that the additional, significant structural deficiencies cannot viably be repaired and recommended the westbound side of the Washington Bridge be replaced.

RIDOT has retained owner's representatives for a project to demolish the old bridge and a design-build project for a new bridge. These experts will assist RIDOT in developing the scope of work for the Requests for Proposals (RFPs) for these projects, with procurement beginning this spring and the award of both projects expected in July.

In April, the three-lane traffic configuration at the bridge to ease congestion and provide an additional travel lane in each direction for I-195 traffic was fully implemented the morning of April 20. Immediately following the opening, attention turned towards resurfacing a deteriorated section of I-195 west of the bridge to provide an improved riding surface and completed that a week later. In its initial days, the new traffic patterns appear to be reducing travel times. RIDOT will continue to closely monitor traffic and make any necessary changes to improve traffic flow and reduce congestion.

The Department looks forward to expeditiously executing the demolition and reconstruction projects to provide a new westbound bridge for East Bay commuters in as short a timeframe as possible.

Sincerely,

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

Peter Alviti Jr., P.E.
Director

Key Accomplishments

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

Statutory Requirements

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

Operations

Bridge Condition	17
Pavement Program	18
Transit Operations	22
Safety	23
Maintenance and Operations/TMC	25
Planning	28
Stormwater/Natural Resources	29

Projects

Project Performance	31
FFY 2023 Capital Program	32
FFY 2024 Capital Program	33
FFY 2022, 2023, and 2024 Non-Capital Projects.....	34
Special Projects	36

Financials

Expenditures	43
Construction Contract Awards	46

Appendices

Glossary	50
----------------	----

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

Key Accomplishments

Department Wide

- **PCF Receives National Recognition** - The Pawtucket-Central Falls Transit Center (PCF) has won a National Recognition Award in the American Council of Engineering Companies (ACEC) 2024 Engineering Excellence Awards (EEA) competition. The National Recognition Award is a prestigious distinction, awarding projects demonstrating exceptional engineering excellence at the national level. Projects are judged annually by a panel of industry, government, and academic experts. The PCF was recognized for its innovative design with state-of-the-art Fiberglass-Reinforced Polymer (FRP) composite materials, its utilization of optimal construction schedules while maintaining service to the Amtrak corridor, and its goal of helping to spur economic development in the cities of Central Falls and Pawtucket.

Grants

- **Grant Submissions** – In the past quarter RIDOT submitted 3 Grant Applications for a total of over \$41 million. Vulnerable Road User Countermeasures will use video analytic technology to expand data collection efforts for documentation of near-miss incidents along high-risk corridors for pedestrians. Economizing Rhode Island Trucking aims to enhance the state's truck permitting systems to improve safety, efficiency, and data collection for over-size and over-weight (OSOW) vehicles. It will utilize automated routing, enabling routes to be automatically generated for vehicles based on matching truck dimensions and weights with allowable vehicle sizes and capacities on roadways throughout the state. Henderson Phase 2: Multimodal Connections will leverage repairs on eight major bridges into a complete, multimodal transportation investment.

Project Management

- **Rt. 138 New Traffic Pattern** – In March, RIDOT installed a new traffic pattern on Route 138 where it passes underneath the Tower Hill Road (Route 1) Bridge in North Kingstown. The work is part of \$35.8 million Tower Hill Corridor project that also includes the replacement of the Tower Hill Road bridge over Rt. 138, resurfacing 6.5 miles of Route 1, from the Route 4 split in North Kingstown to the Oliver Stedman Government Center in South Kingstown, and realigning the ramp at Rt. 138 which increases safety.
- **Sayles Hill Road at Route 146 is Getting a Makeover** - As part of the ongoing Route 146 Reconstruction Project, Sayles Hill Road at Route 146 in North Smithfield is getting a makeover. RIDOT crews are making the much-needed improvements, with a focus on the construction of the new flyover bridge. It will ultimately carry Route 146 over Sayles Hill Road, helping to ease chronic congestion and delays, while also providing a safer passage through this busy intersection. First phase of the flyover ramp will be opened in the third quarter of FFY 24.

Maintenance

- **Winter Storm Maintenance** – With the close of the 2024 winter season, the maintenance division responded to 10 winter storms that saw 19.2 inches of snow. More than 90 percent of RIDOT's heavy plow trucks were available for most storms.

Statutory Requirements

CONSTRUCTION

FFY23 AWARDS

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

CONSTRUCTION CONTRACTS AWARDED IN FFY 2023 (Oct. 1, 2022- September 30, 2023)

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

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

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

CONSTRUCTION CONTRACTS AT SUBSTANTIAL COMPLETION IN FFY 2023 (Oct. 1, 2022 - September 30, 2023)

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

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

Data sources: Monthly RIDOT Executive Summary Reports submitted by Turino, and the PRISM Compliance Management (PRISM) Database, and current contract amounts as of 12/31/23

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

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

CONSTRUCTION

FFY25 PLANNED

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

CONSTRUCTION CONTRACTS PLANNED TO BE ADVERTISED IN FFY 2025 (Oct. 1, 2024 - September 30, 2025)

Construction Contract (Project Name)	Expected Advertise Date	Construction Value (\$M)
FFY 2025 - October 1, 2024 - September 30, 2025		
2025-2026 Crack Sealing	FFY 25	\$ -
HSIP - Intersection & Crosswalk - 2025	FFY 25	\$ -
2025-2026 Paver Placed Elastomeric Surface Treatment	FFY 25	\$ -
2025-2026 Rubberized Asphalt Chip Seal	FFY 25	\$ -
Bridge Group 08 - I-295 WAR, WST	FFY 25	\$ -
Bridge Group 13D - Route 146 C-3	FFY 25	\$ -
Bridge Group 26C - Woonsocket Blackstone River West	FFY 25	\$ -
Bridge Group 76 - I-Way Preservation	FFY 25	\$ -
Corridor - Ashaway	FFY 25	\$ -
Corridor - Woonsocket	FFY 25	\$ -
Henderson Bridge Improvements - Phase 2	FFY 25	\$ -
Pavement Improvements – East Main Road, Portsmouth	FFY 25	\$ -
Pavement Improvements - West Main & Sprague	FFY 25	\$ -
Pavement Improvements - WRN	FFY 25	\$ -
Post Rd & West Main St Curb & Sidewalk	FFY 25	\$ -
Salt Storage Facility - Clayville & Johnston	FFY 25	\$ -
TOTAL		\$ 287.7

DESIGN

FFY23 AWARDS

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

DESIGN CONTRACTS AWARDED IN FFY 2023 (Oct. 1, 2022 - September 30, 2023)

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

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

DESIGN CONTRACTS COMPLETED IN FFY 2023 (Oct. 1, 2022 - September 30, 2023)

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

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

Data sources: RIDOT Financial Management System

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

DESIGN CONTRACTS PLANNED TO BE ADVERTISED IN FFY 2025 (Oct. 1, 2024 - September 30, 2025)

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

Note: At this time, the planning of FFY 2025 Design contracts are in process. Anticipated contract advertisements will be identified in upcoming quarterly reports upon finalization.

PLANNING
GRANTS

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

GRANT APPLICATIONS (FFY 2016 - Present)
AWARDED

Project Description	Project Type	Grant Source	Application Year	Grant Award (\$M)	Project Cost (\$M)	Matching Funds Available via Curr. Auth. Funding?
Pawtucket/Central Falls Commuter Rail Station Project	Transit	TIGER	FFY 2016	\$ 13.1	\$ 58.0	Yes
Route 37 Corridor Safety Sweep Project	Hwy, Bridge	TIGER	FFY 2018	\$ 20.0	\$ 72.0	Yes
Smarter, Simpler Roads for the Newport Innovation Corridor	Hwy	BUILD	FFY 2018	\$ 20.0	\$ 74.6	Yes
TF Green Airport Intercity Rail Service Preliminary Engineering	Rail	FRA	FFY 2018	\$ 2.8	\$ 14.0	Yes
Transforming the Providence I-95 Northbound Viaduct	Hwy, Bridge	INFRA	FFY 2019	\$ 60.4	\$ 265.0	Yes
Providence Station State of Good Repair and Capacity Project	Rail	FRA	FFY 2019	\$ 12.5	\$ 25.0	Yes
Uncontrolled Midblock Crosswalk Enhancement Project	Traffic Safety	AID	FFY 2019	\$ 1.0	\$ 5.0	Yes
Washington Bridge Rehab and Redevelopment Project	Hwy, Bridge	BUILD	FFY 2019	\$ 25.0	\$ 78.0	Yes
Bridge Group 49 - Henderson	Bridge	THUD	FFY 2019	\$ 69.7	\$ 84.4	Yes
Safety and Congestion Improvements on Rt. 146	Hwy, Bridge	INFRA	FFY 2020	\$ 65.0	\$ 196.8	Yes
Final Link in the 'Missing Moves' and Quonset Connector Ramps	Planning	BUILD	FFY 2020	\$ 4.0	\$ 5.0	Yes
Opening the Cranston Canyon	Hwy, Bridge	BUILD	FFY 2020	\$ 21.3	\$ 85.0	Yes
Bridge Group 04_R - Huntington and Bridge Group 32	Bridge	THUD	FFY 2020	\$ 54.3	\$ 132.8	Partial
Bridge Capital Program	Bridge	THUD	FFY 2021	\$ 63.5	N/A**	Yes
Active Safety for Active Transportation	Traffic Safety	AID	FFY 2021	\$ 1.0	\$ 1.3	Yes
Bridge Capital Program	Bridge	THUD	FFY 2022	\$ 63.5	N/A**	Yes
Resilient Resurfacing - A Permeable Pavement Pilot	Hwy, Research	Climate	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
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
Bridge Capital Program	Hwy, Bridge	THUD	FFY 2024	\$ 60.0	N/A**	Yes
Ten Mile Greenway	Hwy, Bridge	Earmark	FFY 2024	\$ 3.0	N/A**	Yes
Washington Secondary Bikepath	Hwy, Bridge	Earmark	FFY 2024	\$ 1.2	\$ 5.5	Yes
*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
TOTAL				\$ 755.2	\$ 1,376.6	

PENDING

Grant Application Description	Project Type	Grant Source	Application Year	Grant Request (\$M)	Project Cost (\$M)	Matching Funds Available via Curr. Auth. Funding?
The I-95 15: Repairing Yesterday's Infrastructure for Tomorrow's Economy	Hwy, Bridge	BIP	FFY 2024	\$ 251.0	\$ 722.9	Partial
*Vulnerable Road User Countermeasures	Planning, Safety	AID	FFY 2023	\$ 1.0	\$ 1.3	Partial
*Economizing Rhode Island Trucking	Planning, Bridge	ATTAIN	FFY 2023	\$ 4.0	\$ 4.5	Partial
*Henderson Phase 2: Multimodal Connections	Hwy, Bridge, Bicycle/Pedestrian	RAISE	FFY 2024	\$ 25.0	\$ 35.0	Partial
TOTAL				\$ 281.0	\$ 763.7	

