

Quarterly Report

July - September 2021



Blackstone River Bikeway

October 30, 2021



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.



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

RIDOT is pleased to submit the FFY 2021 Q4 RhodeWorks quarterly report.

Our Department has continued moving forward with an extremely productive quarter even during this time of economic uncertainty due to the ongoing presence of COVID-19 and delays in passage of a federal transportation bill. Our major projects, including the 6-10 Interchange, the Northbound Viaduct, and ongoing Route 37 bridge and pavement improvements, have continued progressing on time and on budget.

Our commitment to move our transportation infrastructure forward into a state of good repair has surpassed the previous pace over the past fifty years. Since we are responsible for more than just repair and replacement of the Rhode Island's roads and bridges, this report also showcases other accomplishments we are making to improve mass transit, traveler safety, employee training, and operational efficiency.

Even as we continue our unprecedented pace of project delivery, the State's bridges and pavement continue to deteriorate. To stay on track, RIDOT must execute the RhodeWorks ten-year plan, while making data-informed decisions to best ensure adherence to time and budget schedules.

This report highlights some of RIDOT's accomplishments during the fourth quarter of FFY 2021. Detailed project budgets and schedules follow in Insert A. Please do not hesitate to ask if you have any questions and thank you for your support.

Sincerely,

A handwritten signature in black ink, appearing to read 'Peter Alviti Jr.', is written over a horizontal line.

Peter Alviti Jr., P.E.
Director

Table of Contents

Key Accomplishments

Key Accomplishments	8
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Statutory Requirements

Statutory Requirements	10
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Operations

Bridge Condition	19
Pavement Program	20
Transit Operations	24
Safety	25
Maintenance and Operations	27
Stormwater	28

Projects

Project Performance	31
FFY 2021 Capital Program	32
FFY 2021 Non-Capital Projects	33
Special Projects	35

Financials

Expenditures	41
Construction Contract Awards	44

Annual Data

Annual Data	46
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Appendices

Glossary	54
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Insert A: Project Budgets and Schedules	A-1
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Planning / Project Management

- **Manville Bridge Reopening** - In early July, Governor Dan McKee joined state and local leaders to celebrate the reopening of the Manville Bridge, an important link for residents and business in the villages of Manville and Cumberland Hill on either side of the Blackstone River. The bridge carries Manville Hill Road over the river as well as the Blackstone River Bikeway and the Providence & Worcester Railroad between Lincoln and Cumberland. The \$11 million project included repairing the 66-year-old bridge's piers and replacing its deteriorated deck and supporting steel beams.
- **Pell Bridge Ramps** - Ground was broken on the Pell Bridge Ramps Phase 2 project this quarter, which will redesign the road network connecting to the Pell Bridge to make travel into Newport easy and safe. The project includes a new efficient ramp system that will reduce congestion, especially the backup of vehicles on the bridge from the Downtown Newport exit, and improve the connection between Newport's North End and the downtown area. The \$84.9 million project was supported by a \$20 million federal grant secured by Senator Jack Reed. The first phase will be done by the end of this year and the newer second phase will be finished by the end of 2024.
- **Washington Bridge** – In early September, the Barletta-Aetna joint venture was awarded a \$59.5 million contract for the Washington Bridge North project. This project will address the structural deficiencies of the westbound portion of the Washington Bridge, which carries I-195 over the Seekonk River between East Providence and Providence, and includes a new off-ramp to support economic development opportunities and address chronic congestion issues on the Interstate.

Federal Funding

- **August Redistribution** - RIDOT was awarded \$22.9 million in additional federal funds through August Redistribution. This funding allowed the agency to complete three safety projects, one striping project, and three pavement projects covering multiple roads.

Inter-Agency Support

- **Wickford Junction Testing Site** - As part of RIDOT's continued support of DOH's efforts during the COVID-19 pandemic, the upper floors of the Wickford Junction parking facility have continued to be used as a drive-thru testing site. Approximately 400-500 vehicles pass through the garage daily for testing.
- **COVID-19 Response** - The RIDOT Maintenance Division continues to provide support services and resources to RIEMA, RIDOH, RISP, RIDEM and the Rhode Island National Guard as part of the response efforts to the pandemic – variable messaging along State roadways, transporting supplies and equipment, providing traffic control devices (barrier, traffic cones, barrels, signs, message boards, stickers, safety vests, etc.), supporting logistics at RIEMA headquarters, updating and protecting the maintenance personnel. All while maintaining essential highway and bridge maintenance operations.

Transit

- **Providence-Newport Ferry** – During the 2021 season, the ferry carried nearly 32,000 passengers, more than twice as many as in 2020 when the service ran under strict COVID-19 protocols. Compared to 2019 (pre-pandemic and the ferry's highest ridership season), ridership was down by 20 percent. Considering the inclement weather this summer, particularly in July, RIDOT considers the 2021 ferry season a success.

Statutory Requirements

CONSTRUCTION

FFY20 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 2020 (Oct. 1, 2019- September 30, 2020)

Construction Contract (Project Name)	Award Date (Mon-Year)	Value (\$M)	Exp. Completion Date (Mon-Year)
FFY 2020 1st Quarter - October 1, 2019 - December 31, 2019			
Bridge Group 03 - I-95 PAW	Oct-19	\$ 10.2	Jul-22
Bridge Group 12A - Sandy Bottom	Oct-19	\$ 5.2	Oct-23
Salt Storage Facility - EPR	Oct-19	\$ 2.1	Oct-20
Old Tower Hill Rd (Rt 108 - Rt 1)	Oct-19	\$ 2.3	Sep-20
Bridge Group 16B	Nov-19	\$ 3.2	Dec-21
Broad Street Regeneration	Dec-19	\$ 13.0	Jun-23
Bridge Group 17 - BUR, CUM, LIN, NPR, NSN, SMI	Dec-19	\$ 4.0	Apr-22
STC Miscellaneous Improvements 2019	Dec-19	\$ 1.7	Jun-21
Rt 44 - Taunton Ave (Rt 1A/114 - Mass S/L)	Dec-19	\$ 3.0	May-21
Subtotal		\$ 44.6	
FFY 2020 2nd Quarter - January 1, 2020 - March 31, 2020			
1R Improvements to Greene Lane	Jan-20	\$ 1.5	Sep-20
RT 115 Main St (RT 116 to Jackson Flat Rd)	Jan-20	\$ 1.6	Jun-21
Bridge Group 51A - Rt 37 C-2	Jan-20	\$ 58.2	May-23
Bridge Group 62 - Manville Br	Feb-20	\$ 7.0	Dec-21
Bridge Group 59A - Park Ave RR	Feb-20	\$ 6.9	Aug-22
I-95 Resurfacing Program, C-2B (Providence and Pawtucket)	Feb-20	\$ 4.5	Sep-20
Pell Bridge Ramps Phase I	Mar-20	\$ 6.3	Dec-21
Danielson Pk (Rt 102 - West Greenville Rd)	Mar-20	\$ 4.8	Sep-20
Subtotal		\$ 90.7	
FFY 2020 3rd Quarter - April 1, 2020 - June 30, 2020			
2020 PPEST C-1	Apr-20	\$ 1.6	Jul-20
2020 Rubberized Asphalt Chip Seal C-1	Apr-20	\$ 1.3	Jun-21
2020 Crack Sealing Limited Access C-1	Jun-20	\$ 1.4	Sep-20
Roadway Departure Mitigation 2020	Jun-20	\$ 2.3	May-21
Subtotal		\$ 6.6	
FFY 2020 4th Quarter - July 1, 2020 - September 30, 2020			
HSIP - Signalization of Allens Ave. C-5	Jul-20	\$ 3.1	Dec-21
Bridge Group 53 - Union Village RR	Jul-20	\$ 3.4	Apr-23
Bridge Group 43A - Mohegan Bridge	Jul-20	\$ 6.0	Apr-23
Bridge Group 75T - 5 - I-95 Viaduct NB	Jul-20	\$ 212.0	Sep-25
Rt 5 - Lambert Lind Hwy (Mayfield Ave - I-95)	Aug-20	\$ 14.1	Jun-23
HSIP Crosswalk & Signal Improvements 2020	Aug-20	\$ 1.4	Dec-22
HSIP - Crosswalk and Sign Enhancements	Aug-20	\$ 1.5	Jun-22
Route 1A, Old Post Rd Charlestown	Sep-20	\$ 0.9	Dec-20
STC Improvements 2020	Sep-20	\$ 1.0	Dec-21
Subtotal		\$ 243.3	
TOTAL		\$ 385.2	

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

CONSTRUCTION
FFY20 COMPLETE

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 2020 (Oct. 1, 2019 - September 30, 2020)

Construction Contract (Project Name)	Completion Date (Mon-Year)	Expected Final Contract Cost	Number of Workers	Number of RI Workers	% Share with RI Residence
FFY 2020 1st Quarter - October 1, 2019 - December 31, 2019					
Rt 44 - C-3B (RIDOT Maint Facility - W. Greenville Rd)	Oct-19	\$ 7.5	57	47	82%
Old Summit Rd & Susan Bowen Rd (Rt 117 - Rt 117)	Oct-19	\$ 0.6	18	17	94%
Blackstone River Bikeway - 8B-1	Oct-19	\$ 2.5	86	54	63%
Central Pk & Battey Meetinghouse Rd	Oct-19	\$ 3.3	25	25	100%
2019 Paver Placed Elastomeric Surface Treatment C-1	Oct-19	\$ 1.8	26	19	73%
2019 PPEST C-3	Oct-19	\$ 1.6	31	20	65%
Intersection Safety Improvements to Route 44/Smithfield Commons - Dual Left Turn Lanes	Oct-19	\$ 0.6	24	23	96%
2018 Statewide Intersection Safety Improvements	Oct-19	\$ 0.8	56	41	73%
Roadway Departure Mitigation - Horizontal Curve Enhancement-2018	Oct-19	\$ 1.1	23	6	26%
2019 Paver Placed Elastomeric Surface Treatment - Contract 2	Oct-19	\$ 3.3	17	15	88%
2019 Crack Sealing North & East C-1	Oct-19	\$ 0.7	2	2	100%
2019 Crack Sealing South & Central C-1	Oct-19	\$ 0.7	18	0	0%
Aquidneck Avenue HSIP	Nov-19	\$ 0.5	20	14	70%
I-195 Relocation, Gano St, Contract 18	Nov-19	\$ 1.6	86	59	69%
Bridge Group 12 - Central RI	Nov-19	\$ 6.0	53	30	57%
Bridge Group 38 - Rt 146 Corridor	Nov-19	\$ 7.4	47	34	72%
Bridge Group 38C - Geneva Pond	Nov-19	\$ 2.6	93	62	67%
Rt 78 (Rt 1 - Conn S/L)	Nov-19	\$ 3.4	50	39	78%
2019 Roadway Departure Mitigation	Nov-19	\$ 1.1	33	21	64%
Bridge Group 58E - Barbs Hill Rd	Dec-19	\$ 1.5	52	36	69%
Bridge Group 02T - 4 - Oxford St	Dec-19	\$ 8.9	89	65	73%
State Traffic Commission - Statewide Pedestrian and Intersection Safety Improvements	Dec-19	\$ 1.6	38	25	66%
State Traffic Commission Miscellaneous Improvements	Dec-19	\$ 1.9	50	43	86%
Bridge Group 57K - Big River	Dec-19	\$ 2.3	107	67	63%
Subtotal		\$ 63.2			
FFY 2020 2nd Quarter - January 1, 2020 - March 31, 2020					
Rt 146 Guide Signs - C-1 - North	Jan-20	\$ 1.5	50	20	40%
Metacom Avenue (Rt 136) HSIP	Feb-20	\$ 3.1	32	30	94%
Subtotal		\$ 4.6			
FFY 2020 3rd Quarter - April 1, 2020 - June 30, 2020					
2019 Rubberized Asphalt Chip Seal C-1	Apr-20	\$ 1.2	N/A	N/A	N/A
2019 Rubberized Asphalt Chip Sealing	Apr-20	\$ 1.7	N/A	N/A	N/A
Bridge Group 13A - Rt 146 C-1	Apr-20	\$ 4.4	131	106	81%
Bridge Group 09 - CRA, JOH	May-20	\$ 2.7	131	58	44%
Trestle Trail Bridges - West	Jun-20	\$ 2.8	83	63	76%
High Friction Surface I-95 S Curves	Jun-20	\$ 1.8	51	32	63%
Subtotal		\$ 14.6			
FFY 2020 4th Quarter - July 1, 2020 - September 30, 2020					
Bridge Group 16T - 13 - Woonasquatucket Br	Jul-20	\$ 6.7	155	108	70%
2020 PPEST C-1	Jul-20	\$ 1.6	45	31	69%
SRTS - C-3 (Smithfield, Woonsocket)	Jul-20	\$ 1.2	52	40	77%
Bridge Group 71 - Victory Hwy	Jul-20	\$ 12.3	103	60	58%
Bridge Group 09T - 8 - I-295 C-2	Jul-20	\$ 34.5	311	164	53%
Materials Lab - Quality Assurance	Jul-20	\$ 2.9	N/A	N/A	N/A
SRTS C-1 (Barrington)	Aug-20	\$ 1.1	51	35	69%
Bridge Group 37T-9 - I-295 CUM	Aug-20	\$ 16.4	301	169	56%
Bridge Group 75 - Rt 146 Louisquisset Pk Ramp	Aug-20	\$ 3.7	136	80	59%
Bridge Group 06 - PVD	Aug-20	\$ 7.8	117	95	81%
Bridge Group 07T - 1 - I-95 Wood River Valley	Aug-20	\$ 12.1	233	126	54%
2020 Crack Sealing Limited Access C-1	Sep-20	\$ 1.4	43	0	0%
Bridge Group 15A - East Bay	Sep-20	\$ 6.5	170	77	45%
Bridge Group 59B - Centerville Rd	Sep-20	\$ 4.2	35	21	60%
1R Improvements to Greene Lane	Sep-20	\$ 1.5	67	47	70%
I-95 Resurfacing Program, C-2B (Providence and Pawtucket)	Sep-20	\$ 4.5	124	83	67%
Danielson Pk (Rt 102 - West Greenville Rd)	Sep-20	\$ 4.8	35	26	74%
Old Tower Hill Rd (Rt 108 - Rt 1)	Sep-20	\$ 2.3	107	62	58%
Subtotal		\$ 125.5			
TOTAL		\$ 207.9			

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 PRISM Database, and current contract amounts as of 12/31/20

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.

