

Rhodework Review

Spring 2026

SAFETY
WEEK



Construction Industries of Rhode Island

CIRI Achievements • Safety Events Recap • IIJA Funding Status

Robert “Bob” Rocchio named acting RIDOT director.

February appointment elevated 30-year veteran to key position.



Robert “Bob” Rocchio

A senior engineer and administrator with more than three decades of hands-on and managerial experience, Robert “Bob” Rocchio has been named as Acting Director for RIDOT, following the retirement of Peter Alviti, Jr., its longtime director. Rocchio brings a wealth of key competencies and attributes to the position. These include in-depth civil engineering knowledge and extensive experience in day-

to-day project administration and oversight.

Most recently serving as Chief Engineer for Infrastructure since 2017, Rocchio provided oversight for 400 RIDOT employees across departments including Highway and Bridge Maintenance, Bridge Engineering, Environmental Compliance, Safety, Final Review and Fleet Operations. During this tenure, Rocchio was instrumental in implementing a comprehensive highway safety program that has reduced the number of highway fatalities in Rhode Island. This program has completely revamped the maintenance section of RIDOT while upgrading its equipment. It has also improved bridge inspection and maintenance: putting best practices in place while designing specific inspection protocols for complex bridges.

Continuing to build on RIDOT’s record of achievements.

In his new role, Rocchio is immediately tasked with ensuring continuity, project delivery and accountability across RIDOT’s diverse portfolio of projects — including the crucial Washington Bridge rebuild that progressed from the crisis management phase into an active reconstruction mode in June 2025.

The state of transportation infrastructure in Rhode Island has improved by leaps and bounds during the tenure of Director Alviti. All of us at CIRI, from the Executive Board to our member companies, truly look forward to partnering with Acting Director Rocchio to support RIDOT’s initiatives and objectives — while furthering the relationship we’ve collaborated to build for decades.

Legislative Watch

During the 2026 General Assembly, here are a few bills the CIRI Legislative Committee identified as warranting opposition for our members.

Budget Article 5: “Millionaires Tax.” (HB 7127) Many companies are generational family businesses and passthrough entities where business income is allocated through the owner’s personal tax return. This would decrease

available working capital to reinvest, hire additional employees and increase wages.

Payment of Wages (SB 2932 • HB 7961) This “up the chain” bill would make general contractors civilly liable and/or jointly civilly liable for any claims of wage theft or nonpayment — whether an employee is working anywhere in the chain of the GC, its subcontractors or for subsidiary subcontractors.

Opportunity for Employee Ownership (SB 2744 • HB 7964) Would require any company

looking to sell to provide all current full-time and part-time employees with a 30-day window in which to initiate a process to potentially purchase the business as a workers’ cooperative.

Transportation Investment and Debt Reduction Act of 2011 (SB 2095 • HB 8178) Effective July 1, 2026, this would allocate 20% of available proceeds in the RI highway maintenance account to RIPTA for operating expenses. This would decrease the monies needed for matching funds to obtain federal highway funds.

Mike Gammino honored at 2025 CIRC Fall Dinner Meeting.

November 19 event included tribute video for industry legend.

The semi-annual CIRC dinner meetings are a regular opportunity to review recent industry progress and discuss issues on the horizon. At the 2025 Fall Dinner Meeting at the Crowne Plaza in Warwick, CIRC President Mike D'Ambra began his opening welcome with a brief tribute and moment of silence for David Costantino: a highly respected board member who passed away several weeks before the event.

President D'Ambra then introduced a tribute video commissioned by CIRC to honor Michael A. Gammino II — one of the most revered board members in our organization's history.

D'Ambra's address spoke to Mike's longstanding record of service, dedication leadership and mentorship at his family's company, M.A. Gammino; as a CIRC board member and multiple-term president over the course of nearly 30 years; and serving as a volunteer on countless boards that benefit the heavy and highway construction industry at large.

"You might not know the history of what Mike Gammino has accomplished by serving on these boards," D'Ambra said. "But everybody here has benefited from it. He did all the negotiating and the hard work for us."

