

"Public Copy"

State of Rhode Island and Providence Plantations Contract Offer
RIVIP GENERATED BIDDER CERTIFICATION COVER FORM

SECTION 1 - VENDOR INFORMATION

Bid/RFP Number: 7458279
Bid/RFP Title: RI CONTRACT 2013-DF-035 HURRICANE SANDY REPAIRS TO POPPASQUASH BRIDGE NO. 293 BRISTOL, RI (36 PGS)
Opening Date & Time: 11/19/2012 1:00 PM
RIVIP Vendor ID #: 15165
Vendor Name: John Rocchio Corp.
Address: 20 Lark Industrial Pkwy
Smithfield, RI 02828
USA
Telephone: (401) 949-5565
Fax: (401) 949-5310
E-Mail: msarrasin@johnrocchiocorp.com
Contact Person: Michael E. Sarrasin
Title: Sr. Estimator
R.I. Foreign Corp #:

*****REVISED NOTICE TO VENDORS*****

Effective January 1, 2012 all public works projects related bids or proposals exceeding SEVEN HUNDRED FIFTY THOUSAND (\$750,000) 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 SEVEN HUNDRED FIFTY THOUSAND (\$750,000) dollars must include a copy to be available for public inspection upon the opening of the bids. Any bid or proposal that exceeds SEVEN HUNDRED FIFTY THOUSAND (\$750,000) dollars which does not include a copy for public inspection shall be deemed to be non-responsive. Additionally, proposals submitted for a Master Price Agreement, when the total amount potentially may exceed SEVEN HUNDRED FIFTY THOUSAND (\$750,000) dollars and the solicitation expressly requires any or all vendors to submit a public copy, must include a copy to be available for public inspection. For further information, please see RI Gen Laws §37-2-18(j) and State of RI Procurement Regulations at <http://purchasing.ri.gov/rulesandregulations/rulesandregulations.aspx>. Please see Question #11 below for further instructions regarding RIDOT Highway and Bridge construction projects.

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.

Revised: 12/20/2011

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):

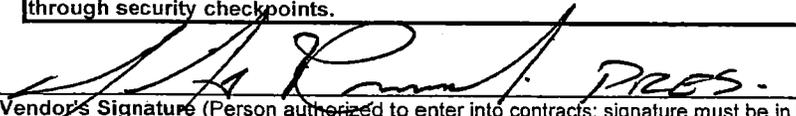
- N 1. Has your firm (or any principal) been subject to any of the following findings by the Federal Government, the State of Rhode Island or any other jurisdiction? Suspension, Debarment, Indictment, Criminal Conviction. CIRCLE APPROPRIATE ITEM(S).
- N 2. Has your firm (or any principal) been fined 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 REVISED REQUIREMENT-IMPORTANT!!! I/we hereby acknowledge that I/we understand that effective January 1, 2012 all public works related project bids or proposals exceeding SEVEN HUNDRED FIFTY THOUSAND (\$750,000) dollars, inclusive of all proposed alternates, must include a "public copy" as required by RI Gen Laws § 37-2-18(j) and the State Procurement Regulations. It is further understood that any bid or proposal in excess of SEVEN HUNDRED FIFTY THOUSAND (\$750,000) dollars 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 "State Procurement Regulations" §12.102.05 (Preparation of Proposal).

For further information, please see R.I Gen. Laws § 37-2-18(j) 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 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 11/19/12

John A Rocca - PRESIDENT
Print Name and Title of company official signing offer

BID BOND

Any singular reference to Contractor, Surety, Owner or other party shall be considered plural where applicable.

CONTRACTOR:

(Name, legal status and address)

JOHN ROCCHIO CORPORATION
20 LARK INDUSTRIAL PARKWAY
SMITHFIELD, RI 02828

SURETY:

(Name, legal status and principal place of business):

TRAVELERS CASUALTY AND SURETY COMPANY OF AMERICA
ONE TOWER SQUARE
HARTFORD, CT 06183

OWNER:

(Name, legal status and address)

STATE OF RHODE ISLAND
DIVISION OF PURCHASES
ONE CAPITOL HILL
PROVIDENCE, RI 02903

BOND AMOUNT: \$ FIVE PERCENT (5%) OF THE ATTACHED BID DOLLARS

PROJECT:

(Name, location or address, and Project number, if any)

2013-DF-035 HURRICANE SANDY REPAIRS TO POPPASQUASH BRIDGE NO. 293
BRISTOL, RI

The Contractor and Surety are bound to the Owner in the amount set forth above, for the payment of which the Contractor and Surety bind themselves, their heirs, executors, administrators, successors and assigns, jointly and severally, as provided herein. The conditions of this Bond are such that if the Owner accepts the bid of the Contractor within the time specified in the bid documents, or within such time period as may be agreed to by the Owner and Contractor, and the Contractor either (1) enters into a contract with the Owner in accordance with the terms of such bid, and gives such bond or bonds as may be specified in the bidding or Contract Documents, with a Surety admitted in the jurisdiction of the Project and otherwise acceptable to the Owner, for the faithful performance of such Contract and for the prompt payment of labor and material furnished in the prosecution thereof; or (2) pays to the Owner the difference, not to exceed the amount of this Bond, between the amount specified in said bid and such larger amount for which the Owner 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. The Surety hereby waives any notice of an agreement between the Owner and Contractor to extend the time in which the Owner may accept the bid. Waiver of notice by the Surety shall not apply to any extension exceeding sixty (60) days in the aggregate beyond the time for acceptance of bids specified in the bid documents, and the Owner and Contractor shall obtain the Surety's consent for an extension beyond sixty (60) days.

If this Bond is issued in connection with a subcontractor's bid to a Contractor, the term Contractor in this Bond shall be deemed to be Subcontractor and the term Owner shall be deemed to be Contractor.

When this Bond has been furnished to comply with a statutory or other legal requirement in the location of the Project, any provision in this Bond conflicting with said statutory or legal requirement shall be deemed deleted herefrom and provisions conforming to such statutory or other legal requirements shall be deemed incorporated herein. When so furnished, the intent is that this Bond shall be construed as a statutory bond and not as a common law bond.

Signed and sealed this 19th day of November, 2012.

Michelle J. Salvey
(Witness)

Barbara J. McDonald
(Witness)

JOHN ROCCHIO CORPORATION

John A. Rocchio, PRES.
(Principal) (Seal)

JOHN A. ROCCHIO, PRESIDENT
(Title)

TRAVELERS CASUALTY AND SURETY COMPANY OF AMERICA

(Surety) Brian M. Rossi
(Attorney-in-Fact) BRIAN M. ROSSI (Seal)



POWER OF ATTORNEY

Farmington Casualty Company
Fidelity and Guaranty Insurance Company
Fidelity and Guaranty Insurance Underwriters, Inc.
St. Paul Fire and Marine Insurance Company
St. Paul Guardian Insurance Company

St. Paul Mercury Insurance Company
Travelers Casualty and Surety Company
Travelers Casualty and Surety Company of America
United States Fidelity and Guaranty Company

Attorney-In Fact No. 225028

Certificate No. 004955583

KNOW ALL MEN BY THESE PRESENTS: That St. Paul Fire and Marine Insurance Company, St. Paul Guardian Insurance Company and St. Paul Mercury Insurance Company are corporations duly organized under the laws of the State of Minnesota, that Farmington Casualty Company, Travelers Casualty and Surety Company, and Travelers Casualty and Surety Company of America are corporations duly organized under the laws of the State of Connecticut, that United States Fidelity and Guaranty Company is a corporation duly organized under the laws of the State of Maryland, that Fidelity and Guaranty Insurance Company is a corporation duly organized under the laws of the State of Iowa, and that Fidelity and Guaranty Insurance Underwriters, Inc., is a corporation duly organized under the laws of the State of Wisconsin (herein collectively called the "Companies"), and that the Companies do hereby make, constitute and appoint

Brian M. Rossi, Robert G. Padula, Christopher A. Iannotti, Joseph J. Padula, Christopher A. Plympton, and Elisa P. Cardone

of the City of East Greenwich, State of Rhode Island, their true and lawful Attorney(s)-in-Fact, each in their separate capacity if more than one is named above, to sign, execute, seal and acknowledge any and all bonds, recognizances, conditional undertakings and other writings obligatory in the nature thereof on behalf of the Companies in their business of guaranteeing the fidelity of persons, guaranteeing the performance of contracts and executing or guaranteeing bonds and undertakings required or permitted in any actions or proceedings allowed by law.

IN WITNESS WHEREOF, the Companies have caused this instrument to be signed and their corporate seals to be hereto affixed, this 10th day of July, 2012.

Farmington Casualty Company
Fidelity and Guaranty Insurance Company
Fidelity and Guaranty Insurance Underwriters, Inc.
St. Paul Fire and Marine Insurance Company
St. Paul Guardian Insurance Company

St. Paul Mercury Insurance Company
Travelers Casualty and Surety Company
Travelers Casualty and Surety Company of America
United States Fidelity and Guaranty Company



State of Connecticut
City of Hartford ss.

By: George W. Thompson, Senior Vice President

On this the 10th day of July, 2012, before me personally appeared George W. Thompson, who acknowledged himself to be the Senior Vice President of Farmington Casualty Company, Fidelity and Guaranty Insurance Company, Fidelity and Guaranty Insurance Underwriters, Inc., St. Paul Fire and Marine Insurance Company, St. Paul Guardian Insurance Company, St. Paul Mercury Insurance Company, Travelers Casualty and Surety Company, Travelers Casualty and Surety Company of America, and United States Fidelity and Guaranty Company, and that he, as such, being authorized so to do, executed the foregoing instrument for the purposes therein contained by signing on behalf of the corporations by himself as a duly authorized officer.

In Witness Whereof, I hereunto set my hand and official seal. My Commission expires the 30th day of June, 2016.



Marie C. Tetreault
Marie C. Tetreault, Notary Public

This Power of Attorney is granted under and by the authority of the following resolutions adopted by the Boards of Directors of Farmington Casualty Company, Fidelity and Guaranty Insurance Company, Fidelity and Guaranty Insurance Underwriters, Inc., St. Paul Fire and Marine Insurance Company, St. Paul Guardian Insurance Company, St. Paul Mercury Insurance Company, Travelers Casualty and Surety Company, Travelers Casualty and Surety Company of America, and United States Fidelity and Guaranty Company, which resolutions are now in full force and effect, reading as follows:

RESOLVED, that the Chairman, the President, any Vice Chairman, any Executive Vice President, any Senior Vice President, any Vice President, any Second Vice President, the Treasurer, any Assistant Treasurer, the Corporate Secretary or any Assistant Secretary may appoint Attorneys-in-Fact and Agents to act for and on behalf of the Company and may give such appointee such authority as his or her certificate of authority may prescribe to sign with the Company's name and seal with the Company's seal bonds, recognizances, contracts of indemnity, and other writings obligatory in the nature of a bond, recognizance, or conditional undertaking, and any of said officers or the Board of Directors at any time may remove any such appointee and revoke the power given him or her; and it is

FURTHER RESOLVED, that the Chairman, the President, any Vice Chairman, any Executive Vice President, any Senior Vice President or any Vice President may delegate all or any part of the foregoing authority to one or more officers or employees of this Company, provided that each such delegation is in writing and a copy thereof is filed in the office of the Secretary; and it is

FURTHER RESOLVED, that any bond, recognizance, contract of indemnity, or writing obligatory in the nature of a bond, recognizance, or conditional undertaking shall be valid and binding upon the Company when (a) signed by the President, any Vice Chairman, any Executive Vice President, any Senior Vice President or any Vice President, any Second Vice President, the Treasurer, any Assistant Treasurer, the Corporate Secretary or any Assistant Secretary and duly attested and sealed with the Company's seal by a Secretary or Assistant Secretary; or (b) duly executed (under seal, if required) by one or more Attorneys-in-Fact and Agents pursuant to the power prescribed in his or her certificate or their certificates of authority or by one or more Company officers pursuant to a written delegation of authority; and it is

FURTHER RESOLVED, that the signature of each of the following officers: President, any Executive Vice President, any Senior Vice President, any Vice President, any Assistant Vice President, any Secretary, any Assistant Secretary, and the seal of the Company may be affixed by facsimile to any Power of Attorney or to any certificate relating thereto appointing Resident Vice Presidents, Resident Assistant Secretaries or Attorneys-in-Fact for purposes only of executing and attesting bonds and undertakings and other writings obligatory in the nature thereof, and any such Power of Attorney or certificate bearing such facsimile signature or facsimile seal shall be valid and binding upon the Company and any such power so executed and certified by such facsimile signature and facsimile seal shall be valid and binding on the Company in the future with respect to any bond or understanding to which it is attached.