CONSTRUCTION

FFY22 PLANNED ADVERTISED

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 2022 (Oct. 1, 2021 - September 30, 2022)

Construction Contract (Project Name)	Expected Advertise Date	Construction Value (\$M)
FFY 2022 - October 1, 2021 - September 30, 2022		
Bridge Group 42A	Oct-21	\$ 5.4
Bridge Group 45B_H - Kings Factory	Oct-21	\$ 2.3
Rt 146 Guide Signs C-2 (Re-advertised)	Oct-21	\$ 3.9
HSIP - Intersection & Crosswalks Central-South - 2022	Nov-21	\$ 2.9
East Shore Expwy & Wampanoag Tr	Nov-21	\$ 11.7
Rt 138A - Aquidneck Ave (E Main Rd - Green End Ave)	Dec-21	\$ 5.4
Salt Storage Facility - Newport	Dec-21	\$ 1.5
Barrington & Warren Bike Path Bridges (DB)	Dec-21	\$ 7.0
Bridge Group 39 - Rt 146	Jan-22	\$ 15.2
HSIP - Intersection & Crosswalks East Bay - 2021	Jan-22	\$ 1.5
Bridge Group 13B - Rt 146 C-2	Feb-22	\$ 4.2
HSIP - High Risk Rural Roads Improvements 2021	Feb-22	\$ 1.9
Bridge Group 33A - I-295 Providence St.	Mar-22	\$ 8.1
2022 Crack Sealing C-1	Mar-22	\$ 1.4
2022 Paver Placed Surface Treatment C-1	Mar-22	\$ 1.8
2022 Rubberized Asphalt Chip Seal C-1	Mar-22	\$ 1.2
HSIP - Intersection & Crosswalks East-South – 2022	May-22	\$ 2.6
HSIP - Intersection & Crosswalk - North-Central - 2022	May-22	\$ 4.7
Bridge Group 04_R - Huntington	Jun-22	\$ 64.1
Bridge Group 14 - Rt 99	Aug-22	\$ 33.1
Bridge Group 37 – I-295 Mendon	Aug-22	\$ 10.0
Group 54B - Rt 138 Kingston Station RR	Sep-22	\$ 13.0
TOTAL		\$ 202.9

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 2020 (Oct. 1, 2019 - September 30, 2020)

Design Contract (Project Name)	Completion Date (Mon-Year)	Expected Final Contract	Number of Workers	Number of RI Workers	% Share with RI Residence
FFY 2020 1st Quarter - October 1, 2019 - December 31, 2019					
STATEWIDE TRAFFIC ENGINEERING STUDIES FOR THE STATE TRAFFIC COMMISSION	Oct-19	\$ 1.03	N/A	N/A	N/A
Subtotal		\$ 1.03			
FFY 2020 2nd Quarter - January 1, 2020 - March 31, 2020					
COMP BR IMP PROGRAM - GROUP 6 & GROUP 7	Jan-20	\$ 5.81	N/A	N/A	N/A
BICYCLE AND/OR PEDESTRIAN FACILITY ENHANCEMENTS PROGRAM	Jan-20	\$ 1.34	N/A	N/A	N/A
2015 PAVEMENT PRESERVATION PROGRAM - CONTRACT 2	Mar-20	\$ 1.21	N/A	N/A	N/A
Statewide High Hazard Intersections/Ramps - C3 / North	Mar-20	\$ 1.69	N/A	N/A	N/A
Subtotal		\$ 10.05			
FFY 2020 3rd Quarter - April 1, 2020 - June 30, 2020					
RECONSTRUCTION OF EAST MAIN ROAD (RTE 138)	Apr-20	\$ 3.61	N/A	N/A	N/A
HWY - RTE 138 RECONSTRUCTION, SOUTH KINGSTOWN	Apr-20	\$ 3.11	N/A	N/A	N/A
HWY - 1R HIGHWAY IMP PROGRAM - GROUP 1	Apr-20	\$ 3.08	N/A	N/A	N/A
HWY - 1R HIGHWAY IMP PROGRAM - GROUP 3	Apr-20	\$ 3.53	N/A	N/A	N/A
ON-CALL HSIP FINAL DESIGN CONSULTANT	May-20	\$ 1.21	N/A	N/A	N/A
COMP BR IMP PROGRAM - GROUP 5	May-20	\$ 0.91	N/A	N/A	N/A
HWY - ADA SIDEWALK	May-20	\$ 2.40	N/A	N/A	N/A
HWY - 1R HIGHWAY IMP PROGRAM - GROUP 2	May-20	\$ 3.53	N/A	N/A	N/A
Statewide High Hazard Intersections/Ramps - C8 / Metro South	May-20	\$ 0.50	N/A	N/A	N/A
ON-CALL DESIGN CONSULTANT FOR THE STATE TRAFFIC COMMISSION, CONTRACT 2	Jun-20	\$ 0.64	N/A	N/A	N/A
Subtotal		\$ 22.51			
FFY 2020 4th Quarter - July 1, 2020 - September 30, 2020					
HWY - DESIGN/RECONSTRUCTION OF J.T. CONNELL RD/CODDINGTON HWY.	Jul-20	\$ 0.84	N/A	N/A	N/A
COMP BR PROGRAM - GROUP 9 & 10	Jul-20	\$ 2.44	N/A	N/A	N/A
TRAFFIC CIRCULATION & CONCEPTUAL DESIGN FOR APPONAUG CIRCULATOR RD., WARWICK	Jul-20	\$ 8.09	N/A	N/A	N/A
2015 INTERSTATE ROUTE 95 RESURFACING PROGRAM - CONTRACT 1	Aug-20	\$ 0.52	N/A	N/A	N/A
ON-CALL TRAFFIC CONSULTANT C-2	Sep-20	\$ 1.31	N/A	N/A	N/A
Subtotal		\$ 13.19			
TOTAL		\$ 46.78			

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: 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 2020 (Oct. 1, 2019 - September 30, 2020)

Design Contract (Project Name)	Award Date (Mon-Year)	Value (\$M)	Exp. Completion Date (Mon-Year)
FFY 2020 1st Quarter - October 1, 2019 - December 31, 2019			
On-Call Bridge Preservation Task Order Program-C1	Oct-18	\$ 4.6	Oct-21
On-Call Bridge Preservation Task Order Program-C2	Oct-18	\$ 4.6	Oct-21
On-Call Bridge Preservation Task Order Program-C3	Oct-18	\$ 4.6	Oct-21
Subtotal		\$ 13.7	
FFY 2020 2nd Quarter - January 1, 2020 - March 31, 2020			
Subtotal		\$ -	
FFY 2020 3rd Quarter - April 1, 2020 - June 30, 2020			
Subtotal		\$ -	
FFY 2020 4th Quarter - July 1, 2020 - September 30, 2020			
Subtotal		\$ -	
TOTAL		\$ 13.7	

DESIGN**FFY22 PLANNED**

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 2022 (Oct. 1, 2021 - September 30, 2022)

Design Contract (Project Name)	Award Date (Mon-Year)	Value (\$M)	Exp. Completion Date (Mon-Year)
FFY 2022 -- October 1, 2021 - September 30, 2022			
*	*	\$ -	*

Note: At this time, the planning of FFY 2022 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.

GRANTS/DISCRETIONARY FUNDS (FFY 2016 - Present)
AWARDED

Project Description	Project Type	Source	Application Year	Grant/Discretionary Award (\$M)	% of Project Cost	Matching Funds Available via Curr. Auth. Funding?
*2016 August Redistribution	Bridge/Hwy/Traffic/Transit	Formula Funds	FFY 2016	\$ 11.4	N/A	Yes
Pawtucket/Central Falls Commuter Rail Station Project	Transit	TIGER	FFY 2016	\$ 13.1	32.8%	Yes
*2017 August Redistribution	Bridge/Hwy/Traffic/Transit	Formula Funds	FFY 2017	\$ 17.3	N/A	Yes
*2018 August Redistribution	Bridge/Hwy/Traffic/Transit	Formula Funds	FFY 2018	\$ 25.9	N/A	Yes
Route 37 Corridor Safety Sweep Project	Hwy, Bridge	TIGER	FFY 2018	\$ 20.0	45.4%	Yes
Smarter, Simpler Roads for the Newport Innovation Corridor	Hwy	BUILD	FFY 2018	\$ 20.0	30.3%	Yes
TF Green Airport Intercity Rail Service Preliminary Engineering	Rail	FRA	FFY 2018	\$ 2.8	80.0%	Yes
*2019 August Redistribution	Bridge/Hwy/Traffic/Transit	Formula Funds	FFY 2019	\$ 19.6	N/A	Yes
Transforming the Providence I-95 Northbound Viaduct	Hwy, Bridge	INFRA	FFY 2019	\$ 60.4	24.1%	Partial
Providence Station State of Good Repair and Capacity Project	Rail	FRA	FFY 2019	\$ 12.5	50.0%	Yes
Uncontrolled Midblock Crosswalk Enhancement Project	Traffic Safety	AID	FFY 2019	\$ 1.0		Yes
Washington Bridge Rehab and Redevelopment Project	Hwy, Bridge	BUILD	FFY 2019	\$ 25.0	35.7%	Partial
*2020 August Redistribution	Bridge/Hwy/Traffic/Transit	Formula Funds	FFY 2020	\$ 29.3	N/A	Yes
Safety and Congestion Improvements on Rt. 146	Hwy, Bridge	INFRA	FFY 2020	\$ 65.0	43.3%	Partial
Final Link in the 'Missing Moves' and Quonset Connector Ramps	Planning	BUILD	FFY 2020	\$ 4.0	80.0%	Yes
Opening the Cranston Canyon	Hwy, Bridge	BUILD	FFY 2020	\$ 21.3	25.1%	Partial
*2021 August Redistribution	Bridge/Hwy/Traffic/Transit	Formula Funds	FFY 2020	\$ 22.9	N/A	Yes
Total				\$ 371.5		

THUD Appropriations

Project Description	Project Type	Source	Year	Grant Award (\$M)	% of Project Cost	Matching Funds Available via Curr. Auth. Funding?
Henderson	Bridge	THUD	FFY 2019	\$ 69.0	78.0%	Yes
Huntington Viaduct	Bridge	THUD	FFY 2021	\$ 50.0	52.6%	Yes

PENDING

Grant Application Description	Project Type	Source	Year	Grant Request (\$M)	% of Project Cost	Matching Funds Available via Curr. Auth. Funding?
Accelerated Innovation Deployment Demonstration Grant	Bridge/Hwy/Traffic/Transit	Formula Funds	FFY 2021	\$ 1.0	80%	Yes
Rebuilding the East Avenue Corridor	Hwy, Bridge	RAISE	FFY 2021	\$ 65.0	38.5%	N/A

NOT AWARDED

Grant Application Description	Project Type	Source	Application Year	Project Cost (\$M)	% of Project Cost
Route 6/10 Interchange	Hwy, Bridge	FASTLANE	FFY 2016	\$ 595.0	N/A
Route 6/10 and Interstate Route 95 Interchange Project	Hwy, Bridge	FASTLANE	FFY 2017	\$ 226.1	N/A
The Providence Viaduct Northbound Project	Hwy, Bridge	INFRA	FFY 2018	\$ 342.9	N/A
Route 6/10 Interchange Grade Separation Improvements Project	Rail	FRA	FFY 2018	\$ 69.5	N/A
Uncontrolled Midblock Crosswalk Enhancement Project	Traffic Safety	AID	FFY 2019	\$ 1.3	N/A
NEC Regional Rail Plan	Transit	FRA / CRISI	FFY 2020	\$ 3.8	N/A
I-95 'Missing Move' and Quonset Ramps Construction	Hwy, Bridge	INFRA	FFY 2021	\$ 100.0	N/A

NOTE: This page has been added as a new statutory reporting requirement based on the passage of the 2022 State Fiscal Budget. Going forward any changes to the data reflected on this page will be noted in this section.

NOTE: *August Redistribution – RI takes advantage of unobligated federal formula funds that remain unclaimed by other states. Match requirements determined at the time of award notification to states (annually late August)

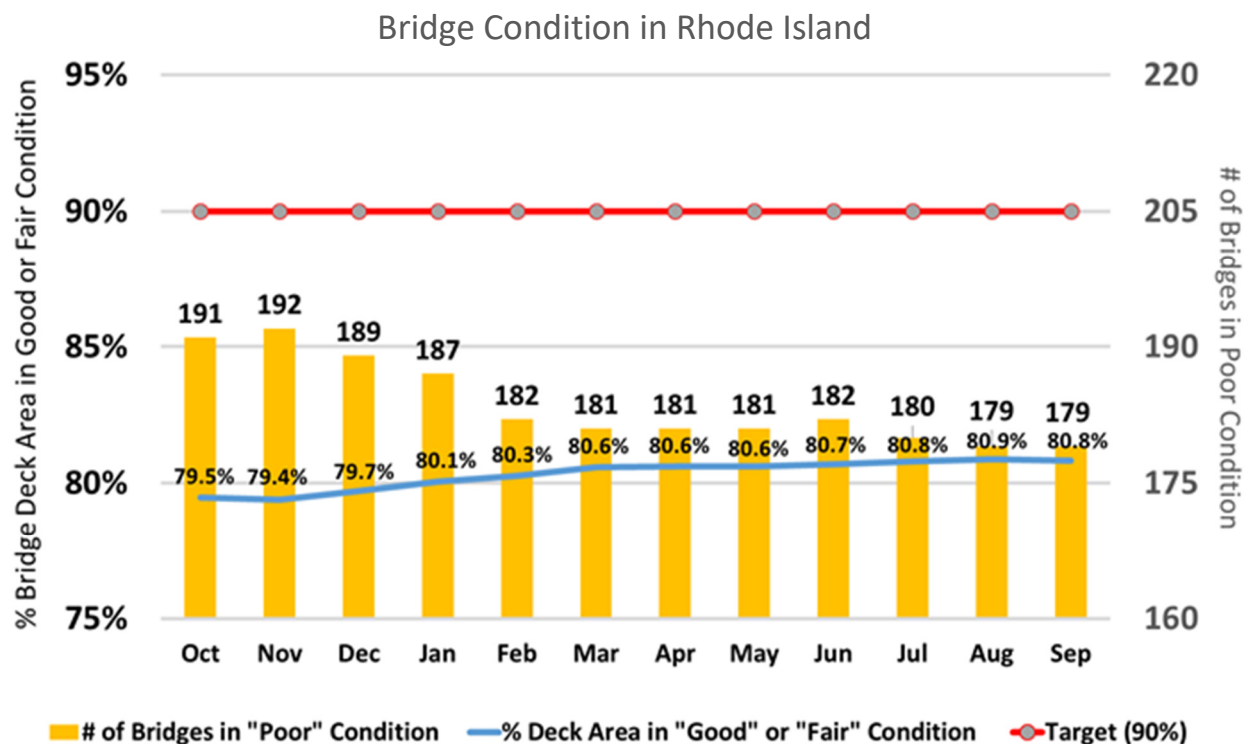
NOTE: THUD Appropriation is a one time discretionary award with little advance notification

NOTE: Pending - Total match requirements if awarded will be determined at the time of grant award

Operations

Bridge Condition

In 2021, Rhode Island's bridge condition ranking improved two spots, from last place – past West Virginia and Iowa – to 48th place for the percentage of its bridge inventory in good or fair condition (based on 2020 data). The following chart details bridge conditions through the fourth quarter of FFY 2021. RIDOT is in the process of evaluating current funding uncertainties and their impacts on achieving federal bridge condition standards.



All Bridges total = 1,194 All Bridges Deck Area = 8.66 million square feet

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, five bridges were removed from the poor condition list during this past quarter; during the same period, two bridges were deemed to be in poor condition upon inspection.