Gammino's efforts for the industry at large include protecting the interests of employers and workers alike across a wide range of issues: from negotiating collective bargaining agreements for employers to ensuring fair wages and health benefits for jobsite operators and laborers.

"After retiring back in the mid-2000s, he's stayed on to serve not just the CIRC board but this industry", D'Ambra concluded. "We're fortunate to have Mike to call every day. He's our institutional knowledge and our go-to guy."

Peter Alviti, Jr. P.E. Director of RIDOT

Following the presentation of the video tribute, Director Alviti echoed the sentiments of D'Ambra regarding Mike Gammino's long history of achievement and leadership.

"As much as you have contributed to the industry, I think you've contributed just as much to the entire state of Rhode Island," Alviti began. "The people of the state owe you a debt of gratitude for your knowledge and your wisdom."

Alviti spoke to how Gammino's advice and counsel are sought by people throughout the industry — along with key local and national stakeholders in government and labor — resulting



Gammino accepting his lifetime achievement award from CIRC President Mike D'Ambra.

over the years in fruitful cooperation and collaboration between these interdependent groups. Alviti then turned his attention to honoring the longstanding partnership between CIRI, the industry and RIDOT.

“You folks were instrumental in helping RIDOT to change



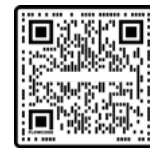
Family members in attendance to honor Mike Gammino at the CIRI Fall Dinner Meeting.



Peter Alviti, Jr. P.E.

the fundamental nature of the way we plan, execute, fund and deliver better transportation in the state,” Alviti concluded. “We need to work and put our shoulders together again, like we did 10 years ago with the RhodeWorks program, to create the next initiative both in the state and in the federal government. We’ll be calling all of you into force again to create that new

dynamic that will take us from the great progress we’ve made — and accelerate that into the next 10 years and beyond.”



Gammino Tribute Video on YouTube

Scan or click to watch.

RWU Heavy Civil team again first in ASC competition.

CIRI supported team extends success streak in its category.

In mid-November, the Roger Williams University Heavy Civil team was awarded first place in the 2025 Associated Schools of Construction (ASC) Region 1 competition in Albany, NY. It is the latest in a long series of achievements by the RWU students competing in the Heavy Civil and other categories.

CIRI provides travel support for the Roger Williams University Heavy Civil Competition Team, which is led by Jonathan Gomes, Lecturer

of Construction Management and faculty advisor for the team. Additional wins for RWU in 2025

were first place and second place, respectively, in the Concrete and Commercial divisions.



The award-winning RWU Heavy Civil competition team (l to r): Max Colombo, Cam Testa, David Manafort, Justin Camelio, Teddy Blais and Nick Botto

A unifying component for Rhode Island's infrastructure.

Looking back on 60-plus years of CIRI achievements.

Since its inception, CIRI has navigated through the gamut of economic cycles and political climates, while our member companies have literally transformed Rhode Island's transportation infrastructure. The projects our members have brought to fruition working in concert with RIDOT, the state's labor unions, government officials, departments and agencies — and numerous other stakeholders on the federal and local levels — are testaments to the spirit and power of collaboration.

The following is a look at some of the significant achievements and initiatives CIRI is proud to have been part of since the mid-20th Century, which literally span the expanse of our great state.

Crucial maintenance of infrastructure assets.

CIRI member companies also play an integral role in RIDOT's effort to execute "state of good repair" projects throughout the state. Some recent examples:

- Since the beginning of the 10-year RhodeWorks program in 2016, RIDOT has rehabbed, reconstructed or replaced a total of 302 bridges to date. These include a series of accelerated replacements in 2024 for aging bridges throughout the I-95, Route 37 and I-295 corridors.
- RIDOT is in the later stages of a five-year statewide paving program announced in 2022 — which is slated to invest approximately \$500 million in paving, resurfacing and preservation.

Major projects of statewide importance.