I, Kevin E. Hughes, the undersigned, Assistant Secretary, of Farmington Casualty Company, Fidelity and Guaranty Insurance Company, Fidelity and Guaranty Insurance Underwriters, Inc., St. Paul Fire and Marine Insurance Company, St. Paul Guardian Insurance Company, St. Paul Mercury Insurance Company, Travelers Casualty and Surety Company, Travelers Casualty and Surety Company of America, and United States Fidelity and Guaranty Company do hereby certify that the above and foregoing is a true and correct copy of the Power of Attorney executed by said Companies, which is in full force and effect and has not been revoked.

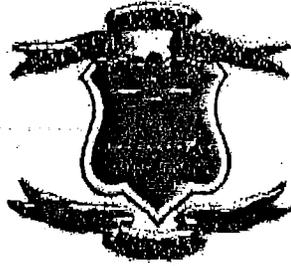
IN TESTIMONY WHEREOF, I have hereunto set my hand and affixed the seals of said Companies this 19th day of NOVEMBER, 20 12

WARNING: THIS POWER OF ATTORNEY IS INVALID WITHOUT THE RED BORDER

Kevin E. Hughes
Kevin E. Hughes, Assistant Secretary



To verify the authenticity of this Power of Attorney, call 1-800-421-3880 or contact us at www.travelersbond.com. Please refer to the Attorney-In-Fact number, the above-named individuals and the details of the bond to which the power is attached.



Solicitation Information

BID # 7458279

**TITLE: 2013-DF-035 HURRICANE SANDY REPAIRS TO
POPPASQUASH BRIDGE NO. 293 BRISTOL, RI**

Submission Deadline: 11/19/12 @ 1:00 p.m.

Bidders are advised that, due to the emergency nature of the repairs identified in this solicitation, a general scope of work and description only is provided. The available documents are contained herein, and are the only available specifications that will be provided for this procurement.

A total lump sum bid proposal is required, and will be the basis for award, however where there are multiple sites identified, a lump sum breakdown is required.

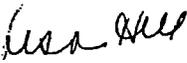
BID PROPOSALS MUST BE DELIVERED TO THE DIVISION OF PURCHASES, ONE CAPITOL HILL, PROVIDENCE, RI AT THE DATE AND TIME NOTED ABOVE, AND MUST INCLUDE THE FOLLOWING:

- BID PROPOSAL FORM WITH TOTAL LUMP SUM PRICE
- BID SURETY
- LUMP SUM BREAKDOWN OF SITE, IF MULTIPLE SITES ARE IDENTIFIED
- THREE-PAGE BIDDER CERTIFICATION COVER FORM
- FEDERAL FORMS, COMPLETED (LOBBYING FORM, DISCLOSURE FORM, ANTI-COLLUSION FORM)
- LATE BIDS SHALL NOT BE ACCEPTED. PROPOSALS MISDIRECTED TO OTHER STATE LOCATIONS OR WHICH ARE OTHERWISE NOT SUBMITTED TO THE DIVISION OF PURCHASES PRIOR TO THE TIME OF THE OPENING FOR ANY CAUSE WILL BE DETERMINED TO BE LATE AND SHALL NOT BE CONSIDERED. THE 'OFFICIAL' TIME CLOCK IS IN THE RECEPTION AREA OF THE DIVISION OF PURCHASES.
- PUBLIC COPY REQUIREMENT- DUE TO THE ANTICIPATED BID VALUE IN EXCESS OF \$750,000, BIDDERS ARE REQUIRED TO SUBMIT A "PUBLIC COPY" OF BIDS IN ACCORDANCE WITH R.I. GEN. LAWS 37-2-18(j). THIS PUBLIC COPY MAY BE SUBMITTED ON EITHER A READABLE CD OR HARD (PAPER) COPY FOR THIS EMERGENCY PROCUREMENT.

SURETY REQUIRED: YES
BOND REQUIRED: YES

MANDATORY PRE-BID: 11/15/12 - 1:30 P.M.

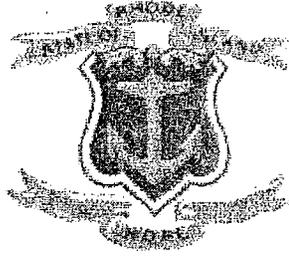
LOCATION: RIDOT, 2 CAPITOL HILL, ROOM 117, PROVIDENCE, RI


Lisa Hill
Chief Buyer

Vendors must register on-line at the State Purchasing Website at www.purchasing.ri.gov

Note to Vendors: Offers received without the completed RIVP Generated Bidder Certification Form may result in disqualification.

RHODE ISLAND DIVISION OF PURCHASES
HURRICANE SANDY BID PROPOSAL FORM



PROJECT NO. 2013-DF-035

BID A TOTAL PRICE TO FURNISH ALL LABOR, MATERIALS AND EQUIPMENT, AND INCIDENTALS WITH TRAFFIC CONTROL IN CONFORMANCE MUTCD (MANUAL ON UNIFORM TRAFFIC CONTROL DEVICES) REQUIREMENTS TO PERFORM REPAIRS AS DESCRIBED IN THE BID DOCUMENTS.

The breakdown for each Hurricane ID is as follows:

HRS-004 \$ 995,895.00

\$ 995,895.00
NUMERICAL

\$ NINE HUNDRED NINETY FIVE THOUSAND EIGHT
WRITTEN WORDS HUNDRED NINETY FIVE & 00/100

*NOTE: WORDS AND NUMBERS MUST MATCH. PROPOSALS OFFERING DIFFERENT AMOUNTS WILL BE REJECTED.

BID PROPOSAL MUST BE ACCOMPANIED BY THE ATTACHED BIDDER CERTIFICATION FORM.

SUCCESSFUL BIDDER WILL BE REQUIRED TO FURNISH AN INSURANCE CERTIFICATE IDENTIFYING THE STATE OF RHODE ISLAND DEPARTMENT OF TRANSPORTATION AS THE ADDITIONAL INSURED.

RHODE ISLAND DEPARTMENT OF TRANSPORTATION
HURRICANE SANDY BID PROPOSAL FORM

SUCCESSFUL BIDDER WILL BE REQUIRED TO FURNISH AN INSURANCE CERTIFICATE IDENTIFYING THE STATE OF RHODE ISLAND DEPARTMENT OF TRANSPORTATION AS THE ADDITIONAL INSURED. LIMITS OF LIABILITY ARE AS IDENTIFIED IN ITEM 31 STATE OF RHODE ISLAND CONDITIONS OF PURCHASE WHICH CAN BE VIEWED AT THE FOLLOWING WEBSITE:

<http://www.purchasing.ri.gov/RIVIP/publicdocuments/ATTA.pdf>

IF THE CONTRACTOR VALUE EXCEEDS \$50,000 THE SUCCESSFUL BIDDER WILL BE REQUIRED TO FURNISH A PERFORMANCE AND PAYMENT BOND FOR 100% OF THE CONTRACT VALUE WITHIN THREE (3) DAYS OF REQUEST. FAILURE TO FURNISH SAID BOND WILL RESULT IN DISQUALIFICATION.

ALL WORK PERFORMED IN CONJUNCTION WITH THIS PROJECT SHALL BE COMPLETED IN ACCORDANCE WITH THE RHODE ISLAND DEPARTMENT OF TRANSPORTATION STANDARDS AND SPECIFICATIONS FOR ROAD AND BRIDGE CONSTRUCTION, 2004 EDITION, COMPILATIONS OF APPROVED SPECIFICATIONS, REQUIRED CONTRACT PROVISIONS FOR FEDERAL AID CONSTRUCTION CONTRACTS, GENERAL PROVISIONS, RHODE ISLAND STANDARD DETAILS, RHODE ISLAND BRIDGE STANDARD DETAILS, FEDERAL WAGE RATES, CONTRACT SPECIFIC GENERAL PROVISIONS, JOB-SPECIFIC SPECIFICATIONS, DISTRIBUTION OF QUANTITIES, APPENDICES (IF APPLICABLE).

DATE: 11/19/12

CONTRACTOR: JOHN ROCCHIO CORPORATION

SIGNATURE: [Handwritten Signature]

NAME: JOHN A ROCCHIO

TITLE: PRESIDENT

DISCLOSURE OF LOBBYING ACTIVITIES
CONTINUATION SHEET

Reporting Entity: John Rocchio Corporation

Page 2 of 2

No Activity

CONFLICTS DISCLOSURE POLICY

To ensure that the Rhode Island Department of Transportation (RIDOT) maintains the continued confidence and trust of the people of Rhode Island in carrying out its mission, prospective vendors must disclose any family (or other personal) relationships, associations or connections that the vendor, its affiliates, or employees, may currently have with any RIDOT employee. A Conflicts Disclosure Statement shall be submitted to RIDOT from the following:

- ❖ Owners;
- ❖ Directors;
- ❖ Principals;
- ❖ Officers, board members, or individuals with corporate authority;
- ❖ If the vendor is a partnership, the applicant's partners;
- ❖ If the vendor is a limited liability company, its members and managers;
- ❖ Employees with decision-making authority, including executive directors, managers or individuals in a similar position with corporate authority; and
- ❖ Shareholders with a controlling interest.

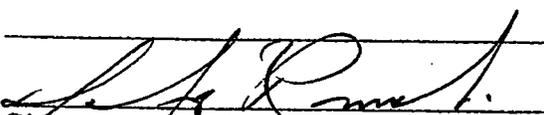
**CERTIFICATION REGARDING DEBARMENT, SUSPENSION
AND OTHER RESPONSIBILITY MATTERS
PRIMARY COVERED TRANSACTIONS**

In accordance with the code of Federal Regulations, Part 49 CFR Section 29.510, the prospective primary participant JOHN A Rocchio (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 statutes 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 to 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.



Signature of Authorized Agent

JOHN A Rocchio
PRESIDENT
JOHN ROCCHIO CORPORATION

11/19/12

Date

RI Contract No. 2013-DF-035
Hurricane Sandy Repairs to
POPPASQUASH ROAD IN BRISTOL
(HRS-004 attached)

The Contractor shall not use private property to store equipment or materials without written approval of the property owner. All work must be completed from the State Right-of-Way. No areas shall be disturbed outside the limits of work.

RIDOT will pay for police when they are used. The contractor is required to include flaggers in their bid.

All RIDOT Standard Specifications, latest Compilations and Material Testing requirements apply to this contract.

As indicated on the Solicitation Information sheet, a mandatory pre-bid will be held on 11/15/12 at 1:30 p.m. at RIDOT, 2 Capitol Hill, Room 117, Providence, RI. Bids will not be accepted from contractors that do not attend this mandatory pre-bid.

All work associated with HRS-004 must be completed by January 31, 2013.

Payment of Lump Sum items will be based on the percentage of work completed. The State will hold 10% of the Lump Sum item until Final Acceptance. A 3% retainage will not be held.

All Construction Layout and Survey will be incidental to this Contract.

All pavement layer thickness shall as required in the project scope. All areas where pavement is removed must be restored within 3 days or the end of the work week.

All pavement markings will be paint.

Performance Bonds and Insurance are required for all work over \$50,000.

The contractor shall certify with their bid that they have sufficient resources to complete the work without having an effect on any existing emergency repair contracts or other RIDOT contracts.

Latest Federal Wage rates shall apply.

Subcontractor agreements must be submitted and accepted by the Department.

RIDOT Hurricane Sandy Guidelines are also attached for your information.

HURRICANE SANDY DAMAGE GUIDELINES

Hurricane Sandy Damage Proposal Protocol

1. Talk with Engineering to obtain photos or take your own for repair location.
2. Verify scope with engineering and your supervisor.
3. Meet with a minimum of two contractors together at the site to discuss the scope of restoration. Obtain proposal from the two contractors, within 24 hours, and forward to the main office. Proposal for work should be lump sum based on the estimated scope from discussions with you and engineering, and supervisor. The contractor's proposal must include schedule for start and completion for work as well as a bond (for restoration/repair work over \$50,000 only).
4. Contract Administration office will provide a letter of approval to start work and Construction Management Office will authorize RE to start work
5. Construction Management Office to give copies of proposal and projected completion date to Engineering Office to update spreadsheet.
6. Engineering will set up paperwork for FHWA funding
7. Resident Engineer/Inspector to document activity using daily activity reports and photos.
8. Supervisor must be notified of completed work, perform final inspection with Office of Quality Compliance and Review to accept work and authorize payment.

General Guidelines

1. All work and materials must comply with RI Standards and Specifications.
2. Stay within the original scope of work unless otherwise approved by Construction Management Office.
3. Erosion controls are required, where appropriate
4. All traffic controls must be installed per the MUTCD

Construction Guidelines

1. Repairs are to be kept to a minimum, but restored to original line and grade
2. Materials section must be contacted accordingly for appropriate test as required
3. Paved shoulder repairs/roadways should be leveled, backfilled with appropriate material, compacted, paved and striped
4. All paved shoulder/roadway restoration, cut and match line, should be located on the roadway edge line. If the washout is beyond the edge line the cut and match line should be the center of the travel lane. If greater

than ½ of the travel lane... cut and match at the centerline of the roadway.
DO NOT LOCATE JOINTS IN THE WHEELPATH

Roadway repairs should include, but not be limited to the following. Saw cut pavement, remove pavement, backfill with gravel borrow subbase and restore flexible pavement in-kind.