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?
*Congestion Relief Program - Reducing Congestion + Encouraging Modal Shift in Rhode Island	Transit, Safety	Congestion Relief Program	FFY 2024	\$ 12.8	\$ 16.0	Partial
*Full Replacement of the Washington Bridge: Relieving Congestion after Emergency Shutdown	Bridge, Hwy	MPDG	FFY 2025	\$ 221.0	\$ 368.3	Partial
TOTAL				\$ 233.8	\$ 384.3	

Notes:

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

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

GRANT APPLICATIONS (FFY 2016 - Present)

NOT AWARDED

Grant Application Description	Project Type	Grant Source	Application Year	Grant Request (\$M)	Project Cost (\$M)	Matching Funds Available via Curr. Auth. Funding?
Route 6/10 Interchange	Hwy, Bridge	FASTLANE	FFY 2016	\$ 175.0	\$ -	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

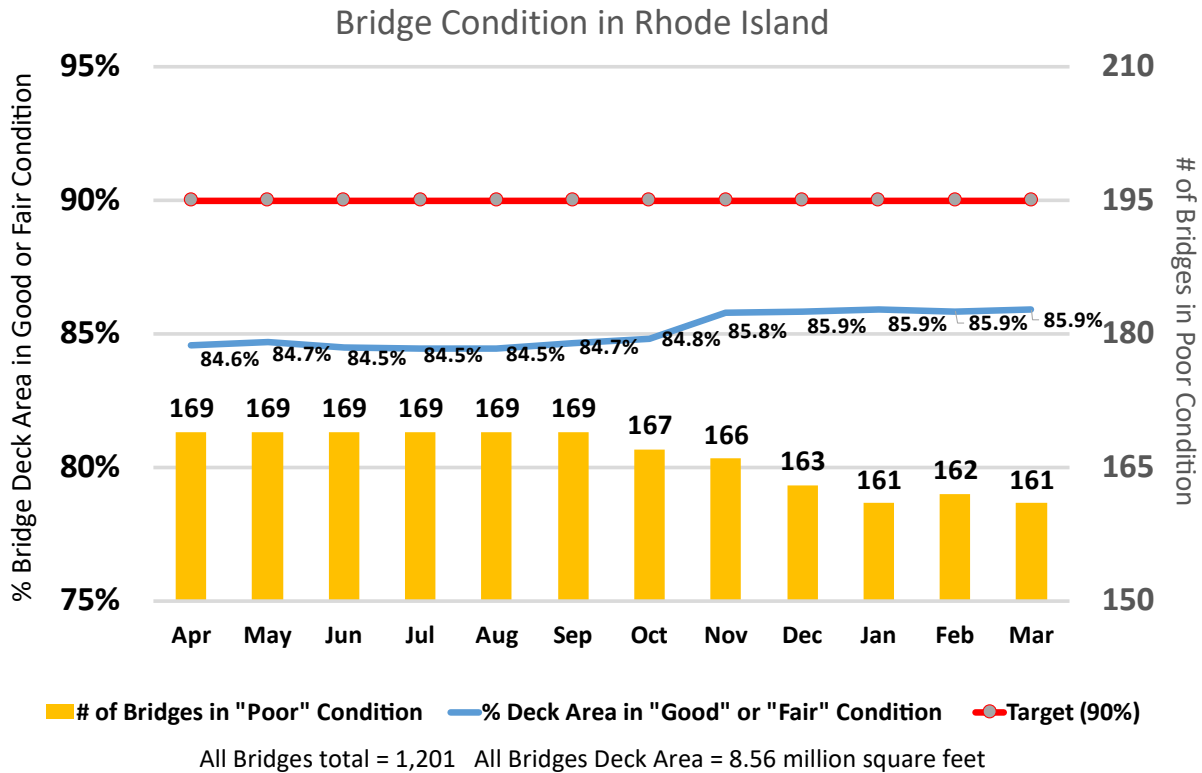
Notes:

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

Operations

Bridge Condition

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



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 four were removed off the list. Therefore, the net total number of bridges in poor condition this quarter was reduced down to 161.

Bridges Removed from "Poor Condition" List (Repaired, Replaced, or Removed) Q2 FFY 2024		
Q2 Jan-Mar 2024	The Manville Trench Bridge 038801 which passes over MANVILLE MILL TRENCH in Cumberland	2,958 sq ft
	The Barrington River EBBF Bridge 083701 which passes over Barrington River in Barrington	4,948 sq ft
	The Nasonville Concrete Arch Bridge 011001 which passes over Mill Canal in Burrillville	580 sq ft
	The Palmer River EBBF Bridge 083801 which passes over Palmer River in Barrington	5,238 sq ft
Subtotal		13,725 sq ft
Bridges Added to the "Poor Condition" List in Q2 FFY 2024		
Q2 Jan-Mar 2024	The Wickford Hill RR Bridge 037001 which passes over AMTRAK in North Kingstown	2,620 sq ft
	The Governor Sprague Bridge 001701 which passes over NARROW RIVER in Narragansett	9,688 sq ft
Subtotal		2,620 sq ft
Net Change		11,104 sq ft

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

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

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

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



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

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

2024 Pavement Preservation

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

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

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

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

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

Work to be Completed in FFY 2024 - Crack Seal

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

Continued on Next Page

2024 Pavement Preservation

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

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

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

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

Municipality	Road Name	Road Limits	Miles
Cranston	Bald Hill Rd & New London Ave Mainline	Warwick town line to Rt 37	13.0
Cranston	Bald Hill Rd & New London Ave Ramps	Warwick town line to Rt 37	3.5
Hopkinton	Nooseneck Hill Rd and Main St	I-95 South On-Ramp to Lawton Foster Rd South	4.1
Hopkinton	Nooseneck Hill Rd and Main St (RI 3) - Section 2	Pequot Lane to High Street	1.5
Lincoln	Breakneck Hill Rd	RI 246/Old Louisquiset Pike to Great Rd.	2.3
Pawtucket	Pawtucket/Central Falls Commuter Rail Station	Overflow Parking	n/a
Richmond	Kingstown Rd	Richmond Elementary School to Riverhead Building Supply	3.7
Scituate	Plainfield Pike	Scituate Reservoir Causeway	1.1
Warwick	Post Road Extension	RT 113/Main Ave to Post Rd Roundabout	6.0
Total			35.1

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

2024 Pavement Preservation

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

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

Municipality	Road Name	Road Limits	Miles
Tier 1 Roads			
Barrington	Sowams Rd	New Meadow Rd to Francis St	0.4
Bristol, Warren	Hope St/Main St	Elmwood Dr, Bristol to Beach St. Warren	0.7
Newport	Memorial Blvd & America's Cup Ave	Spring St. to Bridge St.	0.7
Newport	Farewell St	Van Zandt St to Poplar St	0.4
Newport	America's Cup Ave	Farewell St. to Gladys's Carr Bolhouse Rd.	0.2
Newport	Memorial Blvd	Thomas St to Middletown Town Line	1.4
Warren	Main St	Beach St. to Hope St.	0.7
Warren	Main St	Hope St to Water St	1.7
Warren	Market St	Kickemuit Ave to Mass State Line	1.6
Warren	Child St	Mass State Line to Metacom Ave/Rt. 136	1.3
Warren	Child St	Metacom Ave to Rt. 114/Main St	0.7
Westerly	Potter Hill Rd	Rt 3/Ashaway Rd to Canal St/Boombridge Rd	1.9
Westerly	High St	Railroad Ave to Grove Ave	0.1
Westerly	Westerly Bradford Rd	Larry Hirsch Ln to Tower St	0.8
Westerly	Watch Hill Rd	East Ave to Ninigret Ave	2.9
Westerly	Main St/Beach St	Union St to Clark St	0.8
Westerly	Tower St.	Oak St to Granite St/Rt. 1	0.8
Westerly	Shore Rd	Watch Hill Rd to Post Rd/Rt. 1	5.1
Westerly	North Main St	Rt. 91/Bradford Rd to End @ Amtrak	0.2
Total			22.3

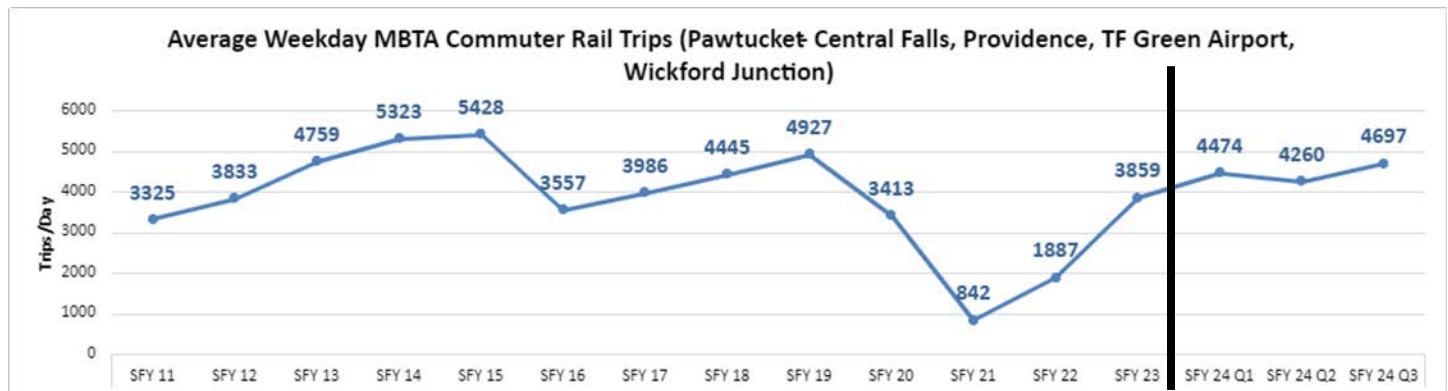
Note: At the time of advertisement, the quantities for the Crack Seal Program are estimates based on existing condition. It is not unusual for the condition of the roadway to deteriorate further before repair activities commence. Therefore, the project carries additional roadway lane mile to ensure that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

The Transit Operations Program 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 marketing. 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: In light of the I-195 shutdown and resulting traffic delays, RIDOT collaborated with three ferry operators to provide free ferry and shuttle service between Bristol and Providence daily as a travel alternative. The operators, Seastreak, Interstate Navigation, and Rhode Island Fast Ferry, provided 35 trips per day and the service was complemented by shuttle services in Providence and Bristol provided by RIPTA and Experience RI. Over 24 operating days, the service garnered 6,571 total trips. Winter Ferry Service ended on 1/19/2024. The Pawtucket-Central Falls Transit Center has opened up a second parking lot. Usage of both parking lots continue to increase daily. Passenger counts at all four commuter rail stations are conducted on a quarterly basis. State Fiscal Year 2024 Quarter 3 saw an increase in weekly ridership from the previous quarter, and continues to trend towards returning to pre-COVID-19 figures.

