

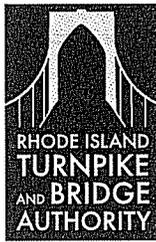
Rhode Island Turnpike and Bridge Authority

One East Shore Road | P.O. Box 437 | Jamestown, Rhode Island 02835-0437

NOTICE

(Posted June 5, 2015)

There will be a meeting of the Rhode Island Turnpike and Bridge Authority on Wednesday, June 10, 2015, 8:30 A.M., at the Authority's office in Jamestown.



Rhode Island Turnpike and Bridge Authority

One East Shore Road | P.O. Box 437 | Jamestown, Rhode Island 02835-0437

Agenda June 10, 2015 8:30 AM

1. Call to Order: Stephen C. Waluk, Chairman

2. Public Comments:

3. Approval: Minutes of the May 6, 2015 meeting

4. Approval: Pannone Lopes Devereaux & West LLC
Professional Services for the months of April & May 2015
\$6,404.75

5. Approval: Adler Pollock & Sheehan P.C.
Professional Services for the months of April & May 2015
\$3,553.69

6. Approval: Taft & McSally
Professional Services for the months of January – June 2015
\$8,032.50

7. Ratifications:

| Vendor | Contract | Amount Paid |
|----------------------|----------|-----------------------|
| Aetna Bridge Company | 11-1 | \$170,833.75 |
| Aetna Bridge Company | 11-1 | \$205,500.00 |
| Aetna Bridge Company | 11-1 | \$349,777.18 |
| Aetna Bridge Company | 11-1 | \$832,622.75 |
| Aetna Bridge Company | 14-12 | \$622,700.82 |
| Keville | 11-1 | \$23,911.59 |
| Keville | 11-1 | \$29,635.20 |
| Keville | 14-12 | \$23,957.00 |
| Keville | 14-12 | \$23,839.95 |
| CDM Smith | 14-12 | \$2,198.55 |
| PB Americas, Inc | 14-12 | \$11,241.45 |
| PB Americas, Inc | 11-1 | \$8,431.05 |
| Grand Total | | \$2,304,649.29 |

8. Discussion/Approval: Steel Repairs & Protective Coating – West Approach - Newport Pell Bridge

9. Discussion/Approval: 2015/2016 RITBA Budget Adoption

10. Discussion/Approval: RWU Lease of Property

11. Discussion/Approval: Award Public Information and Marketing Services

12. Discussion/Approval: Aspen A-62 (Snooper) Bridge Inspection Unit

13. Discussion/Approval: Issuance of Bonds for RIDOT Establishing the RI Bridge Replacement Reconstruction and Maintenance Fund

14. Discussion/Approval: Discretionary Pension Contribution

15. Discussion/Approval: Discover Newport – Volvo Ocean Race Request

16. Discussion/Approval: Construction Services for Piasecki Steel’s Main Cable Investigation: Keville/Construction Supervision & Amman & Whitney/Construction Oversight

17. Executive Director’s Report

- Meetings / Upcoming Events
- Staff Report
 - CFO Report
 - Director of Engineering Report
 - Operations, Safety & Security
 - E-ZPass
 - Maintenance
 - Technology

18. Executive Session

Pursuant to RI General Laws 42-46-5 (a) (2)
Potential Litigation
Litigation
Pursuant to RI General Laws 42-46-5(a) (3)
Security Matters

A meeting of the Rhode Island Turnpike and Bridge Authority was held on Wednesday, May 6, 2015, at the Authority's office in Jamestown.

The meeting was called to order at 8:43 A.M. by Chairman, Stephen C. Waluk

Members Present:

Stephen C. Waluk, Chairman

Darrell Waldron

Deborah Brayton

Richard S. Humphrey

Invited Guests:

Buddy Croft, Executive Director

Margaret Baker, CFO

Eric Offenber, Director of Engineering

Kathi O'Connor, Electronic Toll Collection Manager

James Romano, Chief of Maintenance

James Swanberg, Director of Operations, Safety & Security

Michael Bonsignore, Chief Technology Officer

Kathryn Coleman, Electronic Toll Collection Supervisor

William O'Gara, Legal Counsel

Item No. 2

Antone Viveiros of STOP questioned why there was no dollar amount in items 8, 11, 12. Steve Waluk said they will be addressed for each item, and more detailed information is available in the backup for each agenda item. Steve Waluk mentioned the median barrier completion and commended everyone for a job well done and the end result is a safer bridge.

Item No. 3

Motion by Darrell Waldron seconded by Deborah Brayton, passed unanimously to approve the minutes of April 8, 2015 meeting.

Item No. 4

Annual Election of Officers

Motion by Deborah Brayton to nominate Stephen C. Waluk as Chairman, seconded by Richard S. Humphrey.

Motion by Stephen C. Waluk to nominate Richard S. Humphrey as Vice Chair, seconded by Deborah Brayton.

Motion by Stephen C. Waluk to nominate Buddy Croft as Secretary, seconded by Darrell Waldron.

Motion by Stephen C. Waluk to nominate Margaret Baker as Treasurer, seconded by Deborah Brayton.

Item No. 5

Motion by Deborah Brayton, seconded by Darrell Waldron, passed unanimously to approve:

Pannone Lopes Devereaux & West LLC

Professional Services for the months of January, February, and March 2015

\$ 10,485.25

Item No. 6

Motion by Darrell Waldron, seconded by Deborah Brayton, passed unanimously to approve:

Adler Pollock & Sheehan

Professional Services for the month of January, February, and March 2015

\$ 27,889.99

Buddy Croft would like the record to show that Adler Pollock & Sheehan gave a 27% discount on representation.

Item No. 7

Motion by Darrell Waldron, seconded by Richard S. Humphrey, passed unanimously to ratify:

| | | |
|-------------------------|----------------|------------------------------|
| Aetna Bridge Company | Contract 11-1 | \$388,550.00 |
| Aetna Bridge Company | Contract 14-12 | 2,554,531.00 |
| Keville | Contract 11-1 | 5,789.93 |
| Keville | Contract 14-12 | 9,748.66 |
| PB Americas | Contract 11-1 | 14,161.43 |
| PB Americas | Contract 14-12 | 4,832.03 |
| PB Americas | Contract 15-8 | 21,167.68 |
| Ammann & Whitney | Contract 10-14 | 18,272.09 |
| Ammann & Whitney | Contract 10-14 | 25,275.73 |
| Cardno ATC | MH-Z301000053 | 830.00 |
| Northeast Collaborative | Contract 15-7 | 2,880.00 |
| | Total | <u>\$3,046,038.55</u> |

Item No. 8

Motion by Deborah Brayton, seconded by Darrell Waldron, passed unanimously, in the form of a resolution, a 1 Year Extension of Contract 13-1 (Ocean State Technology) Information Technology Advisory Service.

Item No. 9

Motion by Deborah Brayton, seconded by Darrell Waldron, passed unanimously to approve:
Option #2 for Disaster Recovery Plan and Offsite Development

Item No. 10

Motion by Deborah Brayton, seconded by Darrell Waldron, passed unanimously, in the form of a resolution, to approve the Separation Agreement with Duncan LES regarding Violation Processing. Richard S. Humphrey recused himself from this item as it was a topic involving Sakonnet River Bridge tolls and he did not know the full background.

Item No. 11

Motion by Darrell Waldron, seconded by Richard S. Humphrey, passed unanimously, in the form of a resolution, to approve the Solar PV & Emergency Power Project.

Item No. 12

Motion by Richard S. Humphrey, seconded by Darrell Waldron, passed unanimously, in the form of a resolution, to approve Buddy Croft as the Signatory Designee for the Solar Array Grant.

Item No. 13

Motion by Richard S. Humphrey, seconded by Deborah Brayton, passed unanimously, in the form of a resolution, to approve the Town of Jamestown Services.

Item No. 14

Executive Director's Report

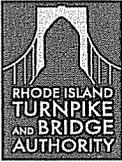
- Buddy would like to welcome Margaret Baker as the new CFO. The 4 Bridges Ride Bike Race was down 75 bikers, could be due to the bad winter, not enough time to train, and the changed date. We are excited for the Pell Bridge Run. RITBA may do another run but that is still in discussions. The Volvo Ocean Race is coming-concerned about possible traffic situations. Stephen C. Waluk mentioned the median barrier transition was not seamless but smooth. Stephen C. Waluk also mentioned that Buddy Croft was nominated to be the next President at IBTTA and will be sworn in September 2015. Buddy's position with IBTTA will benefit everyone at RITBA.
- Antone Viveiros made a public comment congratulating RITBA on the work completed on the Newport Pell Bridge regarding the Median Barrier and he was happy with what he heard this morning.

The Board suspended the regular board meeting to convene an Executive Session which was called to order at 9:06 A.M. in accordance with Rhode Island's Open Meeting Law, R.I.G.L. 42-26-5(a)(1), (2), (3) and (5) upon motion made by Darrell Waldron and seconded by Deborah Brayton. All Board members present voted aye.

There was no executive session.



Buddy Croft
Secretary



RHODE ISLAND Turnpike and Bridge Authority

Board Agenda Item Tracking System

| | | |
|--|---------------------------------------|--|
| AGENDA ITEM 4 | DATE PREPARED: June 3, 2015 | SUBJECT: PANNONE LOPES DEVEREAUX & WEST LLC |
| FOR THE MEETING OF: June 10, 2015 | | PREPARED BY: Buddy Croft |

SUMMARY DESCRIPTION:

The Authority has engaged Pannone Lopes Devereaux & West LLC to provide legal services. Submitted for the Board's consideration are the firm's invoices for the months of April and May 2015 in the amount of \$6,404.75.

Financial Effect : \$6,404.75 (support for \$1,202.50 in executive session)

Instructions: The individual named at the top of this page as "preparer" indicates in boxes below which individuals and departments are to review and approve this document and its corresponding support (if applicable) prior to distribution to Board members. Then, each individual places his or her initials and date in the appropriate space in evidence of their review.

| ROUTING | EXECUTIVE DIRECTOR | INITIALS | DATE | BOARD ACTION: |
|---------|--|------------|-----------------|--|
| √ | EXECUTIVE DIRECTOR <i>EARL J. CROFT III</i> | <i>efc</i> | <i>6/4/2015</i> | <p>TABLED: UNTIL _____</p> <p>DISCUSSED: <i>Action Taken:</i></p> <p>VOTE TAKEN: __ YES __ NO</p> <p>APPROVED: __ YES __ NO</p> <p>RATIFIED</p> |
| | FINANCE <i>NANCY E. PARRILLO</i> | | | |
| | ENGINEERING <i>ERIC OFFENBERG</i> | | | |
| | PLAZA OPERATIONS SAFETY & SECURITY <i>JIM SWANBERG</i> | | | |
| | ELECTRONIC TOLL COLLECTION DIRECTOR <i>KATHI O'CONNOR</i> | | | |
| | MAINTENANCE <i>JAMES ROMANO</i> | | | |
| | PROCUREMENT | | | |
| | | | | |

PANNONE LOPES DEVEREAUX & WEST LLC
COUNSELORS AT LAW

Rhode Island Turnpike & Bridge Authority
Attn: Earl Croft, III
1 East Shore Road
Jamestown, RI 02835

May 26, 2015

Invoice Number 24767
Federal Tax ID #11-3769678

RE: General

Client Number 356
Matter Number 790

| DATE | ATTY | DESCRIPTION | HOURS | RATE | AMOUNT |
|----------|------|--|-------|--------|----------|
| 2/Apr/15 | JNJ | Review PUC order re: decision on petition for declaratory judgement. | .10 | 200.00 | 20.00 ✓ |
| 3/Apr/15 | WEO | Telephone conference with B. Croft; review documents. | .40 | 200.00 | 80.00 ✓ |
| 7/Apr/15 | BAF | Attention to receipt and review of Board packet for April 8, 2015 meeting; preparation of draft Board resolutions 15-03 through 15-17. | 2.20 | 200.00 | 440.00 ✓ |
| 7/Apr/15 | BLR | Review Authority Board Packet; revise Board Resolutions. | 2.40 | 200.00 | 480.00 ✓ |
| 8/Apr/15 | BJL | Prepare for, travel to, and attend RITBA board meeting at RITBA's headquarters; confer w/ B. Croft re: various open issues; draft and revise | 2.30 | 200.00 | 460.00 ✓ |

317 IRON HORSE WAY, SUITE 301
PROVIDENCE, RHODE ISLAND 02908

PANNONE LOPES DEVEREAUX & WEST LLC
COUNSELORS AT LAW

WWW.PLDW.COM
T 401 824 5100 F 401 824 5123

PANNONE LOPES DEVEREAUX & WEST LLC
COUNSELORS AT LAW

Invoice # 24767

Page 2

May 26, 2015

| DATE | ATTY | DESCRIPTION | HOURS | RATE | AMOUNT |
|-----------|------|--|-------|--------|----------|
| | | resolutions in light of board meeting votes; correspond w/ J. Swanberg re: various issues. | | | |
| 8/Apr/15 | WEO | Lengthy telephone conference with B. Croft. | .20 | 200.00 | 40.00 ✓ |
| 9/Apr/15 | WEO | Telephone conference with B. Croft; review contract documents. | .70 | 200.00 | 140.00 ✓ |
| 13/Apr/15 | BJL | Prepare for and confer w/ J. Swanberg re: various issues (donation of equipment, drone regulations, and insurance/subrogation issue relating to accident on bridge); strategize approach and begin analysis of same. | .50 | 200.00 | 100.00 ✓ |
| 13/Apr/15 | WEO | Review materials related to contract dispute. | 1.50 | 200.00 | 300.00 ✓ |
| 14/Apr/15 | BJL | Correspond w/ J. Swanberg re: disposal of potentially surplus property; review RITBA enabling act and legislation relating to disposal of property; strategize approach/analysis in connection with same. | .40 | 200.00 | 80.00 ✓ |
| 14/Apr/15 | JNJ | TF C. Frias at PUC regarding pending bill for net changes to net metering statute; discussion re: same; TT E. Offenberg regarding same (Left | .30 | 200.00 | 60.00 ✓ |

PANNONE LOPES DEVEREAUX & WEST LLC
COUNSELORS AT LAW

Invoice # 24767

Page 3

May 26, 2015

| DATE | ATTY | DESCRIPTION | HOURS | RATE | AMOUNT |
|-----------|------|---|-------|--------|----------|
| | | voicemail). | | | |
| 14/Apr/15 | WEO | Meeting with B. Croft regarding contract issue; telephone conference with client regarding possible project labor agreement. | 1.80 | 200.00 | 360.00 ✓ |
| 15/Apr/15 | JNJ | Correspond and confer with Offenberg regarding Rep. Handy's question about pending bill regarding net metering. | .20 | 200.00 | 40.00 ✓ |
| 16/Apr/15 | BJL | Review and analyze legal issues relating to Unmanned Aerial Systems; strategize approach and response to inquiries. | 1.20 | 200.00 | 240.00 ✓ |
| 16/Apr/15 | BLR | Review and revise Letter Agreement made with respect to Master Service Agreement. | .60 | 200.00 | 120.00 ✓ |
| 16/Apr/15 | JNJ | Correspond to C. Frias regarding update on net metering bill; correspond and confer with E. Offenberg regarding same; notify PUC of withdrawal of bill. | .20 | 200.00 | 40.00 ✓ |
| 16/Apr/15 | WEO | Multiple telephone conferences with B. Croft; revise contract documents. | 1.50 | 200.00 | 300.00 ✓ |
| 17/Apr/15 | WEO | Multiple telephone conference with B. Croft regarding contract provisions; revise same; telephone conference | .90 | 200.00 | 180.00 ✓ |

317 IRON HORSE WAY, SUITE 301
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PANNONE LOPES DEVEREAUX & WEST LLC
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T 401 824 5100 F 401 824 5123

PANNONE LOPES DEVEREAUX & WEST LLC
COUNSELORS AT LAW

Invoice # 24767

Page 4

May 26, 2015

| DATE | ATTY | DESCRIPTION | HOURS | RATE | AMOUNT |
|-----------|------|--|-------|--------|----------|
| | | with K. O'Connor regarding same. | | | |
| 21/Apr/15 | WEO | Multiple telephone conferences with B. Croft regarding contract issues; attention to same. | 1.50 | 200.00 | 300.00 ✓ |
| 22/Apr/15 | BLR | Review redlines of Letter agreement re. Master Servicer Agreement; confer with W. O'Gara regarding same. | .60 | 200.00 | 120.00 ✓ |
| 22/Apr/15 | WEO | Multiple telephone conferences with B. Croft; revise LES agreement. | 1.20 | 200.00 | 240.00 ✓ |
| 28/Apr/15 | BJL | Confer with J. Swanberg regarding drone/compliance issues; review details regarding same. | .30 | 200.00 | 60.00 ✓ |
| 28/Apr/15 | WEO | Telephone conference with client regarding contract issue. | .20 | 200.00 | 40.00 ✓ |
| 29/Apr/15 | WEO | Telephone conference with client regarding contractor issue. | .20 | 200.00 | 40.00 ✓ |
| 4/May/15 | WEO | Telephone conference with B. Croft; telephone conference with board members. | .30 | 200.00 | 60.00 ✓ |
| 6/May/15 | WEO | Attend board meeting; telephone conference with client. | 2.90 | 200.00 | 580.00 ✓ |

PANNONE LOPES DEVEREAUX & WEST LLC
COUNSELORS AT LAW

Invoice # 24767

Page 5

May 26, 2015

| DATE | ATTY | DESCRIPTION | HOURS | RATE | AMOUNT |
|-----------|------|---|-------|--------|----------|
| 8/May/15 | WEO | Telephone conference with B. Croft; review contract document. | .50 | 200.00 | 100.00 ✓ |
| 13/May/15 | BJL | Confer w/ B. Croft regarding pending legislation; analyze issues and next steps regarding same and further research required with respect to retroactivity. | .50 | 200.00 | 100.00 ✓ |

Summary by Attorney

| Attorney | Staff Level | Hours | Rate | Amount |
|-----------------------|-------------|-------|--------|------------|
| William E. O'Gara | Partner | 13.80 | 200.00 | 2,760.00 |
| Brian J. Lamoureux | Partner | 5.20 | 200.00 | 1,040.00 |
| Benjamin L. Rackliffe | Associate | 3.60 | 200.00 | 720.00 |
| Jillian N. Jagling | Associate | .80 | 200.00 | 160.00 |
| Bernadette A. Ferra | Paralegal | 2.20 | 200.00 | 440.00 |
| Totals | | 25.60 | \$ | 5,120.00 ✓ |

DISBURSEMENTS

| | | | | |
|---------------------------|-------------------|-------|----|------------|
| 11/Mar/15 | Telephone Expense | 6.54 | | |
| 1/May/15 | Postage | .96 | | |
| 5/May/15 | Photocopies | 5.75 | | |
| 7/May/15 | Travel | 69.00 | | |
| Totals | | | \$ | 82.25 ✓ |
| Total Fee & Disbursements | | | \$ | 5,202.25 ✓ |



RHODE ISLAND Turnpike and Bridge Authority

Board Agenda Item Tracking System

| | | |
|---|---------------------------------------|--|
| AGENDA ITEM 5 | DATE PREPARED: June 3, 2015 | SUBJECT: ADLER POLLOCK & SHEEHAN P.C. |
| FOR THE MEETING OF: June 10, 2015 | | PREPARED BY: BUDDY CROFT |

SUMMARY DESCRIPTION:

The Authority has engaged Adler Pollock & Sheehan P.C. to provide legal services. Submitted for the Board's consideration are the firm's invoices for the months of April and May 2015 in the amount of \$3,553.69.

Financial Effect : \$3,553.69 (support for \$3,458.07 in executive session)

Instructions: The individual named at the top of this page as "preparer" indicates in boxes below which individuals and departments are to review and approve this document and its corresponding support (if applicable) prior to distribution to Board members. Then, each individual places his or her initials and date in the appropriate space in evidence of their review.

| ROUTING | EXECUTIVE DIRECTOR <i>EARL J. CROFT III</i> | INITIALS | DATE | BOARD ACTION: |
|---------|--|------------|-----------------|--|
| √ | | <i>ejc</i> | <i>6/4/2015</i> | <p>___ TABLED: UNTIL _____</p> <p>___ DISCUSSED: <i>Action Taken:</i></p> <p style="text-align: right;">VOTE TAKEN: __ YES __ NO</p> <p style="text-align: right;">APPROVED: __ YES __ NO</p> <p>___ RATIFIED</p> |
| | FINANCE <i>MAGGIE BAKER</i> | | | |
| | ENGINEERING <i>ERIC OFFENBERG</i> | | | |
| | PLAZA OPERATIONS SAFETY & SECURITY <i>JIM SWANBERG</i> | | | |
| | DIRECTOR OF ELECTRONIC TOLLING <i>KATHI O'CONNOR</i> | | | |
| | MAINTENANCE <i>JAMES ROMANO</i> | | | |
| | INFORMATION TECHNOLOGY <i>MICHAEL BONSIGNORE</i> | | | |
| | | | | |

ADLER POLLOCK & SHEEHAN P.C.

Adler Pollock & Sheehan P.C.
 One Citizens Plaza, 8th Floor
 Providence, RI 02903-1345
 Telephone (401) 274-7200
 Fax (401) 751-0604

175 Federal Street
 Boston, MA 02110
 Telephone (617) 482-0699
 Fax (617) 482-0604

EI # 05-0343749

RECEIVED MAY 18 2015



RI Turnpike & Bridge Authority
 Buddy Croft, Executive Director
 One East Shore Road
 P.O. Box 437
 Jamestown, RI 02835

Invoice Date: May 15, 2015
 Invoice Number: 445065
 Client Number: 401647

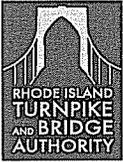
For Professional Services Rendered:

007 - General Employment Matters

| Date | Timekeeper | Description | Hours | Value |
|-----------------------------|---------------|---|-------|--------------|
| 03/31/15 | Silveira, L C | Reviewed and responded to electronic correspondence regarding potential re-hiring of former employee who accepted 2012 reduction-in-force offer; Electronic correspondence to Mr. B. Croft regarding hiring issues. | 0.35 | \$ 87.50 ✓ |
| 04/30/15 | Silveira, L C | Telephone calls from and to CFO M. Baker re wage and hour issues and eligibility for participation in group health plan. | 0.10 | 25.00 |
| Subtotal | | | 0.45 | \$ 112.50 ✓ |
| Less Discount | | | | (\$ 16.88) ✓ |
| Total Professional Services | | | 0.45 | \$ 95.62 ✓ |

| Timekeeper Summary | Hours | Rate | Total |
|-----------------------------|-------|--------|-----------|
| Silveira, L C | 0.45 | \$ 250 | \$ 112.50 |
| Total Professional Services | 0.45 | | \$ 112.50 |

| Acct. No. | Amount |
|--------------|--------|
| 10-50210-100 | 95.62 |



RHODE ISLAND Turnpike and Bridge Authority

Board Agenda Item Tracking System

| | | |
|--|---------------------------------------|--|
| AGENDA ITEM <div style="text-align: center; font-size: 2em;">6</div> | DATE PREPARED: June 5, 2015 | SUBJECT: TAFT & MCSALLY LLP |
| FOR THE MEETING OF: June 10, 2015 | | PREPARED BY: Buddy Croft |

SUMMARY DESCRIPTION:

The Authority has engaged Taft & McSally LLP to provide legal services. Submitted for the Board's consideration are the firm's invoices for the months of January - June 2015 in the amount of \$8,032.50.