5. Landscape shoulders must be restored and stabilized with appropriate materials such as jute mesh, fabric or just plantable soil and seed
6. If the roadway/bridge is closed, this will be considered a priority and the contractor should base his proposal on working a minimum of 12 hours per day and work will take place six days per week, Monday thru Saturday.
7. If the roadway/bridge is open to traffic, the contractor proposal should be based on a minimum 8 hours per day and work will take place six days per week, Monday thru Saturday
8. We do not anticipate any overnight work at this time
9. Holiday work is required except on Thanksgiving Day, Christmas Day and New Year's Day

FLOOD DAMAGE INVENTORY

TOWN OF BRISTOL
NOVEMBER 13, 2012

POPPASQUASH ROAD

HRS-004

Ocean waves and flooding has damaged Bridge #293 (Culvert 1 on plans) carrying Poppasquash Road and the adjacent seawall (Wall A on plans). The culvert is located approximately 850 feet west of Hope Street and immediately adjacent to a condominium development.

The replacement of Bridge #293 (Culvert 1) and reconstruction of a portion of seawall (Wall A) shall follow the attached plans and will include, but is not limited to:

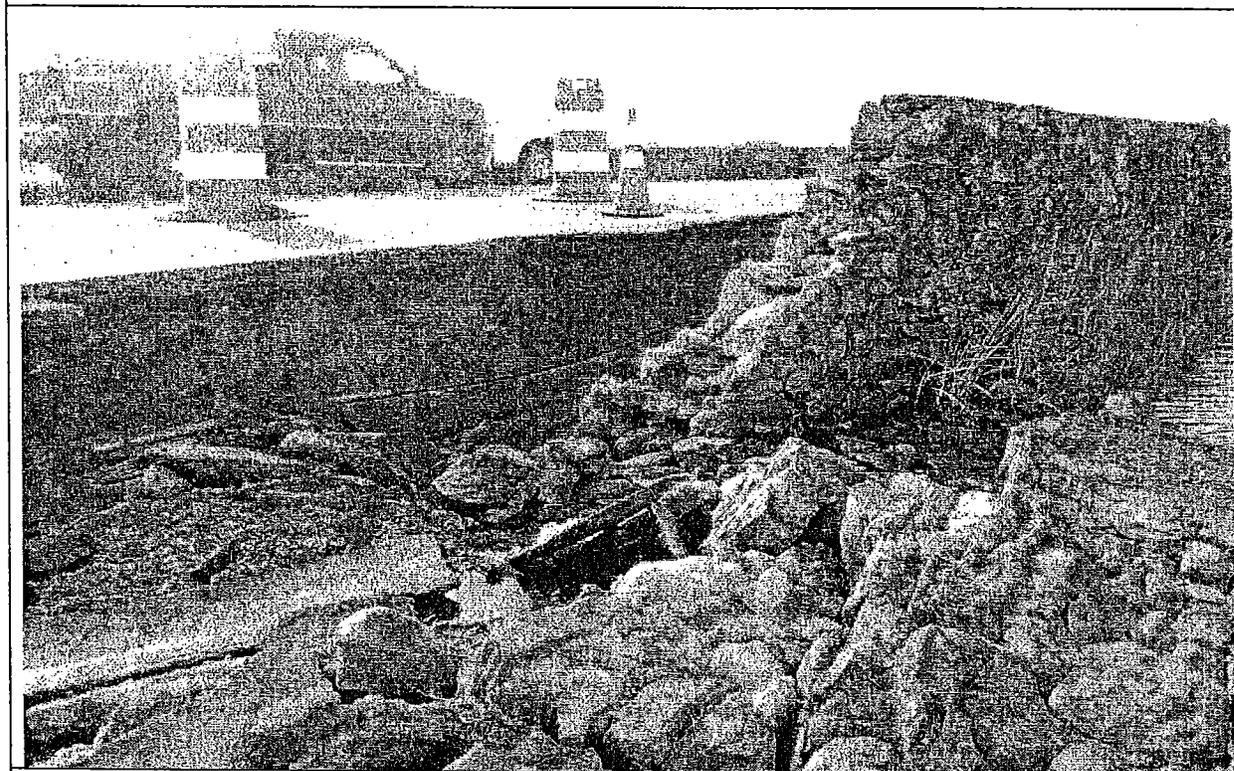
- Survey the existing culvert
- Preparation of design calculations and shop drawings for culvert and parapets
- Preparation of Temporary Diversion/Water Control Plan
- Installing turbidity curtains as needed and/or directed by the Engineer
- Temporary diversion of channel flow
- Maintenance and protection of all existing utilities
- Dewatering/water protection and floating turbidity curtain
- Excavation
- Coordination with other Contractor's on-site
- Full depth sawcut existing pavement to limits of repair work
- Remove and dispose pavement to limits of repair work
- Removal and disposal of existing culvert
- Remove and dispose existing catch basins and pipes
- Installation of new catch basins and pipes
- Bedding (crushed stone) for proposed culvert
- Rip-rap (RI Standard R-5) channel protection with RI Standard FS-2 bedding and geotextile fabric at inlet and outlet of culvert
- Installation of three (3) 6' x 4' precast concrete box culverts
- All joint sealants, grouting and reinforcement necessary for installation of culverts, toe walls and head walls
- Membrane waterproofing
- Bituminous damp-proofing
- Pervious fill w/ filter fabric
- Form and cast-in-place concrete headwalls/parapets
- Installation of precast concrete wingwall
- Installation of the approach slabs and new pavements
- Installation of CMU bulkhead on each end of one (1) precast concrete box culvert upon completion
- Installation of RIDOT Historic Section approved finish on headwalls
- Restore channel rip rap and disturbed areas as determined by Engineer
- Remove and dispose debris from shoulders
- Stockpile and retain stones from damaged wall portions for re-use in wall reconstruction

- Stockpile and retain existing large angular rocks remaining from the eroded embankments for use as rip rap
- Mortar for Masonry Joints
- Reconstruct stone seawalls within limits of work as needed using existing stones and supplemented by new stones resembling the existing stones and approved by the Engineer
- Wall reconstruction in accordance with Section 939, Stone Walls in Historic, Scenic or Rural Areas
- Rebuild embankments along seawalls
- Traffic Control in coordination with the enclosed TMP and Contract 2013-DF-029
- Armor the roadway embankment with placed rip rap comprised of existing stockpiled stones and supplemented as needed with new rip rap, RI Standard R8
- Bedding for rip rap
- Filter fabric for rip rap bedding, RI Standard FS-3
- All other incidentals necessary to complete work within the limits shown on the attached plans

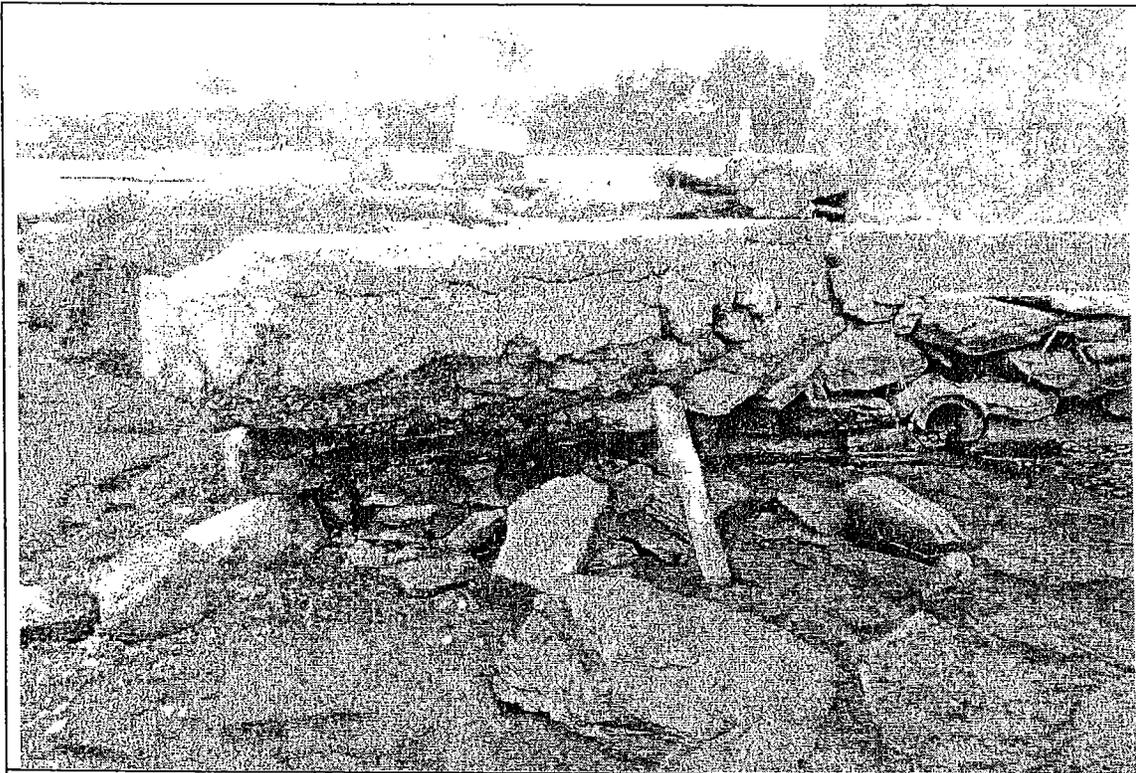
The limits of work are identified on the plans and total approximately 100 LF.



Failed Portion of Wall "A" – West of Culvert 1 (Bridge #293)



Failed Portion of Wall "A" – West of Culvert 1 (Bridge #293)



Bridge #293 – Southwest Wingwall Condition



Bridge #293 – Existing Pier Column Condition (North Face)



**LEVEL 3
TRANSPORTATION
MANAGEMENT
PLAN**

Project Name: Hurricane Sandy Repair to Poppasquash Bridge 293

RI Design Contract No(s): _____

RI Construction Contract No(s): 2013-DF-035

Submission: ADV

Date: 11/13/2012

PROJECT INFORMATION

Brief Project Description: This project is located in Poppasquash Road in Bristol County, RI. The project involves replacement of existing culvert and will include but not limited to temporary water diversion, installing erosion controls, excavation, removal of existing culvert, installing new culvert, installing rip rap and geotextile fabric, installing CMU bulkhead, removing and disposing drainage structures, installing new drainage pipes and structures and all other incidentals required to complete the work under this contract.

General Work Limits: The limit of work on Poppasquash is approximately 900 feet west of Hope Street intersection for about 100 feet in length,

| WORKZONE LOCATIONS | | | |
|------------------------------|------|----|----------------|
| ROADWAY NAME or INTERSECTION | FROM | TO | APPROX. LENGTH |
| Poppasquash Road | | | 100 feet |
| | | | |
| | | | |
| | | | |
| | | | |
| | | | |
| | | | |
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| | | | |

General Project Schedule*: This Project Will be advertised in November 2012 and be completed within three months.

*The information in this section is not intended to and shall not supersede the approved schedule and milestone/completion dates for the project.

TRAFFIC RELATED WORK RESTRICTIONS

General Restrictions: The Contractor will work a minimum of 12 hours per day for 6 days a week from Monday to Saturday with an exception to the following Holiday Restrictions.