1960s-1969	I-95 across Rhode Island
1960s-1969	I-195 East-West Interstate
mid-1960s	TF Green Airport Connector complete
1969	Newport/Pell Bridge opened to traffic
1969	Route 37 Expressway complete
1964-1975	I-295 Expressway "western bypass"
1972	Route 4 Freeway completion
1988	Route 4: Exits 3 & 5 (missing link)
1992	Jamestown Verrazzano Bridge
1996	TF Green access roads improvement
2009-2013	"I-Way" I-195 relocation project
2012	Sakonnet River Bridge replacement
2016-present	RhodeWorks statewide bridge program
2018-2024	Routes 6/10 Interchange Reconstruction
2024	Pell Bridge Ramps & access redesign
2026	Providence I-95 Viaduct Northbound

Route 37 eastbound bridge demolition over the Pawtuxet River in Cranston.



Nighttime paving
on Route 146A in
North Smithfield.



Other significant projects across the state.

While these projects are not the biggest in terms of dollar amounts, they provide crucial connections in and around the 39 municipalities that comprise the state of Rhode Island — improving both commerce and everyday life throughout the regions and communities they serve.

1950s-1966	Route 24 Corridor (multiple stages)	Tiverton & Portsmouth
1950s-1970s	Route 146 Louisquisset Pike	extended multi-stage effort
1965	Route 113 / East Avenue Bridges	over I-95 and I-295
1970s-1979	Route 78 Westerly Bypass	connecting to CT
1987-1993	Route 99 Woonsocket Industrial Hwy	Lincoln, Cumberland, Woonsocket
1992-1995	Route 138 Cross-Island Expressway	Jamestown
2006-2008	Route 403: Quonset Freeway relocation	North Kingstown / East Greenwich
2014-2017	Apponaug Circulator	Warwick
2019-2021	Louisquisset Pike Bridge replacement	Lincoln
2021-present	Route 37 Upgrades	Warwick / Cranston
2022-present	Route 146 Upgrades	Lincoln / North Smithfield
2023-2024	Henderson Bridge replacement	Providence / East Providence
2025-2026	Route 113 / East Avenue Bridges	replaced over I-95 and I-295
2025-present	I-95 Corridor	Warwick / Providence
2025-present	Route 4 Flyover	Warwick

Rendering from the I-195 "I-Way" relocation project in Providence.



Winding down toward the uncertainty of IIJA reauthorization.

Multiple factors in play as September expiration approaches.



A transportation appropriations bill signed into law on February 3 ensured full funding of core highway and public transportation programs through FY2026 — allowing states to continue committing federal dollars to projects during the last year of the 2021 Infrastructure Investment & Jobs Act (IIJA). On April 3, the Trump administration subsequently released a budget request for Fiscal Year 2027 — including a set of fact sheets that call for a total of \$1.4 billion in USDOT highway and bridge discretionary grants, as opposed to line items for specific programs.

The American Road and Transportation Builders Association (ARTBA) and CIRI are hopeful that any reauthorization will include additional funds to counteract the effects of inflation, unforeseen needs and other factors. If a reauthorization bill is not passed by the deadline, we are

also hopeful Congress will pass a continuing resolution (CR) to temporarily extend IIJA funding at its current levels.

Healthy market activity expected after record year in 2025.

The total value of state and local government transportation contract awards was \$152.2 billion in 2025 – a new record – up from \$132.2 billion in 2024, according to data compiled by the economics team at ARTBA. Their December 2025 market outlook also expected the US transportation construction market to grow nearly 3% to a record \$209.1 billion in 2026.

New bridge formula program sharpening focus for states.

Under a new funding formula for bridges, states now have access to the full \$26.5 billion available nationally over the five-year period. Unlike the core highway program, agencies have four years

to commit these funds toward eligible projects. With one in three bridges nationally still needing repair or replacement, Congress has the opportunity to build on the recent IIJA momentum in the next surface transportation reauthorization bill.

HTF growth beyond projections tempered by expected shortfalls.

The Congressional Budget Office (CBO) recently updated receipts and future projections upward for the Highway Trust Fund (HTF) — as HTF revenue for 2025 outpaced prior projections by \$2 billion. The CBO predicts projected gas tax revenue, previously expected to decline by \$10 billion over the next decade, will grow slightly over the next 10 years. This will likely be augmented by the elimination of the \$7,500 federal electric vehicle tax credit, along with changes to vehicle greenhouse gas emissions targets implemented by the Trump administration.