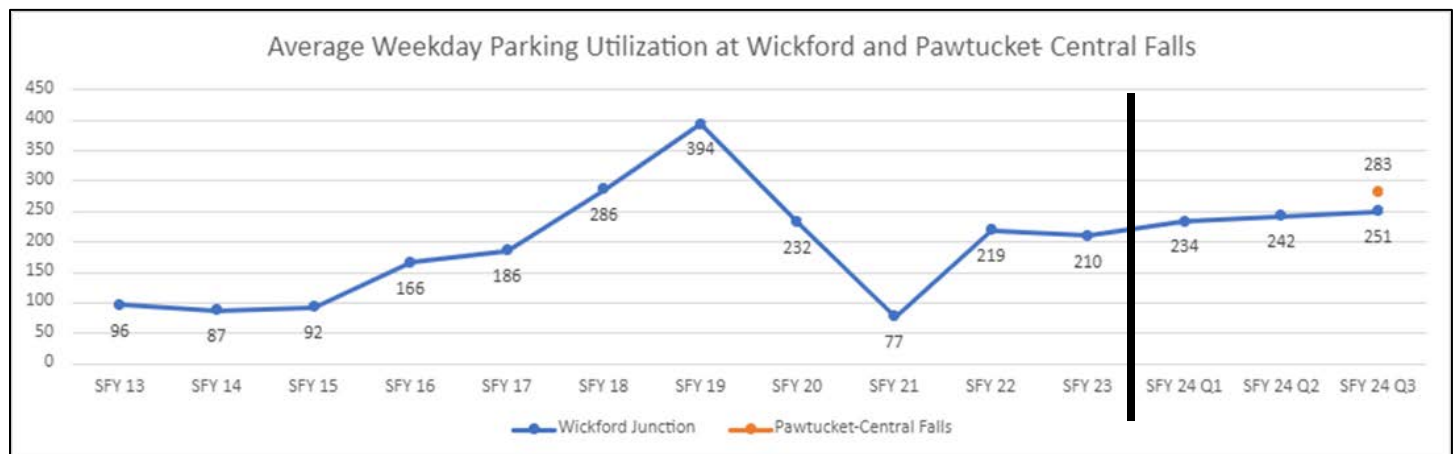
Commuter Rail Ridership



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

* SFY24 Q2 Data is preliminary.

Parking Garage Utilization



Definition: Average daily (weekday only) counts of the number of cars parked at the Wickford Junction garage.

Ridership and Garage Utilization Data Sources: MBTA Blue Book, MBTA operator estimates, RIDOT quarterly counts, RIDOT partial counts, observations (SFY20 Q4) and Wickford Junction operator transactions. SFY23 Q3 commuter rail ridership value includes a pro-rated estimate for Pawtucket-Central Falls

* SFY24 Q2 Data is preliminary.

Safety

During the second quarter of the FFY24, the Office on Highway Safety (OHS) continued its efforts to secure the safety of Rhode Island's roadways.

The work to increase community partnerships and collaboration continues. Regarding the key emphasis area of Impaired Driving, OHS formed a new partnership with the YMCA of Greater Providence, which will focus efforts on reducing/eliminating this unsafe behavior. The National Highway Traffic Safety Administration New England Regional Office hosted a virtual Impaired Driving webinar for the Region's States that featured a presentation from an area expert medical practitioner from Lifespan. MADD-RI Executive Director, Wesley Pennington, provided guidance to participants regarding law enforcement, reminding everyone that impaired driving crashes are 100% preventable and that families suffer immeasurably when they lose a loved one to impaired driving.

During February, OHS Program Coordinators initiated in-person and on-site monitoring visits with all sub-grantees. Effective monitoring is key to ensuring the programmatic and financial integrity of the publicly funded programs by maintaining fiscal accountability and adequately measuring program performance.

The second quarter was also notable for reinvigoration of the Traffic Records Coordinating Council, an intra-agency body that seeks to bring together the owners of all the various types of traffic data in Rhode Island to create a complete, unified collection of key statistics to drive effective traffic safety problem identification.

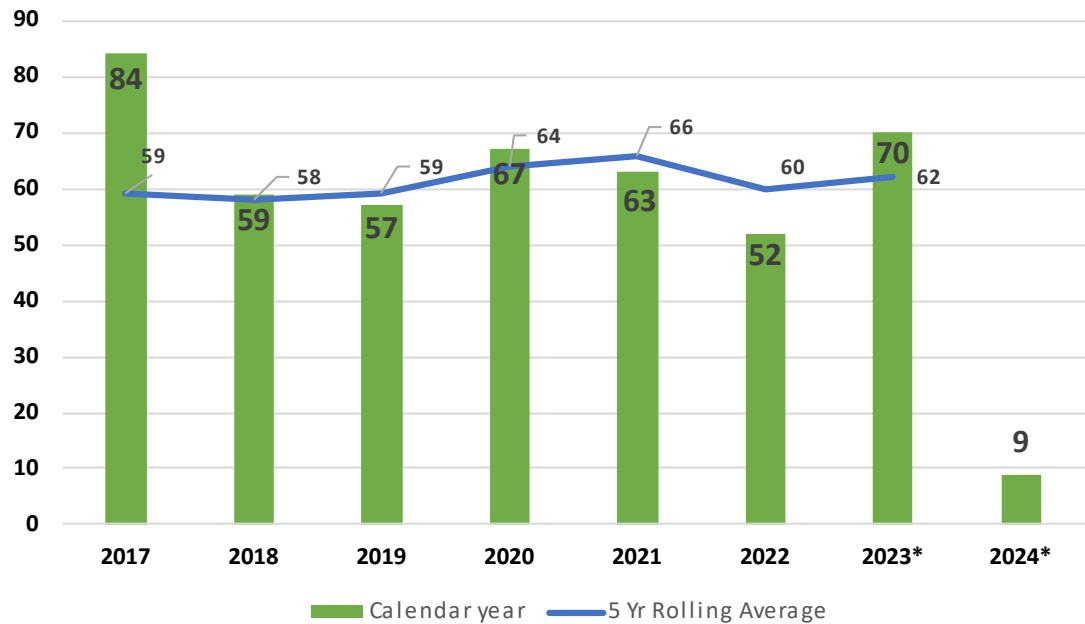
As always, our goal continues to be ZERO fatalities.

FARS FATALITIES BY PERSON TYPE 2015-2024

PERSON TYPE	2017	2018	2019	2020	2021	2022	2023* (prelim.)	2024* (prelim.)
Motor Vehicle Occupants	50	30	36	35	41	34	40	7
Motorcyclists	11	18	13	13	13	11	16	1
Pedestrians	21	7	8	17	7	7	12	1
Bicyclists	2	1	0	2	2	0	2	0
ATV	0	2	0	0	0	0	0	0
Person on Personal Conveyance	0	1	0	0	0	0	0	0
Unknown Person Type	0	0	0	0	0	0	0	0
TOTAL	84	59	57	67	63	52	70	9

