Replacement of Laurel Avenue Bridge

Design/Build Services - Cost Proposal

Coventry, Rhode Island
Bid No. 7448315

Submitted to

April 22, 2011

State of Rhode Island
Department of Transportation

Submitted by

Manafort Brothers, Inc.

PARSONS BRINCKERHOFF

Price Proposal Form			
Item No.	**Description**	**Unit**	**Total**
D-1	Preliminary Engineering	lump sum	$ 173,374.00
D-2	Historical/Environmental Coordination	lump sum	$ 127,142.00
D-3	Foundation Design	lump sum	$ 41,470.00
D-4	Substructure Design	lump sum	$ 221,674.00
D-5	Superstructure Design	lump sum	$ 95,581.00
D-6	Profile/Highway Design	lump sum	$ 69,965.00
D-7	Utilities	lump sum	$ 35,822.00
C-1	Mobilization	lump sum	$ 250,718.00
C-2	Structure Monitoring	lump sum	$ 63,301.00
C-3	Site Preparation	lump sum	$ 57,222.00
C-4	Demolition	lump sum	$ 64,496.00
C-5	Utilities	lump sum	$ 35,606.00
C-6	Foundations	lump sum	$ 459,893.00
C-7	Substructures	lump sum	$ 128,364.00
C-8	Superstructure	lump sum	$ 746,153.00
C-9	Roadway Approaches	lump sum	$ 184,845.00
C-10	Reconstruct River Bed Splash Pad	lump sum	$ 513,756.00
C-11	New Spillway Walls/Stone Fascias	lump sum	$ 580,689.00
Total Cost of Project: (Bidder shall specify price information in both words and numbers)			
Lump Sum: Three Million, Eight Hundred & Fifty Thousand, Seventy One Dollars			**$** 3,850,071.00

D: Denotes Design Items; C: Denotes Construction Items

Owner/President Signature: _____ Date: April 22, 2011

William Manafort, Vice President

Address: 24 Martin Street
Cumberland, RI 02864

THE AMERICAN INSTITUTE OF ARCHITECTS

AIA Document A310

Bid Bond

KNOW ALL MEN BY THESE PRESENTS, that we

Manafort Brothers Incorporated
414 New Britain Avenue, Plainville, CT 06062

as Principal, hereinafter called the Principal, and
Western Surety Company
P. O. Box 5077, Sioux Falls, SD 57117-5077
Surety Phone No. 312-822-5000
a corporation duly organized under the laws of the State of SD
as Surety, hereinafter called the Surety, are held and firmly bound unto
State of Rhode Island
One Capitol Hill, Providence, RI 02903
as Obligee, hereinafter called the Obligee, in the sum of Five Percent of Amount Bid

Dollars ($ 5%),

for the payment of which sum well and truly to be made, the said Principal and the said Surety bind ourselves, our heirs, executors, administrators, successors and assigns, jointly and severally, firmly by these presents.

WHEREAS, the Principal has submitted a bid for Design and construct a replacement bridge on Laurel Avenue in Coventry, RI. Bid # 7448315

NOW, THEREFORE, if the Obligee shall accept the bid of the Principal and the Principal shall enter into a Contract with the Obligee in accordance with the terms of such bid, and give such bond or bonds as may be specified in the bidding or Contract Documents with good and sufficient surety for the faithful performance of such Contract and for the prompt payment of labor and material furnished in the prosecution thereof, or in the event of the failure of the Principal to enter such Contract and give such bond or bonds, if the Principal shall pay to the Obligee the difference not to exceed the penalty hereof between the amount specified in said bid and such larger amount for which the Obligee may in good faith contract with another party to perform the Work covered by said bid, then this obligation shall be null and void, otherwise to remain in full force and effect.

Signed and sealed this 22nd day of April , 2011 .

(Witness) Kenneth G. Sodek

Manafort Brothers Incorporated
(Principal) (Seal)
By: ASST. CFO.
(Title)

Kristen Rossi (Witness)

Western Surety Company
(Surety) (Seal)
By: Holly L. Lynch
(Title)
Holly L. Lynch , Attorney-in-Fact

Western Surety Company

POWER OF ATTORNEY APPOINTING INDIVIDUAL ATTORNEY-IN-FACT

Know All Men By These Presents, That WESTERN SURETY COMPANY, a South Dakota corporation, is a duly organized and existing corporation having its principal office in the City of Sioux Falls, and State of South Dakota, and that it does by virtue of the signature and seal herein affixed hereby make, constitute and appoint

Gary J Giulietti, John Bruno, William B Bridgman, Holly L Lynch, Individually

---

of Farmington, CT, its true and lawful Attorney(s)-in-Fact with full power and authority hereby conferred to sign, seal and execute for and on its behalf bonds, undertakings and other obligatory instruments of similar nature

- In Unlimited Amounts -

and to bind it thereby as fully and to the same extent as if such instruments were signed by a duly authorized officer of the corporation and all the acts of said Attorney, pursuant to the authority hereby given, are hereby ratified and confirmed.

This Power of Attorney is made and executed pursuant to and by authority of the By-Law printed on the reverse hereof, duly adopted, as indicated, by the shareholders of the corporation.

In Witness Whereof, WESTERN SURETY COMPANY has caused these presents to be signed by its Senior Vice President and its corporate seal to be hereto affixed on this 3rd day of February, 2009.

WESTERN SURETY COMPANY

WESTERN SURETY COMPANY CORPORATE SEAL SOUTH DAKOTA

Paul T. Bruflat, Senior Vice President

State of South Dakota
County of Minnehaha } ss

On this 3rd day of February, 2009, before me personally came Paul T. Bruflat, to me known, who, being by me duly sworn, did depose and say: that he resides in the City of Sioux Falls, State of South Dakota; that he is the Senior Vice President of WESTERN SURETY COMPANY described in and which executed the above instrument; that he knows the seal of said corporation; that the seal affixed to the said instrument is such corporate seal; that it was so affixed pursuant to authority given by the Board of Directors of said corporation and that he signed his name thereto pursuant to like authority, and acknowledges same to be the act and deed of said corporation.

My commission expires
November 30, 2012

D. KRELL
SEAL NOTARY PUBLIC SEAL
SOUTH DAKOTA

D. Krell, Notary Public

CERTIFICATE

I, L. Nelson, Assistant Secretary of WESTERN SURETY COMPANY do hereby certify that the Power of Attorney hereinabove set forth is still in force, and further certify that the By-Law of the corporation printed on the reverse hereof is still in force. In testimony whereof I have hereunto subscribed my name and affixed the seal of the said corporation this 22 day of April, 2011.

WESTERN SURETY COMPANY

WESTERN SURETY COMPANY CORPORATE SEAL SOUTH DAKOTA

L. Nelson, Assistant Secretary

Form F4280-09-06

WESTERN SURETY COMPANY
Sioux Falls, South Dakota
Statement of Condition and Affairs
December 31, 2010

ASSETS

Bonds	$1,325,363,817
Stocks	21,890,144
Cash and short-term investments	37,261,545
Uncollected premiums and agents' balances	33,361,392
Amounts recoverable from reinsurers	335,279
Funds held by or deposited with reinsured companies	22,831,236
Net deferred tax asset	18,318,016
Electronic data processing equipment and software	2,016,332
Investment income due and accrued	17,101,571
Other assets	2,812,199
Total Assets	$1,481,291,531

LIABILITIES AND SURPLUS

Losses		$255,341,187
Loss adjustment expense		77,225,536
Contingent and other commissions payable		4,572,077
Other expense		31,451,726
Taxes, licenses and fees		2,605,647
Federal and foreign income taxes payable		16,293,774
Unearned premiums		239,599,691
Retroactive reinsurance reserve assumed		10,222,969
Other liabilities		18,340,246
Total Liabilities		655,652,853
Surplus Account:		
Capital paid up	$4,000,000	
Gross paid in and contributed surplus	176,435,232	
Unassigned funds	645,203,446	
Surplus as regards policyholders		$825,638,678
Total Liabilities and Capital		$1,481,291,531

I, Philip E. Lundy, Vice President and Treasurer of Western Surety Company hereby certify that the above is an exact copy of the financial statement of the Company dated December 31, 2010, as filed with the various Insurance Departments and is a true and correct statement of the condition of Western Surety Company as of that date.

KATHRYN J. SCHROEDER
SEAL NOTARY PUBLIC SOUTH DAKOTA SEAL

Western Surety Company

By Philip E. Lundy
Vice President, Treasurer

Subscribed and sworn to me this 22nd day of February, 2011.

My commission expires:
KATHRYN J. SCHROEDER
My Commission Expires 7-21-2015

Kathryn J. Schroeder
Notary Public

A WESTERN SURETY COMPANY

POWER OF ATTORNEY APPOINTING INDIVIDUAL ATTORNEY-IN-FACT

Know All Men By These Presents, That WESTERN SURETY COMPANY, a South Dakota corporation, is a duly organized and existing corporation having its principal office in the City of Sioux Falls, and State of South Dakota, and that it does by virtue of the signature and seal herein affixed hereby make, constitute and appoint

Gary J Giulietti, John Bruno, William B Bridgman, Holly L Lynch, Individually

---

of Farmington, CT, its true and lawful Attorney(s)-in-Fact with full power and authority hereby conferred to sign, seal and execute for and on its behalf bonds, undertakings and other obligatory instruments of similar nature

- In Unlimited Amounts -

and to bind it thereby as fully and to the same extent as if such instruments were signed by a duly authorized officer of the corporation and all the acts of said Attorney, pursuant to the authority hereby given, are hereby ratified and confirmed.

This Power of Attorney is made and executed pursuant to and by authority of the By-Law printed on the reverse hereof, duly adopted, as indicated, by the shareholders of the corporation.

In Witness Whereof, WESTERN SURETY COMPANY has caused these presents to be signed by its Senior Vice President and its corporate seal to be hereto affixed on this 3rd day of February, 2009.

WESTERN SURETY COMPANY

WESTERN SURETY COMPANY CORPORATE SEAL SOUTH DAKOTA

Paul T. Bruflat, Senior Vice President

State of South Dakota
County of Minnehaha } ss

On this 3rd day of February, 2009, before me personally came Paul T. Bruflat, to me known, who, being by me duly sworn, did depose and say: that he resides in the City of Sioux Falls, State of South Dakota; that he is the Senior Vice President of WESTERN SURETY COMPANY described in and which executed the above instrument; that he knows the seal of said corporation; that the seal affixed to the said instrument is such corporate seal; that it was so affixed pursuant to authority given by the Board of Directors of said corporation and that he signed his name thereto pursuant to like authority, and acknowledges same to be the act and deed of said corporation.

My commission expires
November 30, 2012

D. KRELL
SEAL NOTARY PUBLIC SEAL
SOUTH DAKOTA

D. Krell, Notary Public

CERTIFICATE

I, L. Nelson, Assistant Secretary of WESTERN SURETY COMPANY do hereby certify that the Power of Attorney hereinabove set forth is still in force, and further certify that the By-Law of the corporation printed on the reverse hereof is still in force. In testimony whereof I have hereunto subscribed my name and affixed the seal of the said corporation this 22 day of April, 2011.

WESTERN SURETY COMPANY

WESTERN SURETY COMPANY CORPORATE SEAL SOUTH DAKOTA

L. Nelson, Assistant Secretary

Form F4280-09-06

Schedule of Values

RIDOT - Design / Build Laurel Avenue
Bridge #397 Replacement

Seq No.	Area	Description	Takeoff Quantity	Total Amount
01D-1		Preliminary Engineering		
	1.1.1	Pre-Construction Survey	1.00 ls	101,251
	1.1.2	Geotechnical Investigations	1.00 ls	58,952
	1.1.3	Preliminary Utilities Status Report	1.00 ls	13,171
		01D-1 Preliminary Engineering	1.00 ls	173,374
02D-2		Historical/Environmental Coordination		
	1.2.1	Historic Design and Coordination	1.00 ls	42,458
	1.2.2	Environmental Design and Coordination	1.00 ls	84,684
		02D-2 Historical/Environmental Coordination	1.00 ls	127,142
03D-3		Foundation		
	1.3.1	Foundation Design	1.00 ls	41,470
		03D-3 Foundation	1.00 ls	41,470
04D-4		Substructure Design		
	1.4.1	Substructure Design	1.00 ls	221,674
		04D-4 Substructure Design	1.00 ls	221,674
05D-5		Superstructure Design		
	1.5.1	Superstructure Design	1.00 ls	95,581
		05D-5 Superstructure Design	1.00 ls	95,581
06D-6		Profile/Highway Design		
	1.6.1	Profile/Highway Design	1.00 ls	69,965
		06D-6 Profile/Highway Design	1.00 ls	69,965
07D-7		Utilities		
	1.7.1	Utility Design	1.00 ls	35,822
		07D-7 Utilities	1.00 ls	35,822
08C-1		Mobilization		
	2.1.1	Temporary Site Facilities	12.00 mnth	115,808
	2.1.2	Pre-Construction Plans	1.00 ls	92,636
	2.1.3	Maintenance & Protection of Traffic/Pedestrians	1.00 ls	42,274
		08C-1 Mobilization	1.00 ls	250,718
09C-2		Structure Monitoring		
	2.2.1	Pre-Construction Survey	1.00 ls	15,439
	2.2.2	Structure Monitoring	1.00 ls	40,142
	2.2.3	Post Construction Survey	1.00 ls	7,720
		09C-2 Structure Monitoring	1.00 ls	63,301
10C-3		Site Preparation		
	2.3.1	Installation & Maintenance of Erosion Controls	1.00 ls	46,770
	2.3.2	Site Demolition	1.00 ls	10,453
		10C-3 Site Preparation	1.00 ls	57,222
11C-4		Demolition		
	2.4.1	Remove and Dispose North Abutment	1.00 ls	13,935
	2.4.2	Remove and Stockpile Granite Spillway Walls	1.00 ls	26,924
	2.4.3	Remove and Dispose Remaining Portion of Splash Pad	1.00 ls	23,636
		11C-4 Demolition	1.00 ls	64,496
12C-5		Utilities		

Schedule of Values

RIDOT - Design / Build Laurel Avenue
Bridge #397 Replacement

Seq No.	Area	Description	Takeoff Quantity	Total Amount
	2.5.1	National Grid Gas Lines	1.00 ls	35,606
		12C-5 Utilities	1.00 ls	35,606
13C-6		Foundations		
	2.6.1	Micropile Installation	1.00 ls	391,960
	2.6.2	Micropile Testing	2.00 ea	67,933
		13C-6 Foundations	1.00 ls	459,893
14C-7		Substructures		
	2.7.1	Install Integral Micropile Cap/Bridge Abutments	51.00 cy	53,659
	2.7.2	Install Bridge Return Walls and Approach Slabs	95.00 cy	74,705
		14C-7 Substructures	1.00 ls	128,364
15C-8		Superstructure		
	2.8.1	Prestress Concrete Box Beams	5.00 ea	323,146
	2.8.2	Precast Concrete Deck Slabs	1,800.00 sf	68,490
	2.8.3	Cast-in-Place Concrete Bridge Deck	80.00 cy	192,032
	2.8.4	Bridge Parapets and End Walls	20.00 cy	91,221
	2.8.5	Bridge Waterproofing and Wearing Surface	3,700.00 sf	71,264
		15C-8 Superstructure	1.00 ls	746,153
16C-9		Roadway Approaches		
	2.9.1	Storm Drainage	1.00 ls	62,368
	2.9.2	Paving and Curbing	1.00 ls	65,087
	2.9.3	Guardrail	120.00 ft	6,484
	2.9.4	Striping and Signage	1.00 ls	13,895
	2.9.5	Lawns and Plantings	1.00 ls	37,011
		16C-9 Roadway Approaches	1.00 ls	184,845
17C-10		Reconstruct River Bed Splash Pad		
	2.10.1	Control of Water	1.00 ls	210,327
	2.10.2	Excavation and Slab Preparation	1.00 ls	51,643
	2.10.3	Cast-in-Place Concrete Splash Pad	270.00 cy	214,832
	2.10.4	Scour Protection	1.00 ls	36,954
		17C-10 Reconstruct River Bed Splash Pad	1.00 ls	513,756
18C-11		New Spillway Walls/Stone Fascias		
	2.11.1	Structure Excavation and Backfill	1.00 ls	211,631
	2.11.2	Cast-in-Place Concrete Spillway Walls	225.00 cy	234,555
	2.11.3	Historical Granite Stone Fascia	2,000.00 sf	112,330
	2.11.4	Scour Protection	1.00 ls	22,172
		18C-11 New Spillway Walls/Stone Fascias	1.00 ls	580,689
		Total		**3,850,071**

Item No.	Description	Estimated Value	2011						2012											
			Jul	Aug	Sep	Oct	Nov	Dec	Jan	Feb	Mar	Apr	May	Jun	Jul	Aug	Sep	Oct	Nov	Dec
D-1	Prleiminary Engineering	$ 173,374	$ 173,374																	
D-2	Historical/Environmental Coordinatio	$ 127,142	$ 127,142																	
D-3	Foundation Design	$ 41,470		$ 10,000	$ 1,470	$ 10,000	$ 10,000	$ 10,000												
D-4	Substructure Design	$ 221,674		$ 60,000	$ 60,000	$ 60,000		$ 41,674												
D-5	Superstructure Design	$ 95,581		$ 25,000		$ 25,000	$ 25,000	$ 20,581												
D-6	Profile/Highway Design	$ 69,965		$ 18,000		$ 18,000	$ 18,000	$ 15,965												
D-7	Utilities	$ 35,822		$ 9,000		$ 9,000	$ 9,000	$ 8,822												
C-1	Mobilization	$ 250,718							$ 125,000	$ 75,000	$ 50,718									
C-2	Structure Monitoring	$ 63,301							$ 23,301	$ 5,000	$ 5,000	$ 5,000	$ 5,000	$ 5,000	$ 5,000	$ 5,000	$ 5,000			
C-3	Site Preparation	$ 57,222							$ 30,000	$ 27,222										
C-4	Demolition	$ 64,496											$ 40,000		$ 24,496					
C-5	Utilities	$ 35,606															$ 35,606			
C-6	Foundations	$ 459,893									$ 259,893	$ 200,000								
C-7	Substructures	$ 128,364												$ 50,000	$ 40,000	$ 38,364				
C-8	Superstructure	$ 746,153										$ 357,237					$ 288,916	$ 100,000		
C-9	Roadway Approaches	$ 184,845														$ 60,000	$ 40,000	$ 40,000	$ 44,845	
C-10	Reconstruct River Bed Splash Pad	$ 513,756											$ 200,000	$ 200,000	$ 113,756					
C-11	New Spillway Walls/Stone Fascias	$ 580,689											$ 200,000	$ 150,000	$ 130,689	$ 100,000				
	Total Payment Per Month	**3,850,071.00**	**$ 300,516**	**$ 122,000**	**$ 61,470**	**$ 122,000**	**$ 62,000**	**$ 97,042**	**$ 178,301**	**$ 107,222**	**$ 315,611**	**$ 562,237**	**$ 445,000**	**$ 405,000**	**$ 313,941**	**$ 203,364**	**$ 369,522**	**$ 140,000**	**$ 44,845**	

Contract Award	7/1/2011
Bridge Opening	11/8/2012
Substantial Completion	5/31/2013

RIDOT - Design / Build Laurel Avenue Bridge #397 Replacement

Proposed Cash Flow Schedule

April 22, 2011

PB 125 YEARS

Manafort Brothers Incorporated

24 Martin Street, Cumberland, RI 02864 • 401.333.2550

Rhode Island Department of Transportation

Quest Liquid Asphalt and Fuel Price Adjustments

Liquid Asphalt and Fuel Price Adjustments		
Liquid Asphalt $/Ton)	$530.00	As of: 4/1/2011
Diesel ($/Gallon)	$3.3015	As of: 4/1/2011

Addendum #6 R-1

DBE UTILIZATION PLAN
Design/Build

Project Name: DB Services for the Replacement of the Laurel Avenue Bridge #397, Coventry, RI

I, William Manafort HEREBY DECLARE AND AFFIRM that I am the Vice President *(Title) - duly authorized representative)* with Manafort Brothers Incorporated *(Name of Prime Contractor)*, and that I have personally reviewed the material and facts set forth in and submitted with this DBE Utilization Plan.

The following correctly represents our anticipated commitment to the DBE participation on this contract.

Name DBE Firms and Address	Type of Work to be Performed Contract Amount	* DBE Contract Amount
International Paving Corp.	Asphalt	
MON Landscaping, Inc.	Landscaping	
Melo's Rodbusters, Inc.	Reinforcing Steel	
Cosco, Inc.	Gaurdrail	
Wallace Construction Corp.	Sitework	
D&M Concrete Floor Co.	Concrete Work	

* List amount if known

Signature: _____

Date: 4/22/2011

Addendum#6

AFFIDAVIT OF PRIME CONTRACTOR

To the best of my knowledge, information and belief, the facts and representations contained in the aforementioned DBE Utilization Plan are true and no material facts have been omitted. The undersigned will enter into formal agreements with the DBE firms listed in the attached DBE Utilization Plan. for this design /build project.

The Manafort Brothers Incorporated (Prime Contractor) designates the following person as the Manager, Office of Contract Compliance:

Robert Lewandowski (860) 982-2701

(Name – Please Print or Type) (Phone Number)

I do solemnly declare and affirm under the penalties of perjury that the contents of this document and attachments are true and correct. I am authorized on behalf of the above firm, to make this affidavit.

Manafort Brothers Incorporated

(Name of Prime Contractor – Print or Type)

William Manafort, Vice President

(Name of Affidavit)

Date Authorized Signature 4/21/2011

Title Vice President

State of Connecticut

County of Hartford

On this 21st day of April, 2011 before me, the undersigned officer, personally appeared William Manafort, known to me to be the person described in the foregoing Affidavit, and acknowledged that he (she) executed the same in the capacity therein stated and for the purposed therein contained.

In witness thereof, I hereunto set my hand and official seal.

(Notary Public)

My commission expires:

ELLEN S. BRIDGMAN
NOTARY PUBLIC
MY COMMISSION EXPIRES SEPT. 30, 2014

Replacement of Laurel Avenue Bridge

Design/Build Services - Qualifications and Technical Proposal

Coventry, Rhode Island
Bid No. 7448315

Submitted to

April 22, 2011

State of Rhode Island
Department of Transportation

Submitted by

Manafort Brothers, Inc.

PARSONS BRINCKERHOFF

State of Rhode Island and Providence Plantations Contract Offer

RIVIP GENERATED BIDDER CERTIFICATION COVER FORM

SECTION 1 - VENDOR INFORMATION

Bid/RFP Number:	7448315A6
Bid/RFP Title:	RFP - DESIGN / BUILD SVCS FOR REPLACEMENT OF LAUREL AVE BRIDGE #397 (ADDEN
Opening Date & Time:	4/22/2011 11:30 AM
RIVIP Vendor ID #:	22861
Vendor Name:	Manafort Brothers Inc.
Address:	414 New Britain Ave Po Box 99 Plainville, CT 06062 USA
Telephone:	860 229 4853
Fax:	860 747-5299
E-Mail:	bill@manafortbrothers.com
Contact Person:	William Manafort
Title:	Vice President
R.I. Foreign Corp #:	

NOTICE TO VENDORS

Effective January 1, 2011 all public works project related bids or proposals exceeding one million ($1,000,000) dollars are required to include a "public copy". All agency contract solicitations, requests for proposals, invitations for bids, etc. shall state that any bid or proposal that exceeds one million ($1,000,000) dollars must include a copy to be available for public inspection upon the opening of the bids. Any bid or proposal in excess of one million ($1,000,000) dollars which does not include a copy for public inspection shall be deemed to be non-responsive. For further information, please see R. I. Gen. Laws §37-2-18 (P.L. 221) http://www.rilin.state.ri.us/PublicLaws/law10/law10221.htm and Purchasing Rules & amendment at http://www.purchasing.ri.gov/Notices2.aspx. See Question #11 below for further instructions regarding RIDOT Highway and Bridge Construction projects.

In addition, the Division of Purchases has promulgated proposed regulations pursuant to R.I. Gen. Laws § 37-2-18 that implements the "public copy" requirement. Public hearing on the proposed regulations was held on Friday, December 17, 2010. The proposed regulations became final on January 11, 2011. For further information please visit www.sos.ri.gov.

NOTE: AWARD OF CONTRACTS AND PURCHASE ORDERS SHALL BE SUBJECT, AT THE DISCRETION OF THE PURCHASING AGENT, TO THE OFFEROR COMPLETING AN ON-LINE RIVIP REGISTRATION at www.purchasing.ri.gov. It is THE RESPONSIBILITY OF THE VENDOR to make on-line corrections/updates using the Vendor maintenance program on the RI Division of Purchases Web Site.

SECTION 2 - REQUIREMENTS

ALL OFFERS ARE SUBJECT TO THE REQUIREMENTS, PROVISIONS AND PROCEDURES CONTAINED IN THIS THREE-PAGE CERTIFICATION FORM. Offerors are expected to READ, SIGN and COMPLY with all requirements. Failure to do so may be grounds for disqualification of the offer contained herein.

Section 2.1 - RULES FOR SUBMITTING OFFERS

2.1A. This CERTIFICATION FORM MUST BE ATTACHED IN ITS ENTIRETY TO THE FRONT OF THE OFFER and shall be considered an integral part of each offer made by a vendor to enter into a contract with the State of Rhode Island, Division of Purchases. As such, submittal of the entire Bidder Certification Cover Form, signed by a duly authorized representative of the offeror attesting that he/she (1) has read and agrees to comply with the requirements set forth herein and (2) to the accuracy of the information provided and the offer extended, is a mandatory part of any contract award.

To assure that offers are considered on time, each offer must be submitted with the specific Bid/RFP/LOI number (provided above), date and time of opening marked in the upper left hand corner of envelope. Each bid/offer must be submitted in separate sealed envelopes.

A complete, signed (in ink) offer package, must be delivered to the Division of Purchases (via any mail or messenger service) by the time and date specified for the opening of responses in a sealed envelope.

Bids must be submitted on the RI bid solicitation forms provided, indicating brand and part numbers of items offered, as appropriate. Bidders must submit detailed cuts and specs on items offered as equivalent to brands requested WITH THE OFFER. Bidders must be able to submit samples if requested.
Mail To: Division of Purchases, One Capitol Hill, Second Floor, Providence, RI 02908-5855.

Documents misdirected to other State locations or which are not present in the Division of Purchases at the time of opening for whatever cause will be deemed to be late and will not be considered. For the purposes of this requirement, the official time and date shall be that of the time clock in the Division of Purchases. Postmarks shall not be considered proof of timely submission.

2.1B. RIVIP SOLICITATIONS. To assure maximum access opportunities for users, public bid/RFP solicitations shall be posted on the RIVIP for a minimum of seven days and no amendments shall be made within the last five days before the date an offer is due. Except when access to the Web Site has been severely curtailed and it is determined by the State Purchasing Agent that special circumstances preclude extending a solicitation due date, requests to mail or fax hard copies of solicitations will not be honored. When the result of an Internet solicitation is unsuccessful, the State of Rhode Island will cancel the original solicitation and resolicit the original offer directly from vendors.

2.2. PRICING. Offers are irrevocable for sixty (60) days from the opening date (or such other extended period set forth in the solicitation) and may not be withdrawn, except with the express permission of the State Purchasing Agent. All pricing will be considered to be firm and fixed unless otherwise indicated. The State of Rhode Island is exempt from Federal excise taxes and State Sales and Use Taxes. Such taxes shall not be included in the bid price. PRICES QUOTED ARE FOB DESTINATION.

2.3. DELIVERY and PRODUCT QUALITY. All offers must define delivery dates for all items; if no delivery date is specified, it is assumed that immediate delivery from stock will be made. The contractor will be responsible for delivery of materials in first class condition. Rejected materials will be at vendor's expense.

2.4. PREVAILING WAGE, OSHA and APPRENTICESHIP.

2.4.1 Prevailing Wage and OSHA Safety Training Requirements. The provisions of the State labor laws and OSHA Safety Training, including but not limited to Rhode Island General Laws 37-13-1 et seq. and 28-20-1 et seq., shall apply for all public works contracts. Prevailing wage rates are posted in the information section of the RIVIP. The RI Department of Labor and Training should be contacted for regulatory requirements.

2.4.2 (a) Apprenticeship. Rhode Island General Laws §37-13-3.1 requires all general contractors and subcontractors who perform work on any public works contract awarded by the state valued at one million dollars ($1,000,000) or more shall employ apprentices required for the performance of the awarded contract. The number of apprentices shall comply with the apprentice to journeyman ratio for each trade approved by the apprenticeship council of the department of labor and training.

2.4.2(b) In addition to executing this certification, the general contractor shall be responsible for requiring that all subcontractors on the awarded project certify their compliance with R.I. Gen. Laws §37-13-3.1 prior to allowing the subcontractor to commence work on the awarded project. The general contractor shall be responsible for submitting the subcontractors compliance certification to the Division of Purchases after the contracts are finalized between the contractor and subcontractor.

2.5. PUBLIC RECORDS. Offerors are advised that all materials submitted to the State for consideration in response to this solicitation will be considered without exception to be Public Records pursuant to Title 38 Chapter 2 of the Rhode Island General Laws, and will be released for inspection immediately upon request once an award has been made. Offerors are encouraged to attend public bid/RFP openings to obtain information; however, bid/RFP response summaries may be reviewed after award(s) have been made by using the RIVIP at any time or appearing in person at the Division of Purchases Mondays through Fridays between 8:30 a.m. and 3:30 p.m. Telephone requests for results will not be honored. Written requests for results will only be honored if the information is not available on the RIVIP.

SECTION 3 - AWARD DETERMINATION

Award will be made to the responsive and responsible offeror quoting the lowest net price in accordance with specifications, for any individual item(s), for major groupings of items, or for all items listed, at the State's sole option.
3.1. BID SURETY. Where bid surety is required, bidder must furnish a bid bond or certified check for 5% of the bid total with the bid, or for such other amount as may be specified. Bids submitted without a required bid surety will not be considered.

3.2. SPECIFICATIONS. Unless specified "no substitute," product offerings equivalent in quality and performance will be considered (at the sole option of the State) on the condition that the offer is accompanied by detailed product specifications. Offers which fail to include alternate specifications may be deemed nonresponsive.

SECTION 4 – CONTRACT PROVISIONS

4.1. VENDOR AUTHORIZATION TO PROCEED.

4.1A. When a purchase order, change order, contract/agreement or contract/agreement amendment is issued by the RI Division of Purchases, no claim for payment for services rendered or goods delivered contrary to or in excess of the contract terms and scope shall be considered valid unless the vendor has obtained a written change order or contract amendment issued by the Division of Purchases PRIOR TO delivery.

4.1B. Any offer, whether in response to a solicitation for proposals or bids, or made without a solicitation, which is accepted in the form of an order OR Pricing Agreement made in writing by the Purchasing Agent, or a state official with purchasing authority delegated by the Purchasing Agent, shall be considered a binding contract.

4.2. REGULATIONS, GENERAL TERMS AND CONDITIONS GOVERNING STATE CONTRACTS. This solicitation and any contract or purchase order arising from it are issued in accordance with the specific requirements described herein, and the State's Purchasing Laws and Regulations and other applicable State Laws. The Regulations, General Terms and Conditions are incorporated into all state contracts. These regulations and basic information on How To Do Business with the State of Rhode Island are posted on the Rhode Island Vendor Information Program Website (www.purchasing.ri.gov).

4.2A. ARRA SUPPLEMENTAL TERMS AND CONDITIONS. Contracts and sub-awards funded in whole or in part by the American Recovery and Reinvestment Act of 2009. Pub.L.No. 111-5 and any amendments thereto, such contracts and sub-awards, shall be subject to the Supplemental Terms and Conditions For Contracts and Sub-awards Funded in Whole or in Part by the American Recovery and Reinvestment Act of 2009. Pub.L.No. 111-5 and any amendments thereto located on the Division of Purchases website at www.purchasing.ri.gov.

4.3. EQUAL EMPLOYMENT OPPORTUNITY. Compliance certificate and agreement procedures will apply to all awards for supplies or services valued at $10,000 and more. Minority Business Enterprise policies and procedures, including subcontracting opportunities as described in Title 37 Chapter 14.1, of the Rhode Island General Laws, also apply.

4.4. PERFORMANCE BONDS. Where indicated, successful bidder must furnish a 100% performance bond and labor and payment bond for contracts subject to Title 37 Chapters 12 and 13 of the Rhode Island General Laws. All bonds must be furnished by a surety company authorized to conduct business in the State of Rhode Island. Performance bonds must be submitted within 21 calendar days of the issuance of a tentative notice of award.

4.5. DEFAULT and NON-COMPLIANCE. Default and/or non-compliance with the RIVIP requirements and any other aspects of the award may result in withholding of payment(s), contract termination, debarment, suspension, or any other remedy necessary that is in the best interest of the state.

4.6. COMPLIANCE. Vendor must comply with all applicable federal, state and local laws, regulations and ordinances.

4.7. SPRINKLER IMPAIRMENT AND HOT WORK. The Contractor agrees to comply with the practices of the State's insurance carrier for sprinkler impairment and hot work. Prior to performing any work, the Contractor shall obtain the necessary information for compliance from the Risk Management Office at the Department of Administration or the agency for which work will be performed.

SECTION 5 – CERTIFICATIONS AND DISCLOSURES
ALL CONTRACT AWARDS ARE SUBJECT TO THE FOLLOWING DISCLOSURES & CERTIFICATIONS
Offerors must respond to every disclosure statement.
A person authorized to enter into contracts must sign the offer and attest to the accuracy of all statements.

Indicate Yes (Y) or No (N):

N 1. Has your firm (or any principal) been subject to any of the following findings by the Federal Government, the State of Rhode Island or any other jurisdiction? Suspension, Debarment, Indictment, Criminal Conviction. CIRCLE APPROPRIATE ITEM(S).

N 2. Has your firm (or any principal) been fined more than $5000 for a single violation by the Rhode Island Department of Environmental Management for violation of Rhode Island Wetlands law?

Y 3. I/we certify that I/we will immediately disclose, in writing, to the Chief Purchasing Officer any potential conflict of interest, which may occur during the course of the engagement authorized pursuant to this contract.

Y 4. I/we acknowledge that, in accordance with Chapter 37-2-54(c) of the Rhode Island General Laws "no purchase or contract shall be binding on the state or any agency thereof unless approved by the Department [of Administration] or made under general regulations which the Chief Purchasing Officer may prescribe", including change orders and other types of contracts and under State Purchasing Regulation 8.2.1.1.2, "any alleged oral agreement or arrangements made by a bidder or contractor with any agency or an employee of the Office of Purchases may be disregarded and shall not be binding on the state".

Y 5. I/we certify that the above vendor information is correct and complete.

Y 6. I/we certify that I/we or my/our firm possesses all licenses required by Federal and State laws and regulations as they pertain to the requirements of the solicitation and offer made herein and shall maintain such required license(s) during the entire course of the contract resulting from the offer contained herein and should my/our license lapse or be suspended, I/we shall immediately inform the Rhode Island State Purchasing Agent in writing of such circumstance.

Y 7. I/we certify that I/we will maintain required insurance during the entire course of the contract resulting from the offer contained herein and should my/our insurance lapse or be suspended, I/we shall immediately inform the Rhode Island State Purchasing Agent in writing of such circumstance.

Y 8. I/we certify that I/we understand that falsification of any information herein or failure to notify the Rhode Island State Purchasing Agent as certified herein may be grounds for suspension, debarment and/or prosecution for fraud.

Y 9. I/we acknowledge that the provisions and procedures set forth in this three-page form apply to any contract arising from this offer.

Y 10. I/we acknowledge that I/we understand the State's Purchasing Laws (37-2 of the General Laws of Rhode Island) and Purchasing Regulations and General Terms and Conditions available at the Rhode Island Division of Purchases Website (www.purchasing.ri.gov) apply as the governing conditions for any contract or purchase order I/we may receive from the State of Rhode Island, including the offer contained herein.

Y **11. NEW REQUIREMENT* - IMPORTANT!!! I/we hereby acknowledge that I/we understand that effective January 1, 2011 all public works related project bids or proposals exceeding One Million Dollars ($1,000,000), inclusive of all proposed alternates, must include a "public copy" as required by R.I. Gen. Laws § 37-2-18 and the "Rules, Regulations and General Conditions of Purchases". It is further understood that any bid or proposal in excess of One million Dollars ($1,000,000) which does not include a copy for public inspection shall be deemed to be non-responsive.**

RIDOT Highway and Bridge Public Works related projects utilizing Quest Lite program only – Effective immediately, submission to the Division of Purchases of a duplicate original of a vendor's Quest Lite compatible electronic copy on a readable compact disk shall satisfy the statutory "public copy" requirements. Quest Lite software is defined in the Division of Purchases "Rules, Regulations and General Conditions of Purchases" §12.102.05 (Preparation of Proposal), as adopted on December 15, 2010 and January 11, 2011.

For further information, please see R.I Gen. Laws § 37-2-18 and specific instructions at www.purchasing.ri.gov .

IF YOU HAVE ANSWERED "YES" TO QUESTIONS #1–2 OR IF YOU ARE UNABLE TO CERTIFY YES TO ITEMS #3–11 OF THE FOREGOING, PROVIDE DETAILS/EXPLANATION BELOW AND/OR IN AN ATTACHED STATEMENT. INCOMPLETE CERTIFICATION FORMS SHALL BE GROUNDS FOR DISQUALIFICATION OF OFFER.

Signature below commits vendor to the attached offer and certifies (1) that the offer has taken into account all solicitation amendments, (2) that the above statements and information are accurate and that vendor understands and has complied with the requirements set forth herein. When delivering offers in person to One Capitol Hill, vendors are advised to allow at least one hour additional time for clearance through security checkpoints.

Vendor's Signature (Person authorized to enter into contracts; signature must be in ink.) **Date** April 21, 2011

William Manafort, Vice President

Print Name and Title of company official signing offer

Revised: 3/21/11

Section 1 - Letter of Submittal

Manafort Brothers, Inc.

PARSONS BRINCKERHOFF

Manafort Brothers INCORPORATED

April 22, 2011

RI Department of Administration
Division of Purchases (2nd Floor)
One Capitol Hill
Providence, RI 02908-5855

Re: Design / Build Services for the Replacement of the Laurel Avenue Bridge #397
Coventry, RI - BID No. 7448315A4

To Whom It May Concern:

Manafort Brothers, Inc. (The Respondent / Lead Contractor) and our Design Build team hereby submit our response to your Request for Proposal to perform the Design / Build Services for the proposed Replacement of the Laurel Avenue Bridge #397 in Coventry, RI. Manafort, as The Respondent / Lead Contractor, will be undertaking financial responsibility for this proposal and we recognize the receipt of Addendum Nos. 1 through 6 for this Request for Proposal.

Manafort is very excited about the possibility of employing our diverse resources and working as a team with the Rhode Island Department of Transportation (RI DOT) to construct this challenging design build project. If deemed successful in this selection process, we will employ all necessary resources and bring the high level of commitment required to complete this project to the satisfaction of RI DOT and all associated stakeholders.

Manafort has chosen the industry leading firm of Parsons Brinckerhoff to lead our design team. Rounding out our team is GZA GeoEnvironmental and Archaeological and Historical Services Inc., as well as Welch Associates Land Surveyors (See attached List of Team and Principal Contacts). Each of these firms are also currently part of our Design / Build Team which is completing the Wickford Junction Train Station Project. All of our design-build team members are leaders in their respective fields. These individual firms and the overall team have a wealth of experience and resources, which will be drawn upon as a great asset to ensure success on this design build project for RI DOT.

The Manafort Team is excited about the opportunity to work with RIDOT on this challenging project in Coventry, RI. We hope that you will find our response to your request for proposal exceptional and we look forward to the possibility of employing our team's expertise and abilities to successfully deliver this project to the satisfaction of RIDOT and all other stakeholders. If you have any questions or require additional information, please call myself or Robert Lewandowski at 401-333-2550.

Sincerely,

MANAFORT BROTHERS, INC.

William Manafort
Vice President

24 Martin St. Ste. 10
Cumberland, RI 02864
Phone (401) 333-2550
Fax (401) 333-2551

An Equal Opportunity Employer M/F/H/V
Affirmative Action Equal Opportunity Employer

Design / Build Services for the Replacement of the Laurel Avenue Bridge #397							
Coventry, RI							
BID No. 7448315A4							
MANAFORT / PB DESIGN BUILD TEAM							
		PRINCIPAL CONTACTS					
FIRM NAME	***ROLE***	***NAME***	***TITLE***	***ADDRESS***	***PHONE***	***FAX***	***EMAIL***
Manafort Brothers Incorporated	Lead Contractor, Construction General Contractor	Rob Lewandowski, PE	Regional Vice President	24 Martin Street Cumberland, RI 02864	401-333-2550	401-333-2551	Rlewandowski@Manafort.com
Parsons Brinckerhoff	Lead Designer, Structure & Civil Design	John Burckhardt, PE	Supervising Civil Engineer	75 Arlington Street 9th Floor Boston, MA 02116	617-426-7330	617-482-8487	Burckardt@PBWorld.com
GZA GeoEnvironmental	Geotechnical, Environmental, & Hydraulic Engineering	Thomas Billups, PE	Associate Principal	530 Broadway Providence, RI 02909	401-421-4140	401-751-8613	TBillups@GZA.com
Welch Associates Land Surveyors, Inc.	Survey	Pamela Welch, PLS	Principal	218 North Main Street West Bridgewater, MA 02379	508-580-4696	508-580-4962	PWelch@Welchinc.com
Archeological and Historical Services, Inc.	Historical Consultant	Mary Harper	Principal	569 Middle Turnpike PO Box 543 Storrs, CT 06268	860-429-2142	860-429-1724	Mharper@AHS-inc.biz

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Manafort Brothers, Inc.

PARSONS BRINCKERHOFF

QUALIFICATIONS

2.1 -- Key Personnel

Design-Build Project Manager - ***Robert J. Lewandowski, PE,*** is a vice president at Manafort Brothers (Manafort) with over 18 years of construction experience. Robert's responsibilities include project oversight, estimating, proposal writing, scheduling, client relations, and design-build (DB) management. Robert's client list includes RIDOT, ConnDOT, Mohegan Sun Casino, AMGEN, General Dynamics, Pfizer, Foxwoods Casino, ESPN, Yankee Gas, University of Connecticut, as well as numerous municipalities and schools. For the $1.5B expansion of the Mohegan Sun Casino, Robert directed all of the ConnDOT mandated road and highway improvements, on- and off-site civil, utility, bridge, and infrastructure work including a number of difficult DB shoring applications, concrete foundations and superstructure work, demolition, and two DB parking structures. All of this work was completed on time with an aggressive fast-track schedule. At its peak, Robert had oversight of 380 craft personnel on this project. Robert is the DB Project Manager for the Wickford Juction DB Project for RIDOT, leading a team that includes Parsons Brinckerhoff (PB) as lead designer and GZA GeoEnvironmental (GZA) as geotechnical engineer. He has managed over $50M in self-performed DB parking/office projects as well as approximately 40 DB temporary earth shoring projects. Robert's engineering background, leadership skills, creative problem solving, and work ethic make him an asset to Manafort's clients.

Design Manager (Civil) - ***John F. Burckardt, PE***, is a senior supervising civil engineer and senior project manager from PB with over 30 years of experience designing and managing multi-disciplinary teams working on both DB and traditional delivery projects. His key areas of expertise include roadway design, storm drainage and utility design for roadways and sites, and maintenance of pedestrian and vehicular traffic during construction. He has extensive experience in environmental permitting, hydrologic analysis, and implementation of environmental mitigation measures. One of John's hallmarks is his ability to lead teams in developing creative solutions to technical challenges while respecting the environments in which his finished projects reside. John is currently the design manager for the Wickford Junction DB Project for RIDOT.

Design Manager (Bridges) - ***Ildiko Juhasz, PE***, is a senior structural engineer whose projects focus on bridges, earth-retaining structures, cut-and-cover tunnels, underground structures, slurry walls, and foundations. She has worked on projects delivered by both traditional and alternative delivery systems that include DB and Design-Build-Own-Operate-Transfer contracting methods. She was a structural engineer for the I-95/I-195 highway ramp structures for RIDOT, and led the soil-structures team for a major underground DB facility, the Airport Link, in Brisbane, Australia, a DB project being built in ground conditions with a high groundwater level and subject to flooding.

Construction Manager - ***Jeremy Bosma*** is a project manager with Manafort with over 8 years of construction experience specializing in heavy highway and concrete foundation work. He has successfully led and been involved with heavy highway and civil projects for Amtrak, Mashantucket Pequot Utility Authority, ConnDOT, and the Mohegan Sun Casino, among others. One of Jeremy's recent projects has been the Amtrak Providence Station Project, involving the removal and reconstruction of 2 high-level train platforms, installation of a 250ft long catenary truss over 5 live rail lines with associated foundations, and renovations to the existing Providence train station. This project required extensive coordination with Amtrak, numerous heavy crane lift plans adjacent to live rail lines, and a value engineering alternate to precast the high level train platforms on site to reduce dangerous trackside work and transfer these manhours to a safer casting yard area.

Geotechnical Engineer - **Thomas Billups, PE**, of GZA, brings 30 years of experience providing geotechnical engineering services for bridges and highways, sewage and water treatment plants, underground utilities, commercial/industrial buildings, power generating stations, waterfront structures, and power transmission lines. He has led geotechnical investigations and design for a variety of projects in Rhode Island, including the Wickford Junction DB Station, Warwick Intermodal Facility, and Barrington and Warren River Crossings for RIDOT, and new and expanded facilities for CVS-Caremark and Brown University.

Design QC Manager - **Stan Frizzell, PE**, brings more than 35 yeas of experience in the design of bridges, walls and culverts, and other transportation structures. Stan was a structural engineer for RIDOT's I-95/I-195 bridges project, performing preliminary and final engineering for the design of three multi-span curved steel box girder bridges and served as PB's project manager during the construction phase. Stan is serving as PB's deputy project manager during construction for the rehabilitation of the Avenue A Bridge over the Connecticut River between Gill and Montague, MA.

Construction QC Manager - **Lisa Uhlianuk, PE**, brings 8 years of experience to her role on this project. She has progressively served as a PB resident inspector, lead inspector, inspector, office engineer, and assistant project engineer. She is well-versed and certified in the Field Manager/Field Book program, and is certified as ACI Level 1. Lisa's project experience includes structural bridge rehabilitation, redecking and resurfacing, bridge painting, joint replacement, road reconstruction, water and sewer replacement, lighting, signalization, streetscape improvements and materials testing for project for Departments of Transportation in Vermont, Maine, and Michigan.