Bridges Removed from "Poor Condition" List (Repaired, Replaced, or Removed) Q4 FFY 2021

Q4 Jul-Sep 2021	The Gilbert Stuart Mill Bridge 103701 which passes over Gilbert Stuart Stream in North Kingstown	568 sq ft
	The Sayles Avenue Bridge 51201 which passes over Pascoag River in Burrillville	854 sq ft
	The Esmond Mill Bridge 124401 which passes over Woonasquatucket River in Smithfield	884 sq ft
	The Park Ave RR Bridge 92201 which passes over Amtrak in Cranston	3,675 sq ft
	The Colvin Street Bridge 27401 which passes over Pawtuxet River N Branch in Scituate	3,784 sq ft
Subtotal		9,766 sq ft

Bridges Added to the "Poor Condition" List in Q4 FFY 2021

Q4 Jul-Sep 2021	The Potter Hill Culvert Bridge 5101 which passes over Maxon Brook in Hopkinton	198 sq ft
	The Magnan Road RR Bridge 88401 which passes over Amtrak in Providence	5,016 sq ft
Subtotal		5,214 sq ft
Net Change		4,552 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.

2021 Pavement Preservation

The FFY 2021 Pavement Preservation program included over \$7.3 million in PPEST, chip seal, and crack seal projects. These charts provide an inventory of pavement preservation projects from the 2021 construction season:

FFY 2021 Crack Seal - Completed

Municipality	Road Name	Road Limits	Miles
Charlestown/Richmond	Old Shannock Road	RI-2 to Rt 112	1.8
Coventry	Harkney Hill Road	Weaver Hill Road to Phillips Hill Road	1.9
E. Greenwich	S. County Trail	RI-402 to RI-4	0.9
E. Greenwich/W. Greenwich	Division Road	RI-2 to New London Turnpike	3.1
Exeter	South Road/Slocumville Road	Rt 102/Ten Rod Road to Rt 2/South County Trail	2.1
Hopkinton	Camp Yawgoo Road	RI-138 to End	0.6
Hopkinton	High Street	Laurel Street to Conn S/L	0.9
Hopkinton	Wincheck Pond Road	RI-138 to RI-138	0.3
Hopkinton/Richmond	Nooseneck Hill Road	Rt. 138/Main Street to Mechanic Street (Hopkinton)	0.9
Hopkinton/Richmond	Skunk Hill Road	Arcadia Road to Rt. 3/Nooseneck Hill Road, Richmond	0.6
Johnston	Hopkins Avenue	Windsor Ave to Hartford Ave (US 6)	1.4
Lincoln	River Road	Curtis Lane	1.1
Lincoln	Twin River Road	Rt. 7 to the Rotary at Twin River Entrance	1.5
Lincoln	Twin River Road	Rt. 146 S. Ramp	0.5
Little Compton/Tiverton	Crandall Road	Main Street (Adamsville) to Bulgarmarsh Road	5.2
N. Kingstown	Ten Rod Road	RI-4 to Us 1	2.5
Narragansett	Beach Street/Ocean Road	RI-108 to Narragansett Ave	4.8
Narragansett	Boston Neck Road	North Kingstown T/L to Old Boston Neck Road	3.7
Narragansett	Boston Neck Road	Old Boston Neck Rd to Sprague Br ** (Shoulders Only)	0.5
Narragansett	Great Island Road	E Shore Rd to Galilee Escape Rd.	0.4
Narragansett	Kingstown Road	RI-108 to Strathmore Rd	1.0
Narragansett	Knowles Way	RI-108 to Ocean Rd	0.4
Narragansett	Point Judith Road	South Pier Road to Ocean Road	4.2
Narragansett	Pt. Judith Road	Sea Lea Dr to Rotary At Kingstown Road	3.8
Narragansett	Sand Hill Cove Road	Great Island Rd to RI-108	1.2
Narragansett	Succotash Rd	State Beach to Brecka Drive	0.5
North Kingstown	Devil's Foot Road & Davisville	School Street to East Greenwich Town Line	0.9
North Kingstown	Rt. 138	US-1 to US-1A	2.1
Richmond	Kingstown Road	Riverhead Building Supply to I-95	0.4
Richmond	Kingstown Road	Richmond Elementary School to Riverhead Building Supply	1.4
Richmond	Main Street	I-95 to Rt. 3/Nooseneck Hill Road	0.6
S. Kingstown	Kingstown Road	Upper College Rd to Fairgrounds Rd	1.9
Scituate	Chopmist Hill Road	Danielson Pk to RI-101	1.2
Scituate	Plainfield Pike	East End Of Causeway to RI-116	1.1
Tiverton	Old Stafford Road	Stafford Road to Stafford Road	0.4
W. Greenwich	Division Road	RI-3 (Noose Neck Hill Road) to East Greenwich T/L	3.2
W. Warwick	Providence Street	RI-33 to New London Ave	0.7
Warwick	Ives Road	Forge Rd to Rocky Hill School Entrance	1.6
Warwick	Main Avenue	RI-5 (Greenwich Ave) to Gorham Ave	1.1
Warwick	Main Avenue	Buttonwoods Ave to RI-117	0.4
Warwick	Post Road	Post Rd Ext to RI-113	0.7
Warwick	Post Road	Walmart Entrance to RI-117 (Warwick Ave.)	0.6
Warwick	West Shore Road	Post Rd to Buttonwoods Ave	1.2

Total 65.4

Rubberized Asphalt Chip Seal - Completed

Municipality	Road Name	Road Limits	Miles
Jamestown	Beavertail Road	Southwest Ave & Hamilton Ave to Beavertail State Park	2.6
Narragansett, S. Kingstown	Succotash Road	US-1 to end in Jerusalem	2.6
Tiverton	Bulgarmarsh Road	Rt. 77/Main Rd to Mass State Line	3.5
Total			8.7

Thin Overlay (PPEST) - Work Completed

Municipality	Road Name	Road Limits	Miles
Cranston	Dean Parkway	Meshanticut Valley Pkwy to Budlong Rd	0.3
Cumberland	Diamond Hill Road	Bear Hill Rd to Hines Rd	1.4
Narragansett	Bridgetown Road	Boston Neck Rd to Narrow River	0.6
North Kingstown	Tower Hill Road	West Main St. to RI 4	2.4
Narragansett	Boston Neck Road	100' from Pavement Joint at House #720	0.0
Narragansett	Boston Neck Road	200' from Pavement Joint at House #800	0.0
Providence	India Point Ferry Parking	Parking Facility	0.0
Total			4.9

Thin Overlay (PPEST) - Work Completed, Funded via August Redistribution

Municipality	Road Name	Road Limits	Miles
Burrillville	Douglas Turnpike	Rt. 102/Victory Highway to Joslin Rd	0.8
Coventry/W. Greenwich	Hopkins Hill Road	Division Rd to I-95 S/Hopkins Hill Rd N Ramp	0.3
Coventry/W. Greenwich	Hopkins Hill Road	I-95 S/Hopkins Hill Rd N Ramp to Coventry Town Line/Mishnock Rd	1.4
Exeter/N. Kingstown	Exeter Road	Rt. 2/South County Trail to Lafayette Rd	1.8
Johnston/Smithfield	Greenville Avenue	Citizens Bank north entrance/Poppy Hill Dr to RI 44/Putnam Pike	1.3
Total			5.6

Some roadways originally slated for FFY 2021 crack seal will be moved to the FFY 2022 construction season. The following roadways will be given priority when crack sealing resumes in spring 2022:

Work to be Completed in FFY 2022 - Crack Seal

Municipality	Road Name	Road Limits	Miles
Charlestown	Old Post Road	US-1 at West End to Ninigret Park Entrance	0.4
Charlestown	Carolina Back Road	Rt 2/South County Trail to Rt 91/Alton Road	2.2
Charlestown	Narragansett Trail	Kings Factory Road to End	0.5
Charlestown/Westerly	Post Road	Mile Marker 3.0, Westerly to Tamanaco Drive, Charlestown	6.6
Exeter	Ten Rod Road	Forest Hills Road to Sunderland Road	2.6
Exeter	Mill Pond Road	Railroad Avenue to Yawgoo Valley Road	0.9
Exeter	Dorset Mill Road	Mill Pond Road to Cul-De-Sac at End	0.1
Exeter	Austin Farm Road	I-95 to Black Plain Road	0.3
Exeter/W. Greenwich	Escoheag Hill Road	Rt. 165/Ten Rod Road to Molasses Hazard Road	1.6
Hopkinton	Spring Street	Nooseneck Hill Road to Soap House Lane (South)	0.2
Hopkinton	Spring Street	Wincheck Pond Road (South) to Camp Yawgoog Road	0.1
Hopkinton	Alton Bradford Road	Collins Road to Ashaway Road/Rt. 216	2.3
Hopkinton	High Street	Rt. 3/Nooseneck Hill Road to Laurel Avenue	0.2
Hopkinton	Gray Lane	Wellstown Road to 200 Yd From End at I-95	0.4
Hopkinton	Laurel Street	High Street/Rt. 216 to Palmer Street	0.2
Hopkinton	Nooseneck Hill Road/Main St	Lawton Foster Road South to Mechanic Street	3.6
Hopkinton/Richmond	Switch Road & Mechanic St	Old Switch Road South to Old Switch Road North	1.2
Hopkinton/Richmond	Bridge Street	Rt. 3/Nooseneck Hill Road to Square	0.2
Jamestown	Conanicus Avenue	East Shore Road to High Street Walcott Avenue	1.2

Continued on Next Page

2021 Pavement Preservation

Work to be Completed in FFY 2022 - Crack Seal (Continued)

Municipality	Road Name	Road Limits	Miles
Jamestown	Hamilton Avenue	Walcott Avenue to Southwest Avenue	0.7
Jamestown	Southwest Avenue	Hamilton Avenue to Narragansett Avenue	0.6
Jamestown	Narragansett Avenue	Grinnell Street to Conanicus Avenue	0.2
Little Compton	Sakonnet Point Road	West Main Road to End	1.5
Little Compton	Pottersville Rd & Mullen Hill	Long Hwy to Mass State Line	1.6
Little Compton	Main Street	Colebrook Road/ Stone Church Road to Mass State Line	0.3
Middletown	East Main Road	Wyatt Road to Bailey Brook Bridge	0.8
Middletown	West Main Road	Coddington Hwy to John Kesson Lane	2.2
Narragansett	Ocean Road	Beach Street to Old Ocean Road/Rt. 108	4.8
Narragansett	Ocean Road & Old Point Judith	Rt 108 to End	0.8
Narragansett	Point Judith Road	Southern End to Sea Lea Drive	0.7
Narragansett	Great Island Rd & Gallilee Ct	Loop In Gallilee	0.5
Narragansett	Sand Hill Cove Road	Gallilee Connector Road Loop to Point Judith Road/Rt. 108	1.2
Narragansett	Kingstown Road	Rt. 108 Rotary to Narragansett Avenue	1.0
Narragansett	Narragansett Avenue	Kingstown Road to Beach Street	0.3
North Kingstown	Railroad Avenue	Exeter Road to Mill Pond Road	1.1
North Kingstown	West Main Street	US-1/Tower Hill Road to Roosevelt Avenue/Park Entrance	0.1
North Kingstown	Boston Neck Road	Brown Street/Phillips Street to Beach Street	0.3
North Kingstown	Boston Neck Road	Rt. 138 Westbound Ramp to Ferry Road	1.4
North Kingstown	Post Road	Richard Smith Dr. to Chadsey Road	2.1
North Kingstown	Devil's Foot Road	Sachem Road to School Street	0.5
Portsmouth	West Main Road	Locust Avenue to Lane Split South Of Rt. 24 Nb On-Ramp (North Of)	1.7
Portsmouth	Boyds Lane	Rt. 138/East Main Road to Park Avenue	0.4
Portsmouth	Park Avenue	Norsemen Dr to Boyds Lane	0.2
Portsmouth	Turnpike Avenue	Rt. 138/East Main Road to Rt. 114/West Main Road	1.0
Portsmouth	Schoolhouse Lane	Middle Road to Rt. 138/East Main Road	0.4
Portsmouth	Chase Lane	Park Avenue to Boyd Lane	0.4
Richmond	Church Street	Westerly Town Line to Switch Road	1.5
Richmond	Switch Road	Rt 91/Alton Road to Woodville Road	1.6
Richmond/S. Kingstown	Old Esquapaug Road (E-W Rd)	RI 138 to Glen Rock Road	0.1
S. Kingstown	Main Street/Post Road	RI 108 to US 1	2.0
S. Kingstown	Post Road	US-1 to Old Post Road	0.7
S. Kingstown	Old Post Road	Post Road to Main Street	0.4
S. Kingstown	Post Road & Main Street	Old Post Road to High Street	0.1
S. Kingstown	Main Street	High Street to Rt. 108/Kingstown Road	0.1
S. Kingstown	Kingstown Road	Narragansett Town Line to North Road	1.4
S. Kingstown	Kingstown Road	Kersey Road to North Road (Through Peacedale)	0.4
S. Kingstown	Kingstown Road	Dam Street to Rt 138/Mooresfield Road	1.9
S. Kingstown	Ministerial Road	US-1 to Tuckertown Road	2.2
Tiverton	Main Road	Highland Road to Highland Road	1.5
Tiverton	Main Road	East Road to Anthony Way	1.7
Tiverton	Nannaquacket Road	Main Road/Rt. 77 to Main Road/Rt. 77	1.7
Tiverton	East Road	Rt 77/Main Road to Stone Church Road	1.6
Tiverton	Stone Church Road	East Road to Sylvia Road	0.5
Tiverton	Riverside Dr	Rt 77/Main Road to Sakonnet River Bridge	0.4
Tiverton	Canning Blvd	Stafford Road Roundabout to Mass State Line	0.2
Tiverton	Fish Road	Beth Road to Mass State Line	1.2
Tiverton	Main Road	Mass State Line to John Street.	2.3

Total 74.9

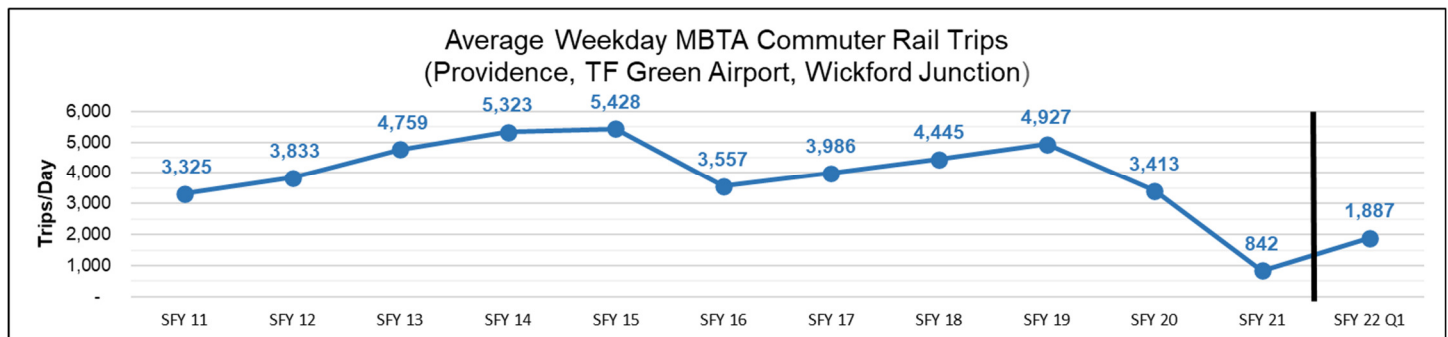
The Transit Operations Program consists of various operational activities necessary for ongoing commuter rail and the seasonal ferry service. RIDOT operating expenses include Amtrak's Northeast Corridor access fee, liability insurance, MBTA operations, station operations, and marketing. Commuter rail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



Notable gains in commuter rail ridership occurred this quarter. Daily weekday ridership to/from Providence, TF Green Airport, and Wickford Junction stations increased by 79 percent over the previous quarter, although it is still only 38 percent of pre-pandemic levels. Steady gains have occurred alongside increased vaccinations rates and traffic volumes on our highways. This quarter's ferry ridership increased 87 percent over the same quarter last season when passenger limits were in effect. Compared to pre-pandemic ridership in 2019, this season is only 27 percent lower than the same quarter in 2019. Considering the inclement weather this summer, particularly in July, we consider this to be a success, as the ferry is weather-dependent.