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

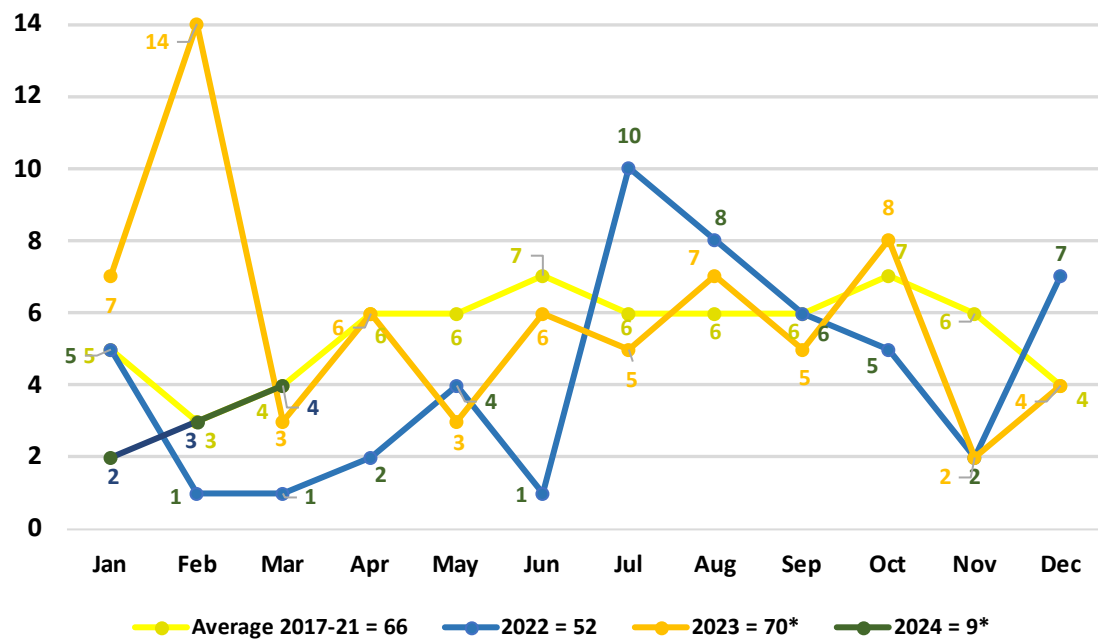
Traffic Fatalities by Year



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



Traffic Fatalities by Month



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

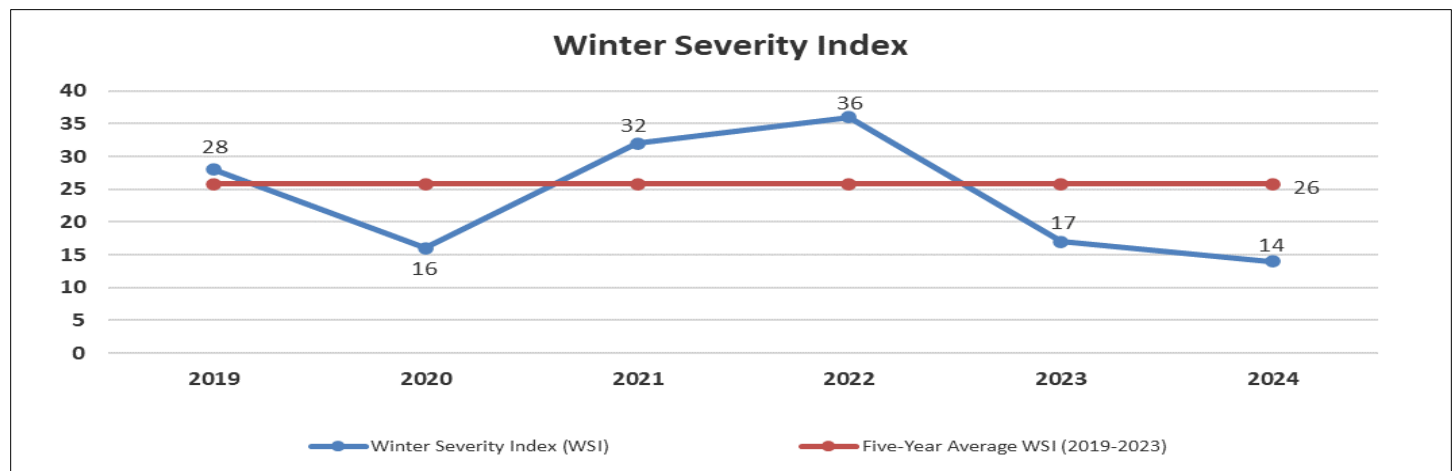
Maintenance and Operations



For the 2024 Winter Season, over 90 percent of RIDOT's heavy plow truck fleet was operational for all storms while having more than 300+ vendor assets available and on-call. RIDOT's regular salt stockpiles were kept well-stocked throughout the winter season, including a 10,000-ton strategic salt reserve. As part of winter activities, the RIDOT Highway Maintenance Division crews cleared tree debris from roadways, brush cut, hauled and chipped debris, patched potholes, cleared storm drains and waterways, cleared traffic signal heads and repaired washouts. The Winter Severity Index (WSI) for the 2024 Winter Season rated a 14, meaning milder than a recently average winter. Although a mild winter, winter operations still included several snow/rain/freezing rain events and dropping temperatures that required treatment of the roadways. See chart below for prior years' WSIs.

FY 2024 Winter Operations Summary

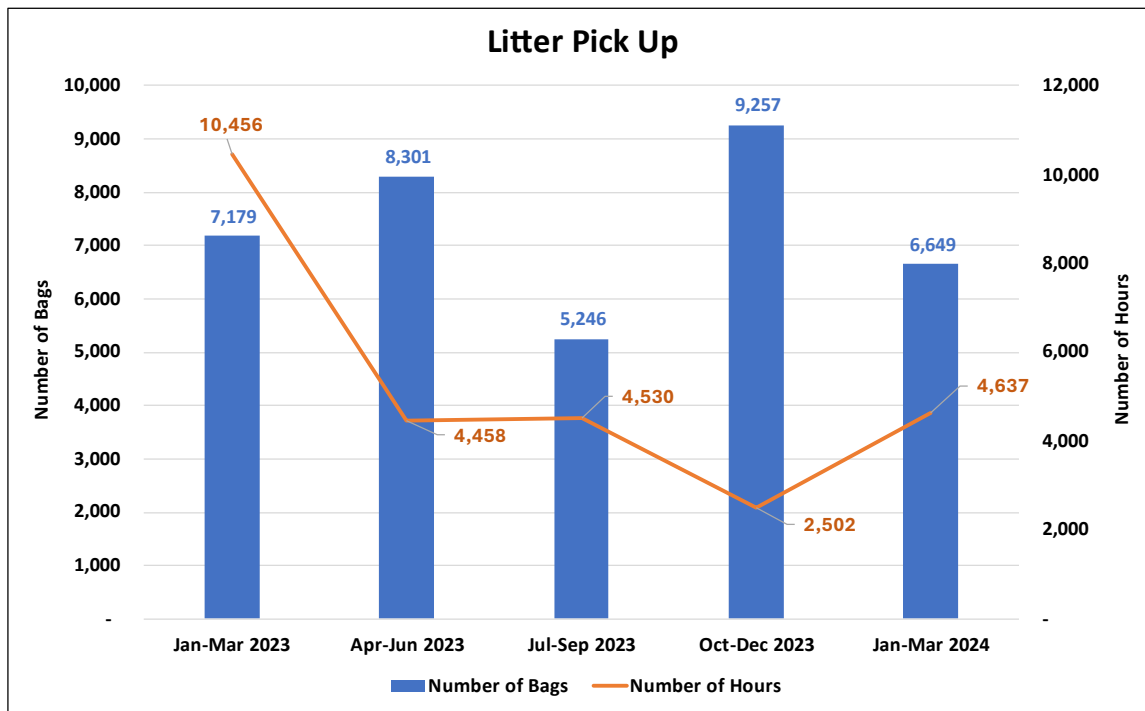
Storm No.	Start Date	End Date	Number of RIDOT Plow Trucks in Fleet	Number of RIDOT Plow Trucks Snow Ready	Percent (%) RIDOT Plow Trucks Snow Ready	Storm Hours	Snowfall (Inches)	Salt (Tons)	Sand (Tons)	Heavy Tow Plan
01	1/6/2024	1/8/2024	192	183	95 %	41.0	4.0	21,520.90	1,440.00	✓
02	1/14/2024	1/15/2024	192	175	91 %	20.0	0.5	2,692.64	244.31	✓
03	1/15/2024	1/17/2024	191	182	95 %	31.5	3.0	17,589.10	1,791.00	✓
04	1/19/2024	1/19/2024	191	177	93 %	13.0	2.0	4,245.48	526.13	✓
05	1/23/2024	1/24/2024	191	179	94 %	17.5	1.0	8,004.18	50.63	✓
06	1/28/2024	1/29/2024	191	182	95 %	13.0	0.5	4,525.43	16.88	✓
07	2/13/2024	2/14/2024	191	181	95 %	28.5	6.7	14,537.03	988.88	✓
08	2/15/2024	2/16/2024	191	178	93 %	15.5	0.5	3,880.50	112.50	✓
09	2/17/2024	2/17/2024	191	175	92 %	18.0	1.0	4,791.50	86.10	✓
10	2/29/2024	2/29/2024	191	178	93 %	7.0	0.0	1,809.63	124.88	✓
Season Totals						205.0	19.2	83,596.39	5,381.31	



* Winter Severity Index (WSI), a weighted formula used to quantify the relative severity of the winter seasons.

Rhode Island had more heavy rain and windstorms in January. The RIDOT Highway Maintenance Division field operations crews responded to flooding, tidal surge, coastal flooding, washouts, downed trees, downed light poles, downed signs, traffic signal malfunctions, with the TMC coordinating the phone calls and radio communication to the crews, EMS, and police.

In addition to winter operations work during the second quarter, RIDOT used 483 tons of cold/hot patch asphalt, swept 329 curb miles of roadway, cleaned 2,009 drainage structures, repaired 42 drainage structures, repaired/replaced 105 linear feet of drainage pipe, installed 1,140 signs, performed 4,637 hours of large debris and litter pickup which included 102 one-ton truck loads of picked debris and 6,649 bags of picked litter, performed 808 hours of graffiti cleanup, brush cut 52,727 linear feet of roadway, completed 86 washout repairs, 483 traffic signal repairs, 74 highway lighting repairs, and 26 tree removals. For short-term pavement improvements to assist the district facilities, the Division's Engineering Office will be executing repaving projects during 2024 construction season. Segments of work are Great Road (Lincoln), Oaklawn Avenue at the intersection with New London Avenue (Cranston) and Plainfield Pike at the intersection with Comstock Parkway (Cranston/Johnston).



During the second quarter, Highway Maintenance Division issued 16 Physical Alteration Permits (PAPs) for residential and commercial construction impacting the State Highway Right-of-Way (ROW) and issued 96 utility permits for utility construction impacting the State Highway ROW. During the winter months when the hot mix asphalt plants shut down, RIDOT limits the utility permits issued to only emergency permits and other limited exceptions.

The Highway Maintenance Division continues to prioritize the fleet procurement with the current fleet budget for State Fiscal Year 2024. RIDOT received 2 tandem axle vactor trucks, 1 day cab highway tractor, 3 tractor mounted litter pickers and 9 landscape trailers. The incoming equipment includes 8 truck mounted attenuators (TMA, expected in Spring 2024), 20 additional plow trucks and 14 medium duty plow trucks, 1 remote control slope mower, 9 front end loaders, 1 digger derrick, 20 highway tractors and 2 360-degree rotating handlers. The RIDOT Highway Maintenance Division also procured a mobile equipment for washing and preservation contract – the vendor will thoroughly wash and apply protective coatings on RIDOT's plow trucks and other equipment at frequencies determined by RIDOT, to preserve its fleet.

RIDOT also continues a statewide assessment of its facilities to develop a more in-depth, long-term capital facilities rehab/replacement plan.

Maintenance and Operations/TMC



Under the Highway Maintenance Division, RIDOT also operates a Transportation Management Center (TMC). The TMC is a 24/7/365 operational facility. TMC Operators monitor roadways, assist first responders, including but not limited to State Police and Fire, with the safe and efficient clearance of unplanned incidents, and help manage traffic associated with planned special events and road, lane, and shoulder closures due to work zones and other planned activities.

The mission of the RIDOT TMC is to improve and ensure, to the maximum extent feasible, the safety, reliability, and efficiency of the surface transportation systems across the State, via the use and sharing of Intelligent Transportation System (ITS) data and information, the management and safe, efficient clearance of planned and unplanned system incidents and events, and the open coordination and cooperation with stakeholders.

In response to funding opportunities, the TMC is moving forward with the procurement of an Advanced Transportation Management System (ATMS). This ATMS is the software that will control the various TMC systems (such as Cameras, Changeable Message Signs,

Wrong Way Driver Systems, etc.) as well as help to provide timely and accurate roadway status information to various internal and external stakeholders, including road users, incident responders, and other parties that are affiliated with or have an interest in traffic and traveler safety and operations in Rhode Island. The contract is expected to be awarded in 2024.