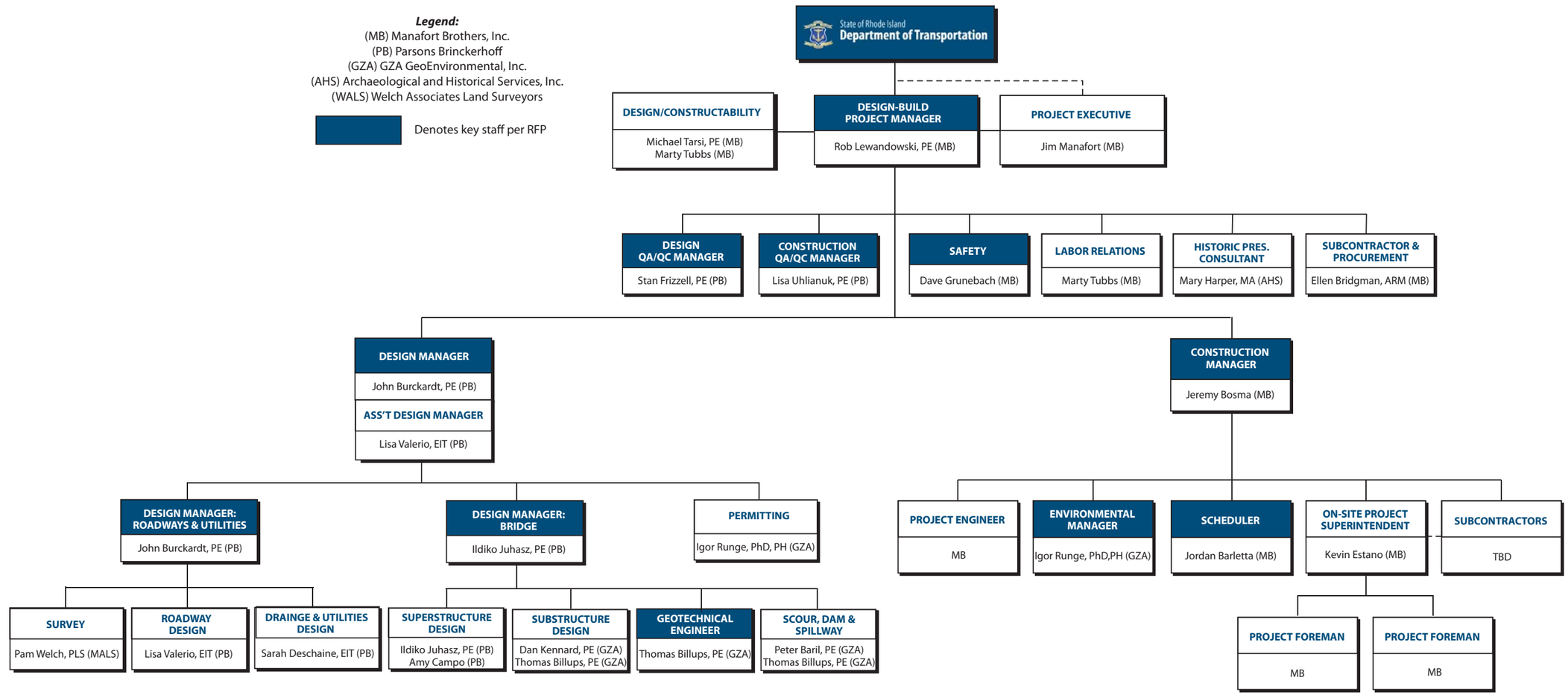
Safety Manager - **Dave Grunebach** is a Safety Manager for Manafort with 35 years of large scale construction experience specializing in safety and health management. Dave has managed Manafort's Site Safety Program on a number of large projects including CT Yankee Nuclear Facility, Foxwoods Resort and Casino, Electric Boat Facilities, Pfizer Pharmaceutical, US Navy Subbase, and the Mohegan Sun Resort and Casino. These projects involved challenging work activities such as critical crane picks, detailed pick plan and site logistics, hazardous soils and materials, large crews, aggressive schedules, and extensive fall protection measures. Dave is assigned to Manafort's Cumberland, RI office to manage the safety program for all projects in Rhode Island. Dave also performs a wide range of safety training for Manafort personnel in a constant effort to proactively promote safe work practices and a safe work environment.

Scheduler - **Jordan Barletta** is a project engineer for Manafort with over 8 years of construction experience specializing in heavy highway and civil work. Jordan has constructed and maintained schedules and project controls for a number of large heavy highway and civil projects in Rhode Island and Massachussets. Jordan's project and client list include RIAC Intermodal Station, Amtrak Brayton Connector, RIPTA Paratransit Operations/Support Center, MBTA Kenmore Station, Brayton Point Power Plant, and MWRA North Dorcester Bay CSO Tunnel. All of these were complex heavy highway projects with numerous design, construction, and logistical challenges.

Environmental Manager - **Igor Runge, PhD, PH,** of GZA GeoEnvironmental, brings 30 years of experience that includes oversight and design direction for projects involving site development and drainage, nonpoint source pollution mitigation, surface water and groundwater utilization, storm-water runoff characterization and mitigation, and construction dewatering design. He has an extensive resume of projects meeting RIDEM requirements. He has in-depth knowledge in all aspects of regulatory compliance permitting including NPDES permits, water quality certifications, remediation permitting, US Army Corps of Engineers dredging and waterways permitting, wetland permitting, storm- water pollution prevention plans, spill prevention and control plans, and many others.

Legend:
(MB) Manafort Brothers, Inc.
(PB) Parsons Brinckerhoff
(GZA) GZA GeoEnvironmental, Inc.
(AHS) Archaeological and Historical Services, Inc.
(WALS) Welch Associates Land Surveyors

Denotes key staff per RFP



Project Organization
Design-Build Services for the Laurel Avenue Bridge Replacement

2.2 -- Relevant Experience

Manafort Brothers, Inc.

Wickford Junction Station Design-Build Project
Wickford, RI
Design-Build Contractor, with PB as lead designer and GZA as geotechnical engineer, for a new intermodal station, a project that was bid as a DB procurement and awarded to the Manafort team for their *well-conceived menu of alternative design proposals that will both save money and improve the functionality of the design:* an enhanced mill-inspired façade for the garage, enhanced landscaping, a structurally simpler design for the station platform, and the use of a modular retaining wall along the side track north of the station. See sketch and additional details in the experience section for PB.

Amtrak – Providence Station Improvements
Providence, RI
Reconstruction of station catenary and platform structures at Providence Station. Work included caisson foundations to support new 250 ft catenary truss structure installed over five active rail lines. ($3,188,369)

Connecticut DOT - Replacement of Catenary Section B and Rehabilitation of 3 Bridges - Darien, CT
Reconstruction of railroad bridges over existing roadways for MetroNorth, Amtrak, and freight service in Darien, CT. Work included the installation of minipile foundations and bridge abutments. The bridge reconstruction was a 4-stage process that required temporary shoring and staging work adjacent to the existing, in-service bridges. Existing adjacent brownstone bridge construction had to be supported and remain in service during reconstruction. ($18,624,122)

Mohegan Tribe of Indians - Fort Shantok Park Pond and Dam Reconstruction - Uncasville, CT
Project included the construction of a new concrete spillway structure, reconstruction of the existing earthen dam, installation of a new steel sheeting cutoff wall, reshaping the existing pond, constructing a new wetland, installing a new boardwalk through the pond, and numerous other park improvements. To complete this work a temporary diversion of the river feeding the pond had to be installed. The entire pond was then dewatered in order to execute the above-mentioned scope. ($2,925,316)

Mohegan Sun Casino – Parking Garages and Boulevard Reconstruction – Uncasville, CT

Manafort was selected to perform the heavyhighway and civil work to support the construction of two parking garages and the widening of the onsite divided highway. The project included the construction of two bridges spanning 150ft over the in-service, 4-lane highway. Drilled caisson deep foundations in earth and rock supported the bridge foundations and abutments. All work was performed within a heavily occupied and trafficked facility, under an accelerated time schedule. Extreme tolerances to adjacent buildings and structures required extensive support of open excavations below the divided highway. ($33,507,811)

Montville Commons Plaza - Montville, CT

As part of the civil work associated with a 50-acre commercial development, a DB contract was awarded for the design and construction of 2 new vehicular bridges spanning 70 ft of storm-water runoff channels, 30,000 sf of modular precast concrete retaining walls, and 500,000 cy of earthwork. To facilitate this work, several storm-water runoff channels had to be rerouted and closely managed. Once the flow of water was limited and controlled, the civil work to support the site preparation was executed. A large detention basin and wetlands was also constructed. The basin was redesigned and rebuilt in phases under operation to include a value engineering solution by Manafort.This reconstruction had to occur while the plaza was complete and operational. This required extensive water handling and management. The dewatering system on this project included portable filtration plants. ($17,716,693)

Connecticut DOT – Extension of Route 72 - Bristol, CT

As part of a new intrastate highway extension, a new bridge was constructed over the Pequabuck River. The new bridge foundations were drilled shafts which required temporary sheeting for support of excavation and temporary dewatering due to proximity to the river basin. ($48,546,181)

Parsons Brinckerhoff

***I-195 BRIDGES* - Providence, RI**

The I-195 Relocation Project (the IWay), is one of RIDOT's largest projects ever, involving major changes to two interstate highways running through Providence. The entire cost of project, including construction, land acquisition, utility work and demolition of existing highway structures, is approximately $610M.

PB, as a subconsultant, provided preliminary design and final design for three curved steel box girder ramp bridges and eight retaining walls. One bridge is 7 spans and 970 ft long and includes a post tensioned integral pier; the other

two bridges are 3 and 4 spans. PB completed contract plans, specifications and cost estimates, and provided construction phase services.

The project features 1 mile of new I-195 along a new alignment from the Washington Bridge to the I-95 and I-195 interchange, 1.5 miles of reconstructed I-95 from Thurbers Avenue to Broadway, a new interchange between the two interstates, and 15 new bridge and ramp structures. The new highway sections and interchange feature four lanes in each direction. Construction includes relocated on- and off -ramps, with elevated decks supported by concrete columns.

WICKFORD JUNCTION DB STATION PROJECT - Wickford, RI

PB is serving as the lead designer, with Manafort Brothers, Inc. as the contractor, for the design and construction of the Wickford Junction Station, a project that was bid as a DB procurement. This team was selected by RIDOT based on *a well-conceived menu of alternative design proposals that will both save money and improve the functionality of the design*. These alternatives include an enhanced mill-inspired façade for the garage, enhanced landscaping, a structurally simpler design for the station platform, and the use of a modular retaining wall along the side track north of the station. The project is being integrated into the existing development at Wickford Junction, and includes a new commuter rail station with a single side platform, a new siding track, and a 1,100 car parking garage as part of the first phase of RIDOT's South County Rail Project. The multimodal project also includes a drop-off/pick-up area for cars and buses, bicycle parking, landscaping, and storm-water treatment facilities.

One of the major design issues involved widening the existing embankment to install the station track. The main challenge in widening the embankment is for the 1,300-ft long stretch adjacent to existing freshwater wetlands. To avoid filling the wetlands, a retaining wall must be built. *PB and its geotechnical subconsultant, GZA GeoEnvironmental*, proposed the use of a modular precast wall system to avoid any excavation within the zone of influence of Amtrak's high-speed tracks. This wall system simplified the work to be performed in the rail right-of-way.

MINK BROOK DB BRIDGE REPLACEMENT - Hanover, NH

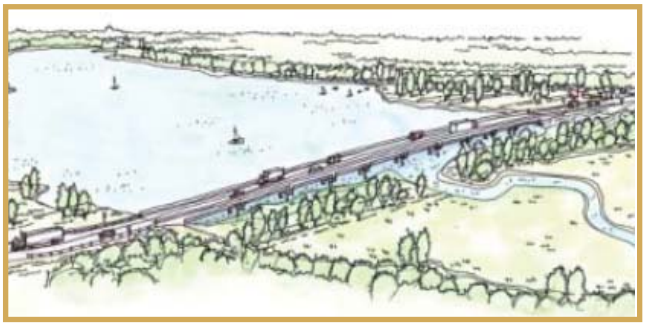
PB partnered with Audley Construction in a pilot NHDOT DB project to replace a deteriorated steel stringer bridge approximately 32-ft. long, carrying NH Route 10 over Mink Brook in Hanover, NH. PB was responsible for the overall engineering and design effort, as well as oversight of the contractor during construction. *The PB / Audley proposal was chosen as the most cost-effective, innovative design and represented 15-25% cost savings over the closest competitor*. PB's design for the Mink Brook Bridge project was selected as a winner in the 2007 PCI Design Awards Program in the "Spans under 70 Feet" category.

The successful PB solution at Mink Brook involved lengthening the bridge span to 48-ft. by installing steel H-pile supported abutment foundations behind the existing abutments, which were retained and used to shield the sensitive surrounding environment from ongoing abutment work. This

minimized excavation depths and the accompanying impacts to the stream and slope vegetation. It also allowed construction to occur under dry conditions. At final condition, the remaining abutment remnants were provided with new parapets. The abutments provide scour and erosion protection to the new bridge foundations.

A high-performance concrete (HPC) reinforced composite concrete overlay was specified to be used with the precast, prestressed box beams. The HPC was engineered to be impermeable to road salts. This allowed for the use of the concrete as the final driving surface, *eliminated the cost of the traditional bituminous pavement over barrier membrane*. Galvanized reinforcing was used for enhanced durability. HPC was also used in the approach slabs. The bridge parapets were precast into the prestressed beams, resulting in higher quality shop-poured concrete that matched the concrete in the beams, and in schedule savings by eliminating field work. For superior durability, self-consolidating concrete with a corrosion inhibitor was specified for all precast concrete elements for enhanced durability. HPC was also used in the approach slabs. The bridge parapets were precast into the prestressed beams, resulting in higher quality shop-poured concrete that matched the concrete in the beams, and in schedule savings by eliminating field work.

SIBLEY POND DB BRIDGE REPLACEMENT - Canaan-Fairfield, ME



PB was selected by MaineDOT as the primary design consultant for the DB replacement of an 800-ft long trestle bridge, in collaboration with Lane Construction. The new bridge's innovative design consists of ten, 80-ft spans of prestressed concrete NEXT D type beams, supported on concrete filled pipe pile supported concrete bent caps. *The use of the NEXT D beams will be a first in New England*. The beams are double tee sections that are precast and prestressed with full thickness top slabs which, by minimizing field placed concrete, makes the beams very cost effective and most suitable for accelerated bridge construction. MaineDOT specified that the bridge meet a projected 100-year design life, which is why, in addition to construction cost and schedule advantages of building the bridge in a 1-year period, the NEXT D beams were selected for the inherent durability of their precast, prestressed concrete fabrication. The bridge will be protected with a high performance waterproofing membrane, in turn protected by 3 inches of asphaltic overlay. PB is currently well advanced with the final design of the beams, piles, bent caps, and abutments – and an at-grade temporary detour is to be constructed on a widened adjacent road so that traffic can be detoured off the existing bridge and safely located away from the construction zone for the new bridge. In addition to bridge design, PB is also providing civil and geotechnical design services.

FARMS ROAD BRIDGE - Stamford, CT

PB was selected by the City of Stamford to perform engineering, design and construction inspection services for the replacement of the Farms Road Bridge. For this project, PB was responsible for developing a preliminary engineering study, final design contract documents, review of shop drawings and consultation during construction. The old 2-span, 48-ft long, concrete deck slab bridge had no sidewalks and was in poor condition, with posted weight restrictions due to the reduction in strength of the steel stringers. It was classified as functionally obsolete. The bridge replacement uses

prestressed concrete deck units. The old bridge width of 20 ft curb to curb was replaced and widened to a 28-ft wide curb-to-curb roadway and a 5.5-ft wide sight-walk on the northerly side of the bridge to improve the horizontal sight-line along the curve. To integrate the new bridge with the rural environment, many aesthetic features were incorporated into the project, including the use of stone face liners for the bridge façade. Roadway enhancements included several hundred feet of stone walls, and special treatment of box beam railing with openings for access to popular area horse trails. Approximately 280 ft of the westerly approach roadway and 130 ft of the easterly approach roadway were reconstructed, consisting of a 12-ft wide lane and 2-ft wide shoulder in each direction. On the approaches, the sight-walk terminates and the roadway widths vary to match back to the existing approach section.

ROUTE 146/I-90 INTERCHANGE - Worcester-Millbury, MA

The Route 146 Project is a major regional highway construction project that provides much needed improved highway access to Worcester and the Blackstone Valley region of central Massachusetts. PB, in joint venture, performed preliminary and final design for this fast-track, $250M project, one of the largest highway improvement projects in Massachusetts. PB developed preliminary highway and bridge designs for all elements of this project, including 5 new or reconfigured interchanges, 26 new and/or rehabilitated and widened bridges (including 10 crossings of the Blackstone River). Other major elements of design included an upgrade of over 4 miles of Route 146, construction of a bikeway partially as an independent facility and partially paralleling local traffic on widened city street shoulders, and construction of more than 30 walls for grade separations and river crossings. PB also performed hydraulic analyses at the 10 river crossings, and identified appropriate scour protection methods for each location. *PB developed and implemented a comprehensive water quality program using several innovative BMPs that are now MassDOT/Highway Division standards*.

INFRASTRUCTURE IMPROVEMENTS AT LAWRENCE MILLS - Lowell, MA

PB served as lead engineering subconsultant providing site and infrastructure engineering services for a major project in the City of Lowell involving the redevelopment of the Lawrence Mills complex for a consortium of private developers and the University of Massachusetts at Lowell. The 13-acre site is bordered by the University campus, LeLacheur Stadium, Tsongas Arena, and the Merrimack River. PB designed the site roadways, parking facilities, and utilities required to support the reuse program, and provided site/civil and structural design services to support development of open space and interpretive treatments of the historic water power systems located on site.

PB's scope included the design for a replacement of a simple-span, 30-ft long bridge across the Lawrence Canal. The new bridge is constructed with steel stringers and concrete slab. A 4-ft wide sidewalk with ornamental railing was added on one side. The existing canal walls were reused as abutments with new concrete cap built for bridge seat. The existing canal walls were restored.

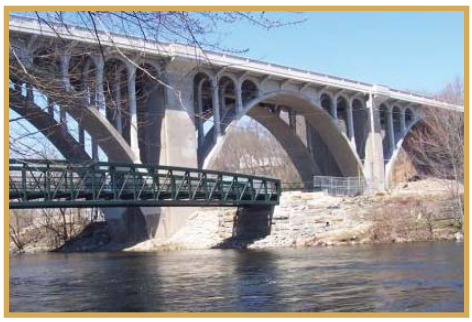
GZA GeoEnvironmental, Inc.

ALBION BRIDGE - BLACKSTONE RIVER BIKEWAY - Cumberland, RI

The Blackstone River Bikeway includes a bridge crossing over the Blackstone River just south of the School Street Bridge in the village of Albion. The bikeway bridge was constructed on the substructures of an existing four-span bridge that carries the Providence and Worcester Railroad tracks over the river.

The two outside piers and the abutments of this existing structure were originally constructed to carry a second set of tracks, which are no longer in place. The center pier of the bridge washed out during a flood in the 1950's and was replaced with a smaller pier for the existing tracks. The new bikeway bridge is a three-span structure which utilizes the existing abutments and piers, and is a shared-use structure with active railroad tracks. GZA performed subsurface investigations for the evaluation of the existing structure, and developed a geotechnical report presenting our conclusions and recommendations. The investigations included borings and probes at the abutments, as well as at the piers in the river. Test pits were also excavated at the abutments to determine the existing backwall configuration. The soil conditions were found to consist of deposits of sand over bedrock at relatively shallow depths. A seismic evaluation for liquefaction susceptibility of the foundation soils was also performed. As part of this study, GZA also performed a diving inspection of the existing foundations in the river.

ASHTON BRIDGE, BLACKSTONE RIVER BIKEWAY - Lincoln/Cumberland, RI



GZA provided geotechnical engineering services for the design of the Ashton Bridge carrying a bikeway over the Blackstone River. The new bridge, located just downstream of the historic concrete arch Ashton Viaduct, is constructed using a pre-engineered steel truss structure. The bridge is founded on rehabilitated stone abutments of a bridge that washed out during severe flooding in the 1950s. The granite block remnants of the abutment structures were in generally poor condition.

GZA developed and implemented a subsurface exploration program, including test borings at each abutment and in the middle of the river for a potential center pier. The investigations also included cores advanced through the stone work, as well as test pits to determine the backwall configuration. The soil conditions were found to be deposits of sands and gravels over glacial till and bedrock. Thin layers of organic river sediments were below the fill behind the abutments, but not below the foundation. A stability analysis of the new structure on the existing abutments was performed, and indicated that their stability did not meet current bridge engineering standards. Permanent steel sheet piling was driven at the toe of the abutments to improve stability and to provide additional scour protection. The backwall of the existing stone abutments also was supplemented with reinforced concrete structure to improve the factor of safety for overturning stability.

ROUTE 41 BRIDGE REPLACEMENT AND MILL POND DAM IMPROVEMENTS
Egremont, MA

MassDOT is currently executing the Route 41 bridge replacement over Karner Brook in Egremont, MA. The structure of the road and bridge (embankment and upstream weir) also forms the Mill Pond Dam, owned and operated by the Department of Conservation and Recreation (DCR). GZA provided dam engineering services as a subconsultant to complement the prime's bridge and road engineering services. Mill Pond Dam is an 11-ft high earthen embankment dam with a concrete spillway. The embankment portion of the dam is formed principally by the earthen embankments of Route 41 (Under Mountain Road) and Route 23. Route 41 traverses the top of the dam, which is about 24 feet wide at its narrowest point. The spillway is a 21.5-ft wide concrete broad-crested weir which is curved in plan. The dam impounds the flow of Karner Brook to form the Mill Pond. The dam is classified as Intermediate in size and has a hazard rating of Significant. As part of the bridge replacement, the spillway weir, low-level outlet, and spillway walls were reconstructed. GZA provided technical input and developed bid specifications for spillway capacity overtopping protection, temporary cofferdam, seepage control, low-level outlet repairs and slide-gate replacements, erosion control and earth embankment replacement. GZA also prepared the Ch. 253 application package that was submitted to the DCR Office of Dam Safety in conformance to Massachusetts Dam Safety Regulations (302 CMR 10.00).

TECHNICAL PROPOSAL

2.3 -- Design Concept

2.3.1 Understanding the Challenges of the Site

Our design concept for constructing a new bridge grew out of our assessment of the principal challenges of this site, namely:

- Stabilizing the existing slopes in order to construct the new stub abutments and reconstruct the historic spillway walls
- Handling the river flow in order to reconstruct both the splash pads and spillway walls
- Performing all construction to protect the dam and spillway and doing no further harm to the damaged spillway walls immediately downstream of the bridge.

Focusing on the dam and spillway, the following concerns have driven our design approach:

- The toe of the existing dam is located just 6 ft downstream of the bridge.
- Since the splash pad had been eroded, it will not be significantly contributing to the dam stability until it is replaced.
- Design cross section of the dam is unknown.

These concerns were paramount as we consideredhow to construct the substructure and splash pad, given multiple site constraints. Once these matters of substructure construction are handled, the remaining work of the superstructure and approaches is more straight-forward. Figures 1, 2 and 3 are inserted at the end Section 2.3, beginning on p. 21.

2.3.2 Summary of the Design Approach

The Manafort Design-Build Team's plan for reconstruction of the bridge flows from our understanding of how best to construct new abutments and retaining walls, addressing the site constraints described above. To this end, we will incorporate an innovative approach to substructure construction. The key to our approach is using portions of the constructed permanent structure to retain the excavation during construction to replace the channel walls and the splash pad.

The roaring waters of the South Branch of the Pawtuxet River flow past the slope where the south abutment once stood and past failing walls just downstream.

The design concept includes stub-type integral abutments that will be located behind and protected from scour by a new stone-faced retaining wall that will be cast integral with the splash pad (See Figure 1.). A single row of drilled micropiles will support the stub abutments and return walls. (See Figure 2.) We propose to construct the substructure one side at a time, by diverting the river to one side during the low flows that occur in summer and early fall. The micropiles will be installed prior to the construction of the new retaining wall. This provides the opportunity to use the installed micropiles to provide temporary lateral support for a temporary earths support system that will allow the excavation necessary to construct the new retaining walls. (See Figure 2.)

The advantage of this concept is that there is no need to install a conventional temporary earth support system, such as sheeting or soldier pile and lagging, methods that would transmit vibrations to the dam due to the significant driving energy needed to advance through the dense glacial outwash deposits at the site. *Our method of drilled piles, tiebacks, and timber lagging avoids potential impacts from vibrations to the dam, spillway, and training walls from vibrations associates with pile driving and sheetpile installation*. Next, the new section of splash pad will be doweled into and made integral with the upstream pad remnants. Rather than simply replace the eroded splash pad with one of similar design, *we propose a splash pad design that will also incorporate energy dissipation*. (See description in Section 2.4.2.4 and Figure 3.) The method will be repeated on the other side of the river.

2.3.3 Selection of Micropiles

After consideration of alternative foundation systems for the stub abutments, the Manafort DB Team has selected drilled micropiles as having the least vibration impact on the dam and spillway. Based on the borings performed for the DB procurement, the dense to very dense glacial outwash deposits will require significant driving energy to advance driven piles to appropriate depths to support the bridge.

Based on our experience with New England mill dams, we assume the spillway section is constructed as a gravity-type wall of dimensioned stone with earth fill forming a fairly wide crest and sloped upstream face. Pictures from the 1984 inspection show an empty reservoir, the upstream embankment section, and the low level outlet pipe intake.

Restrictions on pile driving and vibrations are prudent and appropriate due to the proximity to the dam with its unknown condition and design. Our concerns for maintaining the stability of the dam and spillway are the basis for prohibiting pile driving and for our selection of micropiles.

2.3.4 Selection of Spread Box Beams

We considered six alternative superstructure systems (see Section 2.4.4.1), and we selected 48" wide precast/prestressed concrete box beams, spread to provide bays for replacement as well as "future betterment" utilities. We believe this system is the best value in terms of service life, durability, ease of construction, and future inspection and maintenance costs.

2.4 -- Design Approach

2.4.1 Site Preparation and Selective Demolition

The first task upon arriving on the site is to stabilize the slopes and downstream spillway walls.

Currently, the bridge deck and south abutment have been removed while the undermined north abutment and partial remains of the splash pad remain in place. The spillway walls upstream of the bridge abutments remain mostly intact, but south of the bridge; the existing stone and concrete walls have been undermined and displaced due to scour damage. One wall section has clearly rotated, and areas of erosion are visible behind these walls on both sides of the spillway.

Our concerns for maintaining the stability of the dam and spillway are the basis for prohibiting pile driving and for our selection of micropiles..

The objectives of site preparation will be to:

- Protect the river from erosion and sedimentation
- Stabilize the existing slopes behind the abutments so as to remove the remainder of the north abutment in preparation for construction of the retaining walls and splash pad
- Provide temporary protection in this area for 12 months after the completion of the bridge replacement.

2.4.1.1 Erosion and Sedimentation Control

The initial step in site preparation will be the installation of erosion and sedimentation control devices consistent with the project specific Stormwater Pollution Prevention Plan (SWPPP). See Section 2.4.7.1.

2.4.1.2 Slope Stabilization

Next, slope stabilization will be achieved by installing a temporary earth support system. Our innovative temporary earth support system will employ the drilled micropiles in conjunction with drilled tiebacks. Wood lagging will be installed, spanning between piles. Two additional micropiles will be installed beyond the limits of the stub abutments and will be used to complete the temporary lateral support system. Two dewatering wells will be installed at each abutment to control groundwater. Together, these four elements will serve as the lateral support system for excavation to bottom of footing elevation for the channel wall and splash pad reconstruction (see Figure 2).

2.4.1.3 Protection of Downstream Spillway Walls

As noted in the RFP, the DB team is to provide temporary protection for the downstream area for

a duration of 12 months after the completion of the bridge replacement. It is earlier in the storm, before tailwater effects are present, that the maximum scour risk is present. While it is often appropriate to use a 10-year event to design temporary protection with a 12-month expected life, given the history of damaging floods at this location, we believe it is prudent and cost effective to design the temporary riprap protection based on a 50-year return period, as we have done. Using the method published by the US Army Corps of Engineers (Engineering Manual EM 110-2-1601), the following results are based on the use of angular rock with a unit weight of about 165 lb/cf:

Flood Return Period	D100 (max)	D90 (min)	D30 (min)
10 year	3.5 ft	2.5 ft	1.7 ft
50 year	4.5 ft	3.2 ft	2.2 ft

2.4.2 Bridge Substructure Design

2.4.2.1 Geotechnical Investigations

Test borings and test pits and a geotechnical report were previously completed by Paul B. Aldinger & Associates, Inc. GZA proposes to use these explorations logs, supplemented by two additional borings in which monitoring wells will be installed. The borings will be drilled behind the existing spillway walls just upstream of the bridge alignment. The purpose of the borings will be to verify the subsurface conditions presented in the previous report and provide stabilized water level readings for dewatering design. It should be noted that there are two existing monitoring wells on the site from which we plan to obtain additional groundwater depth measurements. GZA proposes to subcontract with Geologic Earth Exploration, Norfolk, MA (a WBE firm) to drill the borings in the presence of a geotechnical engineer from GZA.

Grain size analyses will be conducted on up to 6 samples to assess the reuse of excavated materials from the site. GZA will prepare geotechnical data and interpretive reports documenting the subsurface exploration program and results, provide foundation design and related construction recommendations, and compare engineering properties of soils to the values assumed during our initial analyses for the micropiles and the proposed lateral support system.

2.4.2.2 Micropile Foundations

The micropiles will consist of a cased section and a bonded zone which is uncased. The pile cross sections and details are shown on Figure 2. The upper cased section of the pile will consist of a 10-3/4 inch outside diameter casing, #18 reinforcing bar, and 5,000 psi grout filling the annulus. In the lower uncased section the pile will consist of the #18 bar grouted into a 10-3/4 inch diameter uncased hole. Once the initial grout has set, the pile will be re-grouted, if necessary, through the installed re-grout tube to assure adequate pile capacity. Depending on the results of the pile load test, re-grouting may not be required. The pile load test program will include one verification test and one proof test on installed production micropiles. The verification test will be performed at the north abutment and the proof test at the south abutment. Adjacent installed production piles will be used for test reaction piles. The pile design and load rating will conform with the FHWA NHI-05-039, Micropile Design and Construction, dated December 2005.

2.4.2.3 Managing River Flow

Based on information from RIDOT, the existing headworks and low level outlets at the Anthony Mill Dam are inoperative. Thus, surface water control during construction will be accomplished by training river flow over half of the spillway weir and receiving channel. In this way the other half of the channel will remain in-the-dry, thus allowing the construction of the bridge abutment, superstructure, and splash pad/stilling basin. The temporary diversion will be implemented through the

use of a temporary flow diversion system placed on the spillway steps and within the receiving channel to a point downgradient from the bridge. The type of cofferdam employed will consist of precast concrete blocks placed on the steps of the spillway, and sand-filled super sacks. Figure 3 schematically indicates this plan. Note that water will first be diverted to the south side of the river channel. The condition of the low level outlet will be assessed at that time. Repairs to the low level outlet may be made for diversion of water when the southern portion of the splash pad and abutment reconstructed.

South of the bridge, the existing concrete retaining walls have been undermined and displaced. Erosion is clearly visibile behind the displaced wall sections.

The precast concrete blocks on the steps of the spill were chosen for their durability and versatility. Bentonite waterstop will be placed beneath the blocks to create a water tight seal between the interface of the concrete blocks and the granite steps of the spillway; this will minimize the potential risk of water seepage into our work zone. Super sacks were selected to divert water above and below the spillway because they are very flexible and mobile. They will conform to uneven bottom conditions, they are easy to install, maintain and relocate. This will allow us to quickly modify our diversion system in the event of a heavy rain storm or an unexpected increase in water flow. This system will not damage the existing earthen dam or structure and will eliminate any potential damage often caused by driving sheets.

A 4-ft height is proposed. This will allow passage of up to about 900 cfs without overtopping. This design flow rate should nearly accommodate the full range of seasonal river discharges anticipated during construction, based on monthly flow duration statistics developed from the USGS stream gage (#01116000). Even during the highest runoff months of March and April, the flow diversion design rate of about 900 cfs is expected to be exceeded only 1 to 2 percent of the time. Combined with our proposal to perform the diversion only during the low flow seasons, our proposed flow diversion system provides high reliability against (and low risk of) being overtopped or otherwise compromised during construction.

Contingency Plan

It is always prudent to have a contingency plan should a storm occur that results in flows exceeding the diversion design flow of 900 cfs. Elements of the plan would include:

- Monitoring long range weather reports for possibilities of major storms
- Preparing a plan to demobilize equipment and material within the flow channel, including the flow diversion system
- Monitoring stream gages upstream of the site
- Installing a stream gage near the spillway and developing a table that relates stream stage to approximate flow rates. Monitoring the gage during a storm will provide an early indication that flows may exceed the diversion design flow.

2.4.2.4 Splash Pad Design

The overall approach to the design of the splash pad is to assess the hydrologic and hydraulic characteristics of the Anthony Mill Dam and South Branch of the Pawtuxet River to design measures that will adequately dissipate erosive velocities at the toe of the dam and the base of the abutment walls of the new bridge.

Hydrology

Peak discharge frequency characteristics for the South Branch Pawtuxet River near the Laurel Avenue Bridge project site were derived from the 2010 FEMA published Flood Insurance Study for Coventry (2001). The statistical analysis was conducted on the recorded flow data from the USGS Stream gage (No. 01116000) on the South Branch Pawtuxet River at Washington, RI, located about 1.6 miles upstream of Laurel Avenue. Peak discharges were apportioned to the study site in the FEMA study to near the Anthony Mill Dam. GZA best fit the 200-year peak flood value. The summary of discharges is presented in the following table:

Return Period (years)	Probability	Peak Discharge (cfs)
10	0.1	1,430
50	0.04	2,260
100	0.01	2,900
200	0.005	4,400
500	0.002	6,090

Hydraulics

GZA applied the adopted 200 year flood design discharge to a flood profile analysis along the reach from the dam to a point approximately 2,500 feet downstream of the Laurel Avenue Bridge, where the hydraulic grade line is controlled by the existing Mill Dam. The profile accounted for changes in the channel due to the March 2010 flood damage, which eliminated the 10 ft vertical drop previously located about 140 ft downstream of the bridge. Results from the HEC-RAS runs corroborated observed conditions, where the water is rapidly swept under the bridge. From our hydraulic analyses, we learned that the steepened channel greatly increased velocities and scour potential due to the super critical flows passing under the bridge location. To mitigate the increased scour potential at Laurel Avenue, we propose to equip the new splash pad with energy dissipation structures, which will reduce flow energies, increase water depths, and reduce velocities between the toe of the dam and the downstream face of the new bridge. We propose a reinforced concrete stilling basin with impact blocks (i.e. baffle piers) to dissipate energy by creating a hydraulic jump and reducing velocities. Proper energy dissipation, especially at and beyond the toe of a dam, typically requires and engineered structure to create a controlled hydraulic jump. This provides more stability and predictability for the flow regime in the vicinity of dams, bridges, and other key hydraulic structures, under a range of anticipated normal and storm flows.

We employed methods published by the US Bureau of Reclamation to design a short stilling basin appropriate for canal structures and small spillways. Figure 3 provides plan and profile details of the proposed stilling pool, which will be integrated into the reinforced concrete slab.

2.4.3 Retaining Wall Design

The new spillway walls will be cast-in-place cantilever retaining walls built integrally with the splash pad. A stone facade, constructed of reused stone blocks from the north abutment wall, will face the new spillway wall. The pattern of stonework will match the existing, based on record photographs of the walls. The existing stone spillway walls between the new abutment and the existing dam will be repaired as needed, replicating the original masonry as closely as possible.

The pattern of the masonry work will match the irregular configuration of stonework.

2.4.4 Bridge Superstructure Design

The selection of bridge superstructure was governed by RIDOT's stated goals:

- Deliver a cost-effective project
- Achieve a minimum 75-year design life
- Design and construct a bridge that will require minimal maintenance
- Relocate existing utilities
- Accommodate future utilities as requested by the Coventry Town Engineer

2.4.4.1 Alternative Bridge Sections Considered

We considered six alternatives for the bridge superstructure:

- Precast concrete box beams (butted) with 5" composite reinforced concrete deck overlay
- Precast concrete box beams (spread) with 7 ½" concrete deck
- Precast concrete NEXT beams (with 8 inch thick deck slab cast integrally with the webs)
- New England bulb Ts with 7 ½" concrete deck
- Fiber reinforced beams
- Steel rolled beams with 8 ½" concrete deck.

The following table summarizes our evaluation of these alternatives.

Type / Evaluation Factor	Concrete Box Beams (Butted)	Concrete Box Beams (Spread)	NEXT Beams	New England Bulb Ts	Fiber Reinforced Beams	Steel
Cost effective	High	High	Low	Medium	Low	Medium-High
75-yr design life	Yes	Yes	Yes	Yes	Yes	Yes
Minimize maintenance	High	High	High	High	High	Medium
Accommodate existing utilities	Only under sidewalk	Yes	Yes	Yes	Yes	Yes
Accommodate future additional utilities	Difficult	Yes	Yes	Yes	Yes	Yes
Ease of picking and placement	Medium	Medium	Difficult (very heavy picks)	Medium	Medium	Medium
Ease of deck placement	High	Medium (requires stay-in-place forms)	High	Medium (requires stay-in-place forms)	Medium (requires stay-in-place forms)	Medium (requires stay-in-place forms)
Ranking	6	1	3	4	5	2

2.4.4.2 Bridge Design Selected

The Manafort DB Team proposes to construct the replacement bridge superstructure from 48" wide precast/prestressed concrete boxed beams, spaced approximately 8 feet on center, with a 7½" reinforced concrete slab. We believe this bridge system and materials provide maximum long-term

durability and minimum future inspection and maintenance needs, meet the RFP criteria for the accommodation of future utilities, and present the most cost-effective alternative.

To achieve the 75 year minimum design life, and minimize maintenance we propose to:

- Maximize the use of high performance concrete
- Use precast/prestressed beams, as they generally provide superior durability and lower life-cycle costs than steel structures
- Minimize the number of construction joints
- Eliminate expansion joints by using integral abutments
- Eliminate bearings by using integral abutments
- Minimize the total number of elements for more efficient inspection and maintenance.

2.4.5 Roadway and Utility Design

All elements of the roadway, drainage and utility design will be in accordance with RIDOT standards and specifications.

2.4.5.1 Roadway Cross Sections

The roadway alignment will meet existing with a minor width transition to the widened bridge section of 32.15 feet. These short transitions can be achieved within the limits of the right-of-way available as indicated on the right-of-way plan provided with the RFP.

2.4.5.2 Roadway Profile Revision

Our proposed superstructure will require raising the roadway by a minimum of 13 inches. A profile indicating this deviation from existing grade is included on Figure 1. We have limited the profile change so as not to impact the existing bike path or the rolling profile south of the bridge, including the grade at the intersection of Pilgrim Avenue. The revised profile will create a low point south of the bridge. New catch basins will be installed at this location.

2.4.5.3 Utilities

Existing Utilities

As the bridge deck has been removed, there are no underground utilities that span the river. Only the overhead utilities (National Grid power, Verizon telecommunications, Cox communications) remain, spanning the river between the bridge locations and the dam spillway. Bridge plans provided with the RFP indicated a 4-inch gas main crossing under the sidewalk on the downstream side of the bridge.

Existing overhead utilities span the river between the spillway and bridge location.

Maintenance or Relocation of Existing Utilities

The principal concern is the maintenance and protection of the existing overhead lines, which must remain in service continuously during construction. During the drilling of micropiles and the picking and placement of the new bridge beams, utility owners will be requested to have representatives on site. We are confident that we can construct the new bridge while protecting the overhead lines in place.

Proposed Utilities
Included with the RFP documents is the letter of July 8, 2010 from the Coventry Town Engineer enumerates the accommodation of several new utilities:

- Sewer: 10 inch sleeve for future 8" PVC Town sewer.
- Water: 16 and 20 inch sleeves for future Kent County Water 12-inch and 16-inch mains.
- Gas: 8-inch sleeve for 4-inch steel National Grid gas line to replace line in the removed bridge.
- Electric and Telephone: presently unspecified accommodations

In accordance with RIDOT policy, our bid price will only include restoration of the one pre-existing utility, the National Grid gas main. We will coordinate with the utility in regard to material specifications and the division of responsibility regarding laying the replacement main approaching the bridge, installing supports and pipe within the superstructure, and providing abutment sleeves. National Grid will connect to its live mains and activate the line.

Our choice of the spread boxes provides bays where the "betterment utilities" could be placed at a later date, or sooner if the utility owner provides funds. Our superstructure will be designed to accommodate the load of these "betterment utilities." Thus, our proposed design allows for the eventual inclusion of the requested utilities. See Figure 1. At the start of design, we will contact each utility company and discuss this issue.

Roadway Storm Drainage
Prior to the removal of the bridge superstructure and south abutment, a Town-owned 18-inch RCP storm drain discharged through the south abutment. This outlet will be reconstructed, along with new catch basins along the south approach.

This project is an opportunity to provide a degree of storm water quality improvement consistent with the 2010 RI Storm-water Design and Installation Standards Manual. These may include deep-sump, hooded catch basins and a water quality manhole just upstream of the outlet. While constructed under this project, these storm water facilities will be owned and maintained by the Town.

2.4.6 Agency Coordination

This project will require coordination and continuous communication with various federal and state agencies regarding the permits, reviews, and approvals necessary for this project:

- Rhode Island Department of Environmental Management (RIDEM)
- Rhode Island Pollutant Discharge Elimination System (RIPDES) program
- Rhode Island State Historic Preservation Officer (RI SHPO)
- RIDOT Cultural Resources Unit
- Rhode Island Historic Preservation and Heritage Commission (RIHPC)

Igor Runge, PhD, PH, proposed Environmental Manager, will manage this effort.

2.4.6.1 National Environmental Policy Act (NEPA)
With the Categorical Exclusion (CE) approved on December 20, 2010, no environmental assessment is required. The design will adhere to applicable environmental commitments in the CE, including compliance with the requirements of the RIHPHS, securing a RIDEM Freshwater Wetlands permit, and approval from the RIFDEM Dams program. Barring an unanticipated change in the scope or footprint of the project, the CE will stand and the NEPA process is complete.

2.4.6.2 Coordination with the Public

Working through RIDOT's public relations group, a public information program should be developed. The focus of the information should be a schedule for construction and the eventual re-opening of the bridge. Two public meetings should be considered: at the development of the 30% design and prior to the start of construction.

2.4.6.3 Historic Agency Requirements

RIDOT has secured a "no adverse effect" determination regarding the one historic property within the area of potential effect; the Anthony Village Historic District, which includes two downstream mill complexes, the dam, raceways, and associated masonry. The condition is the use of stone from the original abutments and/or supplemental stone that matches so that the reconstructed the original at the south abutment, if necessary.

Our design will call for the reuse of existing stone from the south abutment as facing for the cast-in-place retaining walls. Stone wall construction will be conducted in coordination with the Rhode Island State Historic Preservation Officer (RI SHPO) through the RIDOT Cultural Resources Unit. The masonry work will be guided by our historic preservation consultant, Mary Harper.

2.4.7 Permitting and Regulatory Compliance

2.4.7.1 RIDEM Permits

Based on the project scope and the results of due diligence investigations conducted by RIDOT, the Manafort DB team will apply for the following RIDEM permits:

- Freshwater Wetlands Permit
- Authorization from US Army Corps of Engineers under the RI Programmatic General Permit
- RI Dams Program approval
- RIDEM Water Quality Certification
- A General Permit for Stormwater Discharges Associated with Construction Activities under the Rhode Island Pollutant Discharge Elimination System (RIPDES) program.

As part of the RIPDES General permit, a Storm Water Pollution Prevention Plan (SWPPP) will be prepared in accordance with the sample plan attached to the RFP. We will coordinate with the regulatory agencies to ensure all appropriate requirements are completed.

Prior to the 30% design, we will submit to RIDOT a draft of the Appendix A checklist from the Stormwater Manual and a preliminary list of anticipated permit submissions. This preliminary submission will assist in streamlining the environmental permitting process for this project and will allow for early coordination with RIDOT Natural Resources Unit, including a preliminary meeting with RIDEM's permitting staff. We will meet with RIDOT NRU as necessary to ensure that the environmental permitting process moves ahead judiciously. We would expect that RIDEM will require post-construction monitoring in the form of short-term monitoring (approximately 3 months) of water quality monitoring.

2.4.7.2 Soil Management

The Phase I Environmental Site Assessment (ESA) for the project site concludes that two soil samples collected from the site at depths from 0 to 3 feet below grade were compliant with the Remediation Regulations for residential, commercial, and Industrial exposure. However, since headspace volatile organic compound (VOC) concentrations showed some inconsistencies between the two sampling teams, we believe management, handling, and final deposition of soil at the project site will be regulated by RIDEM's office of Waste Management. We propose additional field screening for VOC's be conducted periodically during site excavation. Should contamination

be discovered during excavation activities that renders the soil or groundwater as a Characteristic Hazardous Waste, we will manage the soil/groundwater accordingly.

Prior to commencement of excavation activities, we will prepare a Soil Management Plan in accordance with RIDEM guidelines that will discuss soils management practices, soils stockpile maintenance, soil reuse practices, excess soil disposal practices, basic health and safety procedures (in the form of a Health and Safety Plan), and provisions to address unexpected soil contamination.

2.4.7.3 Groundwater

The two environmental test borings discussed in the Phase I ESA were reportedly analyzed for TPH and VOCs. Based on the analytical results, the Phase I ESA concluded that groundwater samples were compliant with the RIDEM Remediation Regulations Method 1 GA groundwater objectives. Based on the available data, we believe that dewatering activities will not require permitting under the RIPDES General Remediation Permit. However, we will coordinate our assumptions with RIDEM staff and proceed accordingly. Additional water quality testing of groundwater and river water, if required will be conducted in conformance with RIDEM protocols. For the purpose of our price proposal, we assume that any dewatering activities will require fractionation only (to remove suspended solids) with no chemical treatment.