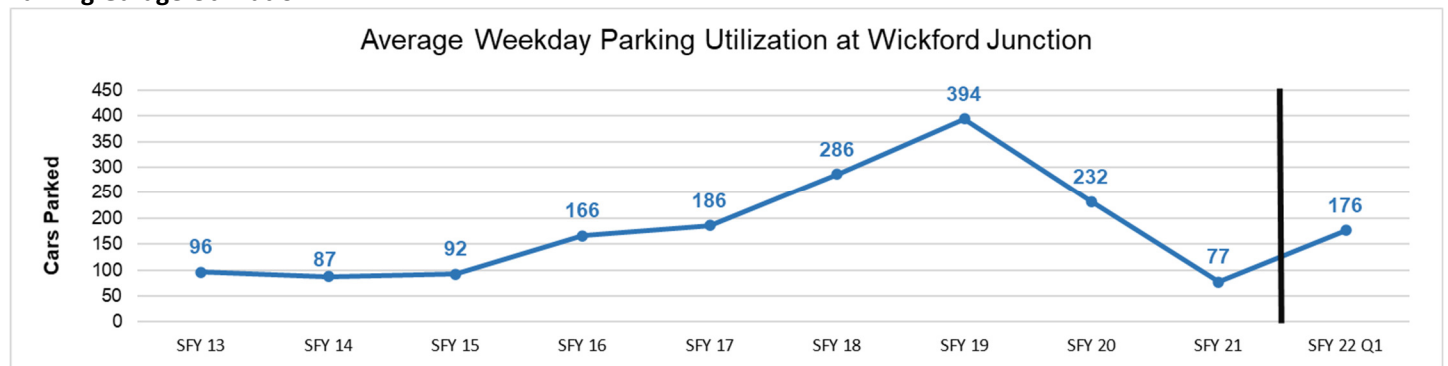
As part of RIDOT's continued support of DOH's efforts during the COVID-19 pandemic, the upper floors of the Wickford Junction parking facility have continued to be used as a drive-thru testing site. Approximately 400-500 vehicles pass through the garage daily for testing. Parking space utilization has increased as URI's fall semester has begun. SFY 2021 averaged 77 parked cars while SFY 2022's first quarter averaged 176 cars with multiple days nearly or above 300.

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)

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.

Safety

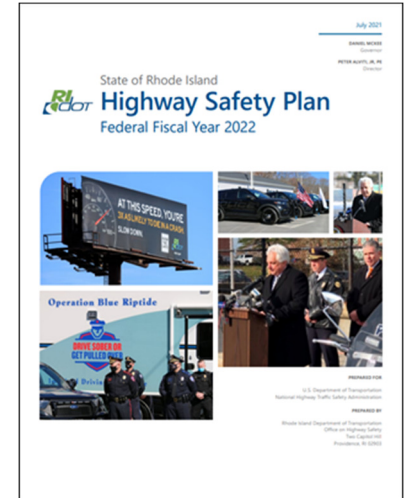
During the fourth quarter of FFY 2021, the Office of Highway Safety (OHS) submitted RIDOT'S **FFY 2022 Highway Safety Plan** to the federal government. Proven traffic safety countermeasures and important data points are presented throughout the plan and the document serves as a roadmap for state agencies, law enforcement departments, and community organizations on how we intend to make Rhode Island roadways safe for all users. The content and completeness of the report was approved by the National Highway Safety Administration (NHTSA) in September.

The Highway Safety Plan is based on the work the OHS does to change behaviors that cause injury or death on roads throughout the State. Although housed at RIDOT, OHS gives voice to a broad spectrum of stakeholders with a vested interest in making Rhode Island safe for those who drive, ride, bike, and walk. This includes State and local police, first responders, colleges and school systems, non-profits, insurance providers, AAA, and the faith community. Working from a consistent and coordinated plan developed with the input of these and other stakeholders, OHS employs a range of advocacy strategies that include enforcement, policy, education, and media. It's a comprehensive, one-year plan that mirrors and complements our ten-year safety plan.

Over the quarter, OHS also enhanced components of its SPEED toolkit and began updating our SPEED media campaign. Excessive speeds continue to be designated as one of the primary causes of roadway fatalities. To help assure that we are being provided complete and accurate crash data, we are working with law enforcement officers on paperwork/form enhancement and training. We are also working to train our partners on how the information on crash forms is reflected in each our databases. As part of this work, we feel it is essential to remind trainees and other that analyze and review the data that each datapoint is part of a real person's life story.

In FFY 2022, a newly formed Impaired Driving Council will begin working together to highlight the importance of community involvement in addressing impaired driving, both drugged and drunk driving on Rhode Island roadways. This will further enhance our effort to work with a diverse group of stakeholder and partners.

RIDOT remains focused on making State roadways a safe place for all pedestrians, bicyclists, and drivers. "Towards Zero Fatalities" is not just a catchphrase for RIDOT, it is a place we are determined to get to on behalf of all families. We look forward to a new fiscal year of increasing safety measures on all Rhode Island roadways.

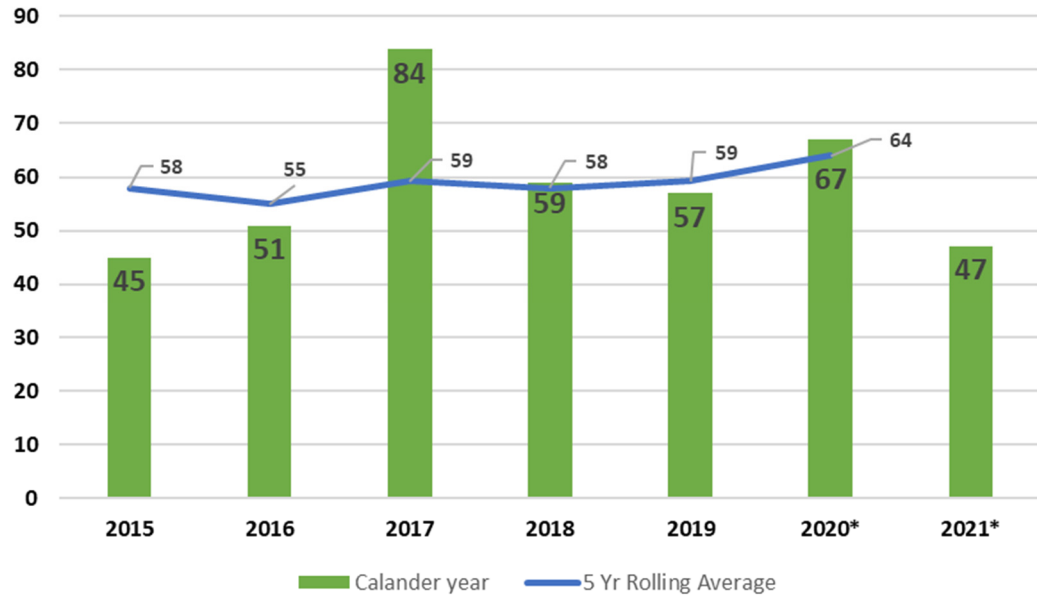


FARS FATALITIES BY PERSON TYPE 2014-2021

PERSON TYPE	2014	2015	2016	2017	2018	2019	2020* (prelim.)	2021* (prelim.)
Motor Vehicle Occupants	25	28	31	50	30	36	35	29
Motorcyclists	10	9	4	11	18	13	13	12
Pedestrians	14	8	14	21	7	8	17	5
Bicyclists	0	0	2	2	1	0	2	1
ATV	1	0	0	0	2	0	0	0
Person on Personal Conveyance	1	0	0	0	1	0	0	0
Unknown Person Type	0	0	0	0	0	0	0	0
TOTAL	51	45	51	84	59	57	67	47

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

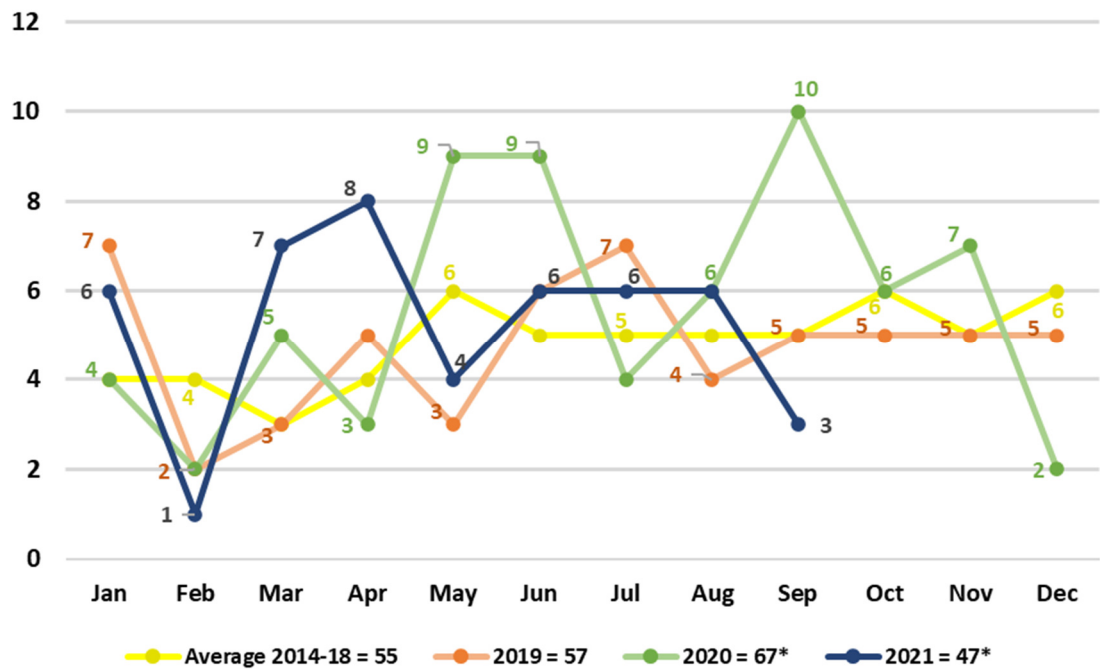
Traffic Fatalities by Year



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



Traffic Fatalities by Month



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

Maintenance and Operations

The RIDOT Maintenance Division district facilities and specialized crews continues to perform road patching, drainage structure cleaning and repairs, roadway sweeping, grass mowing, tree trimming, litter cleanup, sign installation and repair, traffic signal maintenance along Rhode Island roadways. During the fourth quarter, RIDOT swept 733 curb miles of roadway, mowed 2,421 miles of grass (mower passes), cleaned 3,221 drainage structures, repaired 185 drainage structures, installed 1,233 signs (both replacements and new signs), and performed various types of striping. Bridge Maintenance staff patched bridge joints and decks, performed concrete chipping, and washed and cleaned bridge surfaces and undersides.

Federal Fiscal Year 2021 Totals

Road Sweeping	3,984 curb miles	Traffic Signal Maintenance	2,439 work orders
Grass Mowing	4,542 miles	Tree Maintenance	412 work orders
Drainage Structures Cleaned	9,243 structures	Large Debris & Litter Pickup	21,130 hours
Drainage Structures Repaired	425 structures	Graffiti Cleanup	771 hours
Signs Installed	5,974 signs	PAPs Issued	126 PAPs
Bridge Maintenance	587 work orders	Utility Permits Issued	697 Utility Permits

The RIDOT Maintenance Division fleet budget for State Fiscal Year 2022 was provided earlier this year and the RIDOT Maintenance Division is prioritizing the fleet procurement for the upcoming months. This past quarter RIDOT went out to bid for fourteen new plow trucks.

During the fourth quarter, the RIDOT Maintenance Division issued 21 Physical Alteration Permits (PAPs) for residential and commercial construction impacting the State Highway Right-of-Way (ROW) and issued 141 utility permits for utility construction impacting the State Highway ROW. The PAP e-permitting system is working well and staff continue to make improvements to the system to make it even more efficient.

Hurricanes Henri and Ida impacted the agency this past quarter, including downed trees, flooding, road damage, and damage to some RIDOT facilities. RIDOT will complete the remaining damage repairs in the upcoming months and is coordinating with RIEMA and FEMA on damage costs from both events for potential future reimbursement. RIDOT continues to closely monitor weather forecasts to be prepared for future events. With winter approaching, the Maintenance Division has fully stocked its salt storage facilities and is preparing its winter fleet trucks for use. The Maintenance Division will also be going into its second winter season using the new storm manager app software for its plow vendors, which tracks time/location and generates invoicing to streamline the vendor payment process.

The RIDOT Maintenance Division continues to provide support services and resources to RIEMA, RIDOH, RISP, RIDEM and the Rhode Island National Guard as part of the response efforts to the COVID-19 pandemic – variable messaging along State roadways, transporting supplies and equipment, providing traffic control devices (barrier, traffic cones, barrels, signs, message boards, stickers, safety vests, etc.), supporting logistics at RIEMA headquarters, updating and protecting the maintenance personnel. All while maintaining essential highway and bridge maintenance operations.



In 2015, under new administration, RIDOT performed a review of all agency “legacy issues” and identified stormwater as an area requiring significant attention and prioritization.

Background: In 2011, the US Environmental Protection Agency (EPA) audited RIDOT for compliance with stormwater pollution controls under the Clean Water Act, which in Rhode Island is administered by the Department of Environmental Management (DEM). In May 2014, the US Department of Justice (DOJ) notified RIDOT that the EPA had requested that DOJ bring a federal court action against

RIDOT for violations of conditions and limitations of its stormwater permit. The violations focused on lack of actions related to the control of pollutants discharged to impaired water bodies, illicit discharge program development (IDDE) and screening, and good housekeeping measures such as inspection/cleaning of catch basins and street sweeping. DOJ offered RIDOT the opportunity to discuss a resolution without the need for formal litigation through execution of a consent decree. When the new RIDOT management team arrived in February of 2015, it completed negotiations of the consent decree, which became effective in December 2015. In response to the EPA audit, DOJ negotiations, and the consent decree, RIDOT created an Office of Stormwater Management (OSM) and a \$112 million ten-year Stormwater Compliance Implementation Plan.

Update: During the fourth quarter of FFY 2021, the Environmental Division continued its efforts to comply with the EPA Consent Decree, assist in the environmental permitting and compliance on all RIDOT projects, and to meet all MS4 obligations. The division completed numerous project design reviews, feedback for grants, continued it’s work on the development of a permit tracking program and database, responds to drainage and erosion issues, reviewed state land sale proposals and physical alteration permits and performed numerous construction/final inspections throughout the quarter.