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/share-out surface traveler info;
- ITS planning, design, implementation, operation, and maintenance support services;
- Managing Safety Service Patrol – “RIDOT Roadside Responder”;
- Maintenance Dispatch;
- Storm Central / EOC Support;
- Inter-agency Emergency Response Coordination;
- Incident Management Task Force (IMTF) Leader;
- Transportation Incident Management (TIM) Training;
- AMBER Alerts / 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 charts below reflect the bike usage as of December 31, 2023.

Bike Path	Bike Volume
East Bay Bike Path (Barrington)	13,863
East Bay Bike Path (Bristol)	13,701
East Bay Bike Path (East Providence)	7,875
Blackstone River Parkway	7,838
George Redman Linear Park	7,063
Blackstone River Bikeway (Woonsocket)	4,959
South County Bike Path (West Kingston)	4,737
South County Bike Path (South Kingstown)	4,191
Blackstone River Bikeway (Cumberland)	4,047
Washington Secondary Bike Path (Coventry)	3,319
South Water Street Bike Path	3,045
Washington Secondary Bike Path (Cranston - South)	3,000
Ten Mile River Greenway (Rumford)	2,847
Quonset Point Bike Path	2,220
Washington Secondary Bike Path (Cranston - North)	1,927
Ten Mile River Greenway (Pawtucket)	1,855
Trestle Trail East	1,460
Woonasquatucket River Greenway	724
Sakonnet River Bridge	695
Burrillville Rail Trail	631
Warren Bike Path	389
Coddington Highway Bike Path	340
Woonasquatucket River Greenway	78

Bike Lane	Bike Volume
Blackstone Boulevard SB	3,002
Blackstone Boulevard NB	2,606
Memorial Boulevard EB	2,317
Atlantic Avenue	2,021
Memorial Boulevard WB	1,753
Canal Street	1,064
America's Cup Boulevard SB	983
Boston Neck Road NB	600
Boston Neck Road SB	555
America's Cup Boulevard NB	499
Narragansett Boulevard SB	276
Narragansett Boulevard NB	227
Canal Street	132
Victory Highway (Route 102)	35
Memorial Boulevard EB	33

Stormwater/Natural Resources



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

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

FFY24 Q2 Highlights:

Reviewed: • 3 Army Corps Permit Submission • 6 RIDEM Permit Submissions • 3 CRMC Permit Submissions • 5 CEs • 6 CLUEs • 13 Stormwater Pollution Prevention Plans • 6 PCB Plan • 7 Stormwater Project Reviews • 17 Physical Alteration Permits for Stormwater • 2 PAPs for Landscape • Ongoing Outdoor Advertising Tree Trimming / Vegetation Control Reviews • 16 Project Reviews (NRU) Inspections/Audits: • 5 Final Inspections • 125 SWPPP inspections • 2 Final Landscape (FAF-7) Inspections • 16 CCTV Inspections • 59 STU Inspections • 23 IDDE Actions and Investigations	Projects: • Reviewed submissions of the Pocasset River, Providence/Seekonk Rivers, and Barrington/Palmer Rivers Watershed SCPs with EPA for approval. • Submitted Stormwater Annual Report to EPA on schedule. • Developed Request for Proposals for 2024 SCPs to be released in Q2. • Completed Stormwater Treatment Unit Cleaning and Inspection Project. • Continued monthly coordination with NE DOT Natural Resources Units. • Continued to serve as a reviewer on the New England Transportation Consortium "Seed Production for NE Roadsides" project. • Completed 3 drainage projects. • Provided technical assistance with drainage and flooding service requests in Barrington, Warwick, West Warwick, Exeter, Coventry, Smithfield, Johnston, Cumberland, Cranston, East Providence, North Kingstown, Lincoln, Narragansett, Westerly, North Providence, and Providence. • Attended roundtable peer exchange with New England DOT MS4 offices.
---	---

Projects

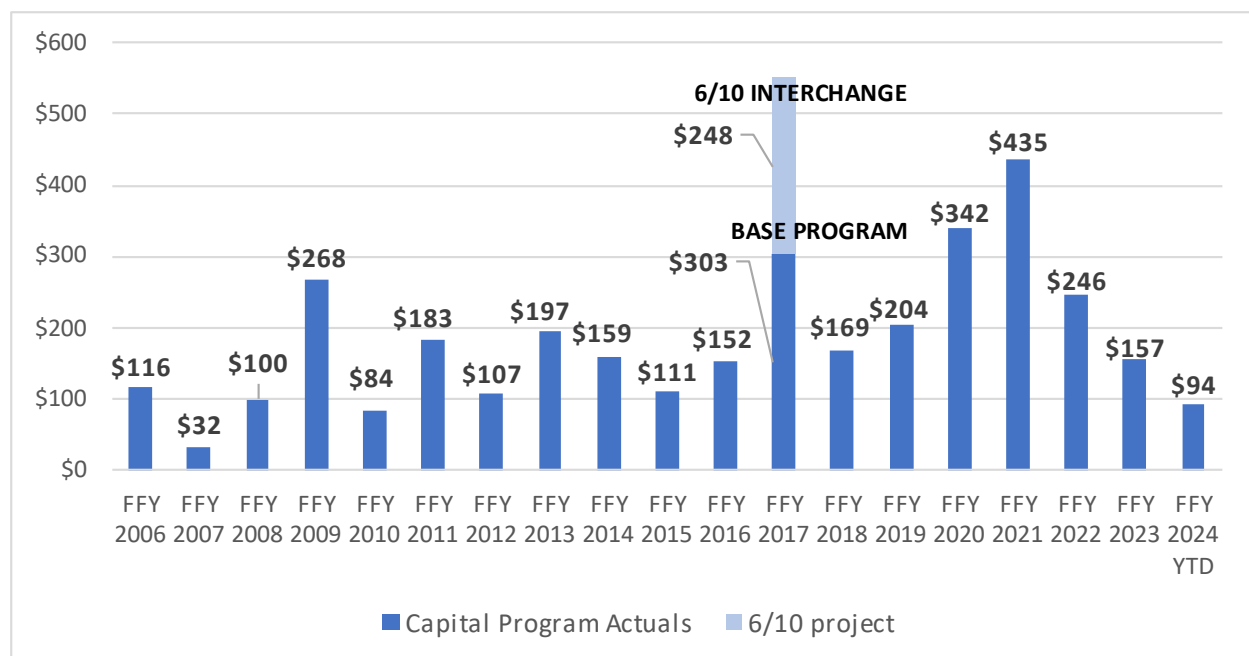
Project Performance

RIDOT is currently tracking 44 capital projects in active construction as of the end of the second quarter of FFY 2024. Projects progress through RIDOT's project delivery process as follows: first, the project is included in the capital plan; then it goes through a design phase, followed by an advertisement, construction, and substantial completion. The On-Time On-Budget chart below reflects a comprehensive representation of the construction program based on all projects advertised within a particular Federal Fiscal year. All projects in FFY17 – FFY23 have been advertised and issued NTP (Notice to Proceed).

On-Time and On-Budget Project Performance by Class

	On Budget % (by Value)	On Time % (by Value)	Total Construction Value of all projects	On Budget % (by Projects)	On Time % (by Projects)	Total # of Projects	# of Projects in Active Construction
FFY17	83%	41%	\$ 549.7	88%	90%	48	1
FFY18	62%	91%	\$ 230.5	87%	98%	54	0
FFY19	75%	68%	\$ 227.6	85%	95%	39	1
FFY20	94%	96%	\$ 353.4	86%	95%	21	3
FFY21	99%	97%	\$ 438.3	96%	88%	24	7
FFY22	89%	85%	\$ 243.1	89%	86%	28	12
FFY23	100%	100%	\$ 157.4	100%	100%	21	18
FFY24	100%	100%	\$ 1,189.5	100%	100%	25	2
TOTALS			\$ 3,389.5			260	44

Capital Program Construction



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

FFY 2023 Capital Program

PTS ID	Project	Actual/Projected Advertised Date	Engineer's Estimate at Bid Opening (in millions)	Low Bid (in millions)	Value Change (in millions)
2606A	Statewide Systemic Safety Improvements	Oct-22	\$ 5.22	\$ 4.78	\$ 0.45
2606R	HSIP - Intersection & Crosswalks North-Central – 2022 (Re-advertised)	Oct-22	\$ 4.42	\$ 3.50	\$ 0.93
2605W	Pawtucket Bridge Lighting and Bridge Strike Detection Systems	Oct-22	\$ 2.87	\$ 3.16	\$ (0.29)
0102R	Rt 138 & Rt 112 Roundabout	Nov-22	\$ 4.01	\$ 3.57	\$ 0.44
1500B	Bridge Preservation Program 2022 C-1	Dec-22	\$ 5.80	\$ 4.66	\$ 1.14
2601R	Bridge Group 17B - BUR	Feb-23	\$ 9.70	\$ 12.44	\$ (2.74)
2606N	2023 Paver Placed Elastomeric Surface Treatment C-1	Feb-23	\$ 6.24	\$ 6.69	\$ (0.45)
2606Q	2023 Crack Sealing C-1	Mar-23	\$ 1.60	\$ 1.47	\$ 0.12
2606P	2023 Rubberized Asphalt Chip Seal C-1	Mar-23	\$ 1.31	\$ 1.25	\$ 0.06
2606L	Airport Connector Landscaping	Mar-23	\$ 5.96	\$ 7.00	\$ (1.03)
2606U	Pavement Improvements - Mendon Rd	May-23	\$ 6.20	\$ 4.50	\$ 1.70
2605F	Bridge Group 13E - West River	Jun-23	\$ 5.38	\$ 5.93	\$ (0.55)
2605P	Pavement Improvements - CHA, WES	Jun-23	\$ 18.01	\$ 16.85	\$ 1.16
2605Q	Pavement Improvements - CUM	Jun-23	\$ 9.01	\$ 9.17	\$ (0.16)
2605Y	HSIP - Intersection & Crosswalk - 2023	Jun-23	\$ 3.43	\$ 2.98	\$ 0.45
2606V	Bridge Group 17D – BUR	Jul-23	\$ 11.43	\$ 8.70	\$ 2.73
0016H	Corridor - Tower Hill Rd	Aug-23	\$ 32.67	\$ 27.98	\$ 4.69
2605R	Pavement Improvements - BAR, EPR, WRN	Aug-23	\$ 16.12	\$ 15.08	\$ 1.03
2605N	Pavement Improvements - Putnam Pike & Reservoir Rd	Aug-23	\$ 4.04	\$ 3.97	\$ 0.06
2604X	Pavement Improvements - WAR C-1	Sep-23	\$ 7.86	\$ 6.15	\$ 1.71
0026Q	Washington Secondary Bike Path Resurfacing	Sep-23	\$ 5.53	\$ 7.59	\$ (2.06)
TOTAL			\$ 166.80	\$ 157.42	\$ 9.38