2.4.7.4 Environmental Monitoring

The Manafort DB team will monitor daily compliance with all applicable state and federal environmental laws, regulations, and permits, including the SWPPP. Should deficiencies be noted, immediate action will be taken to bring items back into compliance. Environmental monitoring during construction activities will be conducted on a periodic basis by a designated individual not involved in the daily construction effort. An environmental compliance report will be prepared weekly and provided to the RIDOT Project Manager. This report will include a list of items observed to be in non-compliance, deviations from approved work, and actions taken or recommendations appropriate actions, to bring the project back into compliance.

2.4.8 Other Complex Problems

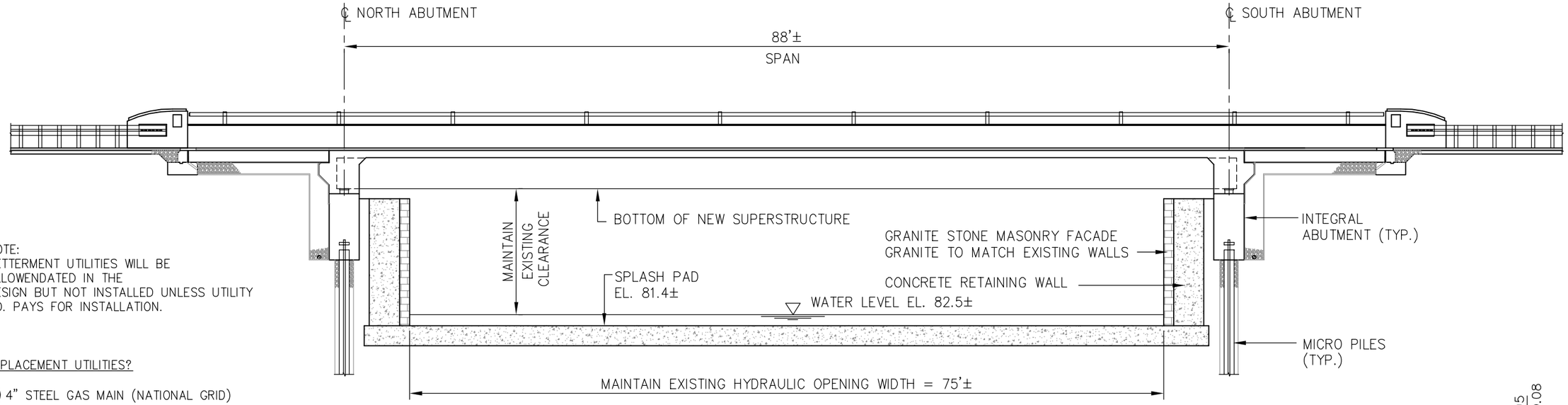
We provided a discussion of potential problems and solutions in Sections 2.3 through 2.4.5.

2.4.9 Plans and Details

Figures required in the RFP and necessary to illustrate our design concepts immediately follow this page - Figure 1: Cross Section, Elevation and Profile; Figure 2: Abutment and Micropile Details; and Figure 3: Managing River Flow and Splash Pad Design.

2.5 -- Quality Assurance / Quality Control

PB, as the designated lead design firm, will be responsible for the overall quality control (QC) and review of design drawings specifications. The objective will be to assure the design of the project will conform to RIDOT and industry standards. The Design QC manager (QCM) will be an in-house representative from PB, Stan Frizzell, PE. His duties will include monitoring compliance of the design with applicable RIDOT standards, implementing procedures to ensure the accuracy, and systematic examination of all design disciplines. GZA, our design subconsultant, will designate a QC lead who will report to Stan.



NOTE:
BETTERMENT UTILITIES WILL BE ALLOWENDATED IN THE DESIGN BUT NOT INSTALLED UNLESS UTILITY CO. PAYS FOR INSTALLATION.

REPLACEMENT UTILITIES?

(1) 4" STEEL GAS MAIN (NATIONAL GRID)

BETTERMENT UTILITIES

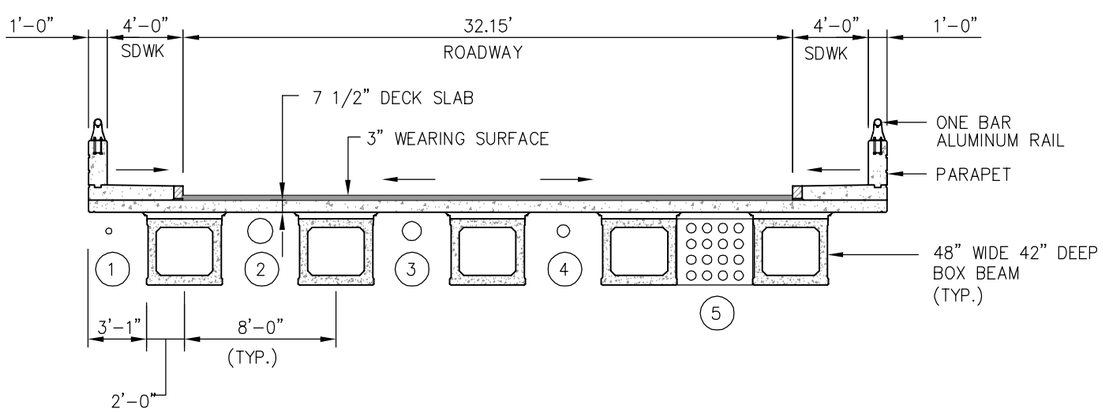
(2) 16" WATER (INSULATED) (KENT CO. WATER MAIN)

(3) 12" WATER (INSULATED) (KENT CO. WATER MAIN)

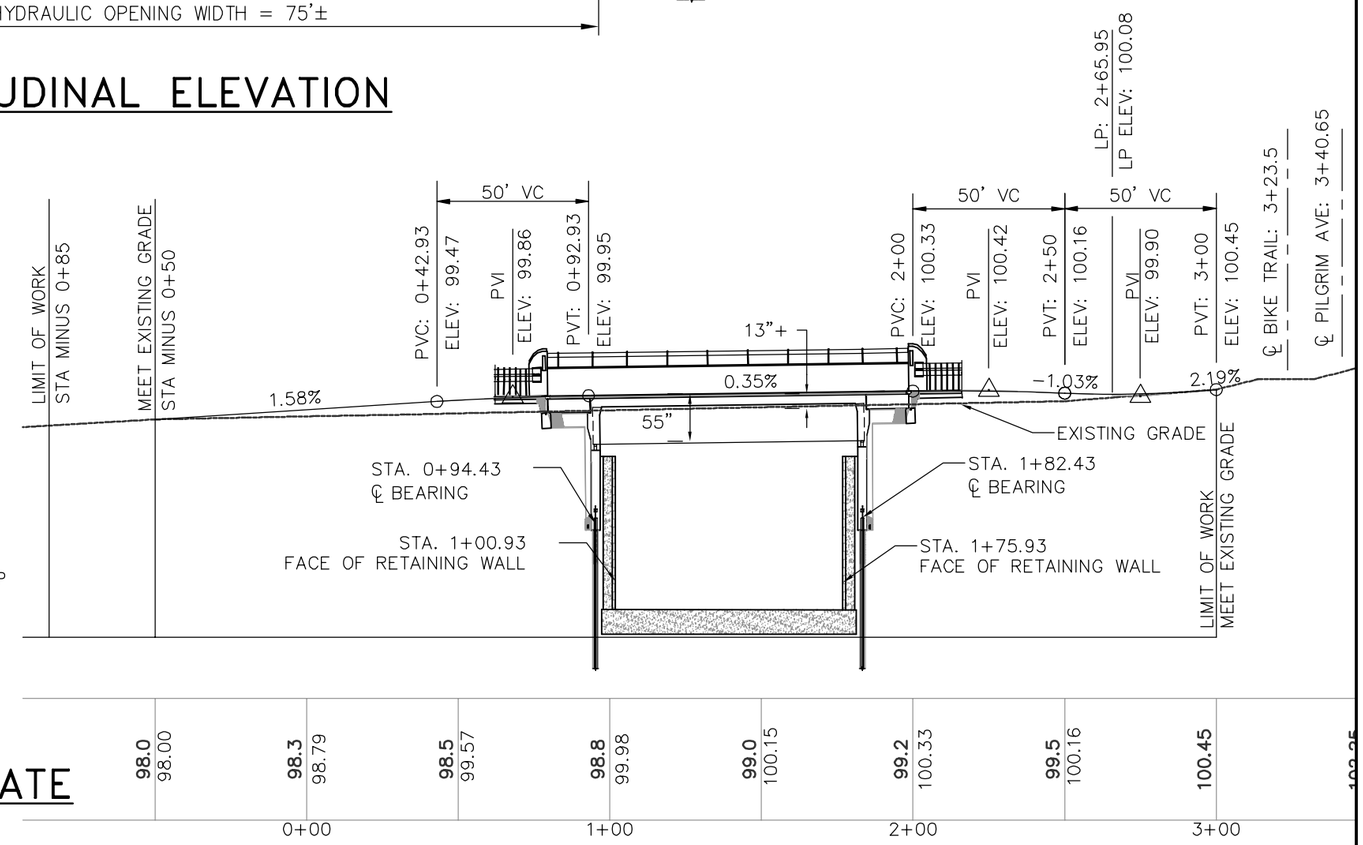
(4) 8" PVC SEWER (TOWN OF COVENTRY)

(5) ELECTRIC & TELEPHONE CO. CONDUITS (NATIONAL GRID, VERIZON CO.)

LONGITUDINAL ELEVATION



TYPICAL SECTION – PRECAST CONCRETE ALTERNATE



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STATE OF RHODE ISLAND
DEPARTMENT OF TRANSPORTATION

BRIDGE REPLACEMENT
LAUREL AVENUE BRIDGE #397

TYPICAL SECTION,
LONGITUDINAL ELEVATION & PROFILE

SCALE: DATE: 04/20/2011 FIGURE NO. 1

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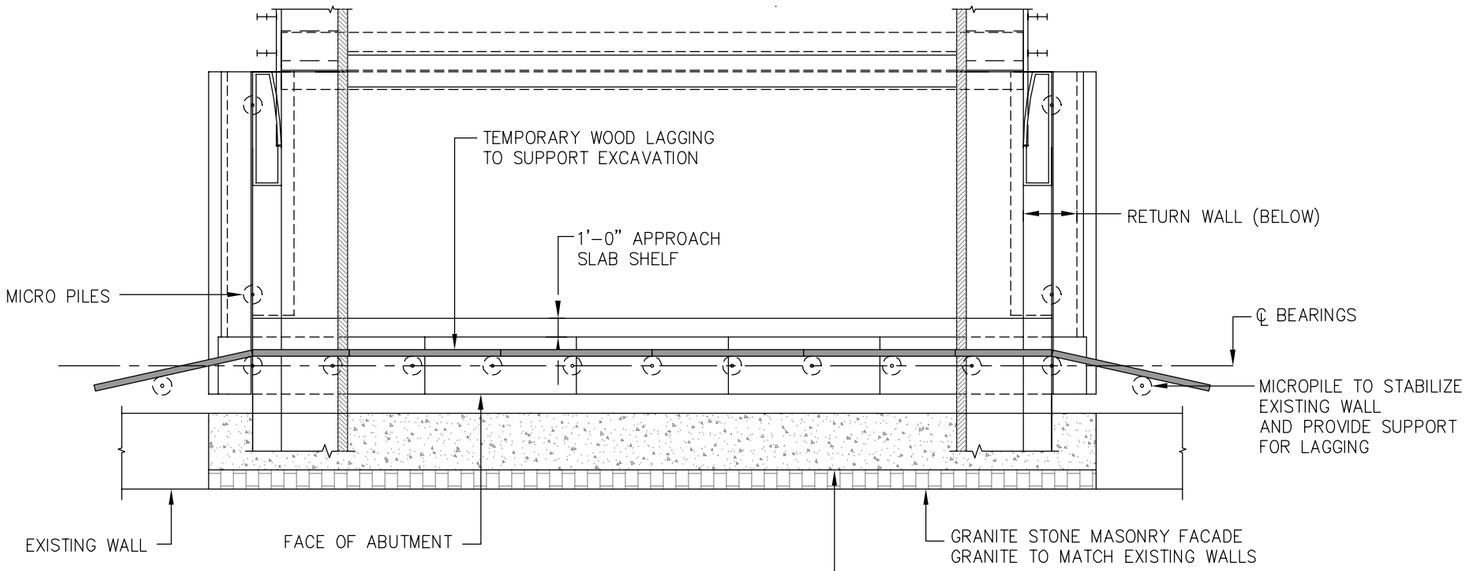
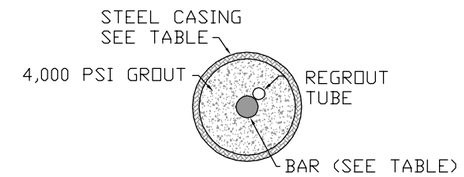
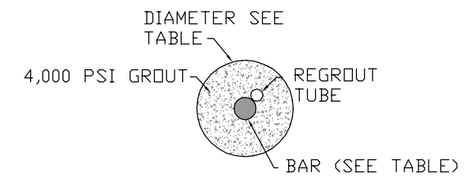


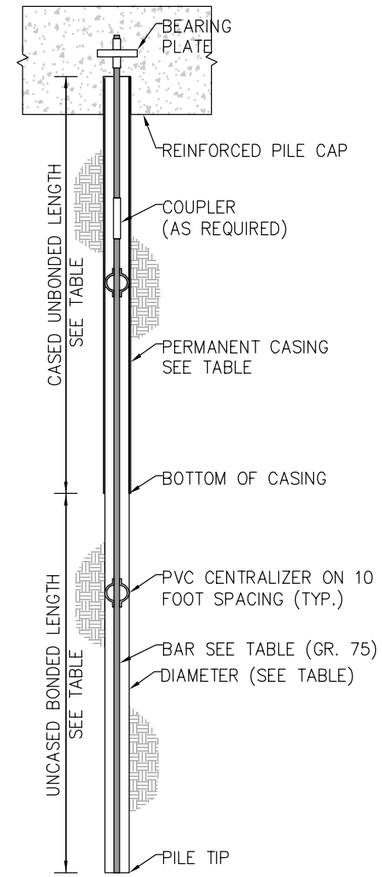
PLAN



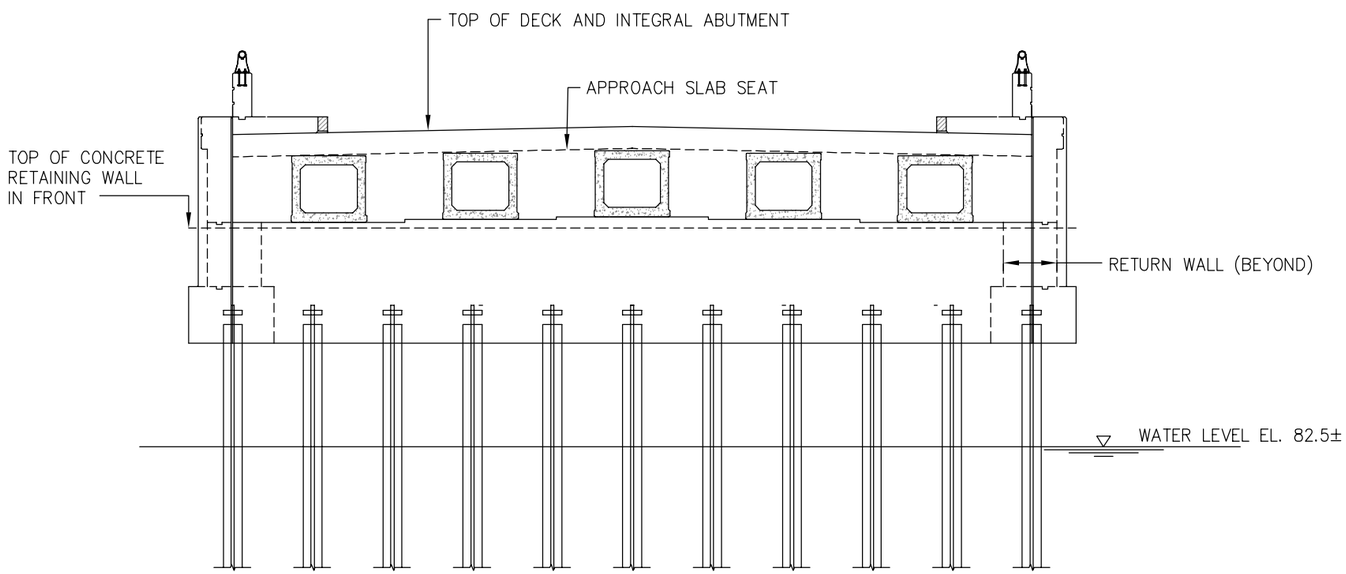
MICROPILE CASED ZONE



MICROPILE UNCASED BONDED ZONE



MICROPILE DETAIL



TYPICAL ABUTMENT ELEVATION

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STATE OF RHODE ISLAND
DEPARTMENT OF TRANSPORTATION

BRIDGE REPLACEMENT
LAUREL AVENUE BRIDGE #397

TYPICAL ABUTMENT &
MICROPILE DETAIL

SCALE: DATE: 04/20/2011 FIGURE NO. 2

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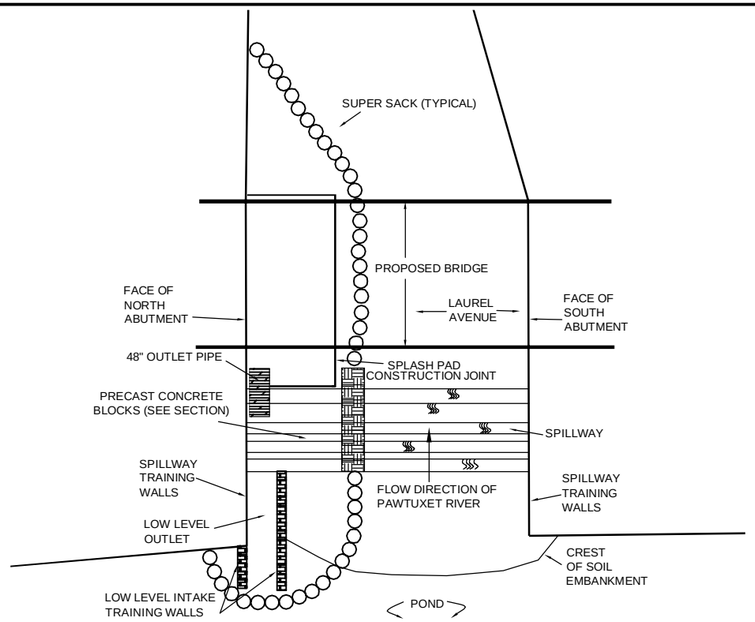
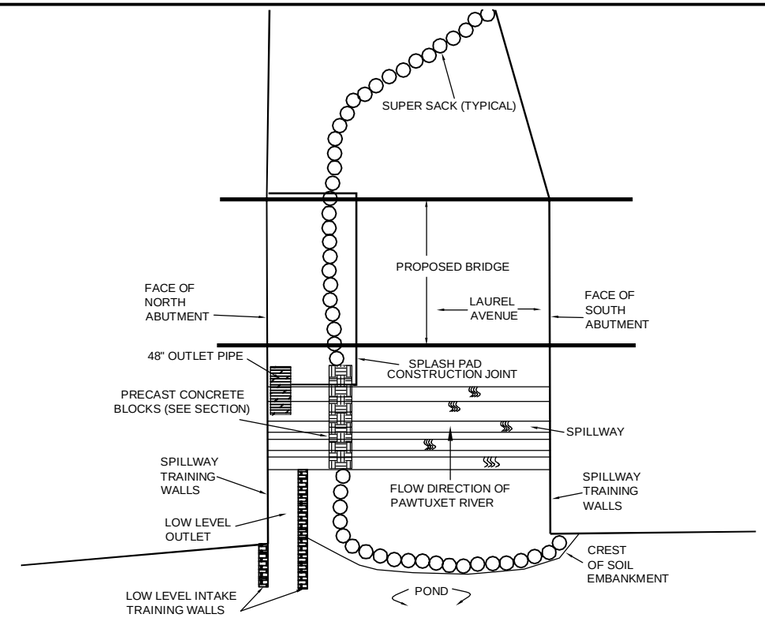


MANAGING RIVER FLOW-PHASE I

0 20' 40' 80'

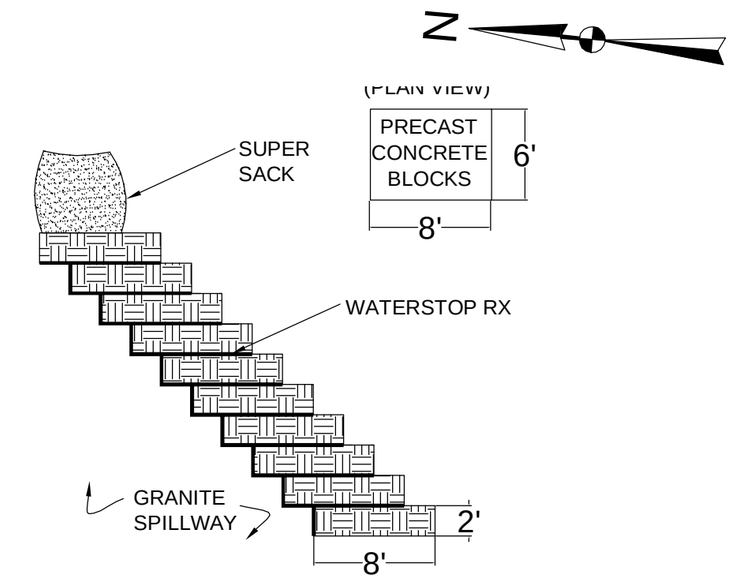
APPROX. 1"=40'



MANAGING RIVER FLOW-PHASE II

0 20' 40' 80'

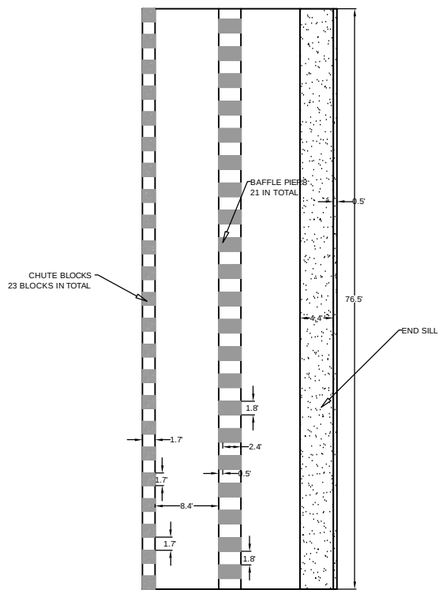
APPROX. 1"=40'



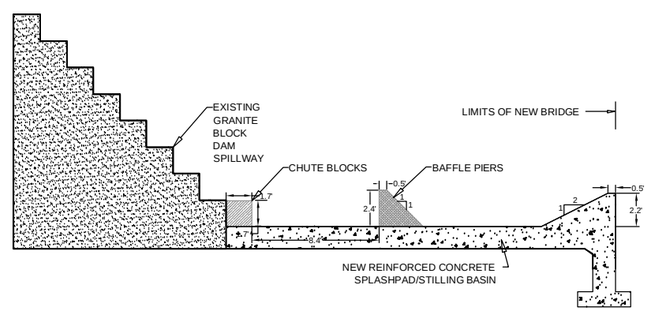
PRECAST CONCRETE BLOCK CROSS SECTION

0 5' 10' 20'

1"=10'

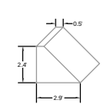


PLAN VIEW



PROFILE VIEW

3 DIMENSIONAL VIEW OF A TYPICAL CHUTE BLOCK



3 DIMENSIONAL VIEW OF A TYPICAL BAFFLE PIER

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STATE OF RHODE ISLAND
DEPARTMENT OF TRANSPORTATION

BRIDGE REPLACEMENT
LAUREL AVENUE BRIDGE #397

MANAGING RIVER FLOW & STILLING BASIN DETAILS

SCALE: DATE: 04/20/2011 FIGURE NO. 3

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Quality Management Plan for Design

PB is an ISO 9001 certified firm with fully integrated business management systems, including a Project Delivery Management System (PDMS) and a Quality Management Plan (QMP). Our PDMS Technical Reviews and Project Verification (PD 206) will be modified to respond to the RIDOT requirements specific to this project. Our plan assigns responsibility for achieving design quality to our design QCM (Stan Frizzell), who will ensure all design documents are prepared according to the standards identified in the RFP.

For each project it undertakes, PB develops project-specific QC procedures and standards for the preparation of drawings, calculations, and specifications. Our project-specific QC procedures will list applicable design standards, establish acceptable methodologies for design calculations and design accuracy, and assign responsibilities for each aspect of the project.

For calculations and specifications, the project QC plan will establish how reviewing will be performed, who will perform the review, and how the process will be documented. For the drawings, the project-specific QC plan will also identify a schedule for ongoing and pre-submittal QC reviews. For the pre-submittal reviews, our project-specific plan will identify a team of reviewers drawn from Manafort and the design team. This approach will result in a multi-disciplinary team performing the pre-submittal QC reviews. For each QC review, a set of written comments will be generated. The various designers will be required to respond in writing to the review comments.

Our QC plan also requires that design subconsultants submit their company QC plans for inclusion in the project QMP. The overall project QMP will be developed during the project startup and compiled into a single document that will be distributed to the project team and shared with RIDOT.

QC Documentation

The record of each QC review will be maintained in the project files. This will include checking copies of calculations, specifications and plans. It will also include a summary log that will list all QC reviews by firm, discipline, and date completed.

Corrective Action

If the QC review indicates the need for corrective action due to deficiencies, the respective designers will make the necessary changes prior to the submission. The QC reviewers will verify that any significant deficiencies are corrected in the design documents prior to submission.

How the Design Submittals Will be Reviewed

PB, as the designated lead design firm, will be responsible for the design reviews prior to submission to RIDOT. The reviews will be accomplished according to the project QMP. We will employ two methods: 1) ongoing reviews, and 2) pre-submission reviews.

Ongoing Review

Our approach is not to wait until a week before a submission to review the drawings and specifications for level of completeness and coordination of the design. Ongoing reviews will be integrated into the design progress meeting. Each firm will present progress prints of selected drawings related to particular coordination issues. We believe it is important to verify that the design concept is sound before we enter detailed design. Much of the ongoing reviews can be accomplished during the weekly coordination meetings. Major design issues will be on the agenda and senior staff from all firms will review and make recommendations regarding conceptual designs and during design development. Each firm will be responsible for monitoring the completeness of their own drawings and for having QC reviews in accordance with their internal QC program.

As noted below, PB will institute a program of frequent uploading of progress drawings to a central location, such as a PB "Project Solve" site. This will allow all to have access to the latest design progress of other firms.

Pre-Submission Reviews
Prior to each submission, a QC set will be assembled and PB's Stan Frizzell, PE (Design QA/QC) and others will perform a traditional QC review of the drawings. Comments will be disseminated to the respective firms and there will be time prior to the submittal to incorporate those comments. Along with PB review, each firm will be required to have its own internal QC review prior to submission.

Quality Management Plan for Construction

A Quality Control and Assurance Plan (QCP) will be specifically developed for this project using proven techniques from our experience. The QCP will identify and incorporate by reference all applicable codes, specifications, testing and inspection requirements for the project. All required submittals, tests and inspections will be identified in the QCP and will be incorporated into the project schedule allowing management and the Construction Quality Control Manager (CQCM) to monitor and ensure that submittals are approved well in advance of the work and that no inspection or test is overlooked or allowed to delay the project. This includes tests and inspections for all off-site fabrication work requiring tests and inspections.

The QCP will identify the organizational makeup of the project construction management team with each individual's responsibilities clearly defined. The plan will identify all certifications and licenses required for personnel performing work on the site and require that all such certifications and licenses be verified, copied and kept on file prior to any applicable work being performed. The QCP will identify all third-party testing and inspection agencies to be used for the project along with the inspections and tests to be performed. The QCP will require inspection and documentation of all materials received that will be incorporated into the work for compliance with approved shop drawings and submittals.

The QCP will contain an appointment letter from an officer of the company to the CQCM defining the responsibilities of the position and granting authority to the CQCM to stop work if a quality issue arises that can not be immediately rectified. The plan will state that the CQCM is not subordinate to any supervisor or manager specifically responsible for production and that the CQCM reports directly to the DB project manager and, if the DB project manager is not attentive to quality, the CQCM is to report directly to an officer of the company. The plan will authorize the CQCM to have defective work removed and replaced. The CQCM will establish and maintain documented procedures for planning and implementing internal quality audits, to monitor compliance with, and determine the effectiveness of the quality system. These audits may be scheduled or unscheduled, and will be performed at a frequency commensurate with the status and importance of the activity. The CQCM will maintain a tracking system of auditable findings to verify whether all findings are appropriately addressed. He/she will verify that corrective action is taken and will monitor audit findings for significant conditions adverse to quality. He/she will also perform follow-up, including a re-audit of deficient areas when necessary, and document that the corrective action has been accomplished as scheduled. RIDOT QA personnel will have the independence to audit as they deem necessary.

A system of identifying, documenting, and disposing of materials and workmanship which is not in conformance with the design documents, QCP, and RI DOT standards will be outlined in the QCP. Reports documenting these occurrences will be known as Non-Conformance Reports (NCRs). All

non-conforming inspections will be documented, tracked, reviewed, evaluated, and disposed of by the CQCM, who will notify affected departments or organizations in accordance with the QCP. Non-conforming items that do not meet design requirements will necessitate a disposition by the design manager, project manager, and/or RIDOT, as appropriate. The CQCM will include a status report describing any non-conforming item in his quality report. Participants in our team's management and RIDOT's QA team will be able to initiate non-conformance reports, which the CQCM will review and issue for disposition if deemed appropriate. Non-conformance reports will be listed in a non-conformance log and will be tracked through project closeout by the construction CQCM.

The QCP will be a living document that will be modified as necessary to ensure that the highest level of quality is maintained for the project.

2.6 -- Construction Approach

Our approach to constructing the Laurel Avenue Bridge Replacement is illustrated on Figure 4, the site logistics plan that follows this page.

The main goal of the Manafort Design-Build team is to provide the state of Rhode Island with a safe, quality, and successful project. From the preliminary design phases through project completion, the Manafort Design-Build team will work side by side as a team with the RIDOT, the Town of Coventry, the adjacent mill owners, and all of the applicable state agencies to ensure the safe, quality, and on-time delivery of our proposed Laurel Avenue Bridge #397 Replacement Project.

One of the first tasks that the Manafort Design-Build team has performed upon receipt of the Request for Proposal documents is to evaluate the project for potential risks. Once we have identified these risks, our team went to work developing our proposed design and construction approach so that the potential impact of these risks is either eliminated or minimized. For the RIDOT Laurel Avenue Bridge #397 Replacement Project, our team has identified control of water, temporary earth retention, overhead utility temporary conflicts, environmental impacts, maintenance and protection of traffic and the public, and sensitivity of surrounding dam, spillway, stack, and building structures. Our design and construction approach has addressed each of these risks.

Upon arriving on site in January 2012, we will contain our work zone to the limits illustrated in Figure 4. Through the combined efforts of the design build team, the adjacent mill owners and the Town of Coventry, we will refine this plan to ensure the safety of not only the traffic and pedestrians in the surrounding area, but of our tradesman and subcontractors as well. With the use of temporary fencing, barriers and signage, we will be able to maintain all operations and deliveries at the adjacent mill and keep the bike path in service during construction.

Through our innovative construction approach, we will take all precautions necessary to limit the impact on the surrounding historical structures (i.e. dams, walls, mill buildings and related structures). By incorporating our permanent micropile foundations into our temporary earth retention system (Figure 2), we will be able to save valuable time on our construction schedule and greatly reduce the risk of potential damage to the surrounding structures. This unique idea to use these piles will eliminate the hazardous vibrations caused by the installation of a traditional temporary shoring system of driven sheets or the like. It will also eliminate the integration of another subcontractor and the potentially damaging comeback process of removing the temporary system. We will contain the work area with silt fence and hay bales to diminish the potential contamination of the spillway waters below from the drilling spoils during this operation.

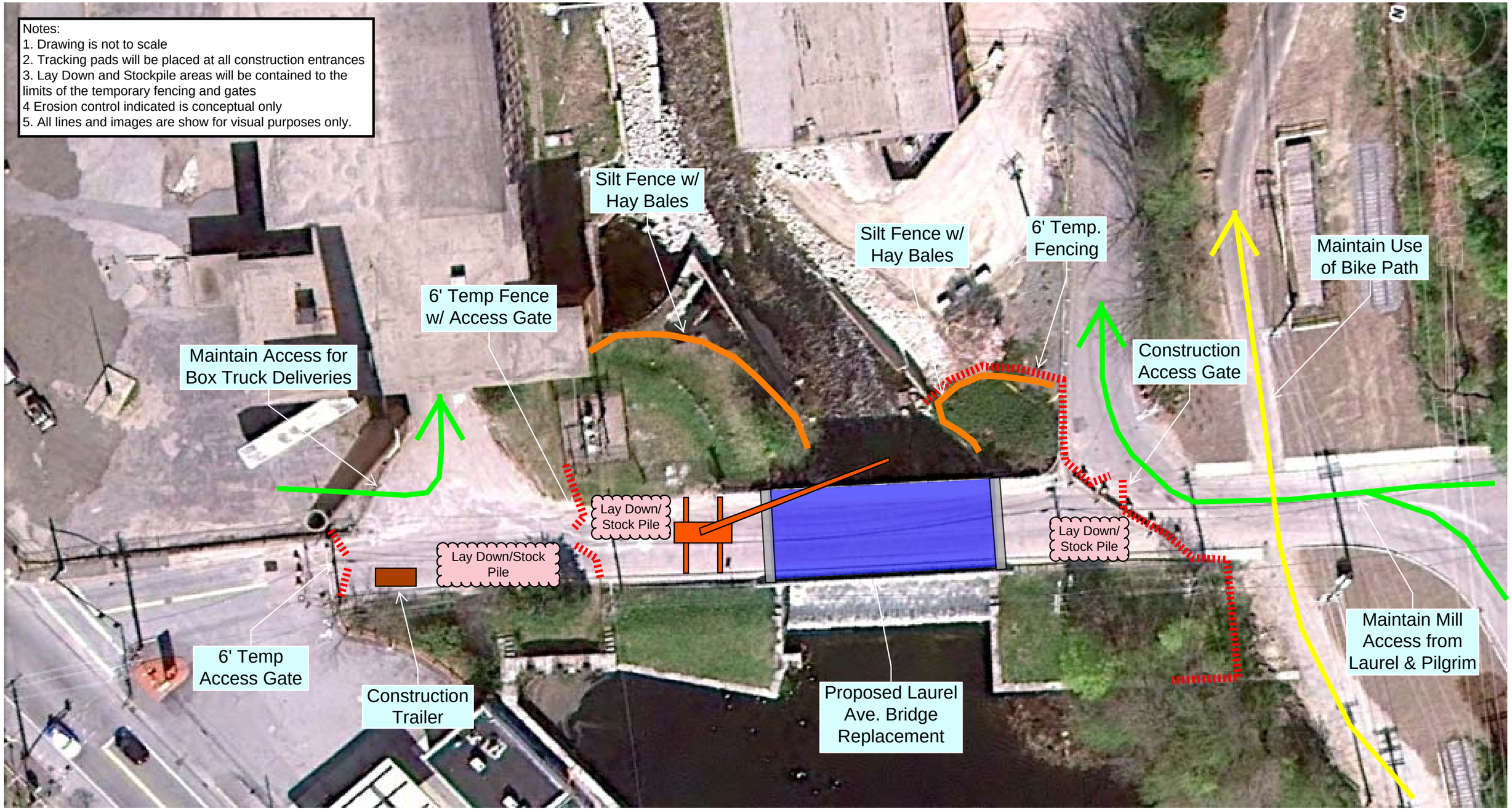


Figure 4
Site Logistics Plan

With the earth retention system in place, demolition of the remaining abutments, walls and splash pads will commence. The granite stones from the existing north abutment will be disassembled and stockpiled for reuse on the façade of the new spillway walls. We will scour the rip rap and spillway for any remaining granite stones that have been washed out from beneath the south abutment.

To facilitate the installation of the splash pad and spillway walls, temporary means will be taken to divert the flow of water over the granite spillway to one side or the other, (i.e. to the north or to the south side). This will allow us to perform all of the work for these phases in the dry, thereby minimizing environmental impacts, see Figure 3. Beginning our work on the North abutment will provide the opportunity to assess and rebuild the low level outlet structure as necessary. The working outlet structure will provide relief from any overflow conditions during our work on the south side, Phase 2. Because we will be diverting such a large area of water over a relatively narrow section of the granite spillway, the operation of this outlet structure will allow us to manage the flow of water safely and more affectively. Based on the information provided by the USGS Surface-Water Monthly Statistics for Rhode Island, the South branch of the Pawtuxet River (at the project site) will see the lowest flows in the summer and fall months. All of our work for the splash pad and spillway walls will be performed during these months in the following year, 2012, see Project Schedule following Section 2.8. This will minimize any cofferdam overflow risks on our temporary diversion systems and work zone. Furthermore, if the Notice to Proceed Date holds, July 29, 2011, we will be able to study and analyze the flow of water this year, 2011, to gain a better understanding of the water flow characteristics. Our diversion system can then be modified accordingly.

While working in the dry, we will be able to install the granite stone facades at the spillway walls. With the assistance of our historical consultant, Archeological and Historical Services, Inc. (AHS) and our vast knowledge and experience in the art of stone wall construction, we will used the granite stone remains from the original bridge abutments and spillway walls to recreate the original historic look of an all granite bridge abutment and spillway structure.

Through careful evaluation and consideration, the Manafort Design-Build Team has chosen to use precast/prestressed concrete box beams, spread for the bridge superstructure, with precast concrete stay in place deck forms. This design will not only facilitate our construction operations but it will also provide a quality structure that will be able to house future additional utilities with little maintenance required during its 75+ year life span.

To accommodate the safest possible installation of the superstructure, a hydraulic crane will mobilize and set the beams from the North side of Laurel Avenue. Manafort will develop a detailed hoisting plan which will indicate all logistics and dimensions involved with the hoisting and placement of the precast concrete bridge beams and deck slabs. We have found that detailed planning such as the creation of this formal hoisting plan, are very effective methods to communicate and successfully complete higher risk construction operations. Setting the bridge structure from the North side of Laurel Avenue will maximize our lay down and staging area while concurrently minimizing the interference with overhead utility lines, adjacent structures, traffic and pedestrians. To further assist in the safety of our operations, we will set these beams at night or during off hours. With the necessary coordination and assistance from National Grid, Verizon and Cox, we will temporarily de-energize and drop the conflicting utility lines to ensure the safest possible work environment. All utility outages will be coordinated with all affected parties well in advance to minimize any potential negative impacts.

Relatively speaking, the utility work required by RIDOT on this project is minimal. Although it is minimal, it still exists, and we must pay attention to it, especially because the potential number of parties involved with possible utility betterments. We will work closely with National Grid while

providing support for the installation of the replacement gas line. Utility supports will be installed in our pre-stressed beams to accommodate the bridge crossing of the gas line. We will also engage with the Town of Coventry and the local utility companies to discuss potential utility betterments. As noted in Section 2.4.5.3, our design can accommodate additional utilities. Sleeves can be cast into the back walls of our abutments to accommodate such requests and our bridge structure has the capacity to support additional utility supports if required. It is understood that all requested utility betterments costs for all utility work above and beyond the reinstallation of the gas line will be addressed directly with the requesting party.

As with all projects, the design and pre-planning phases will be a critical component in delivering a safe, successful, quality project. We will constantly critique and adjust our design and update our schedule as a result of this design and construction collaboration and development process. Through the design and RIDOT review process, we will develop and finalize a set of construction documents that will result in the safe, quality, expedient, and ultimately successful project that our team will deliver. Our construction operations will also be a coordinated approach. During construction we will monitor and drive the project schedule, but never sacrifice on quality or safety. We will update our overall project schedule on a monthly basis to keep an eye on the big picture and additionally, on a weekly basis, we will create and distribute 3 week look-ahead schedules to facilitate detailed coordination of construction activities amongst all project team members and stakeholders involved. These look ahead schedules will help identify and and allow us to mitigate any potential obstacles and hurdles during construction. Additionally, we will hold weekly Design Coordination and Construction Coordination Meetings during their respective phases as well as a weekly RIDOT Coordination Meeting. Manafort will record and distribute meeting minutes to all parties involved to further facilitate communication and teamwork on this project.

We have stated that the Manafort Design-Build team's goal is to provide the state of Rhode Island with a safe, quality, and successful project. We have developed our proposal around that objective, and if deemed successful proposer, we will continuously develop and modify our design and construction approaches and operations around that stated goal. We are confident that the Manafort Design Build and RIDOT personnel working as a team will accomplish this goal of a safe, quality, and successful project.

2.7 -- Project Controls

System for Preparing and Updating Project Schedule and Calculating Progress Performance

The construction portion of the project schedule will be developed by first defining the Work Breakdown Structure (WBS), shown beginning on the next page. The WBS will be initially developed using the same work activities that were used in the development of the cost estimate. This will be the first step in tying the schedule to the project cost estimate. Additional items of work will be added to the WBS as subcomponents of the cost items to provide sufficient detail for the schedule. Once the WBS is defined, durations for the work activities will be added. The schedule durations will match the estimated durations from the cost estimate which will tie estimated production to schedule production. Upon completion of the schedule development, the schedule will be completely tied to the cost estimate which will allow for a quick and efficient evaluation of actual performance versus estimated from a time and cost perspective when coupled with actual cost reports.

The project schedule will be reviewed weekly for schedule adherence at the weekly progress meeting. Off-site fabrication status will be confirmed weekly by the vendor and will be field verified every two weeks by Manafort. Design status will be confirmed by the designer weekly and veri-

Work Breakdown Structure

Phase I Design	Phase II Construction	Phase III Project Turnover
1.1 Preliminary Engineering 1.1.1 Pre-Construction Survey 1.1.2 Geotechnical Investigations 1.1.3 Preliminary Utilities Status Report	2.1 Mobilization 2.1.1 Temporary Site Facilities 2.1.2 Pre-Construction Plans 2.1.3 Maintenance & Protection of Traffic/Pedestrians	3.1 Punch List 3.1.1 Punch List Roadway & Utilities 3.1.2 Punch List Bridge Substructures & Superstructures
1.2 Historical/Environmental Coordination 1.2.1 Historic Design & Coordination 1.2.2 Environmental Design & Coordination 1.2.2.1 Public Meetings 1.2.2.2 NEPA Compliance 1.2.2.3 RIDEM Wetland and Waterway Permitting 1.2.2.4 Storm Water Pollution and Prevention Plan 1.2.2.5 Site Assessment: Soils & Groundwater 1.2.2.6 RIPDES General Permit	2.2 Structure Monitoring 2.2.1 Pre-Construction Survey 2.2.2 Structure Monitoring 2.2.3 Post-Construction Survey	3.2 Close-Out Documents 3.2.1 As-Built Documents 3.2.2 Load Ratings and Final Bridge Calculation Books
1.3 Foundation Design 1.3.1 Micropiles 1.3.1.1 30% Design Documents 1.3.1.2 90% Design Documents 1.3.1.3 100% Construction Documents	2.3 Site Preparation 2.3.1 Installation & Maintenance of Erosion Controls 2.3.2 Site Demolition	3.3 Commissioning 3.3.1 Substantial Completion 3.3.2 Open Roadway to Public 3.3.3 Final Acceptance
1.4 Substructure Design 1.4.1 Integral Abutments, Return Walls, and Spillway 1.4.1.1 30% Design Documents 1.4.1.2 90% Design Documents 1.4.1.3 100% Construction Documents	2.4 Demolition 2.4.1 Remove & Dispose North Abutment 2.4.2 Remove & Stockpile Granite Spillway Walls 2.4.3 Remove & Dispose Remaining Portion of Splash Pad	
1.5 Superstructure Design 1.5.1 Bridge Beams & Deck 1.5.1.1 30% Design Documents 1.5.1.2 90% Design Documents 1.5.1.3 100% Construction Documents	2.5 Utilities 2.5.1 National Grid Gas Lines	
1.6 Profile/Highway Design 1.6.1 Roadway Approaches 1.6.1.1 30% Design Documents 1.6.1.2 90% Design Documents 1.6.1.3 100% Construction Documents	2.6 Foundations 2.6.1 Micropile Installation 2.6.2 Micropile Testing	

Phase I Design	Phase II Construction	Phase III Project Turnover
1.7 Utilities 1.7.1 Drainage & Gas Line 1.7.1.1 30% Design Documents 1.7.1.2 90% Design Documents 1.7.1.3 100% Construction Documents	2.7 Substructures 2.7.1 Install Integral Micropile Cap/Bridge Abutments 2.7.2 Install Bridge Return Walls & Approach Slabs	
	2.8 Superstructure 2.8.1 Precast Concrete Box Beams 2.8.2 Precast Concrete Deck Slabs 2.8.3 Cast-in-Place Concrete Bridge Deck 2.8.4 Bridge Parapets & End Walls 2.8.5 Bridge Waterproofing & Wearing Surface	
	2.9 Roadway Approaches 2.9.1 Storm Drainage 2.9.2 Paving & Curbing 2.9.3 Guardrail 2.9.4 Striping & Signage 2.9.5 Lawns & Plantings	
	2.10 Reconstruct Riverbed Splash Pad 2.10.1 Control of Water 2.10.2 Excavation & Slab Preparation 2.10.3 Cast-in-Place Concrete Splash Pad 2.10.4 Scour Protection	
	2.11 New Spillway Walls 2.11.1 Structure Excavation & Backfill 2.11.2 Cast-in-Place Concrete Spillway Walls 2.11.3 Historic Grantie Stone Fascia 2.11.4 Scour Protection	

fied by Manafort every two weeks. The magnitude of the weekly schedule variance will determine whether a recovery schedule needs to be implemented. Once the schedule has been thoroughly reviewed and current information validated at the progress meeting, a schedule update will be released.

For each progress meeting, the Project Engineer will also develop 3-week look-ahead schedules. The work items on these schedules will be directly coordinated with the major work items on the overall project schedule. The three week look-ahead's will be distributed to everyone on the design and construction team.