Financial Effect : \$8,032.50

Instructions: The individual named at the top of this page as "preparer" indicates in boxes below which individuals and departments are to review and approve this document and its corresponding support (if applicable) prior to distribution to Board members. Then, each individual places his or her initials and date in the appropriate space in evidence of their review.

| ROUTING | INITIALS | DATE | BOARD ACTION: |
|---------|--|--------|--|
| √ | <i>EJC</i> | 6/5/15 | TABLED: UNTIL _____ DISCUSSED: <i>Action Taken:</i> VOTE TAKEN: __ YES __ NO APPROVED: __ YES __ NO RATIFIED |
| | EXECUTIVE DIRECTOR <i>EARL J. CROFT III</i> | | |
| | FINANCE <i>NANCY E. PARRILLO</i> | | |
| | ENGINEERING <i>ERIC OFFENBERG</i> | | |
| | PLAZA OPERATIONS SAFETY & SECURITY <i>JIM SWANBERG</i> | | |
| | ELECTRONIC TOLL COLLECTION DIRECTOR <i>KATHI O'CONNOR</i> | | |
| | MAINTENANCE <i>JAMES ROMANO</i> | | |
| | PROCUREMENT | | |

TAFT & McSALLY LLP
ATTORNEYS AT LAW

21 GARDEN CITY DRIVE
CRANSTON, RI 02920-5703

Tel. No. (401) 946-3800
Fax No. (401) 943-8859
www.taftmcsally.com
E-mail: taftmcsally@taftmcsally.com

RI Turnpike & Bridge Authority
Earl J. Croft, III, Executive Director
1 East Shore Road
Jamestown, RI 02835

PAGE 1
BILLING DATE: 06/04/15
ACCT NO.: RDM-15-1033

RE: 2015 Legislation

| DATE | PROFESSIONAL SERVICES RENDERED | INDIV | TIME | AMOUNT |
|----------|---|-------|------|--------|
| 01/23/15 | Participate in conference call regarding Kushner Legislation. | RDM | 0.40 | |
| 01/23/15 | Conference. | DHF | 0.50 | |
| 01/26/15 | E-mail to from Earl J. Croft; e-mail FSW; work on Kushner Resolution, etc. | DHF | 1.20 | |
| 01/28/15 | Revise Kirshner and amending legislation. | DHF | 0.40 | |
| 01/28/15 | Telephone call from Ed Stull. | DHF | 0.50 | |
| 01/28/15 | E-mail to/from Ed Stull; reply. | DHF | 0.20 | |
| 01/29/15 | E-mail to/from Earl J. Croft, Nancy Parrillo; review project list. | DHF | 0.10 | |
| 01/30/15 | E-mail to/from M. Gurghigian; work on Kuser. | DHF | 0.30 | |
| 01/31/15 | E-mail to/from M. Gurghigian regarding Kushner; reply. | DHF | 0.10 | |
| 02/04/15 | E-mail to/from M. Gurghigian and Earl J. Croft, III; work on and finalize Kuser resolution. | DHF | 1.50 | |
| 02/24/15 | E-mail to/from Nancy Parillo; review RITBA State Disclosure. | DHF | 0.50 | |
| 02/25/15 | Conference with Nancy Parrillo and Maureen Gurghigian regarding residuary fund; review indenture and e-mail. | DHF | 0.80 | |
| 02/25/15 | Conference with Maureen Gurghigian, Nancy Parrillo and Robert D. Murray, Esq. regarding State Disclosure; prepare revision. | DHF | 1.20 | |
| 03/22/15 | E-mail to/from F/A regarding 15 bp fee. | DHF | 0.10 | |
| 03/25/15 | Review draft Kushner bill; telephone conference with E. Croft. | RDM | 0.30 | |
| 03/26/15 | E-mail to/from E.J. Croft; review Kushner; reply. | DHF | 0.50 | |
| 03/27/15 | E-mail to/from F.J. Croft regarding Kushner. | DHF | 0.30 | |

RI Turnpike & Bridge Authority
Earl J. Croft, III, Executive Director
1 East Shore Road
Jamestown, RI 02835

PAGE 2
BILLING DATE: 06/04/15
ACC'T NO.: RDM-15-1033

| | | | |
|----------|--|-----|------|
| 03/27/15 | E-mail to/from Nancy Parrillo regarding draws; review file. | DHF | 0.20 |
| 04/01/15 | Discuss revised resolution with E. Croft. | RDM | 0.20 |
| 04/01/15 | Review state pledge language in statutes; review revised resolution. | RDM | 0.30 |
| 04/01/15 | Telephone call from F/A; review statutes; e-mail F/A; e-mails. | DHF | 0.90 |
| 04/15/15 | Telephone call from Earl J. Croft. | DHF | 0.10 |
| 04/15/15 | E-mail from F/A; prepare 2015 draws. | DHF | 0.50 |
| 04/16/15 | Telephone conferences with Joseph Branco BAML regarding draws. | DHF | 0.50 |
| 04/17/15 | Revise requests for loans. | DHF | 0.50 |
| 04/22/15 | E-mail to/from Bank of America; revise draw letter. | DHF | 0.30 |
| 05/05/15 | Work on legislation and prepare for hearing. | DHF | 1.50 |
| 05/05/15 | E-mail to/from Earl J. Croft and P. Forbes. | DHF | 0.30 |
| 05/05/15 | Review changes to Kushner legislation; review talking points. | RDM | 0.50 |
| 05/06/15 | Telephone call from Fred Marzilli. | DHF | 0.10 |
| 05/07/15 | Telephone call from Fred Marzilli; e-mails; work on explanation of S543. | DHF | 0.70 |
| 05/07/15 | Review S-543 language. | RDM | 0.20 |
| 05/08/15 | E-mail Legislative Counsel P. Forbes; conference with RDM. | DHF | 0.30 |
| 05/12/15 | E-mails from Earl J. Croft; e-mails to Legislative Counsel; review House Bill; meeting with Earl J. Croft; review Senate Sub-As. | DHF | 1.50 |
| 05/12/15 | Review loan agreement and note; reply. | DHF | 0.30 |
| 05/13/15 | Telephone conference with E. Croft; review house bill and calender. | RDM | 0.30 |
| 05/15/15 | E-mail to/from Earl J. Croft; review Sub-A bills. | DHF | 0.30 |
| 05/15/15 | E-mail to/from Earl J. Croft; review Senate Sub-A bills. | DHF | 0.50 |

RI Turnpike & Bridge Authority
Earl J. Croft, III, Executive Director
1 East Shore Road
Jamestown, RI 02835

PAGE 3
BILLING DATE: 06/04/15
ACCT NO.: RDM-15-1033

| | | | |
|----------|--|-----|------|
| 05/22/15 | Conference with RDM: review statute. | DHF | 0.50 |
| 05/22/15 | Telephone conference with E. Croft; review statute regarding powers of authority. | RDM | 0.40 |
| 05/27/15 | Telephone conference with M. Gurghigian and Tom Mullaney; work on revised language of statute. | RDM | 1.00 |
| 05/27/15 | Review statute on bridge tolls; telephone conference with Tom Mullaney. | DHF | 0.80 |
| 05/28/15 | Participate in conference call with RIDOT group. | RDM | 1.70 |
| 05/28/15 | Conference call with E. Croft and RIDOT lawyers. | DHF | 1.70 |
| 05/28/15 | Telephone conference with Norm Benoit. | RDM | 0.20 |
| 05/29/15 | Prepare changes to statute; telephone conference with R. Murray. | DHF | 0.90 |
| 05/29/15 | Participate in conference call. | RDM | 1.50 |
| 05/29/15 | Revise language; email to John Igliazzi. | RDM | 1.00 |
| 06/01/15 | Review E. Petersen email; telephone conference with N. Benoit and M. Gurghigian; email to J. Igliazzi. | RDM | 0.80 |
| 06/01/15 | Telephone conference with N. Benoit, M. Gurghigian; review E. Petersen email. | RDM | 0.50 |
| 06/01/15 | Miscellaneous telephone conferences with E. Croft; review latest version of bill. | RDM | 0.80 |
| 06/01/15 | Emails with Tom Mullaney. | RDM | 0.30 |
| 06/01/15 | Review version 26 and E. Petersen email. | DHF | 0.50 |
| 06/02/15 | Miscellaneous telephone conferences with E. Croft; review J. Igliazzi email and version 26 of bill and version 28; miscellaneous telephone conferences with parties. | RDM | 1.50 |
| 06/03/15 | Participate in conference call; emails with N. Benoit. | RDM | 1.00 |
| 06/03/15 | Revise statute; emails with J. Igliazzi. | RDM | 0.50 |
| 06/04/15 | Participate in conference call; review RITBA setting tolls issue; telephone conference with E. Croft. | RDM | 1.20 |

RI Turnpike & Bridge Authority
Earl J. Croft, III, Executive Director
1 East Shore Road
Jamestown, RI 02835

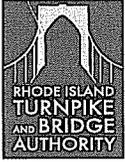
PAGE 4
BILLING DATE: 06/04/15
ACCT NO.: RDM-15-1033

Total of New Services:

35.70 8,032.50

ACCOUNT SUMMARY

| | |
|-------------------------|-------------------|
| PREVIOUS BALANCE: | \$0.00 |
| NEW SERVICES: | \$8,032.50 |
| NEW EXPENSES: | \$0.00 |
| NEW PAYMENTS: | \$0.00 |
| TOT. CURRENT PERIOD: | \$8,032.50 |
| CURRENT BALANCE: | \$8,032.50 |



RHODE ISLAND Turnpike and Bridge Authority

Board Agenda Item Tracking System

| | | |
|---|---------------------------------------|----------------------------------|
| AGENDA ITEM 7 | DATE PREPARED: June 3, 2015 | SUBJECT: RATIFICATIONS |
| FOR THE MEETING OF: June 10 2015 | | PREPARED BY: MAGGIE BAKER |

SUMMARY DESCRIPTION:

Request the Board's approval on the following ratifications:

| Vendor | Contract | Amount Paid |
|----------------------|----------|-----------------------|
| Aetna Bridge Company | 11-1 | \$170,833.75 |
| Aetna Bridge Company | 11-1 | \$205,500.00 |
| Aetna Bridge Company | 11-1 | \$349,777.18 |
| Aetna Bridge Company | 11-1 | \$832,622.75 |
| Aetna Bridge Company | 14-12 | \$622,700.82 |
| Keville | 11-1 | \$23,911.59 |
| Keville | 11-1 | \$29,635.20 |
| Keville | 14-12 | \$23,957.00 |
| Keville | 14-12 | \$23,839.95 |
| CDM Smith | 14-12 | \$2,198.55 |
| PB Americas, Inc | 14-12 | \$11,241.45 |
| PB Americas, Inc | 11-1 | \$8,431.05 |
| Grand Total | | \$2,304,649.29 |

Financial Effect : \$2,304,649.29

Instructions: The individual named at the top of this page as "preparer" indicates in boxes below which individuals and departments are to review and approve this document and its corresponding support (if applicable) prior to distribution to Board members. Then, each individual places his or her initials and date in the appropriate space in evidence of their review.

| ROUTING | INITIALS | DATE | BOARD ACTION: |
|--|-----------|---------------|---|
| EXECUTIVE DIRECTOR <i>EARL J. CROFT III</i> | | | <p><input type="checkbox"/> TABLED: UNTIL _____</p> <p><input type="checkbox"/> DISCUSSED: <i>Action Taken:</i></p> <p>VOTE TAKEN: <input type="checkbox"/> YES <input type="checkbox"/> NO</p> <p>APPROVED: <input type="checkbox"/> YES <input type="checkbox"/> NO</p> <p><input type="checkbox"/> RATIFIED</p> |
| <input checked="" type="checkbox"/> FINANCE <i>MAGGIE BAKER</i> | <i>MB</i> | <i>6/3/15</i> | |
| ENGINEERING <i>ERIC OFFENBERG</i> | | | |
| PLAZA OPERATIONS SAFETY & SECURITY <i>JIM SWANBERG</i> | | | |
| DIRECTOR OF ELECTRONIC TOLLING <i>KATHI O'CONNOR</i> | | | |
| MAINTENANCE <i>JAMES ROMANO</i> | | | |
| INFORMATION TECHNOLOGY <i>MICHAEL BONSIGNORE</i> | | | |
| | | | |
| | | | |
| | | | |

**REQUISITION FOR SERIES 2014A
REQUISITION NO. 3**

RE: \$30,000,000 Rhode Island Turnpike and Bridge Authority
Revenue Bond Anticipation Notes, Series 2014A

TO: Bank of New York Mellon Trust Company, N.A, as trustee (the "Trustee") under the
Indenture of Trust between the Rhode Island Turnpike and Bridge Authority and the
Trustee dated as November 1, 2014

This Requisition is made pursuant to Section 5.05 of the above indenture

The Trustee is directed to pay sums out of the Construction Account of the Construction
Fund entitled Series 2014 Construction Account

| <u>PAYEE</u> | <u>PURPOSE OF PAYMENT</u> | <u>AMOUNT</u> |
|----------------------|-----------------------------|---------------------|
| Aetna Bridge Company | Construction Contract 14-12 | \$622,700.82 |
| | Construction Contract 11-1 | \$170,833.75 |
| | Construction Contract 11-1 | \$205,500.00 |
| | | <u>\$999,034.57</u> |

| | |
|------------------------|-----------------------------|
| Via Fed Wire: | Bank Of America |
| Routing Number: | 026 009 593 |
| Acct Number: | 9365207750 |
| Acct Name: | Aetna Bridge Company |

The undersigned hereby certifies that (a) the items for which payment is sought are Construction Costs (as defined in the Master Indenture) and are proper charges against the Construction Fund for which no prior payment or reimbursement has been sought from the proceeds of Notes or any other Notes of the Issuer; (b) no Event of Default (as defined in the Master Indenture) has occurred or is continuing or will occur as a result of payment pursuant to this Requisition; (c) the items requested and the amounts requested, considered with the projects and amounts provided pursuant to any previous requisition, are within the limits set forth for the Projects in the Program Act; and (d) the undersigned is an Authorized Issuer Representative (as defined in the Master Indenture) and is authorized to execute and deliver this Requisition on behalf of the Authority.

RHODE ISLAND TURNPIKE AND BRIDGE AUTHORITY

By: *Margaret A. Baker*
Authorized Issue Representative

Bans 14 20-18081-200

APPLICATION AND CERTIFICATE FOR PAYMENT

AIA DOCUMENT G702 (Instructions on reverse side)

TO OWNER: Rhode Island Turnpike and Bridge Authority PROJECT: Steel/Protective Coatings Newport Bridge
 FROM CONTRACTOR: Aetna Bridge Company, 39 Locustwood Street, Pawtucket, RI 02860

APPLICATION NO.: 29
 PERIOD TO: 4/18/2015
 PROJECT NOS.: 11-1
 DISTRIBUTION: Parsons Brinckerhoff, Aetna Bridge Co., Job File, R McGinn



Aetna Bridge Company, 39 Locustwood Street, Pawtucket, RI 02860

CONTRACTOR'S APPLICATION FOR PAYMENT

Application is made for payment, as shown below, in connection with the Contract. Continuation Sheet, is attached.

- 1. ORIGINAL CONTRACT SUM \$ 39,215,400.00
- 2. Net change by Change Orders \$
- 3. CONTRACT SUM TO DATE (Line 1+-2&2a) \$ 39,215,400.00
- 4. TOTAL COMPLETED & STORED TO DATE \$ 21,246,338.28
 (Column G on G703)
- 5. RETAINAGE:
 a. 5 % of Completed Work \$ 1,062,316.91
 (Columns D + E on G703)
 b. _____ % of Stored Material \$ _____
 (Column F on G703)
 Total Retainage (Line 5a + 5b or Total in Column I of G703) \$ 1,062,316.91
- 6. TOTAL EARNED LESS RETAINAGE \$ 20,184,021.36
 (Line 4 less Line 5 Total)
- 7. LESS PREVIOUS CERTIFICATES FOR PAYMENT (Line 6 from prior Certificate) \$ 20,013,187.61
- 8. CURRENT PAYMENT DUE \$ 170,833.75
- 9. BALANCE TO FINISH, INCLUDING RETAINAGE (Line 3 less Line 6)

| CHANGE ORDER SUMMARY | ADDITIONS | DEDUCTIONS |
|--|-----------|------------|
| Total changes approved in previous months by Owner | - | - |
| Total approved this Month | - | - |
| TOTALS | - | - |
| NET CHANGES by Change Order | - | - |

AIA DOCUMENT G702 - APPLICATION AND CERTIFICATE FOR PAYMENT - 1992 EDITION - AIA - 1992 - THE AMERICAN INSTITUTE OF ARCHITECTS, 1735 NEW YORK AVENUE, N.W., WASHINGTON, D.C. 20005-5202 - WARNING: Unlicensed photocopying violates U.S. copyright law and will subject the violator to legal prosecution.

The undersigned Contractor certifies that to the best of the Contractor's knowledge, information and belief the Work covered by this Application for Payment has been completed in accordance with the Contract Documents, that all amounts have been paid by the Contractor for Work for which previous Certificates for Payment were issued and payments received from the Owner, and that current payments shown herein is now due.

CONTRACTOR: Jeffrey Bostock - VP Construction
 By: [Signature] Date: April 20, 2015
 State of: RHODE ISLAND
 County of: PROVIDENCE
 Subscribed and sworn to before me on: 20 day of: April 2015
 Notary Public: [Signature] Robert K. Barber
 My Commission Expires: 6/1/2018

ARCHITECT'S CERTIFICATE FOR PAYMENT
 In accordance with the Contract Documents, base on on-site observation and the data comprising this application, the Architect certifies to the Owner that to the best of the Architect's knowledge, information and belief the Work has progressed as indicated, the quality of the Work is in accordance with the Contract Documents, and the Contractor is entitled to payment of the AMOUNT CERTIFIED. OK David P. Sturman 4/20/15
 AMOUNT CERTIFIED..... \$ 170,833.75
 (Attached explanation if amount certified differs from the amount applied for. Initial all figures on this Application and on the Continuation Sheet that are changed to conform to the amount certified.)

ARCHITECT: [Signature] Date: 5/5/15
 This certificate is not negotiable. The AMOUNT CERTIFIED is payable only to the Contractor named herein. Issuance, payment and acceptance of payment are without prejudice to any rights of the Owner or Contractor under this Contract.



TO: FANSONS BRINCKERHOFF QUADE & DOUGLAS
 ONE PENN PLAZA
 NEW YORK, NY 10119

Project Name : Steel/Protective Coatings
 State Job # : 11-1
 Project Owner : Rhode Island Turnpike & Bridge Authority

Newport Bridge

Application # : 29
 Application Date : 4/20/2015
 Work completed thru : 4/18/2015

| ITEM | DESCRIPTION | QUANTITY | U/M | QTY TO-DATE | PREVIOUS | QTY THIS PAY | UNIT PRICE | TOTAL | DOLLARS TO-DATE | DOLLARS THIS PAY | % COMPLETE | |
|----------------|---------------------------------|----------|-----|--------------|--------------|--------------|---------------|---------------|-----------------|------------------|------------|-------|
| 1 | *PERFORMANCE BOND | 1.00 | LS | 0.942260 | 0.942260 | | 100,000.00 | 100,000.00 | 94,226.00 | - | 94.23 | |
| 2 | *PAYMENT BOND | 1.00 | LS | 0.942260 | 0.942260 | | 100,000.00 | 100,000.00 | 94,226.00 | - | 94.23 | |
| 3 | *GIRD SP-END WEB&BEAR'G STIFF | 22.00 | EA | 22.000000 | 22.000000 | | 11,000.00 | 242,000.00 | 242,000.00 | - | 100.00 | |
| 4 | *G&T SPAN STRING END CONN REP | 60.00 | EA | 53.000000 | 53.000000 | | 6,000.00 | 360,000.00 | 318,000.00 | - | 88.33 | |
| 5 | *G&T SPAN-FB LOWER WEB REP-B'S | 120.00 | LF | 91.000000 | 91.000000 | | 800.00 | 98,000.00 | 72,800.00 | - | 75.03 | |
| 6 | *G&T SPAN-FLRBM LOW WEB REP-S'S | 17.00 | LF | 1.536530000 | 1.536530000 | | 700.00 | 1,190,000.00 | 1,075,571.00 | - | 90.38 | |
| 7 | *TRUSS SPAN-FLRBM CONNECT-REP | 6.00 | EA | 3.000000 | 3.000000 | | 11,000.00 | 66,000.00 | 33,000.00 | - | 50.00 | |
| 8 | *R&R SWAY BRACE T-A BRACKET/TC | 14.00 | EA | 12.000000 | 12.000000 | | 4,000.00 | 56,000.00 | 48,000.00 | - | 85.71 | |
| 9 | *R&R SWAY BRACE T-A BRACKET/B/C | 5.00 | EA | 5.000000 | 0.000000 | | 6,100.00 | 30,500.00 | 30,500.00 | - | 100.00 | |
| 10 | *R&R SWAY BRACE T-BT-C BRK/BC | 0.00 | EA | - | 0.000000 | | 6,500.00 | - | - | - | #DIV/0! | |
| 11 | *R&R SWAY BRACE T-BT-C BRK/BC | 0.00 | EA | - | 0.000000 | | 6,000.00 | - | - | - | 100.00 | |
| 12 | *R&R SWAY DIAG MEM FLAT-A SB | 1.00 | EA | 1.000000 | 1.000000 | | 800.00 | 800.00 | 126,656.80 | - | 93.13 | |
| 13 | *R&R SWAY DIAG MEM FLAT-A SB | 170.00 | LF | 168.321000 | 168.321000 | | 11,500.00 | - | - | - | #DIV/0! | |
| 14 | *R&R SDM FLT-B/C@CONT S-SB | 0.00 | EA | - | 0.000000 | | 14,000.00 | - | - | - | - | |
| 15 | *R&R SDM FLT-B/C@CONT SPAN | 1.00 | EA | 0.000000 | 0.000000 | | 1,000.00 | 28,000.00 | 10,434.00 | - | 37.26 | |
| 16 | *R&R SDM FLT-B/C SWAY BRACE | 28.00 | LF | 10.434000 | 10.434000 | | 6,500.00 | 117,000.00 | 117,000.00 | - | 100.00 | |
| 17 | *R&R TC LB G-PLATE/REP FB WEB | 18.00 | EA | 18.000000 | 18.000000 | | 374.00 | 6,732.00 | 6,732.00 | - | 94.91 | |
| 18 | *TRUSS SP-REP UPPER LB | 230.00 | LF | 210.296000 | 210.296000 | | 4,200.00 | 906,000.00 | 79,800.00 | - | 82.61 | |
| 19 | *TRUSS SP-R&R UP LB@SPALICE BRC | 23.00 | EA | 19.000000 | 19.000000 | | 5,700.00 | 28,500.00 | 28,500.00 | - | 100.00 | |
| 20 | *TRUSS SP-R&R/VERT SUPP | 5.00 | EA | 5.000000 | 5.000000 | | 1,225.00 | 6,125.00 | 6,125.00 | - | 90.00 | |
| 21 | *TRUSS SP-REP LOW LB-T/SECT | 80.00 | LF | 72.000000 | 72.000000 | | 325.00 | 26,000.00 | 26,000.00 | - | 90.00 | |
| 22 | *TRUSS SP-REP LOW LB-T/SECT | 0.00 | LF | - | 0.000000 | | 460.00 | - | - | - | #DIV/0! | |
| 23 | *TRUSS SP-R&R LOW LB-BEAM SECT | 0.00 | EA | - | 0.000000 | | 6,900.00 | - | - | - | #DIV/0! | |
| 24 | *TRUSS SP-R&R LOW LB-T/SECT | 0.00 | EA | - | 0.000000 | | 7,200.00 | - | - | - | #DIV/0! | |
| 25 | *TRUSS SP-R&R LOW LB-BEAM SECT | 92.00 | EA | 52.000000 | 52.000000 | | 3,800.00 | 331,200.00 | 187,200.00 | - | 56.52 | |
| 26 | *STL REP-TR VMEM LOW CNCT R-FIT | 18000.00 | EA | 9,941.000000 | 9,941.000000 | | 40.00 | 720,000.00 | 397,640.00 | - | 55.23 | |
| 27 | *R&R HIGH STRENGTH II BOLTS | 12000.00 | LF | 6,281.210000 | 6,281.210000 | | 10.00 | 120,000.00 | 62,812.10 | - | 52.34 | |
| 28 | HAUNCH REMOVAL | 1.00 | LS | 0.541768 | 0.541768 | | 20,400,000.00 | 20,400,000.00 | 11,052,097.20 | 173,300.00 | 54.18 | |
| 29 | *TRUSS SP-PROT COAT R&R | 1.00 | LS | 0.345245 | 0.345245 | | 7,000,000.00 | 7,000,000.00 | 2,416,715.00 | - | 34.52 | |
| 30 | *GIRDER SP-PROT COAT R&R | 1.00 | LS | - | 0.000000 | | 2,500,000.00 | - | - | - | - | |
| 31 | PS BEAM SP BR RAIL-P.COAT R&R | 1.00 | LS | - | 0.000000 | | 150,000.00 | - | - | - | - | |
| 32 | SIGN STR-PROT COAT R&R | 1.00 | LS | 0.541768 | 0.541768 | | 50,000.00 | 50,000.00 | 27,088.40 | 425.00 | 54.18 | |
| 33 | TRUSS SP-PERSON&ENVIRON PROT | 1.00 | LS | 0.345245 | 0.345245 | | 50,000.00 | 50,000.00 | 17,262.25 | - | 34.52 | |
| 34 | GIRDER SP-PERSON&ENVIRON PROT | 1.00 | LS | - | 0.000000 | | 10,000.00 | - | - | - | - | |
| 35 | PS BEAM SP BR RAIL-P2&E PROT | 1.00 | LS | - | 0.000000 | | 10,000.00 | - | - | - | - | |
| 36 | SIGN STRUCT-PERSON&ENVIR PROT | 39.00 | MO | 25.000000 | 21.000000 | | 1,500.00 | 58,500.00 | 37,500.00 | 6,000.00 | 64.10 | |
| 37 | *RE FIELD OFFICE | 1.00 | LS | 0.900000 | 0.900000 | | 4,130,000.00 | 4,130,000.00 | 3,717,000.00 | - | 90.00 | |
| 38 | MOBILIZATION | 0.00 | LB | - | 0.000000 | | 40.00 | - | - | - | #DIV/0! | |
| 39 | *STL REFS MISC-STIFF ANGLE | 500.00 | LB | 1,680.400000 | 1,680.400000 | | 30.00 | 15,000.00 | 50,412.00 | - | 336.08 | |
| 40 | *STL REFS MISC-WEB REP PLATE | 3000.00 | LB | 2,375.600000 | 2,375.60 | | 6.50 | 19,500.00 | 15,447.00 | - | 79.22 | |
| 41 | *STL REFS MISC-FLANGE PLATES | 1.00 | LS | 1,000,000.00 | 1,000,000.00 | | 800,350.00 | 800,350.00 | 710,410.63 | - | 89.76 | |
| 42 | MISC STRUCTURAL REPAIRS | 1.00 | LS | 0.89763057 | 0.89763057 | | 43,474.95 | 43,474.95 | 43,474.95 | - | 100.00 | |
| TOTAL INVOICE: | | | | | | | | | | | 54.18 | |
| | | | | | | | | | 39,215,400.00 | 21,246,338.28 | 179,825.00 | 54.18 |

