

Quarterly Report

July – September 2025



Warren Bike Path Bridge

October 30, 2025



Statutory Reporting Requirements

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

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

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



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

RIDOT is pleased to submit the FFY 2025 Q4 RhodeWorks quarterly report.

RIDOT advanced numerous projects throughout the state this past summer, with a particular concentration of work along the I-95 and Route 4 corridors from Providence to South County. In each project, RIDOT carefully balanced the need to provide safe work zones and ample time for contractors to complete their work with the needs of commuters.

In the Providence metropolitan area, the I-95 15 Bridges Project has multiple work zones from the Eddy Street overpass in Providence to the Jefferson Boulevard exit in Warwick. Each will allow for phased reconstruction of bridges. This is RIDOT's largest project ever. It is removing 15 bridges from the state's backlog of poor condition bridges along I-95 and Route 10 between Providence and Warwick.

Further south in Warwick, RIDOT is replacing bridges carrying East Avenue (Route 113) over I-95 and I-295. We're using accelerated bridge construction methods with block-style foundations that are less costly to build than traditional footings but are just as durable and effective. We build these new foundations next to the old ones, while other operations are underway. The new footings are closer to the travel lanes, which allows us to reduce the overall length of the bridge spans. RIDOT in the past quarter successfully conducted a series of overnight closures on both highways under the bridges. We are on track to complete them by the end of this year.

The same technology is being employed on Route 4 near the East Greenwich/North Kingstown line. We are replacing two large bridges over Route 4, the Frenchtown Road and South County Trail bridges. Just as we did for the East Avenue bridges, RIDOT will be periodically closing Route 4 for demolition and reconstruction activities. Both bridges are on schedule for completion next summer.

One of the highlights of the summer took place late in the quarter with the ribbon-cutting ceremony for the Tower Hill Road Bridge that carries Route 1 over Route 138 in North Kingstown. In two weekends earlier this year, RIDOT successfully installed new bridge decks it had built next to the old bridge. We also paved more than six miles of highway on Route 1 as part of this project, providing a safer and smoother ride along this vital link to Newport and Rhode Island's major beaches.

Elsewhere in Rhode Island during the past quarter, RIDOT opened a new bridge and interchange on I-295 North at Route 37 in Cranston. This new design includes a service road and the relocation of an unconventional on-ramp from the left side of the highway to the right side, which is safer and will reduce congestion. Additional work took place on the Route 146 project in North Smithfield with continued reconstruction of the Route 146/Route 146A interchange and work on the new flyover ramp at Sayles Hill Road. Numerous other bridges were under reconstruction in Barrington, Burrillville, Foster, Coventry, Cranston, Cumberland, Smithfield, Tiverton, and Warren. During the quarter, RIDOT finished work at the Breakneck Hill Road Bridge in Lincoln and the Mendon Road Bridge in Cumberland. Many roads were paved in Cranston, Cumberland, Johnston, Smithfield, South Kingstown and the East Bay communities of

East Providence, Barrington and Warren. We also finished a major paving project for the Route 7/Douglas Pike Corridor which began last year in Burrillville and finished this year in Providence.

RIDOT was pleased to report that seat belt usage reached a record high in Rhode Island during the quarter. The results of our annual seat belt survey showed that 93 percent of drivers were buckled up, which puts us above the national average. When the General Assembly passed the mandatory seat belt law in 2011, compliance was only 78 percent. RIDOT is very thankful for the efforts of legislators, law enforcement, and its safety partners to reach this milestone and help save lives.

There is an abundance of information on the Washington Bridge project. Information can be located at www.ridot.ri.gov, www.dot.ri.gov/project/washingtonbridge closure/#monthlyupdate, or in the special projects page of this report.

Sincerely,

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

Peter Alviti Jr., P.E.
Director

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Key Accomplishments

Project Management

- **Tower Hill Road Bridge Project** – In September, Representing the McKee Administration, Rhode Island Department of Transportation (RIDOT) Director Peter Alviti, Jr. joined representatives for U.S. Senator Jack Reed, U.S. Senator Sheldon Whitehouse, along with other state and local officials, to mark the early completion of the Tower Hill Road Bridge Project on Route 1 in North Kingstown. RIDOT used accelerated bridge construction methods to quickly replace the bridge that carried Route 1 over Route 138, a vital connection for commuters and visitors headed to destinations in South County and Newport County. The \$35.8 million project finished nine months ahead of schedule. To minimize the impact to the more than 52,000 travelers who use this busy transportation corridor daily, RIDOT built new bridge decks adjacent to the old bridge so they could be installed rapidly over two extended weekends. By using these methods, motorists on Route 1 avoided up to two years of lane closures associated with conventional construction.

Safety

- **Seat Belt Use Reaches Record High in Rhode Island** - In August, RIDOT's Office on Highway Safety released the results of its annual seat belt survey which showed that seat belt usage in the Ocean State has hit an all-time high of 93%. This puts Rhode Island above the national average of 91.4% compliance. Before the general assembly passed a mandatory seat belt use law in 2011, the compliance rate was 78%. This year, the survey followed the national mobilization campaign with observations at 90 sites. Previous year's numbers were: 90% in 2024, 89.1% in 2023, 87.1% in 2022, and 89.4% in 2021.

Grants

- **PROTECT Grant Funding** – In August and September, RIDOT and FHWA had fully executed two PROTECT grants - Turning the Tide and A Rhode Less Traveled:
 - \$26M Turning the Tide PROTECT Grant will help construct 97 STUs located in 17 of Rhode Island's 39 municipalities to continue to comply with the 2016 Consent Decree.
 - \$750,000 A Rhode Less Traveled PROTECT Grant will support the development of alternatives for the roadways in the Town of Warren.

Statutory Requirements

CONSTRUCTION

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

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

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

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

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

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

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

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

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

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

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

CONSTRUCTION

FFY26 PLANNED

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

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

Construction Contract (Project Name)	Expected Advertise Date	Construction Value (\$M)
FFY 2026 - October 1, 2025 - September 30, 2026		
2026 Statewide Railroad Crossing Improvements	Oct-25	\$ -
Corridor - Hope	Oct-25	\$ -
2025 General Bridge Repairs C-1	Dec-25	\$ -
2026-2027 Statewide Striping - Central & South	Jan-26	\$ -
2026-2027 Statewide Striping – Limited Access	Jan-26	\$ -
Bridge Group 15F - Barrington	Jan-26	\$ -
Bridge Group 16D - Route 6 JON	Jan-26	\$ -
Rt. 116 Wall Repairs	Jan-26	\$ -
Corridor - Hope Valley	Feb-26	\$ -
Corridor - Ashaway	Apr-26	\$ -
Henderson Bridge Improvements - Phase 2	May-26	\$ -
HSIP - Intersection & Crosswalks - 2026	Jul-26	\$ -
Bridge Group 01_H - Historic Coventry	Jul-26	\$ -
Pavement Improvements – Putnam Pike	Jul-26	\$ -
HSIP - Roadway Departure - 2026	Aug-26	\$ -
Statewide Stormwater Improvements – PROTECT Grant	Sep-26	\$ -
TOTAL		\$ 183.4

DESIGN

FFY24 AWARDS

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

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

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

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

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

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

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

Data sources: RIDOT Financial Management System

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

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

Design Contract (Project Name)	Advertise Date (Mon-Year)	Award Date (Mon-Year)	Value (\$M)	Exp. Completion Date (Mon-Year)
FFY 2026 - October 1, 2025 - September 30, 2026				
Warren Resilience and Managed Retreat Research and Strategies	FFY 26	FFY 26	\$ -	FFY 27
Preliminary Design, Final Design, and Construction Engineering - Amtrak Bridges	FFY 26	FFY 26	\$ -	FFY 37
Preliminary Design, Final Design, and Construction Engineering - Bridges	FFY 26	FFY 26	\$ -	FFY 37
Preliminary Design, Final Design, and Construction Engineering - Bridge Group 50 – Goat Island	FFY 26	FFY 26	\$ -	FFY 37
TOTAL			\$ 26.1	

Note: At this time, the planning of FFY 2026 design contracts is in process. Anticipated contract advertisement, award, and values will be identified in upcoming quarterly reports upon finalization.

PLANNING
GRANTS

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

GRANT APPLICATIONS (FFY 2016 - Present)
AWARDED

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

TOTAL \$ 1,430.1 \$ 2,571.9

PENDING

Grant Application Description	Project Type	Grant Source	Application Year	Grant Request (\$M)	Project Cost (\$M)	Matching Funds Available via Curr. Auth. Funding?
Creating Space & Preserving Place: Bicycle & Pedestrian Improvements along Route 102 Scenic Highway	Bicycle/Pedestrian	NSBP	FFY 2024	\$ 1.60	\$ 2.00	Partial
Digitizing Archives: Investing in the Past for Future Efficiency	Records	NHPRC	FFY 24-26	\$ 0.10	\$ 0.13	Partial
Archival Project Grant	Archives, Technology	NHPRC	FFY 25	\$ 0.15	\$ 0.2	Partial
Innovative Finance and Asset Concessions	Asset Scan	Build America Bureau	FFY 26	\$ 1.00	\$ 1.0	None
TOTAL				\$ 2.8	\$ 3.33	

Notes:

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

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

GRANT APPLICATIONS (FFY 2016 - Present)

UPCOMING/ANTICIPATED APPLICATIONS

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

NOT AWARDED

Grant Application Description	Project Type	Grant Source	Application Year	Grant Request (\$M)	Project Cost (\$M)	Matching Funds Available via Curr. Auth. Funding?
Route 6/10 Interchange	Hwy, Bridge	FASTLANE	FFY 2016	\$ 175.0	\$ -	N/A
Route 6/10 and Interstate Route 95 Interchange Project	Hwy, Bridge	FASTLANE	FFY 2017	\$ 59.0	\$ -	N/A
The Providence Viaduct Northbound Project	Hwy, Bridge	INFRA	FFY 2018	\$ 60.0	\$ 342.0	N/A
Route 6/10 Interchange Grade Separation Improvements Project	Rail	FRA	FFY 2018	\$ 8.0	\$ 69.5	N/A
Uncontrolled Midblock Crosswalk Enhancement Project	Traffic Safety	AID	FFY 2019	\$ 1.0	\$ 1.3	N/A
NEC Regional Rail Plan	Planning	FRA	FFY 2020	\$ 3.0	\$ 3.8	N/A
Rebuilding the East Avenue Corridor	Hwy, Bridge	RAISE	FFY 2021	\$ 25.0	\$ 65.0	N/A
I-95 'Missing Move' and Quonset Ramps Construction	Hwy, Bridge	INFRA	FFY 2021	\$ 60.0	\$ 100.5	N/A
Safely Rebuilding the East Avenue Corridor	Hwy, Bridge	RAISE	FFY 2022	\$ 25.0	\$ 75.0	N/A
Completing the I-95 Missing Move and Ramps to Quonset Business Park	Hwy, Bridge	INFRA	FFY 2022	\$ 81.0	\$ 135.0	N/A
New Technologies for Newport Streets	Traffic Safety	SMART	FFY2022	\$ 2.0	\$ 2.0	N/A
Revitalizing the Ashton Viaduct	Hwy, Bridge	BIP	FFY2022	\$ 33.6	\$ 48.0	N/A
Northeast Corridor Regional Rail Plan for Rhode Island and Massachusetts	Rail	CRISI	FFY2022	\$ 3.0	\$ 3.8	N/A
Economizing Rhode Island Truck Routing	Traffic Safety	HP-ITD	FFY2023	\$ 2.0	\$ 2.0	N/A
Bridging the Gap: Complete Connections Across the Northeast Corridor	Planning	RAISE	FFY2023	\$ 5.0	\$ 6.3	N/A
Charging Ahead: Rhode Island Working Together for Electrification	EV Charging	CFI	FFY2023	\$ 15.0	\$ 18.8	Partial
Bridging I-95: Keeping Rhode Island's Economy Moving	Hwy,Bridge	MEGA	FFY2023	\$ 225.0	\$ 550.0	Partial
Enhancing Community Connectivity: Complete Streets Bridges in Providence, Rhode Island	Planning	Reconnect.	FFY2023	\$ 2.0	\$ 2.5	Partial
Advancing Urban Connectivity: Completing Henderson Parkway	Planning	Reconnect.	FFY 2023	\$ 1.0	\$ 1.5	Partial
Improving Asset Management Technology on Rhode Island's Bridges	Bridge, Research	SMART	FFY2024	\$ 0.9	\$ 1.056	Partial
Advancing the Northeast Corridor's Rhode Island Rail Plan	Rail	CRISI	FY 23-24	\$ 4.8	\$ 6.000	Partial
Vulnerable Road User Countermeasures	Planning, Safety	AID	FFY 2023	\$ 1.0	\$ 1.25	Partial
Economizing Rhode Island Trucking	Planning, Bridge	ATTAIN	FFY 2023	\$ 4.0	\$ 5.0	Partial
RI Pollinator-Friendly Practices: Advocacy and Education of Pollinator Activities in the Ocean State	Hwy, Environmental	PFP	FFY 2023	\$ 0.15	\$ 0.15	None
Advancing the Northeast Corridor's Rhode Island Rail Plan	Rail	CRISI	FFY 23-24	\$ 4.8	\$ 6.0	Partial
Congestion Relief Program - Reducing Congestion + Encouraging Modal Shift in Rhode Island	Transit, Safety	CRP	FFY 2024	\$ 14.0	\$ 18.0	Partial
Advancing Active Transportation Safety in Newport	Safety	SMART	FFY 2024	\$ 1.00	\$ 1.00	N/A
Realizing Rhode Island's Marine Highway Potential	Planning	USMHP	FFY 2024	\$ 0.64	\$ 0.80	Partial
From Loss to Action: Transforming Vulnerable Assets into Climate-Resilient Infrastructure	Climate	PROTECT	FFY 2024	\$ 1.00	N/A	N/A
I-95 Inundation:Stormwater Mitigations for Safer RI Travel	Stormwater	PROTECT	FFY 2024	N/A	N/A	N/A