Approach to Rescheduling Activities to Achieve Schedule Recovery Objectives and How These Objectives Will be Enforced

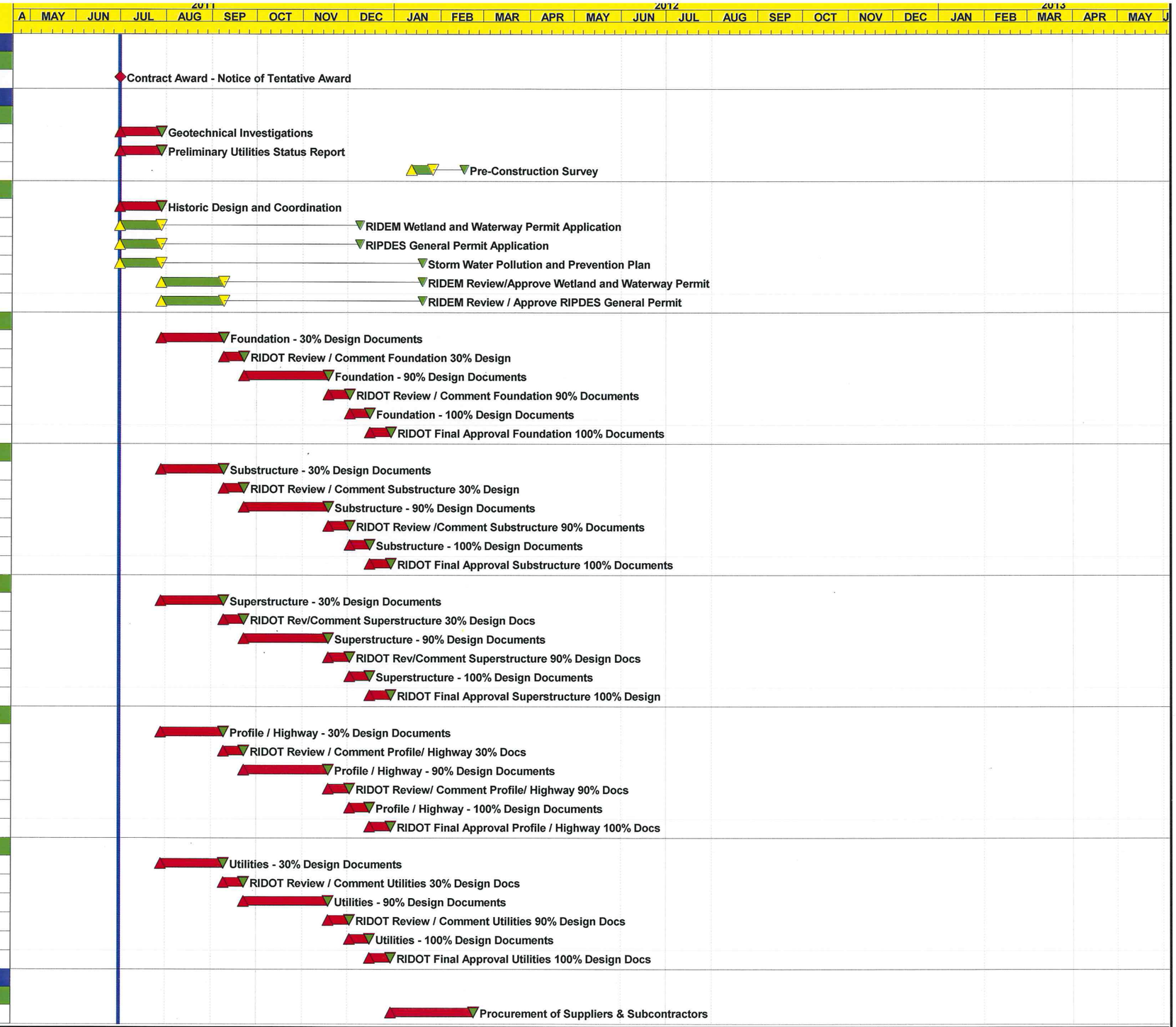
If a schedule recovery plan becomes necessary, a meeting will be held with all project management personnel with the objective of bringing the schedule back into alignment with the project completion date. The first step will be to determine the cause of the slippage and to develop a solution to the problem preventing any further schedule slippage. The next step will be to evaluate the schedule logic to determine if a realignment of the schedule activities is possible to bring the schedule back into conformance with the project completion date. If new schedule logic can be developed, it will be implemented. If revised logic is not an option, added resources for the work jeopardizing the schedule will be evaluated taking into consideration the logistical effects of adding resources. If added resources do not have a negative impact on activities, the resources will be added until recovery is achieved. If revised schedule logic and added resources are not viable options, extended work hours will be implemented until recovery is achieved. In some instances the recovery plan may consist of a combination of these recovery options.

The ability for Manafort to enforce the recovery options described and any other viable option will be written into all major material purchase orders and purchase contracts along with all subcontract agreements. The contractual controls will include warranties from the suppliers or subcontractors relative to schedule performance and compliance with remedies for warranty breaches consisting of monetary damages, termination and the right for Manafort to supplement the suppliers or subcontractors efforts with the ability to recover any associated costs incurred by Manafort.

2.8 -- Commitment to On-the-Job Training Program

Please see the Appendix for Manafort's commitment to on-the-job training.

Activity ID	Activity Description	Orig Dur	Rem Dur	%	Early Start	Early Finish
RIDOT & Contract Items						
10	Contract Award - Notice of Tentative Award	0	0	0	01JUL11*	
Phase 1 - Design						
O1D-1/1.1 Preliminary Engineering						
110	Geotechnical Investigations	20	20	0	01JUL11	28JUL11
210	Preliminary Utilities Status Report	20	20	0	01JUL11	28JUL11
3910	Pre-Construction Survey	10	10	0	13JAN12	26JAN12
02D-2/1.2 Historical/Environmental Coordination						
310	Historic Design and Coordination	20	20	0	01JUL11	28JUL11
410	RIDEM Wetland and Waterway Permit Application	20	20	0	01JUL11	28JUL11
610	RIPDES General Permit Application	20	20	0	01JUL11	28JUL11
510	Storm Water Pollution and Prevention Plan	20	20	0	01JUL11	28JUL11
710	RIDEM Review/Approve Wetland and Waterway Permit	30	30	0	29JUL11	08SEP11
810	RIDEM Review / Approve RIPDES General Permit	30	30	0	29JUL11	08SEP11
03D-3/1.3 Foundation Design						
910	Foundation - 30% Design Documents	30	30	0	29JUL11	08SEP11
1010	RIDOT Review / Comment Foundation 30% Design	10	10	0	09SEP11	22SEP11
1110	Foundation - 90% Design Documents	40	40	0	23SEP11	17NOV11
1210	RIDOT Review / Comment Foundation 90% Documents	10	10	0	18NOV11	01DEC11
1310	Foundation - 100% Design Documents	10	10	0	02DEC11	15DEC11
1410	RIDOT Final Approval Foundation 100% Documents	10	10	0	16DEC11	29DEC11
04D-4/1.4 Substructure Design						
1510	Substructure - 30% Design Documents	30	30	0	29JUL11	08SEP11
1610	RIDOT Review / Comment Substructure 30% Design	10	10	0	09SEP11	22SEP11
1710	Substructure - 90% Design Documents	40	40	0	23SEP11	17NOV11
1810	RIDOT Review /Comment Substructure 90%	10	10	0	18NOV11	01DEC11
1910	Substructure - 100% Design Documents	10	10	0	02DEC11	15DEC11
2010	RIDOT Final Approval Substructure 100% Documents	10	10	0	16DEC11	29DEC11
05D-5/1.5 Superstructure Design						
2110	Superstructure - 30% Design Documents	30	30	0	29JUL11	08SEP11
2210	RIDOT Rev/Comment Superstructure 30% Design Docs	10	10	0	09SEP11	22SEP11
2310	Superstructure - 90% Design Documents	40	40	0	23SEP11	17NOV11
2410	RIDOT Rev/Comment Superstructure 90% Design Docs	10	10	0	18NOV11	01DEC11
2510	Superstructure - 100% Design Documents	10	10	0	02DEC11	15DEC11
2610	RIDOT Final Approval Superstructure 100% Design	10	10	0	16DEC11	29DEC11
06D-6/1.6 Profile / Highway Design						
2710	Profile / Highway - 30% Design Documents	30	30	0	29JUL11	08SEP11
2810	RIDOT Review / Comment Profile/ Highway 30% Docs	10	10	0	09SEP11	22SEP11
2910	Profile / Highway - 90% Design Documents	40	40	0	23SEP11	17NOV11
3010	RIDOT Review/ Comment Profile/ Highway 90% Docs	10	10	0	18NOV11	01DEC11
3110	Profile / Highway - 100% Design Documents	10	10	0	02DEC11	15DEC11
3210	RIDOT Final Approval Profile / Highway 100% Docs	10	10	0	16DEC11	29DEC11
07D-7/1.7 Utilities Design						
3310	Utilities - 30% Design Documents	30	30	0	29JUL11	08SEP11
3410	RIDOT Review / Comment Utilities 30% Design Docs	10	10	0	09SEP11	22SEP11
3510	Utilities - 90% Design Documents	40	40	0	23SEP11	17NOV11
3610	RIDOT Review / Comment Utilities 90% Design Docs	10	10	0	18NOV11	01DEC11
3710	Utilities - 100% Design Documents	10	10	0	02DEC11	15DEC11
3810	RIDOT Final Approval Utilities 100% Design Docs	10	10	0	16DEC11	29DEC11
Phase 2 - Construction						
08C-1/2.1 Mobilization						
8110	Procurement of Suppliers & Subcontractors	40	40	0	30DEC11	23FEB12



Start Date	01JUL11
Finish Date	31MAY13
Data Date	01JUL11
Run Date	21APR11 12:49

Early Bar
Float Bar
Progress Bar
Critical Activity

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LAVE

Sheet 1 of 3

RIDOT - Design / Build Laurel Avenue Bridge #397 Replacement

Proposal Schedule
4/22/2011

PB 125 YEARS

Manafort Brothers Incorporated
24 Martin Street, Cumberland, RI 02864 • 401.333.2550

Activity ID	Activity Description	Orig Dur	Rem Dur	%	Early Start	Early Finish
9910	Mobilization Onsite	10	10	0	30DEC11	12JAN12
4110	Pre-Construction Planning	20	20	0	30DEC11	26JAN12
4010	Temporary Site Facilities	10	10	0	13JAN12	26JAN12
4210	Maintenance & Protection of Traffic /Pedestrians	10	10	0	13JAN12	26JAN12
8210	Submittal Submission & Review	30	30	0	24FEB12	05APR12
09C-2/2.2 Structure Monitoring						
4310	Pre-Construction Structure Survey	15	15	0	13JAN12	02FEB12
4410	Structure Monitoring	180	180	0	03FEB12	11OCT12
4510	Post-Construction Structure Survey	5	5	0	12OCT12	18OCT12
10C-3/2.3 Site Preparation						
4610	Install Erosion Controls	5	5	0	27JAN12	02FEB12
4710	Site Demolition	5	5	0	03FEB12	09FEB12
11C-4/2.4 Demolition						
4810	Remove & Dispose North Abutment	1	1	0	03MAY12	03MAY12
4910	Remove & Stockpile North Granite Spillway Walls	3	3	0	04MAY12	08MAY12
5010	Remove & Dispose Existing North Splash Pad	3	3	0	09MAY12	11MAY12
8510	Salvage Existing Granite Facade Stones South	3	3	0	03JUL12	05JUL12
8410	Remove & Stockpile South Granite Spillway Walls	2	2	0	06JUL12	09JUL12
8610	Remove & Dispose Existing South Splash Pad	3	3	0	17JUL12	19JUL12
12C-5/2.5 Utilities						
5110	National Grid Gas Lines	20	20	0	05SEP12	02OCT12
13C-6/2.6 Foundations						
5210	Micropile Installation North	10	10	0	23MAR12	05APR12
5310	Micropile Testing	5	5	0	06APR12	12APR12
8710	Micropile Installation South	10	10	0	06APR12	19APR12
14C-7/2.7 Substructures						
5510	Bridge Conc Return Walls/Approach North Slabs	15	15	0	13JUN12	03JUL12
5410	Integral Conc Micropile Cap/Bridge North Abutmnt	10	10	0	29JUN12	12JUL12
8810	Integral Conc Micropile Cap/Bridge South Abutmnt	10	10	0	15AUG12	28AUG12
8910	Bridge Conc Return Walls/Approach South Slabs	15	15	0	15AUG12	04SEP12
15C-8/2.8 Superstructure						
5610	Prestressed Concrete Box Beams Fabricate	60	60	0	06APR12	28JUN12
5710	Precast Concrete Deck Slabs Fabricate	60	60	0	06APR12	28JUN12
9010	Prestressed Concrete Box Beams Install	3	3	0	31AUG12	04SEP12
9110	Precast Concrete Deck Slabs Install	2	2	0	05SEP12	06SEP12
5810	Cast in Place Concrete Bridge Deck	15	15	0	07SEP12	27SEP12
5910	Bridge Parapit & End Walls	15	15	0	28SEP12	18OCT12
6010	Bridge Waterproofing & Wearing Surface	5	5	0	19OCT12	25OCT12
16C-9/2.9 Roadway Approaches						
6110	Storm Drainage	5	5	0	15AUG12	21AUG12
6210	Paving & Curbing	5	5	0	26OCT12	01NOV12
6310	Gaurdrail	5	5	0	02NOV12	08NOV12
6410	Line Striping & Signage	5	5	0	02NOV12	08NOV12
6510	Lawns & Plantings	5	5	0	02NOV12	08NOV12
17C-10/2.10 Reconstruct River Bed Splash Pad						
6610	Control of Water North	2	2	0	01MAY12*	02MAY12
6710	Excavation & Splash Pad Slab Preparation North	3	3	0	14MAY12	16MAY12
6810	Cast in Place Concrete Splash Pad North	10	10	0	23MAY12	05JUN12
6910	Scour Protection - Splash Pad North	2	2	0	06JUN12	07JUN12
8310	Control of Water South	2	2	0	29JUN12	02JUL12
9210	Excavation & Splash Pad Slab Preparation South	3	3	0	20JUL12	24JUL12
9310	Cast in Place Concrete Splash Pad South	10	10	0	25JUL12	07AUG12

Start Date	01JUL11
Finish Date	31MAY13
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Run Date	21APR11 12:49

Early Bar
Float Bar
Progress Bar
Critical Activity

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Sheet 2 of 3

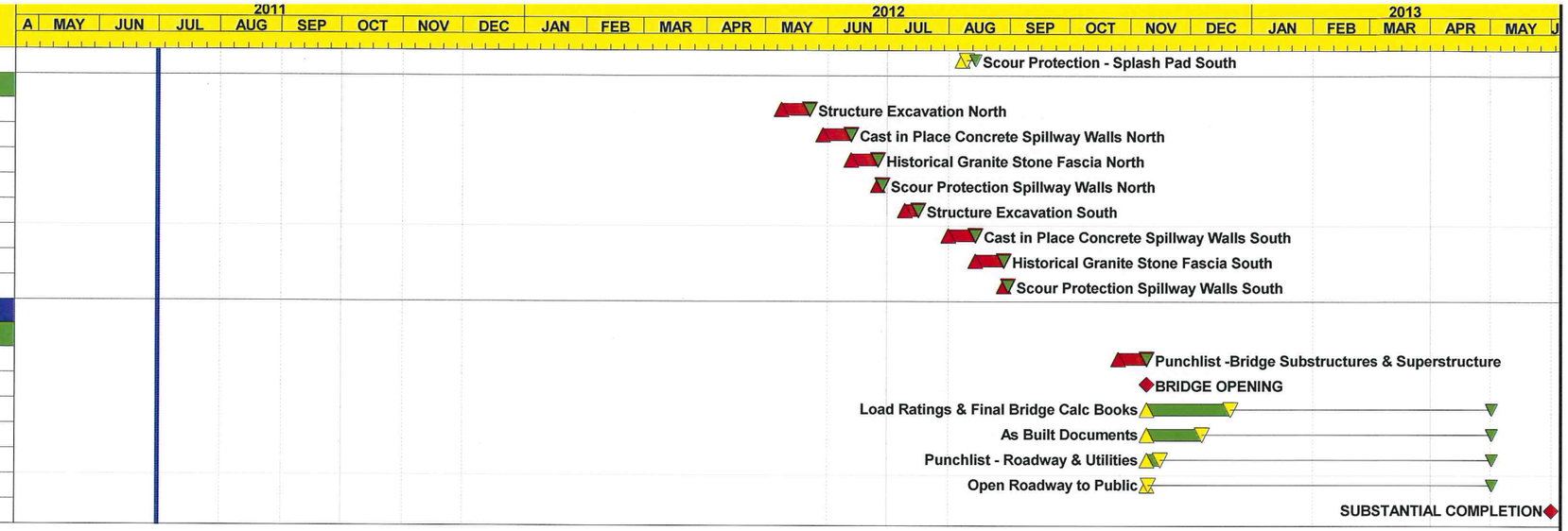
RIDOT - Design / Build Laurel Avenue Bridge #397 Replacement

Proposal Schedule
4/22/2011

PB 125 YEARS

Manafort Brothers Incorporated
24 Martin Street, Cumberland, RI 02864 • 401.333.2550

Activity ID	Activity Description	Orig Dur	Rem Dur	%	Early Start	Early Finish
9710	Scour Protection - Splash Pad South	2	2	0	08AUG12	09AUG12
18C-11/2.11 New Spillway Walls						
7010	Structure Excavation North	10	10	0	09MAY12	22MAY12
7110	Cast in Place Concrete Spillway Walls North	10	10	0	30MAY12	12JUN12
7210	Historical Granite Stone Fascia North	10	10	0	13JUN12	26JUN12
7310	Scour Protection Spillway Walls North	2	2	0	27JUN12	28JUN12
9810	Structure Excavation South	5	5	0	10JUL12	16JUL12
9410	Cast in Place Concrete Spillway Walls South	10	10	0	01AUG12	14AUG12
9510	Historical Granite Stone Fascia South	10	10	0	15AUG12	28AUG12
9610	Scour Protection Spillway Walls South	2	2	0	29AUG12	30AUG12
Phase 3 - Project Commissioning & Turnover						
7510	Punchlist -Bridge Substructures & Superstructure	10	10	0	26OCT12	08NOV12
7810	BRIDGE OPENING	0	0	0		08NOV12
7710	Load Ratings & Final Bridge Calc Books	30	30	0	09NOV12	20DEC12
7610	As Built Documents	20	20	0	09NOV12	06DEC12
7410	Punchlist - Roadway & Utilities	5	5	0	09NOV12	15NOV12
7910	Open Roadway to Public	1	1	0	09NOV12	09NOV12
8010	SUBSTANTIAL COMPLETION	0	0	0		31MAY13*



Start Date	01JUL11
Finish Date	31MAY13
Data Date	01JUL11
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Early Bar
Float Bar
Progress Bar
Critical Activity

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Sheet 3 of 3

RIDOT - Design / Build Laurel Avenue Bridge #397 Replacement

Proposal Schedule
4/22/2011

PB 125 YEARS

Manafort Brothers Incorporated
24 Martin Street, Cumberland, RI 02864 • 401.333.2550

Section 3 - Required Forms

Debarment Form

Lobbying Form

Conflict Disclosure Statement

Anti-Collusion Certificate

W-9 Form (submitted under separate cover)

Manafort Brothers, Inc.

PARSONS BRINCKERHOFF

CERTIFICATION REGARDING DEBARMENT, SUSPENSION, AND OTHER RESPONSIBILITY MATTERS PRIMARY COVERED TRANSACTIONS

In accordance with the code of Federal Regulations, Part 49 CFR Section 29. 510, the prospective primary participant Lauren Manafort (name of Authorized Agent), Secretary/Treasurer (Title), being duly sworn (or under penalty of perjury under the laws of the United States), certifies to the best of his/her knowledge and belief, that its principals:

a. Are not presently debarred, suspended, proposed for debarment, declared ineligible or voluntarily excluded from covered transactions by any Federal department or agency;

b. Have not within a three-year period preceding this proposal been convicted of or had a civil judgment rendered against them for commission of fraud or a criminal offense in connection with obtaining, attempting to obtain, or performing a public (Federal, State or local) transaction or contract under a public transaction; violation of Federal or State antitrust statues or commission of embezzlement, theft, forgery, bribery, falsification or destruction of records, making false statements, or receiving stolen property;

c. Are not presently indicted for or otherwise criminally or civilly charged by a governmental entity (Federal, State or local) with commission of any of the offenses enumerated in paragraph (1) (b) of this certification;

d. Have not within a three-year period preceding this application/proposal had one or more public transactions (Federal, State or local) terminated for cause or default.

Where the prospective primary participant is unable to certify any of the statements in this certification, such prospective participant shall list exceptions below.

Exceptions will not necessarily result in denial of award, but, will be considered in determining contractor responsibility. For any exception noted, indicate below to whom it applies, the initiating agency, and the dates of the action. Providing false information may result in criminal prosecution or administrative sanctions. If an exception is noted the contractor must contact the Department to discuss the exception prior to award of the contract.

Manafort Brothers Incorporated

Signature of Authorized Agent

Lauren Manafort, Secretary/Treasurer

4/15/11

Date

Approved by OMB
0348-0046

DISCLOSURE OF LOBBYING ACTIVITIES

Complete this form to disclose lobbying activities pursuant to 31 U.S.C. 1352
(See reverse for public burden disclosure.)

1. Type of Federal Action:
   - [a] a. contract
   - b. grant
   - c. cooperative agreement
   - d. loan
   - e. loan guarantee
   - f. loan insurance

2. Status of Federal Action:
   - [a] a. bid/offer/application
   - b. initial award
   - c. post-award

3. Report Type:
   - [a] a. initial filing
   - b. material change

   For Material Change Only:
   year _____ quarter _____
   date of last report _____

4. Name and Address of Reporting Entity:
   - [✓] Prime
   - [ ] Subawardee
   - Tier _____, if known:

   Manafort Brothers Incorporated
   414 New Britain Avenue,
   Plainville, CT 06062
   Congressional District, if known:

5. If Reporting Entity in No. 4 is Subawardee, Enter Name and Address of Prime:

   Congressional District, if known:

6. Federal Department/Agency:

7. Federal Program Name/Description

   CFDA Number, if applicable: _____

8. Federal Action Number, if known:

9. Award Amount, if known:
   $

10. a. Name and Address of Lobbying Entity
    (if individual, last name, first name, MI):
    N/A
    (attach Continuation Sheet(s) SF-LLL-A, if necessary)

    b. Individuals Performing Services (including address if different from No. 10a)
    (last name, first name, MI):

11. Amount of Payment (check all that apply:
    $_____ [ ] actual [ ] planned

12. Form of Payment (check all that apply):
    - [ ] a. cash
    - [ ] b. in-kind; specify: nature _____
      value _____

13. Type of Payment (check all that apply):
    - [ ] a. retainer
    - [ ] b. one-time fee
    - [ ] c. commission
    - [ ] d. contingent fee
    - [ ] e. deferred
    - [ ] f. other; specify: _____

14. Brief Description of Services Performed or to be Performed and Date(s) of Service, including officer(s), employee(s), or Member(s) contacted, for Payment Indicated in Item 11:

    (attach Continuation Sheet(s) SF-LLL-A if necessary)

15. Continuation Sheet(s) SF-LLL-A attached: [ ] Yes [ ] No

16. Information requested through this form is authorized by title 31 U.S.C. section 1352. This disclosure of lobbying activities is a material representation of fact upon which reliance was placed by the tier above when this transaction was made or entered into. This disclosure is required pursuant to 31 U.S.C. 1352. This information will be reported to the Congress semi-annually and will be available for public inspection. Any person who fails to file the required disclosure shall be subject to a civil penalty of not less than $10,000 and not more than $100,000 for each such failure.

    Manafort Brothers Incorporated
    Signature: Lauren Manafort
    Print Name: Lauren Manafort
    Title: Secretary/Treasurer
    Telephone No.: 860-229-4853 Date: 4/15/11

Federal Use Only:

Authorized for Local Reproduction
Standard Form - LLL-A

Approved by
0348-0046

DISCLOSURE OF LOBBYING ACTIVITIES

CONTINUATION SHEET

Reporting Entity: Manafort Brothers Incorporated

RIDOT 12/27/07

CONFLICTS DISCLOSURE STATEMENT

RE: Design/Build Services for the Replacement of the Laurel Avenue BR No. 397, Coventry, Rhode Island

I, James A. Manafort Jr. **hereby certify as follows:**

I am employed as a President **of** Manafort Brothers Incorporated
[TITLE] **[COMPANY]**
and to the best of my knowledge:

PLEASE CHECK THE APPROPRIATE BOX:

☑ **I have no family or personal relations currently employed either on a full-time or part-time basis at the Rhode Island Department of Transportation.**

☐ **I do have family or personal relations currently employed at the Rhode Island Department of Transportation. Please list their name(s), title(s), and RIDOT Division(s) (if known):**

NAME	TITLE	RIDOT DIVISION

If necessary, please add any additional names as attachments hereto.

FOR ILLUSTRATIVE PURPOSES, FAMILY RELATIONS SHALL INCLUDE, WHETHER BY BLOOD, ADOPTION OR MARRIAGE, ANY OF THE FOLLOWING RELATIONSHIPS:

Father, Mother, Son, Daughter, Brother, Sister, Grandfather, Grandmother, Grandson, Granddaughter, Father-In-Law, Mother-In-Law, Brother-In-Law, Sister-In-Law, Son-In-Law, Daughter-In-Law, Stepfather, Stepmother, Stepson, Stepdaughter, Stepbrother, Stepsister, Half-Brother Or Half-Sister, Niece, Nephew, And Cousin

- *If you are unsure whether a relationship, association, or connection you have may need to be disclosed, please consult with RIDOT's Legal Office at (401) 222-6510.*

4/15/11

SIGNATURE James A. Manafort Jr., President **DATE**

By signing this form you: (1) certify that the information contained in this form is complete and accurate to the best of your knowledge; and (2) acknowledge your continuing obligation to complete and submit a new Disclosure form when there is any change in your family or personal relations during the course of this Contract.

This document is used for internal RIDOT purposes only in order to address and avoid any potential conflicts at the inception of the contract process and to avoid any impropriety or the appearance of impropriety during the contract process. Any disclosures made hereto will not prejudice prospective vendors from selection.

RIDOT 12/27/07

CONFLICTS DISCLOSURE STATEMENT

RE: Design/Build Services for the Replacement of the Laurel Avenue BR No. 397, Coventry, Rhode Island

I, Justin A. Manafort Sr. **hereby certify as follows:**

I am employed as a Vice President **[TITLE]** **of** Manafort Brothers Incorporated **[COMPANY]**

and to the best of my knowledge:

PLEASE CHECK THE APPROPRIATE BOX:

☑ **I have no family or personal relations currently employed either on a full-time or part-time basis at the Rhode Island Department of Transportation.**

☐ **I do have family or personal relations currently employed at the Rhode Island Department of Transportation. Please list their name(s), title(s), and RIDOT Division(s) (if known):**

NAME	TITLE	RIDOT DIVISION

If necessary, please add any additional names as attachments hereto.

FOR ILLUSTRATIVE PURPOSES, FAMILY RELATIONS SHALL INCLUDE, WHETHER BY BLOOD, ADOPTION OR MARRIAGE, ANY OF THE FOLLOWING RELATIONSHIPS:

Father, Mother, Son, Daughter, Brother, Sister, Grandfather, Grandmother, Grandson, Granddaughter, Father-In-Law, Mother-In-Law, Brother-In-Law, Sister-In-Law, Son-In-Law, Daughter-In-Law, Stepfather, Stepmother, Stepson, Stepdaughter, Stepbrother, Stepsister, Half-Brother Or Half-Sister, Niece, Nephew, And Cousin

- *If you are unsure whether a relationship, association, or connection you have may need to be disclosed, please consult with RIDOT's Legal Office at (401) 222-6510.*

SIGNATURE Justin A. Manafort Sr., Vice President 4/15/11 **DATE**

By signing this form you: (1) certify that the information contained in this form is complete and accurate to the best of your knowledge; and (2) acknowledge your continuing obligation to complete and submit a new Disclosure form when there is any change in your family or personal relations during the course of this Contract.

This document is used for internal RIDOT purposes only in order to address and avoid any potential conflicts at the inception of the contract process and to avoid any impropriety or the appearance of impropriety during the contract process. Any disclosures made hereto will not prejudice prospective vendors from selection.

RIDOT 12/27/07

CONFLICTS DISCLOSURE STATEMENT

RE: Design/Build Services for the Replacement of the Laurel Avenue BR No. 397, Coventry, Rhode Island

I, David Manafort **hereby certify as follows:**

I am employed as a Vice President **of** Manafort Brothers Incorporated
[TITLE] **[COMPANY]**

and to the best of my knowledge:

PLEASE CHECK THE APPROPRIATE BOX:

☑ **I have no family or personal relations currently employed either on a full-time or part-time basis at the Rhode Island Department of Transportation.**

☐ **I do have family or personal relations currently employed at the Rhode Island Department of Transportation. Please list their name(s), title(s), and RIDOT Division(s) (if known):**

NAME	TITLE	RIDOT DIVISION

If necessary, please add any additional names as attachments hereto.

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- *If you are unsure whether a relationship, association, or connection you have may need to be disclosed, please consult with RIDOT's Legal Office at (401) 222-6510.*

SIGNATURE David Manafort, Vice President 4/15/11 **DATE**

By signing this form you: (1) certify that the information contained in this form is complete and accurate to the best of your knowledge; and (2) acknowledge your continuing obligation to complete and submit a new Disclosure form when there is any change in your family or personal relations during the course of this Contract.

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RIDOT 12/27/07

CONFLICTS DISCLOSURE STATEMENT

RE: Design/Build Services for the Replacement of the Laurel Avenue BR No. 397, Coventry, Rhode Island

I, William Manafort **hereby certify as follows:**

I am employed as a Vice President **of** Manafort Brothers Incorporated
[TITLE] **[COMPANY]**
and to the best of my knowledge:

PLEASE CHECK THE APPROPRIATE BOX:

☑ **I have no family or personal relations currently employed either on a full-time or part-time basis at the Rhode Island Department of Transportation.**

☐ **I do have family or personal relations currently employed at the Rhode Island Department of Transportation. Please list their name(s), title(s), and RIDOT Division(s) (if known):**

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4/15/11

SIGNATURE William Manafort, Vice President **DATE**

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RIDOT 12/27/07

CONFLICTS DISCLOSURE STATEMENT

RE: Design/Build Services for the Replacement of the Laurel Avenue BR No. 397, Coventry, Rhode Island

I, Lauren Manafort **hereby certify as follows:**

I am employed as a Secretary/Treasurer **of** Manafort Brothers Incorporated
[TITLE] **[COMPANY]**

and to the best of my knowledge:

PLEASE CHECK THE APPROPRIATE BOX:

☑ **I have no family or personal relations currently employed either on a full-time or part-time basis at the Rhode Island Department of Transportation.**

☐ **I do have family or personal relations currently employed at the Rhode Island Department of Transportation. Please list their name(s), title(s), and RIDOT Division(s) (if known):**

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Lauren Manafort 4/15/11
SIGNATURE Lauren Manafort, Secretary/Treasurer **DATE**

By signing this form you: (1) certify that the information contained in this form is complete and accurate to the best of your knowledge; and (2) acknowledge your continuing obligation to complete and submit a new Disclosure form when there is any change in your family or personal relations during the course of this Contract.

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RIDOT 12/27/07

CONFLICTS DISCLOSURE STATEMENT

RE: Design/Build Services for the Replacement of the Laurel Avenue BR No. 397, Coventry, Rhode Island

I, Robert J. King **hereby certify as follows:**

I am employed as a Chief Financial Officer **of** Manafort Brothers Incorporated
[TITLE] **[COMPANY]**
and to the best of my knowledge:

PLEASE CHECK THE APPROPRIATE BOX:

☑ **I have no family or personal relations currently employed either on a full-time or part-time basis at the Rhode Island Department of Transportation.**

☐ **I do have family or personal relations currently employed at the Rhode Island Department of Transportation. Please list their name(s), title(s), and RIDOT Division(s) (if known):**

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- *If you are unsure whether a relationship, association, or connection you have may need to be disclosed, please consult with RIDOT's Legal Office at (401) 222-6510.*

4/15/11

SIGNATURE Robert J. King, Chief Financial Officer **DATE**

By signing this form you: (1) certify that the information contained in this form is complete and accurate to the best of your knowledge; and (2) acknowledge your continuing obligation to complete and submit a new Disclosure form when there is any change in your family or personal relations during the course of this Contract.

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RIDOT 12/27/07

CONFLICTS DISCLOSURE STATEMENT

RE: Design/Build Services for the Replacement of the Laurel Avenue BR No. 397, Coventry, Rhode Island

I, Brian K. Barrett **hereby certify as follows:**

I am employed as a Assistant Chief Financial Officer **of** Manafort Brothers Incorporated
[TITLE] **[COMPANY]**
and to the best of my knowledge:

PLEASE CHECK THE APPROPRIATE BOX:

☑ **I have no family or personal relations currently employed either on a full-time or part-time basis at the Rhode Island Department of Transportation.**

☐ **I do have family or personal relations currently employed at the Rhode Island Department of Transportation. Please list their name(s), title(s), and RIDOT Division(s) (if known):**

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- *If you are unsure whether a relationship, association, or connection you have may need to be disclosed, please consult with RIDOT's Legal Office at (401) 222-6510.*

4/15/11

SIGNATURE **DATE**

Brian K. Barrett, Assistant Chief Financial Officer

By signing this form you: (1) certify that the information contained in this form is complete and accurate to the best of your knowledge; and (2) acknowledge your continuing obligation to complete and submit a new Disclosure form when there is any change in your family or personal relations during the course of this Contract.

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RIDOT 12/27/07

CONFLICTS DISCLOSURE STATEMENT

RE: Design/Build Services for the Replacement of the Laurel Avenue BR No. 397, Coventry, Rhode Island

I, Jon A. Manafort, Trustee of Evolution Trust **hereby certify as follows:**

I am employed as a Trustee **[TITLE]** **of** Evolution Trust/Manafort Brothers Incorporated **[COMPANY]**

and to the best of my knowledge:

PLEASE CHECK THE APPROPRIATE BOX:

☑ **I have no family or personal relations currently employed either on a full-time or part-time basis at the Rhode Island Department of Transportation.**

☐ **I do have family or personal relations currently employed at the Rhode Island Department of Transportation. Please list their name(s), title(s), and RIDOT Division(s) (if known):**

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- *If you are unsure whether a relationship, association, or connection you have may need to be disclosed, please consult with RIDOT's Legal Office at (401) 222-6510.*

Jon A Manafort 4/15/11

SIGNATURE **DATE**

Jon A. Manafort, Trustee

By signing this form you: (1) certify that the information contained in this form is complete and accurate to the best of your knowledge; and (2) acknowledge your continuing obligation to complete and submit a new Disclosure form when there is any change in your family or personal relations during the course of this Contract.

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RIDOT 12/27/07

CONFLICTS DISCLOSURE STATEMENT

RE: Design/Build Services for the Replacement of the Laurel Avenue BR No. 397, Coventry, Rhode Island

I, Michael C. Tarsi **hereby certify as follows:**

I am employed as a Vice President of Engineering **of** Manafort Brothers Incorporated
[TITLE] **[COMPANY]**
and to the best of my knowledge:

PLEASE CHECK THE APPROPRIATE BOX:

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M C Tarsi 4/15/11
SIGNATURE Michael C. Tarsi, Vice President of Engineering **DATE**

By signing this form you: (1) certify that the information contained in this form is complete and accurate to the best of your knowledge; and (2) acknowledge your continuing obligation to complete and submit a new Disclosure form when there is any change in your family or personal relations during the course of this Contract.

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Revised: 5/9/90

ANTI-COLLUSION CERTIFICATE FOR CONTRACT AND FORCE ACCOUNT
[Sworn Affidavit]

Title 23, United States Code, Section 112(c), requires, as a condition precedent to approval by the Director of Public Roads of the contract for this work, that there be filed a sworn statement executed by, on behalf of, the person, firm, association, or corporation to whom such contract is to be awarded, certifying that such person, firm, association, or corporation has not, either directly or indirectly, entered into any agreement, participated in any collusion, or otherwise taken any action in restraint of free competitive bidding in connection with such contract. This sworn statement shall be in the form of an affidavit executed and sworn to by the successful bidder before a person who is authorized by the Laws of this State to administer oaths.

The person, firm, association, or corporation submitting the bid [under 23 U.S.C.112(c)] has the option to sign either:

(a) the sworn affidavit executed and sworn to by the bidder before a person who is authorized by the laws of the State to administer oaths; or

(b) the unsworn declaration executed under penalty of perjury under the laws of the United States [as allowed by 28 U.S.C. 1746].

A bidder will not be considered for award of contract under this invitation for bids unless such bidder completes either the unsworn declaration (as stated on following page) or the sworn affidavit as prescribed below:

PLEASE NOTE: CONTRACTOR TO COMPLETE ONLY ONE (1) CERTIFICATION STATEMENT. DO NOT SIGN BOTH STATEMENTS.

To the: **STATE OF RHODE ISLAND AND PROVIDENCE PLANTATIONS**
DEPARTMENT OF TRANSPORTATION, DIVISION OF PUBLIC WORKS

State of Connecticut

County of Hartford

I, William Manafort (name of party signing affidavit) Vice President (title), being duly sworn, do depose and say: On behalf of Manafort Brothers Incorporated (name of Contractor), of Connecticut that said Contractor has not, either directly or indirectly, entered into any agreement, participated in any collusion, or otherwise taken any action in restraint of free competitive bidding in connection with Rhode Island Contract Number Bid #7448315, Federal-Aid Project Number _____, County of Kent, Town-City Coventry, Road-Bridge Laurel Ave Br. 397.

Contractor: Manafort Brothers Incorporated

Signature: [signature]

Sworn to before me this 18th day of April, 19~~9~~2011. My commission expires _____

[signature]

Signature and Seal of Notary Public

ELLEN S. BRIDGMAN
NOTARY PUBLIC
MY COMMISSION EXPIRES SEPT. 30, 2014

CERTIFICATION REGARDING DEBARMENT, SUSPENSION, AND OTHER RESPONSIBILITY MATTERS PRIMARY COVERED TRANSACTIONS

In accordance with the code of Federal Regulations, Part 49 CFR Section 29. 510, the prospective primary participant PB Americas, Inc. (name of Authorized Agent), Senior Vice President(Title), being duly sworn (or under penalty of perjury under the laws of the United States), certifies to the best of his/her knowledge and belief, that its principals:

a. Are not presently debarred, suspended, proposed for debarment, declared ineligible or voluntarily excluded from covered transactions by any Federal department or agency;

b. Have not within a three-year period preceding this proposal been convicted of or had a civil judgment rendered against them for commission of fraud or a criminal offense in connection with obtaining, attempting to obtain, or performing a public (Federal, State or local) transaction or contract under a public transaction; violation of Federal or State antitrust statues or commission of embezzlement, theft, forgery, bribery, falsification or destruction of records, making false statements, or receiving stolen property;

c. Are not presently indicted for or otherwise criminally or civilly charged by a governmental entity (Federal, State or local) with commission of any of the offenses enumerated in paragraph (1) (b) of this certification;

d. Have not within a three-year period preceding this application/proposal had one or more public transactions (Federal, State or local) terminated for cause or default.

Where the prospective primary participant is unable to certify any of the statements in this certification, such prospective participant shall list exceptions below.

Exceptions will not necessarily result in denial of award, but, will be considered in determining contractor responsibility. For any exception noted, indicate below to whom it applies, the initiating agency, and the dates of the action. Providing false information may result in criminal prosecution or administrative sanctions. If an exception is noted the contractor must contact the Department to discuss the exception prior to award of the contract.

_____

_____

_____

Lloyd Graham
Signature of Authorized Agent

03/22/2011
Date

DISCLOSURE OF LOBBYING ACTIVITIES

Complete this form to disclose lobbying activities pursuant to 31 U.S.C. 1352
(See reverse for public burden disclosure.)

1. Type of Federal Action:
   - ☐ a. contract
   - ☐ b. grant
   - c. cooperative agreement
   - d. loan
   - e. loan guarantee
   - f. loan insurance

2. Status of Federal Action:
   - ☐ a. bid/offer/application
   - b. initial award
   - c. post-award

3. Report Type:
   - ☐ a. initial filing
   - b. material change

   For Material Change Only:
   year _____ quarter _____
   date of last report _____

4. Name and Address of Reporting Entity:
   ☐ Prime ☐ Subawardee
   Tier _____, if known:
   Congressional District, if known:

5. If Reporting Entity in No. 4 is Subawardee, Enter Name and Address of Prime:
   Congressional District, if known:

6. Federal Department/Agency:
   Not Applicable

7. Federal Program Name/Description
   Not Applicable
   CFDA Number, if applicable: _____

8. Federal Action Number, if known:
   Not Applicable

9. Award Amount, if known:
   $ Not Applicable

10. a. Name and Address of Lobbying Entity (if individual, last name, first name, MI):
    (attach Continuation Sheet(s) SF-LLL-A, if necessary)

    b. Individuals Performing Services (including address if different from No. 10a) (last name, first name, MI):

11. Amount of Payment (check all that apply:
    $_____ ☐ actual ☐ planned

12. Form of Payment (check all that apply):
    - ☐ a. cash
    - ☐ b. in-kind; specify: nature _____ value _____

13. Type of Payment (check all that apply):
    - ☐ a. retainer
    - ☐ b. one-time fee
    - ☐ c. commission
    - ☐ d. contingent fee
    - ☐ e. deferred
    - ☐ f. other; specify: _____

14. Brief Description of Services Performed or to be Performed and Date(s) of Service, including officer(s), employee(s), or Member(s) contacted, for Payment Indicated in Item 11:
    (attach Continuation Sheet(s) SF-LLL-A if necessary)

15. Continuation Sheet(s) SF-LLL-A attached: ☐ Yes ☐ No

16. Information requested through this form is authorized by title 31 U.S.C. section 1352. This disclosure of lobbying activities is a material representation of fact upon which reliance was placed by the tier above when this transaction was made or entered into. This disclosure is required pursuant to 31 U.S.C. 1352. This information will be reported to the Congress semi-annually and will be available for public inspection. Any person who fails to file the required disclosure shall be subject to a civil penalty of not less than $10,000 and not more than $100,000 for each such failure.

Signature: [signature]
Print Name: Lloyd Graham
Title: Senior Vice President
Telephone No.: 212-465-5428 Date 3/22/11

Federal Use Only:

Authorized for Local Reproduction
Standard Form - LLL-A

CONFLICTS DISCLOSURE STATEMENT

RE: RIDOT Laurel Avenue D-B Bridge Replacement No. 397

I, Lloyd Graham **hereby certify as follows:**

I am employed as a Senior Vice President **of** PB Americas, Inc.
[TITLE] **[COMPANY]**
and to the best of my knowledge:

PLEASE CHECK THE APPROPRIATE BOX:

☒ **I have no family or personal relations currently employed either on a full-time or part-time basis at the Rhode Island Department of Transportation.**

☐ **I do have family or personal relations currently employed at the Rhode Island Department of Transportation. Please list their name(s), title(s), and RIDOT Division(s) (if known):**

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03/22/2011

SIGNATURE **DATE**

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RIDOT 12/27/07

CONFLICTS DISCLOSURE STATEMENT

RE: Design/Build Services for the Replacement of the Laurel Avenue Bridge No. 397 - Coventry, RI
Bid #7448315

I, Henry Russell **hereby certify as follows:**

I am employed as a Senior Vice President **of** PB Americas, Inc.
[TITLE] **[COMPANY]**
and to the best of my knowledge:

PLEASE CHECK THE APPROPRIATE BOX:

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☐ **I do have family or personal relations currently employed at the Rhode Island Department of Transportation. Please list their name(s), title(s), and RIDOT Division(s) (if known):**

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Henry R Russell — March 22, 2011
SIGNATURE **DATE**

By signing this form you: (1) certify that the information contained in this form is complete and accurate to the best of your knowledge; and (2) acknowledge your continuing obligation to complete and submit a new Disclosure form when there is any change in your family or personal relations during the course of this Contract.

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RIDOT 12/27/07

CONFLICTS DISCLOSURE STATEMENT

RE: Design/Build Services for the Replacement of the Laurel Avenue Bridge No. 397 - Coventry, RI
Bid #7448315

I, Michael Bertoulin **hereby certify as follows:**

I am employed as a Vice President **of** PB Americas, Inc.
[TITLE] **[COMPANY]**
and to the best of my knowledge:

PLEASE CHECK THE APPROPRIATE BOX:

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March 22, 2011

SIGNATURE **DATE**

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RIDOT 12/27/07

CONFLICTS DISCLOSURE STATEMENT

RE: Design/Build Services for the Replacement of the Laurel Avenue Bridge No. 397 - Coventry, RI
Bid #7448315

I, Andrew Boyd **hereby certify as follows:**

I am employed as a Vice President **of** PB Americas, Inc.
[TITLE] **[COMPANY]**
and to the best of my knowledge:

PLEASE CHECK THE APPROPRIATE BOX:

☒ **I have no family or personal relations currently employed either on a full-time or part-time basis at the Rhode Island Department of Transportation.**

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March 22, 2011

SIGNATURE **DATE**

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CONFLICTS DISCLOSURE STATEMENT

RE: Design/Build Services for the Replacement of the Laurel Avenue Bridge No. 397 - Coventry, RI
Bid #7448315

I, Peter Donahue **hereby certify as follows:**

I am employed as a Vice President **of** PB Americas, Inc.
[TITLE] **[COMPANY]**
and to the best of my knowledge:

PLEASE CHECK THE APPROPRIATE BOX:

☒ **I have no family or personal relations currently employed either on a full-time or part-time basis at the Rhode Island Department of Transportation.**

☐ **I do have family or personal relations currently employed at the Rhode Island Department of Transportation. Please list their name(s), title(s), and RIDOT Division(s) (if known):**

NAME	TITLE	RIDOT DIVISION

If necessary, please add any additional names as attachments hereto.

FOR ILLUSTRATIVE PURPOSES, FAMILY RELATIONS SHALL INCLUDE, WHETHER BY BLOOD, ADOPTION OR MARRIAGE, ANY OF THE FOLLOWING RELATIONSHIPS:

Father, Mother, Son, Daughter, Brother, Sister, Grandfather, Grandmother, Grandson, Granddaughter, Father-In-Law, Mother-In-Law, Brother-In-Law, Sister-In-Law, Son-In-Law, Daughter-In-Law, Stepfather, Stepmother, Stepson, Stepdaughter, Stepbrother, Stepsister, Half-Brother Or Half-Sister, Niece, Nephew, And Cousin

- *If you are unsure whether a relationship, association, or connection you have may need to be disclosed, please consult with RIDOT's Legal Office at (401) 222-6510.*

PMDonahue — March 22, 2011
SIGNATURE **DATE**

By signing this form you: (1) certify that the information contained in this form is complete and accurate to the best of your knowledge; and (2) acknowledge your continuing obligation to complete and submit a new Disclosure form when there is any change in your family or personal relations during the course of this Contract.

