

SKANSKA



RIDOT I-95 15 Design Build

RIDOT's Largest Ever Design Build Project

Jeff Klein

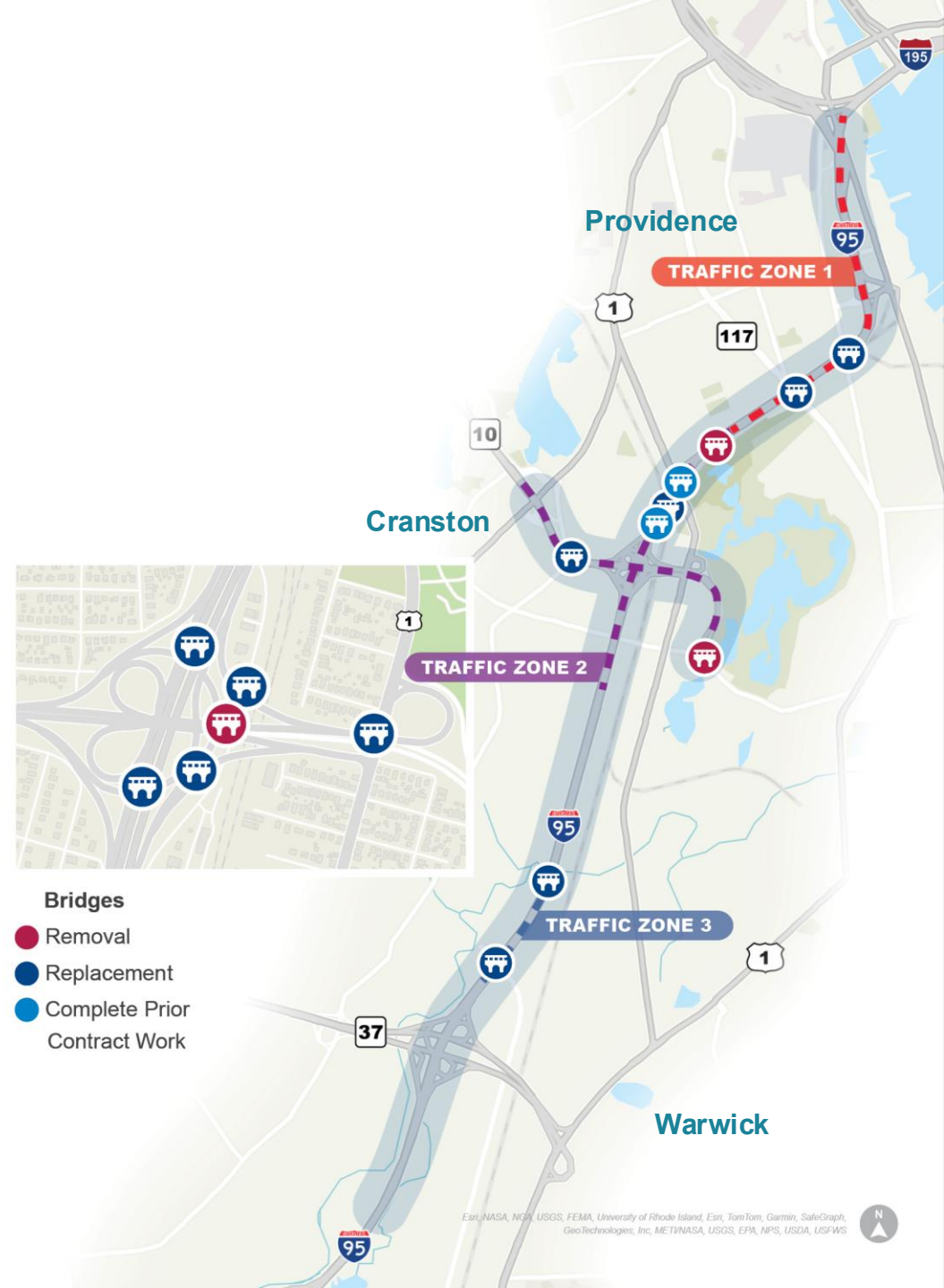
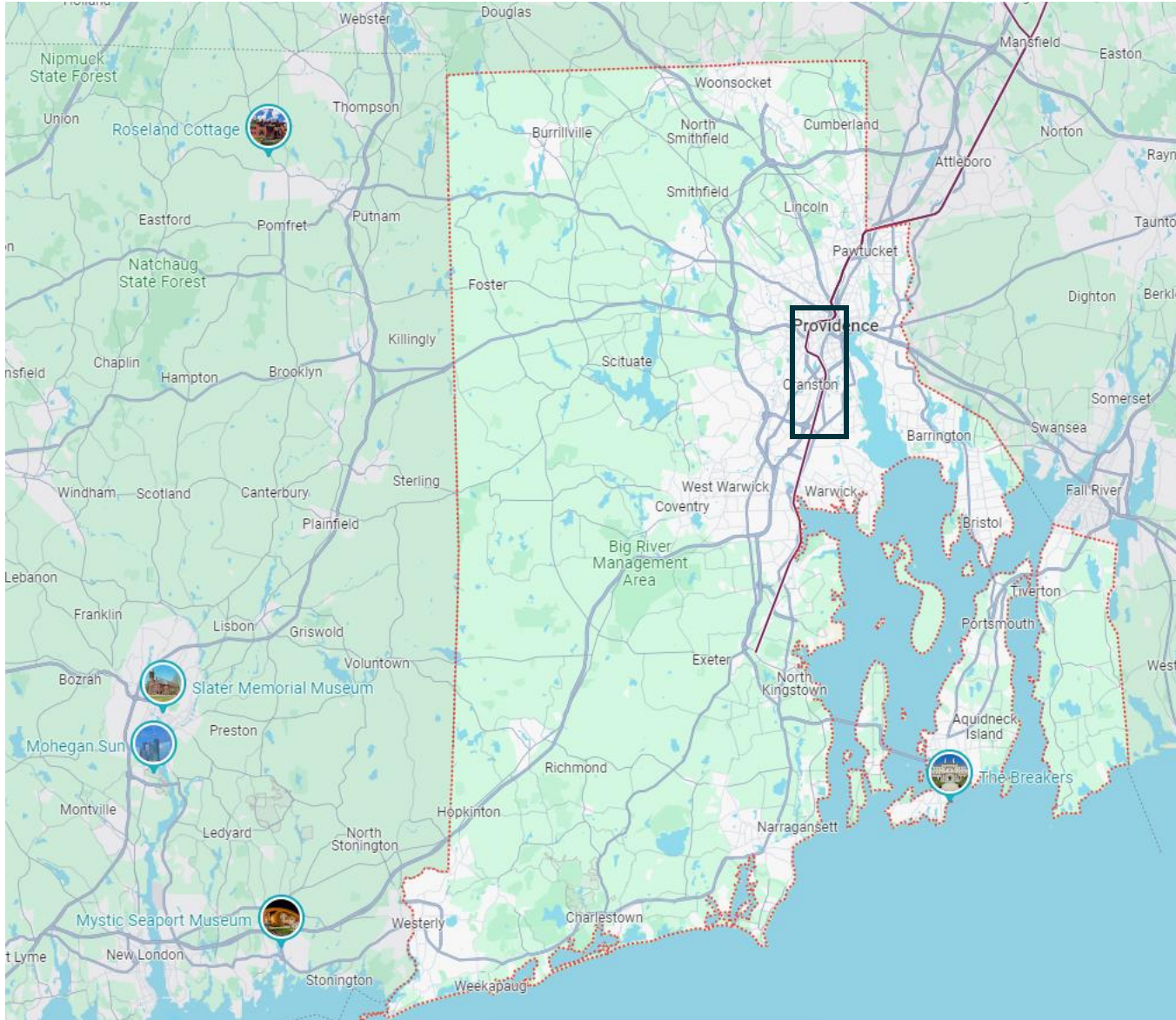
VHB Director of Transportation, Providence