Congress relies on CBO to determine how much HTF revenue will be needed to offset outlays for the next surface transportation law. The most recent update appears to reduce the amount needed for the next five-year bill (2027-2031) by approximately \$30 billion. While these developments are positive, Congress will still need to find approximately \$220 billion in additional HTF revenue to pay for investments that grow from current levels.

Senator Sheldon Whitehouse to address CIRI Spring Dinner.

Event scheduled to take place on Wednesday, May 27.



US Senator Sheldon Whitehouse (D-RI)

The annual CIRI Spring Dinner Meeting is scheduled to take place on Wednesday, May 27 at

the Crowne Plaza Providence-Warwick. We are pleased to welcome RI Senator Sheldon Whitehouse as our keynote speaker. Active in numerous bipartisan infrastructure efforts, Senator Whitehouse played a direct legislative role in pieces of the 2021 Infrastructure Investment and Jobs Act (IIJA).

As part of RI's congressional delegation, the Senator has delivered more than \$380 million in major job-creating investments across Rhode Island. These investments include the current Washington Bridge Rebuild and Route 4 Missing Move projects, the Pell Bridge approaches/ramps upgrade, the overhaul of Route 146 and the massive rebuild of

the I-95 Northbound Providence Viaduct.

Beyond the core IIJA formula funding, Senator Whitehouse has collaborated to champion a number of crucial discretionary grants. The additional monies these grants have generated for Rhode Island include \$221 million for the Washington Bridge, \$251 million for the I-95 15 Bridges project and \$81 million for the Route 4 Missing Move project.

For more information, feel free to call the CIRI office at 401-738-8530, email us at exec@ciri.net — or click here to download a response form.

2026 is more critical than ever for infrastructure funding.

Donate to the CIRI PAC today.

The multilevel advocacy initiative of the CIRI Political Action Committee (PAC) is a year-round effort. This is especially true during the annual RI General Assembly session, which opens in early January and runs through June 30.

During this period of intensive advocacy, our PAC literally tracks hundreds of bills submitted in the RI House and Senate. Voicing our support for proposed

legislation that will positively affect our industry, Rhode Island's infrastructure needs and the state's economy. While opposing bills that will be detrimental to the interests of our member companies, related industries and RI's overall business climate.

Looking ahead to a high-stakes general election.

In Rhode Island this year, all five statewide office seats are up for



election: Governor, Lieutenant Governor, Attorney General, Secretary of State and General Treasurer. At the federal level, RI voters will also weigh in on a US Senate seat and both of the state's US House seats.

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Key projects reaching milestones across RI.

RIDOT and CIRI members continue to make progress statewide.



Oaklawn Avenue overpass, Route 37 in Cranston.

During the first and fourth quarters of FFY 2026, covering October 2025 through March 2026, RIDOT advanced numerous projects throughout the state. Several major projects achieved key milestones for rampup, mid-process progress and completion. A few of the agency's accomplishments include:

Providence Viaduct Northbound completion. A ribbon cutting ceremony for this five-year \$295 million project, completed in late October, took place on January 23. Thanks in part to a \$60.3

million federal grant secured by RI's congressional delegation, RIDOT was able to replace the nearly 1,300-foot-long viaduct - which carries more than 220,000 vehicles per day over Amtrak's Northeast Corridor and the Woonasquatucket River - including repair or replacement of 10 additional bridges. The construction of its new service road has dramatically reduced traffic congestion and delays between the Atwells Avenue and the State Offices/Route 146 exits. I-95 North express lanes were also established for improved safety.

Washington Bridge Rebuild.

Demolition for the westbound Washington Bridge rebuild project concluded in early December, nearly two weeks ahead of schedule. The preparatory and design phases of the project continued through the winter months - including various surveys, drilling for borings and ordering of materials - along with steel fabrication and securing of permits. In-field construction will begin this summer. RIDOT also continues to prioritize maintenance and inspection of the eastbound Washington Bridge, monitoring the structural health monitoring/weight-in-motion system now in place, and coordinating with state police for overweight enforcement.