This document is used for internal RIDOT purposes only in order to address and avoid any potential conflicts at the inception of the contract process and to avoid any impropriety or the appearance of impropriety during the contract process. Any disclosures made hereto will not prejudice prospective vendors from selection.

RIDOT 12/27/07

CONFLICTS DISCLOSURE STATEMENT

RE: Design/Build Services for the Replacement of the Laurel Avenue Bridge No. 397 - Coventry, RI
Bid #7448315

I, Roger Lemos **hereby certify as follows:**

I am employed as a Vice President **of** PB Americas, Inc.
[TITLE] **[COMPANY]**
and to the best of my knowledge:

PLEASE CHECK THE APPROPRIATE BOX:

☑ **I have no family or personal relations currently employed either on a full-time or part-time basis at the Rhode Island Department of Transportation.**

☐ **I do have family or personal relations currently employed at the Rhode Island Department of Transportation. Please list their name(s), title(s), and RIDOT Division(s) (if known):**

NAME	TITLE	RIDOT DIVISION

If necessary, please add any additional names as attachments hereto.

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Father, Mother, Son, Daughter, Brother, Sister, Grandfather, Grandmother, Grandson, Granddaughter, Father-In-Law, Mother-In-Law, Brother-In-Law, Sister-In-Law, Son-In-Law, Daughter-In-Law, Stepfather, Stepmother, Stepson, Stepdaughter, Stepbrother, Stepsister, Half-Brother Or Half-Sister, Niece, Nephew, And Cousin

- *If you are unsure whether a relationship, association, or connection you have may need to be disclosed, please consult with RIDOT's Legal Office at (401) 222-6510.*

Roger Lemos — March 22, 2011
SIGNATURE **DATE**

By signing this form you: (1) certify that the information contained in this form is complete and accurate to the best of your knowledge; and (2) acknowledge your continuing obligation to complete and submit a new Disclosure form when there is any change in your family or personal relations during the course of this Contract.

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RIDOT 12/27/07

CONFLICTS DISCLOSURE STATEMENT

RE: Design/Build Services for the Replacement of the Laurel Avenue Bridge No. 397 - Coventry, RI
Bid #7448315

I, Richard F. O'Brien **hereby certify as follows:**

I am employed as a Vice President **of** PB Americas, Inc.
[TITLE] **[COMPANY]**
and to the best of my knowledge:

PLEASE CHECK THE APPROPRIATE BOX:

☒ **I have no family or personal relations currently employed either on a full-time or part-time basis at the Rhode Island Department of Transportation.**

☐ **I do have family or personal relations currently employed at the Rhode Island Department of Transportation. Please list their name(s), title(s), and RIDOT Division(s) (if known):**

NAME	TITLE	RIDOT DIVISION

If necessary, please add any additional names as attachments hereto.

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- *If you are unsure whether a relationship, association, or connection you have may need to be disclosed, please consult with RIDOT's Legal Office at (401) 222-6510.*

Richard F. O'Brien — March 22, 2011
SIGNATURE **DATE**

By signing this form you: (1) certify that the information contained in this form is complete and accurate to the best of your knowledge; and (2) acknowledge your continuing obligation to complete and submit a new Disclosure form when there is any change in your family or personal relations during the course of this Contract.

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RIDOT 12/27/07

CONFLICTS DISCLOSURE STATEMENT

RE: Design/Build Services for the Replacement of the Laurel Avenue Bridge No. 397 - Coventry, RI
Bid #7448315

I, Margaret O'Meara **hereby certify as follows:**

I am employed as a Vice President **of** PB Americas, Inc.
[TITLE] **[COMPANY]**
and to the best of my knowledge:

PLEASE CHECK THE APPROPRIATE BOX:

☑ **I have no family or personal relations currently employed either on a full-time or part-time basis at the Rhode Island Department of Transportation.**

☐ **I do have family or personal relations currently employed at the Rhode Island Department of Transportation. Please list their name(s), title(s), and RIDOT Division(s) (if known):**

NAME	TITLE	RIDOT DIVISION

If necessary, please add any additional names as attachments hereto.

FOR ILLUSTRATIVE PURPOSES, FAMILY RELATIONS SHALL INCLUDE, WHETHER BY BLOOD, ADOPTION OR MARRIAGE, ANY OF THE FOLLOWING RELATIONSHIPS:

Father, Mother, Son, Daughter, Brother, Sister, Grandfather, Grandmother, Grandson, Granddaughter, Father-In-Law, Mother-In-Law, Brother-In-Law, Sister-In-Law, Son-In-Law, Daughter-In-Law, Stepfather, Stepmother, Stepson, Stepdaughter, Stepbrother, Stepsister, Half-Brother Or Half-Sister, Niece, Nephew, And Cousin

❖ *If you are unsure whether a relationship, association, or connection you have may need to be disclosed, please consult with RIDOT's Legal Office at (401) 222-6510.*

Margaret O'Meara — March 22, 2011
SIGNATURE **DATE**

By signing this form you: (1) certify that the information contained in this form is complete and accurate to the best of your knowledge; and (2) acknowledge your continuing obligation to complete and submit a new Disclosure form when there is any change in your family or personal relations during the course of this Contract.

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Revised: 5/9/90

ANTI-COLLUSION CERTIFICATE FOR CONTRACT AND FORCE ACCOUNT
[Sworn Affidavit]

Title 23, United States Code, Section 112(c), requires, as a condition precedent to approval by the Director of Public Roads of the contract for this work, that there be filed a sworn statement executed by, on behalf of, the person, firm, association, or corporation to whom such contract is to be awarded, certifying that such person, firm, association, or corporation has not, either directly or indirectly, entered into any agreement, participated in any collusion, or otherwise taken any action in restraint of free competitive bidding in connection with such contract. This sworn statement shall be in the form of an affidavit executed and sworn to by the successful bidder before a person who is authorized by the Laws of this State to administer oaths.

The person, firm, association, or corporation submitting the bid [under 23 U.S.C.112(c)] has the option to sign either:

(a) the sworn affidavit executed and sworn to by the bidder before a person who is authorized by the laws of the State to administer oaths; or

(b) the unsworn declaration executed under penalty of perjury under the laws of the United States [as allowed by 28 U.S.C. 1746].

A bidder will not be considered for award of contract under this invitation for bids unless such bidder completes either the unsworn declaration (as stated on following page) or the sworn affidavit as prescribed below:

PLEASE NOTE: CONTRACTOR TO COMPLETE ONLY ONE (1) CERTIFICATION STATEMENT. DO NOT SIGN BOTH STATEMENTS.

To the: **STATE OF RHODE ISLAND AND PROVIDENCE PLANTATIONS**
DEPARTMENT OF TRANSPORTATION, DIVISION OF PUBLIC WORKS

State of New York

County of New York

I, Lloyd Graham (name of party signing affidavit) Senior Vice President (title), being duly sworn, do depose and say: On behalf of PB Americas, Inc. (name of Contractor), of New York that said Contractor has not, either directly or indirectly, entered into any agreement, participated in any collusion, or otherwise taken any action in restraint of free competitive bidding in connection with Rhode Island Contract Number 7448315, Federal-Aid Project Number N/A, County of Kent, Town-City Coventry, Road-Bridge 397.

Contractor: PB Americas, Inc.

Signature: , Lloyd Graham

Sworn to before me this 19th day of April, 2011. My commission expires .

Lenore E.P. Marcus

Signature and Seal of Notary Public

LENORE E. P. MARCUS
NOTARY PUBLIC, State of New York
No. 01MA6208249
Qualified in New York County
Commission Expires June 29, 2013

CERTIFICATION REGARDING DEBARMENT, SUSPENSION, AND OTHER RESPONSIBILITY MATTERS PRIMARY COVERED TRANSACTIONS

In accordance with the code of Federal Regulations, Part 49 CFR Section 29. 510, the prospective primary participant Thomas Billups, GZA GeoEnvironmental (name of Authorized Agent), Principal (Title), being duly sworn (or under penalty of perjury under the laws of the United States), certifies to the best of his/her knowledge and belief, that its principals:

a. Are not presently debarred, suspended, proposed for debarment, declared ineligible or voluntarily excluded from covered transactions by any Federal department or agency;

b. Have not within a three-year period preceding this proposal been convicted of or had a civil judgment rendered against them for commission of fraud or a criminal offense in connection with obtaining, attempting to obtain, or performing a public (Federal, State or local) transaction or contract under a public transaction; violation of Federal or State antitrust statues or commission of embezzlement, theft, forgery, bribery, falsification or destruction of records, making false statements, or receiving stolen property;

c. Are not presently indicted for or otherwise criminally or civilly charged. by a governmental entity (Federal, State or local) with commission of any of the offenses enumerated in paragraph (1) (b) of this certification;

d. Have not within a three-year period preceding this application/proposal had one or more public transactions (Federal, State or local) terminated for cause or default.

Where the prospective primary participant is unable to certify any of the statements in this certification, such prospective participant shall list exceptions below.

Exceptions will not necessarily result in denial of award, but, will be considered in determining contractor responsibility. For any exception noted, indicate below to whom it applies, the initiating agency, and the dates of the action. Providing false information may result in criminal prosecution or administrative sanctions. If an exception is noted the contractor must contact the Department to discuss the exception prior to award of the contract.

Thomas E. Bell
Signature of Authorized Agent

4/15/11
Date

GZA GeoEnvironmental Inc. Does not participate in lobbying. Approved by OMB 0348-0046

DISCLOSURE OF LOBBYING ACTIVITIES

Not Applicable

Complete this form to disclose lobbying activities pursuant to 31 U.S.C. 1352
(See reverse for public burden disclosure.)

1. Type of Federal Action:
- ☐ a. contract
- ☐ b. grant
- c. cooperative agreement
- d. loan
- e. loan guarantee
- f. loan insurance

2. Status of Federal Action:
- ☐ a. bid/offer/application
- ☐ b. initial award
- c. post-award

3. Report Type:
- ☐ a. initial filing
- ☐ b. material change

For Material Change Only:
year _____ quarter _____
date of last report _____

4. Name and Address of Reporting Entity:
☐ Prime ☐ Subawardee
Tier _____, if known:

Congressional District, if known:

5. If Reporting Entity in No. 4 is Subawardee, Enter Name and Address of Prime:

Congressional District, if known:

6. Federal Department/Agency:

7. Federal Program Name/Description

CFDA Number, if applicable: _____

8. Federal Action Number, if known:

9. Award Amount, if known:
$

a. Name and Address of Lobbying Entity (if individual, last name, first name, MI):

(attach Continuation Sheet(s) SF-LLL-A, if necessary)

b. Individuals Performing Services (including address if different from No. 10a) (last name, first name, MI):

11. Amount of Payment (check all that apply:
$_____ ☐ actual ☐ planned

12. Form of Payment (check all that apply):
- ☐ a. cash
- ☐ b. in-kind; specify: nature _____ value _____

13. Type of Payment (check all that apply):
- ☐ a. retainer
- ☐ b. one-time fee
- ☐ c. commission
- ☐ d. contingent fee
- ☐ e. deferred
- ☐ f. other; specify: _____

14. Brief Description of Services Performed or to be Performed and Date(s) of Service, including officer(s), employee(s), or Member(s) contacted, for Payment Indicated in Item 11:

(attach Continuation Sheet(s) SF-LLL-A if necessary)

15. Continuation Sheet(s) SF-LLL-A attached: ☐ Yes ☐ No

16. Information requested through this form is authorized by title 31 U.S.C. section 1352. This disclosure of lobbying activities is a material representation of fact upon which reliance was placed by the tier above when this transaction was made or entered into. This disclosure is required pursuant to 31 U.S.C. 1352. This information will be reported to the Congress semi-annually and will be available for public inspection. Any person who fails to file the required disclosure shall be subject to a civil penalty of not less than $10,000 and not more than $100,000 for each such failure.

Signature: Thomas E. Billops
Print Name: Thomas E Billops
Title: Principal
Telephone No.: 401 427 2703 Date 4/15/11

Federal Use Only:

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Standard Form - LLL-A

Approved by
0348-0046

DISCLOSURE OF LOBBYING ACTIVITIES
CONTINUATION SHEET

Reporting Entity: GZA GeoEnvironmental, Inc. Page ____ of ____

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Standard Form LLL-A

RIDOT 12/27/07

CONFLICTS DISCLOSURE STATEMENT

RE: Laurel Ave Design/Build Bridge Replacement

I, Thomas E. Billups **hereby certify as follows:**

I am employed as a Principal **of** GZA GeoEnvironmental, Inc.
[TITLE] **[COMPANY]**
and to the best of my knowledge:

PLEASE CHECK THE APPROPRIATE BOX:

☒ **I have no family or personal relations currently employed either on a full-time or part-time basis at the Rhode Island Department of Transportation.**

☐ **I do have family or personal relations currently employed at the Rhode Island Department of Transportation. Please list their name(s), title(s), and RIDOT Division(s) (if known):**

NAME	TITLE	RIDOT DIVISION

If necessary, please add any additional names as attachments hereto.

FOR ILLUSTRATIVE PURPOSES, FAMILY RELATIONS SHALL INCLUDE, WHETHER BY BLOOD, ADOPTION OR MARRIAGE, ANY OF THE FOLLOWING RELATIONSHIPS:

Father, Mother, Son, Daughter, Brother, Sister, Grandfather, Grandmother, Grandson, Granddaughter, Father-In-Law, Mother-In-Law, Brother-In-Law, Sister-In-Law, Son-In-Law, Daughter-In-Law, Stepfather, Stepmother, Stepson, Stepdaughter, Stepbrother, Stepsister, Half-Brother Or Half-Sister, Niece, Nephew, And Cousin

❖ *If you are unsure whether a relationship, association, or connection you have may need to be disclosed, please consult with RIDOT's Legal Office at (401) 222-6510.*

Thomas E. Billups 4/15/11
SIGNATURE **DATE**

By signing this form you: (1) certify that the information contained in this form is complete and accurate to the best of your knowledge; and (2) acknowledge your continuing obligation to complete and submit a new Disclosure form when there is any change in your family or personal relations during the course of this Contract.

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Revised: 5/9/90

ANTI-COLLUSION CERTIFICATE FOR CONTRACT AND FORCE ACCOUNT
[Sworn Affidavit]

Title 23, United States Code, Section 112(c), requires, as a condition precedent to approval by the Director of Public Roads of the contract for this work, that there be filed a sworn statement executed by, on behalf of, the person, firm, association, or corporation to whom such contract is to be awarded, certifying that such person, firm, association, or corporation has not, either directly or indirectly, entered into any agreement, participated in any collusion, or otherwise taken any action in restraint of free competitive bidding in connection with such contract. This sworn statement shall be in the form of an affidavit executed and sworn to by the successful bidder before a person who is authorized by the Laws of this State to administer oaths.

The person, firm, association, or corporation submitting the bid [under 23 U.S.C.112(c)] has the option to sign either:

(a) the sworn affidavit executed and sworn to by the bidder before a person who is authorized by the laws of the State to administer oaths; or

(b) the unsworn declaration executed under penalty of perjury under the laws of the United States [as allowed by 28 U.S.C. 1746].

A bidder will not be considered for award of contract under this invitation for bids unless such bidder completes either the unsworn declaration (as stated on following page) or the sworn affidavit as prescribed below:

PLEASE NOTE: CONTRACTOR TO COMPLETE ONLY ONE (1) CERTIFICATION STATEMENT. DO NOT SIGN BOTH STATEMENTS.

To the: **STATE OF RHODE ISLAND AND PROVIDENCE PLANTATIONS**
DEPARTMENT OF TRANSPORTATION, DIVISION OF PUBLIC WORKS

State of RI

County of Providence

I, Thomas E. Billups (name of party signing affidavit) Associate Principal (title), being duly sworn, do depose and say: On behalf of GZA GeoEnvironmental, Inc (name of Contractor), of Providence, RI that said Contractor has not, either directly or indirectly, entered into any agreement, participated in any collusion, or otherwise taken any action in restraint of free competitive bidding in connection with Rhode Island Bid Contract Number 744835, Federal-Aid Project Number _____, County of _____, Town-City Coventry RI, ~~Road~~-Bridge No. 397.

Contractor: GZA GeoEnvironmental, Inc

Signature: Thomas E. Billups

Sworn to before me this 20 day of April, 2011. My commission expires 4/2/14.

Signature and Seal of Notary Public

CERTIFICATION REGARDING DEBARMENT, SUSPENSION, AND OTHER RESPONSIBILITY MATTERS PRIMARY COVERED TRANSACTIONS

In accordance with the code of Federal Regulations, Part 49 CFR Section 29. 510, the prospective primary participant Mary G. Harper, President of (name of Authorized Agent), Archaeological and Historic Services Inc. (AHS, Inc) (Title), being duly sworn (or under penalty of perjury under the laws of the United States), certifies to the best of his/her knowledge and belief, that its principals:

a. Are not presently debarred, suspended, proposed for debarment, declared ineligible or voluntarily excluded from covered transactions by any Federal department or agency;

b. Have not within a three-year period preceding this proposal been convicted of or had a civil judgment rendered against them for commission of fraud or a criminal offense in connection with obtaining, attempting to obtain, or performing a public (Federal, State or local) transaction or contract under a public transaction; violation of Federal or State antitrust statues or commission of embezzlement, theft, forgery, bribery, falsification or destruction of records, making false statements, or receiving stolen property;

c. Are not presently indicted for or otherwise criminally or civilly charged by a governmental entity (Federal, State or local) with commission of any of the offenses enumerated in paragraph (1) (b) of this certification;

d. Have not within a three-year period preceding this application/proposal had one or more public transactions (Federal, State or local) terminated for cause or default.

Where the prospective primary participant is unable to certify any of the statements in this certification, such prospective participant shall list exceptions below.

Exceptions will not necessarily result in denial of award, but, will be considered in determining contractor responsibility. For any exception noted, indicate below to whom it applies, the initiating agency, and the dates of the action. Providing false information may result in criminal prosecution or administrative sanctions. If an exception is noted the contractor must contact the Department to discuss the exception prior to award of the contract.

NA

Mary G. Harper
Signature of Authorized Agent

4/13/11
Date

Approved by
03-48-0046

DISCLOSURE OF LOBBYING ACTIVITIES

Complete this form to disclose lobbying activities pursuant to 31 U.S.C. 1352 - 0348-0046
(see reverse for public burden disclosure)

1. Type of Federal Action:
N/A
a. contract
b. grant
c. cooperative agreement
d. loan
e. loan guarantee
f. loan insurance

2. Status of Federal Action:
N/A
a. bid/offer/application
b. initial award
c. post-award

3. Report Type:
N/A
a. initial filing
b. material change

For Material Change Only:
year _____ quarter _____
date of last report _____

4. Name and Address of Report Entity:
☐ Prime ☑ Subawardee
Tier ___, if known:
Archaeological and Historical Services, Inc.
P.O. Box 543
Storrs, CT 06268
Congressional District, if known:

5. If Reporting Entity in No. 4 is Subawardee, Enter Name and Address of Prime:

Congressional District, if known:

6. Federal Department Agency: **N/A**

7. Federal Program Name/Description: **N/A**

CFDA Number, if applicable: _____

8. Federal Action Number, if known: **N/A**

9. Award Amount, if known: **N/A**

$_____

10. a. Name and Address of Lobbying Entity: **N/A**

(if individual, last name, first name, mi):

10. b. Individuals Performing Services (including address if different from No. 10a)
N/A
(last name, first name, mi):

11. Amount of Payment (check all that apply) **None**

$_____ ☐ actual ☐ planned

13. Type of Payment (check all that apply): **N/A**
☐ a. retainer
☐ b. one-time fee
☐ c. commission
☐ d. contingent fee
☐ e. deferred
☐ f. other; specify: _____

12. Form of Payment (check all that apply): **N/A**
☐ a. cash
☐ b. in-kind; specify: nature _____
value _____

14. Brief Description of Services Performed or to be Performed and Date(s) of Service, including officer(s), employee(s), or Member(s) contracted, for Payment indicated in Item 11 (Attach Continuation Sheet(s) SF-LLL-A, if necessary): **N/A**

15. Continuation Sheet(s) SF-LLL-A attached: ☐ yes ☑ no

16. Information requested through this form is authorized by title 31 U.S.C. section 1352. this disclosure of lobbying activities is a material representation of fact upon which reliance was placed by the tier above when this transaction was made or entered into. This disclosure is required pursuant to 31 U.S.C. 1352. This information will be reported to the Congress semi-annually and will be available for public inspection. any person who fails to file the required disclosure shall be subject to a civil penalty of not less than $10,000 and not more than $100,000 for each such failure.

Signature: Mary G Harper
Print Name: Mary G. Harper
Title: President
Telephone No: (860) 429-2142 Date: Apr. 13, 2011

For Federal use Only:

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Standard Form – LLL-A

RIDOT 12/27/07

CONFLICTS DISCLOSURE STATEMENT

RE: Replacement of Laurel Avenue Bridge (#397) Coventry, RI

I, Mary G. Harper **hereby certify as follows:**

I am employed as a President **of** Archaeological and Historical Services, Inc. (AHS, Inc.)
[TITLE] **[COMPANY]**

and to the best of my knowledge:

PLEASE CHECK THE APPROPRIATE BOX:

☒ **I have no family or personal relations currently employed either on a full-time or part-time basis at the Rhode Island Department of Transportation.**

☐ **I do have family or personal relations currently employed at the Rhode Island Department of Transportation. Please list their name(s), title(s), and RIDOT Division(s) (if known):**

NAME	TITLE	RIDOT DIVISION

If necessary, please add any additional names as attachments hereto.

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- *If you are unsure whether a relationship, association, or connection you have may need to be disclosed, please consult with RIDOT's Legal Office at (401) 222-6510.*

Mary G. Harper — 4/13/11

SIGNATURE **DATE**

By signing this form you: (1) certify that the information contained in this form is complete and accurate to the best of your knowledge; and (2) acknowledge your continuing obligation to complete and submit a new Disclosure form when there is any change in your family or personal relations during the course of this Contract.

This document is used for internal RIDOT purposes only in order to address and avoid any potential conflicts at the inception of the contract process and to avoid any impropriety or the appearance of impropriety during the contract process. Any disclosures made hereto will not prejudice prospective vendors from selection.

Archaeological and Historical Services, Inc.

569 Middle Turnpike ♦ P.O. Box 543 ♦ Storrs, CT 06268
www.ahs-inc.biz

April 13, 2011

To Whom It May Concern:

I, Mary G. Harper, President of Archaeological and Historical Services, Inc., have no potential conflicts of interest regarding the Replacement of Laurel Avenue Bridge, No. 397, in Coventry, Rhode Island. Further, to the best of my knowledge, no employees of Archaeological and Historical Services, Inc. have potential conflicts of interest regarding this project.

Mary G. Harper

AHS, Inc. Phone: 860-429-2142 ♦ Fax: 860-429-9454 ♦ E-Mail: info@ahs-inc.biz

Revised: 5/9/90

ANTI-COLLUSION CERTIFICATE FOR CONTRACT AND FORCE ACCOUNT
[Unsworn Declaration]

Title 23, United States Code, Section 112(c), requires, as a condition precedent to approval by the Director of Pubic Roads of the contract for this work, that there be filed an unsworn declaration executed by, on behalf of, the person, firm, association, or corporation submitting the bid certifying that such person, firm, association, or corporation has not either directly or indirectly, entered into any agreement, participated in any collusion, or otherwise taken any action, in restraint of free competitive bidding in connection with the submitted bid. This unsworn statement shall be in the form of a declaration executed under penalty of perjury under the laws of the United States.

The person, firm, association, or corporation submitting the bid [under 23 U.S.C.112(c)] has the option to sign either:

(a) the sworn affidavit executed and sworn to by the bidder before a person who is authorized by the laws of the State to administer oaths; or

(b) the unsworn declaration executed under penalty of perjury under the laws of the United States [as allowed by 28 U.S.C. 1746].

A bidder will not be considered for award of contract under this invitation for bids unless such bidder completes either the unsworn declaration prescribed below or the sworn affidavit (as stated on the previous page).

PLEASE NOTE: CONTRACTOR TO COMPLETE ONLY ONE (1) CERTIFICATION STATEMENT. DO NOT SIGN BOTH STATEMENTS.

To the: **STATE OF RHODE ISLAND AND PROVIDENCE PLANTATIONS**
DEPARTMENT OF TRANSPORTATION, DIVISION OF PUBLIC WORKS

State of CT

County of Tolland

I, Mary G. Harper (name of party signing declaration) President (title), under penalty of perjury under the laws of the United States, do depose and say:

On behalf of Archaeological and Historical Services, Inc. (name of Contractor), of Storrs, CT that said Contractor has not, either directly or indirectly, entered into any agreement, participated in any collusion, or otherwise taken any action in restraint of free competitive bidding in connection with Rhode Island Contract Number _____, Federal-Aid Project Number FLD-EMEG-055, County of _____, Town-City Coventry, Road-Bridge Laurel Avenue Bridge No. 397.

Contractor: Mary G. Harper

Signature: Mary G. Harper

RHODE ISLAND DEPARTMENT OF TRANSPORTATION

LETTER OF INTENT TO PERFORM AS A SUBCONTRACTOR

CONTRACT/PROPOSAL NAME:

DB Services for the Replacement of the Laurel Avenue Bridge #397, Coventry, RI

NAME OF BIDDER/RESPONDENT:

Manafort Brothers Incorporated

The undersigned intends to perform work in connection with the above contract upon the execution and subsequent award of the contract by RIDOT:

Name of DBE Subcontractor Archeological and Historical Services, Inc.

Address 569 Middle Tpke, PO Box 543

City Storrs State CT Zip 06268

Please check if RI certification letter attached:

Disadvantaged Business Enterprise (DBE) x

The DBE status of the above named subcontractor is certified by the Rhode Island Department of Administration. The above named subcontractor is prepared to perform the described work listed on the DBE Utilization Plan, in connection with the above contract upon execution of such and subsequent award of the contract by RIDOT. The above named subcontractor is prepared to perform the described work for the Price identified on the DBE Utilization Plan. (See Price Proposal).

The above named bidder and subcontractor mutually accepts the commitment total estimated for the Unit Prices and Quantities. This commitment total is based on estimated quantities only and most likely will vary up or down as the project is completed. Final compensation and DBE credit will be based on actual quantities of work performed and accepted during the pursuance of work. The listed amount represents the entire dollar amount quoted based on these estimated quantities. No conversations, verbal agreements, and/or other forms of non-written representations shall serve to add, delete, or modify the terms as stated. This document shall not serve in any manner as an actual subcontract between the two parties. A separate subcontractor agreement will describe in detail the contractual obligations of the bidder and the DBE subcontractor.

Affirmation

The above named DBE subcontractor affirms that it will perform the portion(s) of the contract for the estimated dollar value as stated in the DBE Utililzation Plan (see Price Proposal).

Archeological and Historical Services, Inc.	Manafort Brothers Incorporated
Name of DBE Subcontractor	**Name of Bidder**
Mary A Harper 4/13/11 President	
Signature / Title **Date**	**Signature / Title** **Date**

STATE OF RHODE ISLAND AND PROVIDENCE PLANTATIONS

Department of Administration
Minority Business Enterprise Compliance Office
One Capitol Hill
Providence, RI 02908-5860
Office: **(401) 574-8670**
Fax: **(401) 574-8387**

RI Relay: 711
www.mbe.ri.gov

December 14, 2010

Ms. Mary Harper
Archaeological and Historical Services, Inc. (AHS Inc.)
P.O. Box 543
Storrs, CT 06268

Dear Ms. Harper:

Based on the recertification application and supplemental information provided by you, your application for recertification for the State of Rhode Island's MBE Program and/or the U.S. Department of Transportation's DBE Program has been approved. Your company has been approved as a **WBE/DBE** to conduct business primarily as a **"cultural resource management, preservation planning, heritage planning, archeological and historical studies and documentation, NEPA, Section 4(f) and Section 106 compliance assistance"** firm under primary NAICS Code 541690. Your "Minority Business Certification Number" which you can use as proof of your status is MBCN 1063. If your company has been identified as a DBE, be advised that the MBE Compliance Office, acting as certification agent for RIDOT, RIAC, and RIPTA, has determined that your firm meets the certification criteria as established by U.S. DOT under 49 CFR Part 26.

Your certification is valid until **1/31/2015** unless revoked sooner based on a determination of ineligibility. It is your responsibility to notify the Minority Business Enterprise Compliance Office of any changes in the ownership or control of your business within 30 days of such changes. At the end of your certification period, if you wish to recertify, your company will undergo a substantive review, including a new site visit, as applicable.

In order to maintain your certification during the certification period, you must submit your annual review package sixty (60) days prior to your annual review date which is **1/31/2012**. Your annual review package must include: (a) a completed No Change Affidavit; (b) current corporate financial statements; (c) current corporate and personal tax returns including all schedules and attachments; (d) completed Personal Financial Statement and Statement of Disadvantage Forms; and (e) a copy of your current certification letter from your home state UCP if firm is not based in Rhode Island. Failure to submit your annual review package will result in an administrative removal of your certification.

We wish you success in the State of Rhode Island's MBE Program and/or the Department of Transportation's DBE Program, and if we can be of further assistance to you, please contact this office.

Sincerely,

Charles C. Newton

Charles C. Newton, Administrator
MBE Compliance Office

CERTIFICATION REGARDING DEBARMENT, SUSPENSION, AND OTHER RESPONSIBILITY MATTERS PRIMARY COVERED TRANSACTIONS

In accordance with the code of Federal Regulations, Part 49 CFR Section 29. 510, the prospective primary participant Pamela Welch (name of Authorized Agent), President (Title), being duly sworn (or under penalty of perjury under the laws of the United States), certifies to the best of his/her knowledge and belief, that its principals:

a. Are not presently debarred, suspended, proposed for debarment, declared ineligible or voluntarily excluded from covered transactions by any Federal department or agency;

b. Have not within a three-year period preceding this proposal been convicted of or had a civil judgment rendered against them for commission of fraud or a criminal offense in connection with obtaining, attempting to obtain, or performing a public (Federal, State or local) transaction or contract under a public transaction; violation of Federal or State antitrust statues or commission of embezzlement, theft, forgery, bribery, falsification or destruction of records, making false statements, or receiving stolen property;

c. Are not presently indicted for or otherwise criminally or civilly charged by a governmental entity (Federal, State or local) with commission of any of the offenses enumerated in paragraph (1) (b) of this certification;

d. Have not within a three-year period preceding this application/proposal had one or more public transactions (Federal, State or local) terminated for cause or default.

Where the prospective primary participant is unable to certify any of the statements in this certification, such prospective participant shall list exceptions below.

Exceptions will not necessarily result in denial of award, but, will be considered in determining contractor responsibility. For any exception noted, indicate below to whom it applies, the initiating agency, and the dates of the action. Providing false information may result in criminal prosecution or administrative sanctions. If an exception is noted the contractor must contact the Department to discuss the exception prior to award of the contract.

_____

_____

_____ 4-19-11

Signature of Authorized Agent Date

Approved by OMB 0348-0046

DISCLOSURE OF LOBBYING ACTIVITIES

Complete this form to disclose lobbying activities pursuant to 31 U.S.C. 1352
(See reverse for public burden disclosure.)

1. Type of Federal Action:
   - [ ] a. contract
   - [ ] b. grant
   - c. cooperative agreement
   - d. loan
   - e. loan guarantee
   - f. loan insurance

2. Status of Federal Action:
   - [ ] a. bid/offer/application
   - b. initial award
   - c. post-award

3. Report Type:
   - [ ] a. initial filing
   - b. material change

   For Material Change Only:
   year _____ quarter _____
   date of last report _____

4. Name and Address of Reporting Entity:
   - [ ] Prime
   - [ ] Subawardee
     Tier _____, if known:

   Congressional District, if known:

5. If Reporting Entity in No. 4 is Subawardee, Enter Name and Address of Prime:

   Congressional District, if known:

6. Federal Department/Agency:

7. Federal Program Name/Description

   CFDA Number, if applicable: _____

8. Federal Action Number, if known:

9. Award Amount, if known:
   $

10. a. Name and Address of Lobbying Entity
    (if individual, last name, first name, MI):

    (attach Continuation Sheet(s) SF-LLL-A, if necessary)

    b. Individuals Performing Services (including address if different from No. 10a)
    (last name, first name, MI):

11. Amount of Payment (check all that apply:
    $_____ [ ] actual [ ] planned

12. Form of Payment (check all that apply):
    - [ ] a. cash
    - [ ] b. in-kind; specify: nature _____
      value _____

13. Type of Payment (check all that apply):
    - [ ] a. retainer
    - [ ] b. one-time fee
    - [ ] c. commission
    - [ ] d. contingent fee
    - [ ] e. deferred
    - [ ] f. other; specify: _____

14. Brief Description of Services Performed or to be Performed and Date(s) of Service, including officer(s), employee(s), or Member(s) contacted, for Payment Indicated in Item 11:

    NO LOBBYING ACTIVITIES

    (attach Continuation Sheet(s) SF-LLL-A if necessary)

15. Continuation Sheet(s) SF-LLL-A attached: [ ] Yes [ ] No

16. Information requested through this form is authorized by title 31 U.S.C. section 1352. This disclosure of lobbying activities is a material representation of fact upon which reliance was placed by the tier above when this transaction was made or entered into. This disclosure is required pursuant to 31 U.S.C. 1352. This information will be reported to the Congress semi-annually and will be available for public inspection. Any person who fails to file the required disclosure shall be subject to a civil penalty of not less than $10,000 and not more than $100,000 for each such failure.

Signature: [signature]
Print Name: Pamela Welch
Title: President
Telephone No.: 508-580-4696 Date: 4/19/11

Federal Use Only:

Authorized for Local Reproduction
Standard Form - LLL-A

RIDOT 12/27/07

CONFLICTS DISCLOSURE STATEMENT

RE: _____

_____

I, Pamela Welch **hereby certify as follows:**

I am employed as a President **of** Welch Associates Land Surveyors, Inc.
[TITLE] **[COMPANY]**

and to the best of my knowledge:

PLEASE CHECK THE APPROPRIATE BOX:

☑ **I have no family or personal relations currently employed either on a full-time or part-time basis at the Rhode Island Department of Transportation.**

☐ **I do have family or personal relations currently employed at the Rhode Island Department of Transportation. Please list their name(s), title(s), and RIDOT Division(s) (if known):**

NAME	TITLE	RIDOT DIVISION

If necessary, please add any additional names as attachments hereto.

FOR ILLUSTRATIVE PURPOSES, FAMILY RELATIONS SHALL INCLUDE, WHETHER BY BLOOD, ADOPTION OR MARRIAGE, ANY OF THE FOLLOWING RELATIONSHIPS:

Father, Mother, Son, Daughter, Brother, Sister, Grandfather, Grandmother, Grandson, Granddaughter, Father-In-Law, Mother-In-Law, Brother-In-Law, Sister-In-Law, Son-In-Law, Daughter-In-Law, Stepfather, Stepmother, Stepson, Stepdaughter, Stepbrother, Stepsister, Half-Brother Or Half-Sister, Niece, Nephew, And Cousin

- *If you are unsure whether a relationship, association, or connection you have may need to be disclosed, please consult with RIDOT's Legal Office at (401) 222-6510.*

4-19-11

SIGNATURE **DATE**

By signing this form you: (1) certify that the information contained in this form is complete and accurate to the best of your knowledge; and (2) acknowledge your continuing obligation to complete and submit a new Disclosure form when there is any change in your family or personal relations during the course of this Contract.

This document is used for internal RIDOT purposes only in order to address and avoid any potential conflicts at the inception of the contract process and to avoid any impropriety or the appearance of impropriety during the contract process. Any disclosures made hereto will not prejudice prospective vendors from selection.

Revised: 5/9/90

ANTI-COLLUSION CERTIFICATE FOR CONTRACT AND FORCE ACCOUNT
[Unsworn Declaration]

Title 23, United States Code, Section 112(c), requires, as a condition precedent to approval by the Director of Pubic Roads of the contract for this work, that there be filed an unsworn declaration executed by, on behalf of, the person, firm, association, or corporation submitting the bid certifying that such person, firm, association, or corporation has not either directly or indirectly, entered into any agreement, participated in any collusion, or otherwise taken any action, in restraint of free competitive bidding in connection with the submitted bid. This unsworn statement shall be in the form of a declaration executed under penalty of perjury under the laws of the United States.

The person, firm, association, or corporation submitting the bid [under 23 U.S.C.112(c)] has the option to sign either:

(a) the sworn affidavit executed and sworn to by the bidder before a person who is authorized by the laws of the State to administer oaths; or

(b) the unsworn declaration executed under penalty of perjury under the laws of the United States [as allowed by 28 U.S.C. 1746].

A bidder will not be considered for award of contract under this invitation for bids unless such bidder completes either the unsworn declaration prescribed below or the sworn affidavit (as stated on the previous page).

PLEASE NOTE: CONTRACTOR TO COMPLETE ONLY ONE (1) CERTIFICATION STATEMENT. DO NOT SIGN BOTH STATEMENTS.

To the: **STATE OF RHODE ISLAND AND PROVIDENCE PLANTATIONS**
DEPARTMENT OF TRANSPORTATION, DIVISION OF PUBLIC WORKS

State of MASSACHUSETTS

County of Plymouth

I, Pamela Welch (name of party signing declaration) President (title),

under penalty of perjury under the laws of the United States, do depose and say:

On behalf of Welch Associates Land Surveyors, Inc (name of Contractor), of W. Bridgewater, MA that said Contractor has not, either directly or indirectly, entered into any agreement, participated in any collusion, or otherwise taken any action in restraint of free competitive bidding in connection with Rhode Island Contract Number _____, Federal-Aid Project Number _____, County of Kent, Town-City Coventry, Road-Bridge LAUREL AVENUE Bridge.

Contractor: Welch Associates Land Surveyors, Inc.

Signature: _____

RHODE ISLAND DEPARTMENT OF TRANSPORTATION
LETTER OF INTENT TO PERFORM AS A SUBCONTRACTOR

CONTRACT/PROPOSAL NAME:
DB Services for the Replacement of the Laurel Avenue Bridge #397, Coventry, RI

NAME OF BIDDER/RESPONDENT:
Manafort Brothers Incorporated

The undersigned intends to perform work in connection with the above contract upon the execution and subsequent award of the contract by RIDOT:

Name of DBE Subcontractor Welch Associates Land Surveyors, Inc.
Address 218 North Main Street
City West Bridgewater State MA Zip 02379

Please check if RI certification letter attached:

Disadvantaged Business Enterprise (DBE) x

The DBE status of the above named subcontractor is certified by the Rhode Island Department of Administration. The above named subcontractor is prepared to perform the described work listed on the DBE Utilization Plan, in connection with the above contract upon execution of such and subsequent award of the contract by RIDOT. The above named subcontractor is prepared to perform the described work for the Price identified on the DBE Utilization Plan. (See Price Proposal).

The above named bidder and subcontractor mutually accepts the commitment total estimated for the Unit Prices and Quantities. This commitment total is based on estimated quantities only and most likely will vary up or down as the project is completed. Final compensation and DBE credit will be based on actual quantities of work performed and accepted during the pursuance of work. The listed amount represents the entire dollar amount quoted based on these estimated quantities. No conversations, verbal agreements, and/or other forms of non-written representations shall serve to add, delete, or modify the terms as stated. This document shall not serve in any manner as an actual subcontract between the two parties. A separate subcontractor agreement will describe in detail the contractual obligations of the bidder and the DBE subcontractor.

Affirmation

The above named DBE subcontractor affirms that it will perform the portion(s) of the contract for the estimated dollar value as stated in the DBE Utililzation Plan (see Price Proposal).

Welch Associates Land Surveyors, Inc.
Name of DBE Subcontractor

Manafort Brothers Incorporated
Name of Bidder

Pres 4-19-11

Signature / Title **Date**

Signature / Title **Date**

STATE OF RHODE ISLAND AND PROVIDENCE PLANTATIONS

Department of Administration
Minority Business Enterprise Compliance Office
One Capitol Hill
Providence, RI 02908-5860
Office: **(401) 574-8670**
Fax: **(401) 574-8387**

RI Relay: 711
www.mbe.ri.gov

March 21, 2011

Ms. Pamela Welch
Welch Associates Land Surveyors, Inc.
218 North Main Street
West Bridgewater, MA 02379

Dear Ms. Welch:

Based on the annual review package provided by you, a determination has been made that your firm remains eligible for certification as a **DBE**. If your company has been also identified as a DBE, be advised that the MBE Compliance Office, acting as certification agent for RIDOT, RIAC, and RIPTA, has determined that your firm continues to meet the certification criteria as established by U.S. DOT under 49 CFR Part 26. Your company has been approved as a **DBE** to conduct business primarily as a **"professional land surveyors, design and consulting: providing services to architects, engineers, and general contractors"** firm under primary NAICS Code 541370.

Please be advised that it is your responsibility to notify the Minority Business Enterprise Compliance Office of any changes in the ownership or control of your business within 30 days of such changes. In order to maintain your certification as a DBE, you must submit your annual review package sixty (60) days prior to your annual review date which is **4/30/2012**. Your annual review package must include: (a) a completed No Change Affidavit; (b) current corporate financial statements; (c) current corporate and personal tax returns including all schedules and attachments; (d) completed Personal Financial Statement and Statement of Disadvantage Forms; and (e) a copy of your current certification letter from your home state UCP if firm is not based in Rhode Island. Please be advised that the review of your firm's continued eligibility will also include periodic site visits. Failure to submit your annual review package will result in an administrative removal of your certification.

We wish you success in the Department of Transportation's Disadvantaged Business Enterprise Program, as applicable; and, if we can be of further assistance to you, please contact this office.

Sincerely,

Charles C. Newton, Administrator
MBE Compliance Office

RHODE ISLAND DEPARTMENT OF TRANSPORTATION
LETTER OF INTENT TO PERFORM AS A SUBCONTRACTOR

CONTRACT/PROPOSAL NAME:
DB Services for the Replacement of the Laurel Avenue Bridge #397, Coventry, RI

NAME OF BIDDER/RESPONDENT:
Manafort Brothers Incorporated

The undersigned intends to perform work in connection with the above contract upon the execution and subsequent award of the contract by RIDOT:

Name of DBE Subcontractor D & M. Concrete Floor Co.
Address 2 Lark Street
City Fall River, MA. State MA Zip 02721

Please check if RI certification letter attached:

Disadvantaged Business Enterprise (DBE) x

The DBE status of the above named subcontractor is certified by the Rhode Island Department of Administration. The above named subcontractor is prepared to perform the described work listed on the DBE Utilization Plan, in connection with the above contract upon execution of such and subsequent award of the contract by RIDOT. The above named subcontractor is prepared to perform the described work for the Price identified on the DBE Utilization Plan. (See Price Proposal).

The above named bidder and subcontractor mutually accepts the commitment total estimated for the Unit Prices and Quantities. This commitment total is based on estimated quantities only and most likely will vary up or down as the project is completed. Final compensation and DBE credit will be based on actual quantities of work performed and accepted during the pursuance of work. The listed amount represents the entire dollar amount quoted based on these estimated quantities. No conversations, verbal agreements, and/or other forms of non-written representations shall serve to add, delete, or modify the terms as stated. This document shall not serve in any manner as an actual subcontract between the two parties. A separate subcontractor agreement will describe in detail the contractual obligations of the bidder and the DBE subcontractor.

Affirmation

The above named DBE subcontractor affirms that it will perform the portion(s) of the contract for the estimated dollar value as stated in the DBE Utililzation Plan (see Price Proposal).

D & M Concrete Floor Co. — **Name of DBE Subcontractor**

Manafort Brothers Incorporated — **Name of Bidder**

Joseph M 4/21/11 — **Signature / Title** **Date**

Vice President — **Signature / Title** **Date** 4/21/11

RHODE ISLAND DEPARTMENT OF TRANSPORTATION
LETTER OF INTENT TO PERFORM AS A SUBCONTRACTOR

CONTRACT/PROPOSAL NAME:
DB Services for the Replacement of the Laurel Avenue Bridge #397, Coventry, RI

NAME OF BIDDER/RESPONDENT:
Manafort Brothers Incorporated

The undersigned intends to perform work in connection with the above contract upon the execution and subsequent award of the contract by RIDOT:

Name of DBE Subcontractor WALLACE CONSTRUCTION CORP.
Address 206 KING PHILIP ST.
City PROVIDENCE State RHODE ISLAND Zip 02909

Please check if RI certification letter attached:

Disadvantaged Business Enterprise (DBE) x

The DBE status of the above named subcontractor is certified by the Rhode Island Department of Administration. The above named subcontractor is prepared to perform the described work listed on the DBE Utilization Plan, in connection with the above contract upon execution of such and subsequent award of the contract by RIDOT. The above named subcontractor is prepared to perform the described work for the Price identified on the DBE Utilization Plan. (See Price Proposal).

The above named bidder and subcontractor mutually accepts the commitment total estimated for the Unit Prices and Quantities. This commitment total is based on estimated quantities only and most likely will vary up or down as the project is completed. Final compensation and DBE credit will be based on actual quantities of work performed and accepted during the pursuance of work. The listed amount represents the entire dollar amount quoted based on these estimated quantities. No conversations, verbal agreements, and/or other forms of non-written representations shall serve to add, delete, or modify the terms as stated. This document shall not serve in any manner as an actual subcontract between the two parties. A separate subcontractor agreement will describe in detail the contractual obligations of the bidder and the DBE subcontractor.

Affirmation

The above named DBE subcontractor affirms that it will perform the portion(s) of the contract for the estimated dollar value as stated in the DBE Utililzation Plan (see Price Proposal).

WALLACE CONSTRUCTION CORP
Name of DBE Subcontractor

Manafort Brothers Incorporated
Name of Bidder

Christina Rosciti
VICE PRESIDENT 4/20/11
Signature / Title **Date**

Vice President
Signature / Title **Date** 4/21/11

RHODE ISLAND DEPARTMENT OF TRANSPORTATION
LETTER OF INTENT TO PERFORM AS A SUBCONTRACTOR

CONTRACT/PROPOSAL NAME:
DB Services for the Replacement of the Laurel Avenue Bridge #397, Coventry, RI

NAME OF BIDDER/RESPONDENT:
Manafort Brothers Incorporated

The undersigned intends to perform work in connection with the above contract upon the execution and subsequent award of the contract by RIDOT:

Name of DBE Subcontractor COSCO, Inc.
Address 707 Park East Drive
City Woonsocket State RI Zip 02895

Please check if RI certification letter attached:

Disadvantaged Business Enterprise (DBE) x

The DBE status of the above named subcontractor is certified by the Rhode Island Department of Administration. The above named subcontractor is prepared to perform the described work listed on the DBE Utilization Plan, in connection with the above contract upon execution of such and subsequent award of the contract by RIDOT. The above named subcontractor is prepared to perform the described work for the Price identified on the DBE Utilization Plan. (See Price Proposal).