Ret 5%
 \$ 8,910,125

| CONT ITEM | DESCRIPTION | QUANTITY | U/M | QTY TO-DATE | PREVIOUS | QTY THIS PAY | UNIT PRICE | TOTAL | DOLLARS TO-DATE | DOLLARS THIS PAY | % COMPLETE |
|-----------|-------------------------------|----------|-----|--------------|----------|--------------|------------|-----------|-----------------|------------------|------------|
| 3012-602 | RECAP FOR ITEM 42 | 1.00 | LS | 1,000,000.00 | 1.00 | | 10,429.00 | 10,429.00 | 10,429.00 | - | 100.00 |
| 3012-603 | R&R Gussets @ Chevron Bracing | 94.00 | EA | 94.000000 | 94.00 | | 627.32 | 59,068.00 | 59,068.00 | - | 100.00 |
| 3012-604 | R&R Cant Bracket Beg Plate | 1.00 | LS | 1,000,000.00 | 1.00 | | 80,506.10 | 80,506.10 | 80,506.10 | - | 100.00 |
| 3012-604 | Expansion Joint Pier 10E | 1.00 | LS | 1,000,000.00 | 1.00 | | 43,474.95 | 43,474.95 | 43,474.95 | - | 100.00 |



TO: PARSONS BRINCKERHOFF QUADE & DOUGLAS
ONE PEEN PLAZA
NEW YORK, NY 10119

Project Name : Steel/Protective Coatings
State Job #: 11-1
Project Owner : Newport Bridge
Rhode Island Turnpike & Bridge Authority

Application #: 29
Application date: 4/20/2015
Work Completed thru: 4/18/2015

| ITEM | DESCRIPTION | QUANTITY | UM | QTY TO-DATE | PREVIOUS | QTY THIS PAY | UNIT PRICE | TOTAL | DOLLARS TO-DATE | DOLLARS THIS PAY | % COMPLETE |
|----------|--|----------|----|--------------|----------|--------------|-------------|-------------|-----------------|------------------|------------|
| 3012-004 | Expansion Joint Pig 10E | 1.00 | LS | 1.000000 | 1.00 | 1.00 | 10,470.96 | 10,470.96 | 10,470.96 | - | 100.00 |
| 3012-005 | Diaphragm Chords @ S-9E | 1.00 | EA | 1.000000 | 1.00 | 1.00 | 5,256.00 | 5,256.00 | 5,256.00 | - | 100.00 |
| 3012-006 | Arced Crack Repairs @ S-9E | 1.00 | LS | 1.000000 | 1.00 | 1.00 | 2,290.40 | 2,290.40 | 2,290.40 | - | 100.00 |
| 3012-007 | Removal (4) Erection Plates | 1.00 | LS | 1.000000 | 1.00 | 1.00 | 6,935.97 | 6,935.97 | 6,935.97 | - | 100.00 |
| 3012-008 | Bottom Chord Repair Truss Span 9E (N&S) | 1.00 | LS | 1.000000 | 1.00 | 1.00 | 44,350.98 | 44,350.98 | 44,350.98 | - | 100.00 |
| 3012-009 | Bottom Chord Repair Truss Span 9E (N&S) | 1.00 | LS | 1.000000 | 1.00 | 1.00 | 667.78 | 667.78 | 667.78 | - | 100.00 |
| 3012-010 | Bottom Chord Repair Truss Span 9E (N&S) | 1.00 | LS | 1.000000 | 1.00 | 1.00 | 965.03 | 965.03 | 965.03 | - | 100.00 |
| 3012-011 | Stiffener removal @ Diaphragm 9E | 5.00 | EA | 5.000000 | 5.000000 | 5.00 | 2,607.45 | 13,037.25 | 13,037.25 | - | 100.00 |
| 3012-012 | Crack FB 2' Silliner #5N | 1.00 | LS | 1.000000 | 1.00 | 1.00 | 84.06 | 84.06 | 84.06 | - | 100.00 |
| 3012-014 | B' angle repair FB Lower Web (Truss & Girdler Spans) | 1.00 | LS | 1.000000 | 1.00 | 1.00 | 5,479.07 | 5,479.07 | 5,479.07 | - | 100.00 |
| 3012-014 | B' angle repair FB Lower Web (Truss & Girdler Spans) | 1.00 | LS | 1.000000 | 1.00 | 1.00 | 5,715.58 | 5,715.58 | 5,715.58 | - | 100.00 |
| 3012-014 | B' angle repair FB Lower Web (Truss & Girdler Spans) | 1.00 | LS | 1.000000 | 1.00 | 1.00 | 6,744.73 | 6,744.73 | 6,744.73 | - | 100.00 |
| 3012-015 | Diaphragm Repair 8E0-1 Sliding | 1.00 | LS | 1.000000 | 1.00 | 1.00 | 710.91 | 710.91 | 710.91 | - | 100.00 |
| 3012-016 | Scupper Drop Pipe Extensions | 26.00 | EA | 26.000000 | 26.00 | 26.00 | 946.56 | 26,503.60 | 26,503.60 | - | 100.00 |
| 3012-017 | Temp Shorting/Silliner No 3&6 Truss Span 5E | 1.00 | LS | 1.000000 | 1.00 | 1.00 | 7,421.37 | 7,421.37 | 7,421.37 | - | 100.00 |
| 3012-018 | SH850 Cracked Weld Up Cord | 1.00 | LS | 1.000000 | 1.00 | 1.00 | 793.05 | 793.05 | 793.05 | - | 100.00 |
| 3012-020 | Span 8E Erection Plates FB 1&2 (N&S) | 1.00 | LS | 1.000000 | 1.00 | 1.00 | 1,153.20 | 1,153.20 | 1,153.20 | - | 100.00 |
| 3012-021 | R&R Anchor Bolt Nut @ Bearings (Truss & Girdler Spans) | 1.00 | LS | 1.000000 | 1.00 | 1.00 | 6,553.94 | 6,553.94 | 6,553.94 | - | 100.00 |
| 3012-021 | R&R Anchor Bolt Nut @ Bearings (Truss & Girdler Spans) | 1.00 | LS | 1.000000 | 1.00 | 1.00 | (66.02) | (66.02) | (66.02) | - | 100.00 |
| 3012-022 | 1/2" bottom flange plate | 1,191.50 | LF | 1,191.500000 | 1,191.50 | 1,191.50 | 200.00 | 238,300.00 | 238,300.00 | - | 100.00 |
| 3012-025 | Cracked Weld Repair 9E West | 1.00 | LS | 1.000000 | 1.00 | 1.00 | 2,843.52 | 2,843.52 | 2,843.52 | - | 100.00 |
| 3012-027 | Diaphragm Repair 9E West | 1.00 | LS | 1.000000 | 1.00 | 1.00 | 990.56 | 990.56 | 990.56 | - | 100.00 |
| 3012-027 | Diaphragm Repair 9E West | 1.00 | LS | 1.000000 | 1.00 | 1.00 | 1,199.62 | 1,199.62 | 1,199.62 | - | 100.00 |
| 3012-033 | Detonated Welds/Bottom Chord Truss Spans 9C & 9E | 1.00 | LS | 1.000000 | 1.00 | 1.00 | 8,021.66 | 8,021.66 | 8,021.66 | - | 100.00 |
| 3012-033 | Detonated Welds/Bottom Chord Truss Spans 9C & 9E | 1.00 | LS | 1.000000 | 1.00 | 1.00 | 27,322.80 | 27,322.80 | 27,322.80 | - | 100.00 |
| 3012-034 | Flange Joint Repair at 10E | 1.00 | LS | 1.000000 | 1.00 | 1.00 | 3,081.97 | 3,081.97 | 3,081.97 | - | 100.00 |
| 3012-035 | Drill Holes for Eric Cordill, Span 14E | 1.00 | LS | 1.000000 | 1.00 | 1.00 | 1,992.83 | 1,992.83 | 1,992.83 | - | 100.00 |
| 3012-036 | Reinforce Upper Lateral Braces 7E 0-1' | 1.00 | LS | 1.000000 | 1.00 | 1.00 | 949.84 | 949.84 | 949.84 | - | 100.00 |
| 3012-038 | Reinforce Upper Lateral Braces 7E 0-1' | 1.00 | LS | 1.000000 | 1.00 | 1.00 | 4,861.57 | 4,861.57 | 4,861.57 | - | 100.00 |
| 3012-039 | E-W - HAUHCH REPAIR SINK ARMATECH T10 ONLY | 1.00 | LS | 1.000000 | 1.00 | 1.00 | 3,360.54 | 3,360.54 | 3,360.54 | - | 100.00 |
| 3012-045 | Girdler Span 14E-Transformer platform Modifications | 1.00 | LS | 1.000000 | 1.00 | 1.00 | 63,262.23 | 63,262.23 | 63,262.23 | - | 100.00 |
| 3012-048 | Weld repair span 5E upper chords (truss/FB 3, 9, & 10) | 1.00 | LS | 1.000000 | 1.00 | 1.00 | 3,243.16 | 3,243.16 | 3,243.16 | - | 100.00 |
| 3012-049 | Span 5E upper chord deteriorated weld repair FB-7 | 1.00 | LS | 1.000000 | 1.00 | 1.00 | 1,655.47 | 1,655.47 | 1,655.47 | - | 100.00 |
| 3012-051 | Repairs to Old Colony Bridge | 1.00 | LS | 0.000000 | 0.00 | 0.00 | 59,995.00 | 59,995.00 | 47,995.00 | - | 80.00 |
| 3012-070 | Sidely Fine 3rd tarp incident | 1.00 | LS | 1.000000 | 1.00 | 1.00 | (78,000.00) | (78,000.00) | (18,000.00) | - | 100.00 |

Some of these unit prices and/or quantities are subject to change as they are initially billed

**REQUISITION FOR SERIES 2014A
REQUISITION NO. 3**

RE: \$30,000,000 Rhode Island Turnpike and Bridge Authority
Revenue Bond Anticipation Notes, Series 2014A

TO: Bank of New York Mellon Trust Company, N.A, as trustee (the "Trustee") under the
Indenture of Trust between the Rhode Island Turnpike and Bridge Authority and the
Trustee dated as November 1, 2014

This Requisition is made pursuant to Section 5.05 of the above indenture

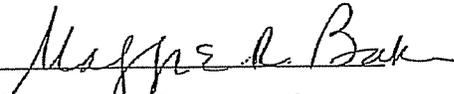
The Trustee is directed to pay sums out of the Construction Account of the Construction
Fund entitled Series 2014 Construction Account

| <u>PAYEE</u> | <u>PURPOSE OF PAYMENT</u> | <u>AMOUNT</u> |
|----------------------|-----------------------------|---------------------|
| Aetna Bridge Company | Construction Contract 14-12 | \$622,700.82 |
| | Construction Contract 11-1 | \$170,833.75 |
| | Construction Contract 11-1 | <u>\$205,500.00</u> |
| | | <u>\$999,034.57</u> |

| | |
|------------------------|-----------------------------|
| Via Fed Wire: | Bank Of America |
| Routing Number: | 026 009 593 |
| Acct Number: | 9365207750 |
| Acct Name: | Aetna Bridge Company |

The undersigned hereby certifies that (a) the items for which payment is sought are Construction Costs (as defined in the Master Indenture) and are proper charges against the Construction Fund for which no prior payment or reimbursement has been sought from the proceeds of Notes or any other Notes of the Issuer; (b) no Event of Default (as defined in the Master Indenture) has occurred or is continuing or will occur as a result of payment pursuant to this Requisition; (c) the items requested and the amounts requested, considered with the projects and amounts provided pursuant to any previous requisition, are within the limits set forth for the Projects in the Program Act; and (d) the undersigned is an Authorized Issuer Representative (as defined in the Master Indenture) and is authorized to execute and deliver this Requisition on behalf of the Authority.

RHODE ISLAND TURNPIKE AND BRIDGE AUTHORITY

By: 
Authorized Issue Representative

Bans 14 20-185031-200

APPLICATION AND CERTIFICATE FOR PAYMENT

AIA DOCUMENT G702 (Instructions on reverse side)

TO OWNER: Rhode Island Turnpike and Bridge Authority PROJECT: Steel/Protective Coatings Newport Bridge
 FROM CONTRACTOR: Aetna Aetna Bridge Company, 30 Lockbridge Street, Pawtucket, R.I. 02860
 DISTRIBUTION: 30 APPLICATION NO.: 4/30/2015 PERIOD TO: 11-1 PROJECT NOS.: 1/3/13 CONTRACT DATE: *R McGinn
 * Parsons Brinckerhoff * Aetna Bridge Co. * Job File



CONTRACTOR'S APPLICATION FOR PAYMENT

Application is made for payment, as shown below, in connection with the Contract. Continuation Sheet, is attached.

| | | | |
|----|---|----|---------------|
| 1. | ORIGINAL CONTRACT SUM | \$ | 39,215,400.00 |
| 2. | Net change by Change Orders | \$ | - |
| 3. | CONTRACT SUM TO DATE (Line 1+-2&2a) | \$ | 39,215,400.00 |
| 4. | TOTAL COMPLETED & STORED TO DATE | \$ | 21,246,338.28 |
| | (Column G on G703) | | |
| 5. | RETAINAGE: | | |
| | a. % of Completed Work | \$ | 856,816.91 |
| | b. % of Stored Material | \$ | - |
| | (Columns D + E on G703) | | |
| | (Column F on G703) | | |
| | Total Retainage (Line 5a + 5b or Total in Column I of G703) | \$ | 856,816.91 |
| 6. | TOTAL EARNED LESS RETAINAGE | \$ | 20,389,521.36 |
| | (Line 4 less Line 5 Total) | | |
| 7. | LESS PREVIOUS CERTIFICATES FOR PAYMENT | \$ | 20,184,021.36 |
| | (Line 6 from prior Certificate) | | |
| 8. | CURRENT PAYMENT DUE | \$ | 205,500.00 |
| 9. | BALANCE TO FINISH, INCLUDING RETAINAGE | | |
| | (Line 3 less Line 6) | | |

| CHANGE ORDER SUMMARY | ADDITIONS | DEDUCTIONS |
|--|-----------|------------|
| Total changes approved in previous months by Owner | - | - |
| Total approved this Month | - | - |
| TOTALS | - | - |
| NET CHANGES by Change Order | | |

The undersigned Contractor certifies that to the best of the Contractor's knowledge, information and belief the Work covered by this Application for Payment has been completed in accordance with the Contract Documents, that all amounts have been paid by the Contractor for Work for which previous Certificates for Payment were issued and payments received from the Owner, and that current payments shown herein is now due.

CONTRACTOR:
 Jeffrey Bostock - VP Construction

By: [Signature] Date: May 1, 2015
 State of: RHODE ISLAND
 County of: PROVIDENCE
 Subscribed and sworn to before me on: 1 day of: MAY 2015
 Notary Public: [Signature] Robert K. Barber
 My Commission Expires: 6/1/2018

ARCHITECT'S CERTIFICATE FOR PAYMENT
 In accordance with the Contract Documents, base on on-site observation and the data comprising this application, the Architect certifies to the Owner that to the best of the Architect's knowledge, information and belief the Work has progressed as indicated, the quality of the Work is in accordance with the Contract Documents, and the Contractor is entitled to payment of the AMOUNT CERTIFIED.
 AMOUNT CERTIFIED..... \$ 205,500.00
 (Attached explanation if amount certified differs from the amount applied for. Initial all figures on this Application and on the Continuation Sheet that are changed to conform to the amount certified.)

ARCHITECT: [Signature] Date: 5/6/15
 By: This certificate is not negotiable. The AMOUNT CERTIFIED is payable only to the Contractor named herein. Issuance, payment and acceptance of payment are without prejudice to any rights of the Owner or Contractor under this Contract.



PARSONS BRINCKERHOFF QUADE & DOUGLAS
ONE PENN PLAZA
NEW YORK, NY 10119

Project Name: Newport Bridge
State Job #: 11-4
Project Owner: Rhode Island Turnpike & Bridge Authority

Application #: 30
Application date: 5/1/2015
Work Completed thru: 4/30/2015

| ITEM | DESCRIPTION | QUANTITY | | U/M | | QTY TO-DATE | | QTY PREVIOUS | | QTY THIS PAY | | UNIT PRICE | TOTAL | DOLLARS TO-DATE | DOLLARS THIS PAY | % COMPLETE |
|----------------|---------------------------------|----------|--|-----|--|--------------|--|--------------|--|--------------|--|---------------|---------------|-----------------|------------------|------------|
| | | | | | | | | | | | | | | | | |
| 1 | *PERFORMANCE BOND | 1.00 | | LS | | 0.942260 | | 0.942260 | | | | 100,000.00 | 100,000.00 | 94,226.00 | - | 94.23 |
| 2 | *PAYMENT BOND | 1.00 | | LS | | 0.942260 | | 0.942260 | | | | 100,000.00 | 100,000.00 | 94,226.00 | - | 94.23 |
| 3 | *GIRD SP-END WEB&BEAR'G STIFF | 22.00 | | EA | | 22.000000 | | 22.000000 | | | | 11,000.00 | 242,000.00 | 242,000.00 | - | 100.00 |
| 4 | *G&T SPAN STRINGS END CONN REP | 60.00 | | EA | | 53.000000 | | 53.000000 | | | | 6,000.00 | 360,000.00 | 316,000.00 | - | 88.33 |
| 5 | *G&T SPN-FB LOWER WEB REP-6"> | 120.00 | | LF | | 91.000000 | | 91.000000 | | | | 800.00 | 96,000.00 | 72,800.00 | - | 75.63 |
| 6 | *G&T SPAN-FLRM LOW WEB REP-6"> | 170.00 | | LF | | 1,535.590000 | | 1,636.530000 | | | | 700.00 | 1,190,000.00 | 1,075,571.00 | - | 90.38 |
| 7 | *TRUSS SPAN-FLRBM CONNECT-REP | 14.00 | | EA | | 3.000000 | | 3.000000 | | | | 11,000.00 | 66,000.00 | 39,000.00 | - | 50.00 |
| 8 | *R&R SWAY BRACE T-A BRACKET/TC | 6.00 | | EA | | 12.000000 | | 12.000000 | | | | 4,000.00 | 56,000.00 | 49,000.00 | - | 85.71 |
| 9 | *R&R SWAY BRACE T-A BRACKET/BC | 0.00 | | EA | | - | | 0.000000 | | | | 4,100.00 | - | 30,500.00 | - | #DIV/0! |
| 10 | *R&R SWAY BRACE T-BIT-C BRK/TC | 5.00 | | EA | | 5.000000 | | 5.000000 | | | | 6,100.00 | - | 100.00 | - | #DIV/0! |
| 11 | *R&R SWAY BRACE T-BIT-C BRK/BC | 0.00 | | EA | | - | | 0.000000 | | | | 6,500.00 | - | 6,000.00 | - | 100.00 |
| 12 | *R&R SWAY DIAG MEM F.LIT-A SB | 1.00 | | EA | | 1.000000 | | 1.000000 | | | | 800.00 | 6,000.00 | 6,000.00 | - | 100.00 |
| 13 | *R&R SWAY DIAG MEM F.LIT-A SB | 170.00 | | LF | | 168.321000 | | 168.321000 | | | | 11,500.00 | 136,500.00 | 126,656.60 | - | 83.13 |
| 14 | *R&R SDM F.LIT-B@CONT S-SB | 0.00 | | EA | | - | | 0.000000 | | | | 14,000.00 | - | - | - | - |
| 15 | *R&R SDM F.LIT-B@CONT SPAN | 26.00 | | LF | | 10.434000 | | 10.434000 | | | | 1,000.00 | 26,000.00 | 10,434.00 | - | 37.26 |
| 16 | *R&R TC LB G-PLATE&REP FB WEB | 18.00 | | EA | | 18.000000 | | 18.000000 | | | | 6,500.00 | 117,000.00 | 117,000.00 | - | 100.00 |
| 17 | *TRUSS SP-R&R UPPER LB | 230.00 | | EA | | 218.296000 | | 218.296000 | | | | 375.00 | 86,250.00 | 81,951.00 | - | 94.51 |
| 18 | *TRUSS SP-R&R UP LB/SPICE BRG | 23.00 | | EA | | 19.000000 | | 19.000000 | | | | 4,200.00 | 96,600.00 | 79,800.00 | - | 82.61 |
| 19 | *TRUSS SP-R&R UP LB/CONT BRACE | 5.00 | | EA | | 5.000000 | | 5.000000 | | | | 5,700.00 | 28,500.00 | 28,500.00 | - | 100.00 |
| 20 | *TRUSS SP-R&R INVERT SUPP | 80.00 | | EA | | 72.000000 | | 72.000000 | | | | 1,225.00 | 98,000.00 | 89,200.00 | - | 90.00 |
| 21 | *TRUSS SP-REP LOW LB-TSECT | 0.00 | | LF | | - | | 0.000000 | | | | 325.00 | - | - | - | #DIV/0! |
| 22 | *TRUSS SP-REP LOW LB-BEAM SECT | 0.00 | | LF | | - | | 0.000000 | | | | 460.00 | - | - | - | #DIV/0! |
| 23 | *TRUSS SP-R&R LOW LB-TSECT | 0.00 | | EA | | - | | 0.000000 | | | | 6,500.00 | - | - | - | #DIV/0! |
| 24 | *TRUSS SP-R&R LOW LB-TSECT | 0.00 | | EA | | - | | 0.000000 | | | | 7,200.00 | - | - | - | #DIV/0! |
| 25 | *STL REP-TR VMEM LOW ONOT R-FIT | 92.00 | | EA | | 62.000000 | | 62.000000 | | | | 3,600.00 | 331,200.00 | 187,200.00 | - | 56.52 |
| 26 | *R&R HIGH STRENGTH BOLTS | 18000.00 | | EA | | 9,941.000000 | | 9,941.000000 | | | | 40.00 | 720,000.00 | 397,640.00 | - | 55.23 |
| 27 | HAUNCH REMOVAL | 12000.00 | | LF | | 6,261.210000 | | 6,261.210000 | | | | 10.00 | 120,000.00 | 62,812.10 | - | 52.34 |
| 28 | TRUSS SP-PROT COAT R&R | 1.00 | | LS | | 0.541768 | | 0.541768 | | | | 20,400,000.00 | 20,400,000.00 | 11,052,067.20 | - | 54.18 |
| 29 | GIRDER SP-PROT COAT R&R | 1.00 | | LS | | 0.345245 | | 0.345245 | | | | 7,000,000.00 | 7,000,000.00 | 2,416,715.00 | - | 34.52 |
| 30 | PS BEAM SP BR RAIL-P COAT R&R | 1.00 | | LS | | - | | 0.000000 | | | | 2,500,000.00 | 2,500,000.00 | - | - | - |
| 31 | SIGN STR-PROT COAT R&R | 1.00 | | LS | | - | | 0.000000 | | | | 160,000.00 | 160,000.00 | - | - | - |
| 32 | TRUSS SP-PERSON&ENVIRON PROT | 1.00 | | LS | | 0.541768 | | 0.541768 | | | | 50,000.00 | 50,000.00 | 27,088.40 | - | 54.18 |
| 33 | PS BEAM SP BR RAIL-P&E PROT | 1.00 | | LS | | 0.345245 | | 0.345245 | | | | 10,000.00 | 10,000.00 | 17,262.25 | - | 34.52 |
| 34 | SIGN STRUCT-PERSON&ENVIRON PROT | 1.00 | | MO | | 25.000000 | | 25.000000 | | | | 1,500.00 | 59,500.00 | 37,500.00 | - | 64.10 |
| 35 | *RE FIELD OFFICE | 35.00 | | LS | | 0.900000 | | 0.900000 | | | | 4,160,000.00 | 4,160,000.00 | 3,717,000.00 | - | 90.00 |
| 36 | *STL REFS MISC-STIFF ANGLE | 0.00 | | LB | | - | | 0.000000 | | | | 40.00 | - | - | - | #DIV/0! |
| 37 | *STL REFS MISC-WEB REP PLATE | 500.00 | | LB | | 1,660.400000 | | 1,660.400000 | | | | 30.00 | 15,000.00 | 50,412.00 | - | 336.09 |
| 38 | *STL REFS MISC-FLANGE PLATES | 3000.00 | | LB | | 2,376.600000 | | 2,376.60 | | | | 6.50 | 19,500.00 | 15,447.60 | - | 79.22 |
| 39 | MISC STRUCTURAL REPAIRS | 1.00 | | LS | | 0.89763057 | | 0.89763057 | | | | 800,350.00 | 800,350.00 | 718,418.69 | - | 89.76 |
| TOTAL INVOICE: | | | | | | | | | | | | | 38,215,400.00 | 21,245,338.26 | - | 64.18 |

| CONT ITEM | DESCRIPTION | QUANTITY | U/M | QTY TO-DATE | QTY PREVIOUS | QTY THIS PAY | UNIT PRICE | TOTAL | DOLLARS TO-DATE | DOLLARS THIS PAY | % COMPLETE |
|-----------|------------------------------|----------|-----|-------------|--------------|--------------|------------|-----------|-----------------|------------------|------------|
| 3012-602 | RECAP FOR ITEM 42 * | 1.00 | LS | 1.000000 | | 1.00 | 10,429.60 | 10,429.60 | 10,429.60 | - | 100.00 |
| 3012-603 | R&R Gussies @ Chivon Bracing | 94.00 | EA | 94.000000 | | 94.00 | 68,966.08 | 68,966.08 | 68,966.08 | - | 100.00 |
| 3012-604 | R&R Cent Bracing Brg Plate | 1.00 | LS | 1.000000 | | 1.00 | 60,566.10 | 60,566.10 | 60,566.10 | - | 100.00 |
| 3012-604 | Expansion Joint Pier-10E | 1.00 | LS | 1.000000 | | 1.00 | 43,474.66 | 43,474.66 | 43,474.66 | - | 100.00 |