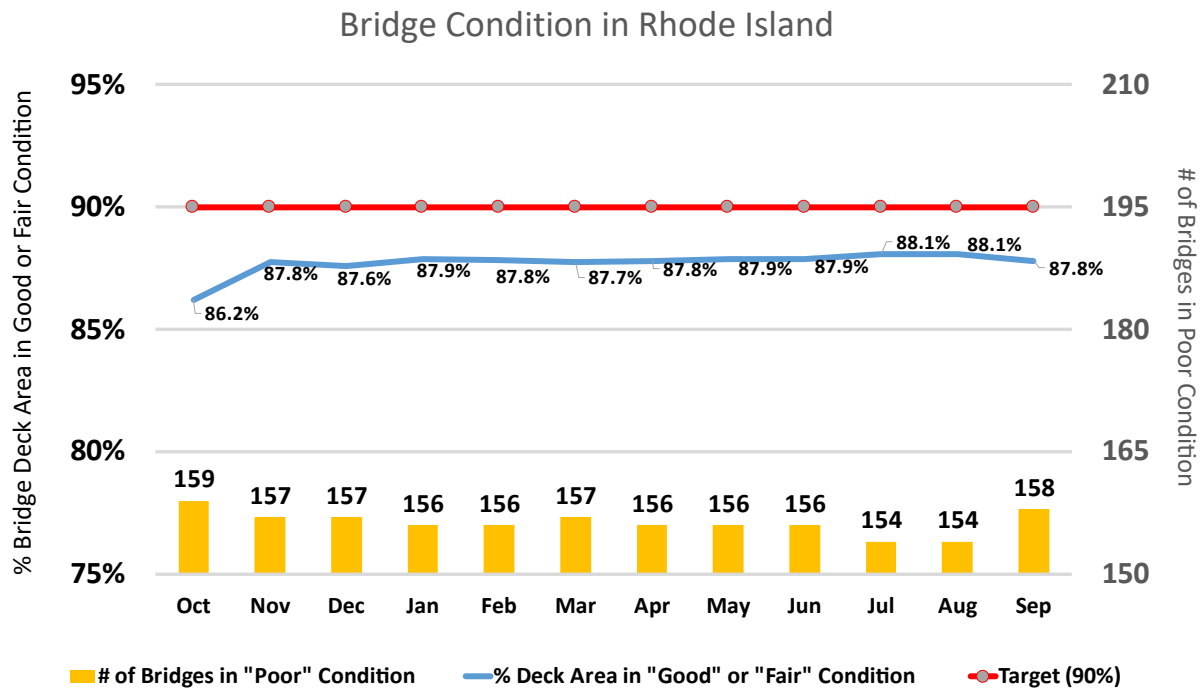
Notes:

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

Operations

Bridge Condition

In 2016, prior to RhodeWorks, Rhode Island faced a dismal 25 percent poor bridge condition rating. By September 2025, structurally deficient deck area has been reduced to 12.2 percent. The following chart details bridge conditions through the fourth quarter of FFY 2025.



All Bridges total = 1,206 All Bridges Deck Area = 8.52 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, seven bridges were deemed to be in poor condition upon inspection, and five were removed off the list. Therefore, the net total number of bridges in poor condition this quarter is 158.

Bridges Removed from "Poor Condition" List (Repaired, Replaced, or Removed) Q4 FFY 2025		
Q4 Jul-Oct 2025	The Glendale Bridge 011201 which passes over BRANCH RIVER in Burrillville	2,923 sq ft
	The Cranston Street Bridge 062101 which passes over CRANSTON ST in Cranston	6,292 sq ft
	The Pontiac Ave (RI10) Bridge 066801 which passes over RI 10 HUNTINGTON EXPRESS in Cranston	7,503 sq ft
	The Mendon Road Bridge 075101 which passes over I-295 NB & SB in Cumberland	6,925 sq ft
	The Cahoon Road Bridge 084501 which passes over BUCKS HORN BROOK in Coventry	584 sq ft
Subtotal		24,227 sq ft
Bridges Added to the "Poor Condition" List in Q4 FFY 2025		
Q4 Jul-Oct 2025	The South Warren Bridge 012501 which passes over Unknown Brook in Warren	864 sq ft
	The Glenbridge Avenue Bridge Bridge 034801 which passes over WOONASQT RVR & BIKE PATH in Providence	7,136 sq ft
	The Pontiac Avenue Bridge Bridge 020101 which passes over POCASSET RIVER in Cranston	2,297 sq ft
	The Killingly Street Bridge 060701 which passes over RI 128 KILLINGLY ST in Providence	15,000 sq ft
	The Airport Bridge 077301 which passes over US 1 POST RD in Warwick	5,834 sq ft
	The Bradford RR Bridge 036501 which passes over AMTRAK in Westerly	3,569 sq ft
	The Barrington Bridge Bridge 012301 which passes over BARRINGTON RIVER in Barrington	21,086 sq ft
Subtotal		55,787 sq ft
Net Change		-31,560 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.

2025-2026 Pavement Preservation

The FFY 2025 - 2026 Pavement Preservation program includes almost 506 miles of PPEST and crack seal. Over 200 miles have already been completed in FFY 2025. The remaining 306 miles are projected to be completed in FFY 2026.

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

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

Municipality	Road Name	Road Limits	Miles
Charlestown	Ross Hill Rd	US-1/Post Rd to Niantic Way	5.4
Charlestown	Cross Mills Rd	US-1 to US-1A	0.2
Cranston	Plainfield Pike	Cut & match west of I-295 to Cella Lane	3.0
Glocester	West Greenville Rd	Putnam Pike to US-6	6.1
Glocester, Smithfield	Snake Hill Rd	West Greenville Rd to Elmdale rd (Rt 116 intersection)	1.3
South Kingstown	Kingstown Rd	Dam St to bikepath crossing Kerseeey Rd and Sweet Fern Lane	0.6
South Kingstown	Kingstown Rd	School St to Columbia St	3.0
Total			19.6

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

Municipality	Road Name	Road Limits	Miles
Tier 1 Roads			
Coventry, East Greenwich, Warwick	I-95	Rt. 2/Quaker Ln underpass to Rt. 3Nooseneck Hill Rd overpass	41.3
Cumberland	West Wrentham Rd	Mendon Rd to Pine Swamp Rd	8.7
Cumberland	Diamond Hill Rd	Nate Whipple Hwy to Wrentham Rd	4.3
Cumberland	Nate Whipple Hwy	Mendon Rd to Mass state line	12.2
Cumberland	Mendon Rd	Anthony Rd to Beamis Ave	4.4
Cumberland	Manville Hill Rd	Flat St to Mendon Rd	2.0
Cumberland, Lincoln	School St and Albion Rd	Main St Albion to Mendon Rd	2.4
Cumberland, Woonsocket	Pine Swamp Rd & Diamond Hill Rd	Wrentham Rd to Bound Rd	7.0
Cumberland, Woonsocket	Mendon Rd	Beamis Ave to Beausoleil St	6.9
Glocester	Putnam Pike	Match line near RIDOT Maintenance Garage to Chepachet roundabout	6.6
Lincoln	Old River Rd	Sayles Hill Rd to Railroad St	2.6
Lincoln	George Washington Hwy	Wake Robin Rd to Mendon Rd	12.8
Lincoln, North Smithfield	Sayles Hill Rd	RI 146 to Old River Rd	3.3
Lincoln, Smithfield	George Washington Hwy	Rt.7/Douglas Pk to Lincoln Mall	8.1
Lincoln, Woonsocket	Main St Albion & New River Rd	School St to Manville Hill Rd	3.7
East Providence, Pawtucket	Newport Ave	Pawtucket Ave to Mass state line	13.0
Smithfield	Putnam Pike	Danecroft Ave to Austin Ave	8.7
Smithfield	Putnam Pike	Austin Ave to West Greenville Rd	3.3
Woonsocket	Diamond Hill Rd	Bound Rd to Mendon Rd	6.6
Woonsocket	Diamond Hill Rd	Mendon Rd to Social St.	3.2
Total			161.1

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

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

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

2025-2026 Pavement Preservation

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

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

Municipality	Road Name	Road Limits	Miles
Charlestown	South County Trail	Carolina Back Rd to US-1	6.9
Charlestown, Richmond	South County Trail	Richmond Town Line to Carolina Back Rd	7.3
Exeter	Ten Rod Road	Rt. 2 to Rt. 3	21.6
Lincoln	Great Rd	Breakneck Hill Rd/Great Rd to Simon Sayle Rd.	3.5
North Smithfield, Smithfield	Providence Pike	RI 104/Greenville Rd to Church St.	9.4
Portsmouth	Boys Ln	Bristol Ferry Rd to Portsmouth Maintenance Facility driveway	1.8
Portsmouth	Hummock Point Rd (a.k.a. Hummocks Ave)	Cove Bridge to Ramp to Anthony Rd	1.2
Westerly	Beach St & Watch Hill Rd	Match line north of Hubbard St to Shore Rd	5.2
Westerly	Church St.	Niantic Highway to RI-91/Bradford Rd	2.8

Total 59.7

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

Municipality	Road Name	Road Limits	Miles
Tier 1 Roads			
Burrillville	Round Top Rd	Hill Rd to Mass state line	8.8
Burrillville	Putnam Pike	1/10 mi west of Elbow Rock Rd to Chepachet roundabout	13.0
Burrillville	Chapel St	Union Ave to RI 98/Harrisville Main St.	2.9
Burrillville	East Ave	1/10 mile east of Homestead Ln to RI 102	2.5
Burrillville	South Main St	Griffin St to High St.	1.0
Burrillville	High St	South Main St to Church St.	0.3
Burrillville, North Smithfield	Broncos Highway	RI 107/East Ave to Douglas Pk	6.6
Cranston, Providence, Warwick	I-95	Eddie St to Rt. 5/Greenwich Ave	67.2
Gloicester	Douglas Hook Rd	Putnam Pike to Whipple Rd	3.0
Lincoln, North Providence	Charles St. & Old Louisiquisset Pk	Providence city line/Shepard Ave to Cobble Hill Rd	5.4
North Providence, Providence	Smith St	Centredale Roundabout to Canal St.	12.6
North Smithfield	Central St	North Main St to RI 146	1.0
North Smithfield, Woonsocket	Eddie Downing Highway	RI 146 turnaround to Park Ave	6.8
North Smithfield, Woonsocket	Smithfield Rd & Great Rd	Park Ave to Maple Ave	11.6
Lincoln, Pawtucket, Providence	Smithfield Ave	North Main St to Parker St.	9.5

Total 152.3

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

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

Total 93.6

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

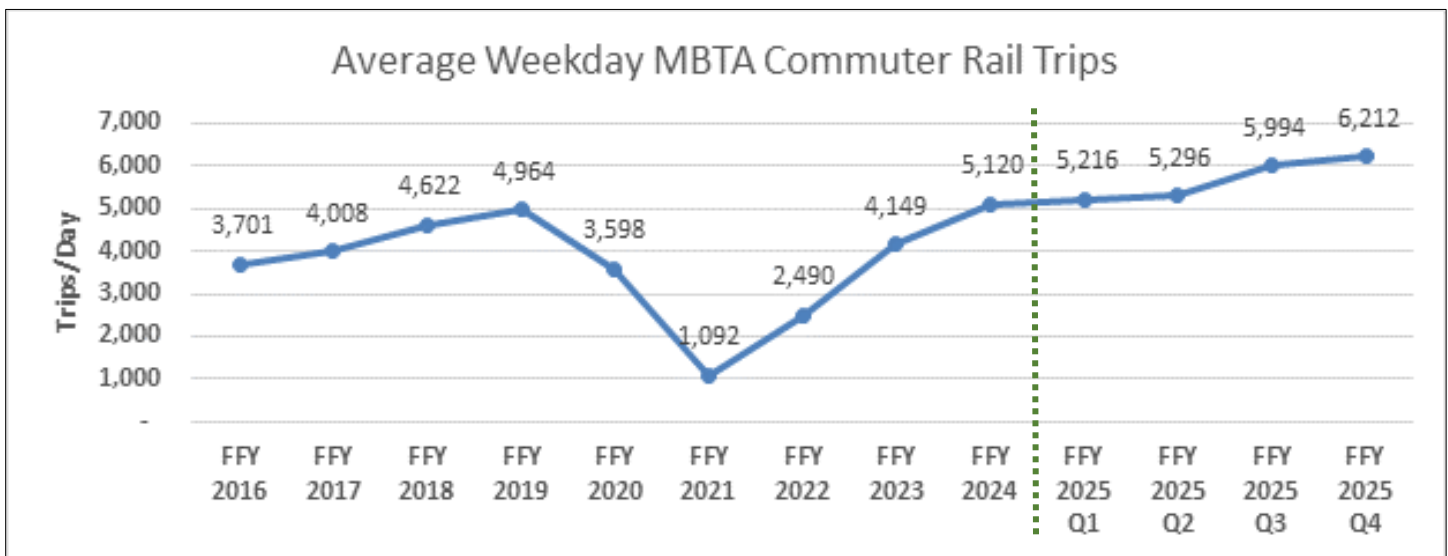
Transit Operations

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



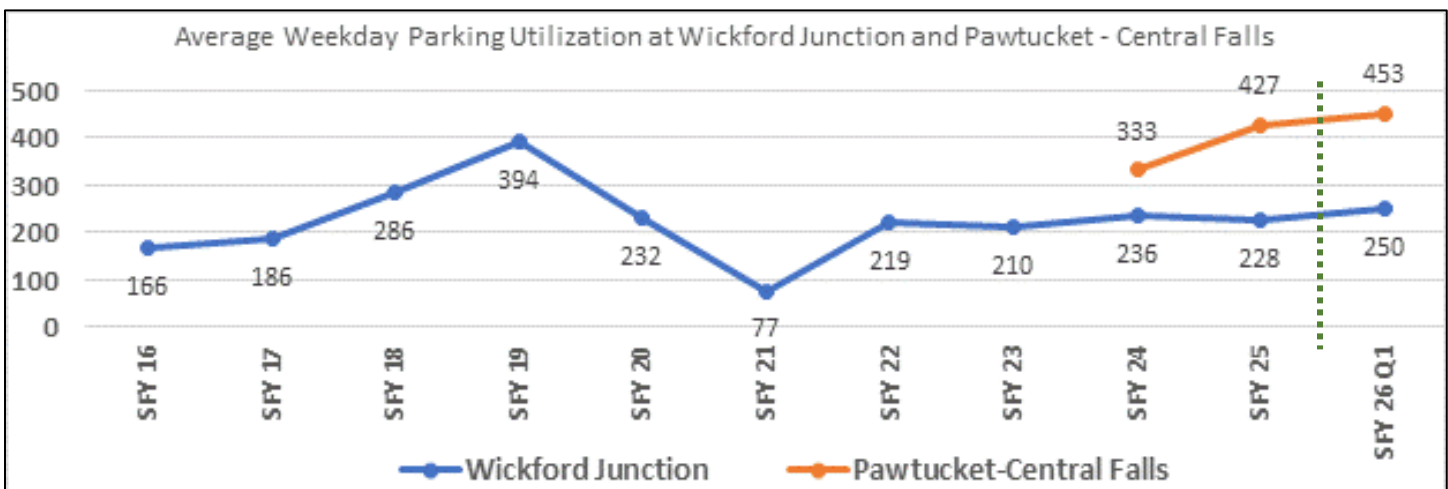
Update: Rhode Island commuter rail weekday ridership volume during the fourth quarter of FFY 2025 was higher (+3.6%) than the last quarter and up (+7.1%) from a year ago. Overall, current weekday volume at all four Rhode Island commuter rail stations has surpassed pre-pandemic level by more than 25%. Growth at Pawtucket-Central Falls and Providence stations is a contributing factor to the annual increase in Rhode Island ridership, underscoring the recent trend of accelerated growth in dense urban areas.

