RIDOT Mission and Role

- **Mission:**
  To maintain and provide a safe, efficient, environmentally, aesthetically and culturally sensitive intermodal transportation network that offers a variety of convenient, cost-effective mobility opportunities for people and the movement of goods supporting economic development and improved quality of life.

- **Responsibilities:**
  - Operating, maintaining and repairing
    - Interstate - 70 miles
    - State Highways (Pavement and signals) – 3,000 lane miles
    - State bicycle network
    - Bridges (State 623 and Local 149)
  - Developing/Contracting for Rail Service
  - Planning and constructing new transportation facilities
### Bridge Conditions

<table>
<thead>
<tr>
<th>Condition</th>
<th>State</th>
<th>Local</th>
<th>Total</th>
<th>Percent</th>
</tr>
</thead>
<tbody>
<tr>
<td>Structurally deficient*</td>
<td>130</td>
<td>34</td>
<td>164</td>
<td>21%</td>
</tr>
<tr>
<td>Functionally obsolete</td>
<td>185</td>
<td>37</td>
<td>222</td>
<td>29%</td>
</tr>
<tr>
<td>Posted</td>
<td>40</td>
<td>21</td>
<td>61</td>
<td></td>
</tr>
<tr>
<td>Closed</td>
<td>6</td>
<td>5</td>
<td>11</td>
<td></td>
</tr>
</tbody>
</table>

* Structurally deficient bridges are safe for travel – bridges deemed unsafe are closed

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**Status of Rhode Island's 772 Bridges**

- **29%** Functionally Deficient
- **21%** Structurally Deficient
- **50%** Not Deficient
Route 6 / Route 10 - Cranston

- Typical pier deterioration
- Exposed cap rebar
- Beam seat deterioration
- Pier shoring
Highway Pavement Condition

2007 Pavement Condition

- Poor: 16%
- Fair: 32%
- Good: 30%
- Excellent: 12%
- Failed: 10%

Pavement Condition Trend

- 1998: Poor
- 2001: Poor
- 2004: Poor
- 2007 Est.: Poor
Current System Condition is the Result of . . .

- Aging Infrastructure
  - Many bridges were constructed in the 60’s and now require major rehab or replacement

- Insufficient Funding
  - State provides only enough funding to match federal funds for capital improvements – no state funded program
  - Federal Funding is insufficient to meet the system needs
  - Construction cost increases – 60% since 2000

- Reduction in the RIDOT Maintenance Work Force
  - Resulted in deferral of preventative maintenance

Annual Highway Funding
In Millions

<table>
<thead>
<tr>
<th></th>
<th>Funding Needed</th>
<th>Funding Available</th>
</tr>
</thead>
<tbody>
<tr>
<td></td>
<td>$640</td>
<td>$335</td>
</tr>
</tbody>
</table>
Additional Funding Options are Being Considered