FFY 2024 Capital Program

PTS ID	Project	Actual/Projected Advertised Date	Engineer's Estimate at Bid Opening (in millions)	Low Bid (in millions)	Value Change (in millions)
2604Y	Bridge Group 97 - Warwick Corridor	Oct-23	\$ 100.50	\$ 79.86	\$ 20.64
2605S	Corridor – Route 7	Oct-23	\$ 16.10	\$ 13.75	\$ 2.35
2608E	Bridge Group 17A - I-295	Dec-23			\$ -
2603M	Bridge Group 04_R - I-95/RT 10	Jan-24			\$ -
2606Z	Pavement Improvements - JAM (Resiliency)	Jan-24			\$ -
2607J	Bridge Group 51C - RI-37 C-4	Feb-24			\$ -
2607B	2024 Rubberized Asphalt Chip Seal - C-1	Feb-24			\$ -
2607A	2024 Paver Placed Elastomeric Surface Treatment C-1	Feb-24			\$ -
2606K	Bridge Group 46_R - Lafayette RR	Mar-24			\$ -
2608F	Pavement Improvements - Rt 4	Mar-24			\$ -
2606H	Pavement Improvements - LCM, TIV	Mar-24			\$ -
2605Z	HSIP - Roadway Departure - 2024 C-1	Mar-24			\$ -
2608R	Bridge Group 18C_R - Frenchtown	Apr-24			\$ -
2608W	2024 Crack Sealing C-1 (Re-Advertised)	Apr-24			\$ -
2608T	Washington Bridge North #700 Demolition	Apr-24			\$ -
2608S	Washington Bridge North #700 Replacement	Apr-24			\$ -
2605M	Bridge Group 02 - Foster	May-24			\$ -
2608X	Pavement Improvements - East Main Rd	May-24			\$ -
0048I	Bridge Group 95 - Rt 4-95 & Rt 403 Ramps	Jun-24			\$ -
0076M	Pavement Improvements - School St	Jun-24			\$ -
2607S	Statewide Congested Corridor Upgrades 2024-2025	Jun-24			\$ -
2602D	Bridge Group 17C - Newell and Sneece	Jul-24			\$ -
2602V	Bridge Group 44_H - Nonquit	Aug-24			\$ -
2606W	HSIP - Intersection & Crosswalk - 2024	Aug-24			\$ -
2601P	Bridge Group 42C - Greene Bridges	Sep-24			\$ -
TOTAL			\$ 116.60	\$ 93.62	\$ 22.99

FFY 2022, 2023, and 2024 Non-Capital Projects (Immediate Action)

PTS ID	Project	Actual/Projected Advertised Date	Engineer's Estimate at Bid Opening (in millions)	Low Bid (in millions)	Value Change (in millions)
<u>FFY22</u>					
2604E	Silver Creek Bikepath Culvert	Oct-21	\$ 0.17	\$ 0.16	\$ 0.01
2605E	Emergency Repairs to Hillsgrove Bridges	Oct-21	\$ 3.04	\$ 3.04	\$ -
0119R	Statewide Tree Trimming 2022-2024	Jan-22	\$ 0.83	\$ 0.70	\$ 0.13
9003H	*RIDOT Materials Field Office Renovation	Jan-22	\$ 0.39	\$ 0.38	\$ 0.00
0116U	2022-2023 Statewide Pavement Striping – Central	Feb-22	\$ 3.16	\$ 3.29	\$ (0.13)
0116T	2022-2023 Statewide Pavement Striping – Limited Access	Feb-22	\$ 4.29	\$ 3.78	\$ 0.51
0116V	2022-2023 Statewide Pavement Striping – South	Mar-22	\$ 3.08	\$ 2.90	\$ 0.18
0197G	Warwick Ave. Swales Rehabilitation	Mar-22	\$ 0.44	\$ 0.36	\$ 0.08
2604Z	High Priority Repairs to Bridge Nos. 062401, 075401, 098601	Apr-22	\$ 0.43	\$ 0.35	\$ 0.08
2605H	Emergency Replacement of Fish Road Bridge 124201	Apr-22	\$ 0.73	\$ 0.93	\$ (0.20)
2604H	Providence Street (WW) Wall Repairs	Apr-22	\$ 0.58	\$ 0.40	\$ 0.18
2605J	Repairs to Centerville Rd Bridge	Apr-22	\$ 0.40	\$ 0.25	\$ 0.15
0146A	I-95 Pavement and Retaining Wall Restoration	Jun-22	\$ 7.99	\$ 7.56	\$ 0.43
0197M	Greenwich Bay Upland Stormwater Improvements C-1	Jun-22	\$ 1.48	\$ 1.60	\$ (0.11)
TOTAL			\$ 27.00	\$ 25.69	\$ 1.31
<u>FFY23</u>					
2606A	Statewide Systemic Safety Improvements	Oct-22	\$ 5.22	\$ 4.78	\$ 0.45
0197P	Drainage Ponds Rehabilitation - 2022	Oct-22	\$ 2.43	\$ 3.19	\$ (0.76)
2605T	2022 DMS Replacement Project	Oct-22	\$ 1.22	\$ 1.03	\$ 0.19
7006P	Statewide Impact Attenuator 2023-2025	Dec-22	\$ 2.16	\$ 2.22	\$ (0.06)
7006Q	Statewide Fence 2023 - 2025	Dec-22	\$ 1.05	\$ 1.23	\$ (0.18)
7006N	Statewide Guardrail 2023 - 2025	Dec-22	\$ 3.78	\$ 4.49	\$ (0.71)
2606C	Bridge Group 33B -- Pawtuxet Valley RR	Mar-23	\$ 1.52	\$ 1.19	\$ 0.33
2606T	2023-2024 Statewide Pavement Striping - East Bay	Mar-23	\$ 2.54	\$ 2.64	\$ (0.10)
2606S	2023-2024 Statewide Pavement Striping - North	Mar-23	\$ 2.66	\$ 2.84	\$ (0.18)
2607X	Emergency Superstructure Replacement - Wellington Avenue Bridge	Aug-23	\$ 13.89	\$ 13.89	\$ -
0197T	Rt. 37 Sediment Management Facility	Sep-23	\$ 1.62	\$ 1.97	\$ (0.35)
2607G	Conanicus Seawall Repairs	Sep-23	\$ 0.54	\$ 0.34	\$ 0.20
2607K	High Priority Steel Repairs - I-95 & Rt 37	Sep-23	\$ 1.75	\$ 1.23	\$ 0.52
TOTAL			\$ 40.38	\$ 41.05	\$ (0.67)
<u>FFY24</u>					
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			\$ -
0116X	2024-2025 Statewide Pavement Striping – Limited Access	Feb-24			\$ -
0116Y	2024-2025 Statewide Pavement Striping – South	Feb-24			\$ -
2606D	Rt 77, Quaket Creek Culvert Repairs	Mar-24			\$ -
0198B	Saugatucket River and Aquidneck Island STUs	Apr-24			\$ -
9002F	RI Welcome Center Well System Upgrade (Re-advertised)	May-24			\$ -
7005G	2024-2026 Statewide Streetlight and Signal Repairs	May-24			\$ -
0197S	Route 6 Roadside Slope Stabilization	Sep-24			\$ -
TOTAL			\$ 0.23	\$ 0.14	\$ -

Construction Program Changes

NOTE: These projects typically require immediate action to extend the useful life of a project until the full project is programmed in the 10-year plan and have been added to the Quarterly Report as the Department strives to ensure that all projects follow the same transparency in schedule and budget. Examples of projects will include the response to critical bridge findings, statewide striping needs and other maintenance actions etc.

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

Construction Program Update:

Removed from FFY 22:

2603R - Davisville RR Bridge - This project has been combined with a Design-Build project **2608R** - Bridge Group 18C_R - Frenchtown

Removed from FFY 24:

0138C - Pavement Improvements - Hartford Ave C-3 - This project was cancelled and will be combined with a new Hartford Ave. Complete Streets project.

Added to FFY 24:

2608F - Pavement Improvements - Rt 4

0048I - Bridge Group 95 - Rt 4/95 & Rt 403 Ramps

2608T – Washington Bridge North #700 Demolition

2608S – Washington Bridge North #700 Reconstruction

Other changes to FFY 24:

0082P - Pavement Improvements - East Main Rd – Project readvertised under a new PTSID **2608X** - Pavement Improvements - East Main Rd (Re-advertised)

2607C - 2024 Crack Sealing C-1– Project readvertised under a new PTSID **2608W** - 2024 Crack Sealing C-1 (Re-advertised)

NOTE: Construction activities continue to be impacted by long-term COVID-19 remnants. The demand for construction materials and personnel has continued to intermittently delay many projects. While the department continues to work with contractors to mitigate delays, the effects of COVID-19 will potentially impact project schedule performance.

Providence-Newport Ferry Service



Recognizing the value of Narragansett Bay as both a natural and transportation asset, RIDOT implemented ferry services in 2016 following deliberations of a transit working group charged with developing options to increase Rhode Island's transit usage. While exploring many possible designations and landing sites, in an effort to test the market for ferry service, the group recommended a start-up service for the 2016 summer season (July through September) connecting Providence and Newport. RIDOT worked with the Cities of Providence and Newport on landing sites, and closely coordinated its efforts with the Rhode Island Department of Environmental Management (DEM), the

Coastal Resources Management Council (CRMC), and the Rhode Island Public Utilities Commission (DPUC). After several years of success, a stop at Bristol's waterfront was added. Rhode Islanders and visitors to Rhode Island have enjoyed 8 successful seasons of this service. Service operates between Providence, Bristol, and Newport, providing Rhode Islanders and Rhode Island tourists an alternative to the Newport traffic and a unique opportunity to experience Narragansett Bay.

Update: RIDOT will be launching their 9th season of Providence-Newport Ferry service in partnership with Seastreak, which will run from June 21st to October 14th.

At-Grade Railroad Crossing Program



The department oversees the Federal Highway Administration's Highway-Rail Grade Crossing Program. This program addresses and implements safety improvements at highway-railroad grade crossings and aims to reduce the number of incidents/crashes. Eligible crossing work includes, but is not limited to signings, pavement markings, active warning devices, crossing surface improvements, grade separation, and crossing closures. RIDOT continues to work with QDC, P&W, and NNBR to advance ongoing projects and identify future opportunities for collaboration on At-Grade Railroad Crossing projects.