Commuter Rail Ridership



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

Parking Garage Utilization

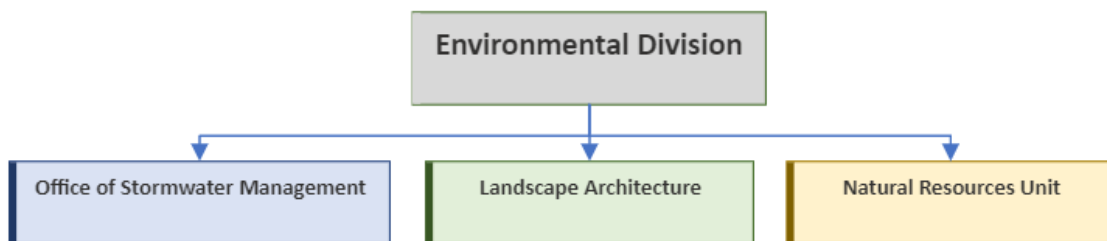


Definition: Average daily (weekday only) counts of the number of cars parked at the Wickford Junction garage and Pawtucket Central Falls Transit Center. Parking counts are tracked by State Fiscal Quarter.



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

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



FFY25 Q4 Highlights:

Reviewed: • 5 RIDEM Permit Submission • 5 USACE Authorization Submissions • 3 Stormwater Pollution Prevention Plans • 10 LRSMM reports/plans • Stormwater Project Reviews • Physical Alteration Permits for Stormwater & SRB • 25 Project Reviews (NRU), 11 (LAU) • 4 Property Management Preliminary Reviews for Sales Inspections/Audits: • 11 Final Inspections • 152 SWPPP inspections received & documented • 7 Compliance Inspections • 24 CCTV Inspections • 77 STU Inspections • 36 IDDE Investigation Actions	Projects: • Statewide Acoustic and Visual Bat Surveys • Statewide Road-Stream Crossing Assessments on state roads to prioritize crossings for upgrades • Completed 3 drainage repair projects • 7 drainage repair projects into the post-qualification phase • 20 drainage repair project sites in design
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Safety

RIDOT's Office on Highway Safety (OHS), in partnership with key state and community stakeholders, continued to advance its mission of achieving Zero Fatalities on Rhode Island's roadways through enforcement, education, training, and outreach. During this reporting period, OHS coordinated several high-impact initiatives that directly supported state and federal traffic safety goals.

As required by federal oversight, OHS staff conducted in-person monitoring visits with all subrecipients across the state. These visits ensured compliance with federal guidelines, proper program implementation, and accountability for the use of traffic safety funds. The sessions also provided an opportunity for OHS to reinforce program priorities and offer technical assistance to enhance subrecipient efforts in reducing serious injuries and fatalities.

OHS also developed and facilitated a statewide Law Enforcement Forum, bringing together representatives from municipal police departments and the State Police. The forum provided a platform to share data, discuss enforcement strategies, and highlight emerging and ongoing challenges such as distracted and impaired driving. By fostering open communication, the forum strengthened collaboration and reaffirmed law enforcement's critical role in achieving safer roadways.

To address impaired driving, OHS and the RI Police Chiefs' Association hosted an Ignition Interlock demonstration event. This event allowed partners, including prosecutors, treatment providers, law enforcement, and advocacy groups, to view and better understand the technology designed to prevent impaired driving. Demonstrations highlighted how interlock devices function as a proven countermeasure in reducing repeat offenses and keeping impaired drivers off the road.

Recognizing the contributions of partners is essential in sustaining statewide engagement. OHS hosted a recognition event for Safety Partners, honoring law enforcement agencies, community educators, and advocacy organizations that have demonstrated leadership in advancing traffic safety initiatives. The event emphasized the importance of shared responsibility and celebrated measurable progress toward reducing roadway risks.

As part of the fall safety campaign season, OHS joined AAA Northeast and other safety partners at a press event highlighting Back to School Safety and Child Passenger Safety Awareness. This event focused on equipping families with information on proper seat belt use, booster seats, and safe travel habits for school-age children. The press coverage reinforced the state's commitment to protecting Rhode Island's youngest and most vulnerable passengers.

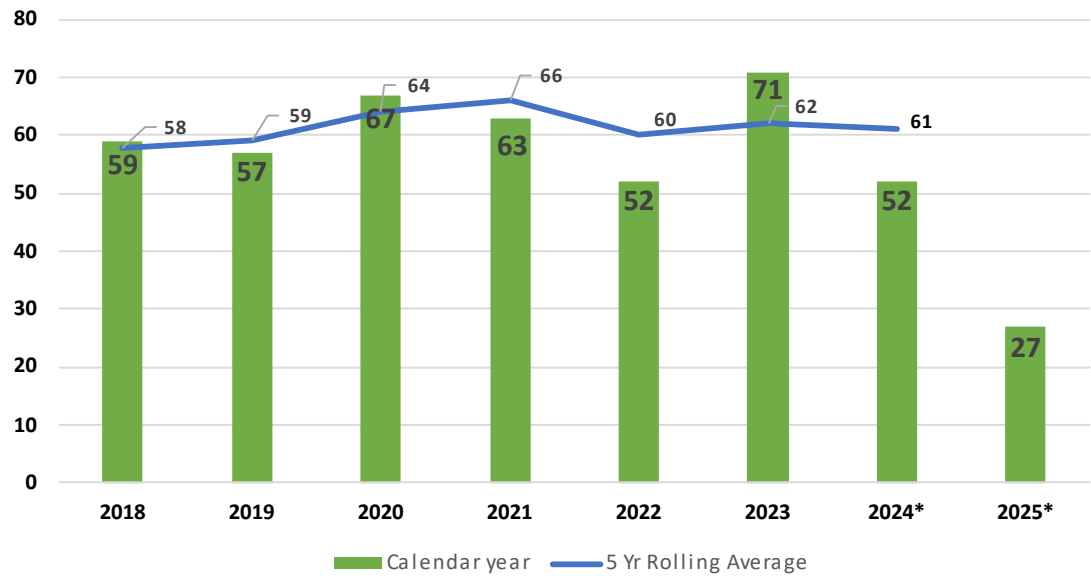
Throughout each of these activities, the unifying message remained clear: Zero Fatalities is the only acceptable goal. The OHS continues to stress that even one death on Rhode Island roadways is one too many. By combining enforcement, education, and community partnerships, the state is steadily working toward a culture where safety is prioritized, and every life is valued.

FARS FATALITIES BY PERSON TYPE 2018-2025

PERSON TYPE	2018	2019	2020	2021	2022	2023	2024* (prelim.)	2025* (prelim.)
Motor Vehicle Occupants	30	36	35	41	34	41	25	13
Motorcyclists	18	13	13	13	11	16	8	8
Pedestrians	7	8	17	7	7	12	14	4
Bicyclists	1	0	2	2	0	2	5	2
ATV	2	0	0	0	0	0	0	0
Person on Personal Conveyance	1	0	0	0	0	0	0	0
Unknown Person Type	0	0	0	0	0	0	0	0
TOTAL	59	57	67	63	52	71	52	27

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

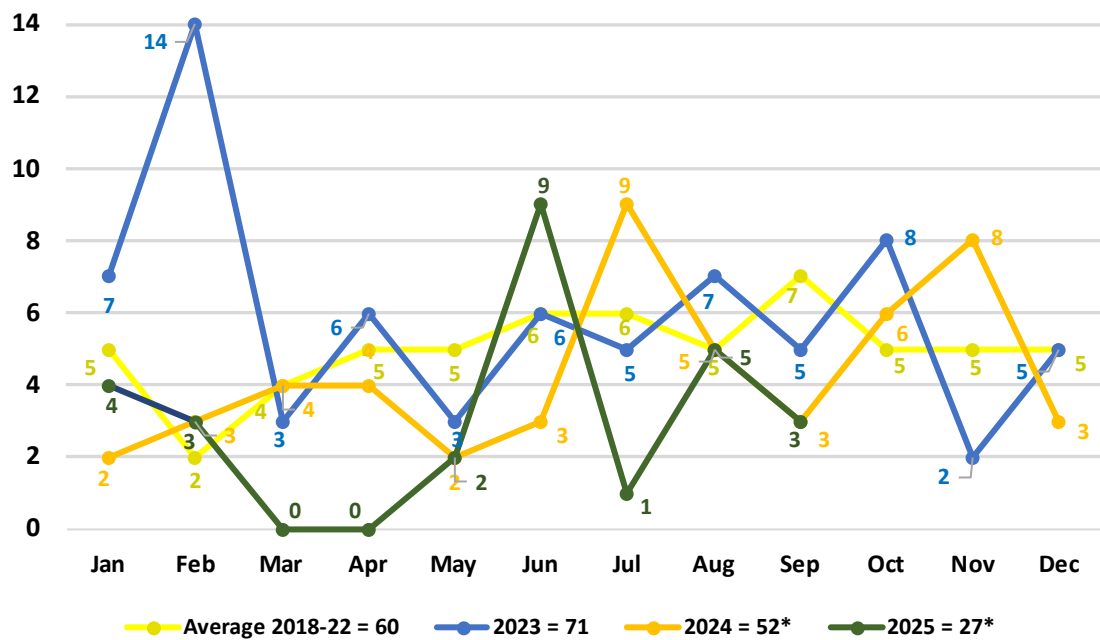
Traffic Fatalities by Year



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



Traffic Fatalities by Month



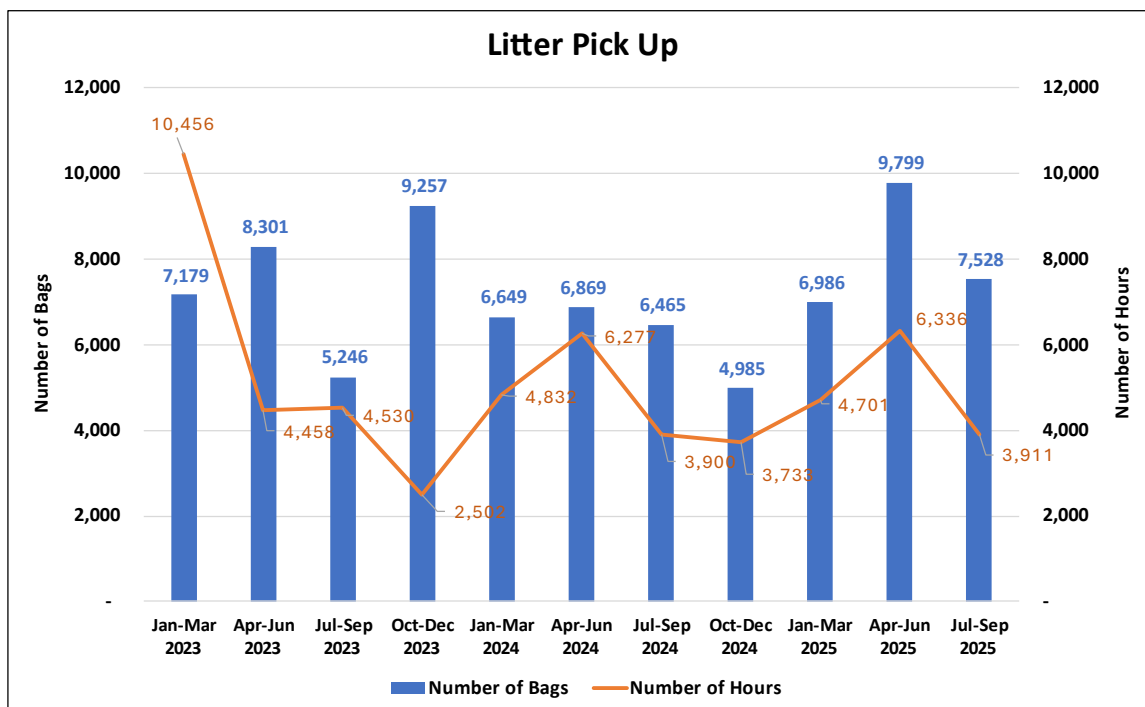
*Per federal rule, fatality data remains in preliminary status for 12 months following the close of calendar year.

Maintenance and Operations

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



- Used 212 tons of asphalt
- Swept 1,304 curb miles of roadway
- Mowed 4,460 miles of grass
- Cut 481,355 linear feet of brush
- Cleaned 3,790 drainage structures
- Repaired 93 drainage structures
- Repaired/replaced 150 linear feet of drainage pipe
- Worked on 1,032 signs
- Fabricated 2,317 signs
- Removed 189 one-ton truck loads of picked debris
- Removed 7,528 bags of picked litter
- Removed 24 cubic yards of picked litter with the litter rakes
- Completed 11 washout repair work orders
- Completed 453 traffic signal maintenance work orders
- Completed 24 highway lighting maintenance work orders and 18 short circuit repairs work orders
- Removed 121 trees
- Trimmed 37 trees
- Sprayed 268 linear miles of herbicide application
- Completed 30 graffiti removal work orders



*Data subject to change due to the ongoing nature of the work performed.

Completed MPA projects by the Division's Engineering & Permitting Office in the fourth quarter include pavement repairs at Hartford Avenue on-ramp to Route 6 East (Johnston), pavement repairs on Route 99 Southbound (Lincoln), and roadside improvements at 1715 Harkney Hill Road (Coventry). Current projects include pavement/traffic loop repairs on Route 108/Point Judith Road (Narragansett), pavement repairs on Vernon Street (Warren), pavement repairs at West Approach and Smith Avenue (Smithfield), pavement repairs on North Main Street (North Smithfield), roadside improvements at 1457 Victory Highway (Route 102), drainage system repairs/improvements on Wood Street, and pavement repairs on Main Street (Coventry).

Current opened bids for MPA projects in the fourth quarter include pavement repairs on Post Road Southbound (North Kingstown), pavement repairs on Main Street at Bank Street (West Warwick), pavement repairs at Park & Ride Lot off County Road (White Church – Barrington), and pavement repairs on Route 44/Putnam Pike at Esmond Street (Smithfield). Additional projects are being initiated and scoped.