Steve DelGrosso

Skanska Vice President of Operations, Waltham

April 16, 2026

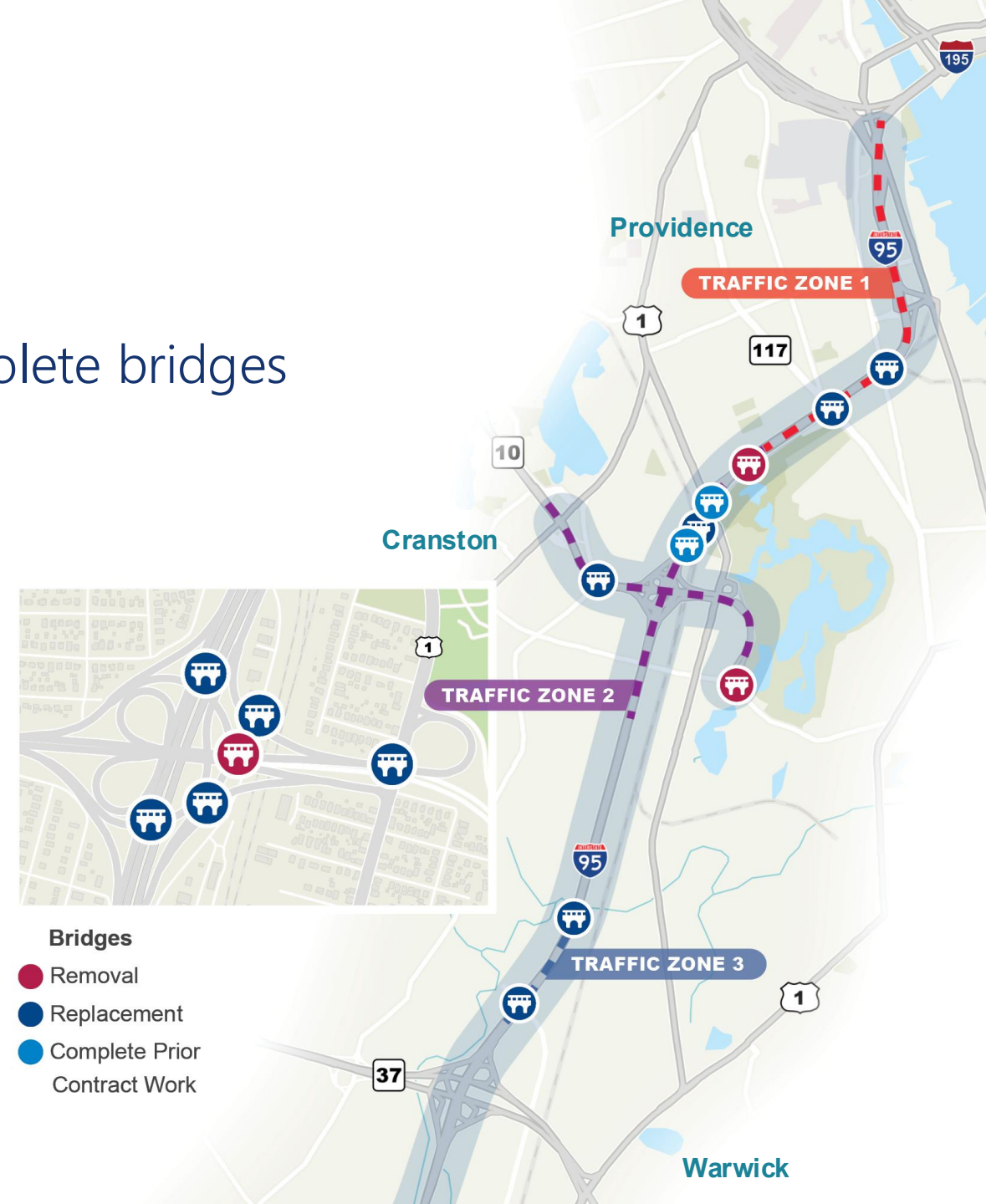
RIDOT I-95 15 Project Location



Esri, NASA, NOAA, USGS, FEMA, University of Rhode Island, Esri, TomTom, Garmin, SafeGraph, GeoTechnologies, Inc., METI/NASA, USGS, EPA, MFS, USDA, USFWS