Q4 Highlights:

- Negotiated with RIDEM and EPA to improve sampling protocols and raise thresholds to reduce false positive investigations
- Completed and rolled out the Road Stream Crossing Design Handbook
- Begun working on incorporating the catch basin repair tool into the DOT planning bundler
- Began new working group with DEM/EPA/DOT/DOH to address DOT’s contribution to Scarborough Beach Closures
- Updated RIDOT IDDE Plan and RIDOT IDDE Quality Assurance Program Plan (QAPP) with new sampling protocols and guidance
- Met with MS4s and partners in Stormwater Control Plan municipalities.
- Completed 2021 Stormwater Control Plan recommendation workshops.

FY2021:

- 28 inspectors outside of RIDOT are now certified/approved to conduct Stormwater inspections
- Completed and rolled out the Road Stream Crossing Design Handbook
- Established important coordination meetings with Construction, Project Management, Div. of Planning, FHWA, and ACOE.
- Coordinated Waste Management Closures with Project Management and has closed out 4 additional historic sites.
- RFP issued to conduct Northern Long Eared Bat surveys in anticipation of upcoming projects to reduce scoping unknowns.
- Completed scoping for a stormwater e-Tool
- Feasibility phase for priority 1 STUs commenced for the Kickemuit River & Mount Hope Bay, Blackstone River, and Lower West Passage.
- Several drainage repair projects were designed and bid for the upcoming 2021 construction season.
- Submitted 3 Stormwater Control Plans to EPA for Approval with 30 watersheds

Projects

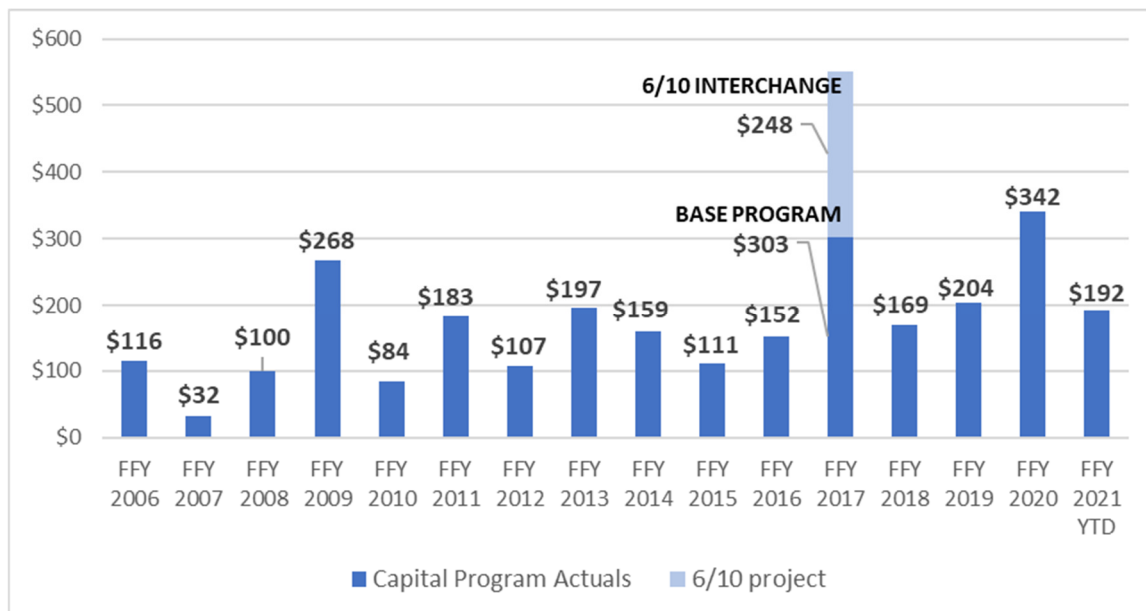
Project Performance

RIDOT is currently tracking 40 capital projects in active construction as of the end of the fourth quarter of FFY 2021. 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 for construction; construction and substantial completion. Two active construction projects from the FFY 2017 class are currently late and one project is over-budget. One active construction projects from the FFY 2018 class is over-budget. One project is both late and over-budget from the FFY 2019 class. For 2021, one project is currently late and another is over-budget.

On-Time and On-Budget Project Performance by Class

	On Budget % (by Value)	On Time % (by Value)	Contract Value of projects in construction	On Budget % (by Projects)	On Time % (by Projects)	# of Projects in Construction
FFY17	94%	80%	\$ 337.2	67%	33%	3
FFY18	32%	100%	\$ 21.7	50%	100%	2
FFY19	90%	90%	\$ 145.8	89%	89%	9
FFY20	100%	100%	\$ 323.2	100%	100%	10
FFY21	98%	99%	\$ 188.3	94%	94%	16

Capital Program Construction



FFY 2021 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)
FFY21					
2604G	HSIP-Intersection Safety Improvements - Rte 37 & Natick Ave	Oct-20	\$ 2.81	\$ 2.02	\$ (0.79)
2603F	Bridge Group 32 - I-95	Nov-20	\$ 31.33	\$ 28.90	\$ (2.43)
0050B	Pell Bridge Ramps - Phase 2	Nov-20	\$ 67.35	\$ 57.98	\$ (9.37)
0014N	Bridge Group 59C – Reconstruction of Reservoir Ave. RR Bridge	Dec-20	\$ 8.75	\$ 7.89	\$ (0.86)
0091U	HSIP - Intersection Safety - Route 6 & 7	Dec-20	\$ 3.16	\$ 2.53	\$ (0.62)
2604D	I-95 SB High Speed Lane Resurfacing (ARD)	Dec-20	\$ 0.32	\$ 0.22	\$ (0.10)
2601W	Rt 1 - Post Rd (NKS) - Drainage	Jan-21	\$ 8.81	\$ 5.54	\$ (3.27)
0201L	Bridge Group 57J - Browning Mill	Jan-21	\$ 0.83	\$ 0.60	\$ (0.24)
2603S	HSIP - Roadway Departure Mitigation - 2021	Feb-21	\$ 1.10	\$ 0.88	\$ (0.22)
0162D	SRTS - C-4 (wrn)	Feb-21	\$ 4.42	\$ 3.75	\$ (0.67)
2604A	2021 PPEST C-1	Mar-21	\$ 2.20	\$ 1.93	\$ (0.26)
2604B	2021 RAC C-1	Mar-21	\$ 1.15	\$ 1.16	\$ 0.01
2604C	2021 Crack Sealing North, South, Central Regions C-1	Mar-21	\$ 1.20	\$ 0.84	\$ (0.36)
2604M	Bridge Group 57T-10 – I-195 Washington North Phase 2	Mar-21	\$ 59.19	\$ 59.49	\$ 0.29
0012X	I-195 Relocation - C-19 - Parks/Bridge Completion	Apr-21	\$ 0.46	\$ 0.48	\$ 0.03
0083R	Birch Swamp & Schoolhouse Rd (Market St - Long Ln)	May-21	\$ 4.11	\$ 3.70	\$ (0.41)
0131N	Salt Storage Facility - Pawtucket	May-21	\$ 1.44	\$ 1.85	\$ 0.41
0016N	Bridge Group 35 - I-295	Jun-21	\$ 10.40	\$ 9.18	\$ (1.21)
2602X	Bridge Group 45C_H - Cottrell	Jul-21	\$ 2.72	\$ 2.62	\$ (0.11)
2603N	Route 146 Reconstruction	Jul-21			
0013D	Bridge Group 51B - Rt 37 C-3	Aug-21			
0032B	Bridge Group 69E - Hunts Mills	Sep-21			
0025Z	Intersection Safety Improvements 2019 C2	Sep-21			
0011U	Mileage Based Exit Renumbering C-4 - I-95	Sep-21			
			\$ 211.73	\$ 191.55	\$ (20.18)

FFY 2021 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)
FFY21					
2603V	*Steel Repairs to Branch Avenue RR Bridge	Nov-20	\$ 0.50	\$ 0.18	\$ (0.32)
0073R	Statewide Striping - North	Jan-21	\$ 2.62	\$ 2.80	\$ 0.18
9008K	Statewide At-Grade Railroad Crossings	Jan-21	\$ 0.33	\$ 0.22	\$ (0.11)
2603X	Statewide Striping - East Bay	Feb-21	\$ 2.27	\$ 2.27	\$ 0.00
2604F	*Priority Steel Repairs to Bridge 061901	Apr-21	\$ 0.20	\$ 0.23	\$ 0.03
2604J	Girder Repairs to Louisquisset Pike Bridge	Apr-21	\$ 0.37	\$ 0.20	\$ (0.17)
			\$ 6.29	\$ 5.90	\$ (0.39)

NOTE: These projects typically require immediate action in order 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:

Shifted to FFY22:

0139D - Bridge Group 54B - Rt 138 Kingston Station RR

Park Avenue Railroad Bridge:

RIDOT has been working closely with Amtrak to complete this project. Amtrak provides highly trained personnel during construction and, at times, they have not had as many hours available as previously. For safety reasons, RIDOT cannot work without the supervision of these people. This, coupled with utility work delays, has pushed back the opening date. Both RIDOT and Amtrak are working in tandem to resolve any delays.

NOTE: This quarter Construction activities were impacted by COVID-19. The demand for steel has delayed several projects and the Department continues to expect increased impacts on schedules from COVID-19.

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 fourth quarter of FFY 2021, RIDOT and the 6/10 Constructors Joint Venture continued engineering work and coordination with affected utilities and AMTRAK. Work progressed on the the Olneyville Bypass Bridge that connects Route 10 NB to Route 6 WB as new barrier, fencing, and lighting were installed. Civil work began on the approaches and final pavement on the bridge deck was installed in anticipation of opening the bridge during the first quarter of FFY 2022. Elsewhere, new steel beams were installed on the Harris Avenue bridge and the Huntington Avenue Viaduct bridge. Traffic on Route 10 southbound was shifted onto a stretch of newly completed roadway that will eventually carry Route 10 northbound traffic. Work also continued on the new exit ramp onto Broadway and the installation of a new drainage system. RIDOT continues to coordinate with the City of Providence.

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.

Update: RIDOT awarded a contract for the signing and striping of several statewide At-Grade Railroad crossings to bring them up to the current standards. Ordering of materials has begun. The Quonset Development Corporation has awarded seven grade crossing construction projects within Quonset. Work began in September 2020 and substantial completion was met in September 2021.

RIDOT is working on project development with Providence and Worcester Railroad to upgrade two at grade crossings, advertising of this project is anticipated for spring 2022.

RIDOT is finalizing the Federal Railroad Administration’s (FRA) Highway-Rail Grade Crossing State Action Plan. This federally mandated State Action Plan must be approved by the FRA no later than February 2022.

Pawtucket/Central Falls Train Station



In 2007, the City of Pawtucket completed a feasibility study on the restoration of commuter rail service in Pawtucket, with recommendations on station locations.

Update: RIDOT and the Design/Build team for the Pawtucket/Central Falls Train Station continued moving forward on the design and construction of the project on schedule for a Summer 2022 opening. Construction updates are posted monthly to the project website. Permitting and utility, including Amtrak, coordination continue.

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. Five of the six bridge structures will be replaced while the other is rehabilitated. A seventh new bridge structure will be added to eliminate the current on-ramp traffic merge into high speed traffic. The area along I-295 North from Route 37 to Route 6, commonly referred to as the “Cranston Canyon”, will have a third lane added to aid in the heavy congestion and on-ramp merges through the area. Rebuilding the interchange and eliminating weaves would greatly reduce traffic congestion and significantly improve safety.

Update: During this past quarter, RIDOT completed evaluating the request for qualifications (RFQ) team submittals and recommended a short list of prospective teams. RIDOT also advertised the Request for Proposals (RFP) to the short list of prospective teams and finalized the grant agreement with FHWA. Milestones over the past year include finalizing the grant agreement with FHWA, completing and finalizing the NEPA process with FHWA, and advertising the RFP. For next quarter, RIDOT and our design consultant will respond to any questions regarding the RFP.

The Route 95 North Bound Viaduct Project - Providence



Interstate 95 North through the Providence Viaduct is the most congested highway in Rhode Island. This proposed project includes the replacement of the Northbound I-95 Providence Viaduct. Rebuilding the interchange and eliminating weaves will greatly reduce traffic congestion and significantly improve safety. Three of the six bridges in the interchange that will be replaced are structurally deficient, with five additional structures being rehabilitated.

Update: Project design efforts advanced from conceptual level design last summer to final completion over this past quarter. Construction activities included concrete deck and steel girder demolition of the vacant Viaduct bridge span between I-95 North and South, foundation construction for the new bridge span, and continued concrete repairs

on several other bridges in the project. Next quarter, construction of new piers and construction of a new bridge carrying Route 146 over I-95 will continue, and the first half of the Smith Street Bridge will also be demolished. Utility relocation work will also continue on Park Street, between Smith and Hayes, through this fall.

Bridge Toll Facilities



A key component of the RhodeWorks infrastructure improvement plan is to assess user fees on tractor trailers to fund the reconstruction of structurally deficient bridges. This will be done by erecting All Electronic Tolling (AET) equipment at these bridge locations. The toll will be set at a level to generate enough revenue to pay for the amount of the bridge reconstruction cost proportionate to the amount of damage tractor trailers have caused.

Update: During the fourth quarter, RIDOT continued collecting tolls at eleven locations and went live on a twelfth location at Washington Bridge. Work continued for the design of Toll Zone 5, Providence Viaduct, which is anticipated to go live in winter of 2022. Throughout FFY 2021, revenues from active locations were consistent and on-target with projections.

Special Projects

FHWA 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 ferry boats and ferry terminal facilities. Funds are made available for eligible projects through the State using the data contained in the Bureau of Transportation Statistics National Census of Ferry Operations database. Each operator utilizes a publicly owned terminal facility.

Update: RIDOT continues to work with the three awarded ferry operators on eligible projects. Currently, RIDOT is working on a pilings improvement project with Interstate Navigation. Interstate Navigation has advertised the project to replace dock pilings and anticipates construction to begin this winter with completion spring 2022. RIDOT is also working with A&R Marine to perform upgrades and repairs to the Bristol dock for the Prudence Island Ferry. A&R Marine anticipates advertisement in the fall of 2021. RIDOT is currently designing site improvements for the Providence to Newport ferry at the India Street landing site, and anticipates solicitation for construction in this winter. Repaving of the India Street parking lot is scheduled for next quarter.

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: During this past quarter, road work continued along JT Connell consisting of grading for sidewalks and the shared use path and installation of drainage structures, curbing and ITS conduit. Utility crews commenced work on relocating several utility poles along the project alignment and a new gas line was also installed along Admiral Kalbfus from the roundabout to approximately Halsey Street. In addition, Bridge demolition work was conducted for the three overpasses along Route 138 (Third Street, Newport Secondary and JT Connell).

In the last year, the Department completed final design and advertised the project last November. The project was awarded in June and the contractor mobilized to the project site and commenced construction.

Multi-Hub Project



The Multi-Hub Project will locate RIPTA bus hub activities to new facilities adjacent to the Providence Station, Kennedy Plaza, and Garrahy Courthouse in an effort to develop a downtown bus operations plan linking proposed transit centers with major employment and activity centers. RIDOT is working on this project with RIPTA, the City of Providence, and the Governor's Office.

Update: Preliminary design work is continuing. Stakeholder coordination and public outreach will continue over the next quarter prior to advancing to a final design.