ANALYSIS ENGINEERING & ARCHITECTURE INC. 100-100 100-100

TO: PARSONS BRINCKERHOFF QUADRE & DOUGLAS
ONE PENN PLAZA
NEW YORK, NY 10119

Project Name :
State Job # :
Project Owner :
Application # :
Application date :
Work Completed thru :

Steel/Protective Coatings
11-1
Rhode Island Turnpike & Bridge Authority

Newport Bridge

| ITEM | DESCRIPTION | QUANTITY | U/M | QTY TO-DATE | QTY PREVIOUS | QTY THIS PAY | UNIT PRICE | TOTAL | DOLLARS TO-DATE | DOLLARS THIS PAY | % COMPLETE |
|----------|---|----------|-----|--------------|--------------|--------------|-------------|-------------|-----------------|------------------|------------|
| 3012-804 | Expansion Joint Pier 10E | 1.00 | LS | 1.000000 | 1.00 | 1.00 | 10,470.96 | 10,470.96 | 10,470.96 | - | 100.00 |
| 3012-805 | Diaphragm Chords @ S-9E | 1.00 | EA | 1.000000 | 1.00 | 1.00 | 5,256.00 | 5,256.00 | 5,256.00 | - | 100.00 |
| 3012-806 | Arrest Crack Repairs/Stirrers | 1.00 | LS | 1.000000 | 1.00 | 1.00 | 2,290.48 | 2,290.48 | 2,290.48 | - | 100.00 |
| 3012-807 | Removal (4) Erection Plates | 1.00 | LS | 1.000000 | 1.00 | 1.00 | 6,935.97 | 6,935.97 | 6,935.97 | - | 100.00 |
| 3012-808 | Bottom Chord Repair Truss Span 9E (N&S) | 1.00 | LS | 1.000000 | 1.00 | 1.00 | 44,350.99 | 44,350.99 | 44,350.99 | - | 100.00 |
| 3012-809 | Bottom Chord Repair Truss Span 9E (N&S) | 1.00 | LS | 1.000000 | 1.00 | 1.00 | 667.78 | 667.78 | 667.78 | - | 100.00 |
| 3012-810 | Stiffener removal @ Diaphragm 9E | 1.00 | LS | 1.000000 | 1.00 | 1.00 | 965.03 | 965.03 | 965.03 | - | 100.00 |
| 3012-811 | Chevron Gusset Plate Truss Span 9E | 5.00 | EA | 5.000000 | 5.000000 | 5.00 | 2,697.45 | 13,037.25 | 13,037.25 | - | 100.00 |
| 3012-812 | Crack FB 2' Slinger 95N | 1.00 | LS | 1.000000 | 1.00 | 1.00 | 84.06 | 84.06 | 84.06 | - | 100.00 |
| 3012-814 | 8" angle repair FB Lower Web (Truss & Girder Spans) | 1.00 | LS | 1.000000 | 1.00 | 1.00 | 5,479.07 | 5,479.07 | 5,479.07 | - | 100.00 |
| 3012-814 | 8" angle repair FB Lower Web (Truss & Girder Spans) | 1.00 | LS | 1.000000 | 1.00 | 1.00 | 5,715.69 | 5,715.69 | 5,715.69 | - | 100.00 |
| 3012-814 | 8" angle repair FB Lower Web (Truss & Girder Spans) | 1.00 | LS | 1.000000 | 1.00 | 1.00 | 6,744.73 | 6,744.73 | 6,744.73 | - | 100.00 |
| 3012-815 | Diaphragm Repair 8E0-1'Stiring | 1.00 | LS | 1.000000 | 1.00 | 1.00 | 710.91 | 710.91 | 710.91 | - | 100.00 |
| 3012-816 | Scupper Drop Pipe Extensions | 26.00 | EA | 26.000000 | 26.00 | 26.00 | 946.66 | 26,503.69 | 26,503.69 | - | 100.00 |
| 3012-817 | Temp Shoring/Stirring No 3x5 Truss Span 9E | 1.00 | LS | 1.000000 | 1.00 | 1.00 | 7,421.37 | 7,421.37 | 7,421.37 | - | 100.00 |
| 3012-818 | SP-60 Cracked Weld Up Cord | 1.00 | LS | 1.000000 | 1.00 | 1.00 | 793.05 | 793.05 | 793.05 | - | 100.00 |
| 3012-820 | Span 9E Erection Plates FB 1&2 (N&S) | 1.00 | LS | 1.000000 | 1.00 | 1.00 | 1,153.20 | 1,153.20 | 1,153.20 | - | 100.00 |
| 3012-821 | R&R Anchor Bolt Nut @ Bearings (Truss & Girder Spans) | 1.00 | LS | 1.000000 | 1.00 | 1.00 | 6,553.84 | 6,553.84 | 6,553.84 | - | 100.00 |
| 3012-821 | R&R Anchor Bolt Nut @ Bearings (Truss & Girder Spans) | 1.00 | LS | 1.000000 | 1.00 | 1.00 | (65.02) | (65.02) | (65.02) | - | 100.00 |
| 3012-823 | 1/2" hollow flange plate | 1,191.50 | LF | 1,191.500000 | 1,191.50 | 1,191.50 | 200.00 | 238,300.00 | 238,300.00 | - | 100.00 |
| 3012-826 | Cracked Weld Repair 9E West | 1.00 | LS | 1.000000 | 1.00 | 1.00 | 2,843.52 | 2,843.52 | 2,843.52 | - | 100.00 |
| 3012-827 | Diaphragm Repair 9E West | 1.00 | LS | 1.000000 | 1.00 | 1.00 | 950.56 | 950.56 | 950.56 | - | 100.00 |
| 3012-828 | Cracked Weld Repair 9E West | 1.00 | LS | 1.000000 | 1.00 | 1.00 | 1,199.62 | 1,199.62 | 1,199.62 | - | 100.00 |
| 3012-833 | Deteriorated Welds/Bolts/Chord Truss Spans 9E & 9E | 1.00 | LS | 1.000000 | 1.00 | 1.00 | 8,021.66 | 8,021.66 | 8,021.66 | - | 100.00 |
| 3012-833 | Deteriorated Welds/Bolts/Chord Truss Spans 9E & 9E | 1.00 | LS | 1.000000 | 1.00 | 1.00 | 27,322.90 | 27,322.90 | 27,322.90 | - | 100.00 |
| 3012-834 | Finger Joint Repair at 10E | 1.00 | LS | 1.000000 | 1.00 | 1.00 | 3,081.97 | 3,081.97 | 3,081.97 | - | 100.00 |
| 3012-835 | Drill Holes for Elec Conduit Span 14E | 1.00 | LS | 1.000000 | 1.00 | 1.00 | 1,902.83 | 1,902.83 | 1,902.83 | - | 100.00 |
| 3012-836 | Reinforce Upper Lateral Braces 7E 0'-1' | 1.00 | LS | 1.000000 | 1.00 | 1.00 | 949.84 | 949.84 | 949.84 | - | 100.00 |
| 3012-836 | Haunch Splice Repair Rehab w/ 123 Silca | 1.00 | LS | 1.000000 | 1.00 | 1.00 | 4,961.57 | 4,961.57 | 4,961.57 | - | 100.00 |
| 3012-839 | E/W - HAUNCH REPAIR SIKKA ARMA TECH 110 ONLY | 1.00 | LS | 1.000000 | 1.00 | 1.00 | 3,360.54 | 3,360.54 | 3,360.54 | - | 100.00 |
| 3012-846 | Girder Span 14E-Transformer Platform Modifications | 1.00 | LS | 1.000000 | 1.00 | 1.00 | 69,262.23 | 69,262.23 | 69,262.23 | - | 100.00 |
| 3012-848 | Weld repair-span 9E upper chords Truss/FB 3, 9, & 10 | 1.00 | LS | 1.000000 | 1.00 | 1.00 | 3,243.16 | 3,243.16 | 3,243.16 | - | 100.00 |
| 3012-849 | Span 9E upper chord deteriorated weld repair FB6-7 | 1.00 | LS | 1.000000 | 1.00 | 1.00 | 1,655.47 | 1,655.47 | 1,655.47 | - | 100.00 |
| 3012-851 | Repairs to Old Colony Bridge | 1.00 | LS | 0.800000 | 0.80 | 0.80 | 59,995.00 | 59,995.00 | 47,995.00 | - | 80.00 |
| 3012-707 | Safety Fine 3rd term Incident | 1.00 | LS | 1.000000 | 1.00 | 1.00 | (18,000.00) | (18,000.00) | (18,000.00) | - | 100.00 |

* Some of these unit prices and/or quantities are subject to change as they are partially billed



April 30, 2015

Mr. Steve Aguiar, P.E.
Project Manager
Aetna Bridge Company
100 Jefferson Boulevard, Suite 100
Warwick, RI 02888

**RE: Newport/Pell Bridge
Contract 11-1 Steel Repairs and Protective Coating – East Approach
Partial Retainage Release**

Dear Mr. Aguiar:

We have reviewed your e-mail request of April 27, 2015 regarding a variance for the release of a portion of the above referenced contract retainage. The Contract Specifications (Subsection 12.109.06) allow for release of retainage when punch list items are completed. In the case of lump sum Pay Items 29 and 30 for the painting of the truss and girder spans respectively, the Rhode Island Turnpike and Bridge Authority (RITBA) will consider a one-time variance for partial retainage release for spans completed and accepted by the Resident Engineer and with access platforms removed. Our review of the status of the truss and girder spans painting identifies three girder spans (10E-12E) and two truss spans (8E and 9E) as completed with the exception of hand rail touch up.

| Pay Item | Contract Value | Total Number of Spans | Spans Completed | % Complete | Value Completed | 5% Retainage of Value Completed | 3% Retainage of Value Completed | 2% Retainage of Value Completed |
|----------|----------------|-----------------------|-----------------|------------|-----------------|---------------------------------|---------------------------------|---------------------------------|
| 29 | \$ 20,400,000 | 8 | 2 | 25% | \$ 5,100,000 | \$ 255,000 | \$ 153,000.00 | \$ 102,000.00 |
| 30 | \$ 7,000,000 | 12 | 3 | 25% | \$ 1,750,000 | \$ 87,500 | \$ 52,500.00 | \$ 35,000.00 |
| TOTAL | \$ 27,400,000 | | | | \$ 6,850,000 | \$ 342,500 | \$ 205,500 | \$ 137,000 |

These spans represent, by ratio, \$342,500 in retainage currently held. The RITBA will provide a one-time variance in partial release of \$205,500 retainage against this work (3% of the value of work completed).

Very truly yours,

PARSONS BRINCKERHOFF

Debra L. Moolin, P.E.
Project Manager

**REQUISITION FOR SERIES 2014A
REQUISITION NO. 4**

RE: \$30,000,000 Rhode Island Turnpike and Bridge Authority
Revenue Bond Anticipation Notes, Series 2014A

TO: Bank of New York Mellon Trust Company, N.A, as trustee (the "Trustee") under the
Indenture of Trust between the Rhode Island Turnpike and Bridge Authority and the
Trustee dated as November 1, 2014

This Requisition is made pursuant to Section 5.05 of the above indenture

The Trustee is directed to pay sums out of the Construction Account of the Construction
Fund entitled Series 2014 Construction Account

| <u>PAYEE</u> | <u>PURPOSE OF PAYMENT</u> | <u>AMOUNT</u> |
|----------------------|----------------------------|---------------|
| Aetna Bridge Company | Construction Contract 11-1 | \$349,777.18 |

| |
|--|
| Via Fed Wire: Bank Of America |
| Routing Number: 026 009 593 |
| Acct Number: 9365207750 |
| Acct Name: Aetna Bridge Company |

The undersigned hereby certifies that (a) the items for which payment is sought are Construction Costs (as defined in the Master Indenture) and are proper charges against the Construction Fund for which no prior payment or reimbursement has been sought from the proceeds of Notes or any other Notes of the Issuer; (b) no Event of Default (as defined in the Master Indenture) has occurred or is continuing or will occur as a result of payment pursuant to this Requisition; (c) the items requested and the amounts requested, considered with the projects and amounts provided pursuant to any previous requisition, are within the limits set forth for the Projects in the Program Act; and (d) the undersigned is an Authorized Issuer Representative (as defined in the Master Indenture) and is authorized to execute and deliver this Requisition on behalf of the Authority.

RHODE ISLAND TURNPIKE AND BRIDGE AUTHORITY

By: Maggie R. Bar
Authorized Issue Representative

APPLICATION AND CERTIFICATE FOR PAYMENT

AIA DOCUMENT G702 (Instructions on reverse side)

TO OWNER: Rhode Island Turnpike and Bridge Authority
 PROJECT: Steel/Protective Coatings Newport Bridge
 APPLICATION NO.: 31
 PERIOD TO: 4/30/2015
 PROJECT NOS.: 11-1
 DISTRIBUTION:
 * Parsons Brinckerhoff
 * Aetha Bridge Co.
 * Job File
 * R McGinn
 CONTRACT DATE: 1/3/13



Aetha Bridge Company, 30 Lockbridge Street, Pawtucket, R.I. 02860

FROM CONTRACTOR:

CONTRACTOR'S APPLICATION FOR PAYMENT

Application is made for payment, as shown below, in connection with the Contract. Continuation Sheet, is attached.

- 1. ORIGINAL CONTRACT SUM \$ 39,215,400.00
- 2. Net change by Change Orders \$ -
- 3. CONTRACT SUM TO DATE (Line 1+2&2a) \$ 39,215,400.00
- 4. TOTAL COMPLETED & STORED TO DATE \$ 21,614,524.78
 (Column G on G703)
- 5. RETAINAGE:
 a. 5 % of Completed Work \$ 875,226.24
 b. _____ % of Stored Material \$ -
 (Columns D + E on G703)
 Total Retainage (Line 5a + 5b or Total in Column I of G703) \$ 875,226.24
- 6. TOTAL EARNED LESS RETAINAGE \$ 20,739,298.64
 (Line 4 less Line 5 Total)
- 7. LESS PREVIOUS CERTIFICATES FOR PAYMENT (Line 6 from prior Certificate) \$ 20,389,521.36
- 8. CURRENT PAYMENT DUE \$ 349,777.18
- 9. BALANCE TO FINISH, INCLUDING RETAINAGE (Line 3 less Line 6) _____

| CHANGE ORDER SUMMARY | ADDITIONS | DEDUCTIONS |
|--|-----------|------------|
| Total changes approved in previous months by Owner | - | - |
| Total approved this Month | - | - |
| TOTALS | - | - |
| NET CHANGES by Change Order | - | - |

The undersigned Contractor certifies that to the best of the Contractor's knowledge, information and belief the Work covered by this Application for Payment has been completed in accordance with the Contract Documents, that all amounts have been paid by the Contractor for Work for which previous Certificates for Payment were issued and payments received from the Owner, and that current payments shown herein is now due.

CONTRACTOR:

Jeffrey Bostock - VP Construction

By: [Signature] Date: May 1, 2015
 State of: RHODE ISLAND
 County of: PROVIDENCE
 Subscribed and sworn to before me on: 1 day of: May 2015

Notary Public: [Signature] Robert K. Barber
 My Commission Expires: 6/1/2018

ARCHITECT'S CERTIFICATE FOR PAYMENT

In accordance with the Contract Documents, base on on-site observation and the data comprising this application, the Architect certifies to the Owner that to the best of the Architect's knowledge, information and belief the Work has progressed as indicated, the quality of the Work is in accordance with the Contract Documents, and the Contractor is entitled to payment of the AMOUNT CERTIFIED. R. David P. Lawrence 5/4/15
 AMOUNT CERTIFIED \$ 349,777.18
 (Attached explanation if amount certified differs from the amount applied for. Initial all figures on this Application and on the Continuation Sheet that are changed to conform to the amount certified.)

By: [Signature] Date: 5/13/15
 This certificate is not negotiable. The AMOUNT CERTIFIED is payable only to the Contractor named herein. Issuance, payment and acceptance of payment are without prejudice to any rights of the Owner or Contractor under this Contract.



PARSONS BRINCKERHOFF QUADE & DOUGLAS
ONE PENN PLAZA
NEW YORK, NY 10119

Project Name : Steel/Protective Coatings
State Job # : 11-1
Project Owner : Rhode Island Turnpike & Bridge Authority

Application # : 31
Application date : 5/12/2015
Work Completed thru : 4/30/2015

Newport Bridge

5%
\$ 184,093.32

| ITEM | DESCRIPTION | QUANTITY | U/M | QTY TO-DATE | QTY PREVIOUS | QTY THIS PAY | UNIT PRICE | TOTAL | DOLLARS TO-DATE | DOLLARS THIS PAY | % COMPLETE | |
|----------------|---------------------------------|----------|-----|---------------|--------------|--------------|---------------|---------------|-----------------|------------------|------------|-------|
| 1 | *PERFORMANCE BOND | 1.00 | LS | 0.942260 | 0.942260 | | 100,000.00 | 100,000.00 | 94,226.00 | - | 94.23 | |
| 2 | *PAYMENT BOND | 1.00 | LS | 0.942260 | 0.942260 | | 100,000.00 | 100,000.00 | 94,226.00 | - | 94.23 | |
| 3 | *GIRD SP-END WEB&BEARING STIFF | 22.00 | EA | 22.000000 | 22.000000 | | 11,000.00 | 242,000.00 | 242,000.00 | - | 100.00 | |
| 4 | *G&T SPAN STRING END CONN REP | 60.00 | EA | 53.000000 | 53.000000 | | 6,000.00 | 360,000.00 | 318,000.00 | - | 88.33 | |
| 5 | *G&T SPN-FB LOWER WEB REP-B* | 120.00 | LF | 91.000000 | 91.000000 | | 800.00 | 96,000.00 | 72,800.00 | - | 75.67 | |
| 6 | *G&T SPAN-FLRBM LOW WEB REP-S* | 1700.00 | LF | 1,696.530000 | 1,596.530000 | | 700.00 | 1,199,000.00 | 1,075,571.00 | - | 90.38 | |
| 7 | *TRUSS SPAN-FLRBM CONNECT-REP | 6.00 | EA | 3.000000 | 3.000000 | | 11,000.00 | 66,000.00 | 33,000.00 | - | 50.00 | |
| 8 | *R&R SWAY BRACE T-A BRACKET/TC | 14.00 | EA | 12.000000 | 12.000000 | | 4,000.00 | 56,000.00 | 48,000.00 | - | 85.71 | |
| 9 | *R&R SWAY BRACE T-A BRACKET/BC | 0.00 | EA | - | 0.000000 | | 4,100.00 | - | 30,500.00 | - | #DIV/0! | |
| 10 | *R&R SWAY BRACE T-BIT-C BRIGTC | 5.00 | EA | 5.000000 | 5.000000 | | 1,000.00 | 5,000.00 | 5,000.00 | - | 100.00 | |
| 11 | *R&R SWAY BRACE T-BIT-C BRIGBC | 0.00 | EA | - | 0.000000 | | 6,500.00 | - | 6,000.00 | - | #DIV/0! | |
| 12 | *R&R SWAY DIAG MEM F-LIT-A SB | 1.00 | EA | 1.000000 | 1.000000 | | 6,000.00 | 6,000.00 | 6,000.00 | - | 100.00 | |
| 13 | *R&R SWAY DIAG MEM F-LIT-A SB | 170.00 | LF | 159.321000 | 159.321000 | | 800.00 | 136,000.00 | 126,656.60 | - | 93.13 | |
| 14 | *R&R SDM F-LIT-B/C@CONT S-SB | 0.00 | EA | - | 0.000000 | | 11,500.00 | - | - | - | #DIV/0! | |
| 15 | *R&R SDM F-LIT-B/C@CONT SPAN | 1.00 | EA | - | 0.000000 | | 14,000.00 | - | - | - | - | |
| 16 | *R&R SDM PL-IT-B/C SWAY BRACE | 26.00 | LF | 10.434000 | 10.434000 | | 1,000.00 | 26,000.00 | 10,434.00 | - | 37.26 | |
| 17 | *R&R TC LB G-PLATE/REP FB WEB | 18.00 | EA | 18.000000 | 18.000000 | | 6,500.00 | 117,000.00 | 117,000.00 | - | 100.00 | |
| 18 | *TRUSS SP-REP UPPER LB | 230.00 | LF | 218.295000 | 218.295000 | | 375.00 | 86,250.00 | 81,861.00 | - | 94.91 | |
| 19 | *TRUSS SP-R&R UP LB/SPLICE BRC | 23.00 | EA | 19.000000 | 19.000000 | | 4,200.00 | 96,600.00 | 79,800.00 | - | 82.61 | |
| 20 | *TRUSS SP-R&R UP LB/CONT BRACE | 5.00 | EA | 5.000000 | 5.000000 | | 5,700.00 | 28,500.00 | 28,500.00 | - | 100.00 | |
| 21 | *TRUSS SP-R&R LB/VERT SUPP | 80.00 | EA | 72.000000 | 72.000000 | | 1,225.00 | 98,000.00 | 88,200.00 | - | 90.00 | |
| 22 | *TRUSS SP-REP LOW LB-T/SECT | 0.00 | LF | - | 0.000000 | | 395.00 | - | - | - | #DIV/0! | |
| 23 | *TRUSS SP-REP LOW LB-BEAM SECT | 0.00 | LF | - | 0.000000 | | 460.00 | - | - | - | #DIV/0! | |
| 24 | *TRUSS SP-R&R LOW LB-T/SECT | 0.00 | EA | - | 0.000000 | | 6,300.00 | - | - | - | #DIV/0! | |
| 25 | *TRUSS SP-R&R LOW LB-BEAM SECT | 0.00 | EA | - | 0.000000 | | 7,800.00 | - | - | - | #DIV/0! | |
| 26 | *STL REP-TR VMEM LOW CNCT R-FIT | 92.00 | EA | 92.000000 | 92.000000 | | 3,600.00 | 331,200.00 | 187,200.00 | - | 56.52 | |
| 27 | *R&R HIGH STRENGTH BOLTS | 16000.00 | EA | 10,589.000000 | 9,941.000000 | | 40.00 | 720,000.00 | 423,560.00 | 25,920.00 | 58.83 | |
| 28 | HAUNCH REMOVAL | 12000.00 | LF | 6,281.210000 | 6,281.210000 | | 10.00 | 120,000.00 | 62,812.10 | - | 52.34 | |
| 29 | TRUSS SP-PROT COAT R&R | 1.00 | LS | 0.557918 | 0.541768 | | 20,400,000.00 | 20,400,000.00 | 11,391,527.20 | 329,460.00 | 55.78 | |
| 30 | GIRDER SP-PROT COAT R&R | 1.00 | LS | 0.345245 | 0.345245 | | 7,000,000.00 | 7,000,000.00 | 2,416,715.00 | - | 34.52 | |
| 31 | PS BEAM SP BR RAIL-F COAT R&R | 1.00 | LS | - | 0.000000 | | 2,500,000.00 | 2,500,000.00 | - | - | - | |
| 32 | SIGN STR-PROT COAT R&R | 1.00 | LS | - | 0.000000 | | 150,000.00 | 150,000.00 | - | - | - | |
| 33 | TRUSS SP-PERSON&VIRON PROT | 1.00 | LS | 0.557918 | 0.541768 | | 50,000.00 | 50,000.00 | 27,895.90 | 807.50 | 55.79 | |
| 34 | GIRDER SP-PERSON&VIRON PROT | 1.00 | LS | 0.345245 | 0.345245 | | 50,000.00 | 50,000.00 | 17,262.95 | - | 34.52 | |
| 35 | PS BEAM SP BR RAIL-P&E PROT | 1.00 | LS | - | 0.000000 | | 10,000.00 | 10,000.00 | - | - | - | |
| 36 | SIGN STRUCT-PERSON&VIRON PROT | 1.00 | MO | 25.000000 | 25.000000 | | 1,500.00 | 37,500.00 | 37,500.00 | - | 64.10 | |
| 37 | *RE FIELD OFFICE | 588.00 | LS | 0.900000 | 0.900000 | | 4,130,000.00 | 4,130,000.00 | 3,717,000.00 | - | 90.00 | |
| 38 | MOBILIZATION | 1.00 | LS | 0.91262276 | 0.89763057 | | 40.00 | - | - | - | #DIV/0! | |
| 39 | *STL REPS MISC-STIFF ANGLE | 0.00 | LB | - | 0.000000 | | 30.00 | - | 50,412.00 | - | 336.08 | |
| 40 | *STL REPS MISC-WEB REP PLATE | 500.00 | LB | 1,680.400000 | 1,680.400000 | | 6.50 | 19,500.00 | 15,447.90 | - | 79.22 | |
| 41 | *STL REPS MISC-FLANGE PLATES | 3000.00 | LB | 2,376.600000 | 2,376.60 | | 800,350.00 | 800,350.00 | 790,417.63 | 11,999.00 | 91.26 | |
| 42 | MISC STRUCTURAL REPAIRS | 1.00 | LS | 0.014992190 | 0.014992190 | | 800,350.00 | 800,350.00 | 11,999.00 | - | 91.26 | |
| TOTAL INVOICE: | | | | | | | | | | | | |
| | | | | | | | | | 39,215,400.00 | 21,614,524.78 | 368,166.50 | 55.12 |

| CONT ITEM | DESCRIPTION | QUANTITY | U/M | QTY TO-DATE | QTY PREVIOUS | QTY THIS PAY | UNIT PRICE | TOTAL | DOLLARS TO-DATE | DOLLARS THIS PAY | % COMPLETE |
|-----------|------------------------------|----------|-----|-------------|--------------|--------------|------------|-----------|-----------------|------------------|------------|
| 3012-802 | REGAP FOR ITEM 42 * | 1.00 | LS | 1.000000 | 1.00 | | 10,429.80 | 10,429.80 | 10,429.80 | - | 100.00 |
| 3012-803 | R&R Gussies @ Chevon Bracing | 94.00 | EA | 94.000000 | 94.00 | | 57,732.00 | 58,958.08 | 58,958.08 | - | 100.00 |
| 3012-804 | R&R Cent Bracket Brg Plate | 1.00 | LS | 1.000000 | 1.00 | | 80,586.10 | 80,586.10 | 80,586.10 | - | 100.00 |
| 3012-804 | Expansion Joint Pler 10E | 1.00 | LS | 1.000000 | 1.00 | | 43,474.65 | 43,474.65 | 43,474.65 | - | 100.00 |