Holiday Restrictions: With an exception to proposed detour, following holiday restriction shall apply
No lane and/or shoulder closures allowed after 1:00 pm on the Friday preceding a holiday weekend.
NEW YEAR'S DAY AND CHRISTMAS DAY
No lane and/or shoulder closures allowed after 1:00 pm on the day before the holiday
No lane and/or shoulder closures allowed on the holiday
THANKSGIVING DAY
No lane and/or shoulder closures allowed after 1:00 pm on the Wednesday preceding Thanksgiving Day
No lane and/or shoulder closures allowed on Thanksgiving Day, Friday, Saturday and Sunday

TEMPORARY TRAFFIC CONTROL PLANS

These RIDOT- and/or Designer-Developed TTC Plans will be used during the work on this project

| RIDOT DEVELOPED PLANS | Included in: | | DESIGNER DEVELOPED PLANS | Included in: | |
|--|--------------|----------|--------------------------|--------------|----------|
| | TMP | Plan Set | | TMP | Plan Set |
| <input type="checkbox"/> Mobile Operation | | | Work Beyond Shoulder | X | |
| <input type="checkbox"/> Work Beyond the Shoulder | | | Detour Plan | X | |
| <input checked="" type="checkbox"/> Shoulder Closure - Two Lane Road | X | | | | |
| <input type="checkbox"/> Shoulder Closure - Limited Access | | | | | |
| <input type="checkbox"/> 1-Side Lane Shift - Two Lane Road | | | | | |
| <input type="checkbox"/> 2-Side Lane Shift - Two Lane Road | | | | | |
| <input type="checkbox"/> Lane Shift - Limited Access | | | | | |
| <input checked="" type="checkbox"/> Lane Closure - Two Lane Road | X | | | | |
| <input type="checkbox"/> Lane Closure - Four Lane Road | | | | | |
| <input type="checkbox"/> Lane Closure - Limited Access | | | | | |
| <input type="checkbox"/> Double Lane Closure - Limited Access | | | | | |

PUBLIC INFORMATION PLAN

These strategies will be used to provide information concerning the project to road users and the community

SELECTED STRATEGIES

- RIDOT travel advisories news releases
- RIDOT travel advisories web site
- RIDOT 511 traveler information system

RESPONSIBILITIES / REQUIREMENTS / SPECIAL CONSIDERATIONS

- RIDOT TMP Imp. Mngr. to send RIDOT notification form to Communications min. 48 hrs. in advance of restrictions.
- RIDOT TMP Imp. Mngr. to send RIDOT notification form to Communications min. 48 hrs. in advance of restrictions.
- RIDOT TMP Imp. Mngr. to send RIDOT notification form to RIDOT TMC min. 48 hrs. in advance of restrictions.

| | |
|-------|-------|
| <hr/> | <hr/> |

TRANSPORTATION OPERATIONS PLAN

These strategies will be used to provide improved transportation operations/safety within project work zones

SELECTED STRATEGIES

RESPONSIBILITIES / REQUIREMENTS / SPECIAL CONSIDERATIONS

| | |
|-------|-------|
| <hr/> | <hr/> |

PERFORMANCE MONITORING CHANGES TO TMP & CONTINGENCIES

The Contractor's TMP Implementation Manager (if identified below) is responsible for keeping the portion of the project being used by public traffic in a condition that (1) safely and adequately accommodates such traffic and (2) is in accordance with the Traffic-Related Work Restrictions, the Temporary Traffic Control Plans, and where appropriate, the other transportation management strategies identified above. The RIDOT TMP Implementation Manager or his/her responsible designee should (1) inspect the project work zones at initial setup, at the start of each subsequent work day, and just prior to extended breaks in the work (e.g., weekends) for conformance with the Temporary Traffic Control Plans, the ATSSA Quality Guidelines for Temporary Traffic Control Devices and Features, and where applicable, the other transportation management strategies identified above and (2) document all work zone-related feedback and complaints that are received from the public.

If at any time (1) a significant deviation from any of the strategies included in the TMP (e.g., the use of an alternate construction sequence) is desired by one or more members of the project implementation team, (2) field observations and/or data suggest that impacts to road users are or will be unacceptable, or (3) one or more performance requirements established in the TMP are not being met in the field, the RIDOT TMP Implementation Manager shall report the situation to his/her supervisor or Division/Section/Unit manager. The supervisor / manager will coordinate with the State Traffic Engineer, the Deputy Chief Engineer, the TMP Implementation Manager(s), the Chief Engineer, and/or other interested parties as appropriate and/or necessary to consider and determine whether revised and/or alternate strategies should be implemented in an effort to lessen the adverse safety and/or mobility impacts of the project. If the supervisor / manager deems that strategy changes should be implemented, the changes shall be documented in a revised version of the TMP and the Deputy Chief Engineer, the State Traffic Engineer, and the Chief Engineer must approve of the revised TMP prior to their implementation.

If a significant deviation from any of the strategies included in the TMP is requested by the Contractor, unless directed otherwise by the RIDOT the Contractor is responsible for preparing and submitting to the RIDOT TMP Implementation Manager appropriate documentation (e.g., design calculations, analysis reports, Temporary Traffic Control Plans, etc.) showing that the requested change(s) are (1) feasible and (2) expected to result in safety and mobility impacts that are no more adverse than the impacts resulting from the strategies already included in the latest approved TMP. The RIDOT will review and consider the submittal(s) as described in the preceding paragraph and will determine whether the changes should be implemented. If the requested changes are approved by the RIDOT, unless otherwise directed by the RIDOT the Contractor shall prepare and submit to the RIDOT TMP Implementation Manager a revised version of the latest approved TMP in both printed and electronic (Microsoft® Excel) format that documents all of the approved changes. Work to implement the changes shall not begin until the Deputy Chief Engineer, the State Traffic Engineer, and the Chief Engineer have approved of the revised TMP.

When unexpected events (e.g., crashes, inclement weather, unforeseen traffic demands, etc.) occur in a project work zone where one or more lanes are closed, the RIDOT TMP Implementation Manager or his/her responsible designee should (1) determine whether or not the lane closure(s) can/should be removed in order to improve traffic operations and/or minimize delays and (2) if deemed appropriate, take action to remove the lane closure(s).

Other Requirements:

TMP APPROVALS

All approvals must be obtained prior to start of work

| DEPUTY CHIEF ENGINEER | STATE TRAFFIC ENGINEER | CHIEF ENGINEER |
|--|--|--|
| Signature: _____ Frank Corrao III, P.E. | Signature: _____ Robert Rocchio, P.E. | Signature: _____ Kazem Farhoumand, P.E. |
| Date: _____ | Date: _____ | Date: _____ |
| | | |
| | | |
| | | |

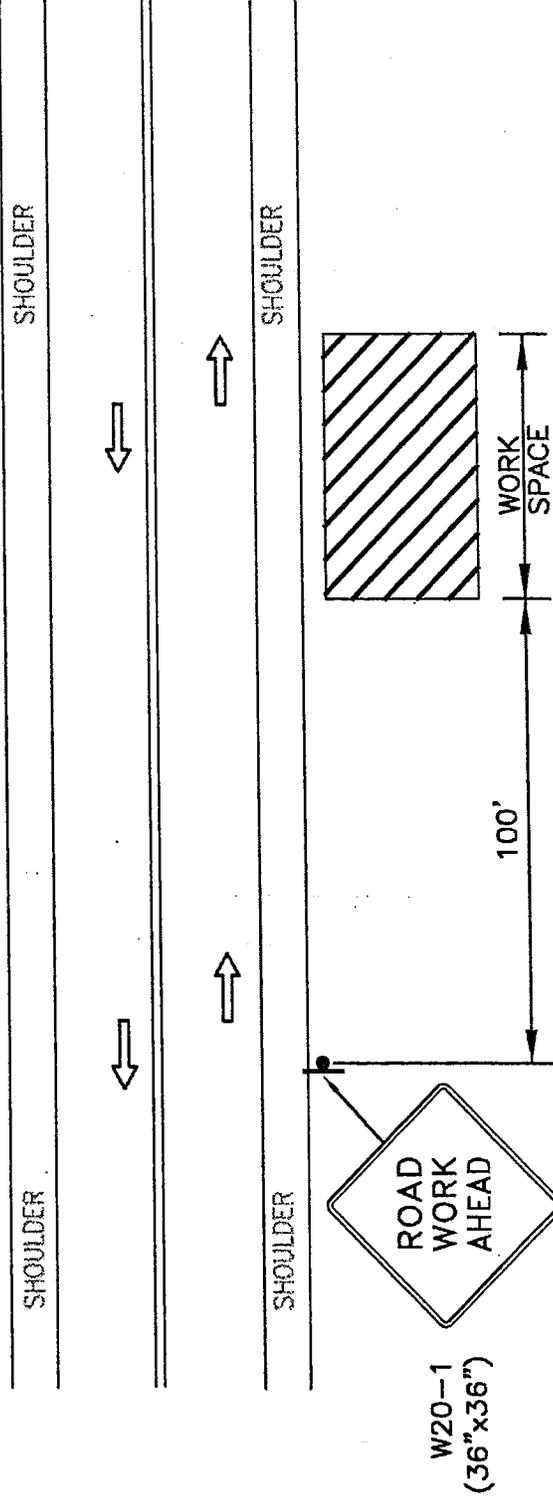
TMP IMPLEMENTATION MANAGERS

Project managers with the primary responsibility & authority for implementation of this TMP

| RIDOT | CONTRACTOR (if contract provided) |
|---------------------|-----------------------------------|
| Name: _____ | Name: _____ |
| Title: _____ | Title: _____ |
| Unit: _____ | Company/Unit: _____ |
| Office Phone: _____ | Office Phone: _____ |
| Mobile Phone: _____ | Mobile Phone: _____ |
| E-Mail: _____ | E-Mail: _____ |

NOTES:

1. ALL TEMPORARY TRAFFIC CONTROL SET-UPS AND DEVICES AND THEIR INSTALLATION, MAINTENANCE, AND REMOVAL SHALL CONFORM TO THE MANUAL ON UNIFORM TRAFFIC CONTROL DEVICES (MUTCD) LATEST EDITION WITH ALL REVISIONS, AND THE LATEST EDITION OF THE "RIDOT STANDARD SPECIFICATIONS FOR ROAD AND BRIDGE CONSTRUCTION" WITH ALL REVISIONS.
2. ALL TEMPORARY TRAFFIC CONTROL DEVICES SHALL BE IN PLACE PRIOR TO THE START OF WORK.
3. TEMPORARY CONSTRUCTION SIGNS SHALL BE PLACED SO THEY DO NOT ENCROACH ON OPEN LANES OF TRAFFIC.
4. CONSTRUCTION VEHICLES SHALL NOT ENCROACH UPON OPEN LANES OF TRAFFIC EXCEPT WHEN ENTERING AND EXITING THE WORK ZONE.
5. ALL TEMPORARY TRAFFIC CONTROL DEVICES SHALL BE REMOVED AS SOON AS PRACTICAL WHEN THEY ARE NO LONGER NEEDED. WHEN WORK IS SUSPENDED FOR SHORT PERIODS OF TIME, TEMPORARY TRAFFIC CONTROL DEVICES THAT ARE NO LONGER APPROPRIATE SHALL BE REMOVED OR COVERED.



TYPICAL TRAFFIC CONTROL PLAN FOR

WORK BEYOND THE SHOULDER

NOT TO SCALE

NOTES:

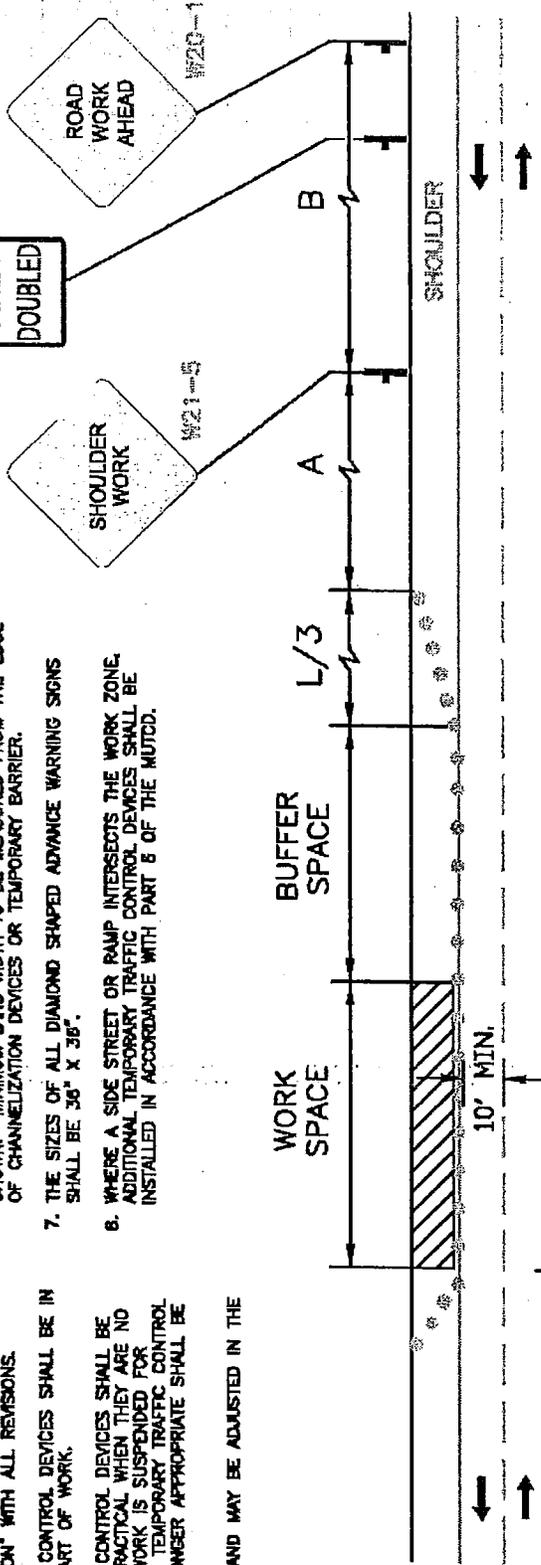
1. ALL TEMPORARY TRAFFIC CONTROL SET-UPS AND DEVICES AND THEIR INSTALLATION, MAINTENANCE, AND REMOVAL SHALL CONFORM TO THE LATEST EDITION OF THE "MANUAL ON UNIFORM TRAFFIC CONTROL DEVICES" (MUTCD) WITH ALL REVISIONS, AND THE LATEST EDITION OF THE "RIDOT STANDARD SPECIFICATIONS FOR ROAD AND BRIDGE CONSTRUCTION" WITH ALL REVISIONS.
2. ALL TEMPORARY TRAFFIC CONTROL DEVICES SHALL BE IN PLACE PRIOR TO THE START OF WORK.
3. ALL TEMPORARY TRAFFIC CONTROL DEVICES SHALL BE REMOVED AS SOON AS PRACTICAL WHEN THEY ARE NO LONGER NEEDED. WHEN WORK IS SUSPENDED FOR SHORT PERIODS OF TIME, TEMPORARY TRAFFIC CONTROL DEVICES THAT ARE NO LONGER APPROPRIATE SHALL BE REMOVED OR COVERED.
4. DISTANCES ARE A GUIDE AND MAY BE ADJUSTED IN THE FIELD BY THE ENGINEER.