Why RIDOT Chose the DB Approach

- 6-mile urban corridor
- 15 structurally deficient and functionally obsolete bridges
- 185,000 vehicles per day
- Accelerate delivery across multiple sites
- Reduce risk of cascading schedule impacts



ATC Strategy—How We Approached Innovation

Alternative Technical Concepts (ATCs) evaluated against three primary criteria:

- **Owner value** (cost, durability, lifecycle benefits)
- **Schedule certainty** (risk reduction, parallel work)
- **Public and stakeholder impact** (traffic, safety, constructability)

Early identification of high-risk elements:

- Bridge replacements around live traffic
- Constrained urban work zones
- Utility conflicts and railroad access limitations

Focus on solutions that benefited **both RIDOT and the traveling public**



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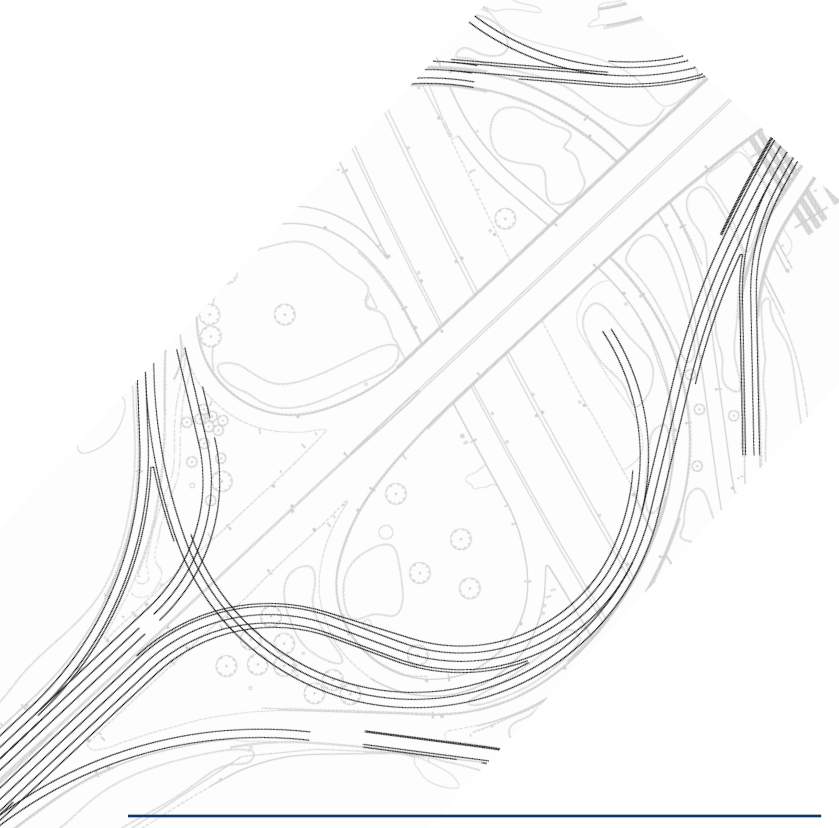
INTERSTATE
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Amtrak