The above named bidder and subcontractor mutually accepts the commitment total estimated for the Unit Prices and Quantities. This commitment total is based on estimated quantities only and most likely will vary up or down as the project is completed. Final compensation and DBE credit will be based on actual quantities of work performed and accepted during the pursuance of work. The listed amount represents the entire dollar amount quoted based on these estimated quantities. No conversations, verbal agreements, and/or other forms of non-written representations shall serve to add, delete, or modify the terms as stated. This document shall not serve in any manner as an actual subcontract between the two parties. A separate subcontractor agreement will describe in detail the contractual obligations of the bidder and the DBE subcontractor.

Affirmation

The above named DBE subcontractor affirms that it will perform the portion(s) of the contract for the estimated dollar value as stated in the DBE Utililzation Plan (see Price Proposal).

COSCO, Inc.	Manafort Brothers Incorporated
Name of DBE Subcontractor	**Name of Bidder**
Sandra L. Brooke-Mazzeo 4/21/11	Vice President 4/21/11
Signature / Title **Date**	**Signature / Title** **Date**

RHODE ISLAND DEPARTMENT OF TRANSPORTATION
LETTER OF INTENT TO PERFORM AS A SUBCONTRACTOR

CONTRACT/PROPOSAL NAME:
DB Services for the Replacement of the Laurel Avenue Bridge #397, Coventry, RI

NAME OF BIDDER/RESPONDENT:
Manafort Brothers Incorporated

The undersigned intends to perform work in connection with the above contract upon the execution and subsequent award of the contract by RIDOT:

Name of DBE Subcontractor Melo's Rodbusters, Inc.
Address 878 Smith Neck Road
City S. Dartmouth State MA Zip 02748

Please check if RI certification letter attached:

Disadvantaged Business Enterprise (DBE) x

The DBE status of the above named subcontractor is certified by the Rhode Island Department of Administration. The above named subcontractor is prepared to perform the described work listed on the DBE Utilization Plan, in connection with the above contract upon execution of such and subsequent award of the contract by RIDOT. The above named subcontractor is prepared to perform the described work for the Price identified on the DBE Utilization Plan. (See Price Proposal).

The above named bidder and subcontractor mutually accepts the commitment total estimated for the Unit Prices and Quantities. This commitment total is based on estimated quantities only and most likely will vary up or down as the project is completed. Final compensation and DBE credit will be based on actual quantities of work performed and accepted during the pursuance of work. The listed amount represents the entire dollar amount quoted based on these estimated quantities. No conversations, verbal agreements, and/or other forms of non-written representations shall serve to add, delete, or modify the terms as stated. This document shall not serve in any manner as an actual subcontract between the two parties. A separate subcontractor agreement will describe in detail the contractual obligations of the bidder and the DBE subcontractor.

Affirmation

The above named DBE subcontractor affirms that it will perform the portion(s) of the contract for the estimated dollar value as stated in the DBE Utililzation Plan (see Price Proposal).

Melo's Rodbusters, Inc.
Name of DBE Subcontractor

Manafort Brothers Incorporated
Name of Bidder

Moreti L. Melo 4/20/11
Signature / Title President **Date**

Vice President
Signature / Title **Date** 4/21/11

RHODE ISLAND DEPARTMENT OF TRANSPORTATION
LETTER OF INTENT TO PERFORM AS A SUBCONTRACTOR

CONTRACT/PROPOSAL NAME:
DB Services for the Replacement of the Laurel Avenue Bridge #397, Coventry, RI

NAME OF BIDDER/RESPONDENT:
Manafort Brothers Incorporated

The undersigned intends to perform work in connection with the above contract upon the execution and subsequent award of the contract by RIDOT:

Name of DBE Subcontractor M.O.N LANDSCAPING, INC.
Address P.O. BOX 70220
City N. DARTMOUTH, State MA Zip 02747

Please check if RI certification letter attached:

Disadvantaged Business Enterprise (DBE) x

The DBE status of the above named subcontractor is certified by the Rhode Island Department of Administration. The above named subcontractor is prepared to perform the described work listed on the DBE Utilization Plan, in connection with the above contract upon execution of such and subsequent award of the contract by RIDOT. The above named subcontractor is prepared to perform the described work for the Price identified on the DBE Utilization Plan. (See Price Proposal).

The above named bidder and subcontractor mutually accepts the commitment total estimated for the Unit Prices and Quantities. This commitment total is based on estimated quantities only and most likely will vary up or down as the project is completed. Final compensation and DBE credit will be based on actual quantities of work performed and accepted during the pursuance of work. The listed amount represents the entire dollar amount quoted based on these estimated quantities. No conversations, verbal agreements, and/or other forms of non-written representations shall serve to add, delete, or modify the terms as stated. This document shall not serve in any manner as an actual subcontract between the two parties. A separate subcontractor agreement will describe in detail the contractual obligations of the bidder and the DBE subcontractor.

Affirmation

The above named DBE subcontractor affirms that it will perform the portion(s) of the contract for the estimated dollar value as stated in the DBE Utililzation Plan (see Price Proposal).

M.O.N LANDSCAPING INC.
Name of DBE Subcontractor

Manafort Brothers Incorporated
Name of Bidder

, President
Signature / Title 4/20/11 **Date**

Vice President
Signature / Title **Date** 4/21/11

RHODE ISLAND DEPARTMENT OF TRANSPORTATION
LETTER OF INTENT TO PERFORM AS A SUBCONTRACTOR

CONTRACT/PROPOSAL NAME:
DB Services for the Replacement of the Laurel Avenue Bridge #397, Coventry, RI

NAME OF BIDDER/RESPONDENT:
Manafort Brothers Incorporated

The undersigned intends to perform work in connection with the above contract upon the execution and subsequent award of the contract by RIDOT:

Name of DBE Subcontractor International Paving Corporation
Address 25 Concord Street
City Pawtucket State RI Zip 02860

Please check if RI certification letter attached:

Disadvantaged Business Enterprise (DBE) x

The DBE status of the above named subcontractor is certified by the Rhode Island Department of Administration. The above named subcontractor is prepared to perform the described work listed on the DBE Utilization Plan, in connection with the above contract upon execution of such and subsequent award of the contract by RIDOT. The above named subcontractor is prepared to perform the described work for the Price identified on the DBE Utilization Plan. (See Price Proposal).

The above named bidder and subcontractor mutually accepts the commitment total estimated for the Unit Prices and Quantities. This commitment total is based on estimated quantities only and most likely will vary up or down as the project is completed. Final compensation and DBE credit will be based on actual quantities of work performed and accepted during the pursuance of work. The listed amount represents the entire dollar amount quoted based on these estimated quantities. No conversations, verbal agreements, and/or other forms of non-written representations shall serve to add, delete, or modify the terms as stated. This document shall not serve in any manner as an actual subcontract between the two parties. A separate subcontractor agreement will describe in detail the contractual obligations of the bidder and the DBE subcontractor.

Affirmation

The above named DBE subcontractor affirms that it will perform the portion(s) of the contract for the estimated dollar value as stated in the DBE Utililzation Plan (see Price Proposal).

International Paving Corp. — Manafort Brothers Incorporated

Name of DBE Subcontractor — **Name of Bidder**

Signature / Title — Date 4/20/11

Vice President

Signature / Title — Date 4/21/11

Appendixes

Team Resumes

Insurance Certificates (Design-Build Contractor and Lead Designer)

RI Engineers Certificate of Authorization

Individual RI PE Licenses

Acknowledgement of Key Staff Non-Licensure

Surety Confirmation (Design-Build Contractor only)

DBE Letters of Intent to Perform as Subcontractors

On-the Job Training Acknowledgement/Statement of Intent Forms

SF330 (Lead Designer)

Manafort Brothers, Inc.

PARSONS BRINCKERHOFF

ROBERT J. LEWANDOWSKI, P.E.

Regional Vice President

SUMMARY

Regional Vice President with over 18 years of construction experience, specializing in all phases of construction.

AREAS OF EXPERTISE

- Heavy Highway
- Design/Build
- Demolition
- Utility
- Concrete
- Building/Facility

PROFESSIONAL EXPERIENCE

Manafort Brothers, Incorporated (MBI), Plainville, CT
Regional Vice President, *1993-Present*

Representative Projects

- **RIDOT Wickford Junction Design / Build Rail Station**, North Kingstown, RI
  Design / Build Project Manager for the Wickford Junction Commuter Rail Station and Parking Facility. Project consists of an 1100 space parking facility, 800ft commuter rail platform, and 3700ft of rail bed construction including a 1300 ft retaining wall supporting new rail lines. The Manafort / Parsons Brinckerhoff team developed and implemented numerous value engineering alternatives. Fast Track construction methods as well as alternative construction methods such as precasting concrete onsite were employed to reduce schedule time.
- **Foxwoods Casino Phases 3-6 Construction,** Ledyard, CT
  Heavy Highway, site, utility, concrete foundations, concrete superstructures, demolition, and general trades work for $1.4 billion expansion. Project included several short span bridges and precast concrete arch structures.
- **CT DOT Intersection improvements,** Southeast CT region
  Various intersection improvements for 19 locations through out 8 towns. Work included signalization (new and modified), safety improvements and widening.
- **Mohegan Sun Employee Parking Garage,** Uncasville, CT
  Design/build of a 3000 space parking garage with installation of a new upper level access bridge. Bridge structure was a prestressed precast concrete section with a span of 90 ft. Self performed all civil and concrete work.
- **Mohegan Sun Casino Expansion,** Uncasville, CT
  Heavy Highway, site, utility, bridge work, concrete foundations, concrete superstructures, demolition, and general trades work for $1.5 billion expansion. Bridge work included 2ea steel superstructure bridges with spans of 140 ft and a prestressed precast concrete section bridge with a span of 60 ft.
- **Amgen Campus Expansion,** West Greenwich, RI
  Miscellaneous concrete and selective demolition as part of a $500 million campus expansion project.
- **Mohegan Sun M-Lot Parking Garage,** Uncasville, CT
  Design/build of a 1200 space parking garage. Self performed all civil and concrete work.
- **CT DOT Route 32 Signalization and Widening,** Montville, CT
  Various intersection improvements for 6 locations. Work included signalization (new and modified), safety improvements and widening of 2 miles of state roadway.
- **Montville Commons Commercial Development,** Montville, CT
  Civil work associated with a 50 acre commercial development. Work included 2ea Design/Build Bridges with Steel Truss Type Superstructrures with spans of 110ft and 60ft over wetland areas, Extensive dewatering and control of water, and 50,000sf of precast concrete retaining walls.
- **AMTRAK Providence Station ,** Providence, RI
  Removal and replacement of high level concrete station platforms adjacent to live rail lines. Installation of 250ft span steel catenary truss over 5ea live rail lines.
- **CT DOT Route 395 Northbound expansion,** Montville, CT
  Construction of northbound acceleration lane including underpinning of an in-service overpass bridge abutment.

ROBERT J. LEWANDOWSKI, P.E.

Regional Vice President

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ASSOCIATIONS

Registered Professional Engineer – State of CT
Member of American Society Civil Engineer
Adjunt Professor for Three Rivers College
Adjunt Professor for University of Hartford
Member of the Three Rivers College Civil Industrial Advisory Board

EDUCATION

University of Hartford- College of Engineering, West Hartford, CT
Bachelor of Science in Civil Engineering, May 1991
Purdue University, West Lafayette, IN
Master of Science in Civil Engineering, May 1993

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JOHN F. BURCKARDT, PE
Design Manager

YEARS OF EXPERIENCE
32 (21 with PB)

EDUCATION
MS, Civil Engineering, Northeastern University, 1986; BS, Civil Engineering, Northeastern University, 1977

REGISTRATIONS / CERTIFICATIONS
Professional Engineer: Massachusetts, 1984 (31880); Connecticut, 1985 (13593); Maine, 1985 (5267); New Hampshire, 1985 (6191); Rhode Island, 1999 (6984); Vermont, 2009 (6228)

PROFESSIONAL AFFILIATIONS
American Society of Civil Engineers

PROFILE
John Burckardt is a supervising civil engineer with PB, experienced in the planning and design of railroads, transit systems, highways and sitework for facilities. His project experience includes rail lines and facilities, high speed rail, roadways, and suburban office and industrial developments.

His key areas of expertise include rail alignment and track design, civil/sitework design, storm drainage design, site utilities, and maintenance of pedestrian, vehicular and rail traffic during construction. He has extensive experience in environmental permitting of many types of projects.

RELEVANT EXPERIENCE
Sibley Pond DB Bridge Replacement, Canaan - Pittsfield, ME: supervising civil engineer overseeing civil roadway design for replacement of a 2-lane bridge carrying Route 2 over Sibley Pond. The work was procured as a design-build project, with PB as the lead design engineering firm working directly for the Contractor. John's role included QC review of all submissions and review of design criteria.

Wickford Junction Station DB Project, Wickford Junction, RI: serves as design manager on a Manafort/PB DB team preparing plans and constructing the new station and garage for RIDOT. This multi-modal project includes a new commuter rail station with a single-side platform, a new siding track, and a 1,100-car parking garage, along with a drop-off/pick-up area for cars and buses, bicycle parking, storm-water treatment facilities, and new landscaping.

Church Street Bridge, New Haven, CT: project drainage engineer for design of the extension of Church Street, a major downtown axis over the New Haven Rail Yard, to link downtown with the harbor. Project included a significant 12-ft x 4-ft. box culvert along Church Street to handle flows from downtown, the rail yard, and Church Street and adjacent properties. The conduit implemented one of the recommendations in PB's previously completed 700-acre New Haven Global Drainage Study. The project also includes large tide valves to keep high tides and surges in the harbor from backflowing into the rail yard.

Boston and Albany Line Bridge Raising, Framingham to Worcester, MA: project civil engineer for two locations where existing roadway bridges over Conrail's Boston and Albany Line (now CSX Boston Line) were raised to provide additional clearance for triple stack car-carrier rail cars. Design work included new roadway alignments, grading, drainage, utility relocations, and development of a traffic detour plan.

Revere Beach Boulevard Improvements, Revere, MA: project manager for the design for the upgrade of Revere Beach Boulevard for the Massachusetts Department of Conservation and Recreation. The project includes reconstruction of the roadway, widened sidewalks, improved pedestrian crosswalks with curb extensions, new historic street light fixtures, new storm drainage system incorporating best management practices (BMPs), a new municipal water main, new amenities for beachgoers, landscaping, parking improvements, pilot program of dunes for beach stabilization, permitting and construction phase services.

Devens Roadways, Devens, MA: project manager for delivery-order contracts for the design of local roadways and utility infrastructure for Massachusetts Development Finance Agency, which is overseeing the redevelopment of the former Fort Devens. The first project created a new gateway to the expansive site. The second project realigned the major north-south roadway to create a through truck route bypassing the center

of the community. The third project, Barnum Road Improvements, included roadway reconstruction and installation of new utilities to support a new manufacturing plant. The fourth project, Marne Road, upgraded the connection to a future redevelopment site. A fifth project included a golf cart tunnel under Patton Road, which eliminated an at-grade crossing of a cartway with the truck bypass route. John led a team of PB planners, engineers and subconsultants responsible for all aspects of final design, including roadway design, traffic engineering for signals and signage, new storm drainage and utilities, lighting, and landscape design.

Gramercy Bridge Approaches, LA: drainage engineer for 5 miles of limited-access approaches to a new Mississippi River crossing located upriver from New Orleans. The design included numerous cross culverts under the approaches in the flatlands protected by the Mississippi River levees.

I-95/Route 128, Peabody, MA: project drainage engineer for the extension of I-95 and the relocation of Route 128, including four interchanges and multiple overpasses. He designed a storm drain system which included a low flow division system to avoid discharge of salt-laden runoff to a sensitive aquifer. He also designed stormwater management facilities including detention basins and wetland replacement areas. John was also responsible for the design of utility relocations.

I-84/I-86 (now I-84/I-384) Interchange, East Hartford, CT: design engineer for this major interstate highway interchange. He designed the conceptual layout for the first HOV lane merge/diverge built in the state of Connecticut. He also designed the preliminary alignments for bridge crossings involving the HOV lanes (where separated from the mainline) and designed the portion of the storm drain system within the interchange proper.

Winthrop Shores Reservation Restoration, Winthrop and Revere, MA: project manager for design of the rehabilitation of Winthrop, Short and Rocky Beaches for the MA DCR. The project, implemented in multiple construction contracts, includes reconstruction of roadways, new storm drainage systems incorporating BMPs, new lighting and traffic signals, detailed marine studies for beach nourishment and stabilization, permitting and construction phase services. Roadway work includes new sidewalks and curbing, improved crosswalks, traffic signalization at a complex 6-leg intersection, and new/improved lighting. The work at Short Beach includes a ½-mile long path along Belle Isle Marsh with a footbridge over a part of the marsh.

Post Office Square Garage and Park, Boston, MA: lead civil engineer and design coordinator for a 1,400-car underground garage with a new 1.5-acre urban park at street level. John designed utility relocations in congested streets involving electric, telephone, fire alarm, steam and storm drains.

BGNA Lake Road Generating Plant, Killingly, CT: supervising civil engineer for site design for addition of Unit 4 for existing gas-fired generating plant. Design work includes site roadways, grading, drainage/utilities and erosion/sedimentation control. Work included coordination with municipal planning and engineering staff and attending various local commission hearings.

Deer Island Secondary Treatment Facilities, Design Package No. 28, MA: project manager for structural and civil/site work design for a new Massachusetts Water Resources Authority (MWRA) Boston Harbor wastewater treatment plant. Site work included over 3 miles of roadways, parking for 500 cars, landscaping, recreational trails, 1.5 miles of shoreline revetment, security fencing, guard houses, and utilities.

North Station Improvement Project, Boston, MA: lead civil engineer for a new combined Green Line/Orange Line subway station. Civil work included extensive utility relocations, temporary trackwork, road reconstruction, and maintenance of rail, pedestrian, and motor vehicle traffic during construction. John's involvement included geometric layout, trackwork design, utility relocations and drainage, plus staging and maintenance of rail operations.

New Hampshire Main Line Rehabilitation, Somerville to Woburn, MA: deputy project manager for commuter rail line rehabilitation project from Boston to New Hampshire. John designed track alignments for the replacement of three undergrade bridges in Winchester and Woburn, MA. He also prepared track material plans and maintenance of rail and road traffic plans for the Somerville Drainage Project. John performed hydrologic analyses and prepared plans and specifications for the jacking of a new equalizer culvert in Woburn.

ILDIKO JUHASZ, PE
Bridge Design Manager

YEARS OF EXPERIENCE
Total: 25 PB: 23

EDUCATION
MS, Civil Engineering, Structures, Northeastern University, 1998
Civil/Structural Engineer Degree (cum laude), Slovak Technical University (Slovenska Vysoka Skola Technicka), Bratislava, Czechoslovakia, 1986
Additional Studies: American Society of Civil Engineers (ASCE): Temporary Structures in Construction, Bridge Rehabilitation, Evaluation and Upgrading
Boston Society of Civil Engineers (BSCE): Bridges; New England Seismic Design
American Institute of Steel Construction (AISC): Innovative Practices in Structural Steel, Bracing of Steel Structures, Field Fixes

PROFILE
A certified PB project manager, Ildiko Juhasz has 25 years of structural engineering design and project management experience, with emphasis on transportation and underground facilities.

Her particular areas of expertise include cut-and-cover tunnels, underground subway stations and parking garages, slurry walls, steel bridges, foundations and earth retaining structures.

REGISTRATIONS / CERTIFICATIONS
Professional Engineer: Professional Engineer: Massachusetts, 1992 (37171)

PROFESSIONAL AFFILIATIONS
National Society of Professional Engineers; Massachusetts Society of Professional Engineers

RELEVANT EXPERIENCE
I-195 Relocation Project, Providence, RI: structural engineer for three highway ramps at Route I-95/ I-195 Interchange. Structures consist of multi span steel box girders supported by concrete piers on precast piles. Ildi designed all bridge substructures, performed seismic design, supervised the preparation of contract documents, and coordinated with prime consultant.

Route 146/Massachusetts Turnpike Interchange, Worcester/Millbury, MA: structural engineer for bridge type studies. Performed an evaluation of different structural alternatives, seismic design and retrofit of existing structures and cost analysis, and prepared type study report and sketch plans which included recommendations for seismic retrofit of existing structures. She also supervised the preparation of contract documents.

Piermont Bridge, NH: design engineer for rehabilitation of the 352-ft long truss bridge over the Connecticut River between New Hampshire and Vermont. Her responsibilities included bridge rating and analysis, design of new structural members, and developing computer models for the truss bridge.

Airport Link Project, Brisbane, Australia, Thiess – John Holland Joint Venture: A mainly underground toll road proposed between Brisbane's airport and the inner city, the Airport Link is approximately 6 km in length and will be delivered under a design-build-own-operate-transfer contract. As Structural Team Leader for the Eastern Connection Area. Ildi led the soil-structures team for the design of major cut-and-cover tunnel structures and tunnel-boring machine launching shaft using diaphragm walls; major jacked box constructed through railway embankment; underground ventilation outlet building; and retaining walls. Structures constructed both top-down and bottom-up. Ground conditions comprised soft alluvial materials with high ground water level, and subject to flooding.

Port of Miami Tunnel and Access Improvements, FL: structural engineer responsible for developing conceptual design, design criteria and performance specifications for underground structures of the project. The new tunnel will provide direct highway access to the Port of Miami via a connection beneath the main shipping channel in Biscayne Bay. Two tunnels are planned with a total length of 3,900 feet. Twin bored tunnels are proposed under the main channel, and depressed u-wall and cut-and-cover sections will form the transition to the tunnel portals. The project will be delivered under a design-build-operate-maintain contract.

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JEREMY R. BOSMA

Project Manager

SUMMARY

Project Manager with over 8 years of construction experience. Specializing in concrete, site work and CT DOT roadwork.

AREAS OF EXPERTISE

- Project Controls
- Analyze Estimates
- Cost Spreadsheets
- Environmental Management
- Contract Meetings
- Cost tracking
- Construction Docs.
- Compliance of procedures

PROFESSIONAL EXPERIENCE

Manafort Brothers, Incorporated (MBI), Plainville, CT
Project Manager, 8/*2003 – Present*
Coordinate successful completion of projects between the field and office. Estimating and project bidding experience. Assures compliance of project specific policies, standards, and procedures.

Representative Projects

- **Mohegan Tribal Government Center,** Uncasville, CT
  Complete all C-I-P foundation work and 5 levels slab on deck and slab on grade flatwork. Drill and blast for mass rock/trench rock.
- **CT DOT I-395 North Roadway Improvements,** Montville, CT
  Extend acceleration lane approx. 2,200', including all associated drainage, PCBC, paving, install tiebacks, rock removal, C-I-P retaining wall, Bridge Underpinning and tiebacks.
- **Mohegan Sun Casino of the Wind,** Uncasville , CT
  Complete all C-I-P foundation and Civil work including slab on deck, slab on grade flatwork, utility and roadway relocations.
- **Mohegan Sun Asian Gaming Expansion,** Uncasville , CT
  Complete all C-I-P foundation work including slab on grade flatwork, install soil nailing, and foundation underpinning.
- **Lake of Isles 2 MG Water Storage Tank,** Ledyard, CT
  Construction of 2 million gallon potable water tank with all associated site development and utilities. Work highlights included iInstallation of 1,700' of 16" DI waterline, site preparation work, Fabrication and erection of 2 MG precast water tank, testing and startup.
- **CT DOT I84 Reconstruction Chesire/Southington,** Chesire , CT
  Full depth road, bridge and utility reconstruction and the addition of (1) travel lane in each direction to over six miles of interstate.
- **CT DOT Route 72 Crooked Street On-Ramp,** Plainville, CT
  Construction of entrance ramp to I-84 and route 72 eastbound. Construction of 1500' precast concrete retaining wall, complete rehabilitation of bridge deck with latex modified concrete, installed noise barrier, performed drainage work, paving, maintenance and protection of traffic.
- **AMTRAK Providence Station ,** Providence, RI
  Removal and replacement of high level concrete station platforms adjacent to live rail lines. Installation of 250ft span steel catenary truss over 5ea live rail lines

EDUCATION

Central Connecticut State University, New Britain, CT
Attained a Bachelor of Science in Civil Engineering

LICENCES AND CERTIFICATION

- OSHA 10 Hour Safety Training

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Thomas E. Billups, P.E.
Associate Principal

RESUME

Education

B.S., 1977, Civil Engineering, Wentworth Institute of Technology
M.S., 1979, Civil Engineering, Tufts University
MBA, 1986, University of Rhode Island

Professional Registrations

Registered Professional Engineer, Rhode Island # 4581
Registered Professional Engineer, Massachusetts # 32836
Registered Professional Engineer, Maine # 2583

Areas of Specialization

Geotechnical and Foundation Engineering

Excavation Support and Construction Dewatering

Waterfront Structures

Summary of Experience

Mr. Billups has over 30 years of experience providing geotechnical engineering services for a wide variety of civil engineering projects. These categories of projects include: bridges and highways, sewage and water treatment plants; underground utilities; building construction; power generating stations; waterfront structures; and power transmission lines.

Relevant Project Experience

Principal-in-Charge, Wickford Junction Train Station, North Kingston, RI Mr. Billups is the principal in charge of geotechnical services on this design-build project providing MBTA service to Boston. The project includes a new garage/station, platform, and 1,400 foot long retaining wall along an active railroad embankment.

Principal Engineer, Warwick Intermodal Station, Warwick, RI. Mr. Billups provided a geotechnical investigation and report for the Warwick Intermodal Station and Elevated Walkway from TF Green. The project structures are supported by a combination of spread footing foundations and H-piles for the Garage, and micropiles for the train platform and elevated walkway.

Principal-in-Charge, **Warren Bridge Cofferdam Design, Barrington & Warren, RI** Developed a cofferdam design for Pier 2 of the Warren River Bridge. Shallow bedrock precluded sheeting installation more than a few feet. Designed a template to support the sheeting given the fast tidal flow velocities and limited soil embedment depths of the sheets. Conducted pre- and post-construction surveys of adjacent buildings. Performed vibration monitoring of adjacent sensitive structures.

Principal-in-Charge, Portsmouth Regional Hospital, Portsmouth, NH. The project was comprised of 5 additions to the existing hospital building supported on over 200 micropiles. Work included a geotechnical investigation and report, design of micropiles, and Special Inspections during micropile installation. Certain piles were designed and constructed at a 45-degree inclination to resist seismic lateral loads.

Principal-in-Charge, Amtrak Bridge Replacements, Stonington and East Lyme, CT GZA is providing construction QA/QA for three Amtrak bridges with regard to earthwork, concrete, and welded steel. The work also includes design of micropiles as an alternative to drilled shafts for one of the bridges. Substantial portions of the work will be completed during track outages.

Principal-in-Charge, CVS Caremark, Cumberland/Woonsocket, RI. This project included new Data and Customer Support Centers, and numerous additions to existing buildings within the CVS headquarters campus. Separate parking garages were included for both the Data and Customer Support Centers. GZA's responsibilities included geotechnical investigations and reports, design of building underdrain systems, design of modular block mechanically stabilized earth retaining walls, design of a permanent soldier pile retaining wall with a stone masonry façade, and construction over-site.

Principal-in-Charge, Barus & Holley Building Addition, Brown University, Providence, Rhode Island. The site of this building addition overlies a 100-year old unused train tunnel approximately 40 feet below the site constructed partially in shale bedrock and partially in glacial till. A network of two-to-three-foot deep voids was encountered over the top of the tunnel during drilling of test borings. These voids were thought to have resulted from the method of construction of the tunnel and from rotted timber shoring that had been used to support the glacial till over the crown of the tunnel. A hybrid grouting scheme consisting of void fill grouting and jet grouting was implemented to fill the voids and to create soilcrete arches over the crown of the tunnel. The project received an award from Boston Section of the American Institute of Architects.

Barrington and Warren River Crossings, Barrington, Rhode Island. Developed geotechnical engineering report and pile foundation design for temporary bridges subjected to cyclic lateral loads caused by current, ice, and centrifugal traffic forces. Designed and conducted pile installation monitoring of driving of test piles, conduct of a lateral load test pile program and production driving of piles on the Barrington and Warren Rivers.

Route 2 Bridge over Route 128, Lexington, Massachusetts. Provided a geotechnical investigation and report for the reuse of existing foundations for a new bridge superstructure over Route 128.

County Bridge over the Merrimack River, Haverhill, MA. Provided a geotechnical analysis and a report for the reconstruction of County Bridge over the Merrimack River.

Ferry Road Bridge, Haverhill, MA. Provided a geotechnical analysis and report for the reconstruction of a bridge over existing MBTA tracks in Haverhill, MA. The project included lowering the track level to accommodate double level trains in the future.

Publications

STANLEY FRIZZELL, PE
Design Quality Assurance/Control

YEARS OF EXPERIENCE
Total: 38 PB: 24

EDUCATION
BS, Civil Engineering, Northeastern University, 1972
Wentworth Institute, 1974-1978

REGISTRATIONS / CERTIFICATIONS
Professional Engineer: New Hampshire (11984); Massachusetts, (29274); Licensed Construction Supervisor, Massachusetts

PROFILE
Stanley Frizzell is a supervising structural engineer with PB and has 38 years of experience in the study and design of various structural types, primarily bridges and transportation structures. He joined PB after employment as an independent consultant and as an engineer with another architectural/ engineering firm, and after serving with the Massachusetts Highway Department Bridge Design Division. He left the division as a senior structural engineer, responsible for performing both preliminary and final design for bridges, walls and culverts, including calculations, rating reports, and the preparation of contract drawings.

RELEVANT EXPERIENCE
I-195, Providence, Rhode Island: performed preliminary and final engineering for the design of three multi-span curved steel box girder bridges as part of this project to addresses the issue of inadequate lanes and shoulders, accidents and weaving problems, and a visual obstruction within the downtown Providence area.

I-93 Widening, Salem to Manchester, New Hampshire: structural task manager for the widening of the northern section of I-93 for the New Hampshire Department of Transportation (NHDOT). Responsible for all structures within the 12-mile-long segment. Both northbound and southbound roadways are being widened from 2 lanes to 4 lanes, necessitating the widening of 11 bridges and 6 culverts and the construction of 8 new bridges along with numerous retaining and sound barrier walls.

Avenue "A" Truss Bridge over Connecticut River, Gill-Montague, Massachusetts: for the reconstruction/repair/seismic retrofit of this 1,700-ft bridge, he analyzed trusses for their current condition and proposed widened roadway. This includes the analysis of all main members and bracing members. Also modeled the bridge and its members for seismic forces using a response spectrum multi-modal analysis. Using the results of the seismic analysis, he performed preliminary design for piers and bracing members in order to strengthen them for earthquake loads. The main river structure is a 3-span continuous truss of 1,250 ft with flanking 200-ft and 150-ft truss spans. Construction began in the spring of 2010, and he is serving as deputy project manager handling all construction related issues.

Massachusetts Statewide Bridge Rating Contract, Various Locations, Massachusetts: project manager managing in-house ratings and subconsultant ratings for the Massachusetts Department of Transportation (MassDOT). Ratings require the use of the VIRTIS rating program by AASHTOware.

Massachusetts Turnpike General Engineering Consultant - East, Boston, Massachusetts: led inspection crew while inspecting viaducts at the Beacon Yard multi-modal facility. Viaducts consisted of more than 30 spans of steel stringers with fracture-critical plate girder pier caps. Inspection was performed under live rail/truck traffic conditions.

Route 146 Extension from Massachusetts Turnpike to I-290, Worcester, Massachusetts: performed type studies on multiple bridges and final design on 5-span continuous curved steel plate girder viaduct and 2-span continuous railroad bridge. Bridges include bikeway structures and steel highway bridges. Performed load rating of new bridges, including 5-span curved girder, 2-span curved girder, 3-span straight plate girder, and 5-span straight girder.

I 93/Route 128/SR3 Interchange, Quincy to Braintree, Massachusetts: responsible for several highway bridges including a 2-span continuous 150-ft/130-ft curved 500-ft radius steel plate girder bridge connecting the Quincy Adams Rapid Transit Station to Route 3 over Route 3 northbound and southbound.

I-495/Route 140/Route 24 Extension, Raynham and Bridgewater, Massachusetts: responsible for two 2-span continuous precast prestressed concrete I-beam bridges (Type IV and Type V) with spans of 98 ft/98 ft and 124 ft/124 ft respectively. Both bridges employed open column concrete piers.

Alewife Brook Parkway over the Boston and Maine Railroad, Cambridge, Massachusetts: structural type study report and preliminary design for a three-span continuous plate girder bridge replacing an ailing truss bridge.

Central Artery/Tunnel Project, Boston, Massachusetts: senior bridge engineer working with joint venture performing preliminary designs and studies and writing type study reports. Conducted cost comparisons for alternate schemes and structural reviews of section designers' submittals. Responsibilities included:

- Preliminary design and cost comparisons of alternative schemes for the Charles River crossing (D019D) including tied arch, steel truss, and conventional girder bridges.
- Preliminary design alternatives for the Storrow Drive connector ramps crossing the Charles River including cost comparisons for all schemes.
- Central Artery Northbound and Southbound from the Gilmore Bridge to Sullivan Square including all affiliated ramp structures and required underpinning of existing double deck structure.
- Consultant review of Central Artery North Area temporary ramp structure using Inverset prestressed precast concrete and steel units.
- Ramps CD and XE over the WYE connector and the mainline railroad involving a 120-foot radius viaduct.
- Central Artery standards for steel box girder construction.
- Rating of 11-span, variable spacing, curved continuous steel-box girder viaduct carrying the South Boston Bypass Road, including fracture-critical steel pier caps.

LISA UHLIANUK, PE
Construction Quality Assurance/Control

YEARS OF EXPERIENCE
Total: 8

EDUCATION
BS, Civil Engineering, Michigan State University, 2003

Additional Training: Lorman Educational Services: CPM in Construction Management: Preventing and Measuring Delays (2009), Prevailing Wage Compliance Training (2009), Certified Computerized Office Technician, (2009), In-House Critical Path Method/Scheduling Training (2007); Statewide Warranty Administration Database (SWAD) Training (2006); MDEQ Soil Erosion & Sedimentation Training & Certified Storm Water Operator Training (2005); MAPA Industry HMA Training Workshop, (2005); ACEC Field Manager Training and Certification (2005), Materials Acceptance Process Training, (2004); MCA Concrete Field Testing Technician – Level I (2004); Michigan State University Practical Applications for Highway Construction/Work Zones (2004); CPR & Basic First Aid (2007)

PROFILE
Lisa Uhlianuk has served in several different capacities on Vermont Agency of Transportation, Maine DOT, and Michigan DOT construction projects. She has progressively served as resident inspector, lead inspector, inspector, office engineer, and assistant project engineer. She is well-versed and certified in the Field Manager/Field Book program. Lisa's project experience has included structural bridge rehabilitation, redecking and resurfacing, bridge painting, joint replacement, road reconstruction, water and sewer replacement, lighting, signalization, streetscape improvements and materials testing.

REGISTRATIONS / CERTIFICATIONS
Professional Engineer: Michigan, 2007 (6201054732); ACI Level I

RELEVANT EXPERIENCE
Route 100B over the Mad River, Moretown, VT: Bridge Inspector. Duties included monitoring work and preparing daily reports, inspection, final quantity determination and assisting in project close out. This fast-track project consisted of a 2-span bridge rehabilitation and associated approach work, in rural Vermont.

Route 1 Bypass, Dennett Road Overpass, Kittery, ME: Resident Inspector. Sole site representative for Maine DOT on this $1.8 million bridge replacement project through final closeout. New bridge is a single span structure using precast 'NEXT Beam' technology and it replaces a 70 year old three-span structure. Dennett Road traffic will be detoured for the project duration while the bridge is completely replaced. Elements include utility relocation, demolition, cast-in-place concrete, membrane waterproofing, paving, traffic markings, guard rail, signage and vegetative restoration.

MDOT Metro Region, Various Locations, MI: Assistant project engineer and TSC liaison. Sole liaison between the PB inspection team and various TSCs in the Metro Region. Responsible for scheduling and conducting warranty inspections, documenting warranty information, developing pavement fix recommendations, assisting in conflict resolution team activities, conferring with MDOT staff and the construction warranty contractor, and attending meetings, as needed, to determine project conformance with construction warranty specifications of all Bridge, Paint, R & R and CPM Warranty Projects.

MDOT University Region, Various Locations, MI: lead inspector overseeing and supervising efforts associated with numerous projects requiring warranty inspections in the University Region of MDOT.

M-10, Greenfield to Lahser, Southfield, MI: SESC Inspector who was the primary inspector of all soil eriosion and sedimentation control measures throughout this project. This included determining placement and then maintance of all SESC control measures and potential environmental impacts from portable concrete plant, runoff from slopes of depressed freeway and containment for bridge rehabilitations. She also was also involved in inspection of several bridge items of work on this project and completing associated IDRs and documentation. This project involved 5 miles of freeway reconstruction, ramp reconstruction,

service drive reconstruction, 12 bridge rehabilitations, retaining wall rehabilitation, sign replacements, freeway lighting replacement, and landscaping.

M-14 under M-153 and under Curtis & Gotfredson Roads, Washtenaw County, MI: office engineer/inspector on this project. Duties included preparing and reviewing IDR's, inspection of bridge items of work, preparing project estimates and contract modifications, determining final quantities and other documents for project closeout. This project consists of full bridge Construction Engineering services on M-153 over Fleming Creek, on M 14 under M-153 Ramp B, under M-153 Ramp C, under Curtis Road, under Joy Road and under Gotfredson Road. The Gotfredson Road and M-153 structures are full deck replacements and the others include various types of surface overlays.

US-12 (Michigan Avenue) I-94 to Livernois Avenue, Detroit/Dearborn, MI: office engineer/inspector who coordinated all documentation and contract requirements with contractors and field inspectors. Duties included reviewing IDR's, inspection practices, preparing project estimates and contract modifications, determining final quantities and other documents for project closeout. This project involves 3.3 km of road reconstruction (7 lanes), water main replacement, storm sewer replacement, street lighting, duct replacement, and traffic signal replacement. PB provided full construction engineering and inspection services.

M-1 (Woodward Avenue) South of M-102, Detroit/Ferndale, MI: inspector who was responsible for inspecting contractor work operations for contract compliance, preparing field documentation, and participating and determining final quantities for project closeout. This project involved 2.4 km of bituminous cold milling and resurfacing, signing and water main construction. PB provided full construction engineering and inspection services.

US-12 (Michigan Avenue) Firestone to I-94, Dearborn, MI: office engineer/inspector who coordinated all documentation and contract requirements with contractors and field inspectors. Duties included reviewing IDRs, inspection practices, preparing project estimates and contract modifications, determining final quantities and other documents for project closeout. This project involved 3.1 km of road reconstruction, water main and storm sewer replacement, streetscape improvements, traffic signal upgrading, and deck patching and joint replacement on bridge structure. PB provided full construction engineering and inspection services.

US-23, US-24, I-94 and M-36, Ingham, Livingston, Monroe and Washtenaw Counties, MI: lead inspector responsible for overseeing all aspects of HMA paving, including cleaning pavement, cold milling, Detail 7 and 8 joint repairs, and coordinating sublot and density sampling, and mixture sampling for quality assurance testing. She was also responsible for all maintenance of traffic requirements. These projects involved 5miles of hot mix asphalt cold milling and resurfacing on US-23 from north of Bemis Road to M-17 and 71.5 roadbed miles of overband crack fill, crack treatment, resealing longitudinal joints, resawing and sealing longitudinal joints and resealing transverse joints as several locations on US-23, US-24, I-94, and M-36.

MANAFORT
BROTHERS
INCORPORATED

414 New Britain Avenue
P.O. Box 99
Plainville, CT 06062

DAVID K. GRUNEBACH

Safety Manager

SUMMARY

Construction and Safety Management skills with over thirty five year's of large scale construction experience, specializing in both the electrical industry and safety and health management

AREAS OF EXPERTISE

- Jobsite safety management
- Safety orientation, training, education & record keeping
- Monitor work in progress per OSHA and client standards
- High and Low voltage electrical installations.
- Crane & Rigging Operations
- Industrial installations
- Problem Solving
- Blasting Operations

PROFESSIONAL EXPERIENCE

Manafort Brothers Incorporated (MBI), Plainville, CT
Safety Manager, *1992 – Present*
Responsible for employee training, safety, and health on construction jobsites. Provide and maintain safe working environment and conditions for employees, subcontractors, owners and visitors. Coordinate, manage and document training, MSDS sheets, weekly tool box talks etc. Maintain continuous updates of new regulations, education and licenses.
Safety Management for Multi-million dollar construction projects. Engineered multi ton lift plans, developed site specific safety & health plans, developed task specific Job Hazard analysis plans, hazard material training and monitoring, OSHA 10 and 30 hour outreach employee trainer. Safety and construction management of small and large projects in both industrial plants and heavy construction.
Note: Multiple projects working simultaneously. Time frames on projects do overlap and dates indicate peak construction.

Representative Projects

- **Mohegan Sun Casino and Resort,** Uncasville, CT
  2000- Present
  Site Safety Supervision existing Casino building and utility expansion. Large scale fast track High rise cast in place concrete hotel, site infrastructure, utilities, parking garages, and low rise buildings.
- **Mashantucket Pequot Foxwoods Casino and Resort**, Ledyard, CT.
  2005 – 2007
  Safety management of multi-million dollar multi-crew casino projects. Responsible for 150 Manafort personnel. Performed site audits, developed safety plans, JHA'S, accident reports and investigations. Training on equipment and proper PPE use. New employee orientation and provided 10 and 30 hour OSHA Training. Maintained good client/owner relations.
- **CT Yankee Nuclear Facility,** Haddam CT
  Safety manager responsible for the staff of over 100 personell during the decommissioning and demolition of the nuclear power plant.

EDUCATION

University of Connecticut-Environmental studies-in progress
University of Connecticut – Occupational Safety and Health
5 courses – completed 2004
Keene State University – OSHA outreach trainers training complete 2004.
University of Pittsburgh- Business
Allegheny Country Community College

ASSOCIATIONS

- 40 – Hour Hazardous Training
- 40- Hour OSHA Safety Management
- OSHA 10 & 30 hour Outreach Trainer
  #NE 00670
- CPR & First Aid Training
- Crane Safety Training, Crane institute of America
- Member IBEW Local 104

Tel: **860.229.4853**
Hartford: **860.527.3440**

Fax:
Executive Offices
860.747.5299

Engineering
860.747.4861

Affirmative Action / Equal Opportunity Employer M/F/D/V

MANAFORT
BROTHERS
INCORPORATED

414 New Britain Avenue
P.O. Box 99
Plainville, CT 06062

JORDAN BARLETTA

Project Engineer

SUMMARY

Project Engineer with over 8 years of construction experience. Specializing in heavy highway and civil work.

AREAS OF EXPERTISE

- Project Controls
- Estimating
- Cost Spreadsheets
- Scheduling
- Contract Meetings
- Cost tracking
- Construction Docs.
- AutoCAD Support

PROFESSIONAL EXPERIENCE

Manafort Brothers, Incorporated (MBI), Plainville, CT
Project Engineer, *4/2010 – Present*
Estimating, project management support and scheduling for a wide spectrum of project sectors including demolition, concrete, heavy highway, and site development.

Fleet Construction, Cumberland, RI
Project Engineer, 2008 – 4/2010
Project and Estimating support including scheduling, estimating, document control, and AutoCAD support.

Barletta Engineering Co. / Heavy Division, Canton, MA
Project Engineer, 2007-2008
Project scheduling and engineering support to estimating dept.

Project Controls Incorporated, Johnston, RI
Project Scheduler 2003-2007
Construct and maintain schedules for a wide spectrum of clients.

Representative Projects

- **RIAC Intermodal Station,** Warwick, RI
  Project Scheduling and Controls for Civil Scope of work on project.
- **AMTRAK Brayton Connector,** Providence, RI
  Project Scheduling and Controls for Civil Scope of work on project.
- **RIPTA Paratransit Operations /Support Center,** Providence, RI
  Project Scheduling and Controls for Civil Scope of work on project.
- **MBTA Kenmore Station,** Boston, MA
  Project support including Scheduling and Controls.
- **MWRA North Dorcester Bay CSO Tunnel,** Boston, MA
  Project support including Scheduling and Controls.
- **Dominion / Brayton Point Power Plant,** Fall River, MA
  Construct and Maintain project schedules.
- **Nicholson & Hall/ St. Clair Power Plant,** St. Clair, Ontario
  Construct and Maintain project schedules.
- **URI Browning Adams Dormitory,** South Kingston, RI
  Construct and Maintain project schedules.

EDUCATION

Roger Williams University, Bristol, RI
Bachelor of Science in Construction Management, May 2008

United States Coast Guard, Otis Air Base, MA
Active Reservist at Port Security Unit 301

SOFTWARE EXPERIENCE

Primavera Project Planner, P3, P6, Sure Trak, Prolog, Timberline, Microsoft Project, AutoCad, C-Link, Pay Dirt

Tel: **860.229.4853**
Hartford: **860.527.3440**

Fax:
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860.747.5299

Engineering
860.747.4861

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Igor Runge, Ph.D., P.H.
Senior Project Manager

RESUME

Summary of Experience

As a Senior Project Manager at GZA, Dr. Runge is responsible for many environmental engineering and water resources projects performed by the company. This includes oversight and design direction for projects involving site development and drainage, nonpoint source pollution mitigation, surface water and groundwater utilization, watershed planning and management activities, storm water runoff characterization and mitigation, and construction dewatering design. Dr. Runge is keenly knowledgeable in all aspects of regulatory compliance permitting including NPDES permits, water quality certifications, remediation permitting, Army Corps of Engineers dredging and waterways permitting, wetland permitting, storm water pollution prevention plans, spill prevention and control plans, and many others.

Dr. Runge has extensive experience in education and research, having served as a faculty member in the Civil Engineering Departments at the University of Rhode Island and the University of North Carolina where he was a recipient of the Young Investigator Award from the National Academy of Sciences for his work in nonpoint source pollution, and most recently as the Dean of the School of Engineering, Computing, and Construction Management at Roger Williams University in Bristol, RI where he secured ABET accreditation for all engineering programs. Dr. Runge has provided expert witness services to law firms in the areas of permitting compliance and surface and groundwater pollution.