5. MAXIMUM SPACING OF CHANNELIZATION DEVICES IN A TAPER IS EQUAL IN FEET TO THE SPEED LIMIT IN MPH. MAXIMUM SPACING OF CHANNELIZATION DEVICES IN A TANGENT SECTION IS EQUAL IN FEET TO TWO TIMES THE SPEED LIMIT IN MPH.
6. MINIMUM LANE WIDTH IS TO BE 10 FEET UNLESS OTHERWISE SHOWN. MINIMUM LANE WIDTH TO BE MEASURED FROM THE EDGE OF CHANNELIZATION DEVICES OR TEMPORARY BARRIER.
7. THE SIZES OF ALL DIAMOND SHAPED ADVANCE WARNING SIGNS SHALL BE 36" X 36".
8. WHERE A SIDE STREET OR RAMP INTERSECTS THE WORK ZONE, ADDITIONAL TEMPORARY TRAFFIC CONTROL DEVICES SHALL BE INSTALLED IN ACCORDANCE WITH PART 8 OF THE MUTCD.

WORK ZONE
TRAFFIC
FINES
DOUBLED

R.I.S.M. 27.1.1

(SEE STD. FOR SIZES AND INSTALL. LOCATIONS)



TAPER AND BUFFER LENGTHS

| Speed Limit | Taper Length (L) Feet | Buffer Space (B) Feet |
|-------------|-----------------------|-----------------------|
| 25 MPH | 125 | 55 |
| 30 MPH | 180 | 85 |
| 35 MPH | 245 | 120 |
| 40 MPH | 320 | 170 |
| 45 MPH | 540 | 220 |
| 50 MPH | 600 | 280 |

* Required as Suggested

MINIMUM ADVANCE WARNING SIGN SPACING

| Posted Speed Limit & Location | Distance Between Signs (FEET) | | |
|---------------------------------------|-------------------------------|-----|-----|
| | A | B | C |
| 30 MPH OR LESS In URBAN OR RURAL AREA | 100 | 100 | 100 |
| 35 MPH OR HIGHER In URBAN AREA | 350 | 350 | 350 |
| 35 MPH OR HIGHER In RURAL AREA | 500 | 500 | 500 |



RHODE ISLAND
DEPARTMENT OF TRANSPORTATION
TEMPORARY
TRAFFIC CONTROL PLAN

**TYPICAL SHOULDER CLOSURE
ON
TWO-LANE ROADWAY**

NOT TO SCALE

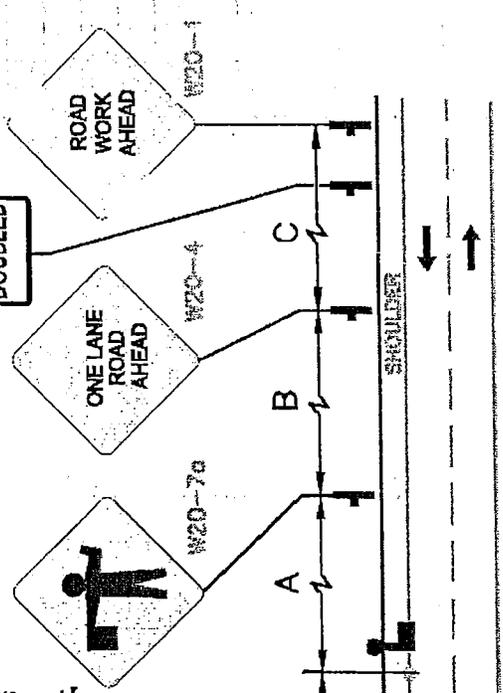
DATE: 12-23-08

NOTES:

1. ALL TEMPORARY TRAFFIC CONTROL SET-UPS AND DEVICES AND THEIR INSTALLATION, MAINTENANCE, AND REMOVAL SHALL CONFORM TO THE LATEST EDITION OF THE "MANUAL ON UNIFORM TRAFFIC CONTROL DEVICES" (MUTCD) WITH ALL REVISIONS, AND THE LATEST EDITION OF THE "RIDOT STANDARD SPECIFICATIONS FOR ROAD AND BRIDGE CONSTRUCTION" WITH ALL REVISIONS.
2. ALL TEMPORARY TRAFFIC CONTROL DEVICES SHALL BE IN PLACE PRIOR TO THE START OF WORK.
3. ALL TEMPORARY TRAFFIC CONTROL DEVICES SHALL BE REMOVED AS SOON AS PRACTICAL WHEN THEY ARE NO LONGER NEEDED. WHEN WORK IS SUSPENDED FOR SHORT PERIODS OF TIME, TEMPORARY TRAFFIC CONTROL DEVICES THAT ARE NO LONGER APPROPRIATE SHALL BE REMOVED OR COVERED.
4. DISTANCES ARE A GUIDE AND MAY BE ADJUSTED IN THE FIELD BY THE ENGINEER.
5. THE BUFFER SPACES SHOULD BE EXTENDED IF NECESSARY SO THAT THE 100' MAX. TWO-WAY TRAFFIC TAPERS ARE PLACED BEFORE HORIZONTAL (OR CREST VERTICAL) CURVES TO PROVIDE ADEQUATE SIGHT DISTANCE FOR THE FLAGGERS AND QUEUES OF STOPPED VEHICLES.

6. MAXIMUM SPACING OF CHANNELIZATION DEVICES IN THE 100' MAX. TWO-WAY TRAFFIC TAPERS IS 25 FEET. MAXIMUM SPACING OF CHANNELIZATION DEVICES IN A TANGENT SECTION IS EQUAL IN FEET TO TWO TIMES THE SPEED LIMIT IN MPH.
7. MINIMUM LANE WIDTH IS TO BE 10 FEET UNLESS OTHERWISE SHOWN. MINIMUM LANE WIDTH TO BE MEASURED FROM THE EDGE OF CHANNELIZATION DEVICES OR TEMPORARY BARRIER.
8. THE SIZES OF ALL DIAMOND SHAPED ADVANCE WARNING SIGNS SHALL BE 36" X 36".
9. WHERE A SIDE STREET OR RAMP INTERSECTS THE WORK ZONE, ADDITIONAL TEMPORARY TRAFFIC CONTROL DEVICES SHALL BE INSTALLED IN ACCORDANCE WITH PART 6 OF THE MUTCD.

WORK ZONE
TRAFFIC FINES DOUBLED

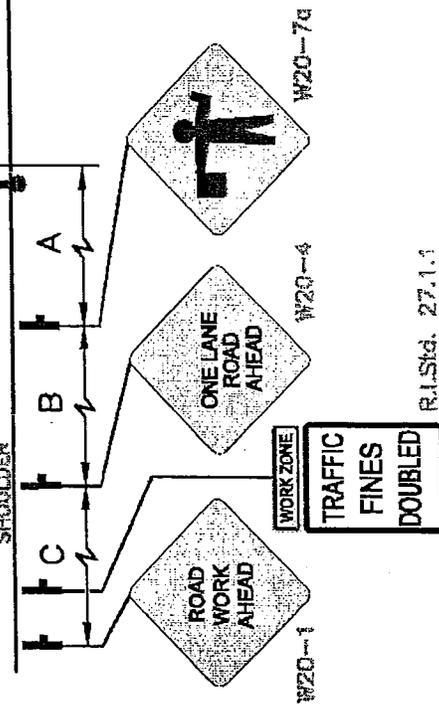


DOWNSTREAM BUFFER SPACE

100' WORK SPACE MAX.

100' UPSTREAM BUFFER SPACE MAX.

10' MIN.



MINIMUM ADVANCE WARNING SIGN SPACING

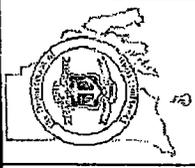
| Posted Speed Limit & Location | Distance Between Signs (Feet) | | |
|--|-------------------------------|-----|-----|
| | A | B | C |
| 30 MPH OR LESS In URBAN OR RURAL AREA | 100 | 100 | 100 |
| 35 MPH OR GREATER In URBAN AREA | 350 | 350 | 350 |
| 35 MPH OR GREATER In RURAL AREA | 500 | 500 | 500 |

BUFFER LENGTHS

| Speed Limit | Upstream Buffer Space (Feet) |
|-------------|------------------------------|
| 25 MPH | 55 |
| 30 MPH | 85 |
| 35 MPH | 120 |
| 40 MPH | 170 |
| 45 MPH | 220 |
| 50 MPH | 280 |

* Suggested

R.I.S.D. 27.1.1

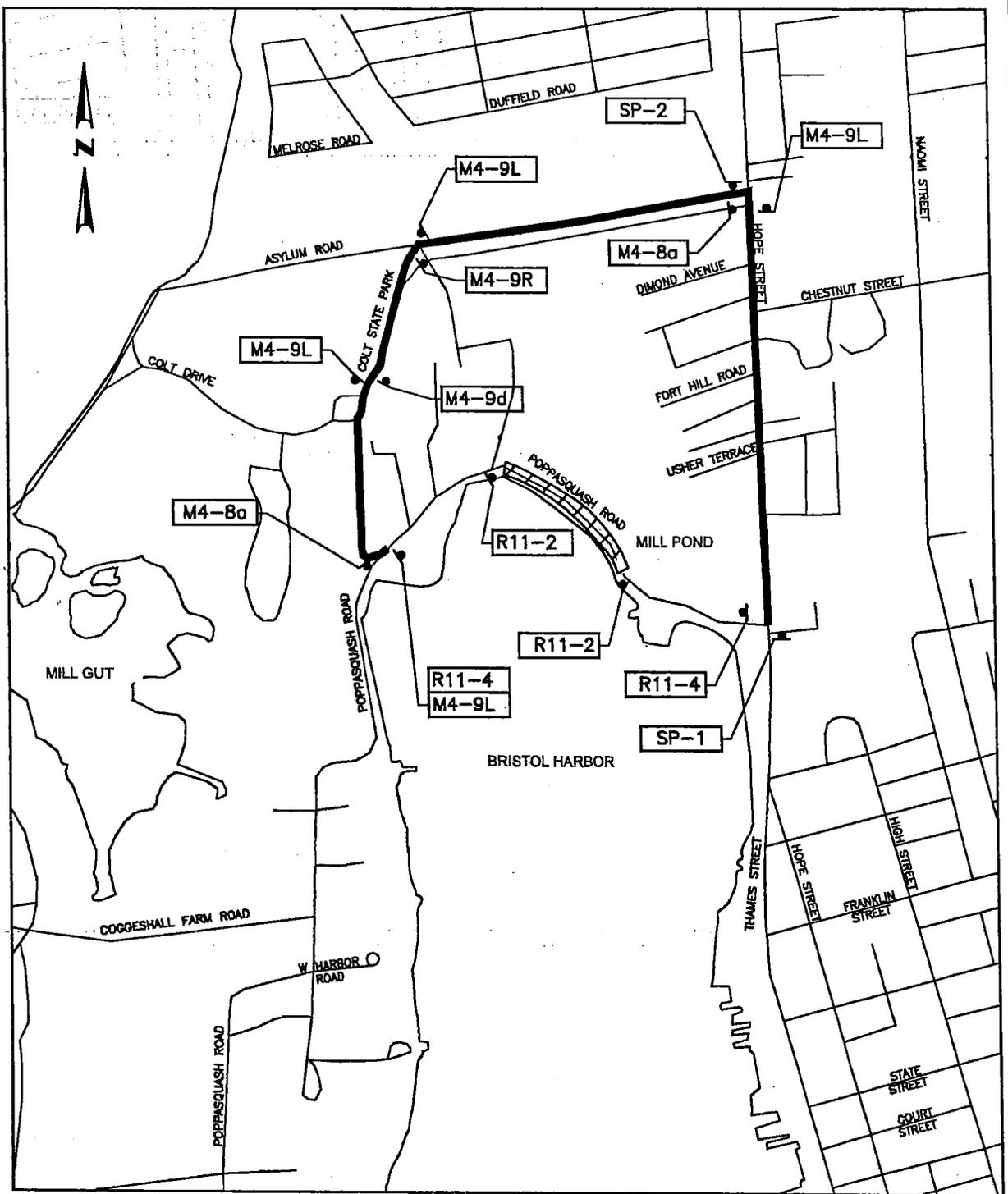


RHODE ISLAND
DEPARTMENT OF TRANSPORTATION
TEMPORARY
TRAFFIC CONTROL PLAN

**TYPICAL LANE CLOSURE
ON
TWO-LANE ROADWAY**

NOT TO SCALE

DATE: 12-23-08



LEGEND

- SIGN
 - PORTABLE CHANGEABLE MESSAGE SIGN (PCMS-A/B)
 - DIRECTION OF TRAVEL
 - DETOUR PATH
 - CLOSED ROADWAY
-
- | | | | | |
|--|--|--|--|---|
| (30"x12") DETOUR (30"x24") M4-9d | (30"x12") DETOUR (30"x24") M4-9R | (30"x12") DETOUR (30"x24") M4-9L | (24"x18") M4-8a | (48"x30") R11-2 |
| R11-4 | | | POPPASQUASH RD CLOSED USE ASYLUM RD DETOUR (Up Arrow) SP-1 | POPPASQUASH RD CLOSED USE ASYLUM RD DETOUR (Right Arrow) SP-2 |

DETOUR PLAN
FOR CLOSURE OF POPPASQUASH ROAD

BRISTOL, RI
 NOT TO SCALE

NOTE:
 FINAL LOCATION OF SIGNS SHALL BE
 DETERMINED IN THE FIELD BY THE ENGINEER.