During the fourth quarter, the RIDOT Highway Maintenance Division issued 27 Physical Alteration Permits (PAPs) for residential and commercial construction impacting the State Highway Right-of-Way (ROW) and issued 299 utility permits for utility construction impacting the State Highway ROW. In the fourth quarter, RIDOT received 49 PAP applications and 246 utility permit applications in the e-permitting portal.

The RIDOT Highway Maintenance Division continues to prioritize the fleet procurement with the current fleet budget. RIDOT received 4 stetco (catch basin cleaning) trucks, 11 landscape trailers, and 4 highway tractors in the fourth quarter. Production continued for 2 utility body trucks, 2 stake bodies, 5 one-ton trucks with plows, 15 additional plow trucks, 16 highway tractors, and 1 digger derrick. Current bids awaiting award include 4 aerial trucks, 1 log truck with grapple, and 10 additional plow trucks.

Facility improvements, including general facility/building improvements, salt building and lot improvements, HVAC improvements, facility heating system upgrades, larger-scale building renovations and replacements, are being prioritized and coordinated. Notable projects completed in the fourth quarter include replacing exterior doors at Warwick HQ, replacing exterior doors and windows at the Charlestown Facility, and painting the exterior of the Cherry Hill Facility garage building. Ongoing projects include Warwick Headquarters (HQ) exterior building improvements, pavement repairs and seal coating of the Cherry Hill Facility lot, painting the exterior of the Charlestown Facility garage building, painting the exterior of the Westerly Facility garage building, Anthony Facility roof replacement and other building exterior improvements, new water hydrant at Dillon's Corner (Narragansett), and electronic door openers for one of the Belleville Facility's cold storage buildings.

The Maintenance Division continues its support to the Bridge Engineering section in the implementation of the Health Monitoring System on I-195 EB (WIM and SHM).

Maintenance and Operations/TMC



Under the Highway Maintenance Division, RIDOT operates a Transportation Management Center (TMC) at 2 Capitol Hill, Providence. The TMC is a 24/7/365 operational facility. TMC Operators monitor roadways, assist first responders with the safe and efficient clearance of incidents, and help manage traffic associated with planned special events and road, lane, and shoulder closures due to work zones and other scheduled activities. The TMC received 1,427 calls this quarter. The TMC continues moving forward with the procurement of an Advanced Transportation Management System (ATMS). This ATMS is the software that will control the various TMC systems (such as cameras, changeable message signs, Wrong Way Driver Systems, etc.) as well as help provide timely and accurate roadway status information. The ATMS project is currently in the system design phase, targeting system go-live in the second half of 2026.

TMC gives RIDOT the tools to:

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

Key Responsibilities of the TMC include:

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

In the past 30 years, RIDOT has built an impressive network of bike paths, offering more than 60 miles of paved trails for biking and walking in all regions of the state. As part of its Asset Management approach, the Department also includes bike lanes as part of its capital projects. The Department collects data on a quarterly basis to help inform project planning. The charts below reflect the bike path/lane usage as of July 2025.

Bike Path	Bike Volume
East Bay Bike Path (Bristol)	969
East Bay Bike Path (Barrington)	886
East Bay Bike Path (East Providence)	686
George Redman Linear Park	398
Blackstone River Parkway	372
South County Bike Path (South Kingstown)	351
Blackstone River Bikeway (Woonsocket)	350
South County Bike Path (West Kingston)	299
Washington Secondary Bike Path (Coventry)	248
Washington Secondary Bike Path (Cranston - South)	206
Blackstone River Bikeway (Cumberland)	196
Washington Secondary Bike Path (Cranston - North)	151
Ten Mile River Greenway (Rumford)	138
South Water Street Bike Path	138
Quonset Point Bike Path	128
Ten Mile River Greenway (Pawtucket)	124
Trestle Trail East	94
Sakonnet River Bridge	52
Woonasquatucket River Greenway	42
Warren Bike Path	32

Bike Lane	Bike Volume
Atlantic Avenue	213
Memorial Boulevard EB	192
Memorial Boulevard WB	158
Blackstone Boulevard SB	147
Blackstone Boulevard NB	125
America's Cup Boulevard SB	121
Henderson Bridge EB	103
Boston Neck Road SB	78
America's Cup Boulevard NB	77
Canal Street	72
Boston Neck Road NB	72
Burrillville Rail Trail	62
Coddington Highway Bike Pat	37
Narragansett Boulevard SB	18
Narragansett Boulevard NB	18
Henderson Bridge WB	6
Victory Highway (Route 102)	4

Projects

Project Performance

RIDOT is currently tracking 36 capital projects in active construction as of the end of the fourth quarter of FFY 2025. Projects progress through RIDOT's project delivery process as follows: first, the project is included in the capital plan; then it goes through a design phase, followed by an advertisement, construction, substantial completion, and final close out. The On-Time On-Budget chart below reflects a comprehensive representation of the construction program based on all projects advertised within a particular Federal Fiscal year. All projects in FFY19 – FFY24 have been advertised and issued NTP (Notice to Proceed).

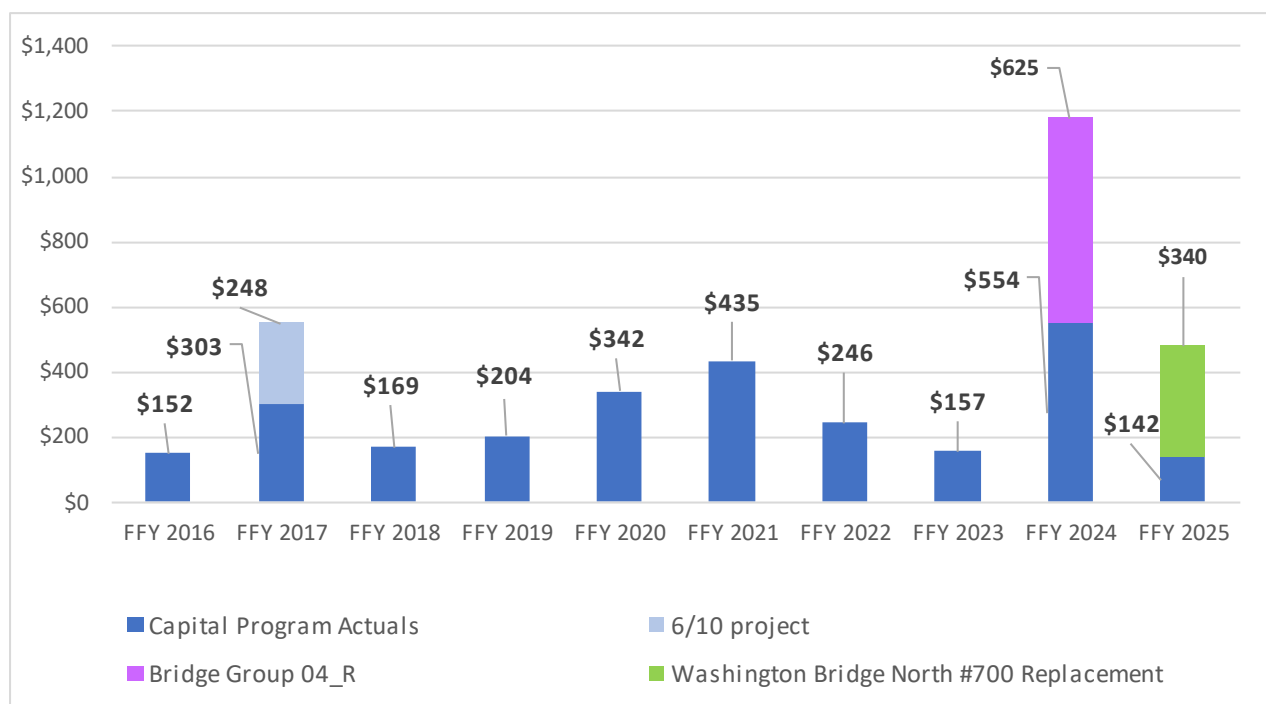
On-Time and On-Budget Project Performance by Class

	On Budget % (by Value)	On Time % (by Value)	Total Construction Value of all projects (in millions)	On Budget % (by Projects)	On Time % (by Projects)	Total # of Projects	# of Projects in Active Construction
FFY19*	47%	68%	\$ 230.0	79%	95%	39	0
FFY20	91%	96%	\$ 353.2	86%	95%	21	1
FFY21	78%	96%	\$ 467.8	83%	88%	24	3
FFY22	79%	71%	\$ 247.6	86%	71%	28	3
FFY23	100%	94%	\$ 157.4	100%	90%	21	4
FFY24	100%	100%	\$ 1,220.1	100%	100%	23	15
FFY25	100%	100%	\$ 589.0	100%	100%	20	10
FFY26**	N/A	N/A	\$ 183.4	N/A	N/A	16	0
TOTALS			\$ 3,448.6			192	36

* Drivers of sub-par FFY 2019 on-time and on-budget performance (by Value) on multiple projects are primarily related to added scope due to differing site conditions at the time of construction and contractor/legal issues.

** No projects have been advertised yet for FFY26.

Capital Program Construction



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

FFY 2025 Capital Program

PTS ID	Project	Actual/Projected Advertised Date	Engineer's Estimate at Bid Opening (in millions)	Low Bid (in millions)	Value Change (in millions)
0131S	Salt Storage Facility - Clayville & Johnston	Nov-24	\$ 6.47	\$ 5.43	\$ 1.04
2608S	Washington Bridge North #700 Replacement	Dec-24	\$ 315.55	\$ 339.58	\$ (24.03)
2608L	2025 - 2026 Paver Placed Elastomeric Surface Treatment C-1	Mar-25	\$ 17.57	\$ 13.27	\$ 4.30
2604U	Bridge Group 76 - I-Way Preservation	Mar-25	\$ 23.72	\$ 12.29	\$ 11.43
2608G	2024 DMS Replacement Project	Mar-25	\$ 3.01	\$ 2.99	\$ 0.02
2609P	HSIP - Wickford Roundabout	Mar-25	\$ 0.59	\$ 1.18	\$ (0.59)
9002F	RI Welcome Center Well System Upgrade (Re-advertised)	Mar-25	\$ 2.18	\$ 2.57	\$ (0.39)
2608N	2025-2026 Crack Sealing	Apr-25	\$ 3.94	\$ 5.96	\$ (2.01)
0116Z	2025-2026 Statewide Striping - East Bay & North	Apr-25	\$ 5.01	\$ 4.40	\$ 0.61
2609Q	Bridge Group 44_H - Nonquit (Re-Advertised)	Apr-25	\$ 4.10	\$ 3.54	\$ 0.56
2607F	Bridge Group 08 - I-295 WAR, WST	Jul-25	\$ 45.93	\$ 56.98	\$ (11.05)
0139C	Corridor – Rt 138, Kingstown Rd	Jul-25			
2607V	HSIP - Intersection & Crosswalk - 2025	Jul-25	\$ 2.19	\$ 2.03	\$ 0.17
0131K	Pavement Improvements - West Main & Sprague	Jul-25	\$ 14.64	\$ 11.35	\$ 3.30
7006R	Statewide Hardware Replacement 2026-2028	Aug-25	\$ 15.46	\$ 12.00	\$ 3.46
2607E	Bridge Group 26C - Woonsocket Blackstone River West	Aug-25			
2607D	Corridor - Woonsocket	Aug-25			
2607T	Kingston Station Parking Lot	Aug-25	\$ 2.31	\$ 1.24	\$ 1.07
2607Z	Pavement Improvements - WRN	Aug-25	\$ 6.70	\$ 7.69	\$ (0.99)
0055H	Post Rd & West Main St Curb & Sidewalk	Sep-25			
TOTAL			\$ 469.38	\$ 482.49	\$ (13.11)

Construction Program Update:

Shifted to FFY 26:

- 2601M – Corridor – Hope – due to Permitting delays.

FFY 2025 Professional Services

Project	Actual/Projected Advertised Date	Value at the time of award
Traffic Engineering Task Order Program 4 - C1	Nov-24	\$ 2,000,000.00
Traffic Engineering Task Order Program 4 - C2	Nov-24	\$ 2,000,000.00
Traffic Engineering Task Order Program 4 - C3	Nov-24	\$ 2,000,000.00
CEI Services for Bridge Group 18C Frenchtown Rd	Nov-24	\$ 8,692,185.00
CEI Services for Bridge Group 95 Missing Move	Nov-24	\$ 9,678,769.00
Prelim., Final Design, and Construction Eng. Task Order Program 1	Mar-25	\$ 67,500,000.00
Tech Support of Statewide Crash System	Mar-25	\$ 1,200,000.00
MPA 429 On-Call Construction Materials Inspec. & Materials Testing	May-25	\$ -
Consultant Services and ITS Technical Support to the TMC	Jun-25	\$ -
Automated Pavement Condition Data Collection Survey Services	Sep-25	\$ -
TOTAL		\$ 93,070,954.00

FFY 2024, 2025, and 2026 Non-Capital Projects (Immediate Action)

PTS ID	Project	Actual/Projected Advertised Date	Engineer's Estimate at Bid Opening (in millions)	Low Bid (in millions)	Value Change (in millions)
FFY24					
2608J	Emergency Repairs - Rt 6 Westbound Slope Embankment	Dec-23	\$ 0.30	\$ 0.30	\$ -
2608H	Washington Bridge Emergency Project	Dec-23	\$ 2.00	\$ 2.00	\$ -
2608K	Type 1 Emergency - Repairs to Road Damage Rt 7 Douglas Pk near Br. 110	Jan-24	\$ 0.11	\$ 0.11	\$ -
2604V	Slope Stabilization - Route 44 & Martin Lot Cemetery	Jan-24	\$ 0.23	\$ 0.14	\$ 0.10
0116W	2024-2025 Statewide Pavement Striping – Central	Feb-24	\$ 3.74	\$ 3.13	\$ 0.61
0116X	2024-2025 Statewide Pavement Striping – Limited Access	Feb-24	\$ 4.09	\$ 4.94	\$ (0.85)
0116Y	2024-2025 Statewide Pavement Striping – South	Feb-24	\$ 3.65	\$ 3.08	\$ 0.57
2606D	Rt 77, Quaket Creek Culvert Repairs	Mar-24	\$ 1.06	\$ 0.60	\$ 0.46
0198B	Saugatucket River and Aquidneck Island STUs	Apr-24	\$ 3.82	\$ 2.61	\$ 1.21
2608Y	Type 1 Emergency - Superstructure Replacement of Central Pike Bridge 859	Apr-24	\$ 0.66	\$ 0.66	\$ -
2609B	Emergency Repairs Block Island Corn Neck Rd and Spring Street	May-24	\$ 1.87	\$ 1.87	\$ -
7005G	2024-2026 Statewide Streetlight and Signal Repairs	May-24	\$ 1.76	\$ 2.23	\$ (0.47)
2609E	Woonsocket Depot Wall Emergency Repair	Aug-24	\$ 0.85	\$ 0.47	\$ 0.38
1600D	Greystone Superstructure Removal Bridge No. 145	Sep-24	\$ 0.17	\$ 0.24	\$ (0.07)
TOTAL			\$ 24.30	\$ 22.37	\$ 1.93
FFY25					
0119S	Statewide Tree Trimming 2025-2026	Mar-25	\$ 0.82	\$ 0.95	\$ (0.13)
0119T	Statewide Beautification Projects 2025 - 2027	Jul-25	\$ 2.98	\$ 2.00	\$ 0.99
1600Q	Ashton Viaduct Repairs	Sep-25			
TOTAL			\$ 3.81	\$ 2.95	\$ 0.86
FFY26					
n/a	Preservation Repairs to North Smithfield Bridges	Nov-25			
9002T	Wickford Junction Parking Garage Repairs	Nov-25			
n/a	Preservation Repairs to Pound Hill	Nov-25			
n/a	Repairs to Sneeceh Rd Culvert	Feb-26			
1600R	General Structures Repair - Killy Brook Bridge	Mar-26			
TOTAL			\$ -	\$ -	\$ -

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

Starting in FFY25, statewide striping, fencing, guardrail, and attenuator projects will be included in the Capital Program.