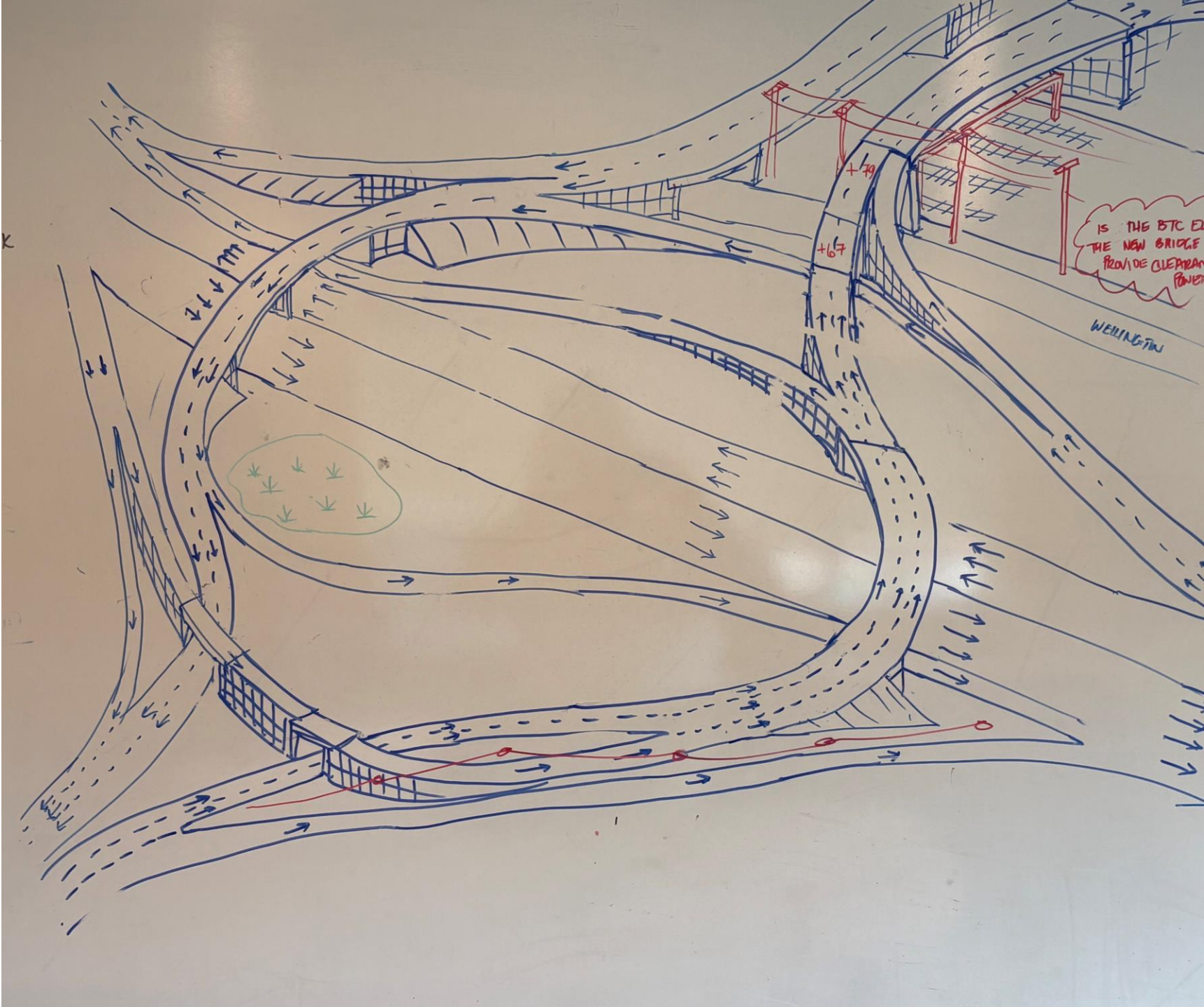


Take Amtrak Delays Off Critical Path

Interchange and West Elmwood



Initial Brainstorming at I-95/RI 10





200 ft

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Microsoft
Bing



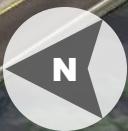
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BTC: I-95/Route 10 Interchange



Amtrak

Life-Cycle Future Infrastructure Costs

Eliminates  30% of Bridge Deck compared to the BTC.	BTC
	67,110 SF
	ATC
	46,650 SF

 **16% less paving**
compared to the BTC.

 **30% Less Bridge Deck**
ATC 2: I-95/Route 10 Interchange

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Initial Brainstorming at I-95/Amtrak



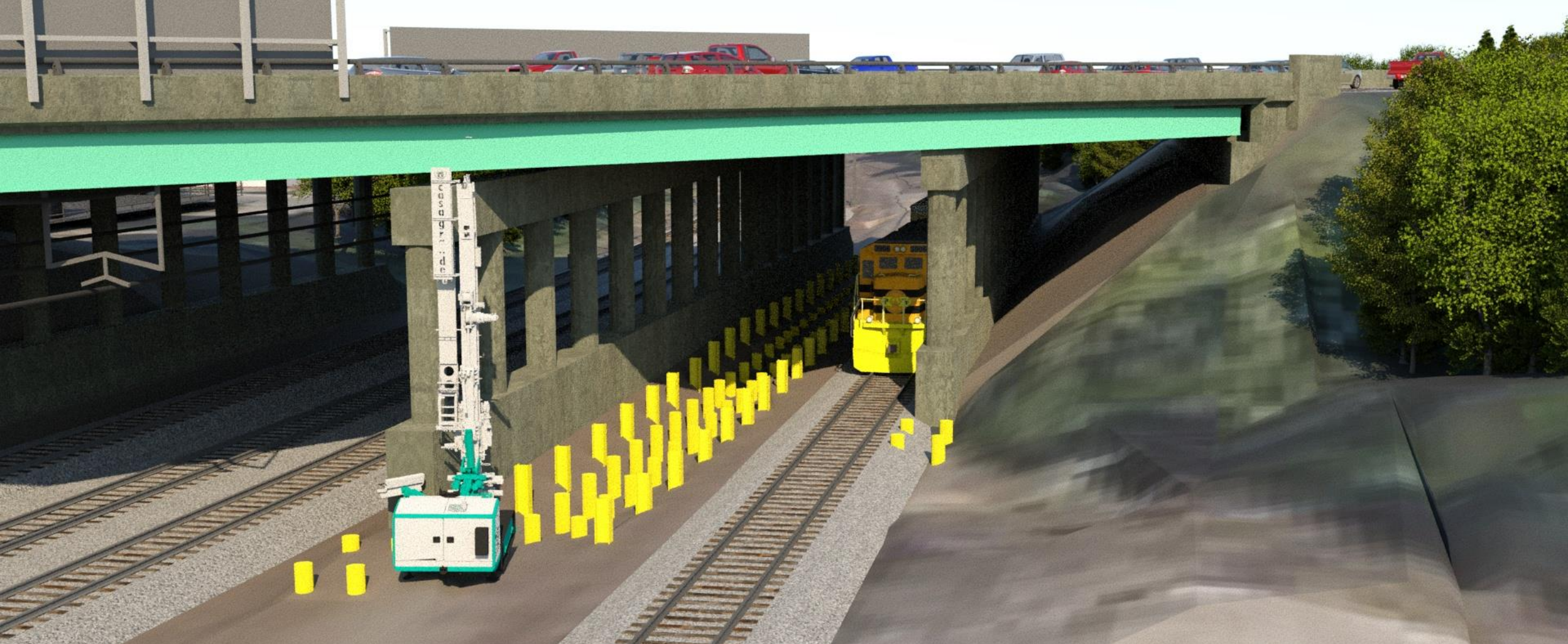


C&S wiring must be moved with the tracks

Tracks moved to the north

✔ Reduce Construction in Amtrak ROW

Eliminate Phases: Eliminate BTC Track and C&S Wiring Relocation



✔ Reduce Construction in Amtrak ROW

Eliminate Phases & Infrastructure: Eliminate Center Pier Construction



✔ Reduce Construction in Amtrak ROW

Eliminate Phases & Infrastructure: Eliminate Center Pier Construction



Original Bridge Configuration



✔ Reduce Construction in Amtrak ROW

ATC

Effectiveness of ATCs

- Improved safety and traffic performance during construction
- Increased confidence in construction schedule
- Reduced exposure to high-impact delays
- Durable, maintainable infrastructure solutions
- Alignment with RIDOT's long-term goals—not just short-term gains