MEMORANDUM

To: Eric Atkins, P.E. / Green International Affiliates
Michael A. Cruz, P.E./Green International Affiliates

From: Douglas J. Aghjayan, P.E.

Date: November 12, 2012

Project: Emergency Culvert Repairs for Poppasquash Road
Bristol, Rhode Island
GEI Project 13004-0

Re: Subsurface Conditions and Geotechnical Culvert Support Recommendations

Copy:

This memorandum presents the results of our subsurface explorations and geotechnical recommendations for the emergency repairs to Culvert Nos. 1 and 2 located on Poppasquash Road in Bristol, Rhode Island. Our work for this project was authorized by Green International Affiliates.

Site Description

The site is located along Poppasquash Road in Bristol, Rhode Island. The site begins about 200 feet west of the intersection of Hope Street and Poppasquash Road, and extends a distance of about 3,900 feet along the road. The site is bordered on the south by Bristol Harbor and on the north by Mill Pond, Colt State Park, and private property.

Culvert No. 1 is a multi-cell culvert located about 850 feet west of Hope Street that passes beneath Poppasquash Road. The culvert allows tidal flow to pass between Bristol Harbor and Mill Pond. A small portion of the north (Mill Pond) side of the culvert is constructed from reinforced concrete. The remaining culvert is constructed from unmortared stone. A mortared stone wingwall that rests on unmortared stone is located on the south side of the culvert. The northern portion of the culvert is in poor condition. Concrete columns that support the northern side of the culvert have undergone significant deterioration.

Culvert No. 2 is a single-cell culvert located about 700 feet southwest of the entrance to Colt State Park that also passes beneath the road. Culvert No. 2 allows flow between the harbor and a wetland area. The culvert is constructed from unmortared stone. Culvert wingwalls consist of crudely placed concrete blocks and stone.

Subsurface Explorations

GEI engaged Geologic-Earth Explorations of Norfolk, Massachusetts to drill two borings (B1 and B2) at the site on November 8 and 9, 2012. B1 was located near Culvert No. 1 and B2 was located near Culvert No. 2. Both borings were drilled using rotary-wash methods. Standard Penetration Tests were performed in the borings beginning near the ground surface and at five-foot intervals thereafter. Both borings were terminated due to refusal in rock at a depth of 27 feet. The borings were backfilled with soil cuttings upon completion and topped off with asphalt cold patch. The boring logs are attached.

Subsurface Conditions

The major soil layers encountered in the borings are described below, starting from the ground surface and proceeding downward. The soil conditions are known only at the exploration locations. Subsurface conditions between these locations may vary significantly from those described below.

Asphalt: An approximately 4-inch-thick layer of asphalt was encountered at the ground surface in B1 and B2.

Fill: An approximately 4 to 5-foot-thick layer of fill was encountered beneath the asphalt. The fill consisted mostly of dark gray fine to coarse sand with varying amounts of silt.

Sand and Silt: An approximately 8- to 13-foot-thick layer of silt and sand was encountered beneath the fill. The upper portion of the sand and silt layer consisted mostly of non- to low plasticity fines with varying amounts of fine sand, with possible organics. The layer graded to mostly fine sand with non-plastic fines with depth. SPT N-values in the sand and silt layer ranged from 2 to 41, indicating that the silt and sand is loose to dense. The upper portion of this layer may be topsoil/tidal mud that was buried when the road was constructed.

Weathered Shale: Dark gray to black severely to completely weathered shale was encountered beneath the sand and silt layer. Samples of the weathered shale contained material that had completely decomposed into soil to small intact moderately hard pieces up to about 1/2-inch in size.

Groundwater levels were not measured in the borings. However, given the close proximity of both borings to Bristol Harbor, it is reasonable to assume that the groundwater is roughly at the same elevation as the harbor water and that groundwater levels fluctuate with the harbor tide.

Geotechnical Recommendations

Based on discussions with Green, we understand that both existing culverts will be replaced with new precast concrete culverts. Culvert No. 1 is planned to be replaced with a three-cell culvert. Culvert No. 2 is planned to be replaced with a two-cell culvert. We have assumed that the inverts of the new culverts will be the same as the existing culverts.

We expect that the new culverts can bear directly on the existing natural sand and silt, or a 6- to 12-inch thick layer of compacted gravel bedding layer that extends down to the natural sand and silt. The gravel bedding layer should conform to RIDOT M.01.04 Table I Column II. A geotextile satisfying US 205NW criteria (such as Carthage Mills FX-80HS or equivalent) may be placed between the natural soil and gravel bedding if desired.

BORING INFORMATION

LOCATION: See Plan
 GROUND SURFACE EL. (ft): NM
 VERTICAL DATUM: _____
 TOTAL DEPTH (ft): 27 0
 LOGGED BY: E. Fazlic

DATE START/END: 11/8/2012 - 11/8/2012
 DRILLING COMPANY: Geologic, Inc.
 DRILLER NAME: J Stokes
 RIG TYPE: Acker Soil Scout

BORING

B1

PAGE 1 of 2

DRILLING INFORMATION

HAMMER TYPE: Donut Hammer - rope and cathead CASING I.D./O.D.: 4 inch/ 4.5 inch CORE BARREL TYPE: NA
 AUGER I.D./O.D.: NA / NA DRILL ROD O.D.: 3 5 CORE BARREL I.D./O.D. NA / NA
 DRILLING METHOD: Driven casing and washed with rotary tooling.
 WATER LEVEL DEPTHS (ft): Not measured

ABBREVIATIONS: Pen = Penetration Length S = Split Spoon Sample Qp = Pocket Penetrometer Strength NA, NM = Not Applicable, Not Measured
 Rec = Recovery Length C = Core Sample Sv = Pocket Torvane Shear Strength Blows per 6 in. 140-lb hammer falling
 RQD = Rock Quality Designation U = Undisturbed Sample LL = Liquid Limit 30 inches to drive a 2-inch-O.D.
 = Length of Sound Cores > 4 in / Pen. % SC = Sonic Core PI = Plasticity Index split spoon sampler.
 WOR = Weight of Rods DP = Direct Push Sample PID = Photolonization Detector
 WOH = Weight of Hammer HSA = Hollow-Stem Auger I.D./O.D. = Inside Diameter/Outside Diameter

| Elev. (ft) | Depth (ft) | Sample Information | | | | Drilling Remarks/ Field Test Data | Layer Name | Soil and Rock Description |
|------------|------------|--------------------|------------|-----------------|------------------------|--------------------------------------|---|---------------------------|
| | | Sample No | Depth (ft) | Pen./ Rec. (in) | Blows per 6 in. or RQD | | | |
| | | S1 | 0.5 to 2.5 | 24/16 | 118-34-34-11 | ASPHALT | ASPHALT S1: SILTY SAND WITH GRAVEL (SM); ~50% fine to coarse sand, ~35% non-plastic fines, ~15% fine gravel. Dark gray. [FILL] | |
| | 5 | S2 | 4 to 6 | 24/0 | 9-4-4-8 | FILL | S2: No Recovery. | |
| | 10 | S3 | 9 to 10 | 12/8 | 31-26-40/0" | SAND AND SILT | S3 (0-4 in): ORGANIC SOIL (OL); 100% low plasticity fines, possibly decomposed wood. Black. S3 (4-8 in): SANDY SILT WITH GRAVEL (ML); ~50% non-plastic fines, ~25% mostly fine sand, ~25% fine to coarse gravel up to 3/4 in. Brownish gray. | |
| | 15 | S4 | 14 to 16 | 24/24 | 32-73-77-85 | WEATHERED ROCK | S4: SHALE: Severely weathered, decomposed to soil and small (<1/2 in) slaty pieces. Black. | |
| | 20 | S5 | 19 to 21 | 24/24 | 30-56-62-111 | WEATHERED ROCK | S5: SHALE; Similar to S4 | |

NOTES:

PROJECT NAME: Poppasquash Rd Culvert Repairs
 CITY/STATE: Bristol, RI
 GEI PROJECT NUMBER: 13004-0



GEI WOBURN STD 1-LOCATION-LAYER NAME 13004-0 BORING LOGS.GPJ GEI DATA TEMPLATE 2011.GDT 11/12/12

LOCATION: See Plan

GROUND SURFACE EL. (ft): NM

VERTICAL DATUM: _____

DATE START/END: 11/8/2012 - 11/8/2012

DRILLING COMPANY: Geologic, Inc.

BORING

B1

PAGE 2 of 2

| Elev. (ft) | Depth (ft) | Sample Information | | | | Drilling Remarks/ Field Test Data | Layer Name | Soil and Rock Description |
|------------|------------|--------------------|------------|-----------------|------------------------|--------------------------------------|----------------|---|
| | | Sample No | Depth (ft) | Pen./ Rec. (in) | Blows per 6 in. or RQD | | | |
| | 25 | S6 | 24 to 24.3 | 3/3 | 120/3" | | WEATHERED ROCK | S6: SHALE; Similar to S4. |
| | | | | | | Encountered hard bedrock at 27 ft. | | Bottom of borehole at 27 ft. Backfilled with cuttings and patched with asphalt. |
| | 30 | | | | | | | |
| | 35 | | | | | | | |
| | 40 | | | | | | | |
| | 45 | | | | | | | |
| | 50 | | | | | | | |

NOTES:

PROJECT NAME: Poppasquash Rd Culvert Repairs

CITY/STATE: Bristol, RI

GEI PROJECT NUMBER: 13004-0



GEI WOBURN STD 1-LOCATION-LAYER NAME 13004-0 BORING LOGS.GPJ GEI DATA TEMPLATE 2011.GDT 11/12/12

BORING INFORMATION

LOCATION: See Plan
 GROUND SURFACE EL. (ft): NM DATE START/END: 11/9/2012 - 11/9/2012
 VERTICAL DATUM: DRILLING COMPANY: Geologic, Inc.
 TOTAL DEPTH (ft): 27.0 DRILLER NAME: J. Stokes
 LOGGED BY: E. Fazlic RIG TYPE: Acker Soil Scout

BORING

B2

PAGE 1 of 2

DRILLING INFORMATION

HAMMER TYPE: Donut Hammer - rope and cathead CASING I.D./O.D.: 4 inch/ 4.5 inch CORE BARREL TYPE: NA
 AUGER I.D./O.D.: NA / NA DRILL ROD O.D.: 3.5 CORE BARREL I.D./O.D. NA / NA
 DRILLING METHOD: Driven casing and washed with rotary tooling.
 WATER LEVEL DEPTHS (ft): Not measured