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

Special Projects

Providence-Newport Ferry Service



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

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

Update: There was a strong uptick in ridership for the 10th season of the seasonal ferry service. From July through September, the ferry welcomed 5,694 more passengers than during the same period last year — a promising sign of growing demand and public interest in this convenient and scenic transportation option.

Ferry Boat Program



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

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

Administration's Ferry Boat Program in addition to the site improvements RIDOT conducts for the Providence to Newport Ferry service. Minor site improvements at the 25 Portugal Parkway landing are in the design stage. Substantial completion on ferry landing improvements in Bristol and Portsmouth is expected in December 2025. The funding for three other projects has been secured. Interstate Navigation Company is finishing design for grading and repaving of their passenger vehicle staging area, installation of water intrusion prevention measures, and upgraded passenger amenities and expects to advertise for construction in winter 2025. Conanicut Marine has begun design for improvements to the pilings at the Jamestown & Newport Ferry dock. Design and permitting has begun for a dock expansion project with RI Fast Ferry.

RIDOT Rail Plan



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

Update: The consultant team is working in conjunction with RIDOT's working group as the study progresses. Key activities this quarter include advancing outreach efforts, including preparations for stakeholders and public meetings; conducting targeted online panel survey and preparing to launch RIDOT Rail Plan survey to a public; and review of collected documentation (existing conditions report; national, regional/local plans).

At-Grade Railroad Crossing Program



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

Update: QDC has completed 5 railroad crossing projects within the Quonset Business Park and expects completion of one more by Spring 2026. RIDOT assessed the current conditions, and the designs of 4 additional crossings are also underway, with advertising expected in Spring 2026 for Summer 2026 construction. Providence and Worcester Railroad (P&W) is in design for two at grade crossing projects and anticipates advertising for construction in January 2026. Coordination has begun with Newport, the Navy and Narragansett Bay Railroad (NNBR) to address at-grade railroad crossings in Newport County and for design of the corridor project.

Route 4 and Interstate 95 Interchange



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

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

Update: During the fourth quarter of FFY 2025, design and site preparation work in the Interchange and Route 403 areas continued. Permitting, utility, and other stakeholder coordination continue. Site specific work in the Rt. 403 ramps area has begun. This work includes traffic shifts on Rt. 403, and the start of construction for ramps in the area. The Contractor will be submitting 100% design packages next quarter. RIDOT also anticipates beginning area specific construction activities at the I-95/Rt. 4 Interchange this fall, including the Phase 1 traffic shift on I-95 to begin construction of new ramps.

Pell Bridge Ramps Phase 2



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

Update: This quarter the contractor focused on completing punch list items including traffic signals, drainage, pavement, ADA ramps, traffic signage, and replacement plantings. Installation of the Wrong Way driver's system has commenced.

Special Projects

Washington Bridge - Demolition



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

Update: During this past quarter, substructure demolition continued with the below water portions of the piers located in the river. The project remains on schedule. Its timing will not impede the new construction contractor in any way and will allow for

the quickest possible start of work in the field. At the close of the quarter, demolition was progressing well and remains on track for completion at the end of the year. Please note the project budget identified in the quarterly report is inclusive of costs associated with the pause in construction and additional substructure demolition.

Please, see Washington Bridge Snapshot Report for more detailed information, located at

<https://www.dot.ri.gov/projects/WashingtonBridgeClosure/#MonthlyUpdates>

Weigh-in-Motion/Structural Health Monitoring Data



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

<https://www.dot.ri.gov/projects/WashingtonBridgeRebuild/#WIMReports>

Update: RIDOT continues its maintenance and inspection efforts on the eastbound of the Washington Bridge. At the close of the quarter, RIDOT's structural health monitoring technology went live. This real-time monitoring system literally puts our finger on the pulse of the bridge, so we always have information on the health of the structure. It provides another layer of protection for this important bridge. In concert with increased inspections, increased maintenance, the weigh-in-motion system, and coordination with state police for overweight enforcement, our belts-and- suspenders approach will assure the safety of the eastbound structure.

Washington Bridge - Reconstruction



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

Update: During this past quarter, the design-build team mobilized workers and equipment to the site, conducting various types of surveys, drilling for borings, ordering materials, and working to finalize the design. All this work will continue into the winter

months along with the fabrication of steel, securing permits, and additional design work.

Please, see Washington Bridge Snapshot Report for more detailed information, located at

<https://www.dot.ri.gov/projects/WashingtonBridgeClosure/#MonthlyUpdates>

Route 146 Reconstruction Project



This project has several major components, one of the largest of which is the construction of an overpass at the intersection of Rt. 146 at Sayles Hill Road. Presently, Rt. 146 is entirely access controlled except for a short stretch at Sayles Hill Road, where there is a major signalized intersection. The traffic signal introduces excessive delays during the morning and afternoon peak hours, and the new overpass will improve congestion on Rt. 146 while still maintaining access to Sayles Hill Road and local businesses through collector-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 2025, the two bridges that carry I-295 over Rt 146 were fully opened to traffic. Traffic on Rt 146 SB was shifted at the new flyover bridge to allow for the final construction phase on that bridge to begin. Joint repairs on Rt 146 NB from Rt 146A to the Massachusetts State Line were completed and milling and paving of the roadway began.

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



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

Update: During the past quarter, the Design-Build team completed and opened to traffic the second phase of bridge construction over I-295 North and South and the new flyover bridge from Route 37 EB to I-295 North. Highway work continued for I-295 North and final paving began. Next quarter, the Design-Build team will complete the highway

work and finish final paving of I-295 North.

The Route 95 North Bound Viaduct Project - Providence



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

Update: During this past quarter, final paving and striping was completed on the interstate and ramps, rehabilitation work continued at the Chalkstone Railroad bridge, and construction was completed on the stormwater treatment units beneath the Viaduct. Next quarter, rehabilitation work on the Chalkstone Railroad bridge and final landscaping will be completed.

Special Projects

Henderson Bridge Phase 2



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

Update: During this quarter, design for the Henderson Bridge Phase 2 project resumed. With the direction from USDOT, the elements of alternate transportation methods, such as biking and pedestrian elements, were removed to focus on preserving and expanding lanes for cars and trucks. As a result, the pavement improvements project for Pawtucket Ave on Rt 114 in East Providence was added, and the scope consists of approximately one mile of pavement improvements of the sidewalk, drainage, and traffic signal replacement as well as STU construction and widening at the intersection of Pawtucket Avenue and Warren Avenue.

Right-Sizing Route 37



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

Update: During the past quarter, the Design-Build team continued utility coordination and design submissions, implemented first phases of traffic control for New London Avenue and for Route 37 over Power Road, and started Oaklawn Avenue bridge demolition. Work planned during the next quarter includes continuation of design submissions, continued utility coordination, continue Oaklawn Avenue bridge construction, begin Power Road bridge demolition, and phase 1 traffic control and bridge demolition for the Hillsgrove RR bridges.

State/Local Collaboration



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

Update: In July, RIDOT Director Peter Alviti joined Governor Dan McKee, state and local leaders and University of Rhode Island officials to celebrate \$6.5 million in grant funding for the RhodeRestore program. Since its launch in 2023, the program has delivered \$33.5 million in state funding as a match with local funding. In just its first two years, nearly \$110 million has been invested in 1,100 projects in all 39 cities and towns, repairing more than 690 lane miles of road, 69,000 linear feet of sidewalks and two bridges. 80 percent of the Rhode Island's roads are owned by cities and towns. With a steady stream of state investment, more municipalities than ever are creating long-term road repair programs to improve our roads statewide.

Financials

Expenditures

Actual operating expenditures totaled \$231 million in SFY25, \$48 million in Q1 SFY26, and \$48 million YTD for SFY26.

Operating Expenditures Detail (Actuals)

(In Thousands)	SFY25	SFY26Q1	SFY26 YTD
<u>Administrative</u>			
In-house Labor	\$ 35,832	\$ 9,943	\$ 9,943
Overhead Recovery	\$ (19,841)	\$ (5,653)	\$ (5,653)
Consultant Contracts	\$ 2,321	\$ 376	\$ 376
Miscellaneous (Admin)	\$ 2,533	\$ 647	\$ 647
Pass Throughs	\$ 137	\$ -	\$ -
Total Administrative	\$ 20,982	\$ 5,313	\$ 5,313
<u>Highway Maintenance**</u>			
In-house Labor	\$ 52,840	\$ 14,700	\$ 14,700
Overhead Costs	\$ 3,588	\$ 1,005	\$ 1,005
Consultant Contracts	\$ 30,661	\$ 6,796	\$ 6,796
Construction Contracts	\$ 351	\$ 38	\$ 38
Miscellaneous (Highway Maint.)	\$ 27,137	\$ 5,141	\$ 5,141
Pass Throughs	\$ 143	\$ -	\$ -
Total Highway Maintenance	\$ 114,720	\$ 27,680	\$ 27,680
<u>Safety</u>			
In-house Labor	\$ 660	\$ 342	\$ 342
Overhead Costs	\$ 472	\$ 247	\$ 247
Consultant Contracts	\$ 2,118	\$ 909	\$ 909
Miscellaneous (Safety)	\$ 231	\$ 1,369	\$ 1,369
Pass Throughs	\$ 8,182	\$ 399	\$ 399
Total Safety	\$ 11,663	\$ 3,266	\$ 3,266
<u>Transit Operations</u>			
Transit Operations	\$ 34,771	\$ 6,587	\$ 6,587
Total Transit Operations	\$ 34,771	\$ 6,587	\$ 6,587
<u>Winter Operations</u>			
In-house Labor	\$ 4,299	\$ -	\$ -
Miscellaneous (Winter)	\$ 22,018	\$ -	\$ -
Total Winter Operations	\$ 26,317	\$ -	\$ -
<u>Non-Capital Projects***</u>			
In-house Labor	\$ 1,634	\$ 415	\$ 415
Overhead Costs	\$ 990	\$ 287	\$ 287
Consultant Contracts	\$ 341	\$ 70	\$ 70
Construction Contracts	\$ 19,359	\$ 4,080	\$ 4,080
Miscellaneous	\$ 657	\$ 332	\$ 332
Pass Throughs	\$ 3	\$ -	\$ -
Total Emergency Repair Project	\$ 22,984	\$ 5,184	\$ 5,184
Total Operating Expenditures	\$ 231,437	\$ 48,030	\$ 48,030

*Expenditures derived from RIDOT's Oracle Financial Mangement System

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

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

Actual capital expenditures totaled \$708 million in SFY25, \$173 million in Q1 SFY26, and \$173 million YTD for SFY26.

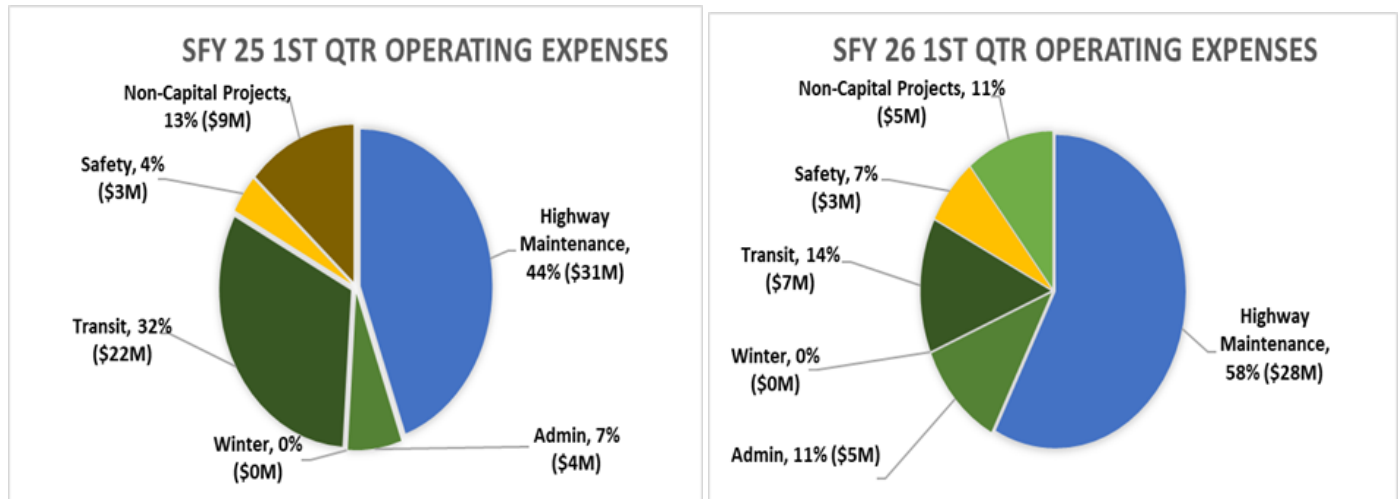
Capital Expenditures Detail (Actuals)