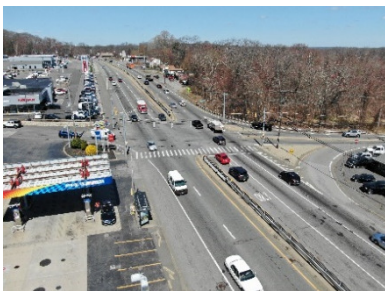
Providence-Newport Ferry Service



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).

Update: RIDOT continues to run the ferry for the 2021 season through this quarter. The ferry is serving Providence, Newport and Bristol on weekends. The service will run until Columbus Day Weekend. The ridership has increased substantially over 2020 as more people get vaccinated and the state recovers from the pandemic.

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 fourth quarter of FFY 2021, RIDOT shortlisted three qualified design build teams that submitted proposals for RIDOT's Request for Qualifications (RFQ). Over this quarter RIDOT also advertised the Request For Proposals (RFP) to the shortlisted design build teams. Over the next quarter RIDOT plans to continue with the RFP phase of procurement, which includes reviewing any alternate concepts that may be submitted by each of the design build teams. Within the past twelve months and upon immediate notice of winning the INFRA Grant for this project, RIDOT has successfully prepared preliminary design plans and contract documents, advertised the RFQ, shortlisted qualified design build teams, advertised the RFP and will nearly have completed the procurement of a final design build team. Construction is still expected to start in spring 2022.

Special Projects

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

Update: During the fourth quarter of FFY 2021, RIDOT continued to prepare NEPA documents for both components of the project and an Interchange Justification Report for the Route 4 Interstate 95 connection. RIDOT received notification that it was not awarded the FHWA INFRA grant it applied for in FFY 2021 Q2 for the construction portion of the project.

Financials

Expenditures

A Actual operating expenditures totaled \$136 million in SFY21, \$28 million in Q1 SFY22, and \$28 million YTD for SFY22.

Operating Expenditures Details (Actuals)

(In Thousands)	SFY21	SFY22Q1	SFY22 YTD
<u>Administrative</u>			
In-house Labor	\$ 24,962	\$ 6,232	\$ 6,232
Overhead Recovery	\$ (20,112)	\$ (5,256)	\$ (5,256)
Consultant Contracts	\$ 4,449	\$ 395	\$ 395
Miscellaneous (Admin)	\$ 2,493	\$ 667	\$ 667
Pass Throughs	\$ 95	\$ 50	\$ 50
Total Administrative	\$ 11,887	\$ 2,088	\$ 2,088
<u>Highway Maintenance**</u>			
In-house Labor	\$ 33,632	\$ 9,530	\$ 9,530
Overhead Costs	\$ 2,301	\$ 636	\$ 636
Consultant Contracts	\$ 21,607	\$ 5,309	\$ 5,309
Construction Contracts	\$ 1,602	\$ -	\$ -
Miscellaneous (Highway Maint.)	\$ 12,885	\$ 2,175	\$ 2,175
Pass Throughs	\$ 736	\$ 25	\$ 25
Total Highway Maintenance	\$ 72,763	\$ 17,675	\$ 17,675
<u>Safety</u>			
In-house Labor	\$ 521	\$ 172	\$ 172
Overhead Costs	\$ 381	\$ 107	\$ 107
Consultant Contracts	\$ 3,369	\$ 748	\$ 748
Miscellaneous (Safety)	\$ 131	\$ 28	\$ 28
Pass Throughs	\$ 4,714	\$ 1,140	\$ 1,140
Total Safety	\$ 9,116	\$ 2,195	\$ 2,195
<u>Transit Operations</u>			
Transit Operations	\$ 23,682	\$ 5,971	\$ 5,971
Total Transit Operations	\$ 23,682	\$ 5,971	\$ 5,971
<u>Winter Operations</u>			
In-house Labor	\$ 1,814	\$ -	\$ -
Miscellaneous (Winter)	\$ 11,749	\$ 212	\$ 212
Total Winter Operations	\$ 13,563	\$ 212	\$ 212
<u>Emergency Repair Projects***</u>			
In-house Labor	\$ 478	\$ 10	\$ 10
Overhead Costs	\$ -	\$ -	\$ -
Consultant Contracts	\$ 659	\$ 18	\$ 18
Construction Contracts	\$ 2,439	\$ 141	\$ 141
Miscellaneous (Emergency)	\$ 1,016	\$ 25	\$ 25
Pass Throughs	\$ 4	\$ 2	\$ 2
Total Emergency Repair Project	\$ 4,596	\$ 196	\$ 196
Total Operating Expenditures	\$ 135,607	\$ 28,337	\$ 28,337

*Expenditures derived from RIDOT's Oracle Financial Management System

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

***Expenditures directly related to emergency projects were not tracked separately until the 3rd Qtr of SFY16. Prior to that the expenditures for emergency projects were reported within the capital projects section. Based on new coding criteria for immediate need projects beginning during 1st Qtr of SFY 20, funding now reflects accurate expenditures.

****Administrative expenses were down during 3rd Qtr of SFY20 due to the processing of the annual ICR adjustment.

*****The increase in administrative consultant costs during 2nd Qtr of SFY21 marks the beginning of the court proceedings of the tolling lawsuit.

Actual capital expenditures totaled \$489 million in SFY21, \$109 million in Q1 SFY22, and \$109 million YTD for SFY22.

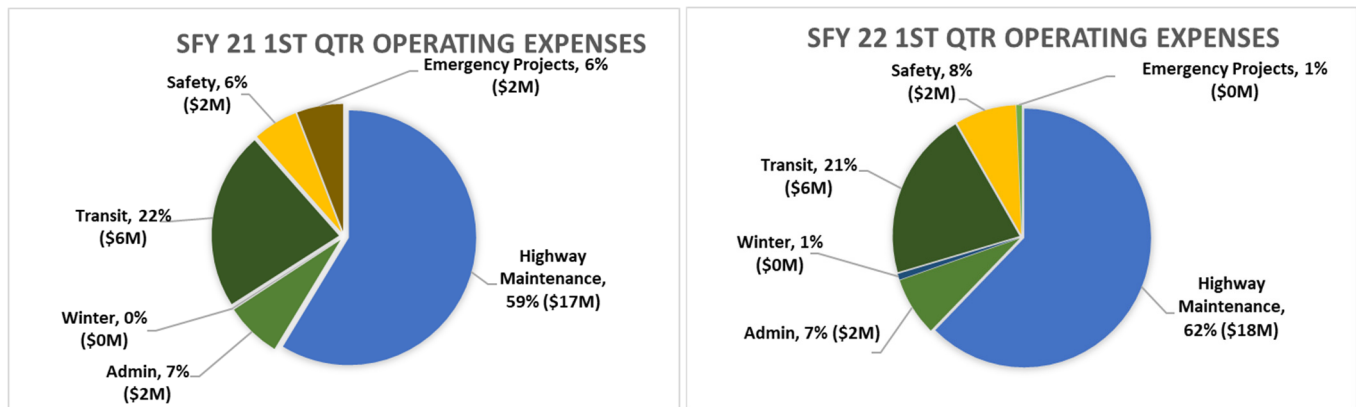
Capital Expenditures Detail (Actuals)

(In Thousands)	SFY21	SFY22Q1	SFY22 YTD
<u>Debt</u>			
Debt	\$ 73,593	\$ 2,316	\$ 2,316
Total Debt Service	\$ 73,593	\$ 2,316	\$ 2,316
<u>Planning</u>			
In House Labor	\$ 3,690	\$ 891	\$ 891
Overhead Recovery	\$ 1,966	\$ 421	\$ 421
Consultant Contracts	\$ 1,445	\$ 521	\$ 521
Miscellaneous (Planning)	\$ 1,222	\$ 936	\$ 936
Total Planning	\$ 8,323	\$ 2,769	\$ 2,769
<u>Capital Projects</u>			
In House Labor	\$ 27,844	\$ 7,843	\$ 7,843
Overhead Recovery	\$ 15,008	\$ 4,021	\$ 4,021
Consultant Contracts	\$ 31,152	\$ 6,717	\$ 6,717
Construction Contracts	\$ 290,288	\$ 69,711	\$ 69,711
Miscellaneous (Capital Projects)	\$ 35,314	\$ 13,179	\$ 13,179
Total Capital Projects	\$ 399,606	\$ 101,471	\$ 101,471
<u>Capital Pass Throughs</u>			
Pass Throughs	\$ 7,687	\$ 2,644	\$ 2,644
Total Capital Pass Throughs	\$ 7,687	\$ 2,644	\$ 2,644
Total Capital Expenditures	\$ 489,209	\$ 109,200	\$ 109,200
Total RIDOT Expenditures	\$ 624,816	\$ 137,537	\$ 137,537

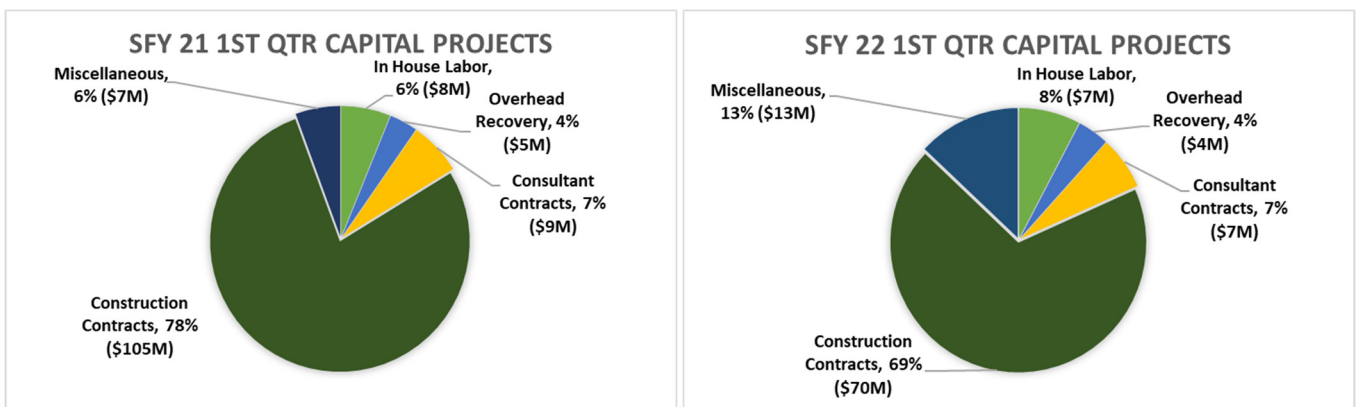
* Beginning in the 4th Qtr of SFY 19, Garvee Debt service payments are included in the Total Debt Service.

Expenditures

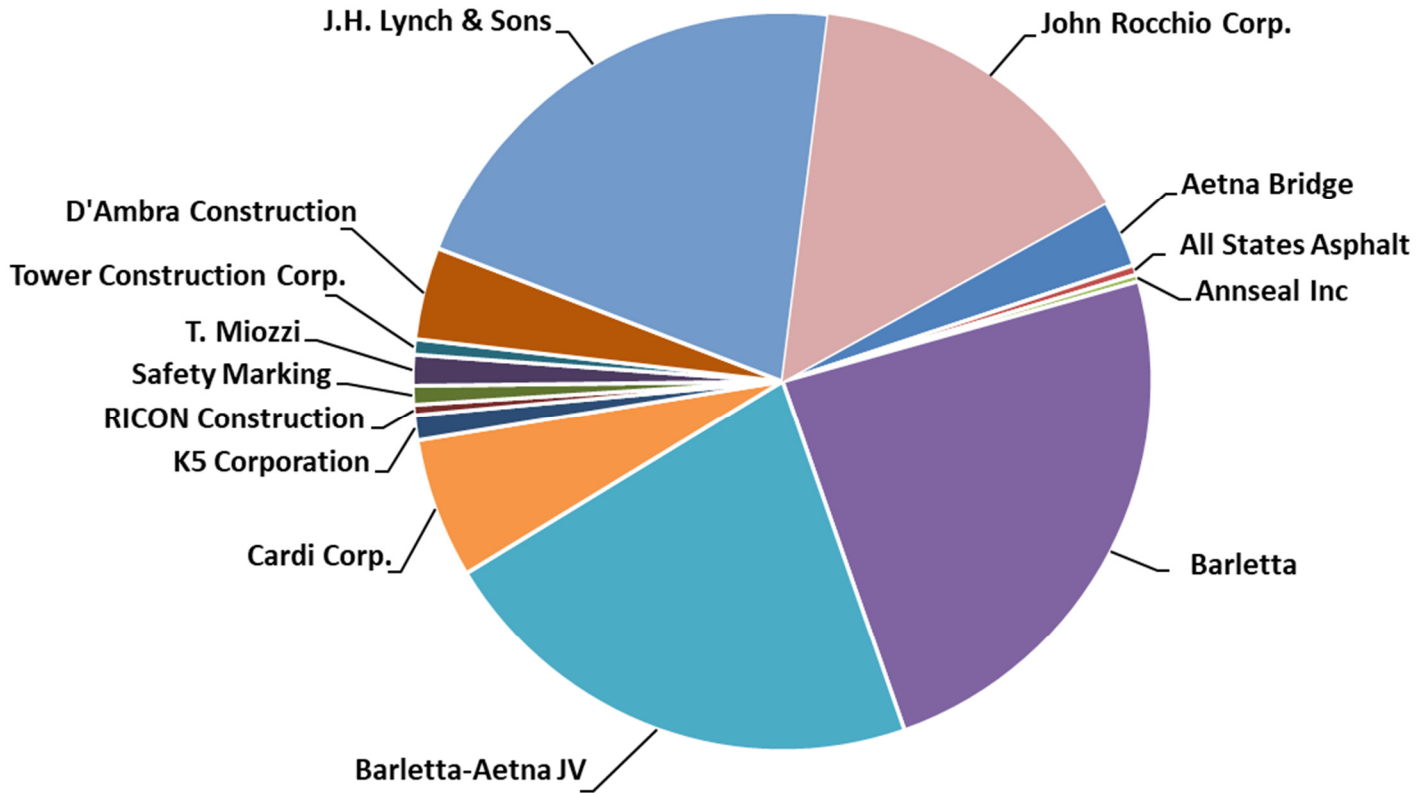
OPERATING EXPENDITURES: Operating expenditures are costs associated with the day-to-day operations of RIDOT. These costs include Highway Maintenance, Safety Programs, Administrative Expenses, Winter Operations, and Commuter Rail expenses.



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 2021 (as of September 30, 2021)*



Contractor	No. of Contracts	Total Value Awarded (In Millions)
Aetna Bridge	2	\$8.121
All States Asphalt	1	\$1.164
Annseal Inc	1	\$0.841
Barletta	1	\$65.964
Barletta-Aetna JV	1	\$59.488
Cardi Corp.	9	\$16.809
D'Ambra Construction	5	\$11.099
J.H. Lynch & Sons	1	\$57.979
John Rocchio Corp.	2	\$41.088
K5 Corporation	2	\$3.015
RICON Construction	1	\$1.270
Safety Marking	1	\$2.273
T. Miozzi	1	\$3.698
Tower Construction Corp.	1	\$1.849
Totals	29	\$274.659

*Chart contains only contractors awarded over \$500,000 in construction contracts as of September 30, 2021.