Update: RIDOT continues to work with the Quonset Development Corporation to close out completed at-grade railroad crossing projects, award a project to upgrade 6 at-grade railroad crossings for construction, and plan future grade crossing projects. QDC's currently awarded at-grade project will begin construction summer of 2024. Providence and Worcester Railroad (P&W) used FHWA Section 130 funds for two at-grade railroad crossing projects in Cumberland and Providence. These two projects were completed in the fall of 2023 and are in the process of financial close out. Coordination has begun with Newport and Narragansett Bay Railroad (NNBR) to address at-grade railroad crossings in Newport County. Preliminary design is currently underway for the corridor project. RIDOT continues to assess the current conditions statewide for at-grade railroad crossings and plan future safety improvements.

State Rail Plan



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

Update: An RFP was developed and advertised for this State Rail Plan in January 2024. Proposals are under review by Planning Division staff and a firm is expected to be selected Spring 2024.

Special Projects

Ferry Boat Program



RIDOT oversees the Federal Highway Administration's Ferry Boat Program. The program is formula-based and is to be used for the construction of public ferry boats and publicly owned ferry terminal facilities. Funds are made available for eligible projects through the State using the Bureau of Transportation Statistics National Census of Ferry Operators database. The program currently has four ferry boat operators eligible for funding.

Update: RIDOT continues to work with three ferry operators on eligible projects and will be adding a fourth operator to the list of operators eligible for Federal Highway

Administration's Ferry Boat Program in addition to the site improvements RIDOT conducts for the Providence to Newport Ferry service. Minor site improvements at the 25 Portugal Parkway landing are in the planning stage. The Interstate Navigation Corporation awarded two projects in Point Judith, Narragansett. Construction for these two projects is ongoing and anticipate construction to be completed in May 2024. Prudence Island Ferry has awarded a project for improvements to both Bristol and Prudence Island terminals and construction is ongoing. Coordination with RI Fast Ferry and Conanicut Marine for eligible projects is ongoing.

Route 4 and Interstate 95 Interchange



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

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

Update: During the second quarter of FFY 2024, RIDOT completed design work, and continued coordination with Quonset Development Corporation, RIDEM, and RI Energy. RIDOT received the Completing the I-95 Missing Move and Ramps to Quonset Business Park grant funding in the amount of \$81M and is planning to advertise the RFP for prospective Design-Build teams in the next quarter.

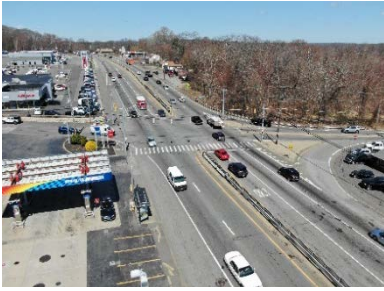
Right-Sizing Route 37



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

Update: During the past quarter, RIDOT advertised the RFP for prospective Design-Build teams. For the next quarter, RIDOT will review the prospective Design-Build teams alternate technical concepts prior to final Technical and Price Proposals submissions.

Route 146 Reconstruction Project



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

Update: During the second quarter of FFY 2024, the DB team continued the final design process and construction activities. Construction during the second quarter included bridge work at both bridges that carry I-295 over Rt 146, the Sayles Hill Road Flyover bridge and the new bridge at the Rt 146/146A intersection. The initial steel beams of the new Sayles Hill Road Flyover bridge were erected in January with the first lane of traffic over the bridge expected in the third quarter of FFY 2024. Retaining wall construction at Sayles Hill Road and Rt 146A also continued along with drainage work throughout the project.

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, the new Collector-Distributor (C/D) Road on I-95 North was opened to traffic, separating the I-95 through traffic from those entering and exiting from the many ramps within the interchange. The old ramp carrying traffic from Routes 6/10 to I-95 was demolished, steel girders were installed for the new northern half of the Smith Street Bridge, and construction continued on the substructure for the new Atwells Avenue on-ramp to I-95 North. Next quarter, construction will continue on the permanent median barrier that separates the new C/D Road from the I-95 through lanes, the bridge deck and sidewalk will be placed for the new northern half of the Smith Street Bridge, and the steel girders will be installed for the new ramp carrying traffic from Memorial Blvd to I-95 North.

Pawtucket/Central Falls Transit Center



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

Update: In the past quarter, RIDOT and the Design/Build team for the Pawtucket/Central Falls Transit Center continued with completing the punch list, but the station itself is completed and is fully operational. RIDOT anticipates only minor landscape and corrective work to occur through the next quarter.

Special Projects

The Route 6/10 Interchange



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

Update: During the second quarter of FFY 2024, the 6/10 Joint Venture continued construction and as the project moves toward completion during FFY 2024. Construction continued on the bridge that carries Rt 6 EB to Rt 10 SB which is expected to open in the third quarter of FFY 2024. Widening of the Union Avenue off-ramp from Rt 10 SB was completed, and work began on the southern leg of the shared use path

between Union Avenue and Westminster Street.

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: Over the past quarter, the signal was activated at the intersection of Van Zandt and JT Connell Hwy. Progress was made on the construction of bioretention areas. The overhead sign structure on RT-138 EB was constructed and electronic sign mounted. Curbing and pavement were extended to the limits of the Park-n-Ride. With the lot extension, the shared use path was excavated in preparation for final pavement. Next quarter, work will continue on the wetlands and stormwater grading, as well as pulling of fiber cables and ITS upgrades. There will be a focus on completion of sidewalk improvements to JT Connell South. Finally, the milling of sections of roadway within the project will commence in preparation for final pavement.

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 the first phase of bridge and highway construction activities including the bridge foundations at the I-295 interchange, at Cranston Street, and at Washington Secondary Trail. Highway construction activities included the drainage and pavement widening on I-295 North.

For the next quarter, the Design-Build team will continue the first phase of bridge and highway construction activities.

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, a consultant was hired and Request for Proposal (RFP) documents were prepared to advertise this project as a Design-Build project in April 2024. Next quarter, this project will proceed from advertisement in April through the procurement process involving submission and reviews of potential Alternative Technical Concepts leading to the submission of final Technical and Cost Proposals in June.

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, a consultant was hired and Request for Proposal (RFP) documents were prepared to advertise this project as a Design-Build project in April 2024. Next quarter, this project will proceed from advertisement in April through the procurement process involving submission and reviews of potential Alternative Technical Concepts leading to the submission of final Technical and Cost Proposals in June.

Financials

Expenditures

Actual operating expenditures totaled \$120 million in SFY23, \$53 million in Q3 SFY24, and \$148 million YTD for SFY24.

Operating Expenditures Detail (Actuals)

(In Thousands)	SFY23	SFY24Q1	SFY24Q2	SFY24Q3	SFY24 YTD
<u>Administrative</u>					
In-house Labor	\$ 29,408	\$ 8,701	\$ 7,572	\$ 8,651	\$ 24,924
Overhead Recovery	\$ (27,391)	\$ (6,403)	\$ (5,437)	\$ (7,662)	\$ (19,502)
Consultant Contracts	\$ 2,930	\$ 472	\$ 366	\$ 307	\$ 1,145
Miscellaneous (Admin)	\$ 2,347	\$ 502	\$ 625	\$ 728	\$ 1,855
Pass Throughs	\$ 214	\$ -	\$ 41	\$ -	\$ 41
Total Administrative	\$ 7,508	\$ 3,272	\$ 3,167	\$ 2,024	\$ 8,463
<u>Highway Maintenance**</u>					
In-house Labor	\$ 40,054	\$ 11,637	\$ 9,159	\$ 11,104	\$ 31,900
Overhead Costs	\$ 4,024	\$ 952	\$ 805	\$ 1,206	\$ 2,963
Consultant Contracts	\$ 22,317	\$ 6,419	\$ 8,237	\$ 9,121	\$ 23,777
Construction Contracts	\$ 106	\$ -	\$ -	\$ -	\$ -
Miscellaneous (Highway Maint.)	\$ 9,026	\$ 3,181	\$ 9,058	\$ 3,215	\$ 15,454
Pass Throughs	\$ 727	\$ 461	\$ 12	\$ 113	\$ 586
Total Highway Maintenance	\$ 76,254	\$ 22,650	\$ 27,271	\$ 24,759	\$ 74,680
<u>Safety</u>					
In-house Labor	\$ 771	\$ 150	\$ 155	\$ 179	\$ 484
Overhead Costs	\$ 661	\$ 117	\$ 121	\$ 200	\$ 438
Consultant Contracts	\$ 2,440	\$ 179	\$ 294	\$ 414	\$ 887
Miscellaneous (Safety)	\$ 152	\$ 43	\$ 103	\$ 119	\$ 265
Pass Throughs	\$ 4,940	\$ 929	\$ 1,702	\$ 1,407	\$ 4,038
Total Safety	\$ 8,964	\$ 1,418	\$ 2,375	\$ 2,319	\$ 6,112
<u>Transit Operations</u>					
Transit Operations	\$ 14,959	\$ 6,390	\$ 2,931	\$ 2,343	\$ 11,664
Total Transit Operations	\$ 14,959	\$ 6,390	\$ 2,931	\$ 2,343	\$ 11,664
<u>Winter Operations</u>					
In-house Labor	\$ 2,733	\$ -	\$ 732	\$ 2,681	\$ 3,413
Miscellaneous (Winter)	\$ 9,663	\$ 110	\$ 991	\$ 13,481	\$ 14,582
Total Winter Operations	\$ 12,396	\$ 110	\$ 1,723	\$ 16,162	\$ 17,995
<u>Non-Capital Projects***</u>					
In-house Labor	\$ 8	\$ 517	\$ 478	\$ 381	\$ 1,376
Overhead Costs	\$ -	\$ 314	\$ 283	\$ 439	\$ 1,036
Consultant Contracts	\$ -	\$ 84	\$ 121	\$ 320	\$ 525
Construction Contracts	\$ 81	\$ 10,844	\$ 10,321	\$ 3,150	\$ 24,315
Miscellaneous	\$ -	\$ 189	\$ 299	\$ 1,353	\$ 1,841
Pass Throughs	\$ -	\$ 1			\$ 1
Total Emergency Repair Project	\$ 89	\$ 11,949	\$ 11,502	\$ 5,643	\$ 29,094
Total Operating Expenditures	\$120,170	\$ 45,789	\$ 48,969	\$ 53,250	\$ 148,008

*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 \$588 million in SFY23, \$113 million in Q3 SFY24, and \$376 million YTD for SFY24.