- Blue Ribbon Panel Established to Identify Financing Options

<table>
<thead>
<tr>
<th>Funding Options</th>
<th>Revenue Yield</th>
<th>Cost Efficiency</th>
<th>Equity (Funders)</th>
<th>Organizational Capability</th>
<th>Risk</th>
<th>Net Externalities</th>
<th>Political and Legal</th>
<th>Technology</th>
<th>Asset Management</th>
<th>Overall Evaluation</th>
</tr>
</thead>
<tbody>
<tr>
<td>1. Earmark Increase in Motor Fuel Tax for RDOT</td>
<td>High</td>
<td>+</td>
<td>Neutral</td>
<td>+</td>
<td>0</td>
<td>+</td>
<td>-</td>
<td>+</td>
<td></td>
<td>+</td>
</tr>
<tr>
<td>2. Earmark Increase in Vehicle Registration Fee for RDOT</td>
<td>Medium</td>
<td>+</td>
<td>Neutral</td>
<td>+</td>
<td>0</td>
<td>+</td>
<td>-</td>
<td>+</td>
<td></td>
<td>+</td>
</tr>
<tr>
<td>3. Earmark Increase in Vehicle Sales Tax for RDOT</td>
<td>Low</td>
<td>+</td>
<td>+</td>
<td>0</td>
<td>-</td>
<td>-</td>
<td>+</td>
<td>+</td>
<td></td>
<td>-</td>
</tr>
<tr>
<td>4. Earmark Increase in General Sales Tax for Transportation</td>
<td>High</td>
<td>+</td>
<td>-</td>
<td>+</td>
<td>0</td>
<td>-</td>
<td>+</td>
<td>-</td>
<td></td>
<td>-</td>
</tr>
<tr>
<td>5. Tolls</td>
<td>High</td>
<td>-</td>
<td>(+/-)</td>
<td>-</td>
<td>Low</td>
<td>(+/-)</td>
<td>+</td>
<td>-</td>
<td>+</td>
<td>+</td>
</tr>
<tr>
<td>6. Vehicle Miles Traveled Fees (VMT)</td>
<td>High</td>
<td>-</td>
<td>+</td>
<td>-</td>
<td>Low</td>
<td>+</td>
<td>(+/-)</td>
<td>-</td>
<td>-</td>
<td>-</td>
</tr>
<tr>
<td>7. Benefit Charges (Impact Fees, Special Assessments, etc.)</td>
<td>Low</td>
<td>-</td>
<td>+</td>
<td>-</td>
<td>Low</td>
<td>Neutral</td>
<td>(+/-)</td>
<td>+</td>
<td>-</td>
<td>+</td>
</tr>
<tr>
<td>8. Debt Financing (GROWES, TPFA, etc.)</td>
<td>Medium</td>
<td>-</td>
<td>+</td>
<td>High</td>
<td>-</td>
<td>Neutral</td>
<td>+</td>
<td>+</td>
<td></td>
<td>-</td>
</tr>
<tr>
<td>9. PPPs</td>
<td>High</td>
<td>-</td>
<td>(+/-)</td>
<td>-</td>
<td>High</td>
<td>(+/-)</td>
<td>-</td>
<td>+</td>
<td>-</td>
<td>(+/-)</td>
</tr>
<tr>
<td>10. Public-Private Partnerships</td>
<td>High</td>
<td>-</td>
<td>+</td>
<td>High</td>
<td>(+/-)</td>
<td>+</td>
<td>+</td>
<td>+</td>
<td></td>
<td>-</td>
</tr>
<tr>
<td>11. Lease or sell premium RDOT property</td>
<td>Medium</td>
<td>+</td>
<td>Neutral</td>
<td>Low</td>
<td>+</td>
<td>+</td>
<td>Neutral</td>
<td>+</td>
<td></td>
<td>+</td>
</tr>
<tr>
<td>12. Premium Travel Services</td>
<td>Low</td>
<td>+</td>
<td>+</td>
<td>Low</td>
<td>(+/-)</td>
<td>+</td>
<td>Neutral</td>
<td>+</td>
<td></td>
<td>+</td>
</tr>
<tr>
<td>13. Public Utilities Pay for Right of Way Usage</td>
<td>Medium</td>
<td>+</td>
<td>+</td>
<td>Low</td>
<td>Neutral</td>
<td>+</td>
<td>+</td>
<td>+</td>
<td></td>
<td>+</td>
</tr>
<tr>
<td>14. Other options to be determined through focus groups and town meetings</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
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<td></td>
<td></td>
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</tbody>
</table>
RIDOT Is Not All About Highways . . .

Bicycle Pedestrian Program
RIDOT Is Not All About Highways . . .

Enhancement Program

Conimicut Shoals Lighthouse Restoration – Warwick

Moffett Mill Walkway and Pedestrian Bridge – Lincoln

Reuben Mason House Restoration – Glocester

Hope Street Sidewalks/Downtown Streetlights – Bristol
RIDOT Is Not All About Highways . . .

Rail Program

- Development of Commuter Rail Service as an Option to Highway Travel
  - Warwick Intermodal Station
  - Wickford Junction
  - Additional Stations
    - Cranston, E. Greenwich, Davisville, Pawtucket, Kingston, Westerly, Woonsocket
RIDOT Project Priorities

- **Bridges, Bridges and Bridges**
  - Inspection, Rehabilitation and Replacement

- Completion of Relocation of the I-195 in Providence

- Development of Rail Service South of Providence

- Highway System Asset Management

- Major Important Projects Remain Unfunded
RIDOT Work Program

- Transportation Improvement Program (TIP) Establishes RIDOT’s Capital Work Program
  - List of projects and programs eligible for use of Federal Transportation Funds
  - Allocates funds to TIP Programs

- TIP is developed in a very public process overseen by the State Planning Council staffers by the Statewide Planning Program
RIDOT Project Development

- Project development follows a sequence of planning, environmental assessment (NEPA), preliminary and final design, contractor procurement and construction.
- In most cases, for project design, RIDOT employees serve as project managers with consultants developing the design.
- For construction, RIDOT employees act as inspectors and project managers with contractors performing the construction.
- Throughout project development, the Natural Resources Unit (NRU) oversees environmental permitting and compliance.
- The NRU is the primary point of contact for CRMC.