Washington Bridge Project

Website. In early January, RIDOT launched a dedicated website for the project at www.washingtonbridgerebuild.com. Features include a video detailing how the bridge will be built - background material on prime contractor Walsh Construction and the supporting companies on the design build team - and regular updates on construction progress. The new bridge is slated to open to traffic in November 2028.

Route 146 Flyover Bridge opening.

In December, RIDOT fully opened the new flyover bridge at the Route 146/Sayles Hill Road intersection, serving approximately 171,000 vehicles per day. The signature element of this \$214 million Route 146 reconstruction project, the



Offramp to Post Road, Route 37 East in Warwick.

flyover replaced a traffic signal that was the source of significant congestion and travel delay. It was also one of the most active crash sites in the state, averaging more than 85 crashes per year.

Other features of the project, scheduled for final completion this summer, included the replacement of multiple bridges and the complete reconstruction of the interchange between Route 146 and Route 146A.

Bridges removed from “Poor Condition” list. Across the state, RIDOT continues to repair, replace or remove bridges from the “Poor Condition” list. Between January and March of this year, eight bridges totaling 25,402 square feet were removed from the list: Greystone Sluiceway Bridge, North Providence • Nonquit Pond Bridge, Tiverton • Arnold Mills Bridge, Cumberland • Davisville RR Bridge, North Kingstown • Airport Bridge, Post Road in Warwick • Hill Street Bridge,

Coventry • Hemlock Road Bridge, Foster • Barton Street Bridge, Pawtucket.

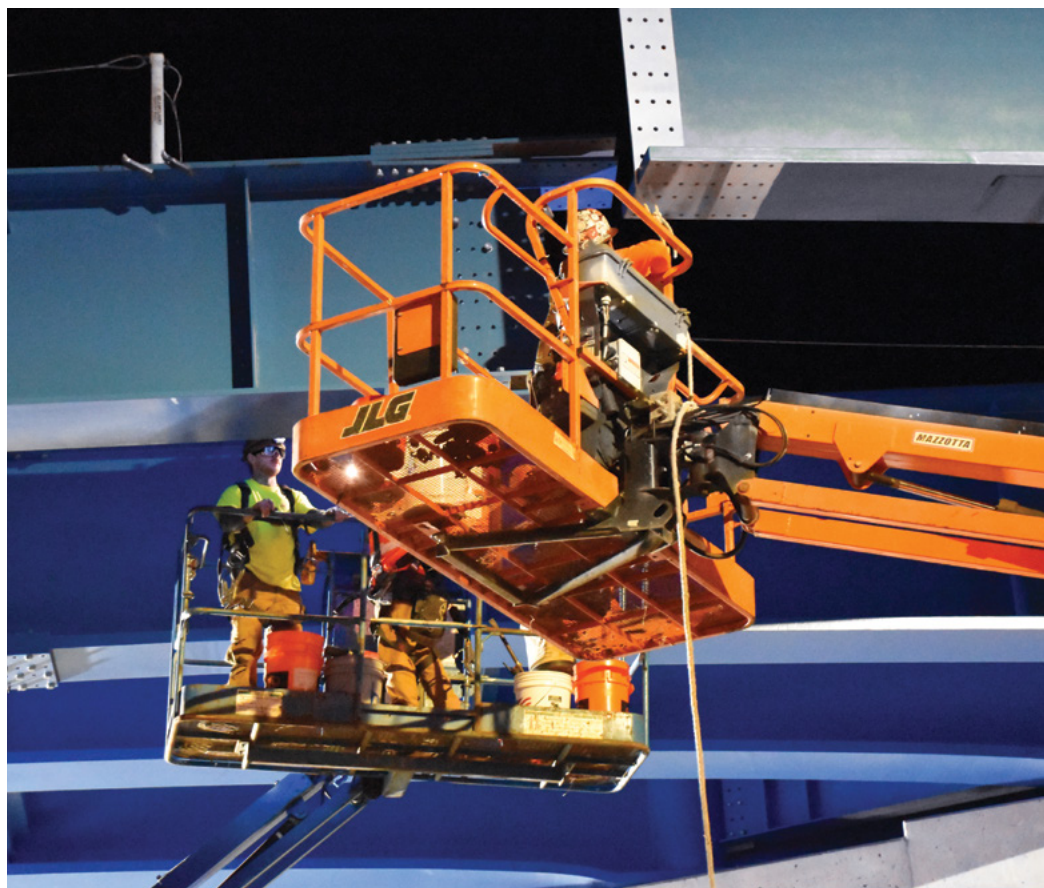
Missing Move Project. This \$144 million multi-component project spans from North Kingstown and East Greenwich to Warwick. The first component will create two critical roadways: a new bridge overpass to link Route 4 North and I-95 South, while using an existing right-of-way for an at-grade link between I-95 North and Route 4 South. The second component will build three ramps on Route 403 to connect the Quonset Business Park (QBP) to its West Davisville district via a limited-