TO: PARSONS BRINCKERHOFF QUADE & DOUGLAS
 ONE PERIN PLAZA
 NEW YORK, NY 10119

Project Name : Steel/Protective Coatings
 State Job # : 11-1
 Project Owner : Rhode Island Turnpike & Bridge Authority
 Newport Bridge
 Application # : 31
 Application date : 5/1/2015
 Work Completed thru : 4/30/2015

| ITEM | QUANTITY | U/M | DESCRIPTION | QTY TO-DATE | QTY PREVIOUS | QTY THIS PAY | UNIT PRICE | TOTAL | DOLLARS TO-DAYE | DOLLARS THIS PAY | % COMPLETE |
|----------|----------|-----|---|--------------|--------------|--------------|-------------|-------------|-----------------|------------------|------------|
| 3012-804 | 1.00 | LS | Expansion Joint Pier 10E | 1.000000 | 1.00 | 10.470.96 | 10,470.96 | 10,470.96 | 10,470.96 | - | 100.00 |
| | 1.00 | EA | Diaphragm Channels(2x5-9E | 1.000000 | 1.00 | 5,255.00 | 5,255.00 | 5,255.00 | 5,255.00 | - | 100.00 |
| 3012-805 | 1.00 | LS | Arcal Crack Repairs/Stirrers | 1.000000 | 1.00 | 2,280.48 | 2,280.48 | 2,280.48 | 2,280.48 | - | 100.00 |
| 3012-807 | 1.00 | LS | Removal (4) Erection Plates | 1.000000 | 1.00 | 6,955.97 | 6,955.97 | 6,955.97 | 6,955.97 | - | 100.00 |
| 3012-808 | 1.00 | LS | Bolton Chord Repair Truss Span 9E (N&S) | 1.000000 | 1.00 | 44,350.98 | 44,350.98 | 44,350.98 | 44,350.98 | - | 100.00 |
| 3012-808 | 1.00 | LS | Bolton Chord Repair Truss Span 9E (N&S) | 1.000000 | 1.00 | 667.78 | 667.78 | 667.78 | 667.78 | - | 100.00 |
| 3012-810 | 1.00 | LS | Stiffener removal @ Diaphragm 8E | 1.000000 | 1.00 | 965.03 | 965.03 | 965.03 | 965.03 | - | 100.00 |
| 3012-811 | 5.00 | EA | Chewon Gussel Plate Truss Span 8E | 5.000000 | 5.00 | 2,607.45 | 13,037.25 | 13,037.25 | 13,037.25 | - | 100.00 |
| 3012-812 | 1.00 | LS | Crack FB 2' Sliringer 75N | 1.000000 | 1.00 | 84.06 | 84.06 | 84.06 | 84.06 | - | 100.00 |
| 3012-814 | 1.00 | LS | 6" angle repair FB Lower Web (Truss & Girder Spans) | 1.000000 | 1.00 | 5,479.07 | 5,479.07 | 5,479.07 | 5,479.07 | - | 100.00 |
| 3012-814 | 1.00 | LS | 6" angle repair FB Lower Web (Truss & Girder Spans) | 1.000000 | 1.00 | 5,715.59 | 5,715.59 | 5,715.59 | 5,715.59 | - | 100.00 |
| 3012-814 | 1.00 | LS | 6" angle repair FB Lower Web (Truss & Girder Spans) | 1.000000 | 1.00 | 6,744.73 | 6,744.73 | 6,744.73 | 6,744.73 | - | 100.00 |
| 3012-815 | 1.00 | LS | Diaphragm Repair 8E0-Y-Stiffing | 1.000000 | 1.00 | 710.91 | 710.91 | 710.91 | 710.91 | - | 100.00 |
| 3012-816 | 28.00 | EA | Diaphragm Repair 8E0-Y-Stiffing | 28.000000 | 28.00 | 946.56 | 26,503.68 | 26,503.68 | 26,503.68 | - | 100.00 |
| 3012-817 | 1.00 | LS | Temp Shoring/Stirrer No 385 Truss Span 8E | 1.000000 | 1.00 | 7,421.37 | 7,421.37 | 7,421.37 | 7,421.37 | - | 100.00 |
| 3012-818 | 1.00 | LS | SP8E0 Cracked Weld Up Cord | 1.000000 | 1.00 | 793.05 | 793.05 | 793.05 | 793.05 | - | 100.00 |
| 3012-820 | 1.00 | LS | Span 8E Erection Plates FB 1&2 (N1&S) | 1.000000 | 1.00 | 1,153.20 | 1,153.20 | 1,153.20 | 1,153.20 | - | 100.00 |
| 3012-821 | 1.00 | LS | R&R Anchor Bolt Nut @ Bearings (Truss & Girder Spans) | 1.000000 | 1.00 | 6,553.84 | 6,553.84 | 6,553.84 | 6,553.84 | - | 100.00 |
| 3012-821 | 1.00 | LS | R&R Anchor Bolt Nut @ Bearings (Truss & Girder Spans) | 1.000000 | 1.00 | (66.02) | (66.02) | (66.02) | (66.02) | - | 100.00 |
| 3012-823 | 1,191.50 | LF | 1/2" bolton flange plate | 1,191.500000 | 1,191.50 | 200.00 | 238,300.00 | 238,300.00 | 238,300.00 | - | 100.00 |
| 3012-826 | 1.00 | LS | Cracked Weld Repair 9E West | 1.000000 | 1.00 | 2,843.52 | 2,843.52 | 2,843.52 | 2,843.52 | - | 100.00 |
| 3012-827 | 1.00 | LS | Diaphragm Repair 8E West | 1.000000 | 1.00 | 990.56 | 990.56 | 990.56 | 990.56 | - | 100.00 |
| 3012-829 | 1.00 | LS | Cracked Weld Repair 8E West | 1.000000 | 1.00 | 1,199.62 | 1,199.62 | 1,199.62 | 1,199.62 | - | 100.00 |
| 3012-833 | 1.00 | LS | Deteriorated Weld/Bolton Chord Truss Spans 9E & 8E | 1.000000 | 1.00 | 8,021.66 | 8,021.66 | 8,021.66 | 8,021.66 | - | 100.00 |
| 3012-833 | 1.00 | LS | Deteriorated Weld/Bolton Chord Truss Spans 9E & 8E | 1.000000 | 1.00 | 27,322.90 | 27,322.90 | 27,322.90 | 27,322.90 | - | 100.00 |
| 3012-834 | 1.00 | LS | Flange Joint Repair at 10E | 1.000000 | 1.00 | 3,081.97 | 3,081.97 | 3,081.97 | 3,081.97 | - | 100.00 |
| 3012-835 | 1.00 | LS | Drill Holes for Elco Cambulk Span 14E | 1.000000 | 1.00 | 1,902.83 | 1,902.83 | 1,902.83 | 1,902.83 | - | 100.00 |
| 3012-835 | 1.00 | LS | Reinforce Upper Lateral Brace 7E 0'-4" | 1.000000 | 1.00 | 949.84 | 949.84 | 949.84 | 949.84 | - | 100.00 |
| 3012-838 | 1.00 | LS | Heunch Fascia Repair Rebuild w/ 123 Sika | 1.000000 | 1.00 | 4,961.67 | 4,961.67 | 4,961.67 | 4,961.67 | - | 100.00 |
| 3012-845 | 1.00 | LS | EW - HAUNCH REPAIR SIKA ARIMATECH 110 ONLY | 1.000000 | 1.00 | 3,360.54 | 3,360.54 | 3,360.54 | 3,360.54 | - | 100.00 |
| 3012-848 | 1.00 | LS | Girder Span 14E-Transformer Platform Modifications | 1.000000 | 1.00 | 63,262.23 | 63,262.23 | 63,262.23 | 63,262.23 | - | 100.00 |
| 3012-848 | 1.00 | LS | Weld repair-span 5E upper chords Truss/FB 3.9, & 10 | 1.000000 | 1.00 | 3,243.16 | 3,243.16 | 3,243.16 | 3,243.16 | - | 100.00 |
| 3012-849 | 1.00 | LS | Span 5E upper chord deteriorated weld repair FB6-7 | 1.000000 | 1.00 | 1,655.47 | 1,655.47 | 1,655.47 | 1,655.47 | - | 100.00 |
| 3012-851 | 1.00 | LS | Repairs to Old Colony Bridge | 1.000000 | 0.80 | 59,995.00 | 59,995.00 | 59,995.00 | 59,995.00 | 11,995.00 | 100.00 |
| 3012-707 | 1.00 | LS | Safety Fine 3rd Ltrc Incident | 1.000000 | 1.00 | (18,000.00) | (18,000.00) | (18,000.00) | (18,000.00) | - | 100.00 |

Some of these unit prices and or quantities are subject to change as they are partially billed

**REQUISITION FOR SERIES 2014A
REQUISITION NO. 6**

RE: \$30,000,000 Rhode Island Turnpike and Bridge Authority
Revenue Bond Anticipation Notes, Series 2014A

TO: Bank of New York Mellon Trust Company, N.A, as trustee (the "Trustee") under the
Indenture of Trust between the Rhode Island Turnpike and Bridge Authority and the
Trustee dated as November 1, 2014

This Requisition is made pursuant to Section 5.05 of the above indenture

The Trustee is directed to pay sums out of the Construction Account of the Construction
Fund entitled Series 2014 Construction Account

| <u>PAYEE</u> | <u>PURPOSE OF PAYMENT</u> | <u>AMOUNT</u> |
|---|----------------------------|---------------------|
| Keville Enterprises Alden Crossing Office Park 475 School Street, Suite 11 Marshfield, MA 02050 | Construction Contract 14-2 | \$23,839.95 |
| | Construction Contract 11-1 | <u>\$29,635.20</u> |
| | | \$53,475.15 |
| Aetna Bridge Company Via Fed Wire: <u>Santander Bank</u> Routing Number: <u>231372691</u> Acct Number: <u>9992664614</u> Acct Name: <u>Aetna Bridge Company</u> | Construction Contract 11-1 | <u>\$832,622.75</u> |

The undersigned hereby certifies that (a) the items for which payment is sought are Construction Costs (as defined in the Master Indenture) and are proper charges against the Construction Fund for which no prior payment or reimbursement has been sought from the proceeds of Notes or any other Notes of the Issuer; (b) no Event of Default (as defined in the Master Indenture) has occurred or is continuing or will occur as a result of payment pursuant to this Requisition; (c) the items requested and the amounts requested, considered with the projects and amounts provided pursuant to any previous requisition, are within the limits set forth for the Projects in the Program Act; and (d) the undersigned is an Authorized Issuer Representative (as defined in the Master Indenture) and is authorized to execute and deliver this Requisition on behalf of the Authority.

RHODE ISLAND TURNPIKE AND BRIDGE AUTHORITY

By: Magnum B...
Authorized Issue Representative

20-18030-250

Bans 14

APPLICATION AND CERTIFICATE FOR PAYMENT

AIA DOCUMENT G702 (Instructions on reverse side)
TO OWNER: Rhode Island Turnpike and Bridge Authority
PROJECT: Steel/Protective Coatings Newport Bridge
APPLICATION NO: 32
PERIOD TO: 5/16/2015
PROJECT NOS: 11-1
DISTRIBUTION: *Parsons Brinckerhoff *Aetna Bridge Co. *Job File *R McGinn
CONTRACT DATE: 1/3/13



Aetna Bridge Company, 30 Lockbridge Street, Pawtucket, RI 02860

FROM CONTRACTOR:

CONTRACTOR'S APPLICATION FOR PAYMENT

Application is made for payment, as shown below, in connection with the Contract. Continuation Sheet, is attached.

- 1. ORIGINAL CONTRACT SUM \$ 39,215,400.00
2. Net change by Change Orders \$ -
3. CONTRACT SUM TO DATE (Line 1+2&2a) \$ 39,215,400.00
4. TOTAL COMPLETED & STORED TO DATE (Column G on G703) \$ 22,490,969.78
5. RETAINAGE: a. % of Completed Work \$ 919,048.49 (Columns D + E on G703) b. % of Stored Material \$ (Column F on G703)
6. TOTAL EARNED LESS RETAINAGE (Line 5a + 5b or Total in Column I of G703) \$ 919,048.49
7. LESS PREVIOUS CERTIFICATES FOR PAYMENT (Line 4 less Line 5 Total) \$ 21,571,921.29
8. CURRENT PAYMENT DUE (Line 6 from prior Certificate) \$ 20,739,298.54
9. BALANCE TO FINISH, INCLUDING RETAINAGE (Line 3 less Line 6) \$ 832,622.75

The undersigned Contractor certifies that to the best of the Contractor's knowledge, information and belief the Work covered by this Application for Payment has been completed in accordance with the Contract Documents, that all amounts have been paid by the Contractor for Work for which previous Certificates for Payment were issued and payments received from the Owner, and that current payments shown herein is now due.

CONTRACTOR:

Jeffrey Bostark - VP Construction
By: [Signature] Date: May 18, 2015
State of RHODE ISLAND
County of PROVIDENCE
Subscribed and sworn to before me on: 18 day of May 2015

Notary Public: [Signature] Robert K. Barber
My Commission Expires: 6/1/2018

ARCHITECT'S CERTIFICATE FOR PAYMENT

In accordance with the Contract Documents, based on on-site observation and the data comprising this application, the Architect certifies to the Owner that to the best of the Architect's knowledge, information and belief the Work has progressed as indicated, the quality of the Work is in accordance with the Contract Documents, and the Contractor is entitled to payment of the AMOUNT CERTIFIED. \$ 832,622.75.

(Attached explanation if amount certified differs from the amount applied for. Initial all figures on this Application and on the Continuation Sheet that are changed to conform to the amount certified.)

ARCHITECT: [Signature] Date: 5/27/15

This certificate is not negotiable. The AMOUNT CERTIFIED is payable only to the Contractor named herein. Issuance, payment and acceptance of payment are without prejudice to any rights of the Owner or Contractor under this Contract.

AIA DOCUMENT G702 * APPLICATION AND CERTIFICATE FOR PAYMENT * 1992 EDITION * AIA * 1992 * THE AMERICAN INSTITUTE OF ARCHITECTS, 1735 NEW YORK AVENUE, N.W. WASHINGTON, D.C. 20006-5292 * WARNINGS: Undisclosed photocopying violates U.S. copyright laws and will subject the violator to legal prosecution.

CHANGE ORDER SUMMARY table with columns ADDITIONS, DEDUCTIONS, TOTALS, NET CHANGES by Change Order

Handwritten signature and date 5/18/15



TO: PARSONS BRINCKERHOFF QUADRE & DOUGLAS
 ONE FERN PLAZA
 NEW YORK, NY 10119

Project Name:
 State Job #:
 Project Owner:

State/Procurement Classification
 11-1
 Rhode Island Turnpike & Bridge Authority

Newport Bridge

Application #:
 Application date:
 Work Completed thru

32
 5/18/2015
 5/18/2015

| ITEM | DESCRIPTION | QUANTITY | UM | QTY TO-DATE | QTY PREVIOUS | QTY THIS PAY | UNIT PRICE | TOTAL | DOLLARS TO-DATE | DOLLARS THIS PAY | % COMPLETE |
|----------------|---------------------------------|----------|----|--------------|---------------|--------------|---------------|---------------|-----------------|------------------|------------|
| 1 | *PERFORMANCE BOND | 1.00 | LS | 0.942260 | 0.942260 | 0.942260 | 100,000.00 | 100,000.00 | 94,226.00 | - | 94.23 |
| 2 | *PAYMENT BOND | 1.00 | LS | 0.942260 | 0.942260 | 0.942260 | 100,000.00 | 100,000.00 | 94,226.00 | - | 94.23 |
| 3 | *GIRD SP-END WEBBERG STIFF | 22.00 | EA | 22.000000 | 22.000000 | 22.000000 | 11,000.00 | 242,000.00 | 242,000.00 | - | 100.00 |
| 4 | *GRT SPAN STRING END CONN REP | 50.00 | EA | 53.000000 | 53.000000 | 53.000000 | 6,000.00 | 360,000.00 | 315,000.00 | - | 88.33 |
| 5 | *GRT SPN-FB LOWER WEB REP-8> | 120.00 | LF | 91.000000 | 91.000000 | 91.000000 | 800.00 | 95,000.00 | 72,800.00 | - | 75.83 |
| 6 | *GRT SPAN-FLRM LOW WEB REP-8> | 1700.00 | LF | 1,539.53 | 1,539.530000 | 1,539.530000 | 700.00 | 1,490,000.00 | 1,075,571.00 | - | 80.38 |
| 7 | *TRUSS SPAN-FLRM CONNECT-REP | 8.00 | EA | 3.000000 | 3.000000 | 3.000000 | 41,000.00 | 65,000.00 | 39,000.00 | - | 50.00 |
| 8 | *RBR SWAY BRACE T-A BRACKET/TC | 14.00 | EA | 12.000000 | 12.000000 | 12.000000 | 4,000.00 | 56,000.00 | 48,000.00 | - | 85.71 |
| 9 | *RBR SWAY BRACE T-B/C BRK/TC | 0.00 | EA | - | 0.000000 | 0.000000 | 4,100.00 | - | - | - | #DIV/0! |
| 10 | *RBR SWAY BRACE T-B/C BRK/TC | 5.00 | EA | 5.000000 | 5.000000 | 5.000000 | 6,100.00 | 30,500.00 | 30,500.00 | - | 100.00 |
| 11 | *RBR SWAY BRACE T-B/C BRK/TC | 0.00 | EA | - | 0.000000 | 0.000000 | 6,500.00 | - | - | - | #DIV/0! |
| 12 | *RBR SWAY BRACE T-A BRACKET/TC | 1.00 | EA | 1.000000 | 1.000000 | 1.000000 | 6,000.00 | 6,000.00 | 6,000.00 | - | 100.00 |
| 13 | *RBR SWAY DIAG MEM FLAT-A SB | 170.00 | LF | 158.321000 | 158.321000 | 158.321000 | 800.00 | 138,000.00 | 125,656.80 | - | 93.13 |
| 14 | *RBR SDM FLAT-B/C@CONT SSB | 0.00 | EA | - | 0.000000 | 0.000000 | 11,500.00 | - | - | - | #DIV/0! |
| 15 | *RBR SDM FLAT-B/C@CONT SPAN | 1.00 | EA | - | 0.000000 | 0.000000 | 14,000.00 | - | - | - | - |
| 16 | *RBR SDM FLAT-B/C SWAY BRACE | 28.00 | LF | 10.494000 | 10.494000 | 10.494000 | 1,000.00 | 28,000.00 | 10,494.00 | - | 37.28 |
| 17 | *RBR TO LB G-LATER REP FB WEB | 18.00 | EA | 18.000000 | 18.000000 | 18.000000 | 6,500.00 | 117,000.00 | 117,000.00 | - | 100.00 |
| 18 | *TRUSS SP-REP UPPER LB | 230.00 | LF | 218.250000 | 218.250000 | 218.250000 | 375.00 | 86,250.00 | 81,561.00 | - | 94.91 |
| 19 | *TRUSS SP-REP UP LB/SPLICE BRG | 23.00 | EA | 19.000000 | 19.000000 | 19.000000 | 4,200.00 | 96,000.00 | 78,800.00 | - | 82.61 |
| 20 | *TRUSS SP-REP UP LB/CONT BRACE | 5.00 | EA | 5.000000 | 5.000000 | 5.000000 | 6,700.00 | 28,500.00 | 28,500.00 | - | 100.00 |
| 21 | *TRUSS SP-REP LOWER T-B/SECT | 80.00 | EA | 72.000000 | 72.000000 | 72.000000 | 1,255.00 | 99,000.00 | 89,200.00 | - | 90.00 |
| 22 | *TRUSS SP-REP LOW LB-BEAM SEGT | 0.00 | LF | - | 0.000000 | 0.000000 | 325.00 | - | - | - | #DIV/0! |
| 23 | *TRUSS SP-REP LOW LB-BEAM SEGT | 0.00 | LF | - | 0.000000 | 0.000000 | 460.00 | - | - | - | #DIV/0! |
| 24 | *TRUSS SP-RRR LOW LB-T/SECT | 0.00 | EA | - | 0.000000 | 0.000000 | 8,500.00 | - | - | - | #DIV/0! |
| 25 | *TRUSS SP-RRR LOW LB-BEAM SEGT | 0.00 | EA | - | 0.000000 | 0.000000 | 7,200.00 | - | - | - | #DIV/0! |
| 26 | *STL REP-TR WDM LOW GNCT R/FT | 82.00 | EA | 52.000000 | 52.000000 | 52.000000 | 3,500.00 | 331,200.00 | 187,200.00 | - | 58.52 |
| 27 | *RBR HIGH STRENGTH BOLTS | 18000.00 | EA | 10,589.00 | 10,589.000000 | 10,589.00 | 40.00 | 723,000.00 | 423,580.00 | - | 59.63 |
| 28 | HAUNCH REMOVAL | 12000.00 | LF | 6,281.210000 | 6,281.210000 | 6,281.210000 | 10.00 | 120,000.00 | 62,812.10 | - | 52.34 |
| 29 | TRUSS SP-PROT COAT RBR | 1.00 | LS | 0.660018 | 0.660018 | 0.660018 | 20,400.000000 | 20,400.000000 | 11,832.38720 | 450,840.00 | 58.00 |
| 30 | GIRDER SP-PROT COAT RBR | 1.00 | LS | 0.405245 | 0.405245 | 0.405245 | 7,000.000000 | 7,000.000000 | 2,856.71600 | 420,600.00 | 40.52 |
| 31 | PS BEAM SP BR RAIL-P.COAT RBR | 1.00 | LS | - | 0.000000 | 0.000000 | 2,500.000000 | 2,500.000000 | - | - | - |
| 32 | SIGN STR-PROT COAT RBR | 1.00 | LS | - | 0.000000 | 0.000000 | 150.000000 | 150.000000 | - | - | - |
| 33 | TRUSS SP-PERSONENVIRON PROT | 1.00 | LS | 0.550018 | 0.550018 | 0.550018 | 50,000.00 | 50,000.00 | 28,000.50 | 1,105.00 | 58.00 |
| 34 | GIRDER SP-PERSONENVIRON PROT | 1.00 | LS | 0.405245 | 0.405245 | 0.405245 | 50,000.00 | 50,000.00 | 20,262.25 | 3,000.00 | 40.52 |
| 35 | PS BEAM SP BR RAIL-P/EE PROT | 1.00 | LS | - | 0.000000 | 0.000000 | 10,000.00 | 10,000.00 | - | - | - |
| 36 | SIGN STRUC-T-PERSONENVIRON PROT | 1.00 | LS | - | 0.000000 | 0.000000 | 10,000.00 | 10,000.00 | - | - | - |
| 37 | *RE FIELD OFFICE | 39.00 | MO | 26.000000 | 26.000000 | 1.000000 | 1,500.00 | 1,500.00 | 38,000.00 | 1,500.00 | 69.67 |
| 38 | MOBILIZATION | 1.00 | LS | 0.900000 | 0.900000 | 0.900000 | 4,130.000000 | 4,130.000000 | 3,717.000000 | - | 90.00 |
| 39 | *STL-REPS MISC-STIFF ANGLE | 0.00 | LB | - | 0.000000 | 0.000000 | 40.00 | - | - | - | #DIV/0! |
| 40 | *STL-REPS MISC-WEB REP PLATE | 500.00 | LB | 1,680.40 | 1,680.400000 | 1,680.400000 | 30.00 | 15,000.00 | 50,472.00 | - | 335.08 |
| 41 | *STL-REPS MISC-FLANGE PLATES | 3000.00 | LB | 2,376.60 | 2,376.60 | 2,376.60 | 6.50 | 19,500.00 | 15,477.90 | - | 79.22 |
| 42 | MISC STRUCTURAL REPAIRS | 1.00 | LS | 0.91262276 | 0.91262276 | 0.91262276 | 800,350.00 | 800,350.00 | 760,417.83 | - | 91.28 |
| TOTAL INVOICE: | | | | | | | | | 39,215,400.00 | 22,490,969.78 | 57.35 |

| CONT ITEM | DESCRIPTION | QUANTITY | UM | QTY TO-DATE | QTY PREVIOUS | QTY THIS PAY | UNIT PRICE | TOTAL | DOLLARS TO-DATE | DOLLARS THIS PAY | % COMPLETE |
|-----------|-------------------------------|----------|----|-------------|--------------|--------------|------------|-----------|-----------------|------------------|------------|
| 3012-502 | RECAP FOR ITEM 42 * | 1.00 | LS | 1.00 | 1.00 | 1.00 | 10,429.80 | 10,429.80 | 10,429.80 | - | 100.00 |
| 3012-503 | RBR Gussets @ Chevron Bracing | 54.00 | EA | 54.00 | 54.00 | 54.00 | 827.32 | 80,589.08 | 58,589.08 | - | 100.00 |
| 3012-504 | RBR Cant Bracing Beg Field | 1.00 | LS | 1.00 | 1.00 | 1.00 | 80,885.10 | 80,885.10 | 80,885.10 | - | 100.00 |
| 3012-504 | Expansion Joint Plar. 10E | 1.00 | LS | 1.00 | 1.00 | 1.00 | 49,474.86 | 49,474.86 | 49,474.86 | - | 100.00 |