(In Thousands)	SFY25	SFY26Q1	SFY26 YTD
<u>Debt</u>			
Debt	\$ 75,234	\$ 1,514	\$ 1,514
Total Debt Service	\$ 75,234	\$ 1,514	\$ 1,514
<u>Planning</u>			
In House Labor	\$ 1,655	\$ 522	\$ 522
Overhead Recovery	\$ 737	\$ 207	\$ 207
Consultant Contracts	\$ 6,390	\$ 1,320	\$ 1,320
Miscellaneous (Planning)	\$ 2,015	\$ 328	\$ 328
Total Planning	\$ 10,797	\$ 2,377	\$ 2,377
<u>Capital Projects</u>			
In House Labor	\$ 26,446	\$ 7,626	\$ 7,626
Overhead Recovery	\$ 14,266	\$ 4,184	\$ 4,184
Consultant Contracts	\$ 37,897	\$ 6,113	\$ 6,113
Construction Contracts	\$ 490,241	\$ 132,747	\$ 132,747
Miscellaneous (Capital Projects)	\$ 39,460	\$ 17,843	\$ 17,843
Total Capital Projects	\$ 608,310	\$ 168,513	\$ 168,513
<u>Capital Pass Throughs</u>			
Pass Throughs	\$ 13,281	\$ 340	\$ 340
Total Capital Pass Throughs	\$ 13,281	\$ 340	\$ 340
Total Capital Expenditures	\$ 707,622	\$ 172,744	\$ 172,744
Total RIDOT Expenditures	\$ 939,059	\$ 220,774	\$ 220,774

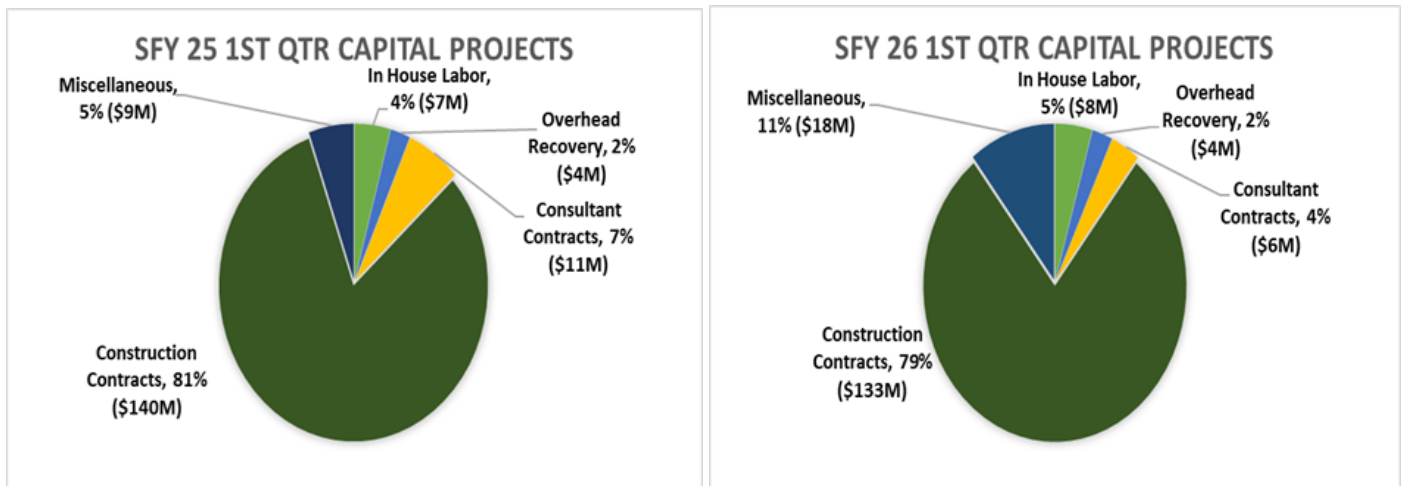
* Beginning in the 4th Qtr of SFY 19, Garvee Debt service payments are included in the Total Debt Service.

Expenditures

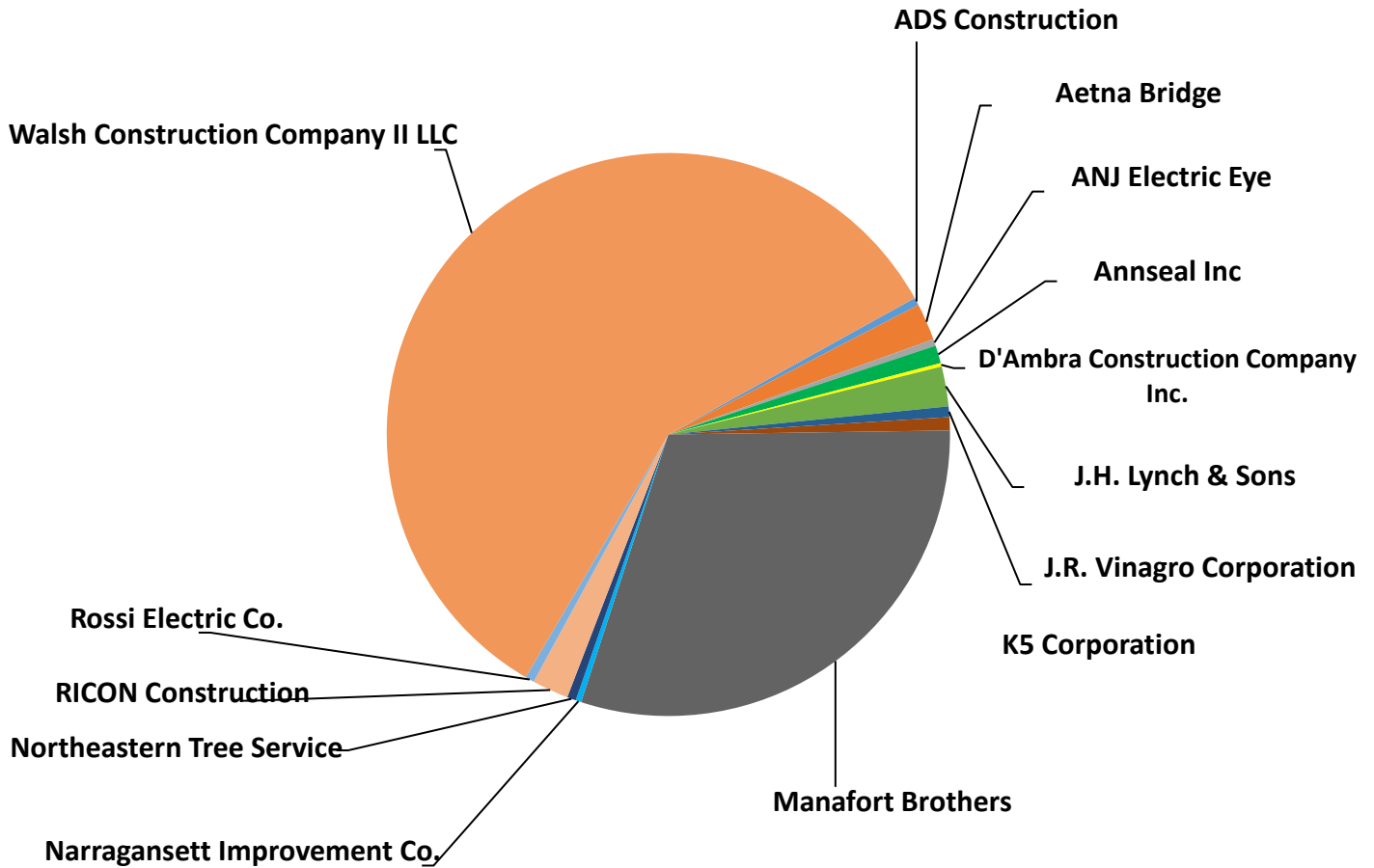
OPERATING EXPENDITURES: Operating expenditures are costs associated with the day-to-day operations of RIDOT. These costs include Highway Maintenance, Safety Programs, Administrative Expenses, Winter Operations, Commuter Rail expenses, and Non-Capital Projects.



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



FFY 2025 (as of September 30, 2025)*



Contractor	No. of Contracts	Total Value Awarded (In Millions)
ADS Construction	1	\$2.570
Aetna Bridge	1	\$12.295
ANJ Electric Eye	1	\$2.234
Annseal Inc	1	\$5.955
D'Ambra Construction Company Inc.	1	\$1.175
J.H. Lynch & Sons	1	\$13.274
J.R. Vinagro Corporation	1	\$3.539
K5 Corporation	1	\$4.400
Manafort Brothers	4	\$175.579
Narragansett Improvement Co.	1	\$1.875
Northeastern Tree Service	2	\$2.946
RICON Construction	2	\$12.156
Rossi Electric Co.	1	\$2.986
Walsh Construction Company II LLC	1	\$339.579
Totals	19	\$580.563

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

Annual Data

Annual Data

State-Funded Closed Contracts: SFY 2025
July 1, 2024 - June 30, 2025

MBE/WBE Firms	Final Attainment
Able Industrial Sweeping, Inc. (DBE and MBE)	\$ 151,815
Capital City Construction and Management Services, Inc. (DBE and WBE)	\$ 64,255
F.C. Construction (DBE and MBE)	\$ 383,882
IDS Highway Safety, Inc. (DBE and WBE)	\$ 443,046
Kay-Cor Contractors (DBE and MBE)	\$ 194,067
Lindon Group (DBE and WBE)	\$ 151,630
Medeiros HydroSeeding & Landscaping Construction, Inc. (DBE and MBE)	\$ 32,549
R.T. Nunes & Sons, Inc. (DBE and MBE)	\$ 350,550
Rhode Island Rebar (DBE and WBE)	\$ 80,256
Totals	\$ 1,852,048

State-Funded New Awards: SFY 2025
July 1, 2024 - June 30, 2025

MBE/WBE Firms	Approved Value
Arboreal Solutions, LLC (WBE)	\$ 143,000
East Bay Power, LLC (MBE)	\$ 281,346
IDS Highway Safety, Inc. (DBE and WBE)	\$ 64,328
K. Daponte Construction	\$ 102,564
Medeiros HydroSeeding & Landscaping Construction, Inc. (DBE and MBE)	\$ 95,674
Ocean State Signal (DBE* and WBE*)	\$ 9,000
Sitcon Coportation (WBE and DBE)	\$ 102,500
Totals	\$ 798,412

*At the time of report, firm no longer maintains certification

** At the time of report, firm's yearly annual certification must be updated to maintain active certification status

Definitions:

Disadvantaged Business Enterprise (DBE) - For profit small business firm where socially and economically disadvantaged individuals own at least 51% interest and also control management and daily business operations.

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

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

MBE Directory

<https://dedi.ri.gov/divisions-units/minority-business-enterprise-compliance-office/minority-business-enterprise-mbe>

Notes:

Only certified MBE and WBE Firms may be used to fulfill MBE goals on 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 firms who perform a professional service will not be reflected on this report.

"Closed contracts" reflect MBE/WBE participation on state funded construction contracts closed by RIDOT between 7/1/2024 and 6/30/2025.

"New Awards" reflect DBE participation on state funded construction contracts awarded by RIDOT between 7/1/2024 and 6/30/2025.

Federally Funded Closed Contracts: FFY 2025
October 1, 2024 - September 30, 2025

DBE Firms	Final Attainment
Able Industrial Sweeping, Inc. (DBE and MBE)	\$ 601,239
Algar Construction (DBE)	\$ 315,000
AnnSeal, Inc. (DBE)	\$ 5,955,000
Archaeological and Historical Services, Inc. (AHS Inc.)	\$ 31,891
Archaeological and Historical Services, Inc. (DBE and WBE)	\$ 41,220
Atlantic Bridge and Engineering (DBE and WBE)	\$ 3,078,305
Bryant Associates, Inc. (DBE and MBE)	\$ 1,982,580
Cristiano & Son Painting (DBE)	\$ 262,710
DeLucca Fence Company, Inc. (DBE)	\$ 161,890
F.C. Construction (DBE and MBE)	\$ 361,104
FR Engineering (DBE and WBE)	\$ 232,178
Garg Consulting (DBE and MBE)	\$ 830,436
Garg Consulting Services, Inc. (DBE and MBE)	\$ 1,217,292
Geological-Earth Exploration, Inc.(DBE and WBE)	\$ 1,200,000
HB Welding, Inc. (DBE and WBE)	\$ 447,120
IDS Highway Safety, Inc. (DBE and WBE)	\$ 2,582,673
IDS Highway Safety, Inc. (DBE and WBE)	\$ 86,950
KT& T Distributors (DBE)	\$ 132,007
LEC Environmental Consultants, Inc. (DBE and WBE)	\$ 361,000
Lindon Group (DBE and WBE)	\$ 454,293
Mantra Services, LLC (DBE)	\$ 32,317
Medeiros HydroSeeding & Landscaping Construction, Inc. (DBE and MBE)	\$ 405,218
Rhode Island Rebar (DBE and WBE)	\$ 742,666
Seacoast Asphalt Services, Inc. (DBE)	\$ 1,259,310
Strategic Environmental Services, Inc. (DBE and WBE)	\$ 32,995
Steere Engineering, Inc. (DBE and WBE)	\$ 2,274,564
Strategic Environmental Services (DBE and WBE)	\$ 211,835
Tower Maintenance (DBE)	\$ 1,434,625
Totals	\$ 26,728,418

Federally Funded New Awards FFY 2025
October 1, 2024 - September 30, 2025

DBE Firms	Approved Value
Able Industrial Sweeping, Inc. (DBE and MBE)	\$ 283,493
Algar Construction (DBE)	\$ 1,353,864
Atlantic Bridge and Engineering (DBE and WBE)	\$ 544,930
Bryant Associates, Inc. (DBE and MBE)	\$ 36,400
C&C Consulting Engineers, LLC. (DBE, MBE and WBE)	\$ 2,500
Cosco, Inc. (DBE*)	\$ 1,642,626
Demco, LLC (DBE, MBE and WBE)	\$ 244,343
Dynamic Scheduling Solutions, Inc. (DBE and WBE)	\$ 17,660
Equality Construction Works, Inc. (DBE and WBE)	\$ 802,292
F.C. Construction (DBE and MBE)	\$ 1,272,799
Gorca Construction, Inc. (DBE)	\$ 5,855
IDS Highway Safety, Inc. (DBE and WBE)	\$ 3,265,555
Kay-Cor Contractors (DBE and MBE)	\$ 101,935
Medeiros HydroSeeding & Landscaping Construction, Inc. (DBE and MBE)	\$ 115,046
M-O-N Landscaping (DBE*)	\$ 465,950
New England Highway Technologies, LLC (DBE and MBE)	\$ 8,082
Nobis Engineering, Inc. (DBE*)	\$ 99,820
Ocean State Signal (DBE* and WBE*)	\$ 161,876
Ocean State Signal (DBE*)	\$ 102,750
Rhode Island Rebar (DBE and WBE)	\$ 716,793
Seacoast Asphalt Services, Inc. (DBE)	\$ 6,228,699
VN Engineers (DBE and WBE)	\$ 102,831
Totals	\$ 17,576,101

*At the time of report, firm no longer maintains certification

** At the time of report, firm's yearly annual certification must be updated to maintain active certification status

Definitions:

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

MBE Directory

<https://dedi.ri.gov/divisions-units/minority-business-enterprise-compliance-office/minority-business-enterprise-mbe>

Notes:

Only certified DBE Firms may be used to fulfill DBE goals on federally funded projects per 49 C.F.R. Part 26. Firms that maintain a MBE and/or WBE certification only, are not eligible for DBE credit on federally funded projects.