Education

B.S., 1979, Meteorology, State University of New York, College at Oneonta
M.S., 1980, Meteorology, University of Oklahoma
Ph.D., 1989, Civil and Environmental Engineering, University of Rhode Island

Professional Registrations

1994, Certified Professional Hydrologist, American Institute of Hydrology, #1051

Areas of Specialization

Regulatory Permitting
Watershed Hydrology
Water Quality Issues
CSO / Storm Water Modeling
Wet Weather Sampling Programs
Non Point Source Pollution

SELECTED TECHNICAL EXPERIENCE

Project Manager, Electrical Transmission Line Regulatory Permitting, Johnston, Rhode Island. As part of a new landfill gas to energy project, GZA conducted all due diligence investigations and secured regulatory permits for twin 115kV electrical transmission lines, which cross an extensive wetland area that will connect a proposed 42 MW power plant to existing overhead transmission lines. Dr. Runge worked in concert with National Grid (NG) personnel to ensure all NG protocols were satisfied. The permitting process included specific requirements from various state and federal programs, including the Rhode Island Pollutant

Discharge Elimination System, US Army Corps of Engineers Section 404 of the Clean Water Act, Rhode Island Freshwater Wetlands, Rhode Island Natural Heritage Program, and the Federal Wild and Scenic Rivers Act.

Project Manager, Construction Dewatering Permits, Warwick Intermodal Transportation Facility, Warwick, Rhode Island. GZA designed a groundwater treatment system and secured discharge permits for a construction dewatering project. Prior to securing a RIPDES discharge permit, GZA was able to demonstrate that several existing groundwater contaminants were associated with adjacent parcels and would not require costly treatment options.

Project Manager, Stone Harbour Condominium Project, Bristol, Rhode Island. The completed project involved of the redevelopment of a former manufactured gas plant (MGP) and former textile manufacturing facility for residential use. Site investigation and remediation were subject to the RIDEM's Remediation Regulations and Brownfields Program. Approved remedy involved a mix of engineered and institutional controls including the installation of a low permeability slurry cut-off wall and a combination of permeability/impermeable caps. An integral part of this waterfront condominium complex was the design and permitting of a 45-slip marina in waters with contaminated sediments. Dr. Runge developed and executed a unique permitting approach, which included mathematical hydrodynamic modeling and secured all permits.

Project Manager, Thames Street Former MGP Newport, Rhode Island. The ongoing project is an environmental investigation and remediation of a former MGP located on Newport Harbor. Challenges included limited off-season access, the site's developed residential setting and the number of Responsible Parties. Dr. Runge secured the necessary environmental permits for the project to commence.

Project Manager, Dewatering Permitting and Treatment, Capital Center Project, Providence, Rhode Island. Dr. Runge was responsible for design and RIPDES permitting of a groundwater treatment system to remove metals and volatile organic compounds from a perimeter dewatering system discharging 400 gallons per minute. This large capacity dewatering system was a last-minute choice made by the developer and required an intensive effort by GZA to secure appropriate RIDEM permits in a very short period.

Project Manager, RIPDES Permitting Process for the RI Central Landfill. As Rhode Island's largest site for disposal of solid wastes, the Central Landfill in Johnston is required to adhere to all RIPDES requirements for discharges to waters of the State. Dr. Runge has led this effort for many years by coordinating and preparing all related RIPDES construction, industrial, and storm water permitting documents, storm water pollution prevention plans, ancillary studies investigating watershed runoff characteristics in terms of water quantity and quality, water quality mitigation alternatives, off-site pollutant migration assessments, and many others.

ACORD

CERTIFICATE OF LIABILITY INSURANCE

1/1/2012

DATE (MM/DD/YYYY) 12/29/2010

PRODUCER
Lockton Companies, LLC
195 Scott Swamp Road
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Farmington CT 06032
860-678-4000

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INSURED
1027128 Manafort Brothers Incorporated
414-420 New Britain Avenue
Plainville CT 06062

INSURERS AFFORDING COVERAGE	NAIC #
INSURER A: National Union Fire Ins Co Pittsburgh PA	19445
INSURER B: New Hampshire Insurance Company	23841
INSURER C: Everest National Insurance Company	10120
INSURER D: Navigators Insurance Company	42307
INSURER E:	

COVERAGES MANBR01 9K

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INSR LTR	ADD'L INSRD	TYPE OF INSURANCE	POLICY NUMBER	POLICY EFFECTIVE DATE (MM/DD/YY)	POLICY EXPIRATION DATE (MM/DD/YY)	LIMITS	
A		GENERAL LIABILITY X COMMERCIAL GENERAL LIABILITY CLAIMS MADE X OCCUR X Contractual,XCU Incl X ISO Form CG0001 1001 GEN'L AGGREGATE LIMIT APPLIES PER: POLICY X PRO-JECT LOC	GL 4581760	1/1/2011	1/1/2012	EACH OCCURRENCE	$ 2,000,000
						DAMAGE TO RENTED PREMISES (Ea occurence)	$ 300,000
						MED EXP (Any one person)	$ 20,000
						PERSONAL & ADV INJURY	$ 2,000,000
						GENERAL AGGREGATE	$ 4,000,000
						PRODUCTS - COMP/OP AGG	$ 4,000,000
A		AUTOMOBILE LIABILITY X ANY AUTO ALL OWNED AUTOS SCHEDULED AUTOS X HIRED AUTOS X NON-OWNED AUTOS X Comp $500 Ded X Coll $500 Ded.	CA 8263754	1/1/2011	1/1/2012	COMBINED SINGLE LIMIT (Ea accident)	$ 2,000,000
						BODILY INJURY (Per person)	$ XXXXXXX
						BODILY INJURY (Per accident)	$ XXXXXXX
						PROPERTY DAMAGE (Per accident)	$ XXXXXXX
		GARAGE LIABILITY ANY AUTO	NOT APPLICABLE			AUTO ONLY - EA ACCIDENT	$ XXXXXXX
						OTHER THAN AUTO ONLY: EA ACC	$ XXXXXXX
						AGG	$ XXXXXXX
C		EXCESS/UMBRELLA LIABILITY X OCCUR CLAIMS MADE	71C8000269-111	1/1/2011	1/1/2012	EACH OCCURRENCE	$ 10,000,000
D			NY11EXC7210851V	1/1/2011	1/1/2012	AGGREGATE	$ 10,000,000
		DEDUCTIBLE UMBRELLA FORM				XS of $10M	$ XXXXXXX
		RETENTION $ 0				Each Occ:	$ $15,000,000
						Aggregate:	$ $15,000,000
B		WORKERS COMPENSATION AND EMPLOYERS' LIABILITY Y/N ANY PROPRIETOR/PARTNER/EXECUTIVE OFFICER/MEMBER EXCLUDED? N (Mandatory in NH) If yes, describe under SPECIAL PROVISIONS below	WC 020635159	1/1/2011	1/1/2012	X WC STATU-TORY LIMITS OTH-ER	
						E.L. EACH ACCIDENT	$ 1,000,000
						E.L. DISEASE - EA EMPLOYEE	$ 1,000,000
						E.L. DISEASE - POLICY LIMIT	$ 1,000,000
		OTHER					

DESCRIPTION OF OPERATIONS/LOCATIONS/VEHICLES/EXCLUSIONS ADDED BY ENDORSEMENT/SPECIAL PROVISIONS
Additional Insured Status and Waivers of Subrogation are available pursuant to requirements under written contract.

CERTIFICATE HOLDER
10736053
SAMPLE CERTIFICATE

CANCELLATION
SHOULD ANY OF THE ABOVE DESCRIBED POLICIES BE CANCELLED BEFORE THE EXPIRATION DATE THEREOF, THE ISSUING INSURER WILL ENDEAVOR TO MAIL 30 DAYS WRITTEN NOTICE TO THE CERTIFICATE HOLDER NAMED TO THE LEFT, BUT FAILURE TO DO SO SHALL IMPOSE NO OBLIGATION OR LIABILITY OF ANY KIND UPON THE INSURER, ITS AGENTS OR REPRESENTATIVES.

AUTHORIZED REPRESENTATIVE
Gary J. Giuliotti

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CERTIFICATE OF LIABILITY INSURANCE

1/1/2012

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860-678-4000

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INSURED
1060902
Manafort Brothers Incorporated
414-420 New Britain Avenue
Plainville CT 06062

INSURERS AFFORDING COVERAGE	NAIC #
INSURER A : Steadfast Insurance Company	26387
INSURER B :	
INSURER C :	
INSURER D :	
INSURER E :	

COVERAGES MANBR01 9K

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INSR LTR	ADD'L INSRD	TYPE OF INSURANCE	POLICY NUMBER	POLICY EFFECTIVE DATE (MM/DD/YY)	POLICY EXPIRATION DATE (MM/DD/YY)	LIMITS	
		GENERAL LIABILITY COMMERCIAL GENERAL LIABILITY CLAIMS MADE OCCUR GEN'L AGGREGATE LIMIT APPLIES PER: POLICY PRO-JECT LOC	NOT APPLICABLE			EACH OCCURRENCE	$ XXXXXXX
						DAMAGE TO RENTED PREMISES (Ea occurence)	$ XXXXXXX
						MED EXP (Any one person)	$ XXXXXXX
						PERSONAL & ADV INJURY	$ XXXXXXX
						GENERAL AGGREGATE	$ XXXXXXX
						PRODUCTS - COMP/OP AGG	$ XXXXXXX
		AUTOMOBILE LIABILITY ANY AUTO ALL OWNED AUTOS SCHEDULED AUTOS HIRED AUTOS NON-OWNED AUTOS	NOT APPLICABLE			COMBINED SINGLE LIMIT (Ea accident)	$ XXXXXXX
						BODILY INJURY (Per person)	$ XXXXXXX
						BODILY INJURY (Per accident)	$ XXXXXXX
						PROPERTY DAMAGE (Per accident)	$ XXXXXXX
		GARAGE LIABILITY ANY AUTO	NOT APPLICABLE			AUTO ONLY - EA ACCIDENT	$ XXXXXXX
						OTHER THAN AUTO ONLY: EA ACC	$ XXXXXXX
						AGG	$ XXXXXXX
		EXCESS/UMBRELLA LIABILITY OCCUR CLAIMS MADE UMBRELLA FORM DEDUCTIBLE RETENTION $	NOT APPLICABLE			EACH OCCURRENCE	$ XXXXXXX
						AGGREGATE	$ XXXXXXX
							$ XXXXXXX
							$ XXXXXXX
							$ XXXXXXX
		WORKERS COMPENSATION AND EMPLOYERS' LIABILITY Y / N ANY PROPRIETOR/PARTNER/EXECUTIVE OFFICER/MEMBER EXCLUDED? (Mandatory in NH) If yes, describe under SPECIAL PROVISIONS below	NOT APPLICABLE			WC STATU-TORY LIMITS / OTH-ER	
						E.L. EACH ACCIDENT	$ XXXXXXX
						E.L. DISEASE - EA EMPLOYEE	$ XXXXXXX
						E.L. DISEASE - POLICY LIMIT	$ XXXXXXX
A		OTHER PROFESSIONAL LIABILITY	4891983-01	1/1/2011	1/1/2012	Each Claim: $5,000,000 Aggregate: $5,000,000 SIR: $50,000	

DESCRIPTION OF OPERATIONS/LOCATIONS/VEHICLES/EXCLUSIONS ADDED BY ENDORSEMENT/SPECIAL PROVISIONS
Evidence of Insurance

CERTIFICATE HOLDER
10949290
Evidence of Insurance

CANCELLATION
SHOULD ANY OF THE ABOVE DESCRIBED POLICIES BE CANCELLED BEFORE THE EXPIRATION DATE THEREOF, THE ISSUING INSURER WILL ENDEAVOR TO MAIL 30 DAYS WRITTEN NOTICE TO THE CERTIFICATE HOLDER NAMED TO THE LEFT, BUT FAILURE TO DO SO SHALL IMPOSE NO OBLIGATION OR LIABILITY OF ANY KIND UPON THE INSURER, ITS AGENTS OR REPRESENTATIVES.

AUTHORIZED REPRESENTATIVE
Gary J Giuliotti

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1/1/2012

DATE (MM/DD/YYYY) 12/29/2010

PRODUCER
Lockton Companies, LLC
195 Scott Swamp Road
Suite 201
Farmington CT 06032
860-678-4000

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INSURED
1054202 Manafort Brothers Incorporated
414-420 New Britain Avenue
Plainville CT 06062

INSURERS AFFORDING COVERAGE	NAIC #
INSURER A: Max America Insurance Company	21296
INSURER B: Federal Insurance Company	20281
INSURER C:	
INSURER D:	
INSURER E:	

COVERAGES MANBR01 9K

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INSR LTR	ADD'L INSRD	TYPE OF INSURANCE	POLICY NUMBER	POLICY EFFECTIVE DATE (MM/DD/YY)	POLICY EXPIRATION DATE (MM/DD/YY)	LIMITS	
		GENERAL LIABILITY COMMERCIAL GENERAL LIABILITY CLAIMS MADE OCCUR GEN'L AGGREGATE LIMIT APPLIES PER: POLICY PRO-JECT LOC	NOT APPLICABLE			EACH OCCURRENCE	$ XXXXXXX
						DAMAGE TO RENTED PREMISES (Ea occurence)	$ XXXXXXX
						MED EXP (Any one person)	$ XXXXXXX
						PERSONAL & ADV INJURY	$ XXXXXXX
						GENERAL AGGREGATE	$ XXXXXXX
						PRODUCTS - COMP/OP AGG	$ XXXXXXX
		AUTOMOBILE LIABILITY ANY AUTO ALL OWNED AUTOS SCHEDULED AUTOS HIRED AUTOS NON-OWNED AUTOS	NOT APPLICABLE			COMBINED SINGLE LIMIT (Ea accident)	$ XXXXXXX
						BODILY INJURY (Per person)	$ XXXXXXX
						BODILY INJURY (Per accident)	$ XXXXXXX
						PROPERTY DAMAGE (Per accident)	$ XXXXXXX
		GARAGE LIABILITY ANY AUTO	NOT APPLICABLE			AUTO ONLY - EA ACCIDENT	$ XXXXXXX
						OTHER THAN AUTO ONLY: EA ACC	$ XXXXXXX
						AGG	$ XXXXXXX
		EXCESS/UMBRELLA LIABILITY OCCUR CLAIMS MADE UMBRELLA FORM DEDUCTIBLE RETENTION $	NOT APPLICABLE			EACH OCCURRENCE	$ XXXXXXX
						AGGREGATE	$ XXXXXXX
							$ XXXXXXX
							$ XXXXXXX
							$ XXXXXXX
		WORKERS COMPENSATION AND EMPLOYERS' LIABILITY Y / N ANY PROPRIETOR/PARTNER/EXECUTIVE OFFICER/MEMBER EXCLUDED? (Mandatory in NH) If yes, describe under SPECIAL PROVISIONS below	NOT APPLICABLE			WC STATU-TORY LIMITS / OTH-ER	
						E.L. EACH ACCIDENT	$ XXXXXXX
						E.L. DISEASE - EA EMPLOYEE	$ XXXXXXX
						E.L. DISEASE - POLICY LIMIT	$ XXXXXXX
A		OTHER Equipment Floater	MAXA6IM0047887	1/1/2011	1/1/2012	*See Below	
B		Employment Practices	8147-7291	1/1/2011	1/1/2012	$5,000,000 occ., $5,000,000 agg.	

DESCRIPTION OF OPERATIONS/LOCATIONS/VEHICLES/EXCLUSIONS ADDED BY ENDORSEMENT/SPECIAL PROVISIONS

*Equipment Floater - All risk subject to policy exclusions, conditions, limitations. Leased or Rented Equipment: $500,000 per item; Ded. $2,500 except cranes: 3% of limit subject to min of $10,000

CERTIFICATE HOLDER

2480218

Sample Certificate*

CANCELLATION

SHOULD ANY OF THE ABOVE DESCRIBED POLICIES BE CANCELLED BEFORE THE EXPIRATION DATE THEREOF, THE ISSUING INSURER WILL ENDEAVOR TO MAIL 30 DAYS WRITTEN NOTICE TO THE CERTIFICATE HOLDER NAMED TO THE LEFT, BUT FAILURE TO DO SO SHALL IMPOSE NO OBLIGATION OR LIABILITY OF ANY KIND UPON THE INSURER, ITS AGENTS OR REPRESENTATIVES.

AUTHORIZED REPRESENTATIVE

Gary J. Linton

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CERTIFICATE OF LIABILITY INSURANCE

10/1/2011

DATE (MM/DD/YYYY): 10/25/2010

PRODUCER
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444 W. 47th Street, Suite 900
Kansas City MO 64112-1906
(816) 960-9000

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INSURERS AFFORDING COVERAGE	NAIC #
INSURER A: Liberty Insurance Corporation	42404
INSURER B:	
INSURER C:	
INSURER D:	
INSURER E:	

INSURED
1319027
PB AMERICAS, INC.
ONE PENN PLAZA
NEW YORK NY 10110

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COVERAGES

PARBR02 PJ

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INSR LTR	ADD'L INSRD	TYPE OF INSURANCE	POLICY NUMBER	POLICY EFFECTIVE DATE (MM/DD/YYYY)	POLICY EXPIRATION DATE (MM/DD/YYYY)	LIMITS	
A		GENERAL LIABILITY X COMMERCIAL GENERAL LIABILITY CLAIMS MADE X OCCUR X CONTRACTUAL LIAB GEN'L AGGREGATE LIMIT APPLIES PER: POLICY X PRO-JECT LOC	TB7-621-094060-020	11/1/2010	10/1/2011	EACH OCCURRENCE DAMAGE TO RENTED PREMISES (Ea occurrence) MED EXP (Any one person) PERSONAL & ADV INJURY GENERAL AGGREGATE PRODUCTS - COMP/OP AGG	$ 2,000,000 $ 300,000 $ 5,000 $ 2,000,000 $ 5,000,000 $ 5,000,000
A		AUTOMOBILE LIABILITY X ANY AUTO X ALL OWNED AUTOS SCHEDULED AUTOS X HIRED AUTOS X NON-OWNED AUTOS	AS7-621-094060-030	11/1/2010	10/1/2011	COMBINED SINGLE LIMIT (Ea accident) BODILY INJURY (Per person) BODILY INJURY (Per accident) PROPERTY DAMAGE (Per accident)	$ 2,000,000 $ XXXXXXX $ XXXXXXX $ XXXXXXX
		GARAGE LIABILITY ANY AUTO	NOT APPLICABLE			AUTO ONLY - EA ACCIDENT OTHER THAN AUTO ONLY: EA ACC AGG	$ XXXXXXX $ XXXXXXX $ XXXXXXX
		EXCESS / UMBRELLA LIABILITY OCCUR CLAIMS MADE DEDUCTIBLE UMBRELLA FORM RETENTION $	NOT APPLICABLE			EACH OCCURRENCE AGGREGATE	$ XXXXXXX $ XXXXXXX $ XXXXXXX $ XXXXXXX $ XXXXXXX
A A		WORKERS COMPENSATION AND EMPLOYERS' LIABILITY ANY PROPRIETOR/PARTNER/EXECUTIVE OFFICER/MEMBER EXCLUDED? Y/N N (Mandatory in NH) If yes, describe under SPECIAL PROVISIONS below	WA7-62D-094060-010 (AOS) WC7-621-094060-040 (OR & WI)	11/1/2010 11/1/2010	10/1/2011 10/1/2011	X WC STATU-TORY LIMITS OTH-ER E.L. EACH ACCIDENT E.L. DISEASE - EA EMPLOYEE E.L. DISEASE - POLICY LIMIT	$ 1,000,000 $ 1,000,000 $ 1,000,000
		OTHER					

DESCRIPTION OF OPERATIONS / LOCATIONS / VEHICLES / EXCLUSIONS ADDED BY ENDORSEMENT / SPECIAL PROVISIONS
Applicable to all operations of the insured subject to policy terms and conditions.

CERTIFICATE HOLDER

11049021
AS A MATTER OF RECORD

CANCELLATION

SHOULD ANY OF THE ABOVE DESCRIBED POLICIES BE CANCELLED BEFORE THE EXPIRATION DATE THEREOF, THE ISSUING INSURER WILL ENDEAVOR TO MAIL 30 DAYS WRITTEN NOTICE TO THE CERTIFICATE HOLDER NAMED TO THE LEFT, BUT FAILURE TO DO SO SHALL IMPOSE NO OBLIGATION OR LIABILITY OF ANY KIND UPON THE INSURER, ITS AGENTS OR REPRESENTATIVES.

AUTHORIZED REPRESENTATIVE

© 1988-2009 ACORD CORPORATION. All rights reserved.
The ACORD name and logo are registered marks of ACORD

For questions regarding this certificate, contact the number listed in the 'Producer' section above and specify the client code 'PARBR02'.

CERTIFICATE OF LIABILITY INSURANCE

11/1/2011

DATE (MM/DD/YYYY) 10/12/2010

PRODUCER
Lockton Companies, LLC-1 Kansas City
444 W. 47th Street, Suite 900
Kansas City MO 64112-1906
(816) 960-9000

THIS CERTIFICATE IS ISSUED AS A MATTER OF INFORMATION ONLY AND CONFERS NO RIGHTS UPON THE CERTIFICATE HOLDER. THIS CERTIFICATE DOES NOT AMEND, EXTEND OR ALTER THE COVERAGE AFFORDED BY THE POLICIES BELOW.

INSURED
1326708
PB AMERICAS, INC.
ONE PENN PLAZA
NEW YORK NY 10110

INSURERS AFFORDING COVERAGE	NAIC #
INSURER A: Zurich American Insurance Company	16535
INSURER B:	
INSURER C:	
INSURER D:	
INSURER E:	

COVERAGES PARBR02 PJ

THIS CERTIFICATE OF INSURANCE DOES NOT CONSTITUTE A CONTRACT BETWEEN THE ISSUING INSURER(S), AUTHORIZED REPRESENTATIVE OR PRODUCER AND THE CERTIFICATE HOLDER.

THE POLICIES OF INSURANCE LISTED BELOW HAVE BEEN ISSUED TO THE INSURED NAMED ABOVE FOR THE POLICY PERIOD INDICATED. NOTWITHSTANDING ANY REQUIREMENT, TERM OR CONDITION OF ANY CONTRACT OR OTHER DOCUMENT WITH RESPECT TO WHICH THIS CERTIFICATE MAY BE ISSUED OR MAY PERTAIN, THE INSURANCE AFFORDED BY THE POLICIES DESCRIBED HEREIN IS SUBJECT TO ALL THE TERMS, EXCLUSIONS AND CONDITIONS OF SUCH POLICIES. AGGREGATE LIMITS SHOWN MAY HAVE BEEN REDUCED BY PAID CLAIMS.

INSR LTR	ADD'L INSRD	TYPE OF INSURANCE	POLICY NUMBER	POLICY EFFECTIVE DATE (MM/DD/YYYY)	POLICY EXPIRATION DATE (MM/DD/YYYY)	LIMITS	
		GENERAL LIABILITY COMMERCIAL GENERAL LIABILITY CLAIMS MADE OCCUR GEN'L AGGREGATE LIMIT APPLIES PER: POLICY PRO-JECT LOC	NOT APPLICABLE			EACH OCCURRENCE	$ XXXXXXX
						DAMAGE TO RENTED PREMISES (Ea occurrence)	$ XXXXXXX
						MED EXP (Any one person)	$ XXXXXXX
						PERSONAL & ADV INJURY	$ XXXXXXX
						GENERAL AGGREGATE	$ XXXXXXX
						PRODUCTS - COMP/OP AGG	$ XXXXXXX
		AUTOMOBILE LIABILITY ANY AUTO ALL OWNED AUTOS SCHEDULED AUTOS HIRED AUTOS NON-OWNED AUTOS	NOT APPLICABLE			COMBINED SINGLE LIMIT (Ea accident)	$ XXXXXXX
						BODILY INJURY (Per person)	$ XXXXXXX
						BODILY INJURY (Per accident)	$ XXXXXXX
						PROPERTY DAMAGE (Per accident)	$ XXXXXXX
		GARAGE LIABILITY ANY AUTO	NOT APPLICABLE			AUTO ONLY - EA ACCIDENT	$ XXXXXXX
						OTHER THAN AUTO ONLY: EA ACC	$ XXXXXXX
						AGG	$ XXXXXXX
		EXCESS / UMBRELLA LIABILITY OCCUR CLAIMS MADE DEDUCTIBLE UMBRELLA FORM RETENTION $	NOT APPLICABLE			EACH OCCURRENCE	$ XXXXXXX
						AGGREGATE	$ XXXXXXX
							$ XXXXXXX
							$ XXXXXXX
							$ XXXXXXX
		WORKERS COMPENSATION AND EMPLOYERS' LIABILITY ANY PROPRIETOR/PARTNER/EXECUTIVE OFFICER/MEMBER EXCLUDED? Y/N (Mandatory in NH) If yes, describe under SPECIAL PROVISIONS below	NOT APPLICABLE			WC STATU-TORY LIMITS OTH-ER	
						E.L. EACH ACCIDENT	$ XXXXXXX
						E.L. DISEASE - EA EMPLOYEE	$ XXXXXXX
						E.L. DISEASE - POLICY LIMIT	$ XXXXXXX
A		OTHER PROFESSIONAL/POLLUTION LIABILITY	EOC 5871036 08	11/1/2010	11/1/2011	$1,000,000 PER CLAIM $1,000,000 AGGREGATE	

DESCRIPTION OF OPERATIONS / LOCATIONS / VEHICLES / EXCLUSIONS ADDED BY ENDORSEMENT / SPECIAL PROVISIONS
(PB# TBD) APPLICABLE TO ALL OPERATIONS OF THE INSURED SUBJECT TO POLICY TERMS AND CONDITIONS.

CERTIFICATE HOLDER

11030160

AS A MATTER OF RECORD

CANCELLATION

SHOULD ANY OF THE ABOVE DESCRIBED POLICIES BE CANCELLED BEFORE THE EXPIRATION DATE THEREOF, THE ISSUING INSURER WILL ENDEAVOR TO MAIL 30 DAYS WRITTEN NOTICE TO THE CERTIFICATE HOLDER NAMED TO THE LEFT, BUT FAILURE TO DO SO SHALL IMPOSE NO OBLIGATION OR LIABILITY OF ANY KIND UPON THE INSURER, ITS AGENTS OR REPRESENTATIVES.

AUTHORIZED REPRESENTATIVE

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The ACORD name and logo are registered marks of ACORD

For questions regarding this certificate, contact the number listed in the 'Producer' section above and specify the client code 'PARBR02'.

ACORD™ CERTIFICATE OF PROPERTY INSURANCE 6/1/2010

DATE 11/24/2009

PRODUCER
Lockton Companies, LLC-1 Kansas City
444 W. 47th Street, Suite 900
Kansas City MO 64112-1906

THIS CERTIFICATE IS ISSUED AS A MATTER OF INFORMATION ONLY AND CONFERS NO RIGHTS UPON THE CERTIFICATE HOLDER. THIS CERTIFICATE DOES NOT AMEND, EXTEND OR ALTER THE COVERAGE AFFORDED BY THE POLICIES BELOW.

COMPANIES AFFORDING COVERAGE

COMPANY A Lexington Insurance Company

INSURED
100681 PB AMERICAS, INC.
ONE PENN PLAZA
NEW YORK NY 10119

COMPANY B American Home Assurance Company

COMPANY C

COMPANY D

COVERAGES PARBR02 PJ

THIS IS TO CERTIFY THAT THE POLICIES OF INSURANCE LISTED BELOW HAVE BEEN ISSUED TO THE INSURED NAMED ABOVE FOR THE POLICY PERIOD INDICATED, NOTWITHSTANDING ANY REQUIREMENT, TERM OR CONDITION OF ANY CONTRACT OR OTHER DOCUMENT WITH RESPECT TO WHICH THIS CERTIFICATE MAY BE ISSUED OR MAY PERTAIN, THE INSURANCE AFFORDED BY THE POLICIES DESCRIBED HEREIN IS SUBJECT TO ALL THE TERMS, EXCLUSIONS AND CONDITIONS OF SUCH POLICIES. LIMITS SHOWN MAY HAVE BEEN REDUCED BY PAID CLAIMS.

CO LTR	TYPE OF INSURANCE	POLICY NUMBER	POLICY EFFECTIVE DATE (MM/DD/YY)	POLICY EXPIRATION DATE (MM/DD/YY)	COVERED PROPERTY	LIMITS
A	[X] PROPERTY	4271998	6/1/2009	6/1/2010	[ ] BUILDING	$ XXXXXXX
B	CAUSES OF LOSS	011230512	6/1/2009	6/1/2010	[ ] PERSONAL PROPERTY	$ XXXXXXX
	[ ] BASIC				[ ] BUSINESS INCOME	$ XXXXXXX
	[ ] BROAD				[ ] EXTRA EXPENSE	$ XXXXXXX
	[X] SPECIAL				[ ] BLANKET BUILDING	$ XXXXXXX
	[ ] EARTHQUAKE				[ ] BLANKET PERS PROP	$ XXXXXXX
	[ ] FLOOD				[X] BLANKET BLDG & PP	$ 1,000,000
	[X] VALUABLE PAPERS				[X] VALUABLE PAPERS	$ 1,000,000
						$ XXXXXXX
	[ ] INLAND MARINE					$ XXXXXXX
	TYPE OF POLICY					$ XXXXXXX
		NOT APPLICABLE				$ XXXXXXX
	CAUSES OF LOSS					$ XXXXXXX
	[ ] NAMED PERILS					$ XXXXXXX
	[ ] OTHER					$ XXXXXXX
	[ ] CRIME					$ XXXXXXX
	TYPE OF POLICY	NOT APPLICABLE				$ XXXXXXX
						$ XXXXXXX
	[ ] BOILER & MACHINERY	NOT APPLICABLE				$ XXXXXXX
						$ XXXXXXX
	[ ] OTHER					

LOCATION OF PREMISES/DESCRIPTION OF PROPERTY

SPECIAL CONDITIONS/OTHER COVERAGES

CERTIFICATE HOLDER

109409
AS A MATTER OF RECORD

CANCELLATION

SHOULD ANY OF THE ABOVE DESCRIBED POLICIES BE CANCELLED BEFORE THE EXPIRATION DATE THEREOF, THE ISSUING COMPANY WILL ENDEAVOR TO MAIL 30 DAYS WRITTEN NOTICE TO THE CERTIFICATE HOLDER NAMED TO THE LEFT, BUT FAILURE TO MAIL SUCH NOTICE SHALL IMPOSE NO OBLIGATION OR LIABILITY OF ANY KIND UPON THE COMPANY, ITS AGENTS OR REPRESENTATIVES.

AUTHORIZED REPRESENTATIVE

For questions regarding this certificate, contact the number listed in the 'Producer' section above and specify the client code 'PARBR02'

© ACORD CORPORATION 1995

RI.gov Professional License Renewal

Transaction receipt

Board of Engineers Certificate of Authorization Renewal

Your application to renew **Board of Engineers Certificate of Authorization**, number **5026** is complete and was processed at **2010-06-17 08:47:28**.

The fee of **$55.00** has been charged to your credit card. This charge will appear on you statement as '**RI Licensing**'.

Your confirmation number is **W1671008463968**. Please print this page as your renewal receipt and refer to this number for any inquries regarding your online renewal transaction.

Note: Online submission of your renewal application does not result in an automatic renewal. The authoritative agency/board must verify that you have met all conditions and requirements before your renewal is processed.

STATE OF RHODE ISLAND AND PROVIDENCE PLANTATIONS

BOARDS FOR DESIGN PROFESSIONALS

BOARD OF EXAMINATION AND REGISTRATION OF ARCHITECTS
BOARD OF EXAMINERS OF LANDSCAPE ARCHITECTS
BOARD OF REGISTRATION FOR PROFESSIONAL ENGINEERS
BOARD OF REGISTRATION FOR PROFESSIONAL LAND SURVEYORS

1 CAPITOL HILL, 2nd FLOOR, PROVIDENCE, R.I. 02908-5860
(401) 222-2565 Fax: (401) 222-5744 www.bdp.state.ri.us

23 June 2008

PB AMERICAS, INC.
KATE CICHY
TWO GATEWAY PLAZA, 18TH FL.
NEWARK, NJ 07102

Sole No.
Part No.
Corp No. 5026
LLC No.
LLP No.

To The Principal in Charge:

Your renewal application for a Certificate of Authorization (COA) has been approved. Your COA to practice engineering as defined in Chapter 5-8-24 of the General Laws of Rhode Island is renewed **through 30 June 2010.**

Attached please find a COA validation sticker. This sticker is to be placed in the upper right hand corner of your COA Certificate which was previously provided to you, at the time of the initial issuance.

If you have any questions concerning this procedure, please contact the staff at this office.

Very truly yours,

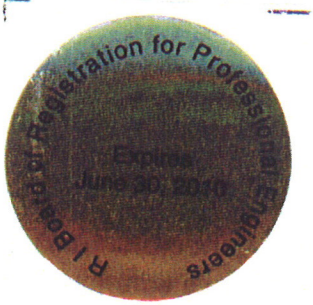
PROFESSIONAL ENGINEERS COMMITTEE

Nicholas W. Capezza, P.E.

Nicholas W. Capezza, Jr., PE
Secretary

Attachment

NWC/lm



THIS LICENSE IS ISSUED IN ACCORDANCE WITH THE REQUIREMENTS OF TITLE 5, CHAPTER 8, PUBLIC LAWS, STATE OF RHODE ISLAND

STATE OF RHODE ISLAND AND PROVIDENCE PLANTATIONS
DEPARTMENT OF BUSINESS REGULATION • DIVISION OF DESIGN PROFESSIONALS
BOARD OF REGISTRATION FOR PROFESSIONAL ENGINEERS
THE REGISTRANT HAS MET THE REQUIREMENTS OF THE LAW AND HAS BEEN GRANTED THIS CERTIFICATE OF REGISTRATION AS A
PROFESSIONAL ENGINEER CIVIL

REGISTRANT	(VALID WHEN STAMPED)	REGISTRATION NUMBER
JOHN F. BURCKARDT **PARSONS-BRINCKERHOFF** **75 ARLINGTON ST** **BOSTON, MA 02116**		6984
		EXP DATE 06/30/2011

SIGNATURE (NOT VALID UNLESS SIGNED)

IMPORTANT

If this is lost or destroyed, notify in writing, **Board of Registration for Professional Engineers, 1511 Pontiac Ave., Bldg. 68-2, Cranston, RI 02920.** If name or address shown hereon is changed, notify your Board **in writing**, of your correct name or address to insure proper mailing of next Renewal Application. **Always refer to your registration number.**

Registration is subject to the provisions of the General Laws as amended. It is a personal privilege and must not be loaned or assigned to any other person. Keep this license on your person or posted as required by law.

Parsons Brinckerhoff

One Turks Head Place
Suite 1106
Providence, RI 02903
Telephone: 401 421 2601
Fax: 401 421 3286

April 22, 2011

Rhode Island Department of Administration
Division of Purchases (2nd Floor)
One Capitol Hill
Providence, RI 02908-5855

Re: Design-Build Services for the Replacement of the Laurel Avenue Bridge
RI Bid No. 7448315

To Whom It May Concern:

Please accept this letter as an acknowledgement by Parsons Brinckerhoff d/b/a PB Americas, Inc. that our proposed Bridge Design Manager, and Design and Construction Quality Control Managers do not possess current Rhode Island professional engineering registrations. These individuals are registered professional engineers in other states, have more than the required years of experience to accomplish the work, and will expedite acquisition of Rhode Island registrations prior to Notice to Proceed through Application by Comity as detailed on the Board of Registration for Design Professionals website.

Sincerely,

PB AMERICAS, INC.

Richard F. O'Brien

Richard F. O'Brien, PE
Vice President

Board of Registration for Professional Engineers
Expires
June 30, 2012

STATE OF RHODE ISLAND

STATE BOARD OF REGISTRATION
FOR PROFESSIONAL ENGINEERS

BE IT KNOWN THAT

GZA GEOENVIRONMENTAL, INC.

having given satisfactory evidence that having the qualifications required by law is hereby authorized to practice

Professional Engineering

IN THE STATE OF RHODE ISLAND

as a Corporation

IN WITNESS WHEREOF, THE BOARD HAS ISSUED THIS CERTIFICATE OF REGISTRATION NO. 5234 UNDER THE SEAL OF THE BOARD THIS 13TH DAY OF OCTOBER 1993.

STATE BOARD OF REGISTRATION FOR PROFESSIONAL ENGINEERS

CHAIRMAN *SECRETARY*

THIS LICENSE IS ISSUED IN ACCORDANCE WITH THE REQUIREMENTS OF TITLE 5, CHAPTER 8, PUBLIC LAWS, STATE OF RHODE ISLAND

STATE OF RHODE ISLAND AND PROVIDENCE PLANTATIONS
DEPARTMENT OF BUSINESS REGULATION DIVISION OF DESIGN PROFESSIONALS
BOARD OF REGISTRATION FOR PROFESSIONAL ENGINEERS
THE REGISTRANT HAS MET THE REQUIREMENTS OF THE LAW AND HAS BEEN GRANTED THIS CERTIFICATE OF REGISTRATION AS A **PROFESSIONAL ENGINEER**

REGISTRANT	(VALID WHEN STAMPED)	REGISTRATION NUMBER
THOMAS E. BILLUPS **20 OAK GROVE AVENUE** **BARRINGTON, RI 02806**		**4581**
		EXP. DATE **06/30/2011**

SIGNATURE (NOT VALID UNLESS SIGNED)

IMPORTANT

If this is lost or destroyed, notify in writing, **Board of Registration for Professional Engineers, 1511 Pontiac Ave., Bldg. 68-2, Cranston, RI 02920.** If name or address shown hereon is changed, notify your Board **in writing**, of your correct name or address to insure proper mailing of next Renewal Application. **Always refer to your registration number.**

Registration is subject to the provisions of the General Laws as amended. It is a personal privilege and must not be loaned or assigned to any other person. Keep this license on your person or posted as required by law.

Manafort Brothers INCORPORATED

April 13, 2011

RI Department of Administration
Division of Purchases (2nd Floor)
One Capitol Hill
Providence, RI 02908-5855

Re: Design / Build Services for the Replacement of the Laurel Avenue Bridge #397
Coventry, RI - BID No. 7448315A4
On The Job Training Acknowledgement

To Whom It May Concern:

Manafort Brothers Incorporated is recognized by the local trade unions for our leading participation in their apprenticeship programs. We often participate in programs that encourage training and hiring of low income residents local to our projects. One such program is the J.Miller-Pearson Career development construction workforce initiative in New Haven, CT.

For the Design / Build Project to Replace the Laurel Avenue Bridge #397, Manafort Brothers will continue to maintain a continuous on-the-job-training program to achieve the required training hours for the Design/Build Replacement of the Laurel Avenue Bridge No. 397 project. We understand the current total hours for OJT trainees are established to be 1,500 training hours based on 18 months for completion of the project.

Sincerely,
MANAFORT BROTHERS INCORPORATED

William Manafort
Vice President

414 New Britain Avenue
P.O. Box 99, Plainville, CT 06062
(860) 229-4853
Hartford (860) 527-3440
Fax (860) 747-4861 - Engineering
(860) 747-5299 - Executive Offices

An Equal Opportunity Employer M/F/H/V
Affirmative Action Equal Opportunity Employer

RIDOT
ON-THE-JOB TRAINING
ACKNOWLEDGEMENT AND STATEMENT OF INTENT

April 16, 2011
Date

To: RIDOT OJT Coordinator
Office of Business and Community Resources
Rhode Island Department of Transportation
2 Capitol Hill Rm109
Providence, RI 02903

Project Name and Number: Design / Build Services for the Replacement of the Laurel Avenue Bridge #397, Coventry, RI

Manafort Brothers Incorporated **(Respondent) will review the OJT requirements (Training Specification) in the contract for the above noted project. Based on these requirements, the availability of applicants within a reasonable area of recruitment, and in an effort to meet the minority and female participation goals outlined in the OJT Specification, our company will select a qualified trainee(s) and conduct training under the classification(s) identified below in accordance with the RIDOT OJT Program.**

*** Selected firm must submit a copy of training plan (training classification) to be used during post qualification.**

The undersigned has personally reviewed the content of each selected training classification in relation to the project scope and assures that all portions of training can be completed if initiated by the "no later than" (NLT) date indicated below.

1 Selected Training Classification	2 Number of Trainees in Classification	3 Projected Start Date	4 NLT Start Date in Order to Complete training hours
1. Laborer	1	July 1, 2011	January 1, 2012
2.			
3.			
4.			
5.			

IMPORTANT: Written justification is required to substantiate the selection of training classifications where company representation is below the minority and female participation goals specified in the contract. Compare columns (i) and (j) of the table on page 2 of 2 with 41 CFR 60-4.2, Affirmative Action Requirements.

Please provide information regarding your company's current workforce demographics in the trades listed below:

(a) Trade Classification	(b) Total Employees	(c) Female	(d) Hispanic	(e) American Indian or Alaskan Native	(f) Black	(g) Asian or Pacific Islander	(h) Total of columns (d) through (g)	(i) Minority Percentage (h)/(b)	(j) Female Percentage (c)/(b)
Constr. Supervisors	22	1							4.5
Constr. Foreperson	49				1		1	2	
Carpenters	36	2	3	1	3	1	8	22	5.6
Equipment Mechanics	6		1				1	16.7	
Equipment Operators	62	2			2	1	3	4.8	3.2
Grade Foreman Asst.									
Ironworker	1								
Laborers	142	3	28	1	32		61	43	2.1
Truck Drivers	2	1							50

The authorized representative below certifies that the information proved herein is accurate and is made in good faith:

Karen Barracliff
Company EEO Officer

Karen Barracliff
Signature

Date: 4/18/2011

Approval ☐ Disapproval ☐

_____ Date: _____

RIDOT OJT Coordinator

The DBE Letters of Intent to Perform as a Subcontractor are included in the Required Forms tab.

Manafort Brothers INCORPORATED

April 13, 2011

RI Department of Administration
Division of Purchases (2nd Floor)
One Capitol Hill
Providence, RI 02908-5855

Re: Design / Build Services for the Replacement of the Laurel Avenue Bridge #397
Coventry, RI - BID No. 7448315A4
On The Job Training Acknowledgement

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Sincerely,
MANAFORT BROTHERS INCORPORATED

William Manafort
Vice President

414 New Britain Avenue
P.O. Box 99, Plainville, CT 06062
(860) 229-4853
Hartford (860) 527-3440
Fax (860) 747-4861 - Engineering
(860) 747-5299 - Executive Offices

An Equal Opportunity Employer M/F/H/V
Affirmative Action Equal Opportunity Employer

RIDOT
ON-THE-JOB TRAINING
ACKNOWLEDGEMENT AND STATEMENT OF INTENT

April 16, 2011
Date

To: RIDOT OJT Coordinator
Office of Business and Community Resources
Rhode Island Department of Transportation
2 Capitol Hill Rm109
Providence, RI 02903

Project Name and Number: Design / Build Services for the Replacement of the Laurel Avenue Bridge #397, Coventry, RI

Manafort Brothers Incorporated **(Respondent) will review the OJT requirements (Training Specification) in the contract for the above noted project. Based on these requirements, the availability of applicants within a reasonable area of recruitment, and in an effort to meet the minority and female participation goals outlined in the OJT Specification, our company will select a qualified trainee(s) and conduct training under the classification(s) identified below in accordance with the RIDOT OJT Program.**

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4.			
5.			

IMPORTANT: Written justification is required to substantiate the selection of training classifications where company representation is below the minority and female participation goals specified in the contract. Compare columns (i) and (j) of the table on page 2 of 2 with 41 CFR 60-4.2, Affirmative Action Requirements.

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Constr. Supervisors	22	1							4.5
Constr. Foreperson	49				1		1	2	
Carpenters	36	2	3	1	3	1	8	22	5.6
Equipment Mechanics	6		1				1	16.7	
Equipment Operators	62	2			2	1	3	4.8	3.2
Grade Foreman Asst.									
Ironworker	1								
Laborers	142	3	28	1	32		61	43	2.1
Truck Drivers	2	1							50

The authorized representative below certifies that the information proved herein is accurate and is made in good faith:

Karen Barracliff
Company EEO Officer

Karen Barracliff
Signature

Date: 4/18/2011

Approval ☐ Disapproval ☐

_____ Date: _____

RIDOT OJT Coordinator

ARCHITECT – ENGINEER QUALIFICATIONS

PART II – CONTRACT – SPECIFIC QUALIFICATIONS

A. CONTRACT INFORMATION

1. TITLE AND LOCATION *(City and State)*

DESIGN-BUILD REPLACEMENT OF LAUREL AVENUE BRIDGE
Coventry, Rhode Island

2. PUBLIC NOTICE DATE	3. SOLICITATION OR PROJECT NUMBER
February 25, 2011 and Addenda 1 through 6	**7448315 and Addenda 1-6**

B. ARCHITECT-ENGINEER POINT OF CONTACT

4. NAME AND TITLE
Richard F. O'Brien, PE, Vice President

5. NAME OF FIRM
Parsons Brinckerhoff (PB Americas, Inc.)

6. TELEPHONE NUMBER	7. FAX NUMBER	8. E-MAIL ADDRESS
617 426 7330	**617 482 8487**	**Obrien@pbworld.com**

C. PROPOSED TEAM

(Complete this section for the prime contractor and all key subcontractors.)

	(Check) PRIME	J-V PARTNER	SUBCON-TRACTOR	9. FIRM NAME	10. ADDRESS	11. ROLE IN THIS CONTRACT
a.	X			**Parsons Brinckerhoff** ☒ CHECK IF BRANCH OFFICE	**75 Arlington Street** **Floor 9** **Boston, MA 02116**	**Design Management** **Design Engineering Services** **Design and Construction QA / QC Services**
b.			X	**GZA GeoEnvironmental, Inc.** ☒ CHECK IF BRANCH OFFICE	**530 Broadway** **Providence, RI 02909**	**Geotechnical Engineering Services** **Permitting Services** **Environmental Management**
c.			X	**Archaeological and Historical Services, Inc.** ☐ CHECK IF BRANCH OFFICE	**PO Box 543** **Storrs, CT 06268**	**Archaeological and Historic Investigation Services**
d.			X	**Welch Associates, Land Surveyors, Inc.** ☐ CHECK IF BRANCH OFFICE	**218 N. Main Street** **W. Bridgewater, MA 02379**	**Surveying Services**
e.				☐ CHECK IF BRANCH OFFICE		

D. ORGANIZATIONAL CHART OF PROPOSED TEAM ☐ *(Attached)*

For readability, please see 11 x 17 size organization chart in Section 2.1 of our proposal.