5%
 \$4,382.25 ✓



TO: PARSONS BRINCKERHOFF QUADRE & DOUGLAS
ONE PENN PLAZA
NEW YORK, NY 10119

Project Name
Sisla Job #
Project Owner

Steel/Protective Coatings
31-1
Rhode Island Turnpike & Bridge Authority

Newport Bridge

Application # : 32
Application date : 5/10/2015
Work Completed thru: 5/16/2015

| ITEM | DESCRIPTION | QUANTITY | | QTY | | UNIT | PRICE | TOTAL | DOLLARS | | % COMPLETE |
|----------|---|----------|----------|----------|----------|------|-------------|-------------|-------------|----------|------------|
| | | UM | TO-DATE | PREVIOUS | THIS PAY | | | | TO-DATE | THIS PAY | |
| 3012-804 | Expansion Joint Pier 10E | 1.00 | 1.00 | 1.00 | 1.00 | LS | 10,470.95 | 10,470.95 | 10,470.95 | 100.00 | |
| 3012-805 | Diaphragm Channel @ SSSE | 1.00 | 1.00 | 1.00 | 1.00 | EA | 5,258.00 | 5,258.00 | 5,258.00 | 100.00 | |
| 3012-806 | Arms Crack Repair @ Stringers | 1.00 | 1.00 | 1.00 | 1.00 | LS | 2,240.48 | 2,240.48 | 2,240.48 | 100.00 | |
| 3012-807 | Removal (A) Erection Plates | 1.00 | 1.00 | 1.00 | 1.00 | LS | 6,835.97 | 6,835.97 | 6,835.97 | 100.00 | |
| 3012-808 | Bottom Chord Repair Truss Span BE (N2S) | 1.00 | 1.00 | 1.00 | 1.00 | LS | 44,350.99 | 44,350.99 | 44,350.99 | 100.00 | |
| 3012-809 | Bottom Chord Repair Truss Span BE (N2S) | 1.00 | 1.00 | 1.00 | 1.00 | LS | 68,778 | 68,778 | 68,778 | 100.00 | |
| 3012-810 | Stiffener removal @ Diaphragm BE | 1.00 | 1.00 | 1.00 | 1.00 | EA | 895.09 | 895.09 | 895.09 | 100.00 | |
| 3012-811 | Chawson Gusset Plate Truss Span BE | 5.00 | 5.00 | 5.00 | 5.00 | EA | 2,607.45 | 13,037.25 | 13,037.25 | 100.00 | |
| 3012-812 | Crack FB 2' Slitter #5N | 1.00 | 1.00 | 1.00 | 1.00 | LS | 84.05 | 84.05 | 84.05 | 100.00 | |
| 3012-814 | 8" angle repair FB Lower Web (Truss & Girder Spans) | 1.00 | 1.00 | 1.00 | 1.00 | LS | 5,479.07 | 5,479.07 | 5,479.07 | 100.00 | |
| 3012-814 | 8" angle repair FB Lower Web (Truss & Girder Spans) | 1.00 | 1.00 | 1.00 | 1.00 | LS | 5,715.68 | 5,715.68 | 5,715.68 | 100.00 | |
| 3012-815 | 8" angle repair FB Lower Web (Truss & Girder Spans) | 1.00 | 1.00 | 1.00 | 1.00 | LS | 6,744.73 | 6,744.73 | 6,744.73 | 100.00 | |
| 3012-816 | Diaphragm Repair BE @ Stringer | 1.00 | 1.00 | 1.00 | 1.00 | LS | 710.91 | 710.91 | 710.91 | 100.00 | |
| 3012-816 | Diaphragm Repair BE @ Stringer | 28.00 | 28.00 | 28.00 | 28.00 | EA | 848.56 | 26,503.68 | 26,503.68 | 100.00 | |
| 3012-817 | Temp Shoring/Stringer No 385 Truss Span BE | 1.00 | 1.00 | 1.00 | 1.00 | LS | 7,491.37 | 7,491.37 | 7,491.37 | 100.00 | |
| 3012-818 | SPREP Cracked Weld Up Card | 1.00 | 1.00 | 1.00 | 1.00 | LS | 763.05 | 763.05 | 763.05 | 100.00 | |
| 3012-820 | Span BE Erection Plates FB 1&2 (N1&S) | 1.00 | 1.00 | 1.00 | 1.00 | LS | 1,153.20 | 1,153.20 | 1,153.20 | 100.00 | |
| 3012-821 | R&R Anchor Bolt Nut @ Beams (Truss & Girder Spans) | 1.00 | 1.00 | 1.00 | 1.00 | LS | 9,553.84 | 9,553.84 | 9,553.84 | 100.00 | |
| 3012-821 | R&R Anchor Bolt Nut @ Beams (Truss & Girder Spans) | 1.00 | 1.00 | 1.00 | 1.00 | LS | (69.02) | (69.02) | (69.02) | 100.00 | |
| 3012-823 | 12" bottom flange plate | 1,181.50 | 1,181.50 | 1,181.50 | 1,181.50 | LF | 200.00 | 236,300.00 | 236,300.00 | 100.00 | |
| 3012-827 | Cracked Weld Repair BE West | 1.00 | 1.00 | 1.00 | 1.00 | LS | 2,843.52 | 2,843.52 | 2,843.52 | 100.00 | |
| 3012-827 | Diaphragm Repair BE West | 1.00 | 1.00 | 1.00 | 1.00 | LS | 890.58 | 890.58 | 890.58 | 100.00 | |
| 3012-833 | Cracked Weld Repair BE West | 1.00 | 1.00 | 1.00 | 1.00 | LS | 1,189.62 | 1,189.62 | 1,189.62 | 100.00 | |
| 3012-833 | Delaminated Weld @ Bottom Chord Truss Spans BE & BE | 1.00 | 1.00 | 1.00 | 1.00 | LS | 8,021.68 | 8,021.68 | 8,021.68 | 100.00 | |
| 3012-834 | Delaminated Weld @ Bottom Chord Truss Spans BE & BE | 1.00 | 1.00 | 1.00 | 1.00 | LS | 27,922.80 | 27,922.80 | 27,922.80 | 100.00 | |
| 3012-835 | Fracture Joint Repair at 10E | 1.00 | 1.00 | 1.00 | 1.00 | LS | 3,081.87 | 3,081.87 | 3,081.87 | 100.00 | |
| 3012-835 | Full Hanger Edge Contact Span 14E | 1.00 | 1.00 | 1.00 | 1.00 | LS | 1,802.83 | 1,802.83 | 1,802.83 | 100.00 | |
| 3012-839 | Reinforce Upper Lateral Brace 7E 12-1" | 1.00 | 1.00 | 1.00 | 1.00 | LS | 849.84 | 849.84 | 849.84 | 100.00 | |
| 3012-839 | Reinforce Upper Lateral Brace 7E 12-1" | 1.00 | 1.00 | 1.00 | 1.00 | LS | 4,881.57 | 4,881.57 | 4,881.57 | 100.00 | |
| 3012-843 | EW - HAUNCH REPAIR SIRA ARMATECH 1TD ONLY | 1.00 | 1.00 | 1.00 | 1.00 | LS | 3,360.54 | 3,360.54 | 3,360.54 | 100.00 | |
| 3012-843 | Girder Span 14E Transformer Platform Modifications | 1.00 | 1.00 | 1.00 | 1.00 | LS | 63,262.23 | 63,262.23 | 63,262.23 | 100.00 | |
| 3012-848 | Weld repair span BE upper chords Truss FB 9, 8 & 10 | 1.00 | 1.00 | 1.00 | 1.00 | LS | 3,243.18 | 3,243.18 | 3,243.18 | 100.00 | |
| 3012-848 | Span BE upper chord delaminated weld repair FB5-7 | 1.00 | 1.00 | 1.00 | 1.00 | LS | 1,655.47 | 1,655.47 | 1,655.47 | 100.00 | |
| 3012-851 | Repair to Old Colony Bridge | 1.00 | 1.00 | 1.00 | 1.00 | LS | 59,595.00 | 59,595.00 | 59,595.00 | 100.00 | |
| 3012-707 | Safety Fine 3rd Lane Incident | 1.00 | 1.00 | 1.00 | 1.00 | LS | (18,000.00) | (18,000.00) | (18,000.00) | 100.00 | |

Some of these unit prices and/or quantities are subject to change as they are partially billed



Aetna Bridge Company, 30 Lockbridge Street, Pawtucket, R.I. 02860

Newport Bridge – Steel Repairs/Protective Coatings
Payment #: 32

RITBA Project #: 11-1

CERTIFICATION

The undersigned certifies that the following Subcontractor(s) have been paid by Aetna Bridge Company for which previous Certificates for Payment were issued and payments received from Rhode Island Turnpike & Bridge Authority.

Atsalis Bros.

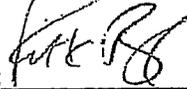
DEMCO

CONTRACTOR:

By:  Date: 5/18/15

State of Rhode Island, County of Providence

Sworn and subscribed to before me this 18th day of May 2015

Notary Public: 

My commission expires: 6/1/18

**REQUISITION FOR SERIES 2014A
REQUISITION NO. 3**

RE: \$30,000,000 Rhode Island Turnpike and Bridge Authority
Revenue Bond Anticipation Notes, Series 2014A

TO: Bank of New York Mellon Trust Company, N.A, as trustee (the "Trustee") under the
Indenture of Trust between the Rhode Island Turnpike and Bridge Authority and the
Trustee dated as November 1, 2014

This Requisition is made pursuant to Section 5.05 of the above indenture

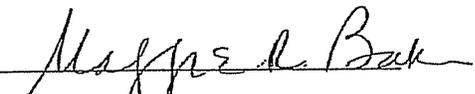
The Trustee is directed to pay sums out of the Construction Account of the Construction
Fund entitled Series 2014 Construction Account

| <u>PAYEE</u> | <u>PURPOSE OF PAYMENT</u> | <u>AMOUNT</u> |
|----------------------|-----------------------------|---------------------|
| Aetna Bridge Company | Construction Contract 14-12 | \$622,700.82 |
| | Construction Contract 11-1 | \$170,833.75 |
| | Construction Contract 11-1 | \$205,500.00 |
| | | <u>\$999,034.57</u> |

| | |
|------------------------|-----------------------------|
| Via Fed Wire: | Bank Of America |
| Routing Number: | 026 009 593 |
| Acct Number: | 9365207750 |
| Acct Name: | Aetna Bridge Company |

The undersigned hereby certifies that (a) the items for which payment is sought are Construction Costs (as defined in the Master Indenture) and are proper charges against the Construction Fund for which no prior payment or reimbursement has been sought from the proceeds of Notes or any other Notes of the Issuer; (b) no Event of Default (as defined in the Master Indenture) has occurred or is continuing or will occur as a result of payment pursuant to this Requisition; (c) the items requested and the amounts requested, considered with the projects and amounts provided pursuant to any previous requisition, are within the limits set forth for the Projects in the Program Act; and (d) the undersigned is an Authorized Issuer Representative (as defined in the Master Indenture) and is authorized to execute and deliver this Requisition on behalf of the Authority.

RHODE ISLAND TURNPIKE AND BRIDGE AUTHORITY

By: 
Authorized Issue Representative

BANS 2014

APPLICATION AND CERTIFICATE FOR PAYMENT

AIA DOCUMENT G702 (Instructions on reverse side)

TO OWNER: Rhode Island Turnpike and Bridge Authority
 Newport Bridge Median Barrier
 PROJECT: Newport Bridge
 APPLICATION NO.: 4
 PERIOD TO: 4/23/2015
 PROJECT NOS.: 14-12
 DISTRIBUTION: * Parsons Brinckerhoff
 * Aelina Bridge Co.
 * Job File
 * S Aguiar
 CONTRACT DATE: 11/19/2014



Aelina Bridge Company, 30 Locustbridge Street, Pawtucket, R.I. 02860

FROM CONTRACTOR:

20 18031200

CONTRACTOR'S APPLICATION FOR PAYMENT

Application is made for payment, as shown below, in connection with the Contract. Continuation Sheet, is attached.

1. ORIGINAL CONTRACT SUM \$ 6,592,575.00
 2. Net change by Change Orders \$ 169,363.21

3. CONTRACT SUM TO DATE (Line 1+2&2a) \$ 6,761,938.21
 4. TOTAL COMPLETED & STORED TO DATE \$ 5,017,429.66
 (Column G on G703)

5. RETAINAGE:
 a. % of Completed Work \$ 250,871.48
 (Columns D + E on G703)
 b. % of Stored Material \$
 (Column F on G703)

Total Retainage (Line 5a + 5b or Total in Column I of G703) \$ 250,871.48
 6. TOTAL EARNED LESS RETAINAGE \$ 4,766,558.18
 (Line 4 less Line 5 Total)

7. LESS PREVIOUS CERTIFICATES FOR PAYMENT (Line 6 from prior Certificate) \$ 4,143,857.36
 8. CURRENT PAYMENT DUE \$ 622,700.82

9. BALANCE TO FINISH, INCLUDING RETAINAGE (Line 3 less Line 6)

| CHANGE ORDER SUMMARY | ADDITIONS | DEDUCTIONS |
|--|-------------------|--------------------|
| Total changes approved in previous months by Owner | 5,828.12 | |
| Total approved this Month | 206,864.87 | (43,329.78) |
| TOTALS | 212,692.99 | (43,329.78) |
| NET CHANGES by Change Order | 169,363.21 | |

AIA DOCUMENT G702 • APPLICATION AND CERTIFICATE FOR PAYMENT • 1992 EDITION • AIA • 1992 • THE AMERICAN INSTITUTE OF ARCHITECTS, 1735 NEW YORK AVENUE, N.W. WASHINGTON, D.C. 20006-5292 • WARNING: Unlicensed photocopying violates U.S. copyright laws and will subject the violator to legal prosecution.

The undersigned Contractor certifies that to the best of the Contractor's knowledge, information and belief the Work covered by this Application for Payment has been completed in accordance with the Contract Documents, that all amounts have been paid by the Contractor for Work for which previous Certificates for Payment were issued and payments received from the Owner, and that current payments shown herein is now due.

CONTRACTOR:

By: [Signature] Date: April 30, 2015
 State of: RHODE ISLAND
 County of: PROVIDENCE
 Subscribed and sworn to before me on: 30 day of April 2015
 Notary Public: [Signature] Robert K. Barber
 My Commission Expires: 6/1/2018

ARCHITECT'S CERTIFICATE FOR PAYMENT

In accordance with the Contract Documents, base on on-site observation and the data comprising this application, the Architect certifies to the Owner that to the best of the Architect's knowledge, information and belief the Work has progressed as indicated, the quality of the Work is in accordance with the Contract Documents, and the Contractor is entitled to payment of the AMOUNT CERTIFIED. \$622,700.82
 AMOUNT CERTIFIED \$622,700.82
 (Attached explanation if amount certified differs from the amount applied for. Initial all figures on this Application and on the Continuation Sheet that are changed to conform to the amount certified.)

ARCHITECT: [Signature] Date: 5/6/15
 This certificate is not negotiable. The AMOUNT CERTIFIED is payable only to the Contractor named herein. Issuance, payment and acceptance of payment are without prejudice to any rights of the Owner or Contractor under this Contract.



TO: PARSONS BRINCKERHOFF QUADE & DOUGLAS
ONE PERIN PLAZA
NEW YORK, NY 10119

Project Name: Newport Bridge Median Barrier
State Job #: 14-42
Project Owner: Rhode Island Turnpike & Bridge Authority

Application #: 4
Application date: 4/30/2015
Work Completed thru: 4/29/2015

| ITEM | DESCRIPTION | QUANTITY | U/M | QTY TO-DATE | QTY PREVIOUS | QTY THIS PAY | UNIT PRICE | TOTAL | DOLLARS TO-DATE | | |
|----------------|---|----------|-----|----------------|---------------|--------------|--------------|--------------|-----------------|------------|-------|
| 1 | PERFORMANCE BOND | 1 | LS | 0.884806 | 0.884806 | | \$18,000.00 | 18,000.00 | 16,106.5 | | |
| 2 | PAYMENT BOND | 1 | LS | 0.884806 | 0.884806 | | \$18,000.00 | 18,000.00 | 16,106.5 | | |
| 3 | PRE & POST BARRIER INSTALL SURVEY | 2 | EA | 2.000000 | 0.000000 | 2.000000 | \$5,000.00 | 10,000.00 | 10,000.00 | | |
| 4 | PROVIDE & TEST SAMPLE TINTED SEGMENTS | 1 | LS | 1.000000 | 0.000000 | 1.000000 | \$20,000.00 | 20,000.00 | 20,000.00 | | |
| 5 | FABRICATION OF MEDIAN BARRIER | 3,620 | EA | 3,000,000,000 | 3,000,000,000 | 1,785.00 | \$1,180.00 | 4,198,200.00 | 3,480,000.00 | | |
| 6 | INSTALL MEDIAN BARRIER SEGMENTS | 3,570 | EA | 1,786,000,000 | 0.000000 | 1,785.00 | \$67.50 | 240,975.00 | 120,487.50 | | |
| 7 | ANCHORAGE BARRIER - WEST END | 1 | LS | 1.000000 | 1.000000 | | \$5,000.00 | 5,000.00 | 5,000.00 | | |
| 8 | F&I WEST END ATTENUATOR | 1 | LS | 1.000000 | 0.000000 | 1.000000 | \$50,000.00 | 50,000.00 | 50,000.00 | | |
| 9 | ANCHORAGE BARRIER - EAST END | 1 | LS | 1.000000 | 1.000000 | | \$6,000.00 | 6,000.00 | 6,000.00 | | |
| 10 | EAST END FULL DEPTH ASPHALT REPLACEMENT | 1 | LS | 1.000000 | 0.250000 | 0.750000 | \$90,000.00 | 90,000.00 | 90,000.00 | | |
| 11 | MEDIAN & CURB REHAB/RECONSTRUCTION | 1 | LS | 1.000000 | 0.700000 | 0.300000 | \$85,000.00 | 85,000.00 | 85,000.00 | | |
| 12 | R&R EXISTING LEAD END GUARD RAIL | 1 | LS | 1.000000 | 0.200000 | 0.800000 | \$180,000.00 | 180,000.00 | 180,000.00 | | |
| 13 | PROVIDE EMERGENCY OPENING-EAST END | 1 | LS | 1.000000 | 0.500000 | 0.500000 | \$20,000.00 | 20,000.00 | 20,000.00 | | |
| 14 | REMOVE EXISTING PAVEMENT MARKINGS | 57,000 | LF | - | 0.000000 | 0.50 | \$0.50 | 28,500.00 | - | | |
| 15 | "6" EPOXY RESIN PAVT MARKINGS WHITE | 32,500 | LF | - | 0.000000 | 50.40 | \$0.40 | 13,000.00 | - | | |
| 16 | "6" EPOXY RESIN PAVT MARKINGS YELLOW | 25,000 | LF | 24,870,000,000 | 0.000000 | 24,670.00 | \$250.00 | 3,000.00 | 9,868.00 | | |
| 17 | EPOXY RESIN PAVEMENT LEGENDS | 12 | EA | - | 0.000000 | 40.000000 | \$150.00 | 9,000.00 | 6,000.00 | | |
| 18 | DIRECTIONAL REGULATORY & WARNING SIGNS | 60 | SF | 40.000000 | 0.000000 | 1.000000 | \$10,000.00 | 10,000.00 | 10,000.00 | | |
| 19 | REMOVE EXISTING DELINEATORS | 1 | LS | 1.000000 | 0.000000 | 1.000000 | \$100.00 | 40,000.00 | 39,269.00 | | |
| 20 | ROADWAY SPALL REPAIRS | 400 | EA | 392,690,000 | 349,140,000 | 43,550,000 | \$5,000.00 | 3,000.00 | 3,000.00 | | |
| 21 | PLACE ADDED BARRIER SEGMENTS-STORAGE | 1 | EA | 1.000000 | 0.000000 | 1.000000 | \$43,500.00 | 43,500.00 | 43,500.00 | | |
| 22 | FURNISH ADDED ATTENUATORS | 1 | LS | 1.000000 | 0.000000 | 1.000000 | \$3,000.00 | 3,000.00 | - | | |
| 23 | F&I TRUCK MOUNTED ROLLER KIT | 1 | EA | - | 0.000000 | 5,000.00 | \$5,000.00 | 5,000.00 | - | | |
| 24 | COMMISSION MOVEABLE MEDIAN BARRIER SYSTEM | 1 | LS | - | 0.000000 | 1,400,000.00 | \$17,500.00 | 140,000.00 | - | | |
| 25 | MAINTENANCE CONTRACT | 8 | EA | - | 0.000000 | 2,000.00 | \$2,000.00 | 2,000.00 | - | | |
| 26 | AS-BUILT DRAWINGS | 1 | LS | - | 0.000000 | 660,000.00 | \$650,000.00 | 660,000.00 | - | | |
| 27 | MOBILIZATION | 1 | LS | 1.000000 | 1.000000 | | \$16,500.00 | 165,000.00 | - | | |
| O1A | ON-CALL EMERGENCY MAINTENANCE | 10 | EA | - | 0.000000 | 200,000.00 | \$20,000.00 | 200,000.00 | - | | |
| O1B | ON-CALL MAINTENANCE VISIT | 10 | EA | - | 0.000000 | 325,000.00 | \$6,500.00 | 325,000.00 | - | | |
| O1C | CRTS-QMB OR VARIABLE LENGTH SEGMENT | 60 | EA | - | 0.000000 | | | | - | | |
| TOTAL INVOICE: | | | | | | | | | 73.72 | | |
| 6,692,575.00 | | | | | | | | | 4,860,837.50 | 504,210.50 | 73.72 |

| CONT ITEM | DESCRIPTION | QUANTITY | U/M | QTY TO-DATE | QTY PREVIOUS | QTY THIS PAY | UNIT PRICE | TOTAL | DOLLARS TO-DATE | DOLLARS THIS PAY | % COMPLETE |
|-----------------------------|---|----------|-----|-------------|--------------|--------------|-------------|-------------|-----------------|------------------|------------|
| 3033-800 | EW-EAST END TEST PITS | 1.00 | LS | 1.000000 | 1.00 | | 5,828.12 | 5,828.12 | 5,828.12 | - | 100.00 |
| 3033-801 | F&I PEXCO BARRIER REFLECTORS | 1.00 | LS | 0.507377 | 0.507 | | 24,908.62 | 24,908.62 | 12,688.57 | 12,688.57 | 50.74 |
| 3033-807 | D'AMBRA MILL EAST APPROACH PLUS EXTENDED PAVING | 1.00 | LS | 1.000000 | 1.00 | | 181,955.25 | 181,955.25 | 181,955.25 | 181,955.25 | 100.00 |
| 10 | EAST END FULL DEPTH ASPHALT REPLACEMENT CREDIT | 1.00 | LS | 1.000000 | 1.00 | | (43,329.78) | (43,329.78) | (43,329.78) | (43,329.78) | 100.00 |
| Total Miscellaneous Repairs | | | | | | | | | 157,092.18 | 151,264.04 | |