Annual Data

Annual Data

100% State-Funded Closed Contracts: SFY 2021

July 1, 2020- June 30, 2021

MBE/WBE Firms	Final Attainment
Able Industrial Sweeping (DBE and MBE)	\$ 5,510
Atlantic Bridge & Engineering (DBE and WBE)	\$ 73,922
DEMCO, LLC (DBE, MBE and WBE)	\$ 275,706
Dynamic Scheduling Solutions (DBE and WBE)	\$ 9,438
Equality Construction Works, INC (DBE and WBE)	\$ 49,407
F.C. Construction Corporation (DBE and MBE)	\$ 120,028
HB Welding (DBE and WBE)	\$ 309,600
IDS Highway Safety, Inc. (DBE and WBE)	\$ 47,774
K. Daponte Construction (DBE and MBE)	\$ 13,060
M-O-N Landscaping (DBE* and MBE*)	\$ 53,601
New England Highway Technologies, LLC (DBE and MBE)	\$ 2,917
R.T. Nunes & Sons Inc (DBE and MBE)	\$ 152,000
S&S Trucking (DBE and MBE)	\$ 810
Totals	\$ 1,113,772

State-Funded New Awards: SFY 2021

July 1, 2020- June 30, 2021

MBE/WBE Firms	Approved Value
Equality Construction Works, Inc. (DBE and WBE)	\$ 598,536
Lucena Bros, Inc. (DBE and MBE)	\$ 203,800
IDS Highway Safety, Inc (DBE and WBE)	\$ 13,500
Totals	\$ 815,836

Definitions:

Minority Business Enterprises (MBE) – Small business enterprises whose owners are rebuttably presumed to be socially and economically disadvantaged individuals, who are citizens of the United States or legal permanent residents and who are members of a definable minority group that own and control the business. Firms are certified by the RI Department of Administration. Firms are used to fulfill MBE goals on 100% state funded projects.

Women Business Enterprises (WBE) – Firms certified by the RI Department of Administration owned and controlled by women. Firms are used to fulfill MBE goals on 100% state funded projects.

Note:

Only certified MBE and WBE Firms may be used to fulfill MBE goals on 100% State Funded Projects per R.I.G.L. 37-14.1. Firms that maintain a DBE certification only, are not eligible for MBE credit on State Funded projects.

MBE/WBE Directory

<http://odeo.ri.gov/offices/mbeco/mbe-wbe.php>

MBE/WBE Firms who perform a professional service will not be reflected in this report with the exception of firms participating in Design-Build (DB) projects.

DBE Directory:

<http://odeo.ri.gov/offices/mbeco/dbe-program.php>

DBE Firms who perform a professional service will not be reflected in this report with the exception of firms participating in Design-Build (DB) projects.

Federally Funded Closed Contracts: FFY 2021
October 1, 2020- September 30,2021

DBE Firms	Final Attainment
Able Industrial Sweeping, Inc. (DBE and MBE)	\$ 965,942
Algar Construction Corporation (DBE)	\$ 1,006,930
AnnSeal (DBE and WBE)	\$ 1,098,680
BFH Trucking (DBE, MBE and WBE)	\$ 792,904
Cobble Hill Landscaping & Construction, Inc. (DBE and WBE)	\$ 79,120
Cosco, Inc (DBE)	\$ 18,524,654
DEMCO, LLC (DBE, MBE and WBE)	\$ 516,369
Desperini Contracting (DBE*)	\$ 2,216,656
Dynamic Scheduling Solutions, Inc. (DBE and WBE)	\$ 30,074
Eastern Bridge Works (DBE)	\$ 6,305
Equality Construction Works, Inc. (DBE and WBE)	\$ 1,865,525
F. C. Construction Corporation (DBE and MBE)	\$ 4,093,947
H & A Steel, LLC (DBE and MBE)	\$ 353,650
IDS Highway Safety, Inc. (DBE and WBE)	\$ 5,093,253
Island Pavement Cutting Co., Inc (DBE)	\$ 106,106
K. Daponte Construction Corporation (DBE and MBE)	\$ 832,395
Medeiros Hydro Seeding & Landscape Constr. Inc. (DBE and MBE)	\$ 25,404
M-O-N Landscaping, Inc. (DBE* and MBE*)	\$ 2,465,280
Moor Metals, Inc. (DBE and MBE)	\$ 106,377
New England Highway Technologies, LLC (DBE and MBE)	\$ 129,148
Ocean State Signal (DBE, MBE and WBE)	\$ 218,835
Portland Asphalt (DBE*)	\$ 2,036,090
Rhode Island Rebar, Inc. (DBE and MBE)	\$ 1,164,861
Saugus Construction Corporation (DBE)	\$ 518,038
Seacoast Asphalt Services, Inc. (DBE and WBE)	\$ 924,991
Service Contracting (DBE*)	\$ 79,616
Steere Engineering (DBE and WBE)	\$ 474,680
Strategic Environmental Services, Inc. (DBE and WBE)	\$ 6,116
Truax Corporation (DBE* and WBE*)	\$ 140,330
True Quality Construction, LLC (DBE and MBE)	\$ 161,500
VN Engineers, Inc. (DBE and WBE)	\$ 92,821
Welch Associates Land Surveyors, Inc. (DBE and WBE)	\$ 1,356,403
Totals	\$ 47,483,002

* Certified at the time of contract award, however firm no longer maintains certification.

Federally Funded New Awards FFY 2021
October 1,2020- September 30,2021

DBE Firms	Approved Value
Able Industrial Sweeping, Inc. (DBE and MBE)	\$ 50,097
Applied Bio-Systems, Inc. (DBE and WBE)	\$ 170,760
Atlantic Bridge & Engineering, Inc. (DBE and WBE)	\$ 5,459,022
Bryant Associates (DBE and WBE)	\$ 213,450
Carolyn's Transport, LLC (DBE and WBE)	\$ 99,600
Cosco, Inc. (DBE)	\$ 3,237,971
AnnSeal (DBE and WBE)	\$ 841,050
DEMCO, LLC (DBE, MBE and WBE)	\$ 444,702
Eastwind Corporation DBE and MBE)	\$ 3,957,840
Equality Construction Works, Inc. (DBE and WBE)	\$ 214,535
F. C. Construction Corporation (DBE and MBE)	\$ 98,776
IDS Highway Safety, Inc. (DBE and WBE)	\$ 3,623,088
Island Pavement Cutting Co., Inc. (DBE)	\$ 167,560
K. Daponte Construction Corporation (DBE and MBE)	\$ 1,895,922
N.E. Highway Technologies (DBE and MBE)	\$ 22,857
Regina Villa Associates (DBE and WBE)	\$ 42,690
Rhode Island Rebar, Inc. (DBE and MBE)	\$ 919,815
Seacoast Asphalt Services, Inc. (DBE and WBE)	\$ 107,115
Strategic Environmental Services, Inc. (DBE and WBE)	\$ 36,940
Synergy Machine (DBE)	\$ 87,920
Welch Associates (DBE and WBE)	\$ 85,380
Totals	\$ 21,777,089

Definitions:

Disadvantaged Business Enterprises (DBE): For profit small business firms owned by socially and economically disadvantaged individuals own at least a 51% interest and also control management and daily business operations. Firms are certified by the RI Department of Administration.

Note:

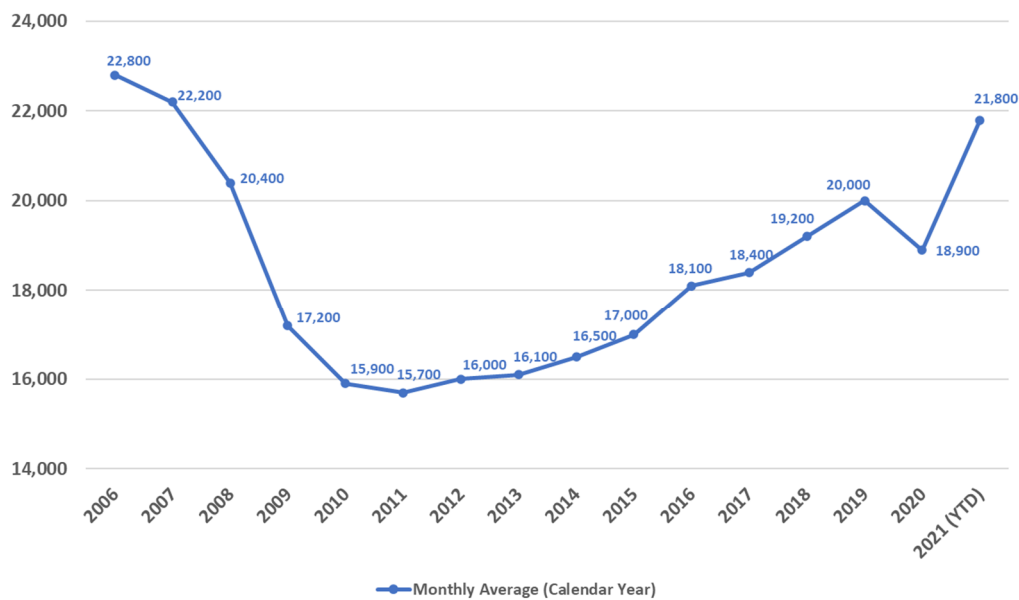
Only DBE firms may be used to fulfill DBE goals on Federally Funded projects per 49 C.F.R. Part 26. Please note, if a contract includes more than one dollar of federal funding, the contract is considered Federally Funded. Firms that maintain an MBE or WBE certification only, are not eligible for DBE credit on Federally Funded projects.

DBE Directory:

<http://odeo.ri.gov/offices/mbeco/dbe-program.php>

DBE Firms who perform a professional service will not be reflected in this report with the exception of firms participating in Design-Build (DB) projects.

Rhode Island Construction Sector Employment 2006 – 2021 (YTD)

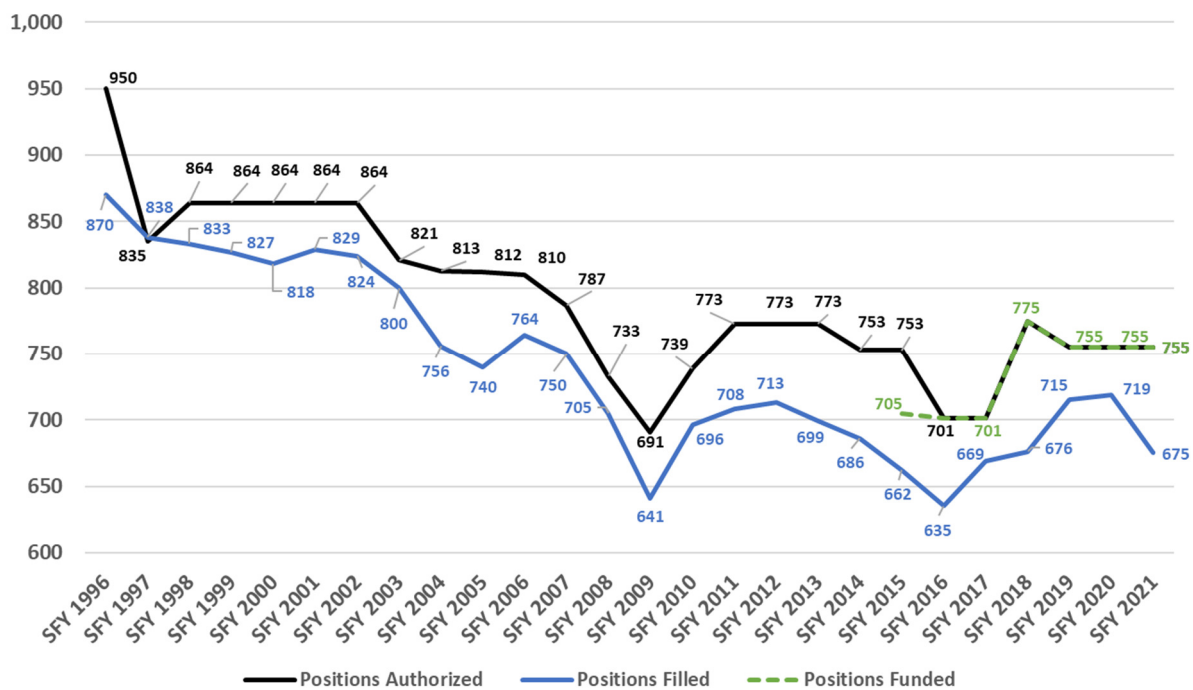


Rhode Island Construction Sector Employment January 2015 - Present

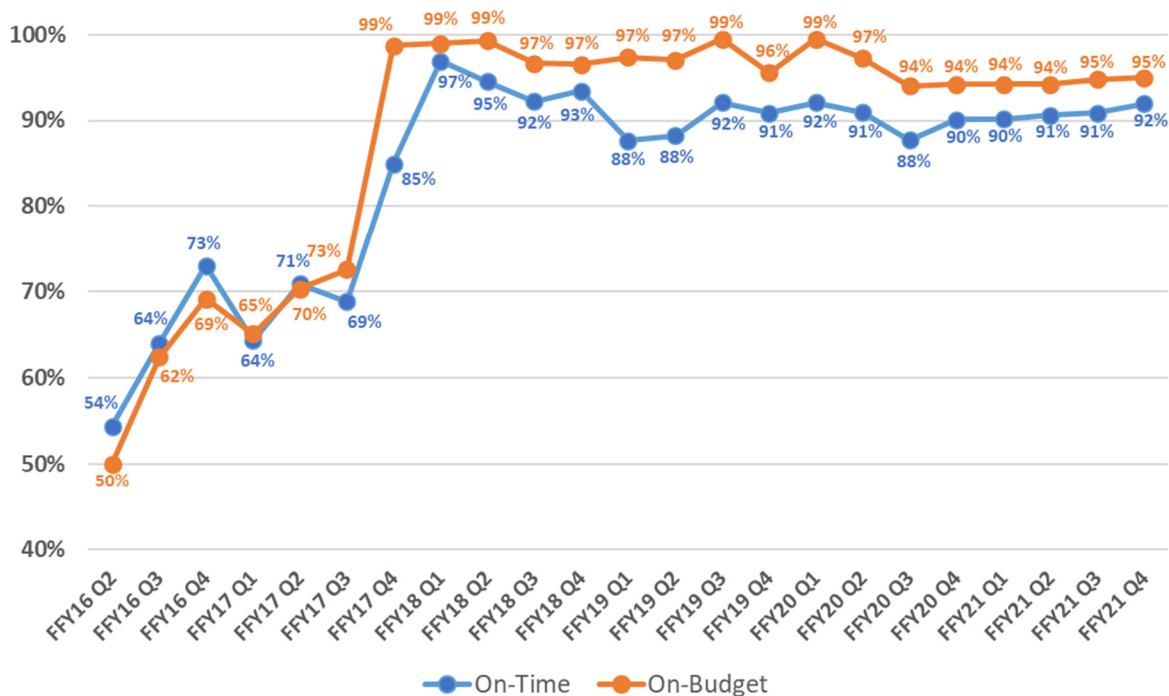


Note: Seasonal adjustment is a statistical technique that attempts to measure and remove the influences of predictable seasonal patterns to reveal how employment and unemployment change from month to month. Over the course of a year, the size of the labor force, the levels of employment and unemployment,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

RIDOT Full-Time Equivalent Positions SFY 1996 – SFY 2021



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



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

Annual Data

In September 2016, RIDOT moved from a four-year plan to a 10-year plan based on asset management principles that is updated regularly. This new approach allowed for significantly more public input into statewide transportation planning. While RIDOT has awarded over \$1.5 billion in construction contracts since this new planning process was put into effect, the 10-year plan is a living document, and project schedules may be adjusted based on asset management data, project readiness, risk assessments, funding availability, and opportunities for collaboration. The tables below display projects for which prioritization and planned start dates have changed since their original appearance in a 10-year plan.