E. RESUMES OF KEY PERSONNEL PROPOSED FOR THIS CONTRACT

(Complete one Section E for each key person.)

12. NAME	13. ROLE IN THIS CONTRACT	14. YEARS EXPERIENCE	
	Team resumes are included in the Exhibits in the Qualifications/Technical proposal.	a. TOTAL	b. WITH CURRENT FIRM

15. FIRM NAME AND LOCATION *(City and State)*

16.EDUCATION *(DEGREE AND SPECIALIZATION)*	17. CURRENT PROFESSIONAL REGISTRATION *(STATE AND DISCIPLINE)*

18. OTHER PROFESSIONAL QUALIFICATIONS *(Publications, Organizations, Training, Awards, etc.)*

American Society of Civil Engineers

19. RELEVANT PROJECTS

	(1) TITLE AND LOCATION *(City and State)*	(2) YEAR COMPLETED	
		PROFESSIONAL SERVICES	CONSTRUCTION *(If applicable)*
a.	(3) BRIEF DESCRIPTION *(Brief scope, size, cost, etc.)* AND SPECIFIC ROLE	☒ Check if project performed with current firm	
b.	(1) TITLE AND LOCATION *(City and State)*	(2) YEAR COMPLETED	
		PROFESSIONAL SERVICES	CONSTRUCTION *(If applicable)*
	(3) BRIEF DESCRIPTION *(Brief scope, size, cost, etc.)* AND SPECIFIC ROLE	☒ Check if project performed with current firm	
c.	(1) TITLE AND LOCATION *(City and State)*	(2) YEAR COMPLETED	
		PROFESSIONAL SERVICES	CONSTRUCTION *(If applicable)*
	(3) BRIEF DESCRIPTION *(Brief scope, size, cost, etc.)* AND SPECIFIC ROLE	☒ Check if project performed with current firm	
d.	(1) TITLE AND LOCATION *(City and State)*	(2) YEAR COMPLETED	
		PROFESSIONAL SERVICES	CONSTRUCTION *(If applicable)*
	(3) BRIEF DESCRIPTION *(Brief scope, size, cost, etc.)* AND SPECIFIC ROLE	☒ Check if project performed with current firm	
e.	(1) TITLE AND LOCATION *(City and State)*	(2) YEAR COMPLETED	
		PROFESSIONAL SERVICES	CONSTRUCTION *(If applicable)*
	(3) BRIEF DESCRIPTION *(Brief scope, size, cost, etc.)* AND SPECIFIC ROLE	☒ Check if project performed with current firm	

F. EXAMPLE PROJECTS WHICH BEST ILLUSTRATE PROPOSED TEAM'S QUALIFICATIONS FOR THIS CONTRACT *(Present as many projects as requested by the agency, or 10 projects, if not specified. Complete one Section F for each project.)*	20. EXAMPLE PROJECT KEY NUMBER **1**

21. TITLE AND LOCATION *(City and State)*	22. YEAR COMPLETED	
I-95/I-195 BRIDGES AND RAMPS Providence, Rhode Island	PROFESSIONAL SERVICES **2009**	CONSTRUCTION *(If applicable)*

23. PROJECT OWNER'S INFORMATION		
a. PROJECT OWNER **Rhode Island DOT**	b. POINT OF CONTACT NAME Michael P. Lewis, Director	c. POINT OF CONTACT TELEPHONE NUMBER 401 222-2481

24. BRIEF DESCRIPTION OF PROJECT AND RELEVANCE TO THIS CONTRACT *(Include scope, size, and cost)*

The I-195 Relocation Project (also known as the Iway), is one of RIDO T's largest projects ever and will result in major changes to two Interstate highways running through Providence. In addition to correcting design and safety deficiencies along I-95 and I-195, the project will significantly impact the skyline of Providence. The entire cost of project, including construction, land acquisition, utility work and demolition of existing highway structures, is about $610 million. Construction is ongoing, and completion is expected in 2011.

The project features 1 mile of new I-195 along a new alignment from the Washington Bridge to the I-95 and I-195 interchange, 1.5 miles of reconstructed I-95 from Thurbers Avenue to Broadway, a new interchange between the two interstates, and 15 new bridge and ramp structures. The new highway sections and interchange feature four lanes in each direction. Construction includes relocated on- and off - ramps, with elevated deck supported by concrete columns.

PB, as a subconsultant, provided preliminary design and final design for three curved steel box girder ramp bridges and eight retaining walls. One bridge is 7 spans and 970 feet long and includes a post tensioned integral pier; the other two bridges are 3 and 4 spans. PB completed contract plans, specifications and cost estimates, and currently is providing construction phase services.

The project addresses the issue of lack of adequate lanes and shoulders, accidents and weaving problems, and a visual obstruction within the downtown area. RIDOT expects the Iway will go a long way toward alleviating congestion problems in Providence. In addition, completion of the highway and removal of the old structures will free up 40 acres of downtown Providence, with slightly more than 19 acres of property for development. The new area will also provide enhanced opportunities for public access and an extension of the city's riverwalk system.

25. FIRMS FROM SECTION C INVOLVED WITH THIS PROJECT			
a.	(1) FIRM NAME PB	(2) FIRM LOCATION (City and State) Boston, MA	(3) ROLE Subconsultant

F. EXAMPLE PROJECTS WHICH BEST ILLUSTRATE PROPOSED TEAM'S QUALIFICATIONS FOR THIS CONTRACT *(Present as many projects as requested by the agency, or 10 projects, if not specified. Complete one Section F for each project.)*	20. EXAMPLE PROJECT KEY NUMBER **2**

21. TITLE AND LOCATION *(City and State)*	22. YEAR COMPLETED	
WICKFORD JUNCTION STATION DB PROJECT Wickford, RI	PROFESSIONAL SERVICES **Ongoing**	CONSTRUCTION *(If applicable)*

23. PROJECT OWNER'S INFORMATION		
a. PROJECT OWNER **Rhode Island DOT**	b. POINT OF CONTACT NAME James Eng	c. POINT OF CONTACT TELEPHONE NUMBER 401 222 4203, Ex. 4295

24. BRIEF DESCRIPTION OF PROJECT AND RELEVANCE TO THIS CONTRACT *(Include scope, size, and cost)*

PB is serving as the lead designer, with Manafort Brothers, Inc. as the contractor, for the design and construction of the Wickford Junction Station, a project that was bid as a DB procurement. This team was selected by Rhode Island DOT based on a well-conceived menu of alternative design proposals that will both save money and improve the functionality of the design. These alternatives include an enhanced mill-inspired façade for the garage, enhanced landscaping, a structurally simpler design for the station platform, and the use of a modular retaining wall along the side track north of the station. The project is being integrated into the existing development at Wickford Junction, and includes a new commuter rail station with a single side platform, a new siding track, and a 1,100 car parking garage as part of the first phase of RIDOT's South County Rail Project. The multimodal project also includes a drop-off/pick-up area for cars and buses, bicycle parking, landscaping, and storm-water treatment facilities.

The station site is adjacent to the fastest section of the Northeast Corridor (NEC), where Amtrak's Acela trains travel at 150 mph and regional trains pass at 125 mph. One of the major design issues involved widening the existing embankment to allow a 21-ft offset from Track #1, necessitated by the catenary poles added during the 1990s electrification project after Track #3 was removed. The main challenge in widening the embankment is for the 1,300-ft-long stretch adjacent to existing freshwater wetlands. To avoid fi lling the wetlands, a retaining wall must be built. PB and its geotechnical subconsultant, GZA GeoEnvironmental, proposed the use of a modular precast wall system, to minimize the construction effort adjacent to Amtrak's high-speed operations. The wall was designed to be installed to avoid, to the extent possible, any excavation within the zone of influence of the only FRA Class 8 trackage currently in the US. In one segment, limited excavations will be made between trains, while monitoring the tracks for any movement. Several iterations of both the wall and track profile were developed and reviewed with Amtrak, which owns the right-of-way, and its consultants to assure the design would not only meet Amtrak's requirements and safely maintain service, but also simplify the work to be performed in the rail right-of-way.

25. FIRMS FROM SECTION C INVOLVED WITH THIS PROJECT			
a.	(1) FIRM NAME PB	(2) FIRM LOCATION (City and State) Boston, MA	(3) ROLE Lead designer on DB team

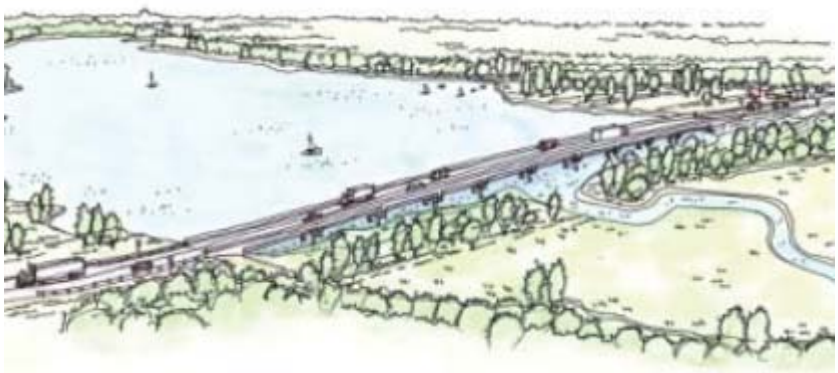
F. EXAMPLE PROJECTS WHICH BEST ILLUSTRATE PROPOSED TEAM'S QUALIFICATIONS FOR THIS CONTRACT *(Present as many projects as requested by the agency, or 10 projects, if not specified. Complete one Section F for each project.)*	20. EXAMPLE PROJECT KEY NUMBER **3**

21. TITLE AND LOCATION *(City and State)*	22. YEAR COMPLETED	
SIBLEY POND DB BRIDGE REPLACEMENT Canaan-Pittsfield, ME	PROFESSIONAL SERVICES **Ongoing**	CONSTRUCTION *(If applicable)*

23. PROJECT OWNER'S INFORMATION		
a. PROJECT OWNER **Maine DOT**	b. POINT OF CONTACT NAME Leanne Timberlake, PE	c. POINT OF CONTACT TELEPHONE NUMBER 207 624 3422

24. BRIEF DESCRIPTION OF PROJECT AND RELEVANCE TO THIS CONTRACT *(Include scope, size, and cost)*

PB was selected by Maine DOT as the primary design consultant for the DB replacement of an 800-ft long trestle bridge, in collaboration with Lane Construction. The new bridge's innovative design consists of ten, 80-ft spans of prestressed concrete NEXT D type beams, supported on concrete filled pipe pile supported concrete bent caps. The use of the NEXT D beams will be a first in New England. The beams are double tee sections that are precast and prestressed with full thickness top slabs which, by minimizing field placed concrete, makes the beams very cost effective and most suitable for accelerated bridge construction.



MaineDOT specified the bridge meet a projected 100-year design life, which is why, in addition to construction cost and schedule advantages of building the bridge in a 1-year period, the NEXT D beams were selected for the inherent durability of their precast, prestressed concrete fabrication. The bridge will be protected with a high performance waterproofing membrane, in turn protected by 3 inches of asphaltic overlay.

PB is currently well advanced with the final design of the beams, piles, bent caps, and abutments – and an at grade temporary detour is to be constructed on a widened adjacent road so that traffic can be detoured off the existing bridge and be safely located away from the construction zone for the new bridge. In addition to bridge design, PB is also providing civil and geotechnical design services.

25. FIRMS FROM SECTION C INVOLVED WITH THIS PROJECT			
a.	(1) FIRM NAME PB	(2) FIRM LOCATION (City and State) Manchester, NH	(3) ROLE Lead designer on DB team
b.	(1) FIRM NAME GZA GenEnvironmental	(2) FIRM LOCATION (City and State) Manchester, NH	(3) ROLE Geotechnical engineer

F. EXAMPLE PROJECTS WHICH BEST ILLUSTRATE PROPOSED TEAM'S QUALIFICATIONS FOR THIS CONTRACT *(Present as many projects as requested by the agency, or 10 projects, if not specified. Complete one Section F for each project.)*	20. EXAMPLE PROJECT KEY NUMBER **4**

21. TITLE AND LOCATION *(City and State)*	22. YEAR COMPLETED	
MINK BROOK DB BRIDGE REPLACEMENT Hanover, New Hampshire	PROFESSIONAL SERVICES **2007**	CONSTRUCTION *(If applicable)*

23. PROJECT OWNER'S INFORMATION

a. PROJECT OWNER	b. POINT OF CONTACT NAME	c. POINT OF CONTACT TELEPHONE NUMBER
New Hampshire DOT	Mark Richardson, Administrator, Bureau of Bridge Design	603 271 2731

24. BRIEF DESCRIPTION OF PROJECT AND RELEVANCE TO THIS CONTRACT *(Include scope, size, and cost)*

PB partnered with Audley Construction in a pilot NHDOT design/build project to replace a deteriorated steel stringer bridge approximately 32 ft long, carrying NH Route 10 over Mink Brook in Hanover, NH. PB was responsible for the overall engineering and design effort, as well as oversight of the contractor during construction. The PB / Audley proposal was chosen as the most cost-effective, innovative design and represented 15-25% cost savings over the closest competitor.

The successful PB solution at Mink Brook involved lengthening the bridge span to 48 ft by installing steel H-pile supported abutment foundations behind the existing abutments, which were retained and used to shield the sensitive surrounding environment from ongoing abutment work. This minimized excavation depths and the accompanying impacts to the stream and slope vegetation. It also allowed construction to occur under dry conditions. At final condition, the remaining abutment remnants were provided with new parapets. The abutments provide scour and erosion protection to the new bridge foundations.

A high-performance concrete (HPC) reinforced composite concrete overlay was specified to be used with the precast, prestressed box beams. The HPC was engineered to be impermeable to road salts. This allowed for the use of the concrete as the final driving surface, eliminated the cost of the traditional bituminous pavement over barrier membrane. Galvanized reinforcing was used for enhanced durability. HPC was also used in the approach slabs.

The bridge parapets were precast into the prestressed beams, resulting in higher quality shop-poured concrete that matched the concrete in the beams, and in schedule savings by eliminating work performed in the field. For superior durability, self-consolidating concrete with a corrosion inhibitor was specified for all precast concrete.

25. FIRMS FROM SECTION C INVOLVED WITH THIS PROJECT

	(1) FIRM NAME	(2) FIRM LOCATION (City and State)	(3) ROLE
a.	**PB**	Manchester, NH	**Partner**

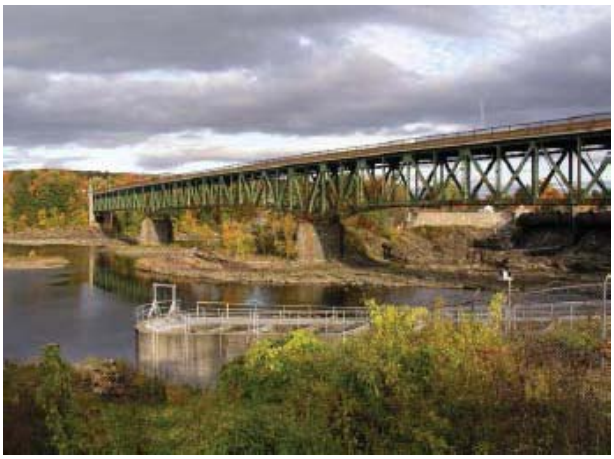
F. EXAMPLE PROJECTS WHICH BEST ILLUSTRATE PROPOSED TEAM'S QUALIFICATIONS FOR THIS CONTRACT *(Present as many projects as requested by the agency, or 10 projects, if not specified. Complete one Section F for each project.)*	20. EXAMPLE PROJECT KEY NUMBER **5**

21. TITLE AND LOCATION *(City and State)*	22. YEAR COMPLETED	
AVENUE A OVER CONNECTICUT RIVER Gill-Montague, MA	PROFESSIONAL SERVICES **Ongoing**	CONSTRUCTION *(If applicable)*

23. PROJECT OWNER'S INFORMATION

a. PROJECT OWNER	b. POINT OF CONTACT NAME	c. POINT OF CONTACT TELEPHONE NUMBER
Massachusetts DOT	Michael O'Dowd, PE	617 973 7475

24. BRIEF DESCRIPTION OF PROJECT AND RELEVANCE TO THIS CONTRACT *(Include scope, size, and cost)*



The existing Avenue A Bridge over the Connecticut River was built in 1937 and consists of a 3-span continuous variable depth 1,250-ft-long deck truss flanked by single span trusses and a steel beam span over an abandoned railroad right-of-way. The bridge, which is the state's longest truss span, experienced significant concrete deck deterioration and localized steel deterioration beneath open roadway expansion joints.

PB's services included an in-depth inspection of the bridge, load rating analysis, seismic analysis, geotechnical investigations, traffic engineering, preliminary engineering and final design for the repair of this structure. Extensive coordination was required with the dam owners (New England Power Company) regarding security clearance and personnel access to the dam and spillway area of the bridge for the inspection, material testing, and geotechnical investigations/borings.

In-depth field inspection and evaluation included extensive material testing of the concrete deck, piers, abutments, and structural steel, using specialized maximum-reach inspection equipment as needed. For the proposed widened roadway, PB performed analysis of all main members and bracing members of the trusses, and modeled the bridge and its members for seismic forces. Using the results of the seismic analysis, PB performed preliminary and final strengthening design for piers, abutments, bearings, and bracing members to resist earthquake loads. PB also evaluated the capacity of the truss gusset plate connections following NTSB recommendations and procedures developed by MassDOT.

Geotechnical services included evaluating the existing bridge founding conditions, obtaining test borings at the bridge abutments and piers, determining the maximum allowable bearing pressures at the foundations, performing a liquefaction analysis of soils at the abutments and wing walls, and preparing a Geotechnical Report containing our recommendations.

Traffic engineering services included developing plans for traffic control devices, signage, and handicap accessibility. PB redesigned a signalized intersection for Route 2 and preparation of a Functional Design Report for the Massachusetts Highway Department. Traffic signal control and safety improvements at this 5-legged downtown intersection included new traffic control equipment, handicap and pedestrian access improvements, ornamental traffic signal posts, emergency vehicle pre-emption, phasing and timing improvements, and pre-emption/coordination with a nearby at-grade railroad crossing.

25. FIRMS FROM SECTION C INVOLVED WITH THIS PROJECT

	(1) FIRM NAME	(2) FIRM LOCATION (City and State)	(3) ROLE
a.	PB	Boston, MA	Prime

F. EXAMPLE PROJECTS WHICH BEST ILLUSTRATE PROPOSED TEAM'S QUALIFICATIONS FOR THIS CONTRACT *(Present as many projects as requested by the agency, or 10 projects, if not specified. Complete one Section F for each project.)*	20. EXAMPLE PROJECT KEY NUMBER **6**

21. TITLE AND LOCATION *(City and State)*	22. YEAR COMPLETED	
INFRASTRUCTURE IMPROVEMENTS AT LAWRENCE MILLS Lowell, MA	PROFESSIONAL SERVICES **2005**	CONSTRUCTION *(If applicable)*

23. PROJECT OWNER'S INFORMATION

a. PROJECT OWNER	b. POINT OF CONTACT NAME	c. POINT OF CONTACT TELEPHONE NUMBER
Massachusetts Division of Capital Asset Management	Steve Cecil, The Cecil Group	617 426 5050

24. BRIEF DESCRIPTION OF PROJECT AND RELEVANCE TO THIS CONTRACT *(Include scope, size, and cost)*

PB served as lead engineering subconsultant providing site and infrastructure engineering services for a major project in the City of Lowell involving the redevelopment of the Lawrence Mills complex for a consortium of private developers and the University of Massachusetts at Lowell. The 13-acre site is bordered by the University campus, LeLacheur Stadium, Tsongas Arena, and the Merrimack River.

PB designed the site roadways, parking facilities, and utilities required to support the proposed reuse program, and provided site/civil and structural design services to support development of public open space and interpretive treatments of the historic water power systems located on site.

Part of PB's scope included the design for a replacement of a simple-span, 30-ft-long bridge across the Lawrence Canal. The new bridge is constructed with steel stringers and concrete slab. A 4-ft-wide sidewalk with ornamental railing was added on one side. The existing canal walls were reused as abutments with new concrete cap built for bridge seat. The existing canal walls were restored.

25. FIRMS FROM SECTION C INVOLVED WITH THIS PROJECT

	(1) FIRM NAME	(2) FIRM LOCATION (City and State)	(3) ROLE
a.	PB	Boston, MA	Subconsultant

F. EXAMPLE PROJECTS WHICH BEST ILLUSTRATE PROPOSED TEAM'S QUALIFICATIONS FOR THIS CONTRACT *(Present as many projects as requested by the agency, or 10 projects, if not specified. Complete one Section F for each project.)*	20. EXAMPLE PROJECT KEY NUMBER **7**

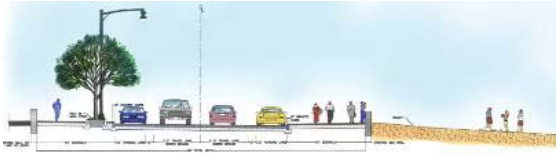
21. TITLE AND LOCATION *(City and State)*	22. YEAR COMPLETED	
	PROFESSIONAL SERVICES	CONSTRUCTION *(If applicable)*
REVERE BEACH RESERVATION RESTORATION Revere, MA	**2008**	**2008**

23. PROJECT OWNER'S INFORMATION

a. PROJECT OWNER	b. POINT OF CONTACT NAME	c. POINT OF CONTACT TELEPHONE NUMBER
MA Department of Conservation and Recreation	Joseph Orfant, Director of Planning	617 626 4933

24. BRIEF DESCRIPTION OF PROJECT AND RELEVANCE TO THIS CONTRACT *(Include scope, size, and cost)*

PB led a team of engineers and landscape architects in developing a conceptual design for the northern half of Revere Beach Boulevard and having it ready-for-bid in 8 months. Revere Beach, first envisioned by the renowned landscape architect Charles Eliot as an important public resource, became an early component of the Metropolitan Parks System in 1895/96. The crescent-shaped Revere Beach is America's oldest public beach and received National Historic Landmark status in 2003.



Boulevard Improvements: The project area included Revere Beach Boulevard between Revere Street and Carey Circle plus Eliot Circle at the southern end of the Reservation. The aim of the project was to implement improvements for beachgoers in harmony with the historic character of the beach. The specifics of the scope included improvements to roadway drainage, lighting, sidewalks, reconfiguration of parking, traffic calming measures, expanded pedestrian areas and improvements to pedestrian circulation, park furnishings and landscaping.

Traffic and Pedestrian Improvements: Traffic and pedestrian counts were conducted to develop an understanding of volumes, seasonal peak usage, and to compare the volume of through traffic with beach-bound traffic. Traffic calming was instituted in the form of improved crosswalks with bump-outs for greater visibility of pedestrians waiting to cross.

Streetscape: Our landscape design subconsultant identified historic features, providing a basis for planning the parking, pedestrian and landscape improvements. Design concepts were developed in close consultation with the City of Revere, with the Mayor and Planning Director attending several design charettes. These concepts considered alternative approaches to parking, walkways, drainage, and other park features, with special consideration of the status of Revere Beach as a National Historic Landmark.

Drainage: The area's poor drainage was addressed by the application of site-appropriate Best Management Practices (BMPs) in accordance with DEP guidelines.

Expeditious Design Development: A key challenge was the project schedule, but the PB Team was able to prepare contract documents for bidding 8 months after the project award. .

Water Main Replacement: When the need to replace an unidentified, partially collapsed water main was discovered midway through construction, PB produced drawings within weeks, enabling the construction to be finished with minimal delay in the original construction schedule.

25. FIRMS FROM SECTION C INVOLVED WITH THIS PROJECT

	(1) FIRM NAME	(2) FIRM LOCATION (City and State)	(3) ROLE
a.	PB	Boston, MA	Prime

F. EXAMPLE PROJECTS WHICH BEST ILLUSTRATE PROPOSED TEAM'S QUALIFICATIONS FOR THIS CONTRACT *(Present as many projects as requested by the agency, or 10 projects, if not specified. Complete one Section F for each project.)*	20. EXAMPLE PROJECT KEY NUMBER 8

21. TITLE AND LOCATION *(City and State)*	22. YEAR COMPLETED	
	PROFESSIONAL SERVICES	CONSTRUCTION *(If applicable)*
WHITTIER BRIDGE REPLACEMENT AND I-95 ADD-A-LANE Newburyport, MA	Ongoing	

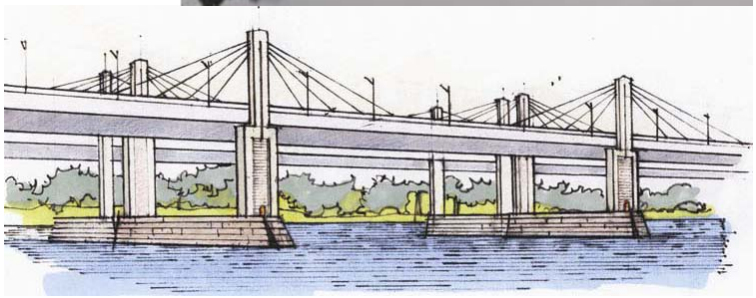
23. PROJECT OWNER'S INFORMATION

a. PROJECT OWNER	b. POINT OF CONTACT NAME	c. POINT OF CONTACT TELEPHONE NUMBER
Massachusetts DOT / Highway Division	**Michael O'Dowd, PE, Project Manager**	617 973 7475

24. BRIEF DESCRIPTION OF PROJECT AND RELEVANCE TO THIS CONTRACT *(Include scope, size, and cost)*

PB was recently selected for preliminary engineering and environmental assessment for the replacement of the I-95 Whittier Bridge over the Merrimack River. We developed a replacement concept that meets the overall project goals of minimizing impact to the public - travelers and abutters - as well as providing the safest, quickest and best value plan to accomplish MassDOT's Highway Division goals by saving upwards of $40 million and 20 months on the construction schedule. This project is being developed for a DB procurement.

The Whittier Bridge Replacement includes 4 miles of I-95 add-a-lane construction from Newburyport to Salisbury, and was originally anticipated to cost up to $300M and take 7 years to complete. The PB concept to perform this project provides unique safety and significant cost-saving opportunities for MassHighway that were not anticipated by MassHighway or the other proposers for this complex project and will remove the uncertainties of retaining the existing Whittier Bridge longer than necessary. A byproduct of the PB concept is the construction of a bikeway in addition to 4 lanes of traffic northbound across the Merrimack River, utilizing the additional bridge structure width built to remove all traffic in the first phase of the project. This will avoid a multiple-staged approach that requires complex modifications and painstaking demolition of the existing bridge with live traffic on an active side of the bridge.



The combined value of the PB concepts and options for the Whittier Bridge Replacement is expected to result in potential savings ***in excess of $50M*** and construction schedule savings of 20 months.

25. FIRMS FROM SECTION C INVOLVED WITH THIS PROJECT

	(1) FIRM NAME	(2) FIRM LOCATION *(City and State)*	(3) ROLE
a.	**PB**	Boston, MA	Project manager; structural design, environmental documentation / permitting, traffic engineering, constructability reviews/construction staging, design-build documents preparation

F. EXAMPLE PROJECTS WHICH BEST ILLUSTRATE PROPOSED TEAM'S QUALIFICATIONS FOR THIS CONTRACT *(Present as many projects as requested by the agency, or 10 projects, if not specified. Complete one Section F for each project.)*	20. EXAMPLE PROJECT KEY NUMBER **9**

21. TITLE AND LOCATION *(City and State)*	22. YEAR COMPLETED	
	PROFESSIONAL SERVICES	CONSTRUCTION *(If applicable)*
CHURCH STREET SOUTH EXTENSION New Haven, CT	**2003**	**2003**

23. PROJECT OWNER'S INFORMATION

a. PROJECT OWNER	b. POINT OF CONTACT NAME	c. POINT OF CONTACT TELEPHONE NUMBER
Connecticut DOT	Julie Georges	860 594 3348

24. BRIEF DESCRIPTION OF PROJECT AND RELEVANCE TO THIS CONTRACT *(Include scope, size, and cost)*

A series of engineering studies for the Connecticut DOT recommended extending Church Street South in New Haven from Union Avenue over the New Haven Rail Yard and Metro-North Line Interlocking by way of an elevated structure to directly connect the Long Wharf and harbor area with downtown New Haven for motor vehicles, pedestrians, and bicyclists.

Connecticut DOT selected Parsons Brinckerhoff to provide preliminary and final design services for the extension of Church Street.

As the Association of General Contractors (AGC) of Connecticut recipient of the 2004 Build Connecticut Award and the National Partnership for Highway Quality (NPHQ) recipient of the "2004 Making a Difference Bronze Award" in the "Risk Taking" category, the design and construction of this new facility included innovative materials and construction methods.

PB's services included:

Roadway design	Bridge design
Soils investigations	Permitting
Drainage system modifications	Utilities coordination
Maintenance and protection of traffic	Design services during construction

Roadway Design Elements

- Reconstruction of the Church Street South and Union Avenue intersection to accommodate modification of the existing T-type intersection into a 4-way intersection.
- Reconstruction of Union Avenue to accommodate an average fill of 2 ft for a distance of approximately 800 ft.
- Reconstruction and widening of the existing Church Street Extension between Sargent Manufacturing Company and Community Health Care Plan, for a distance approximately 1,060 ft.
- Partial reconstruction of the Church Street Extension and Sargent Drive intersection to accommodate the proposed roadway configuration and signalization.
- Construction of 1,150 lf of a 4' by 12' precast concrete box culvert to replace the existing substandard 60" twin corrugated metal pipe system.

Bridge Design Elements

- The Church Street South Extension Bridge is a 56-ft-wide, 1,280± ft-long, 8-span structure consisting of three segments. Segment 1 is a 134.2-ft simple span structure. Segment 2 is 320-ft simple span structure, and Segment 3 is a 6-span continuous structure 817 ft. in length.
- The superstructure for Segments 1 and 3 are comprised of steel plate girders with a reinforced cast-in-place concrete deck slab. The superstructure for Segment 2 is a steel parabolic through-truss with a reinforced cast-in-place concrete deck slab. High Performance Concrete (HPC) and MMFX reinforcing bars were utilized throughout the deck slab. High Performance Steel (HPS) was used in the top and bottom chord members of the truss.
- Substructure components consist of cast-in-place reinforced concrete wall type piers and cantilever-type abutments, supported on precast prestressed concrete pile foundations.
- The typical bridge cross section consists of three, 11-ft-wide travel lanes with a 6-ft-wide shoulder on the west side, and a 5-ft-wide shoulder and 9-ft-wide sidewalk on the east side of the bridge.

25. FIRMS FROM SECTION C INVOLVED WITH THIS PROJECT

	(1) FIRM NAME	(2) FIRM LOCATION (City and State)	(3) ROLE
a.	PB	Glastonbury, CT and Boston, MA	Prime

F. EXAMPLE PROJECTS WHICH BEST ILLUSTRATE PROPOSED TEAM'S QUALIFICATIONS FOR THIS CONTRACT *(Present as many projects as requested by the agency, or 10 projects, if not specified. Complete one Section F for each project.)*	20. EXAMPLE PROJECT KEY NUMBER **10**

21. TITLE AND LOCATION *(City and State)*	22. YEAR COMPLETED	
	PROFESSIONAL SERVICES	CONSTRUCTION *(If applicable)*
DEVENS ROADWAYS Devens, MA	**2009**	**2009**

23. PROJECT OWNER'S INFORMATION

a. PROJECT OWNER	b. POINT OF CONTACT NAME	c. POINT OF CONTACT TELEPHONE NUMBER
MassDevelopment Finance Agency	Alan Delaney	978 784 2917

24. BRIEF DESCRIPTION OF PROJECT AND RELEVANCE TO THIS CONTRACT *(Include scope, size, and cost)*

MassDevelopment selected PB following a competitive presentation of our ideas and approach for the design and development of the roadways for the former site of Fort Devens, now a planned community of residential and business uses.

Jackson Road Gateway: This assignment redesigned the main entrance to Devens on Jackson Road, a critical point for establishing the context and concept of Devens as a "New England Town". Final design involved approximately 2,000 ft of roadway reconstruction widening including a new 10-ft landscaped median, two northbound lanes, and a single southbound lane expandable to 2 lanes. The work included ornamental street lighting, storm drainage, underground utilities, traffic signal, pedestrian pathway, and landscaping. The project also involved context-sensitive components to create both a gateway to Devens and to preserve the transition from rural woodlands to the community.

Use of a modular retaining wall minimized the impacts to adjacent woods and wetlands, preserving the rural character of the corridor. A boardwalk was designed to allow for a wetlands crossing along the parallel pedestrian path connecting the Devens community to the Oxbow Wildlife Refuge.

Verbeck Gatehouse Entry: For this assignment, PB developed conceptual designs for this entry to Devens. This assignment involved the conceptual design of about a mile of Jackson Road from Barnum Road north to West Main Street. The purpose of the project was to develop a truck bypass circuit that avoids the new town center. The concept design included developing roadway alignments and profiles.

Barnum Road: This assignment was designed on an accelerated schedule to support the opening of a new manufacturing plant. The scope included not only roadway reconstruction, but also included providing vital new and upgraded utility services to the new facility. Other services included the design of storm management facilities, pathways, a nature trail with footbridge, and landscaping.

Marne Road: This assignment upgraded the connection to a future redevelopment site. This roadway runs through the nationally renowned RedTail Golf Club and will include a tunnel to eliminate the at-grade crossing of a cartway. Other work includes new storm-water management facilities.

Patton Road Golf Cart Tunnel: For this assignment, PB designed a tunnel to allow a golf cart path to cross beneath Patton Road, the designated truck route, eliminating an at-grade crossing. PB's design included the use of a precast box culvert with textured end panels. A modular wall system was used as wingwalls. The project was designed to be constructed within 2 weeks.

25. FIRMS FROM SECTION C INVOLVED WITH THIS PROJECT

	(1) FIRM NAME	(2) FIRM LOCATION (City and State)	(3) ROLE
a.	PB	Boston, MA	Prime

G. KEY PERSONNEL PARTICIPATION IN EXAMPLE PROJECTS

26. NAMES OF KEY PERSONNEL (From Section E, Block 12)	27. ROLE IN THIS CONTRACT (From Section E, Block 13)	28. EXAMPLE PROJECTS LISTED IN SECTION F									
		1	2	3	4	5	6	7	8	9	10
John Burckardt, PE	Project Design Manage Design Manager - Civil		X	X				X		X	X
Ildiko Juhasz, PE	Design Manager - Bridges	X					X				
Stanley Frizzell, PE	Design QA/QC	X				X					

29. EXAMPLE PROJECTS KEY

NO.	TITLE OF EXAMPLE PROJECT (FROM SECTION F)	NO.	TITLE OF EXAMPLE PROJECT (FROM SECTION F)
1	I-95/I-195 Bridges	**6**	Infrastructure Improvements at Lawrence Mills
2	Wickford Junction Station DB Project	**7**	Revere Beach Reservation Restoration
3	Sibley Pond DB Bridge Replacement	**8**	Whittier Bridge Replacement and I-95 Add-a-Lane
4	Mink Brook DB Bridge Replacement	**9**	Church Street South Extension
5	Avenue A over Connecticut River	**10**	Devens Roadways

H. ADDITIONAL INFORMATION

30. PROVIDE ANY ADDITIONAL INFORMATION REQUESTED BY THE AGENCY. ATTACH ADDITIONAL SHEETS AS NEEDED.

See qualifications/technical approach for additional information.

I. AUTHORIZED REPRESENTATIVE

The foregoing is a statement of facts.

31. SIGNATURE	32. DATE
Richard F. O'Brien	April 22, 2011

33. NAME AND TITLE

Richard F. O'Brien, PE, Vice President / Area Manager

ARCHITECT–ENGINEER QUALIFICATIONS

1. SOLICITATION NUMBER *(If any)*
7448315 and Addenda 1-6

PART II - GENERAL QUALIFICATIONS

(If a firm has branch offices, complete for each specific branch office seeking work.)

2a. FIRM (OR BRANCH OFFICE) NAME
PB Americas, Inc.

3. YEAR ESTABLISHED
Boston Office - 1966

4. DUNS NUMBER
07-536-9421

2b. STREET
75 Arlington Street, 9th Floor

5. OWNERSHIP
a. TYPE
Publicly-Held Corporation

2c. CITY
Boston

2d. STATE
MA

2e. ZIP CODE
02116

b. SMALL BUSINESS STATUS

6a. POINT OF CONTACT NAME AND TITLE
Richard F. O'Brien, Vice President, Area Manager

6b. TELEPHONE NUMBER
(617) 426-7330

6c. EMAIL ADDRESS
obrien@pbworld.com

7. NAME OF FIRM (*If block 2a is a branch office*)
PB Americas, Inc.

8a. FORMER FIRM NAME(S) *(If any)*
Parsons Brinckerhoff Quade & Douglas, Inc.

8b. YR. ESTABLISHED
1885

8c. DUNS NUMBER
07-536-9421

9. EMPLOYEES BY DISCIPLINE

a. Function Code	b. Discipline	c. No. of Employees (1) FIRM	c. No. of Employees (2) BRANCH
01	Acoustical Engineer	24	2
06	Architect	375	8
08	CADD Technician	665	17
12	Civil Engineer	1817	47
15	Construction Inspector	490	2
16	Construction Manager	470	9
21	Electrical Engineer	817	18
24	Environmental Scientist	430	2
27	Foundation/Geotech Eng.	229	7
30	Geologist	38	1
34	Hydrologist	46	1
42	Mechanical Engineer	975	13
47	Planner: Urban / Regional	261	3
53	Scheduler/Project Controls	89	8
57	Structural Engineer	726	20
60	Transportation Engineer	674	4
62	Water Resources Engineer	195	2
	Engineering Designers	80	2
	Econ/Financial Analysts	70	3
	Estimators	60	6
	Other Employees	5484	31
	Total	**14,015**	**206**

10. PROFILE OF FIRM'S EXPERIENCE AND ANNUAL AVERAGE REVENUE FOR LAST 5 YEARS

a. Profile Code	b. Experience	c. Revenue Index Number *(See below)*
A06	Airports; Terminals and Hangars; Freight Handling	5
B02	Bridges	6
D01	Dams (Concrete; Arch)	4
D02	Dams (Earth; Rock); Dikes; Levees	4
E02	Educational Facilities; Classrooms	4
E09	Environmental Impact Studies; Assessments or Statements	4
G01	Garages; Vehicle Maintenance Facilities; Parking Decks	4
H01	Harbors; Jetties; Piers, Ship Terminal Facilities	4
H04	Heating; Ventilating; Air Conditioning	3
H07	Highways; Streets; Airfield Paving; Parking Lots	8
L03	Landscape Architecture	3
P05	Planning (Community, Regional, Area wide and State)	4
P06	Planning (Site, Installation, and Project)	4
P12	Power Generation, Transmission, Distribution	5
R03	Railroad; Rapid Transit	6
S05	Soils & Geologic Studies; Foundations	5
T03	Traffic and Transportation Engineering	4
T06	Tunnels & Subways	6
W03	Water Supply; Treatment and Distribution	4

11. ANNUAL AVERAGE PROFESSIONAL SERVICES REVENUES OF FIRM FOR LAST 3 YEARS

(Insert revenue Index number shown at right)

a. Federal Work	**4**
b. Non-Federal Work	**9**
c. Total Work	**9**

PROFESSIONAL SERVICES REVENUE INDEX BY NUMBER

1. Less than $100,000
2. $100,000 to less than $250,000
3. $250,000 to less than $500,000
4. $500,000 to less than $1 million
5. $1 million to less than $2 million
6. $2 million to less than $5 million
7. $5 million to less than $10 million
8. $10 million to less than $25 million
9. $25 million to less than $50 million
10. $50 million or greater

12. AUTHORIZED REPRESENTATIVE

The foregoing is a statement of facts.

a. SIGNATURE
Richard F. O'Brien

b. DATE
December 8, 2010

c. NAME AND TITLE
Richard F. O'Brien, Vice President, Area Manager

ARCHITECT – ENGINEER QUALIFICATIONS

1. SOLICITATION NUMBER *(If any)*
7448315 and Addenda 1-6

PART II – GENERAL QUALIFICATIONS

(If a firm has branch offices, complete for each specific branch office seeking work.)

2a. FIRM (OR BRANCH OFFICE) NAME
GZA GeoEnvironmental, Inc.

3. YEAR ESTABLISHED
1964

4. DUNS NUMBER
05-345-2827

2b. STREET
530 Broadway

5. OWNERSHIP

a. TYPE
Private Corporation

2c. CITY
Providence

2d. STATE
RI

2e. ZIP CODE
02909

b. SMALL BUSINESS STATUS
No

6a. POINT OF CONTACT NAME AND TITLE
John P. Hartley, Principal

7. NAME OF FIRM *(If block 2a is a branch office)*
GZA GeoEnvironmental Technologies, Inc.

6b. TELEPHONE NUMBER
401.421.4140

6c. E-MAIL ADDRESS
jhartley@gza.com

8a. FORMER FIRM NAME(S) *(If any)*
N/A

8b. YR. ESTABLISHED
N/A

8c. DUNS NUMBER
N/A

9. EMPLOYEES BY DISCIPLINE

a. Function Code	b. Discipline	c. No. of Employees (1) FIRM	(2) BRANCH
02	Administrative	70	8
08	CADD Technician	9	2
11	Chemist	3	0
12	Civil Engineer	33	6
19	Ecologist	3	0
23	Environmental Engineer	80	12
24	Environmental Scientist	16	0
27	Foundation/Geotechnical	52	10
30	Geologist	55	3
34	Hydrologist	2	1
	Hydrogeologist	7	1
36	Industrial Hygienists	1	0
	Laboratory Experts	19	0
50	Risk Assessor	1	0
51	Safety/Occupational Health	8	0
52	Sanitary Engineer	1	0
55	Soils Engineer	6	0
58	Technician/Analyst	26	7
59	Toxicologist	2	0
62	Water Resources Engineer	6	1
	Other Employees	23	1
	Total	**423**	**52**

10. PROFILE OF FIRM'S EXPERIENCE AND ANNUAL AVERAGE REVENUE FOR LAST 5 YEARS

a. Profile Code	b. Experience	c. Revenue Index Number *(see below)*
A04	Air Pollution Control	4
A10	Asbestos Abatement	6
B02	Bridges	5
D02	Dams (Earth; Rock); Dikes; Levees	4
E09	Environmental Impact Studies, Assessments	2
E12	Environmental Remediation	7
E13	Environmental Testing and Analysis	5
H03	Hazardous, Toxic, Radioactive Waste	6
H07	Highways; Streets; Airfield Paving; Parking	6
I03	Industrial Waste Treatment	3
P12	Power Generation, Transmission,	7
R10	Risk Analysis	5
S01	Safety Engineering; Accident Studies; OSHA	1
S05	Soils & Geologic Studies; Foundations	5
S07	Solid Wastes; Incineration; Landfill	6
T02	Testing & Inspection Services	1
	Toxicology and Hazardous Materials	4
T06	Tunnels & Subways	6
	Underground Storage Tanks	5
W02	Water Resources; Hydrology; Ground Water	4
	Wetlands	2

11. ANNUAL AVERAGE PROFESSIONAL SERVICES REVENUES OF FIRM FOR LAST 3 YEARS
(Insert revenue index number shown at right)

a. Federal Work	**4**
b. Non-Federal Work	**10**
c. Total Work	**10**

PROFESSIONAL SERVICES REVENUE INDEX NUMBER

1. Less than $100,000
2. $100,000 to less than $250,000
3. $250,000 to less than $500,000
4. $500,000 to less than $1 million
5. $1 million to less than $2 million
6. $2 million to less than $5 million
7. $5 million to less than $10 million
8. $10 million to less than $25 million
9. $25 million to less than $50 million
10. $50 million or greater

12. AUTHORIZED REPRESENTATIVE
The foregoing is a statement of facts.

a. SIGNATURE
W. Fred Lenz

b. DATE
March 9, 2011

c. NAME AND TITLE
W. Fred Lenz, P.E., Principal

ARCHITECT – ENGINEER QUALIFICATIONS

1. SOLICITATION NUMBER *(If any)*

PART II – GENERAL QUALIFICATIONS

(If a firm has branch offices, complete for each specific branch office seeking work.)

2a. FIRM (OR BRANCH OFFICE) NAME
Welch Associates Land Surveyors, Inc.

3. YEAR ESTABLISHED
1993

4. DUNS NUMBER
861492981

2b. STREET
218 North Main Street

5. OWNERSHIP

a. TYPE
S- Corporation

2c. CITY
West Bridgewater

2d. STATE
MA

2e. ZIP CODE
02379

b. SMALL BUSINESS STATUS
yes

6a. POINT OF CONTACT NAME AND TITLE
Pamela M. Welch, President

6b. TELEPHONE NUMBER
508-580-4696 x202

6c. E-MAIL ADDRESS
pwelch@welchinc.com

7. NAME OF FIRM *(If block 2a is a branch office)*

8a. FORMER FIRM NAME(S) *(If any)*

8b.YR ESTABLISHED

8c. DUNS NUMBER

9. EMPLOYEES BY DISCIPLINE

a. Function Code	b. Discipline	c. No. of Employees (1) FIRM	c. No. of Employees (2) BRANCH
	Administrative	2	
	Draftsmen	1	
	Field Surveyors	6	
	Office Calculations	3	
	Professional Land Surveyors	2	
	Other Employees		
	Total	**14**	

10. PROFILE OF FIRM'S EXPERIENCE AND ANNUAL AVERAGE REVENUE FOR LAST 5 YEARS

a. Profile Code	b. Experience	c. Revenue Index Number *(see below)*
102	Land Surveying	5

11. ANNUAL AVERAGE PROFESSIONAL SERVICES REVENUES OF FIRM FOR LAST 3 YEARS
(Insert revenue index number shown at right)

a. Federal Work	1
b. Non-Federal Work	5
c. Total Work	5

PROFESSIONAL SERVICES REVENUE INDEX NUMBER

1. Less than $100,000
2. $100,000 to less than $250,000
3. $250,000 to less than $500,000
4. $500,000 to less than $1 million
5. $1 million to less than $2 million
6. $2 million to less than $5 million
7. $5 million to less than $10 million
8. $10 million to less than $25 million
9. $25 million to less than $50 million
10. $50 million or greater

12. AUTHORIZED REPRESENTATIVE
The foregoing is a statement of facts.

a. SIGNATURE

b. DATE
April 21, 2011

c. NAME AND TITLE
Pamela M. Welch, President