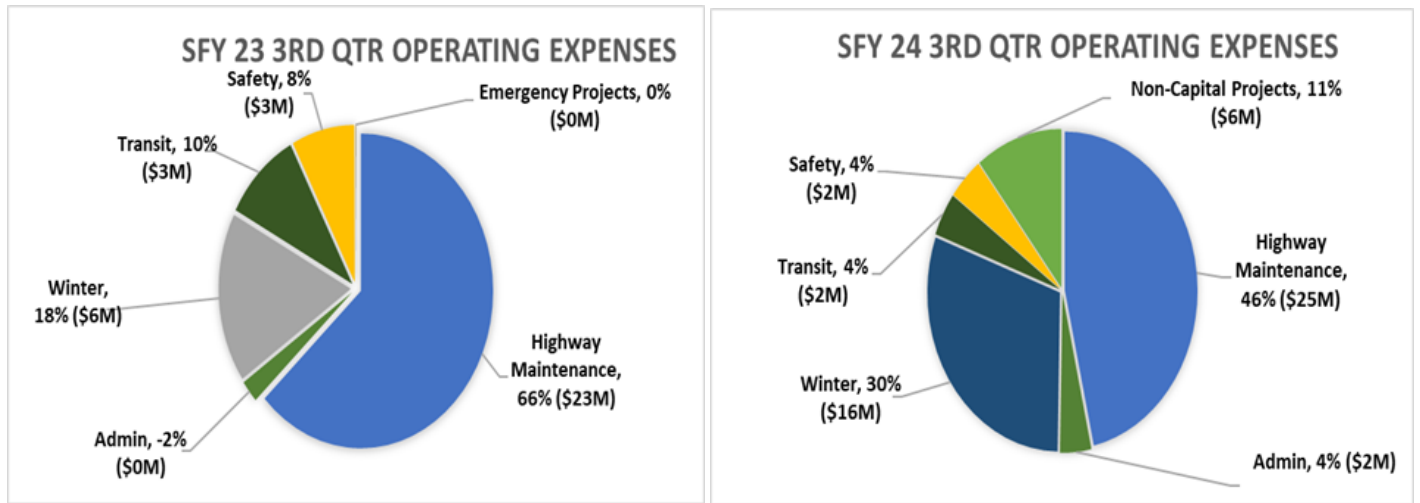
Capital Expenditures Detail (Actuals)

(In Thousands)	SFY23	SFY24Q1	SFY24Q2	SFY24Q3	SFY24 YTD
<u>Debt</u>					
Debt	\$ 74,395	\$ 2,226	\$ 13,351	\$ 2,072	\$ 17,649
Total Debt Service	\$ 74,395	\$ 2,226	\$ 13,351	\$ 2,072	\$ 17,649
<u>Planning</u>					
In House Labor	\$ 2,966	\$ 428	\$ 404	\$ 383	\$ 1,215
Overhead Recovery	\$ 2,083	\$ 204	\$ 187	\$ 391	\$ 782
Consultant Contracts	\$ 4,906	\$ 1,209	\$ 1,654	\$ 2,277	\$ 5,140
Miscellaneous (Planning)	\$ 1,576	\$ 502	\$ 268	\$ 622	\$ 1,392
Total Planning	\$ 11,531	\$ 2,343	\$ 2,513	\$ 3,673	\$ 8,529
<u>Capital Projects</u>					
In House Labor	\$ 30,119	\$ 7,644	\$ 6,535	\$ 6,139	\$ 20,318
Overhead Recovery	\$ 20,409	\$ 4,772	\$ 4,011	\$ 5,348	\$ 14,131
Consultant Contracts	\$ 34,363	\$ 9,433	\$ 10,702	\$ 16,779	\$ 36,914
Construction Contracts	\$ 370,006	\$ 92,853	\$ 82,669	\$ 71,032	\$ 246,554
Miscellaneous (Capital Projects)	\$ 40,831	\$ 15,311	\$ 6,377	\$ 5,473	\$ 27,161
Total Capital Projects	\$ 495,728	\$ 130,013	\$ 110,294	\$ 104,771	\$ 345,078
<u>Capital Pass Throughs</u>					
Pass Throughs	\$ 6,689	\$ 1,929	\$ 895	\$ 2,218	\$ 5,042
Total Capital Pass Throughs	\$ 6,689	\$ 1,929	\$ 895	\$ 2,218	\$ 5,042
Total Capital Expenditures	\$ 588,343	\$ 136,511	\$ 127,053	\$ 112,734	\$ 376,298
Total RIDOT Expenditures	\$ 708,513	\$ 182,300	\$ 176,022	\$ 165,984	\$ 524,306

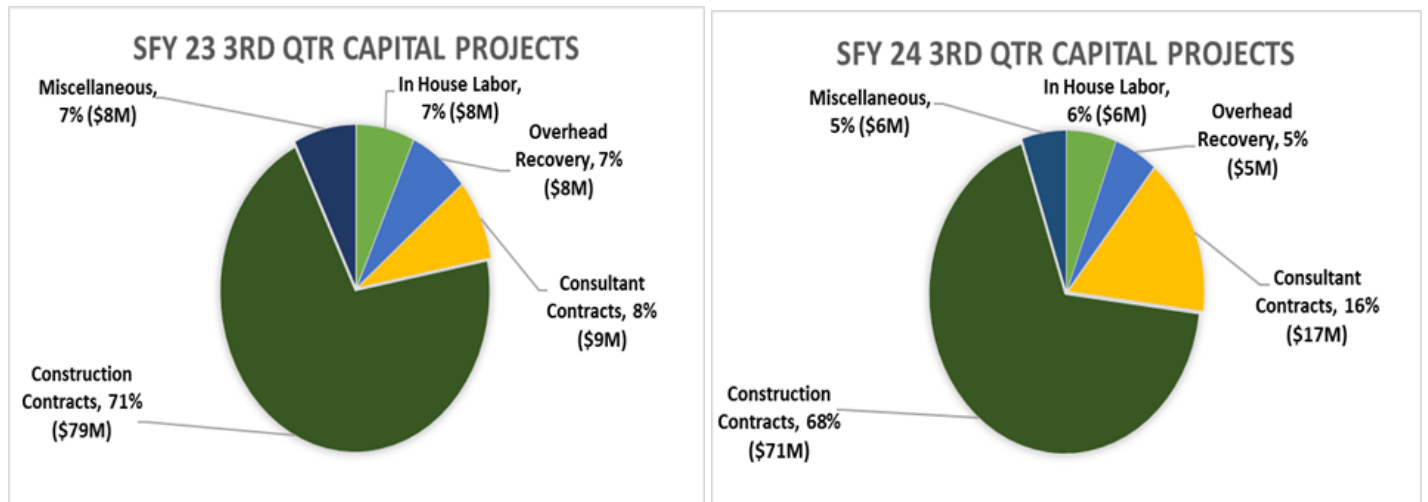
* Beginning in the 4th Qtr of SFY 19, Garvee Debt service payments are included in the Total Debt Service.

Expenditures

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



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



FFY 2024 (as of March 31, 2024)*

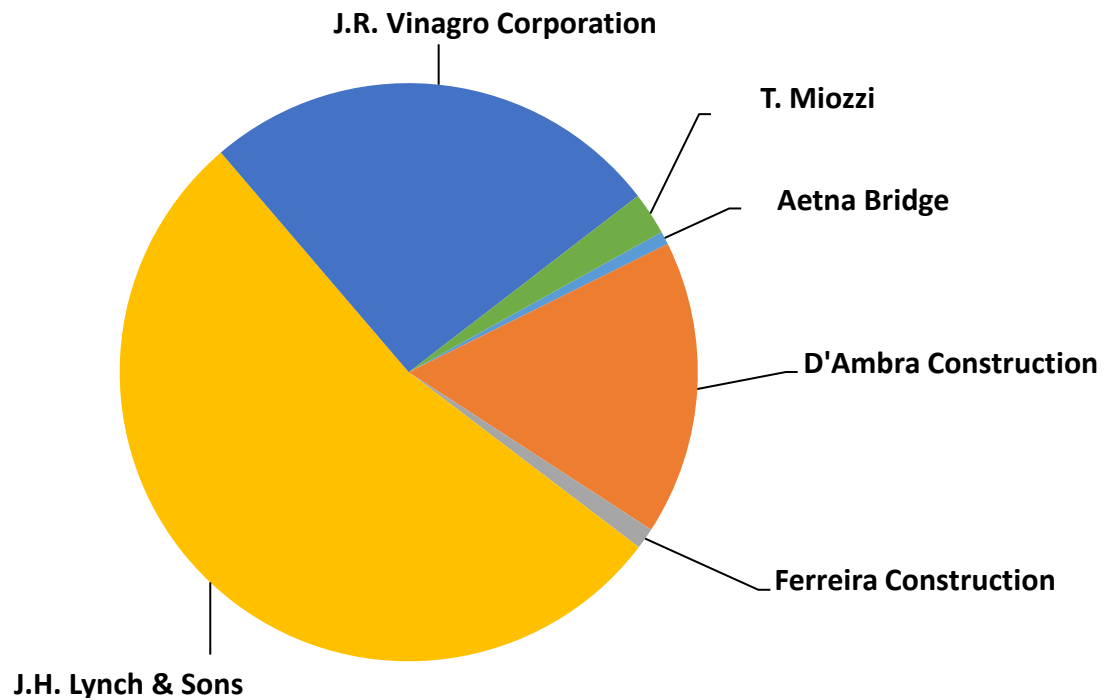


*Chart contains only contractors awarded over \$500,000 in construction contracts as of March 31, 2024.

Date Conventions:

CY: Calendar Year (January 1 – December 31)

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

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

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

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

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

Technical Definitions:

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

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

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

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

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

LTD: Life to Date

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

Industry Definitions:

NHTSA: National Highway Traffic and Safety Administration

OHS: Office of Highway Safety

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

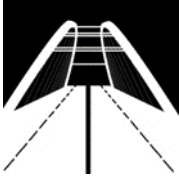
Pass throughs: Capital pass through expenditures are costs that are not directly related to capital projects but instead passed on to other entities such as other State agencies or local cities and towns for capital related costs

CMAQ: Congestion Mitigation and Air Quality

NBI: National Bridge Inventory; the Federal Highway Administration identifies bridges that are greater than 20ft and used for vehicular traffic.

NHS: National Highway System is a network of strategic highways with the US, including the Interstate Highway System and other roads service major airports, ports, rail or truck terminals, railway stations, pipeline terminals and other strategic transport facilities.

RIDOT System Quick Facts



1,201

Bridges (5+ feet) as of 3/31/24



More than

3,000

Lane miles of road



6 rail stations

18 park and rides



104,000

Traffic devices



34,000

Catch basins (approximate)



721

Total employees

(as of 3/31/24)