Program	TIP ID	Project Name	Previous Planned Start Year	Current Planned Start Year	Reason for Change
Pavement	1294	Airport Connector (I-95 to TF Green Airport)	2024	2022	Asset Management
	1332	Clarks Falls Rd (Connecticut S/L to Main St)	2024	2027	Asset Management
	1392	Danielson Pk (RI-102 Chopmist Hill Rd to RI-116 West Greenville Rd)	2023	2022	Asset Management
	9519	I-195 (I-95 to East Providence T/L)	2027	2031	Asset Management
	1276	I-295 (RI-146 to Massachusetts S/L)	2024	2031	Asset Management
	9520	I-95 (Connecticut S/L to RI-138)	2027	2022	Asset Management
	9505	I-95 (Lonsdale Ave to RI-15 Exchange St)	2024	2027	Asset Management
	9521	I-95 (RI-10 to I-195)	2027	2026	Asset Management
	1352	Meeting House Lane (S. Commons Rd. to RI-77 W. Main Rd.)	2020	2031	Asset Management
	1311	Old Flat River Rd (RI-117 to RI-117) and Coventry Center Bridge	2024	2031	Asset Management
	1400	Post Rd (US-1 to US-1) - Camp Fuller Area	2023	2031	Asset Management
	1304	Reservoir Rd. (US-44 to South Main St.)	2024	2031	Asset Management
	9531	RI-102 (Main St to North Main St), RI-146A Victory Highway (RI-5 to RI-146)	2027	2026	Asset Management
	1370	RI-104, Greenville Rd (RI-5 to RI-146)	2024	2030	Asset Management
	1413	RI-113, Main Ave (RI-5 to RI-117)	2024	2031	Asset Management
	1408	RI-114, Main St. (Water St. to Wheaton St.)	2023	2029	Asset Management
	9533	RI-114A, Pleasant St (RI- 114, Pawtucket Ave to Mass S/L)	2026	2029	Asset Management
	9536	RI-117, Centerville Road (Quaker Lane to I-95 Southbound Ramp) and Hoxsie 4 C	2027	2022	Asset Management
	9537	RI-117, Flat River Road (Hill Farm Rd to Read School House Road)	2027	2031	Asset Management
	9539	RI-122, Mendon Rd (RI-120, Nate Whipple Highway to Homestead Rd)	2026	2029	Asset Management
	9540	RI-123, Dexter St (Broad St to Massachusetts S/L)	2026	2024	Asset Management
	9508	RI-126, River Rd. (Martins Way to Logan Dr.)	2024	2031	Asset Management
	1301	RI-136, Metacom Ave. (Chestnut St. to Warren T/L)	2023	2028	Asset Management
	1365	RI-1A, Boston Neck Rd (RI-138 to Fairway Dr.)	2023	2022	Asset Management
	1375	RI-1A, Newport Ave (Pawtucket Ave to Federal St)	2022	2028	Asset Management
	9543	RI-1A, Post Rd (US-1, Elmwood Ave to RI-117, Warwick Ave)	2026	2022	Asset Management
	1576	RI-2 - South County Trail (RI-138 to RI-102)	2024	2028	Asset Management
	9557	RI-2, South County Trail (Charlestown T/L to South Kingstown T/L)	2027	2030	Asset Management
	1313	RI-3, Cowesett Ave (New London Turnpike to RI-2)	2024	2028	Asset Management
	1283	RI-4 (Lafayette Rd to RI-403)	2024	2028	Asset Management
	9560	RI-5, Atwood Avenue (Cranston St. to RI-14, Plainfield Pike)	2026	2029	Asset Management
	9562	Shannock Road (RI-112, Carolina Back Rd to RI-2, South County Trail)	2027	2031	Asset Management
	9547	US-44 Putnam Pike (Reservoir Rd. to Money Hill Rd.)	2027	2031	Asset Management
	9548	US-44, Putnam Pike (Commerce St. to RI-104 Waterman Ave)	2026	2024	Asset Management
	9549	US-44, Putnam Pke (Sprague Hill Rd to Connecticut S/L)	2026	2029	Asset Management
	1351	East Main Rd (Peckham Rd to Simmons Rd)	2023	2028	Funding Availability
	1295	East Shore Exp (RI-114 to US-6)	2021	2022	Funding Availability
	1402	Fish Rd. (RI-177 to Sterling Dr.)	2022	2030	Funding Availability
	1297	RI-103/114, County Rd (Barrington Bridge to Federal Rd.)	2023	2025	Funding Availability
	1325	RI-114, Pawtucket Ave (Warren Ave to Marietta Street)	2019	2026	Funding Availability
	1290	RI-114, Wampanoag Trail (East Shore Expressway to County Rd)	2019	2022	Funding Availability
	1376	RI-114, West Main Rd (Corys Ln to Turnpike Ave)	2022	2023	Funding Availability
	1360	RI-114, West Main Rd (John Kesson to Mill Ln)	2019	2024	Funding Availability
	1322	RI-116, Angell Rd (RI-122 to RI-114)	2023	2025	Funding Availability
	9564	RI-117, Warwick Ave (Park Ave to Broad Street)	2026	2031	Funding Availability
	1410	RI-117, West Shore Rd (Long St to Oakland Beach Ave)	2023	2026	Funding Availability
	1315	RI-12, Scituate Ave (I-295 to Scituate Vista Dr. and Western Hills Ln. to Phenix Av	2024	2026	Funding Availability
	9538	RI-122, Mendon Rd (Cumberland Hill Rd to Massachusetts S/L)	2026	2030	Funding Availability
	1318	RI-122, Mendon Rd (I-295 to Lincoln T/L)	2022	2025	Funding Availability
	1380	RI-138, East Main Rd (Hedley St. to Aquidneck Ave.)	2021	2022	Funding Availability
	1379	RI-138, East Main Rd (Hedley St. to Turnpike Ave.)	2019	2023	Funding Availability
	1340	RI-14, Plainfield Pike (I-295 to Route 5/Atwood Ave)	2023	2026	Funding Availability

Program	TIP ID	Project Name	Previous Planned Start Year	Current Planned Start Year	Reason for Change
Pavement (continued)	1362	RI-1A, Boston Neck Rd (Sprague Bridge to Bridgetown Rd)	2022	2026	Funding Availability
	1337	RI-5, Atwood Ave (Central Ave to RI-14)	2022	2026	Funding Availability
	1341	RI-5, Greenville Ave and Sanderson Rd (Poppy Hill Dr to US-44)	2024	2028	Funding Availability
	1578	RI-7 - Douglas Pike (Providence T/L to Burrillville T/L)	2024	2026	Funding Availability
	1329	RI-94, Reynolds Rd (RI-101 to US-44)	2019	2024	Funding Availability
	9506	Sousa Road (RI-138/Main Rd to Fish Rd)	2024	2031	Funding Availability
	1354	South Commons Rd and Simmons Rd (Brownell Rd to East Main Rd)	2023	2028	Funding Availability
	1420	US-1, Franklin and Granite Streets (RI-78 to Union St)	2024	2026	Funding Availability
	1414	US-1, Post Rd (Coronado Rd. to 6th Ave.)	2020	2022	Funding Availability
	1423	US-1, Post Rd (Robin Hollow Rd. to Tamanaco Dr.)	2023	2025	Funding Availability
	1279	US-1, Tower Hill Rd (Stedman Government Center to RI-4)	2020	2022	Funding Availability
	9507	US-6 Highland Ave (County St to MA S/L)	2023	2029	Funding Availability
	1429	US-6A (Hartford Ave, C-3)	2022	2023	Funding Availability
	1324	Veterans Memorial Parkway (Warren Ave to South Broadway)	2023	2022	Funding Availability
	1406	Birch Swamp Rd and Schoolhouse Rd (Market St to Massachusetts S/L)	2024	2022	Opportunity
	1394	RI-104, Farnum Pk and Waterman Ave (US-44 to RI-116)	2024	2027	Opportunity
	5273	Improvements to RI-2 (East Greenwich Ave. to I-295)	2021	2030	Readiness
	1342	New River Rd (School St to Northern Lincoln Elementary School)	2022	2030	Readiness
	9525	Pawtucket Ave (Veteran's Memorial Parkway to Warren Ave)	2026	2028	Readiness
	1285	RI-10 (US-6 to Park Ave)	2023	2027	Readiness
	1326	RI-103 Pawtucket Ave and Bullocks Point Ave (Crescent View Ave to Veterans Me	2023	2027	Readiness
	9532	RI-103, Warren Ave (Broadway to Pawtucket Ave)	2025	2030	Readiness
	9535	RI-116, Smith Ave (Orchard Ave to US-44, Putnam Pike)	2026	2029	Readiness
	9534	RI-116/George Washington Highway (RI-7 to Lincoln Mall)	2026	2027	Readiness
	1416	RI-117, Centerville and Legris Ave (RI-33 to Quaker Ln)	2020	2026	Readiness
	1306	RI-122, Lonsdale Ave (Lincoln T/L to Heaton St) and US-1 Pawtucket Ave (Provide	2022	2026	Readiness
	9542	RI-128, Killingly St. and Greenville Ave. (US-6A Hartford Ave to Providence T/L)	2026	2028	Readiness
	1399	RI-138, Kingstown Rd C-1 (Railroad Ave to RI-108 Kingstown Rd.)	2017	2023	Readiness
	1397	RI-138, Kingstown Rd C-2 (RI-2 to Fairgrounds)	2020	2027	Readiness
	1355	RI-138A, Aquidneck Ave (East Main Rd to Green End Ave)	2019	2022	Readiness
	1372	RI-146A (RI-104 to RI-146)	2023	2029	Readiness
	1417	RI-33, Providence St (Tanglewood Dr to Blossom St)	2022	2027	Readiness
	9561	RI-5, Oaklawn Avenue (Mayfield Ave to Cranston St)	2025	2029	Readiness
	1403	RI-81 Crandall Road and East Road Resurfacing	2020	2028	Readiness
	1369	School St (Green St to RI-146A)	2024	2031	Readiness
	1347	School St (RI-126 to Main St)	2021	2022	Readiness
	9563	Twin River Road (RI-7 Douglas Pike to Les Pawson Loop)	2027	2028	Readiness
	9529	US-1, Elmwood Ave (Cranston T/L to Roger Williams Ave)	2027	2030	Readiness
	9552	US-6A, Hartford Ave (Killingly St. to RI-14 Plainfield St.)	2026	2027	Readiness
	1274	I-295 (I-95 to RI-5)	2023	2024	Risk
	1275	I-295 (RI-5 to RI-146)	2024	2025	Risk
	1419	RI-136 Market Street (RI-114 to Schoolhouse Road) and Kickemuit Rd (Everett St t	2017	2028	Risk
	1411	RI-2, Bald Hill Rd. and New London Ave. (Warwick T/L to RI-37)	2021	2026	Risk
	1371	Sayles Hill Rd (RI-146 to RI-126)	2022	2026	Risk
	1281	US-6 (RI-10 to I-95)	2023	2026	Risk
	1579	US-6, Danielson Pike (Connecticut S/L to RI-102)	2023	2026	Risk
TAP/Other	1492	GEB Bicycle Improvements Contingency Account	2019	2030	Funding Availability
	1300	Hope and Main Street Sidewalks - Phase 1 (Washington St. to Dyer St.)	2019	2023	Funding Availability
	1299	Hope Street and Ferry Road Resurfacing and Sidewalks - Phase 2 (Metacom to Co	2021	2025	Funding Availability
	1361	South Pier Rd. (RI-108 to Boon St.)	2019	2026	Funding Availability
	9002	Trestle Trail - West Section - Paving	2023	2027	Funding Availability
	1386	US-1, North Main St (Rochambeau Ave to Pawtucket T/L)	2022	2024	Funding Availability
	1495	Safe Routes to School Contingency	2019	2028	Opportunity
	5161	Aquidneck Island Bikeway - Melville Connector	2024	2027	Readiness
	5107	Bellevue Avenue ADA Sidewalk/Access Improvements (Kay St. to Ocean Ave.)	2022	2025	Readiness
	9013	Blackstone River Bikeway - Segment 3A-2	2023	2024	Readiness
	5293	Blackstone River Bikeway - Segment 8A	2018	2025	Readiness
	5098	Chapel Street Sidewalks (Old Town Rd. to Water St.)	2026	2027	Readiness
	9005	East Main Road Shared Use Path - Phase 2 - Turnpike Ave. to Union St. and Sandy	2021	2029	Readiness
	5038	EG Main Street Resurfacing & Sidewalk Rehabilitation (1st Ave. to Division St.)	2017	2027	Readiness
	1335	Jamestown Safe Routes to School - Melrose and Lawn Avenue Schools	2017	2022	Readiness
	1336	Narragansett Avenue Resurfacing and Sidewalks (End to Howland Ave.)	2022	2025	Readiness

Annual Data

Program	TIP ID	Project Name	Previous Planned Start Year	Current Planned Start Year	Reason for Change
TAP/Other (continued)	5178	NBT/WRG: Providence Woonasquatucket Greenway Enhancements	2017	2022	Readiness
	5093	Ocean Road Beautification - Phase 1 & 2 (South Pier Rd. to Beach St.)	2026	2028	Readiness
	5120	Post Road and West Main Rd - Curbing and Sidewalks (RI-1A to Camp Ave, US-1 to	2019	2022	Readiness
	5072	Purgatory Road Sidewalk Installation (Aquidneck Ave. to Paradise Ave.)	2021	2022	Readiness
	1359	RI-214, Valley Rd. (RI-138A Aquidneck Ave to RI-138 East Main Rd.)	2024	2027	Readiness
	5109	Safe Routes to School - Hillside Avenue Sidewalks	2021	2022	Readiness
	5267	Safe Routes to School Infrastructure Improvements for Hugh Cole Elementary Sc	2017	2022	Readiness
	5127	Sidewalks on Route 102 (Home Depot - Wickford Junction)	2027	2028	Readiness
	5045	Ten Mile River Greenway, Segment 1-4	2024	2025	Readiness
	5215	Washington Secondary Bike Path Extension	2022	2025	Readiness
	5089	William C. O'Neill Bike Path Extension - Phase 4B	2017	2022	Readiness
	5309	Woonsocket Main Street Improvements (Prospect to Arnold)	2019	2022	Readiness
Traffic Safety	5070	RI-138A, Aquidneck Avenue (Purgatory Rd. to Green End Ave.)	2019	2025	Risk
	1512	Route 146 Guide Sign and Sign Structure Replacement	2019	2022	Funding Availability
	5219	Roundabout at Intersection of RI-138 and RI-112	2018	2022	Opportunity
Transit	5204	Providence Intermodal Transit Center	2018	2022	Readiness
Study and Development	5060	Jamestown Bridge Bike/Pedestrian Access	2022	2024	Readiness

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

“Reason for Change” Definitions:

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

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



1,194

Bridges (5+ feet) as of 9/30/21



More than

3,000

Lane miles of road



5 rail stations

18 park and rides



104,000

Traffic devices



34,000

Catch basins (approximate)



674

Total employees

(as of 9/30/21)