ABBREVIATIONS: Pen. = Penetration Length S = Split Spoon Sample Qp = Pocket Penetrometer Strength NA, NM = Not Applicable, Not Measured
 Rec = Recovery Length C = Core Sample Sv = Pocket Torvane Shear Strength Blows per 6 in. 140-lb hammer falling
 RQD = Rock Quality Designation U = Undisturbed Sample LL = Liquid Limit 30 inches to drive a 2-inch-O.D.
 = Length of Sound Cores > 4 in / Pen. % SC = Sonic Core PI = Plasticity Index split spoon sampler.
 WOR = Weight of Rods DP = Direct Push Sample PID = Photoionization Detector
 WOH = Weight of Hammer HSA = Hollow-Stem Auger ID / O D = Inside Diameter/Outside Diameter

| Elev. (ft) | Depth (ft) | Sample Information | | | | Drilling Remarks/ Field Test Data | Layer Name | Soil and Rock Description |
|------------|------------|--------------------|------------|-----------------|------------------------|--------------------------------------|--|---------------------------|
| | | Sample No. | Depth (ft) | Pen./ Rec. (in) | Blows per 6 in. or RQD | | | |
| | | S1 | 0.5 to 2.5 | 24/13 | 30-26-40-29 | ASPHALT | ASPHALT S1: SILTY SAND WITH GRAVEL (SM); ~60% fine to coarse sand, ~20% fine gravel, ~20% non-plastic fines. Dark brown. [FILL] | |
| | 5 | S2 | 4 to 6 | 24/10 | 16-12-10-10 | FILL | S2: SILTY SAND WITH GRAVEL (SM); ~50% fine to coarse sand, ~35% fine to coarse gravel up to 3/4 in, ~15% non-plastic fines. Dark gray. | |
| | 10 | S3 | 9 to 11 | 24/6 | 5-1-1-1 | SAND AND SILT | S3: SILT WITH SAND (ML); ~75% low plasticity fines, ~25% fine sand with traces of roots. Dark gray to black. Slight organic-like odor. | |
| | 15 | S4 | 14 to 16 | 24/20 | 11-18-23-24 | SAND AND SILT | S4: SILTY SAND (SM); ~60% fine to medium sand, ~40% non-plastic fines. Dark gray, brown. | |
| | 20 | S5 | 19 to 21 | 24/18 | 29-21-35-44 | WEATHERED ROCK | S5: SHALE; Severely weathered, decomposed to soil and small (<1/2 in) stony pieces. Dark gray. | |

GEI WOBURN STD 1-LOCATION-LAYER NAME 13004-0 BORING LOGS.GPJ GEI DATA TEMPLATE 2011.GDT 11/12/12

NOTES:

PROJECT NAME: Poppasquash Rd Culvert Repairs

CITY/STATE: Bristol, RI

GEI PROJECT NUMBER: 13004-0



LOCATION: See Plan

GROUND SURFACE EL. (ft): NM

VERTICAL DATUM:

DATE START/END: 11/9/2012 - 11/9/2012

DRILLING COMPANY: Geologic, Inc.

**BORING
B2**
PAGE 2 of 2

| Elev. (ft) | Depth (ft) | Sample Information | | | | Drilling Remarks/ Field Test Data | Layer Name | Soil and Rock Description |
|------------|------------|--------------------|------------|-----------------|------------------------|--------------------------------------|----------------|---|
| | | Sample No. | Depth (ft) | Pen./ Rec. (in) | Blows per 6 in. or RQD | | | |
| | 25 | S6 | 24 to 25.4 | 17/12 | 54-57-120/5" | Encountered hard bedrock at 27 ft. | WEATHERED ROCK | S6: SHALE; Similar to S5. |
| | | | | | | | | Bottom of borehole at 27 ft. Backfilled with cuttings and patched with asphalt. |
| | 30 | | | | | | | |
| | 35 | | | | | | | |
| | 40 | | | | | | | |
| | 45 | | | | | | | |
| | 50 | | | | | | | |

GEI WOBURN STD. 1-1.LOCATION-LAYER NAME 13004-0 BORING LOGS GPJ GEI DATA TEMPLATE 2011.GDT 11/12/12

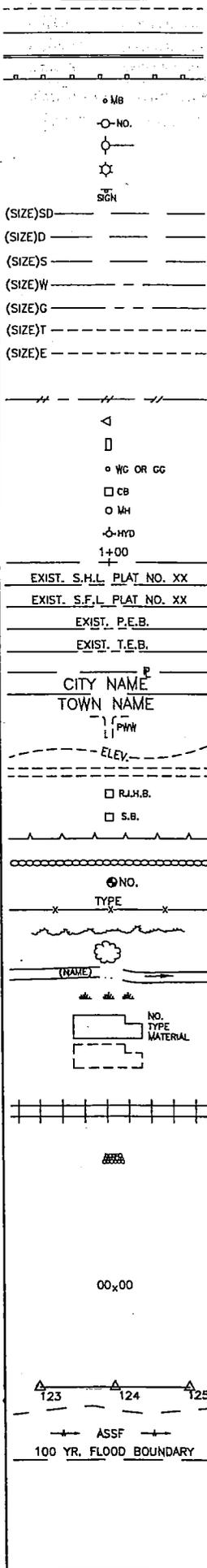
NOTES:

PROJECT NAME: Poppasquash Rd Culvert Repairs
CITY/STATE: Bristol, RI
GEI PROJECT NUMBER: 13004-0

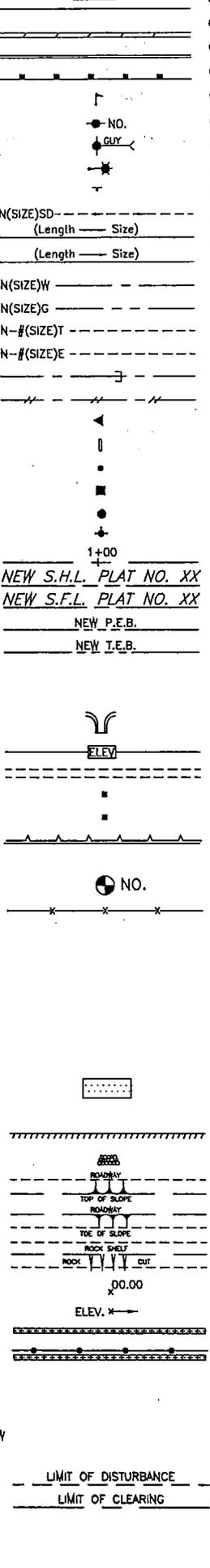


EXISTING

NEW



- EDGE OF PAVEMENT
- BERM
- CURB
- GUARDRAIL
- MAILBOX
- UTILITY POLE
- POLE GUY
- LUMINARE
- SIGN
- SUBDRAIN
- STORM DRAIN
- SANITARY SEWER
- WATER MAIN
- GAS MAIN
- TELEPHONE DUCT
- ELECTRIC DUCT
- PLUG AND CAP PIPE
- ABANDONED UTILITY
- FLARED END SECTION
- HEADWALL
- WATER OR GAS GATE
- CATCH BASIN
- MANHOLE
- HYDRANT
- BASELINE OR CENTERLINE
- STATE HIGHWAY LINE
- STATE FREEWAY LINE
- PERMANENT EASEMENT LINE
- TEMPORARY EASEMENT LINE
- PROPERTY LINE
- CITY OR TOWN LINE
- PAVED WATERWAY
- CONTOUR LINE
- OPEN DITCH
- R.I. HIGHWAY BOUND
- STONE BOUND
- RETAINING WALL
- FIELD STONE WALL
- BORINGS
- FENCE
- WOOD OR BRUSH LINE
- TREES
- RIVER OR STREAM
- WETLAND AREA
- BUILDING
- FOUNDATION
- BUILDING TO BE REMOVED
- RAILROAD TRACKS
- CUT AND MATCH
- RIP-RAP
- CUT SLOPE
- FILL SLOPE
- ROCK CUT
- SPOT GRADE
- AREA GRADED TO DRAIN
- BALED HAY RI STD 9.1.0
- BALED HAY & SILT FENCE RI STD. 9.3.0
- EDGE OF WETLAND
- WETLAND PERIMETER
- AREA SUBJECT TO STORM FLOW
- 100-YEAR FLOOD PLAN
- LIMIT OF DISTURBANCE
- LIMIT OF CLEARING



- 1.1.0 UNDERDRAIN 7.4.2 GRA
- 1.3.0 CONCRETE CONNECTING COLLAR 7.5.0 BITL
- 2.1.0 CONCRETE HEADWALLS FOR PIPE CULVERTS 7.5.1A BITL
- 2.2.0 STANDARD HEADWALLS FOR MULTIPLE 3'-6" TO 7'-0" PIPE CULVERTS 7.5.1B BITL
- 2.3.0 (DIA.) PRECAST CONCRETE FLARED END SECTION 7.6.0 CUR
- 3.2.0 BRICK/SOLID BLOCK 4'-0" ROUND MANHOLE 8.2.0 BITL
- 3.2.1 (DIA.) BRICK/SOLID BLOCK 5'-0" OR 6'-0" ROUND MANHOLE 8.3.0 RIP-
- 3.3.0 BRICK/SOLID BLOCK TYPE "D" SQUARE CATCH BASIN 8.4.0 PAVI
- 3.3.2 BRICK/SOLID BLOCK TYPE "F" SQUARE CATCH BASIN 9.1.0 BALI
- 3.3.3 SOLID BLOCK FLUSH SQUARE CATCH BASIN 9.2.0 SILT
- 3.4.0 BRICK/SOLID BLOCK TYPE "D" ROUND CATCH BASIN 9.3.0 BALI
- 3.4.1 BRICK/SOLID BLOCK ROUND CATCH BASIN WITH GUTTER INLET 9.4.0 BALI
- 3.4.2 BRICK/SOLID BLOCK TYPE "F" ROUND CATCH BASIN 9.5.0 LOG
- 3.4.3 BRICK/SOLID BLOCK TYPE "R" CATCH BASIN 9.7.0 DEW
- 3.4.4 SOLID BLOCK FLUSH ROUND CATCH BASIN 9.8.0 BALI
- 3.4.5 (DIA.) BRICK/SOLID BLOCK 5'-0" OR 6'-0" ROUND CATCH BASIN 9.9.0 CON
- 3.5.0 SOLID BLOCK SHALLOW TYPE "F" SQUARE CATCH BASIN 10.1.0 WET
- 3.5.1 (SIZE) SOLID BLOCK SHALLOW 5'-0" OR 6'-0" SQUARE CATCH BASIN 10.2.0 RUB
- 3.6.0 BRICK/SOLID BLOCK DROP INLET 10.3.0 CON
- 3.7.0 (DIA.) BRICK/SOLID BLOCK ROUND MANHOLE OR CATCH BASIN GREATER THAN 12'-0" 10.4.0 STO
- 4.2.0 PRECAST 4'-0" ROUND MANHOLE 14.1.0 CON
- 4.2.1 PRECAST 5'-0" ROUND MANHOLE 15.1.0 POS
- 4.2.2 PRECAST 6'-0" ROUND MANHOLE 15.2.0 (NO.) POS
- 4.3.0 (SIZE) PRECAST 4'-0" OR 6'-0" SQUARE MANHOLE OR CATCH BASIN 18.2.0 PRE
- 4.4.0 (DIA.) PRECAST 4'-0", 5'-0", OR 6'-0" ROUND CATCH BASIN 18.2.2 HEA
- 4.5.0 PRECAST CONCRETE DROP INLET 18.3.0 ALUI
- 4.5.1 PRECAST CONCRETE DROP INLET LATERAL OUTLET 20.2.0 BI-I
- 4.5.2 PRECAST CONCRETE DROP INLET LONGITUDINAL OUTLET 24.6.1 STRI
- 5.3.0 CATCH BASIN AND MANHOLE STEP 26.2.0 POL
- 6.4.0 CONCRETE COLLARS 26.3.0 PVC
- 6.1.0 LIGHT-DUTY SQUARE FRAME AND ROUND COVER 31.1.0 CHA
- 6.1.1 HEAVY DUTY SQUARE FRAME AND ROUND COVER 31.2.0 CHA
- 6.2.0 LIGHT-DUTY ROUND FRAME AND COVER 31.2.1 CHA
- 6.2.1 HEAVY-DUTY ROUND FRAME AND COVER 31.3.0 WOV
- 6.3.0 SQUARE FRAME AND GRATE 34.1.0 TYPI
- 6.3.1 SQUARE FRAME AND GRATE 34.2.0 STEI
- 6.3.2 SQUARE FRAME AND GRATE (BICYCLE SAFE) 34.2.1 STEI
- 6.3.3 HIGH CAPACITY FRAME AND GRATE 34.2.2 STEI
- 6.3.4 HIGH CAPACITY FRAME AND GRATE (BICYCLE SAFE) 34.2.3 STEI
- 6.4.0 ROUND FRAME AND GRATE 34.2.5 STEI
- 7.1.0S PRECAST CONCRETE CURB (STRAIGHT) 34.3.1 GUA
- 7.1.0C PRECAST CONCRETE CURB (CIRCULAR) 34.3.2 TERI
- 7.1.1 3'-0" PRECAST CONCRETE TRANSITION CURB 34.3.3 ANC
- 7.1.2 6'-0" PRECAST CONCRETE TRANSITION CURB 34.3.4 ANC
- 7.1.4 PRECAST 2'-0" RADIUS CORNER 34.4.0 STEI
- 7.1.5 PRECAST CONCRETE INLET STONE (FOR SQUARE CATCH BASIN) 34.4.1 STEI
- 7.1.6 PRECAST CONCRETE INLET STONE (FOR ROUND CATCH BASIN) 40.1.0 DOU
- 7.1.7 PRECAST CONCRETE APRON STONE (FOR SQUARE CATCH BASIN) 40.2.0 SINC
- 7.1.8 PRECAST CONCRETE APRON STONE (FOR ROUND CATCH BASIN) 40.2.1 SINC
- 7.2.0S PRECAST CONCRETE SLOPED FACE CURB (STRAIGHT) 40.3.0 PRE
- 7.2.0C PRECAST CONCRETE SLOPED FACE CURB (CIRCULAR) 40.5.0 PRE
- 7.2.1 PRECAST CONCRETE SLOPED FACE TRANSITION CURB 43.1.0 CEM
- 7.2.2 PRECAST CONCRETE TRANSITION CURB (VERTICAL FACE TO SLOPED FACE) 43.2.0 BITL
- 7.3.0S GRANITE CURB (STRAIGHT) 43.3.0 WHE
- 7.3.0C GRANITE CURB (CIRCULAR) 43.3.1 WHE
- 7.3.1 3'-0" GRANITE TRANSITION CURB 43.4.0 DRIV
- 7.3.2 6'-0" GRANITE TRANSITION CURB 43.4.1 DRIV
- 7.3.3 GRANITE WHEELCHAIR RAMP TRANSITION CURB 43.6.0 CEM
- 7.3.4 GRANITE 2'-0" RADIUS CORNER 48.1.0 DET
- 7.3.5 GRANITE INLET STONE (FOR SQUARE CATCH BASIN) 51.1.0 TRE
- 7.3.6 GRANITE INLET STONE (FOR ROUND CATCH BASIN) 51.1.1 DRIV
- 7.3.7 GRANITE APRON STONE (FOR SQUARE CATCH BASIN) 51.2.0 SHF
- 7.3.8 GRANITE APRON STONE (FOR ROUND CATCH BASIN) 51.3.0 TRE
- 7.4.0 GRANITE SLOPED FACE CURB 61.4.0 TRE
- 7.4.1 GRANITE SLOPED FACE TRANSITION CURB