Reducing Schedule Risk

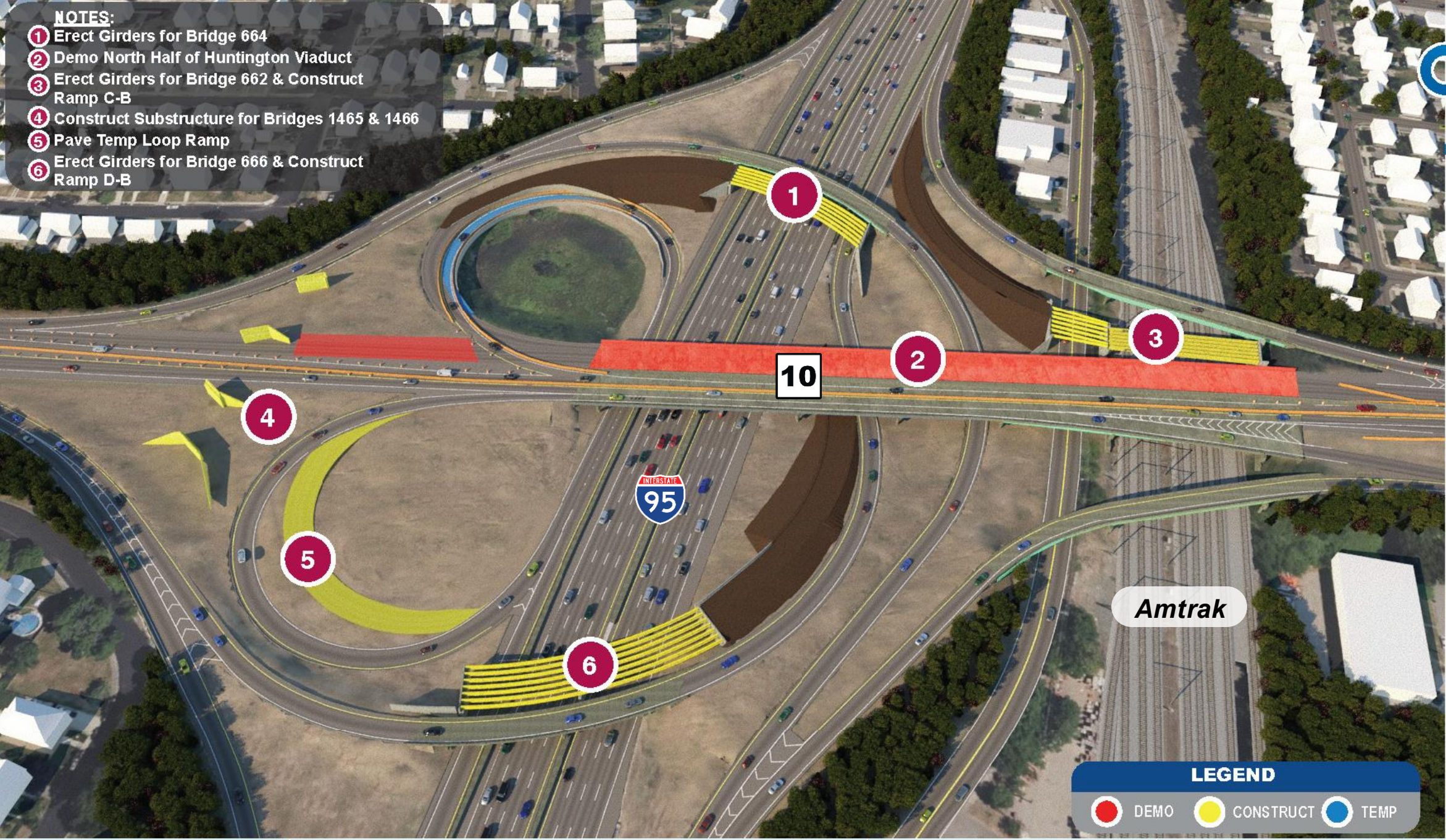
Coordinated phasing provides:

- Earlier starts on critical path bridge elements
- Organization of work zones to prevent domino delays
- Increased opportunities for off-line or parallel construction

Value to RIDOT:

- Improved schedule reliability
- Reduced exposure to seasonal and weather risks

- NOTES:**
- ① Erect Girders for Bridge 664
 - ② Demo North Half of Huntington Viaduct
 - ③ Erect Girders for Bridge 662 & Construct Ramp C-B
 - ④ Construct Substructure for Bridges 1465 & 1466
 - ⑤ Pave Temp Loop Ramp
 - ⑥ Erect Girders for Bridge 666 & Construct Ramp D-B