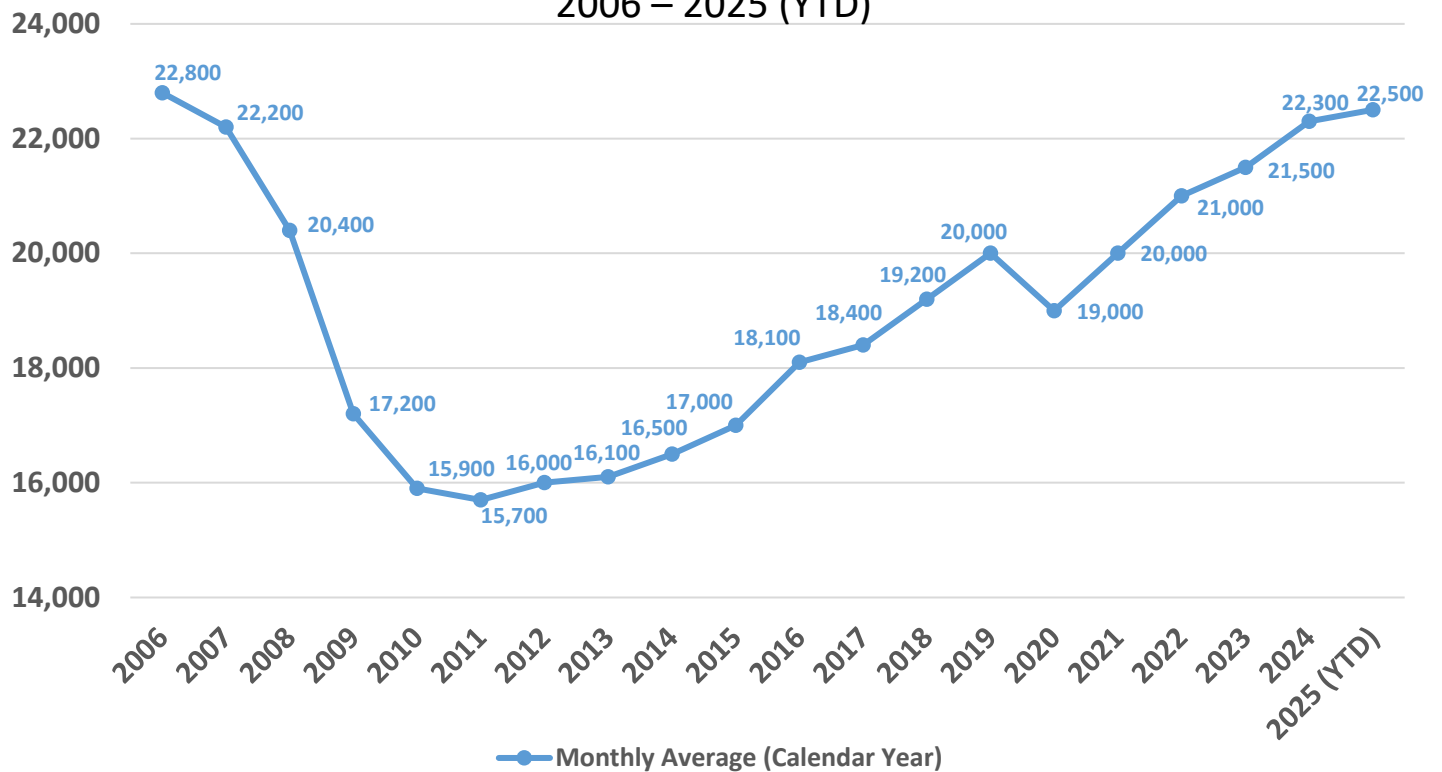
DBE firms who perform a professional service will not be reflected on this report with the exception of firms participating in Design-Build (DB) projects.

"Closed contracts" reflect DBE participation on federally funded construction contracts closed by RIDOT between 10/1/2024 and 9/30/2025.

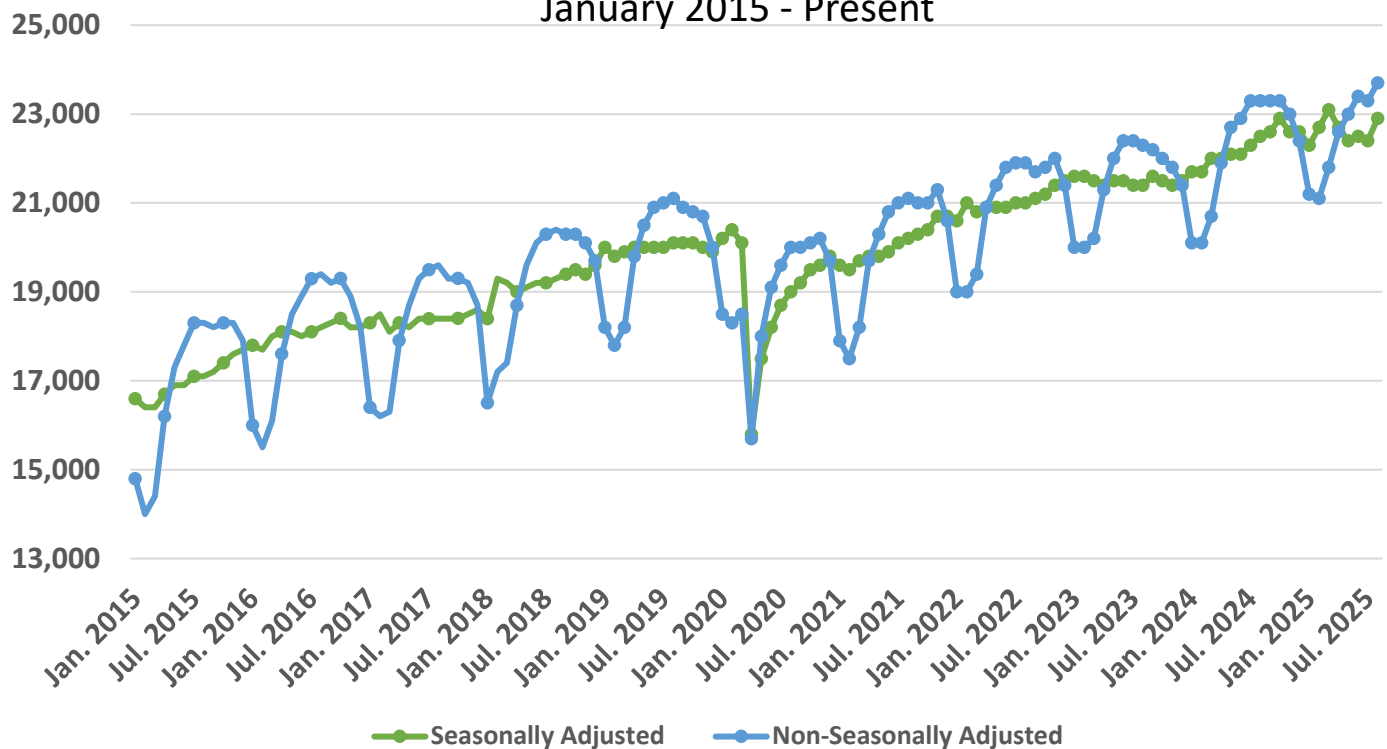
"New Awards" reflect DBE participation on federally funded construction contracts awarded by RIDOT between 10/1/2024 and 9/30/2025.

Annual Data

Rhode Island Construction Sector Employment 2006 – 2025 (YTD)

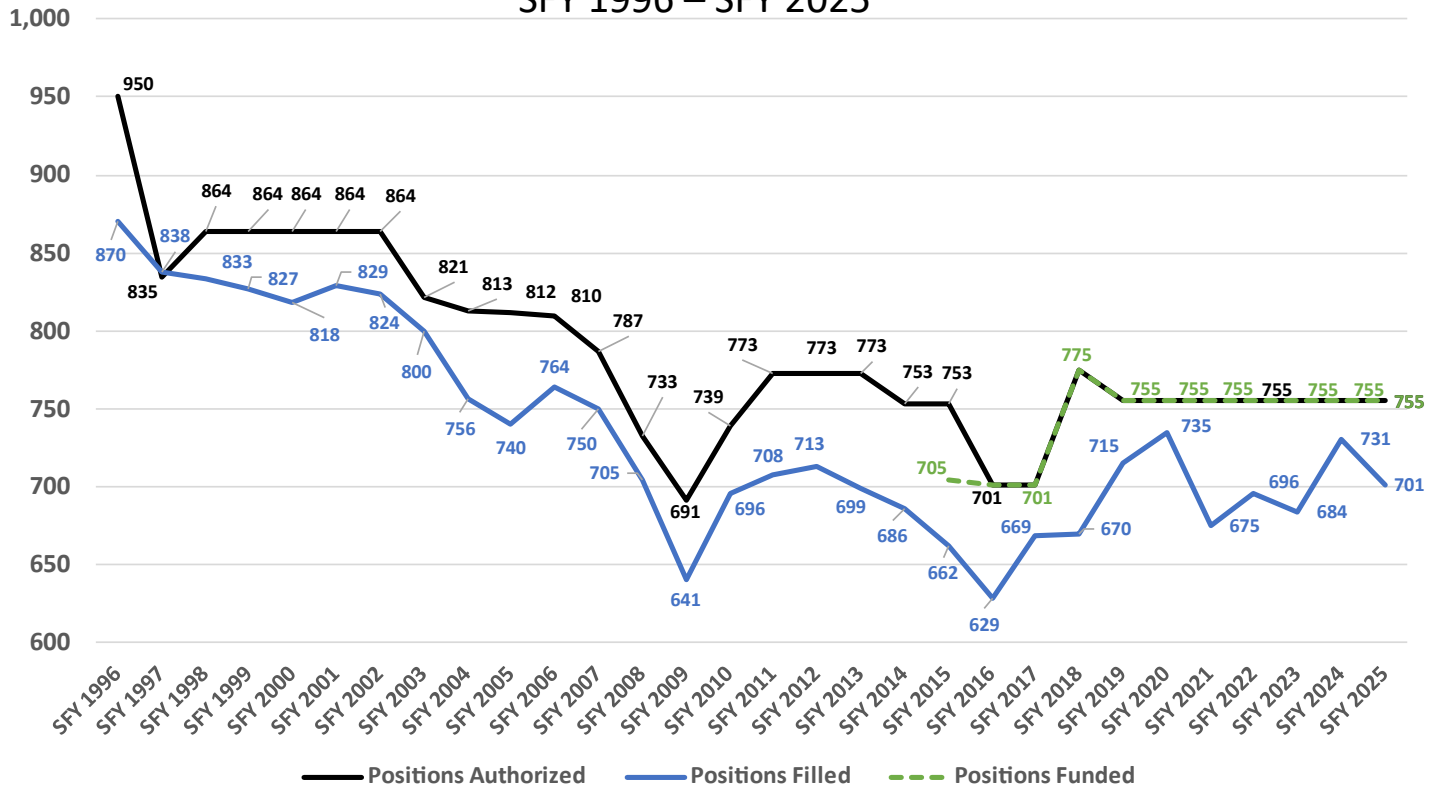


Rhode Island Construction Sector Employment January 2015 - Present

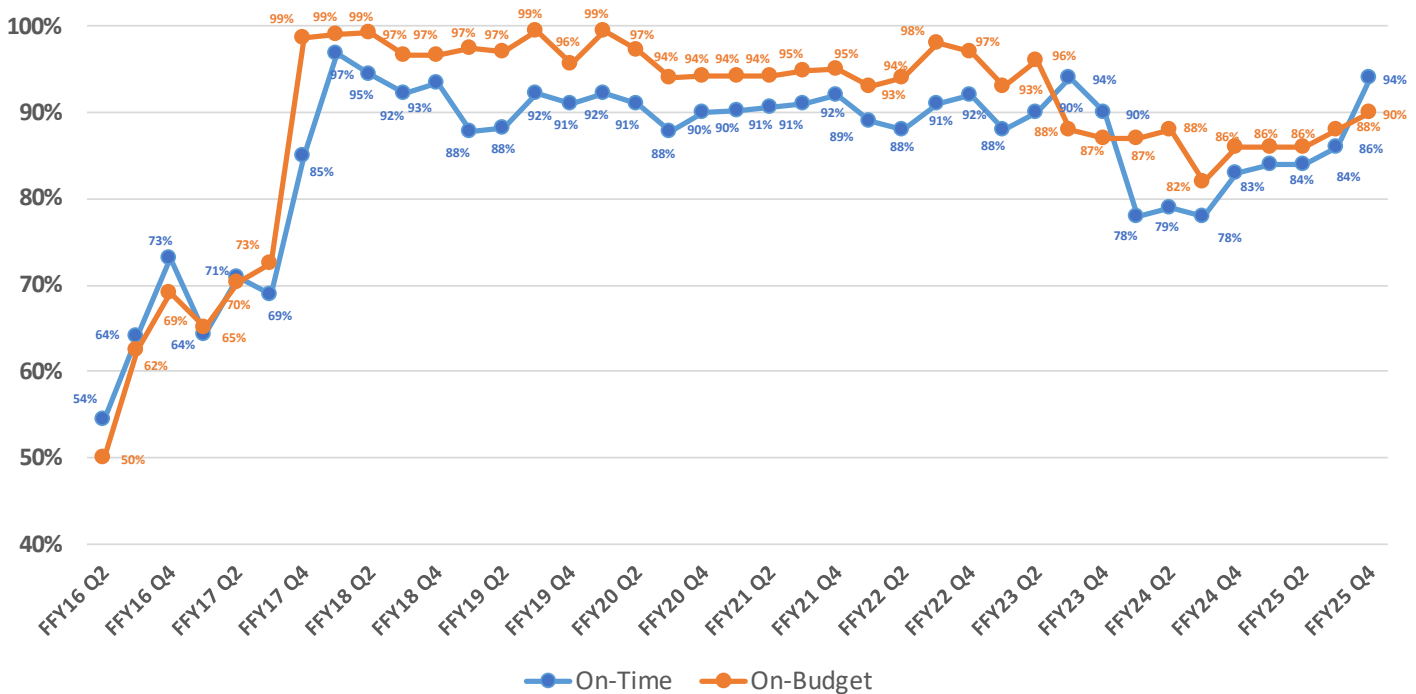


Note: Seasonal adjustment is a statistical technique that attempts to measure and remove the influences of predictable seasonal patterns to reveal how employment and unemployment change from month to month. Over the course of a year, the size of the labor force, the levels of employment and unemployment, 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 2025