TRAFFIC SIGNAL NOTES:

ALL SALVAGED TRAFFIC SIGNAL EQUIPMENT SHALL BE DELIVERED TO THE R.I.D.O.T. MAINTENANCE HEADQUARTERS, 360 LINCOLN AVENUE, WARWICK, RHODE ISLAND, 02888. BACK PLATES SHALL BE INSTALLED ON ALL TRAFFIC SIGNAL HEADS.

THE CONTRACTOR SHALL SUPPLY AND INSTALL ON THE UPPER LEFT HAND CORNER OF THE BACK OF THE CONTROLLER CABINET DOOR A LAMINATED INTERSECTION GRAPHIC AND TABLE DEPICTING THE TRAFFIC DETECTOR RELAY CHANNEL ASSIGNMENTS. THE DIAGRAM SHALL BE A GRAPHIC OF THE INDIVIDUAL INTERSECTION ORIENTED SIMILAR TO THE PLANS SHOWING THE LOCATIONS OF EACH OF THE LOOP DETECTORS. THE DIAGRAM SHALL, AT A MINIMUM, INCLUDE DETECTOR NUMBERS, STREET NAME LABELS, NORTH ARROW, AND CONTROLLER CABINET LOCATION. THE ASSIGNMENT INFORMATION SHALL BE INCLUDED IN A TABLE WHICH SHALL INCLUDE, AT A MINIMUM, THE APPROACH NAME, DETECTOR NUMBER, TERMINAL NUMBER, DETECTOR RACK SLOT NUMBER, RELAY NUMBER, RELAY CHANNEL NUMBER, AND PHASE ASSOCIATED WITH EACH DETECTOR.

TRAFFIC CONTROLLER CABINETS, UNLESS OTHERWISE NOTED, SHALL BE NEMA TS2 TYPE 1 CABINET SIZE 6 ("P" TYPE) WITH NOMINAL DIMENSIONS OF 52"Hx44"Wx24"D.

ALL DELAY AND EXTENSION TIMES, AS CALLED FOR ON THE PLANS, FOR PROPOSED LOOP DETECTORS SHALL BE PROGRAMMED IN THE TRAFFIC SIGNAL CONTROLLER AND NOT THE DETECTOR RELAY.

A BARE GROUND WIRE SHALL BE PLACED IN ALL PVC CONDUITS AND SHALL BE BONDED TO GROUND RODS IN ACCORDANCE WITH SECTION T.03 OF THE RHODE ISLAND DEPARTMENT OF TRANSPORTATION STANDARD SPECIFICATIONS FOR ROAD AND BRIDGE CONSTRUCTION.

THE FINAL POSITION OF SIGNAL HEADS, PEDESTRIAN PUSHBUTTONS, DETECTORS, AND STOP LINE AND CROSSWALK PAVEMENT MARKINGS SHALL BE AS DIRECTED BY THE ENGINEER IN THE FIELD ACCORDING TO ACTUAL INTERSECTION CHARACTERISTICS.

A 2' MINIMUM BUFFER SHALL BE PROVIDED BETWEEN THE CURB AND ALL LATERAL OBSTRUCTIONS (INCLUDING ALL SIGNAL POLES AND TRAFFIC/PEDESTRIAN SIGNAL HEADS) TO PROVIDE ADEQUATE CLEARANCE FOR TURNING VEHICLES.

ALL FOUNDATIONS MUST HAVE CONES OR BARRELS BOLTED TO FOUNDATION BASES UNTIL ACTUAL POLE IS INSTALLED.

1. WHEN PLACING TRAFFIC SIGNAL HANDHOLES OR CONDUIT IN EXISTING PORTLAND CEMENT CONCRETE SIDEWALKS, THE ENTIRE SIDEWALK SQUARE OF CONCRETE SHALL BE REPLACED IN ACCORDANCE WITH R.I. STD. 43.T.O. NO PATCHES WILL BE ALLOWED.

ALL PEDESTRIAN PUSHBUTTONS SHALL BE COMPLIANT WITH "THE AMERICANS WITH DISABILITIES ACT ACCESSIBILITY GUIDELINES FOR BUILDINGS AND FACILITIES" (ADAAG) AND SHALL INCLUDE A PRESSURE-ACTIVATED (NON-MOVING) BUTTON. SIGNS APPLICABLE TO PUSHBUTTON ACTUATION SHALL BE INSTALLED SUCH THAT THE CROSSING ASSIGNED TO EACH BUTTON IS CLEARLY INDICATED. IF SITE CONDITIONS DO NOT ALLOW PEDESTRIAN PUSHBUTTONS TO BE INSTALLED WHERE CALLED FOR ON THE PLANS, THE R.I.D.O.T. TRAFFIC ENGINEERING UNIT SHALL BE CONSULTED WITH THROUGH AN R.F.I. PRIOR TO INSTALLING THE PUSHBUTTONS. THE FINAL PLACEMENT OF ALL PEDESTRIAN PUSHBUTTONS SHALL BE IN ACCORDANCE WITH ADAAG AND THE MANUAL ON UNIFORM TRAFFIC CONTROL DEVICES, LATEST EDITION.

2. ALL LOOP DETECTORS SHALL BE CENTERED WITHIN EACH LANE AS DELINEATED, UNLESS OTHERWISE DIMENSIONED ON PLANS.
3. ALL LOOP DETECTORS SHALL BE CUT INTO THE FINAL PAVEMENT SURFACE COURSE.
4. TRAFFIC SIGNAL CONTROLLERS SHALL BE WIRED SO THAT ANY FIRE PRE-EMPTION SHALL OVERRIDE MANUAL (PUSH BUTTON) OPERATION.
5. THE CONTRACTOR SHALL WORK CONTINUOUSLY TO RESTORE TRAFFIC SIGNAL OPERATION TO ITS INTENDED PURPOSE WHEN REPLACING THE TRAFFIC SIGNAL EQUIPMENT. A POLICE DETAIL IS REQUIRED TO DIRECT TRAFFIC AT THE INTERSECTION AT ALL TIMES WHEN THE TRAFFIC SIGNAL IS INOPERATIVE. AT NO TIME SHALL THE CONTRACTOR LEAVE THE SITE BEFORE RESTORING FULL TRAFFIC OPERATIONS.

| FED. ROAD DIV. NO. | STATE | FEDERAL AID PROJECT NO. | FISCAL YEAR | SHEET NO. | TOTAL SHEETS |
|--------------------|-------|-------------------------|-------------|-----------|--------------|
| 1 | R.I. | | 2013 | 3 | 8 |

MAINTENANCE AND PROTECTION OF TRAFFIC NOTES:

1. ALL MAINTENANCE AND PROTECTION OF TRAFFIC CONTROL SETUPS, SIGNS, CHANNELIZING DEVICES, ETC., SHALL BE IN ACCORDANCE WITH THE MANUAL ON UNIFORM TRAFFIC CONTROL DEVICES, LATEST EDITION.
2. ALL SIGN MOUNTINGS FOR TEMPORARY AND CONSTRUCTION SIGNS SHALL BE IN ACCORDANCE WITH THE R.I.D.O.T. STANDARD SPECIFICATIONS, LATEST EDITION.
3. THE CONTRACTOR SHALL COVER ALL EXISTING AND/OR TEMPORARY SIGNS THAT ARE NOT RELEVANT TO THE TRAFFIC CONTROL REQUIRED DURING ANY PARTICULAR STAGE OF THE CONTRACT.
4. ADVANCE FLAGPERSON SIGNS (W20-7A) SHALL BE USED IN ADVANCE OF ANY POINT AT WHICH A FLAGPERSON OR A POLICE OFFICER HAS BEEN STATIONED TO CONTROL TRAFFIC. WHEN NEEDED, AN APPROPRIATE DISTANCE MESSAGE MAY BE DISPLAYED ON A SUPPLEMENTAL PLATE (24"x18") BELOW THE FLAGPERSON SYMBOL SIGN. THE SIGN SHALL BE PROMPTLY REMOVED OR COVERED WHENEVER THE FLAGPERSON IS NOT AT THE STATION.
5. POLICE OFFICERS (AND NOT FLAGPERSONS) SHALL BE UTILIZED WHEN WORK WILL IMPACT SIGNALIZED INTERSECTIONS AND LIMITED ACCESS HIGHWAYS.
6. POLYETHYLENE DRUMS SHALL BE UTILIZED AS A CHANNELIZING DEVICE WHEN A TRAFFIC CONTROL SET-UP IS TO REMAIN BEYOND WORKING HOURS WHEN NO WORKERS ARE PRESENT. CONES SHALL BE UTILIZED WHEN A TRAFFIC CONTROL SET-UP IS TO REMAIN ONLY DURING WORKING HOURS AND IS SUBSEQUENTLY BROKEN DOWN AT THE END OF THE WORKDAY.
7. ARROW PANELS SHALL BE SET IN THE FLASHING FOUR CORNERS CAUTION MODE UNLESS UTILIZED FOR A MERGING TAPER. ARROW PANELS SET IN THE FLASHING ARROW MODE SHALL NOT BE UTILIZED FOR LANE SHIFTS.
8. TEMPORARY CONSTRUCTION SIGNS AND OTHER WORKZONE TRAFFIC CONTROL DEVICES THAT ARE DAMAGED OR REQUIRE RELOCATION SHALL BE REPLACED AND / OR RELOCATED UNDER THE PAY ITEM FOR "MAINTENANCE AND MOVEMENT TRAFFIC PROTECTION."
9. THE PRIVATE VEHICLES OF CONSTRUCTION WORKERS SHALL NOT BE PARKED ON THE TRAVEL LANES OR SHOULDERS. THEY MAY BE PARKED WITHIN THE STATE RIGHT-OF-WAY ONLY IN AREAS 30' BEYOND THE OUTSIDE EDGE OF THE TRAVEL LANES AND/OR IN AREAS APPROVED BY THE ENGINEER.
10. TEMPORARY CONSTRUCTION SIGNS AND OTHER TEMPORARY TRAFFIC CONTROL DEVICES SHALL BE INSTALLED PRIOR TO THE START OF WORK IN ANY AREA OPEN TO TRAFFIC, AND SHALL BE REMOVED AS SOON AS PRACTICAL WHEN THEY ARE NO LONGER APPROPRIATE.
11. THE INTENDED VEHICLE PATHS THROUGH EACH WORK ZONE SHALL BE CLEARLY MARKED AT ALL TIMES. WATERBORNE PAVEMENT MARKINGS SHALL BE INSTALLED BEFORE THE END OF THE WORK SHIFT ON ALL COLD-PLANNED AND NEW ROADWAY SURFACES THAT WILL BE OPENED TO TRAFFIC AT THE END OF THE SHIFT.

THIS PLAN SHALL NOT BE ALTERED

HRS-004

| REVISIONS | | | RHODE ISLAND DEPARTMENT OF TRANSPORTATION | |
|-----------|------|----|--|--------------------------------|
| NO. | DATE | BY | HURRICANE SANDY REPAIRS TO POPPASQUASH BRIDGE 293 | |
| | | | BRISTOL, RHODE ISLAND | |
| | | | STANDARD NOTES - 2 | |
| | | | CHECKED BY | K.I. DATE _____ SCALE NO SCALE |

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