access highway — along with a roundabout south of Route 403 at Compass Circle.

From April 9 through June 5, RIDOT is conducting temporary highway closures for blasting. Since mechanical demolition would take two years, a controlled explosive demolition method is being used to safely fast-track the removal of ledge with greatly reduced impact on residents in terms of noise and overall duration. The entire project is slated for completion by Fall 2027.

For the most up-to-date information on RIDOT programs and projects, visit: www.dot.ri.gov/RhodeWorks/

South County Trail overpass, Route 4 in East Greenwich.



As the fundraising season is already in full gear, the CIRI PAC requires the sufficient resources to get in front of and support key candidates. We need to ensure they understand the essential role of infrastructure funding and our industry to the Rhode Island economy, the creation of jobs, and its overall quality of life.

Working with ARTBA for IJA reauthorization.

Another important component is advocating for the federal funding commitments that are crucial to state-level programs like ours. We're pushing to maintain status

quo funding levels at a minimum — while making the case for increases to offset inflation and unexpected challenges. By doing this, we alleviate the need to campaign for voter-approved bond issues, which saves our industry hundreds of thousands of dollars.

A relentless advocacy initiative to support your livelihood.

While we're encouraged by this year's early signs of wider participation and support, CIRI PAC donations are short of our goals. Please consider a personal contribution today for \$500 — or any amount you feel is

appropriate — up to \$2,000.* Help us to keep CIRI's message front and center with key stakeholders at all levels. And to support people who can have a positive effect on our industry and your business.

Please mail contributions to:
CIRI Political Action Committee
615 Jefferson Boulevard, Suite B207
Warwick, RI 02886-1357

** NOTE: Rhode Island State Law prohibits the acceptance of any corporate or business checks for campaign contributions. Only personal checks, made out to the CIRI PAC, are an acceptable form of contribution. Donations are not tax deductible and are limited to \$2,000.*

2026 winter safety training featured varied offering.

CIRI-sponsored programs included crucial certifications.

Enabling companies of all sizes to keep personnel up to date with certifications and safety awareness/knowledge, our winter offering of free safety training programs is one of CIRI's most popular member benefits.

As usual, the goal of the 2026 program was to accommodate as many attendees as possible. All of the sessions took place at Hyatt Place Warwick Providence Airport.



615 Jefferson Boulevard
Warwick, RI 02886
401.738.8530
401.732.2892 fax

www.ciri.net

Officers:

- Michael D. D'Ambra, President
- David C. Lynch, Sr., 1st Vice President
- Jeffrey A. Bostock, 2nd Vice President
- John A. Rocchio, Secretary
- Dustin J. Everson, Treasurer
- Ernest J. Carlucci, Executive Director

Board Members:

- Richard Chagnon
- Michael A. Gammino III
- Robert R. Voccia

2026 Training/Certifications Held

Highway Supervisor Training	January 20-22 February 9-11 & 17-19
Highway Technician	January 20 February 9, 12 & 17
Excavation Competent Person	February 3
Confined Space Entry Training	February 4