504,210.50 +
151,264.04 +
655,474.54 *
32,773.72 -
622,700.82 *

003
688,248.267 *

000
655,474.54 +
32,773.72 -
622,700.82 *

25210.52
+ Ret. 31,155.04
+ 14-12-3 5828.12



400 WASHINGTON STREET, FORT MONMOUTH, NJ 08040
 TCH: PARSONS BRINCKERHOFF QUINDE & DOUGLAS
 ONE PENN PLAZA
 NEW YORK, NY 10110

Project Name: Newport Bridge Modest Barrier
 State Job #: 24-12
 Project Owner: Rhode Island Turnpike & Bridge Authority
 Application #: 31
 Application date: 2/10/2015
 Work completed thru: 2/22/2015

| ITEM | DESCRIPTION | QUANTITY | U/M | QTY TO-DATE | QTY PREVIOUS | CITY THIS PAY | UNIT PRICE | TOTAL | DOLLARS TO-DATE | DOLLARS THIS PAY | % COMPLETE |
|----------------|---|----------|-----|--------------|--------------|---------------|--------------|--------------|-----------------|------------------|------------|
| 1 | PERFORMANCE BOND | 1 | LS | 0.004000 | 0.004000 | 0.004000 | \$10,000.00 | 10,000.00 | 16,105.50 | - | 00.40 |
| 2 | PAYMENT BOND | 1 | LS | 0.004000 | 0.004000 | 0.004000 | \$16,000.00 | 16,000.00 | 16,105.50 | - | 00.46 |
| 3 | PRE & POST BARRIER INSTALL SURVEY | 2 | EA | - | 0.000000 | 0.000000 | \$6,000.00 | 10,000.00 | - | - | - |
| 4 | PROVIDE & TEST SAMPLE TINTED SEGMENTS | 1 | LS | 1.000000 | 1.000000 | 1.000000 | \$20,000.00 | 20,000.00 | 20,000.00 | - | 100.00 |
| 5 | FABRICATION OF MEDIAN BARRIER | 8,620 | EA | 3,000.000000 | 1,222.000000 | 1,776.00 | \$1,160.00 | 4,189,200.00 | 3,400,000.00 | 2,092,400.00 | 82.07 |
| 6 | INSTALL MEDIAN BARRIER SEGMENTS | 3,570 | EA | - | 0.000000 | 0.000000 | \$67.60 | 240,675.00 | - | - | - |
| 7 | ANCHORAGE BARRIER - WEST END | 1 | LS | 1.000000 | 0.000000 | 1.000000 | \$6,000.00 | 6,000.00 | 6,000.00 | 6,000.00 | 100.00 |
| 8 | ANCHORAGE BARRIER - EAST END | 1 | LS | 1.000000 | 0.000000 | 1.000000 | \$6,000.00 | 6,000.00 | 6,000.00 | 6,000.00 | 100.00 |
| 9 | EAST END RULL DEPTH ASPHALT REPLACEMENT | 1 | LS | 1.000000 | 0.000000 | 1.000000 | \$9,000.00 | 9,000.00 | 9,000.00 | 9,000.00 | 100.00 |
| 10 | MEDIAN & CURB REPAIR/RECONSTRUCTION | 1 | LS | 0.260000 | 0.000000 | 0.260000 | \$90,000.00 | 23,400.00 | 23,400.00 | 23,400.00 | 25.00 |
| 11 | R&R EXISTING LEAD END GUARD RAIL | 1 | LS | 0.700000 | 0.000000 | 0.700000 | \$86,000.00 | 60,200.00 | 60,200.00 | 60,200.00 | 70.00 |
| 12 | PROVIDE EMERGENCY OPENING EAST END | 1 | LS | 0.200000 | 0.000000 | 0.200000 | \$180,000.00 | 36,000.00 | 36,000.00 | 36,000.00 | 20.00 |
| 13 | REMOVE EXISTING PAVEMENT MARKINGS | 57,000 | LF | 0.600000 | 0.000000 | 0.600000 | \$20,000.00 | 12,000.00 | 10,000.00 | 10,000.00 | 60.00 |
| 14 | 6" EPOXY RESIN PAVT MARKINGS WHITE | 32,000 | LF | - | 0.000000 | 0.000000 | \$0.40 | 13,000.00 | - | - | - |
| 15 | 6" EPOXY RESIN PAVT MARKINGS YELLOW | 26,000 | LF | - | 0.000000 | 0.000000 | \$0.40 | 10,400.00 | - | - | - |
| 16 | DIRECTIONAL REGULATORY & WARNING SIGNS | 10 | BF | - | 0.000000 | 0.000000 | \$160.00 | 1,600.00 | - | - | - |
| 17 | REMOVE EXISTING DELINEATORS | 400 | EA | 346.140000 | 0.000000 | 346.140000 | \$1.00 | 346.14 | 34,814.00 | - | 87.29 |
| 18 | PLACE ADDED BARRIER SEGMENTS-STORAGE | 1 | EA | - | 0.000000 | 0.000000 | \$3,000.00 | 3,000.00 | - | - | - |
| 19 | FURNISH ADDED ATTENUATORS | 1 | EA | - | 0.000000 | 0.000000 | \$34,500.00 | 34,500.00 | - | - | - |
| 20 | FBI TRUCK MOUNTED ROLLER KIT | 1 | EA | - | 0.000000 | 0.000000 | \$3,000.00 | 3,000.00 | - | - | - |
| 21 | COMMISSION MOVEABLE MEDIAN BARRIER SYSTEM | 1 | EA | - | 0.000000 | 0.000000 | \$3,000.00 | 3,000.00 | - | - | - |
| 22 | MAINTENANCE CONTRACT | 1 | EA | - | 0.000000 | 0.000000 | \$2,000.00 | 2,000.00 | - | - | - |
| 23 | AS-BUILT DRAWINGS | 1 | EA | - | 0.000000 | 0.000000 | \$17,600.00 | 17,600.00 | - | - | - |
| 24 | MOBILIZATION | 1 | EA | - | 0.000000 | 0.000000 | \$660,000.00 | 660,000.00 | 660,000.00 | 660,000.00 | 100.00 |
| 25 | ON-CALL EMERGENCY MAINTENANCE | 10 | EA | - | 0.000000 | 0.000000 | \$16,500.00 | 165,000.00 | - | - | - |
| 26 | ON-CALL MAINTENANCE VISIT | 10 | EA | - | 0.000000 | 0.000000 | \$20,000.00 | 200,000.00 | - | - | - |
| 27 | GRTS-COMB OR VARIABLE LENGTH SEGMENT | 60 | EA | - | 0.000000 | 0.000000 | \$325,000.00 | 325,000.00 | - | - | - |
| TOTAL INVOICE: | | | | | | | | | 4,365,127.00 | 2,498,800.00 | 86.08 |

| CONT ITEM | DESCRIPTION | QUANTITY | U/M | QTY TO-DATE | QTY PREVIOUS | CITY THIS PAY | UNIT PRICE | TOTAL | DOLLARS TO-DATE | DOLLARS THIS PAY | % COMPLETE |
|-----------------------------|------------------------|----------|-----|-------------|--------------|---------------|------------|----------|-----------------|------------------|------------|
| 3003-000 | END-EAST END TEST PITS | 1.00 | LS | 1.000000 | - | 1.00 | 6,828.12 | 6,828.12 | 6,828.12 | 6,828.12 | 100.00 |
| Total Miscellaneous Repairs | | | | | | | | | 6,828.12 | 6,828.12 | 100.00 |

139 085.71
 134449
 536.71

**REQUISITION FOR SERIES 2014A
REQUISITION NO. 5**

RE: \$30,000,000 Rhode Island Turnpike and Bridge Authority
Revenue Bond Anticipation Notes, Series 2014A

TO: Bank of New York Mellon Trust Company, N.A, as trustee (the "Trustee") under the
Indenture of Trust between the Rhode Island Turnpike and Bridge Authority and the
Trustee dated as November 1, 2014

This Requisition is made pursuant to Section 5.05 of the above indenture

The Trustee is directed to pay sums out of the Construction Account of the
Construction Fund entitled Series 2014 Construction Account

| <u>PAYEE</u> | <u>PURPOSE OF PAYMENT</u> | <u>AMOUNT</u> |
|----------------------|--|---------------|
| Parsons Brinckerhoff | Construction Contract 14-2 | \$11,241.45 |
| | Construction Contract 11-1 | \$8,431.05 |
| Keville Enterprises | Construction Contract 14-2 | \$23,957.00 |
| | <i>*Inv 3 for \$9,748.66 (3/17/15) paid 4/29/15 from Req. 30</i> Construction Contract 11-1 | \$23,911.59 |
| CDM Smithh | Construction Contract 14-2 | \$2,198.55 |

| | |
|-----------------|----------------------|
| Via Fed Wire: | Bank Of America |
| Routing Number: | 026 009 593 |
| Acct Number: | 9365207750 |
| Acct Name: | Aetna Bridge Company |

The undersigned hereby certifies that (a) the items for which payment is sought are Construction Costs (as defined in the Master Indenture) and are proper charges against the Construction Fund for which no prior payment or reimbursement has been sought from the proceeds of Notes or any other Notes of the Issuer; (b) no Event of Default (as defined in the Master Indenture) has occurred or is continuing or will occur as a result of payment pursuant to this Requisition; (c) the items requested and the amounts requested, considered with the projects and amounts provided pursuant to any previous requisition, are within the limits set forth for the Projects in the Program Act; and (d) the undersigned is an Authorized Issuer Representative (as defined in the Master Indenture) and is authorized to execute and deliver this Requisition on behalf of the Authority.

RHODE ISLAND TURNPIKE AND BRIDGE AUTHORITY

By: Margaret B
Authorized Issue Representative

KEVILLE ENTERPRISES, INC.
ALDEN CROSSING OFFICE PARK
476 SCHOOL STREET - SUITE 11
WARSHFIELD, MA. 02060

FID # 04-3112691

RHODE ISLAND TURNPIKE AND BRIDGE AUTHORITY
ONE EAST SHORE ROAD
PO BOX 437
JAMESTOWN, RI 02885-0437

ATTENTION: ERIC OFFENBERG

RITBA CONSTRUCTION INSPECTION SERVICES FOR CONSTRUCTION CONTRACT 11-1.

BIANS
2018030200

4/13/16

INVOICE 13025-24

MAX. NOT TO EXCEED

| Direct Labor By Category | Actual Hours | Total Due | Previous Invoiced | Total Invoiced To Date |
|---|--------------|-------------|-------------------|------------------------|
| RESIDENT ENGINEER | 262.50 | \$10,959.32 | \$257,363.46 | \$268,312.77 |
| TOTAL DIRECT LABOR | | \$10,959.32 | \$250,007.13 | \$260,912.77 |
| INDIRECT LABOR 86.85% | | \$10,778.49 | \$250,395.19 | \$261,173.68 |
| OVERTIME PREMIUM | 0.00 | \$0.00 | \$0.00 | \$0.00 |
| Other Direct Costs: (Invoices attached) | 0.00 | \$0.00 | \$695.13 | \$695.13 |
| TOTAL EXPENSE | | \$21,737.81 | \$511,097.46 | \$560,181.58 |
| Subtotal All Costs | | \$21,737.78 | \$511,040.23 | \$559,214.01 |
| FIXED FEE 10% (LABOR) | | \$23,911.59 | \$502,137.68 | \$583,395.69 |
| Total Cost Due | | \$23,911.59 | \$580,000.00 | \$607,306.68 |

Keville Invoice # 13025-24 Total Due \$23,911.59

* KEIS direct labor rates are escalated at an average rate of 3% on an annual basis.
(D'aveau - Aug.; Fernandes - Jan.; Beitzer - Aug.; Sherples - Jan.; Higgins - Aug.)
* KEIS field overhead rate is based upon an annual June audit. New rate effective with June invoice.

APPROVED: David P. Deveau
#11/14/15

**REQUISITION FOR SERIES 2014A
REQUISITION NO. 6**

RE: \$30,000,000 Rhode Island Turnpike and Bridge Authority
Revenue Bond Anticipation Notes, Series 2014A

TO: Bank of New York Mellon Trust Company, N.A, as trustee (the "Trustee") under the
Indenture of Trust between the Rhode Island Turnpike and Bridge Authority and the
Trustee dated as November 1, 2014

This Requisition is made pursuant to Section 5.05 of the above indenture

The Trustee is directed to pay sums out of the Construction Account of the Construction
Fund entitled Series 2014 Construction Account

| <u>PAYEE</u> | <u>PURPOSE OF PAYMENT</u> | <u>AMOUNT</u> |
|---|----------------------------|--------------------|
| Keville Enterprises Alden Crossing Office Park 475 School Street, Suite 11 Marshfield, MA 02050 | Construction Contract 14-2 | \$23,839.95 |
| | Construction Contract 11-1 | <u>\$29,635.20</u> |
| | | \$53,475.15 |
| Aetna Bridge Company Via Fed Wire: <u>Santander Bank</u> Routing Number: <u>231372691</u> Acct Number: <u>9992664614</u> Acct Name: <u>Aetna Bridge Company</u> | Construction Contract 11-1 | \$832,622.75 |

The undersigned hereby certifies that (a) the items for which payment is sought are Construction Costs (as defined in the Master Indenture) and are proper charges against the Construction Fund for which no prior payment or reimbursement has been sought from the proceeds of Notes or any other Notes of the Issuer; (b) no Event of Default (as defined in the Master Indenture) has occurred or is continuing or will occur as a result of payment pursuant to this Requisition; (c) the items requested and the amounts requested, considered with the projects and amounts provided pursuant to any previous requisition, are within the limits set forth for the Projects in the Program Act; and (d) the undersigned is an Authorized Issuer Representative (as defined in the Master Indenture) and is authorized to execute and deliver this Requisition on behalf of the Authority.

RHODE ISLAND TURNPIKE AND BRIDGE AUTHORITY

By: *Margaret De...*
Authorized Issue Representative

KEVILLE ENTERPRISES, INC.
ALDEN CROSSING OFFICE PARK
475 SCHOOL STREET - SUITE 11
MARSHFIELD, MA. 02050

FID # 04-3112591

5/4/15

INVOICE 13025-25

RHODE ISLAND TURNPIKE AND BRIDGE AUTHORITY
ONE EAST SHORE ROAD
PO BOX 437
JAMESTOWN, RI 02835-0437

ATTENTION: ERIC OFFENBERG

RITBA CONSTRUCTION INSPECTION SERVICES FOR CONSTRUCTION CONTRACT 11-1.

Bans 14
20 18030 220

| Direct Labor By Category | Actual Hours | Total Due | Previous Invoiced | Total Invoiced To Date | MAX. NOT TO EXCEED |
|---|-----------------|--------------|----------------------|---------------------------|-----------------------|
| RESIDENT ENGINEER | 320.00 | \$13,582.60 | \$268,312.77 | \$281,895.37 | |
| TOTAL DIRECT LABOR | | \$13,582.60 | \$268,312.77 | \$281,895.37 | |
| INDIRECT LABOR 98.35% | | \$13,358.49 | \$261,173.68 | \$274,532.17 | |
| OVERTIME PREMIUM | 0.00 | \$0.00 | \$0.00 | \$0.00 | |
| Other Direct Costs: (invoices attached) | 0.00 | \$0.00 | \$695.13 | \$695.13 | |
| TOTAL EXPENSE | | | | | |
| Subtotal All Costs | | \$26,941.09 | \$530,181.58 | \$557,122.67 | |
| FIXED FEE 10% (LABOR) | | \$2,694.11 | \$53,214.01 | \$55,908.12 | |
| Total Cost Due | | \$29,635.20 | \$583,395.59 | \$613,030.79 | \$880,000.00 |

Keville Invoice # 13025-25 Total Due \$29,635.20

APPROVED
David P. Lucean 5/20/15

* KEI'S direct labor rates are escalated at an average rate of 3% on an annual basis.
(Deveau - Aug.; Fernandes - Jan.; Bellizer - Aug.; Sharples - Jan.; Hughes - Aug.)
* KEI'S field overhead rate is based upon an annual June audit. New rate effective with June invoice.

RITBA CONSTRUCTION INSPECTION SERVICES FOR CONSTRUCTION CONTRACT 11-1

KEVILLE ENTERPRISES, INC.
 CERTIFIED PAYROLL
 Work Performed On: EAST PASSAGE CROSSING OF NARRAGANSETT BAY OF THE NEW PORT/PELL BRIDGE
 INVOICE 13025-25
 03/29/15-05/02/15

| NAME/ POSITION | WEEK ENDING | | | | | TOTAL HOURS | RATE/ HOUR | TOTAL PAYROLL |
|--------------------|-------------|----------|----------|----------|----------|----------------|---------------|------------------|
| | 04/04/15 | 04/11/15 | 04/18/15 | 04/25/15 | 05/02/15 | | | |
| MICHAEL FERNANDES | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | \$36.16 | 0.00 |
| CRAIG SHARPLES | 40.00 | 54.00 | 45.00 | 40.00 | 41.00 | 220.00 | \$40.78 | 8,971.60 |
| KEITH HUGHES | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | \$32.91 | 0.00 |
| DAVE DEVEAU | 36.00 | 36.00 | 27.00 | 0.00 | 0.00 | 100.00 | \$46.11 | 4,611.00 |
| HARRY GEORGEAKAKIS | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | \$36.63 | 0.00 |
| 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | \$0.00 | 0.00 |
| TOTAL AMOUNT | 75.00 | 92.00 | 72.00 | 40.00 | 41.00 | 320.00 | | 13,582.60 |

Total Labor 13,582.60

I CERTIFY UNDER PAINS AND PENALTIES THAT ALL WORK FOR WHICH PAYMENT IS REQUESTED HAS BEEN PERFORMED AND THAT SUCH PERFORMANCE IS IN FULL COMPLIANCE WITH THE PROVISIONS OF THE AGREEMENT.

BERNADETTE CARROLL
 EXECUTIVE VICE PRESIDENT



| | | | | | | | | |
|------------------|-------|-------|-------|-------|-------|--------|-------|-------|
| CRAIG SHARPLES | 40.78 | 40.11 | 8.09 | | | | | |
| BASE RATE | 36.16 | 46.11 | 36.56 | 7.17 | 78.90 | 100.61 | | |
| OVER HEAD 86.35% | 32.37 | 32.37 | 6.53 | | 71.80 | | | |
| FEE 10% | 7.27 | | | | | | | |
| LOADED RATE | 88.98 | 88.98 | 88.98 | 88.98 | 88.98 | 88.98 | 88.98 | 88.98 |

| | | | | | | | | |
|--------------------|-------|-------|-------|------|-------|--------|--|--|
| MICHAEL FERNANDES | 36.16 | 46.11 | 36.56 | 7.17 | 78.90 | 100.61 | | |
| DAVE DEVEAU | 32.91 | 32.91 | 6.53 | | 71.80 | | | |
| KEITH HUGHES | 36.63 | 36.63 | 7.27 | | | | | |
| HARRY GEORGEAKAKIS | 36.63 | 36.63 | 7.27 | | | | | |

Detailed Timesheet for the Period Ending 4/4/2015

Keville Enterprises Inc.

Employee

12800 Deveau, David

Signed

Deveau, David

Posted

Approved

Durant, Geoffrey J

Service Line 005

13025-00

CONST

009-F

Newport/PellBridgeEastApproachSteelInsp
Construction Phase
Steel & Coatings Inspection



35.00

7.50 7.00 7.50 6.00 7.00

| Total Hr | Sun 3/29 | Mon 3/30 | Tue 3/31 | Wed 4/1 | Thu 4/2 | Fri 4/3 | Sat 4/4 |
|----------|----------|----------|----------|---------|---------|---------|---------|
| | | | | | | | |

Client: KEVILLE

14065-00

CONST

009-F

RITBA Moveable Barriers, Newport Bridge
RE/Insp
Inspection

7.00

1.00 1.00 1.00 1.00 3.00 1.00

| Total Hr | Sun 3/29 | Mon 3/30 | Tue 3/31 | Wed 4/1 | Thu 4/2 | Fri 4/3 | Sat 4/4 |
|----------|----------|----------|----------|---------|---------|---------|---------|
| 42.00 | | 8.50 | 8.00 | 8.50 | 9.00 | 8.00 | |

Client: KEVILLE

DAILY TOTALS

Detailed Timesheet for the Period Ending 4/11/2015

Keville Enterprises Inc.

Employee 12800 Deveau, David

Signed

Deveau, David

Approved

Durant, Geoffrey J

Posted

Service Line 005

13025-00

Newport/Pell Bridge East Approach Steel Insp

CONST

Construction Phase

009-F

Steel & Coatings Inspection



Reg

| Total Hr | Sun 4/5 | Mon 4/6 | Tue 4/7 | Wed 4/8 | Thu 4/9 | Fri 4/10 | Sat 4/11 |
|----------|---------|---------|---------|---------|---------|----------|----------|
| 38.00 | | 7.50 | 7.50 | 7.50 | 8.00 | 7.50 | |

Client: KEVILLE

14085-00

RITBA Moveable Barriers, Newport Bridge

CONST

RE/Insp

009-F

Inspection

Reg

| Total Hr | Sun 4/5 | Mon 4/6 | Tue 4/7 | Wed 4/8 | Thu 4/9 | Fri 4/10 | Sat 4/11 |
|----------|---------|---------|---------|---------|---------|----------|----------|
| 4.00 | | 1.00 | .50 | .50 | 1.00 | 1.00 | |

Client: KEVILLE

| Total Hr | Sun 4/5 | Mon 4/6 | Tue 4/7 | Wed 4/8 | Thu 4/9 | Fri 4/10 | Sat 4/11 |
|----------|---------|---------|---------|---------|---------|----------|----------|
| 42.00 | | 8.50 | 8.00 | 8.00 | 9.00 | 8.50 | |

DAILY TOTALS

Reg

Detailed Timesheet for the Period Ending 4/18/2015

Keville Enterprises Inc. Employee 12800 Deveau, David

Signed Deveau, David
Approved Durant, Geoffrey J

Posted

Service Line 005
13025-00 CONST 009-F
Newport/Fel/Bridge/East/Approach/Steel/Insp
Construction Phase
Steel & Coatings Inspection

| Total Hr | Sun 4/12 | Mon 4/13 | Tue 4/14 | Wed 4/15 | Thu 4/16 | Fri 4/17 | Sat 4/18 |
|----------|----------|----------|----------|----------|----------|----------|----------|
| 24.00 | | 4.50 | 4.50 | 5.00 | 4.00 | 6.00 | |
| 3.00 | | | | | 3.00 | | |

Client: KEVILLE

Service Line 005
14085-00 CONST 009-F
RITBA Moveable Barriers, Newport Bridge
RE/Insp
Inspection

| Total Hr | Sun 4/12 | Mon 4/13 | Tue 4/14 | Wed 4/15 | Thu 4/16 | Fri 4/17 | Sat 4/18 |
|----------|----------|----------|----------|----------|----------|----------|----------|
| 18.00 | | 4.00 | 4.00 | 4.00 | 4.00 | 2.00 | |

Client: KEVILLE

DAILY TOTALS

| Total Hr | Sun 4/12 | Mon 4/13 | Tue 4/14 | Wed 4/15 | Thu 4/16 | Fri 4/17 | Sat 4/18 |
|----------|----------|----------|----------|----------|----------|----------|----------|
| 42.00 | | 8.50 | 8.50 | 9.00 | 8.00 | 8.00 | |
| 3.00 | | | | | 3.00 | | |

Detailed Timesheet for the Period Ending 4/4/2015

Keville Enterprises Inc. Employee 73300 Sharples, Craig

Signed _____ Sharples, Craig
Approved _____ Durant, Geoffrey J

Posted

| Service Line | 010 | Total Hr | Sun 3/29 | Mon 3/30 | Tue 3/31 | Wed 4/1 | Thu 4/2 | Fri 4/3 | Sat 4/4 |
|-----------------|---|----------|----------|----------|----------|---------|---------|---------|---------|
| 13025-00 | Newport/PellBridgeEastApproachSteelInsp | 40.00 | | | | | | | |
| CONST | Construction Phase | | | | | | | | |
| 009-F | Steel & Coatings Inspection | | | | | | | | |
| | Reg | 40.00 | | 8.00 | 8.00 | 8.00 | 8.00 | 8.00 | 8.00 |
| Client: KEVILLE | | | | | | | | | |
| DAILY TOTALS | | | | 8.00 | 8.00 | 8.00 | 8.00 | 8.00 | 8.00 |
| | | | | | | | | | |

Detailed Timesheet for the Period Ending 4/11/2015

Keville Enterprises Inc. Employee 73300 Sharples, Craig

Signed _____ Sharples, Craig
Approved _____ Durant, Geoffrey J

Posted

Service Line 010

| | | | | | | | | | |
|----------|---|----------|---------|---------|---------|---------|---------|----------|----------|
| 13025-00 | Newport/PellBridgeEastApproachSteelInsp | Total Hr | Sun 4/5 | Mon 4/6 | Tue 4/7 | Wed 4/8 | Thu 4/9 | Fri 4/10 | Sat 4/11 |
| CONST | Construction Phase | 54.00 | | | | | | | |
| 009-F | Steel & Coatings Inspection | | | 8.00 | 8.00 | 8.00 | 8.00 | 8.00 | 14.00 |

Client: KEVILLE

| | | | | | | | |
|----------|---------|---------|---------|---------|---------|----------|----------|
| Total Hr | Sun 4/5 | Mon 4/6 | Tue 4/7 | Wed 4/8 | Thu 4/9 | Fri 4/10 | Sat 4/11 |
| 54.00 | | 8.00 | 8.00 | 8.00 | 8.00 | 8.00 | 14.00 |

DAILY TOTALS Reg 54.00

Detailed Timesheet for the Period Ending 4/18/2015

Keville Enterprises Inc. Employee 73300 Sharples, Craig

Signed _____
Approved _____
Carroll, Bernadette
Carroll, Bernadette

Posted

Service Line 010

13025-00 CONST 009-F Newpont/PellBridgeEas/ApproachSteelInsp
Construction Phase
Steel & Coatings Inspection

Client: KEVILLE

| Total Hr | Sun 4/12 | Mon 4/13 | Tue 4/14 | Wed 4/15 | Thu 4/16 | Fri 4/17 | Sat 4/18 |
|----------|----------|----------|----------|----------|----------|----------|----------|
| 40.00 | | 10.00 | 8.00 | 8.00 | 6.00 | 8.00 | |
| 5.00 | | 4.00 | | 1.00 | | | |

DAILY TOTALS

| Total Hr | Sun 4/12 | Mon 4/13 | Tue 4/14 | Wed 4/15 | Thu 4/16 | Fri 4/17 | Sat 4/18 |
|----------|----------|----------|----------|----------|----------|----------|----------|
| 40.00 | | 10.00 | 8.00 | 8.00 | 6.00 | 8.00 | |
| 5.00 | | 4.00 | | 1.00 | | | |

Detailed Timesheet for the Period Ending 4/25/2015

Keville Enterprises Inc. Employee 73300 Sharples, Craig

Signed _____ Sharples, Craig
 Approved _____ Durant, Geoffrey J

Posted

Service Line 010
 13025-00 CONST 009-F
 Newport/Fell/Bridge/East/Approach/Steel/Insp
 Construction Phase
 Steel & Coatings Inspection
 Reg

| | | | | | | | |
|----------|----------|----------|----------|----------|----------|----------|----------|
| Total Hr | Sun 4/19 | Mon 4/20 | Tue 4/21 | Wed 4/22 | Thu 4/23 | Fri 4/24 | Sat 4/25 |
| | | | | | | | |

Client: KEVILLE

| | | | | | | | |
|-------|------|------|------|------|------|------|------|
| 40.00 | 8.00 | 8.00 | 8.00 | 8.00 | 8.00 | 8.00 | 8.00 |
|-------|------|------|------|------|------|------|------|

| | | | | | | | |
|----------|----------|----------|----------|----------|----------|----------|----------|
| Total Hr | Sun 4/19 | Mon 4/20 | Tue 4/21 | Wed 4/22 | Thu 4/23 | Fri 4/24 | Sat 4/25 |
| 40.00 | 8.00 | 8.00 | 8.00 | 8.00 | 8.00 | 8.00 | 8.00 |

DAILY TOTALS Reg

Detailed Timesheet for the Period Ending 5/2/2015

Tuesday, May 05, 2015
10:02:25 AM

Keville Enterprises Inc.