Diagram:

1. Planning
2. Environmental Assessment
3. Design
4. Contract Procurement
5. Construction
During Project Development the NRU

- Works with the project design team to look for opportunities to incorporate environmentally beneficial project components and ensure compliance with environmental regulations.

- Works with federal and state resource agency personnel, local officials, and non-governmental parties, to address environmental concerns during project development and permitting.

- Works with construction personnel and contractors to ensure that relevant project elements are constructed in accordance with design plans and to resolve issues which arise in the field.

- Looks for opportunities to incorporate project elements which provide environmental benefit that goes beyond regulatory obligation.

- Acts as a point of contact between RIDOT and all reviewing agencies.
Environmental Management During Construction

- RIDOT construction personnel are required to insure that all environmental requirements are met.

- Often consultants are engaged as environmental monitors.

- Director Lewis is committed to improving environmental compliance during construction.

- The NRU attempts to assist in resolving environmental issues that arise during construction.
RIDOT Environmental Enhancement . . .

- Stormdrain Retrofit Project Activities
  - Funded with Highway Program Funding
  - Installation of BMP features in stormdrain system
  - 20 stormwater management projects have been implemented
  - Study to identify actions to improve Scarborough Beach water quality is continuing

<table>
<thead>
<tr>
<th>Outfall Description</th>
</tr>
</thead>
<tbody>
<tr>
<td>• Paved Waterway</td>
</tr>
<tr>
<td>• Discharges to the Meshanticut Brook</td>
</tr>
<tr>
<td>• Tributary Area = 7 acres</td>
</tr>
</tbody>
</table>

<table>
<thead>
<tr>
<th>Location</th>
</tr>
</thead>
<tbody>
<tr>
<td>• Cranston - Route I-295 median from the Providence Street overpass to the Meshanticut Brook</td>
</tr>
</tbody>
</table>

<table>
<thead>
<tr>
<th>Description of Improvement</th>
</tr>
</thead>
<tbody>
<tr>
<td>• Filter fabric lined grass swale with stone check dams to capture sediment.</td>
</tr>
</tbody>
</table>

<table>
<thead>
<tr>
<th>Date of Design</th>
</tr>
</thead>
<tbody>
<tr>
<td>• May 2005</td>
</tr>
</tbody>
</table>

<table>
<thead>
<tr>
<th>Construction Completion</th>
</tr>
</thead>
<tbody>
<tr>
<td>• Fall 2005</td>
</tr>
</tbody>
</table>

Rte I-295 (P-113) Outfall
As part of the NPDES program administered by DEM for USEPA, RIDOT is required to obtain a RIPDES storm water permit.

The permit conditions include the preparation of a Storm Water Management Program Plan (SWMPP) that requires the development of six minimum control measures to reduce pollutants to the maximum extent practicable.

The six minimum control measures are:
- Public Education and Outreach on Storm Water Impacts
- Public Involvement and Participation
- Illicit Discharge Detection and Elimination
- Construction Site Stormwater Runoff Control
- Post-Construction Stormwater Management in New Development and Redevelopment
- Pollution Prevent/Good Housekeeping for Municipal Operations
How Can You Take Action?

Do not dump poop, lawn chemicals, and nasty spills. These are only a few of the things that stormwater picks up and mixes with as it rushes over the pavement in our driveways, sidewalks, and streets. Storm drains rush all this polluted water directly to the nearest stream, pond, or bay. No filters, no treatment. So the pollutants that stormwater carries wind up in the water we drink, fish, and swim. And that's pretty scary. The good news is, there's a lot we can do to keep that water clean.
Galilee Salt Marsh Restoration
Off site mitigation for impacts at Jamestown Bridge
RIDOT Environmental Enhancement . . .

South Water Street
Creation – tidal flat/salt marsh