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LEGEND

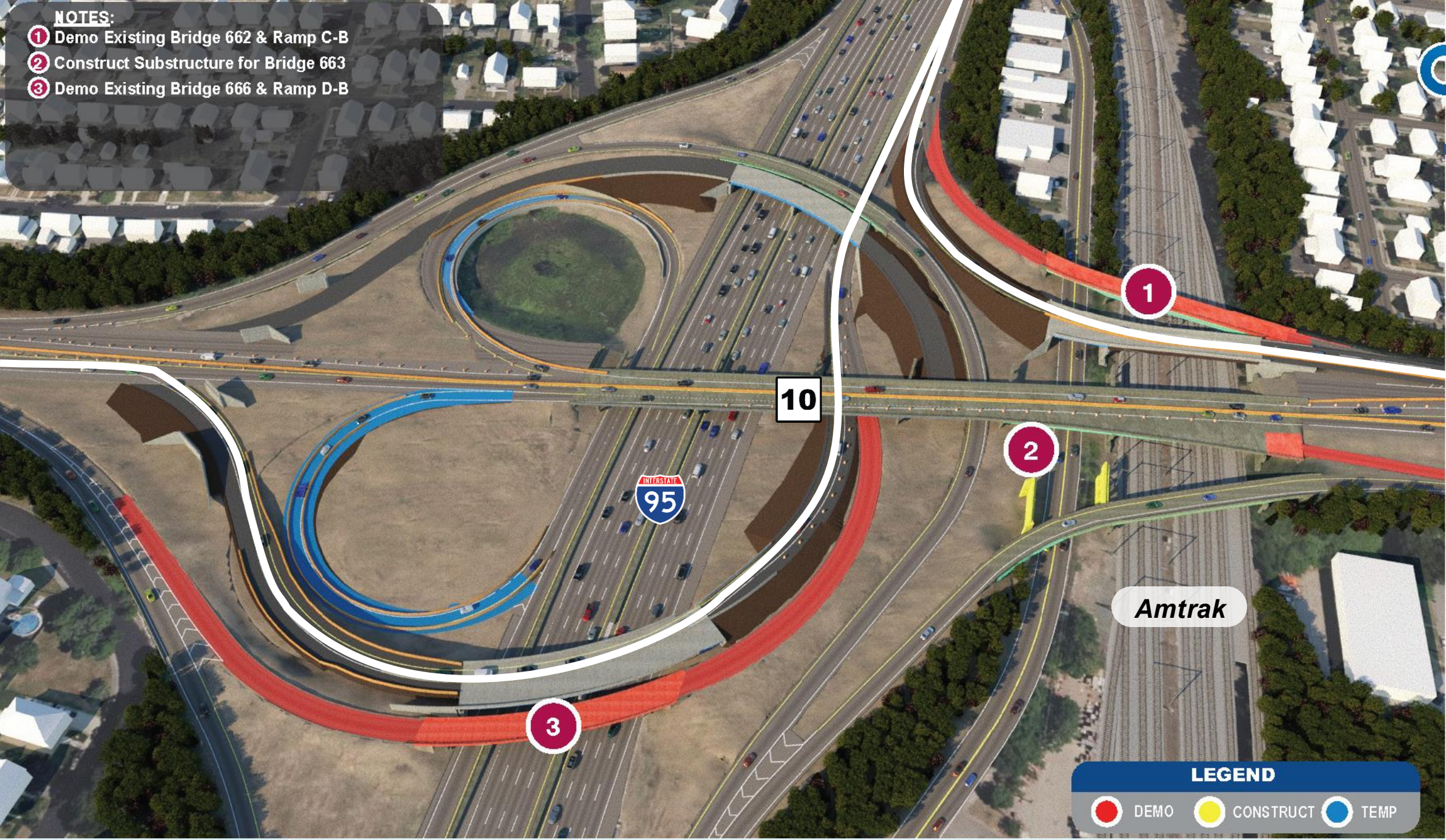
- DEMO
- CONSTRUCT
- TEMP

2025				2026				2027				2028				2029			
Q1	Q2	Q3	Q4	Q1	Q2	Q3	Q4	Q1	Q2	Q3	Q4	Q1	Q2	Q3	Q4	Q1	Q2	Q3	Q4



NOTES:

- ① Demo Existing Bridge 662 & Ramp C-B
- ② Construct Substructure for Bridge 663
- ③ Demo Existing Bridge 666 & Ramp D-B

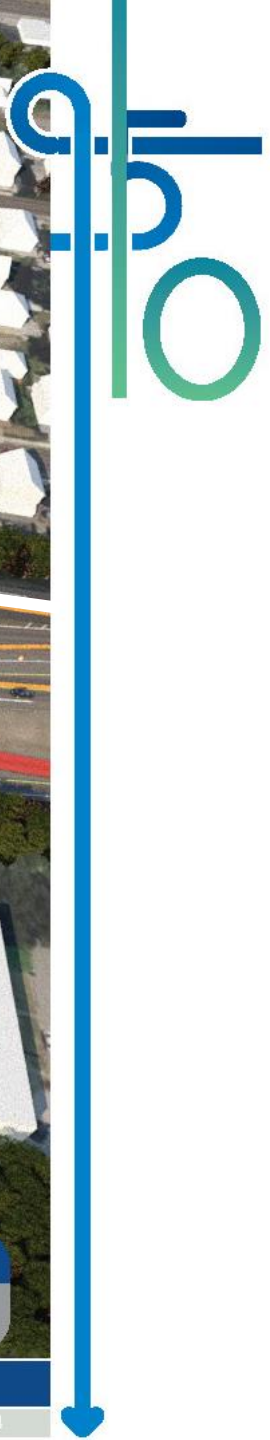


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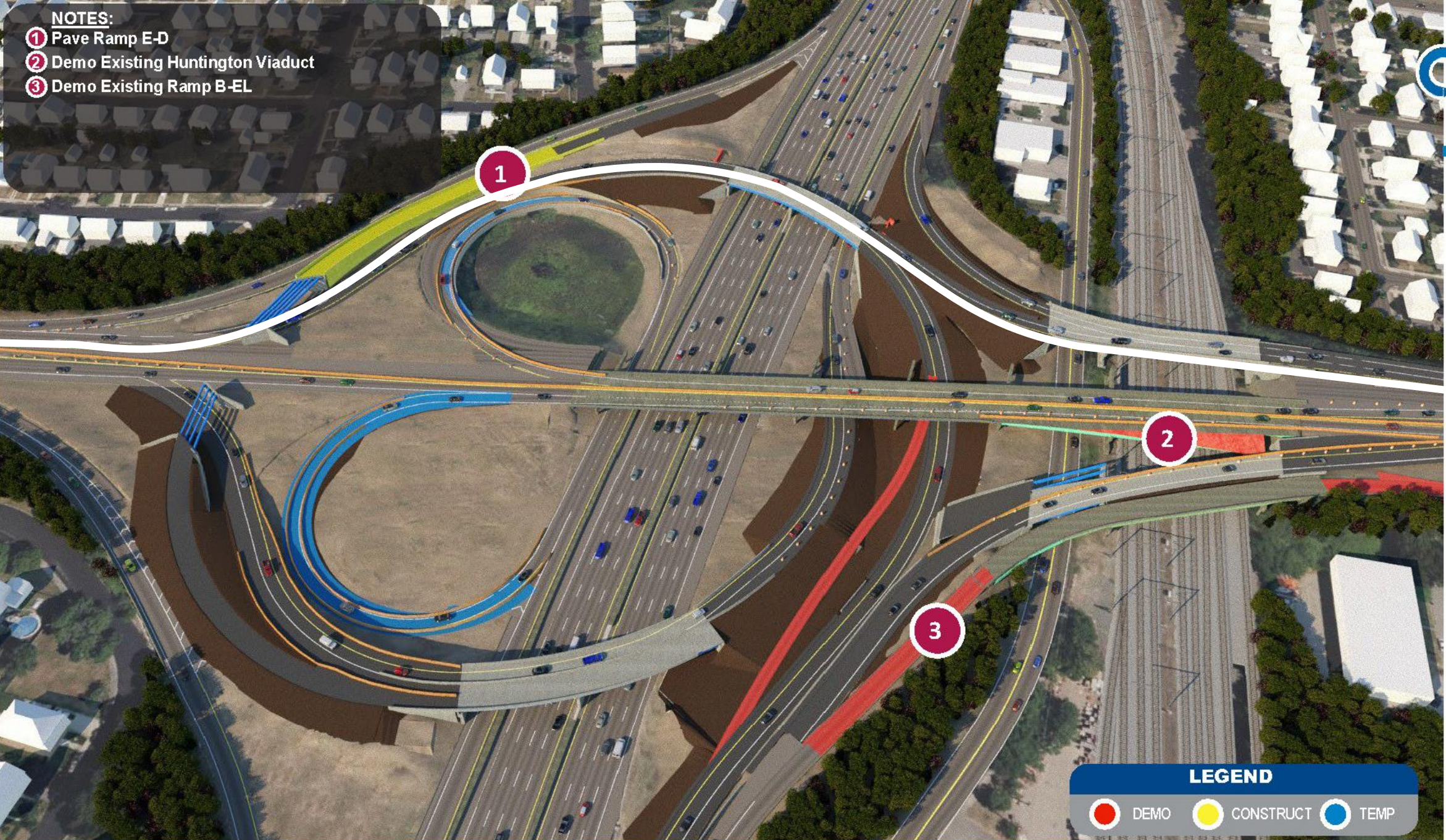
LEGEND