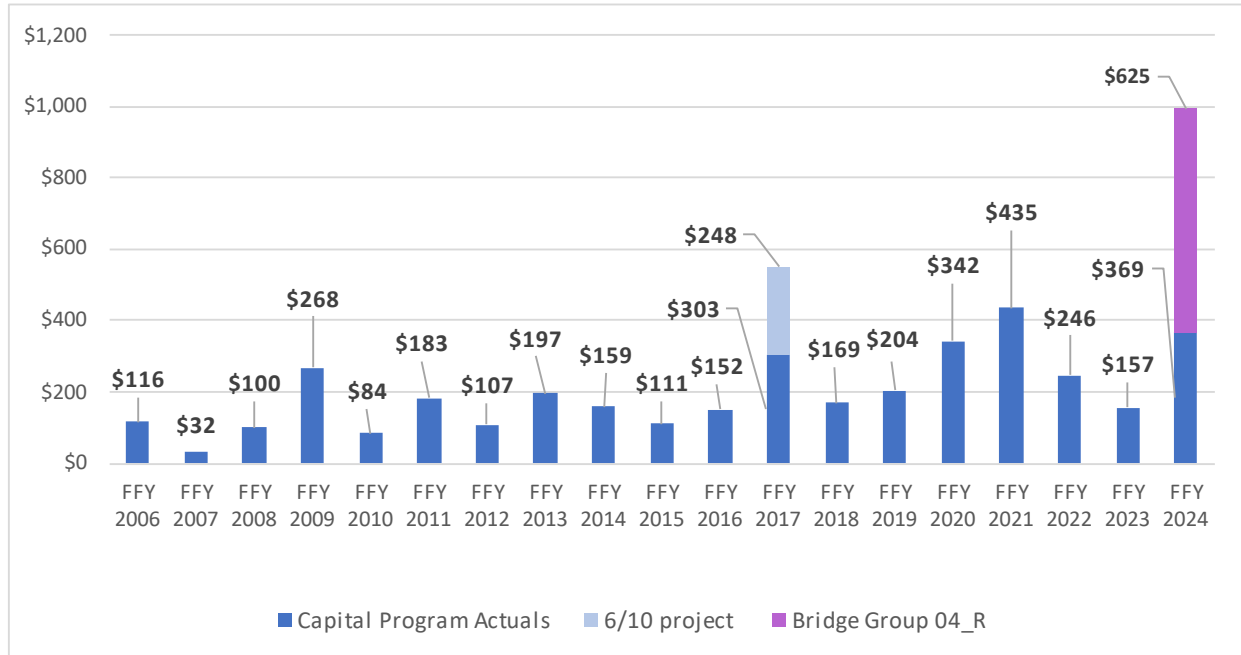
Construction Projects: On-Time, On-Budget as of Quarter End



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

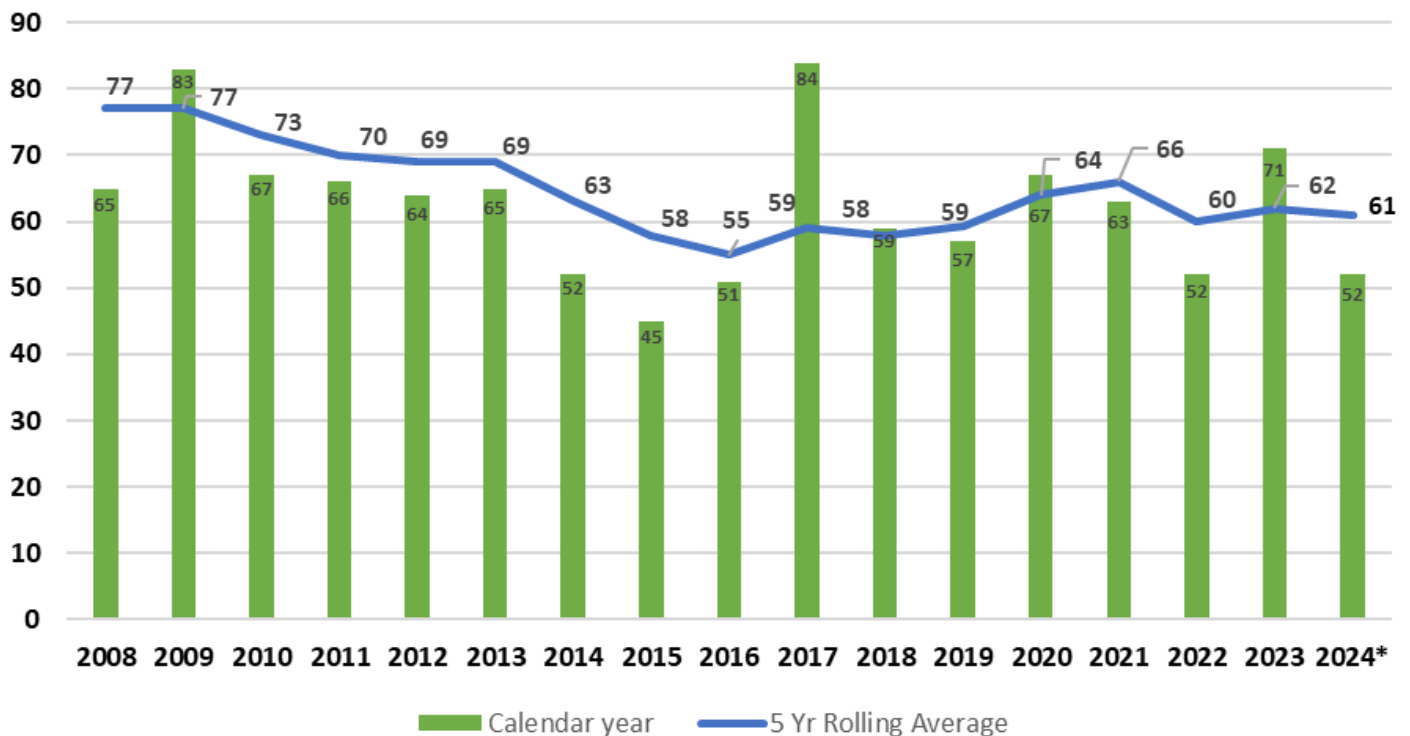
Historical Capital Program – Construction

FFY 2006 – FFY 2024



Historical Fatalities

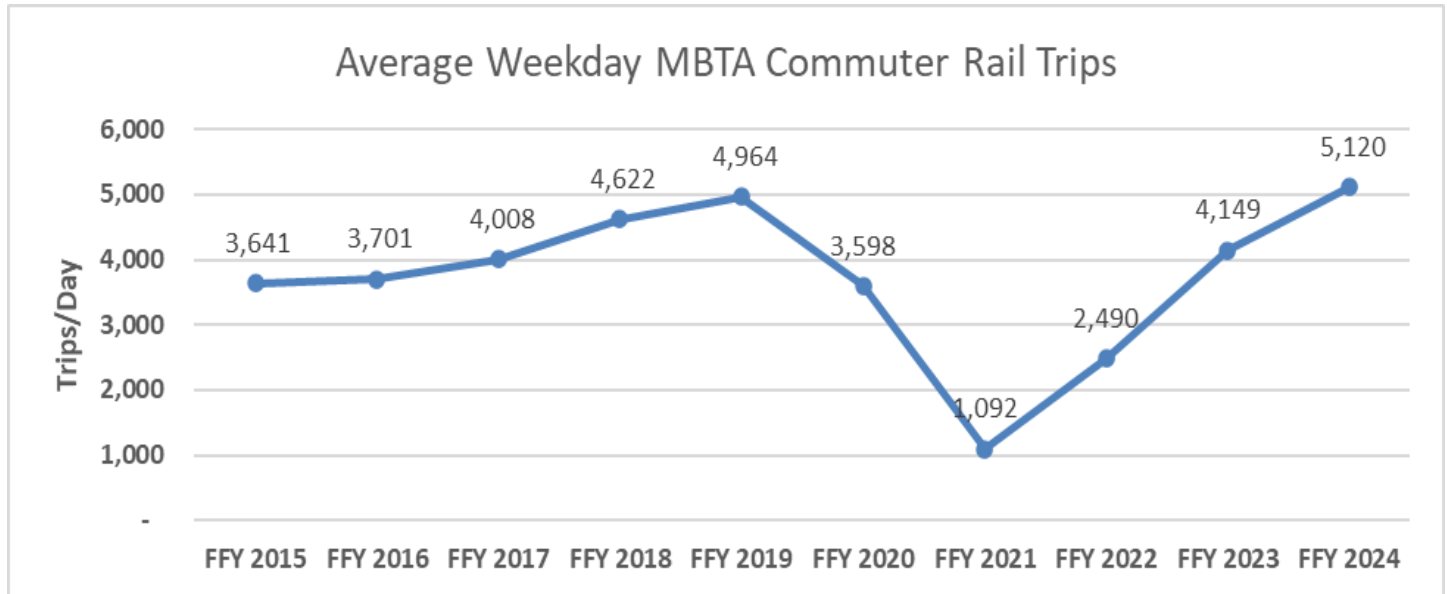
CY 2008 – CY 2024



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

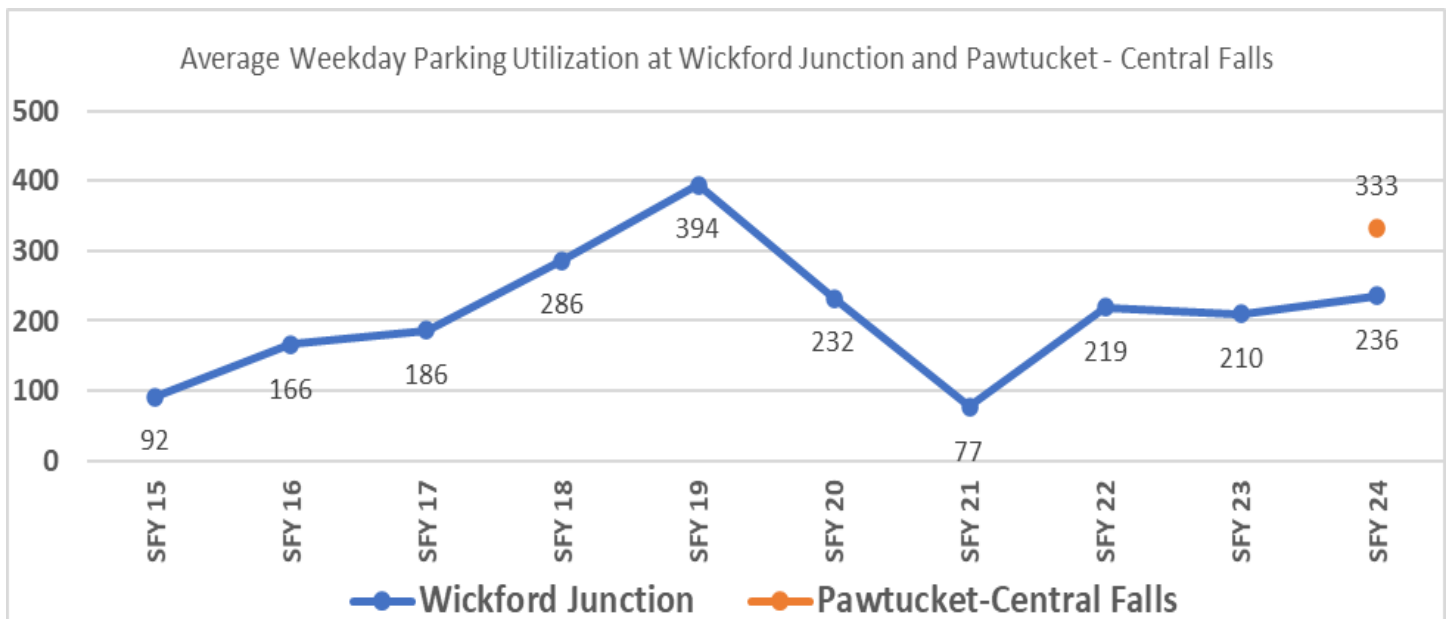
Historical Commuter Rail Ridership

FFY 2015 – FFY 2024



Historical Parking Garage Utilization

SFY 2015 – FFY 2024



Annual Data

In September 2016, RIDOT moved from a four-year plan to a 10-year plan based on asset management principles that is updated regularly. This new approach allowed for significantly more public input into statewide transportation planning. While RIDOT has awarded over \$4.2 billion in construction contracts since this new planning process was put into effect, the 10-year plan is a living document, and project schedules may be adjusted based on asset management data, project readiness, risk assessments, funding availability, and opportunities for collaboration. The table below only displays projects for which prioritization and/or planned start dates have changed in the FFY25.

Program	TIP ID	Project Name	Previous Planned Start Year	Current Planned Start Year	Reason for Change
TAP/Other	1386	US-1, North Main St (Doyle Ave to Pawtucket T/L)	2024	2026	Readiness
	5045	Ten Mile River Greenway, Segment 1-4	2025	2024	Funding Availability
	5072	Purgatory Road Sidewalk Installation (Aquidneck Ave. to Paradise Ave.)	2023	2025	Readiness
	5127	Sidewalks on Route 102 (Home Depot - Wickford Junction)	2024	2025	Readiness
	5202	Providence Waterplace and Riverwalk Repairs and Walkway Improvements	2022	2027	Readiness
	5319	Blackstone River Bikeway - Segment 8B-2	2023	2024	Readiness
	9013	Blackstone River Bikeway - Segment 3A-2	2024	2025	Readiness
	5060	Jamestown Bike Route Connector	2024	2025	Readiness
Bridge	3282	Bridge Group 08A -- I-295 Bridges in Cumberland	2025	2024	Readiness
Corridor	9540	Corridor - RI-123 Dexter Street	2024	2025	Readiness
Major Capital	9999	Bridge Group 16D - Route 6 JON	2023	2024	Readiness
Pavement	1419	RI-136 Market Street (RI-114 to Schoolhouse Rd)	2028	2025	Funding Availability

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.

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

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

RIDOT System Quick Facts



1,206

Bridges (5+ feet) as of 9/30/25



More than

3,000

Lane miles of road



6 rail stations

18 park and rides



104,000

Traffic devices



34,000

Catch basins (approximate)



707

Total employees

(as of 9/30/25)