- DEMO
- CONSTRUCT
- TEMP

2025				2026				2027				2028				2029			
Q1	Q2	Q3	Q4	Q1	Q2	Q3	Q4	Q1	Q2	Q3	Q4	Q1	Q2	Q3	Q4	Q1	Q2	Q3	Q4



- NOTES:**
- ① **Pave Ramp E-D**
 - ② **Demo Existing Huntington Viaduct**
 - ③ **Demo Existing Ramp B-EL**



LEGEND

- DEMO
- CONSTRUCT
- TEMP

2025				2026				2027				2028				2029			
Q1	Q2	Q3	Q4	Q1	Q2	Q3	Q4	Q1	Q2	Q3	Q4	Q1	Q2	Q3	Q4	Q1	Q2	Q3	Q4



NOTES:
① Place Concrete Deck for Bridge 1467



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LEGEND

- DEMO
- CONSTRUCT
- TEMP

2025				2026				2027				2028				2029			
Q1	Q2	Q3	Q4	Q1	Q2	Q3	Q4	Q1	Q2	Q3	Q4	Q1	Q2	Q3	Q4	Q1	Q2	Q3	Q4



NOTES:

- ① Construct Ramp E-D & Place Concrete Deck for Bridges 1465 & 1466
- ② Construct Ramp C-E



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LEGEND

- DEMO
- CONSTRUCT
- TEMP

2025				2026				2027				2028				2029			
Q1	Q2	Q3	Q4	Q1	Q2	Q3	Q4	Q1	Q2	Q3	Q4	Q1	Q2	Q3	Q4	Q1	Q2	Q3	Q4



NOTES:
① Demo Temp Loop Ramp

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LEGEND

- DEMO
- CONSTRUCT
- TEMP

2025				2026				2027				2028				2029			
Q1	Q2	Q3	Q4	Q1	Q2	Q3	Q4	Q1	Q2	Q3	Q4	Q1	Q2	Q3	Q4	Q1	Q2	Q3	Q4



NOTES:
① Pave Ramp C-E

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LEGEND

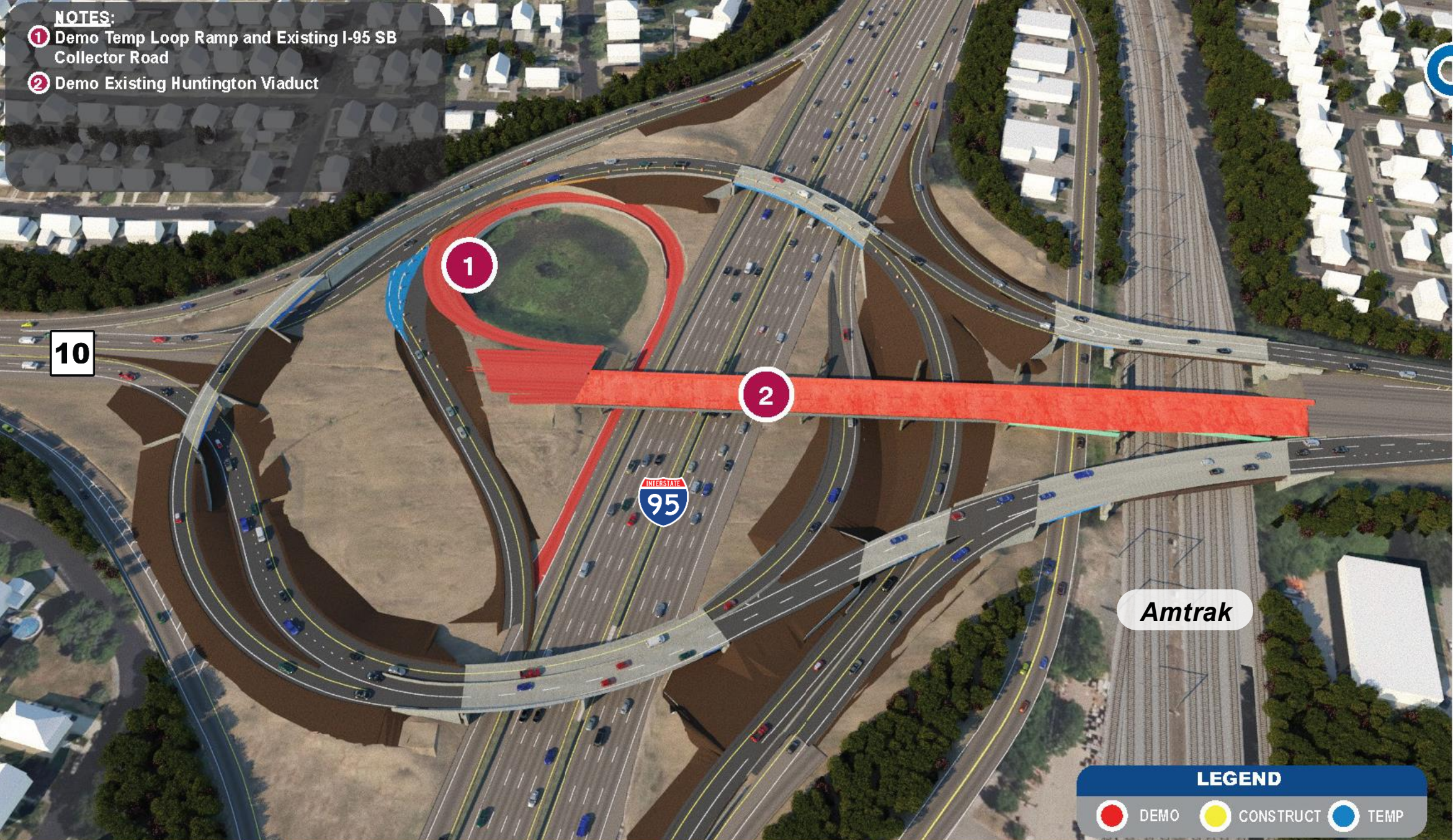
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- CONSTRUCT
- TEMP

2025				2026				2027				2028				2029			
Q1	Q2	Q3	Q4	Q1	Q2	Q3	Q4	Q1	Q2	Q3	Q4	Q1	Q2	Q3	Q4	Q1	Q2	Q3	Q4



NOTES:

- ① Demo Temp Loop Ramp and Existing I-95 SB Collector Road
- ② Demo Existing Huntington Viaduct



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LEGEND



DEMO



CONSTRUCT



TEMP

2025

2026

2027

2028

2029

Q1

Q2

Q3

Q4

Q1

Q2

Q3

Q4

Q1

Q2

Q3

Q4

Q1

Q2

Q3

Q4

Q1

Q2

Q3

Q4



NOTES:
① Final Conditions



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LEGEND

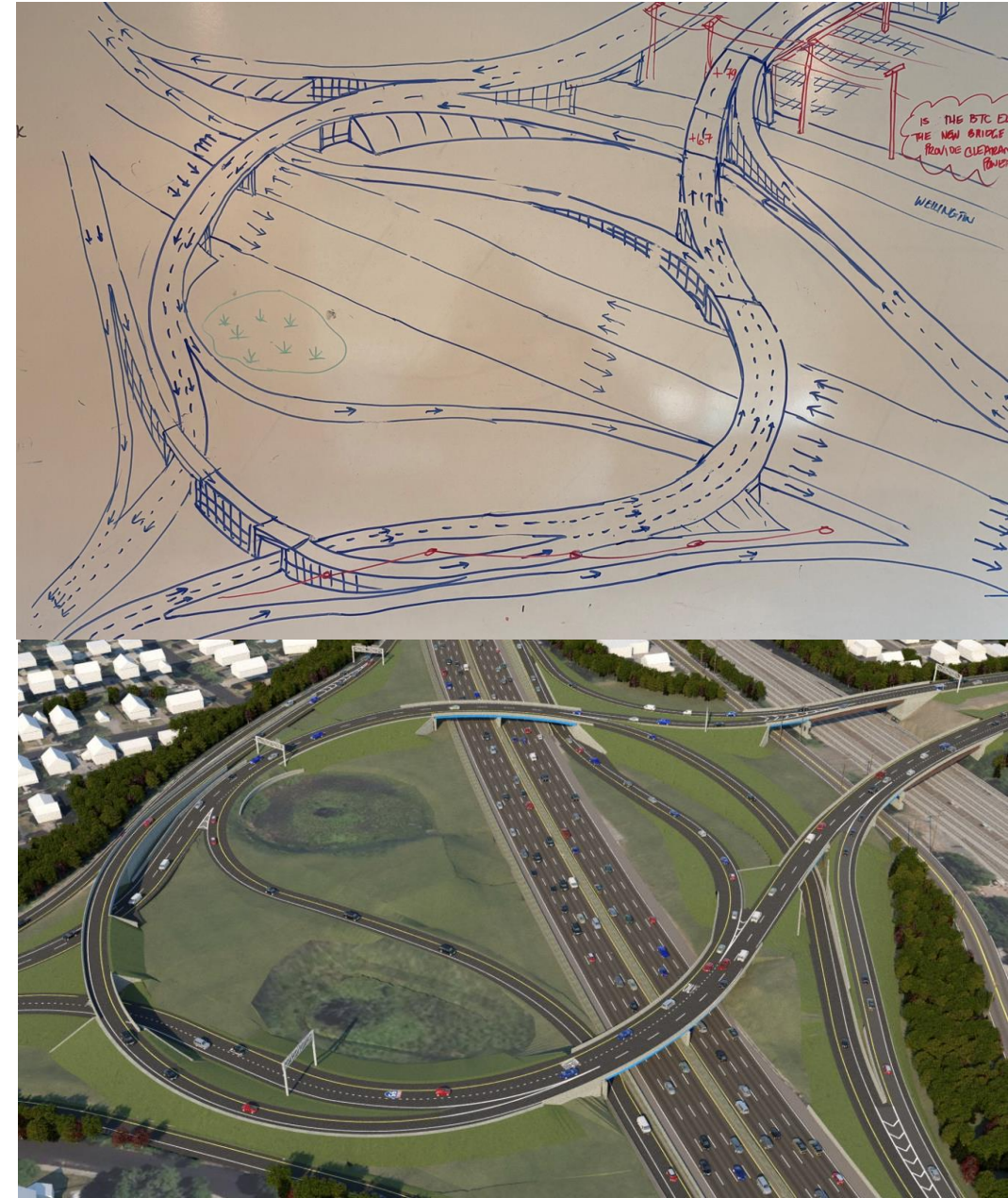
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- CONSTRUCT
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2025				2026				2027				2028				2029			
Q1	Q2	Q3	Q4	Q1	Q2	Q3	Q4	Q1	Q2	Q3	Q4	Q1	Q2	Q3	Q4	Q1	Q2	Q3	Q4

Lessons from I-95 15

ATCs are most effective when:

- Meet project and owner's overall program goals
- Protect the public during construction
- Developed early and collaboratively
- Grounded in constructability, not just "innovative"



Questions?

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