Employee 73300 Sharples, Craig

Signed

Sharples, Craig

Approved

Durant, Geoffrey J

Posted

Service Line 010

| 13025-00 CONST 009-F | Newport/PellBridgeEast/ApproachSteelInsp Construction Phase Steel & Coatings Inspection | Total Hr | Sun | Mon | Tue | Wed | Thu | Fri | Sat | Client: KEVILLE |
|----------------------------|---|-------------|------|------|------|------|------|------|------|-----------------|
| | | | 4/26 | 4/27 | 4/28 | 4/29 | 4/30 | 5/1 | 5/2 | |
| | | 40.00 | | 8.00 | 8.00 | 8.00 | 8.00 | 8.00 | 8.00 | |
| | | 1.00 | | | | 1.00 | | | | |

14050-00

08 Keolis Commuter Services Program Mgmt.
Thermite Weld Testing-Fitchburg/MainLine
362-905156

022-F

Client: Keolis Commuter Services

| Reg | Ovt |
|------|-----|
| 5.00 | |

65

Thermite Weld Testing - NH Main Line
362-905145

022-F

| Reg | Ovt |
|------|-----|
| 3.00 | |

68

Thermite Weld Test East. Rte. Main Line
362-905123

022-F

| Reg | Ovt |
|------|-----|
| 2.00 | |

**REQUISITION FOR SERIES 2014A
REQUISITION NO. 5**

RE: \$30,000,000 Rhode Island Turnpike and Bridge Authority
Revenue Bond Anticipation Notes, Series 2014A

TO: Bank of New York Mellon Trust Company, N.A, as trustee (the "Trustee") under the
Indenture of Trust between the Rhode Island Turnpike and Bridge Authority and the
Trustee dated as November 1, 2014

This Requisition is made pursuant to Section 5.05 of the above indenture

The Trustee is directed to pay sums out of the Construction Account of the
Construction Fund entitled Series 2014 Construction Account

| <u>PAYEE</u> | <u>PURPOSE OF PAYMENT</u> | <u>AMOUNT</u> |
|----------------------|---|---------------|
| Parsons Brinckerhoff | Construction Contract 14-2 | \$11,241.45 |
| | Construction Contract 11-1 | \$8,431.05 |
| Keville Enterprises | Construction Contract 14-2 <i>*Inv 3 for \$9,748.66 (3/17/15) paid 4/29/15 from Req 30</i> | \$23,957.00 |
| | Construction Contract 11-1 | \$23,911.59 |
| CDM Smithh | Construction Contract 14-2 | \$2,198.55 |

| | |
|-----------------|----------------------|
| Via Fed Wire: | Bank Of America |
| Routing Number: | 026 009 593 |
| Acct Number: | 9365207750 |
| Acct Name: | Aetna Bridge Company |

The undersigned hereby certifies that (a) the items for which payment is sought are Construction Costs (as defined in the Master Indenture) and are proper charges against the Construction Fund for which no prior payment or reimbursement has been sought from the proceeds of Notes or any other Notes of the Issuer; (b) no Event of Default (as defined in the Master Indenture) has occurred or is continuing or will occur as a result of payment pursuant to this Requisition; (c) the items requested and the amounts requested, considered with the projects and amounts provided pursuant to any previous requisition, are within the limits set forth for the Projects in the Program Act; and (d) the undersigned is an Authorized Issuer Representative (as defined in the Master Indenture) and is authorized to execute and deliver this Requisition on behalf of the Authority.

RHODE ISLAND TURNPIKE AND BRIDGE AUTHORITY

By: Margaret B
Authorized Issue Representative



Keville Enterprises Inc.
 475 School Street
 Suite 11
 Marshfield, MA 02050

BIANS

April 13, 2015
 Invoice No: 14085-00 - 4

Eric Offenberg
 RITBA - Rhode Island Turnpike and
 Bridge Authority
 One East Shore Road
 P.O. Box 437
 Jamestown, RI 02835

2018030-206

Project 14085-00 RITBA Moveable Barriers, Newport Bridge

Resident Engineer / Inspection for the Fabrication and Installation Inspection of the Moveable
 Barrier for the Newport/Pell Bridge Contract No. 14-12

Professional Services from March 01, 2015 to March 28, 2015

| Phase | CONST | RE/Insp | | | |
|-------------------------------|----------------------------|--------------------------------|--------------------|----------------|--------------------|
| Service Line | 009-F | Inspection | | | |
| Professional Personnel | | | | | |
| | | | Hours | Rate | Amount |
| Deveau, David | | | 35.50 | 46.11 | 1,636.91 |
| Klatzko, Brian | | | 114.00 | 28.00 | 3,192.00 |
| Millette, Robert | | | 158.00 | 38.63 | 6,103.54 |
| | | | Totals | | 10,932.45 |
| | | | Total Labor | | 10,932.45 |
| | | | | | 10,752.06 |
| Indirect Labor 98.35% | | | | | 2,168.45 |
| Fixed Fee 10% | | | | | 12,920.51 |
| Reimbursable Expenses | | | | | |
| MILEAGE | | | | | |
| 3/6/2015 | Deveau, David | Travel Expense | | 104.04 | |
| | Total Reimbursables | | | 104.04 | 104.04 |
| | | Total this Service Line | | | \$23,957.00 |
| | | Total this Phase | | | \$23,957.00 |
| Billing Summary | | | | | |
| | | Current | Prior | To-Date | |
| Total Billings | | 23,957.00 | 20,367.09 | 44,324.09 | |
| Total Authorized | | | | 92,000.00 | |
| Balance | | | | 47,675.91 | |

APPROVED
 5/12/15

Project 14085-00 RITBA Moveable Barriers, Newport Bridge Invoice 4

Total this Invoice \$23,957.00

Outstanding Invoices

| Number | Date | Balance |
|--------|-----------|----------|
| 3 | 3/17/2015 | 9,748.66 |
| Total | | 9,748.66 |

4/29/15
Paid
Req. 30

Total Now Due \$33,705.66

Authorized By:

Bernadette Carroll

Date: 4/13/15

Bernadette Carroll

APPROVED: *David P. Swann* 4/14/15

EXHIBIT A
 FORM OF REQUISITION FOR
 CONSTRUCTION FUND PROJECT ACCOUNTS
 REQUISITION NO. 30

TRUSTEE

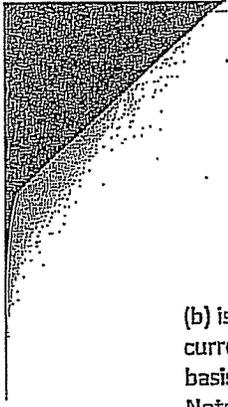
RE: \$30,000,000 Rhode Island Turnpike and Bridge Authority
 Revenue Bond Anticipation Notes, Series 2013

TO: Trustee under the Master Indenture of Trust between the Rhode Island Turnpike
 and Bridge Authority and Bank of New York Mellon Trust Company, N.A. as
 Trustee dated as of February 7, 2013

This Requisition is made pursuant to Section 402 of the above Indenture.

The Trustee is directed to pay sums out of the Project Account of the Construction Fund
 entitled RITBA 2013 Project Acct:

| <u>PAYEE</u> | <u>PURPOSE OF PAYMENT</u> | <u>AMOUNT</u> |
|-------------------------------------|------------------------------|---------------------|
| Aetna Bridge Company | Construction Contract 11-1, | \$ 388,550.00 |
| | Construction Contract 14-12, | \$ 2,554,531.00 |
| | | <u>2,943,081.00</u> |
| VIA Fed Wire: Bank of America | | |
| Routing number : 026 009 593 | | |
| Account # : 9365207750 | | |
| Account Name : Aetna Bridge Company | | |
| Keville Enterprises, Inc. | Construction Inspection 11-1 | \$ 5,789.93 |
| Alden Crossing Office Park | Construction Inspection 14-2 | \$ 9,748.66 |
| 475 School Street -- Suite 11 | | <u>15,538.59</u> |
| Marshfield, MA 02050 | | |
| PB Americas, Inc. | Engineering Services 11-1 | \$ 14,161.43 |
| P.O. Box 732476 | Engineering Services 14-12 | \$ 4,832.03 |
| Dallas, TX 75373-2476 | | <u>18,993.46</u> |



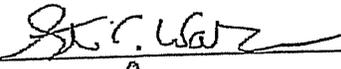
We hereby certify that the obligation mentioned herein (a) has been properly incurred, (b) is a proper charge against the Project Account of the Construction Fund named above, (c) is currently due and payable, (d) has not been previously paid or reimbursed, (e) has not been the basis of any previous withdrawal, and (f) is an item of "Cost" or "Project Cost" (as defined in the Note Indenture).

RHODE ISLAND TURNPIKE AND BRIDGE AUTHORITY

CERTIFIED:

By: 
CFO

By: 
Engineer

By: 
Chairman

By: 
Executive Director

**REQUISITION FOR SERIES 2014A
REQUISITION NO. 6**

RE: \$30,000,000 Rhode Island Turnpike and Bridge Authority
Revenue Bond Anticipation Notes, Series 2014A

TO: Bank of New York Mellon Trust Company, N.A, as trustee (the "Trustee") under the
Indenture of Trust between the Rhode Island Turnpike and Bridge Authority and the
Trustee dated as November 1, 2014

This Requisition is made pursuant to Section 5.05 of the above indenture

The Trustee is directed to pay sums out of the Construction Account of the Construction
Fund entitled Series 2014 Construction Account

| <u>PAYEE</u> | <u>PURPOSE OF PAYMENT</u> | <u>AMOUNT</u> |
|---|----------------------------|---------------------|
| Keville Enterprises Alden Crossing Office Park 475 School Street, Suite 11 Marshfield, MA 02050 | Construction Contract 14-2 | \$23,839.95 |
| | Construction Contract 11-1 | <u>\$29,635.20</u> |
| | | \$53,475.15 |
| Aetna Bridge Company Via Fed Wire: <u>Santander Bank</u> Routing Number: <u>231372691</u> Acct Number: <u>9992664614</u> Acct Name: <u>Aetna Bridge Company</u> | Construction Contract 11-1 | \$832,622.75 |

The undersigned hereby certifies that (a) the items for which payment is sought are Construction Costs (as defined in the Master Indenture) and are proper charges against the Construction Fund for which no prior payment or reimbursement has been sought from the proceeds of Notes or any other Notes of the Issuer; (b) no Event of Default (as defined in the Master Indenture) has occurred or is continuing or will occur as a result of payment pursuant to this Requisition; (c) the items requested and the amounts requested, considered with the projects and amounts provided pursuant to any previous requisition, are within the limits set forth for the Projects in the Program Act; and (d) the undersigned is an Authorized Issuer Representative (as defined in the Master Indenture) and is authorized to execute and deliver this Requisition on behalf of the Authority.

RHODE ISLAND TURNPIKE AND BRIDGE AUTHORITY

By: Margaret P. [Signature]
Authorized Issue Representative



Keville Enterprises Inc.
 475 School Street
 Suite 11
 Marshfield, MA 02050

May 21, 2015
 Invoice No: 14085-00 - 5

Eric Offenberg
 RITBA - Rhode Island Turnpike and
 Bridge Authority
 One East Shore Road
 P.O. Box 437
 Jamestown, RI 02835

3 BANS 2014
20 18030 200

Project 14085-00 RITBA Moveable Barriers, Newport Bridge

Resident Engineer / Inspection for the Fabrication and Installation Inspection of the Moveable
 Barrier for the Newport/Pell Bridge Contract No. 14-12

Professional Services from March 29, 2015 to May 02, 2015

Phase ----- CONST RE/Insp -----
 Service Line 009-F Inspection

Professional Personnel

| | Hours | Rate | Amount |
|---------------------|--------|-------|------------------|
| Deveau, David | 108.00 | 46.11 | 4,979.88 |
| Georgeakakis, Harry | 111.00 | 36.63 | 4,065.93 |
| Klatzko, Brian | 20.00 | 28.00 | 560.00 |
| Millette, Robert | 32.50 | 38.63 | 1,255.48 |
| Totals | 271.50 | | 10,861.29 |
| Total Labor | | | 10,861.29 |

| | |
|-----------------------|------------------|
| Indirect Labor 98.35% | 10,682.08 |
| Fixed Fee 10% | 2,154.34 |
| | 12,836.42 |

Reimbursable Expenses

| MILEAGE | | |
|----------------------------|---------------------|---------------|
| 4/6/2015 | Georgeakakis, Harry | 13.44 |
| 4/7/2015 | Georgeakakis, Harry | 16.80 |
| 4/8/2015 | Georgeakakis, Harry | 21.28 |
| 4/9/2015 | Georgeakakis, Harry | 21.28 |
| 4/10/2015 | Georgeakakis, Harry | 24.08 |
| 4/12/2015 | Georgeakakis, Harry | 25.20 |
| 4/14/2015 | Georgeakakis, Harry | 6.72 |
| 4/16/2015 | Georgeakakis, Harry | 13.44 |
| Total Reimbursables | | 142.24 |

APPROVED
5/28/15
[Signature]

Total this Service Line

\$23,839.95

| | | | | |
|---------|----------|---|------------------|-------------|
| Project | 14085-00 | RITBA Moveable Barriers, Newport Bridge | Invoice | 5 |
| | | | Total this Phase | \$23,839.95 |

| | | | |
|------------------------|----------------|--------------|---------------------------|
| Billing Summary | Current | Prior | To-Date |
| Total Billings | 23,839.95 | 44,324.09 | 68,164.04 |
| Total Authorized | | | 92,000.00 |
| Balance | | | 23,835.96 |
| | | | Total this Invoice |
| | | | \$23,839.95 |

| | | | |
|-----------------------------|-------------|------------------|----------------------|
| Outstanding Invoices | | | |
| Number | Date | Balance | |
| 4 | 4/13/2015 | 23,957.00 | ✓ PAID |
| Total | | 23,957.00 | |
| | | | Total Now Due |

\$47,796.95
 X

Authorized By:  Date: 5-21-15
 Bernadette Carroll

Project 14085-00 RITBA Moveable Barriers, Newport Bridge Invoice 5

Billing Backup

Thursday, May 21, 2015

Keville Enterprises Inc.

Invoice 5 Dated 5/21/2015

1:45:21 PM

Project 14085-00 RITBA Moveable Barriers, Newport Bridge
 Phase CONST RE/Insp
 Service Line 009-F Inspection

Professional Personnel

| | | | Hours | Rate | Amount |
|-------|---------------------|-----------|-------|-------|--------|
| 12800 | Deveau, David | 3/30/2015 | 1.00 | 46.11 | 46.09 |
| 12800 | Deveau, David | 3/31/2015 | 1.00 | 46.11 | 46.11 |
| 12800 | Deveau, David | 4/1/2015 | 1.00 | 46.11 | 46.11 |
| 12800 | Deveau, David | 4/2/2015 | 3.00 | 46.11 | 138.33 |
| 12800 | Deveau, David | 4/3/2015 | 1.00 | 46.11 | 46.11 |
| 12800 | Deveau, David | 4/6/2015 | 1.00 | 46.11 | 46.11 |
| 12800 | Deveau, David | 4/7/2015 | .50 | 46.11 | 23.06 |
| 12800 | Deveau, David | 4/8/2015 | .50 | 46.11 | 23.06 |
| 12800 | Deveau, David | 4/9/2015 | 1.00 | 46.11 | 46.11 |
| 12800 | Deveau, David | 4/10/2015 | 1.00 | 46.11 | 46.11 |
| 12800 | Deveau, David | 4/13/2015 | 4.00 | 46.11 | 184.44 |
| 12800 | Deveau, David | 4/14/2015 | 4.00 | 46.11 | 184.44 |
| 12800 | Deveau, David | 4/15/2015 | 4.00 | 46.11 | 184.44 |
| 12800 | Deveau, David | 4/16/2015 | 4.00 | 46.11 | 184.44 |
| 12800 | Deveau, David | 4/17/2015 | 2.00 | 46.11 | 92.22 |
| 12800 | Deveau, David | 4/20/2015 | 9.00 | 46.11 | 414.99 |
| 12800 | Deveau, David | 4/21/2015 | 8.50 | 46.11 | 391.94 |
| 12800 | Deveau, David | 4/22/2015 | 8.50 | 46.11 | 391.94 |
| 12800 | Deveau, David | 4/23/2015 | 8.00 | 46.11 | 368.88 |
| 12800 | Deveau, David | 4/24/2015 | 8.00 | 46.11 | 368.88 |
| 12800 | Deveau, David | 4/27/2015 | 9.00 | 46.11 | 414.99 |
| 12800 | Deveau, David | 4/28/2015 | 9.00 | 46.11 | 414.99 |
| 12800 | Deveau, David | 4/29/2015 | 9.00 | 46.11 | 414.99 |
| 12800 | Deveau, David | 4/30/2015 | 9.00 | 46.11 | 414.99 |
| 12800 | Deveau, David | 5/1/2015 | 1.00 | 46.11 | 46.11 |
| 25600 | Georgeakakis, Harry | 4/6/2015 | 14.00 | 36.63 | 512.82 |
| 25600 | Georgeakakis, Harry | 4/7/2015 | 14.00 | 36.63 | 512.82 |
| 25600 | Georgeakakis, Harry | 4/8/2015 | 14.00 | 36.63 | 512.82 |
| 25600 | Georgeakakis, Harry | 4/9/2015 | 14.00 | 36.63 | 512.82 |
| 25600 | Georgeakakis, Harry | 4/10/2015 | 14.00 | 36.63 | 512.82 |
| 25600 | Georgeakakis, Harry | 4/12/2015 | 14.00 | 36.63 | 512.82 |
| 25600 | Georgeakakis, Harry | 4/14/2015 | 8.00 | 36.63 | 293.04 |
| 25600 | Georgeakakis, Harry | 4/16/2015 | 11.00 | 36.63 | 402.93 |
| 25600 | Georgeakakis, Harry | 4/27/2015 | 8.00 | 36.63 | 293.04 |
| 90051 | Klatzko, Brian | 3/29/2015 | 4.00 | 28.00 | 112.00 |
| 90051 | Klatzko, Brian | 3/30/2015 | 8.00 | 28.00 | 224.00 |
| 90051 | Klatzko, Brian | 4/1/2015 | 8.00 | 28.00 | 224.00 |
| 49000 | Millette, Robert | 3/31/2015 | 8.50 | 38.63 | 328.36 |
| 49000 | Millette, Robert | 4/2/2015 | 8.00 | 38.63 | 309.04 |
| 49000 | Millette, Robert | 4/3/2015 | 8.00 | 38.63 | 309.04 |

| Project | 14085-00 | RITBA Moveable Barriers, Newport Bridge | | | Invoice | 5 |
|---------|--------------------|---|--------|-------|-----------|------------------|
| 49000 | Millette, Robert | 4/4/2015 | 8.00 | 38.63 | 309.04 | |
| | Totals | | 271.50 | | 10,861.29 | |
| | Total Labor | | | | | 10,861.29 |

Reimbursable Expenses

MILEAGE

| | | | | |
|------------|----------------------------|---------------------|---------------|---------------|
| EX 0002690 | 4/6/2015 | Georgeakakis, Harry | 13.44 | |
| EX 0002690 | 4/7/2015 | Georgeakakis, Harry | 16.80 | |
| EX 0002690 | 4/8/2015 | Georgeakakis, Harry | 21.28 | |
| EX 0002690 | 4/9/2015 | Georgeakakis, Harry | 21.28 | |
| EX 0002690 | 4/10/2015 | Georgeakakis, Harry | 24.08 | |
| EX 0002690 | 4/12/2015 | Georgeakakis, Harry | 25.20 | |
| EX 0002690 | 4/14/2015 | Georgeakakis, Harry | 6.72 | |
| EX 0002690 | 4/16/2015 | Georgeakakis, Harry | 13.44 | |
| | Total Reimbursables | | 142.24 | 142.24 |

| | |
|--------------------------------|--------------------|
| Total this Service Line | \$11,003.53 |
| Total this Phase | \$11,003.53 |
| Total this Project | \$11,003.53 |
| Total this Report | \$11,003.53 |

Detailed Timesheet for the Period Ending 4/4/2015

Keville Enterprises Inc. Deveau, David
 Employee 12800 Deveau, David

Signed _____ Deveau, David
 Approved _____ Durant, Geoffrey J

Posted

Service Line 005

| | | | | | | | | | |
|----------------------------|--|----------|----------|----------|----------|---------|---------|---------|---------|
| 13025-00 CONST 009-F | Newport/Pell Bridge East Approach Steel Insp Construction Phase Steel & Coatings Inspection Reg | Total Hr | Sun 3/29 | Mon 3/30 | Tue 3/31 | Wed 4/1 | Thu 4/2 | Fri 4/3 | Sat 4/4 |
| | | 35.00 | | 7.50 | 7.00 | 7.50 | 6.00 | 7.00 | |

Client: KEVILLE

Service Line 005

| | | | | | | | | | |
|----------------------------|---|----------|----------|----------|----------|---------|---------|---------|---------|
| 14085-00 CONST 009-F | RITBA Moveable Barriers, Newport Bridge RE/Insp Inspection Reg | Total Hr | Sun 3/29 | Mon 3/30 | Tue 3/31 | Wed 4/1 | Thu 4/2 | Fri 4/3 | Sat 4/4 |
| | | 7.00 | | 1.00 | 1.00 | 1.00 | 3.00 | 1.00 | |

Client: KEVILLE

DAILY TOTALS

| | | | | | | | |
|----------|----------|----------|----------|---------|---------|---------|---------|
| Total Hr | Sun 3/29 | Mon 3/30 | Tue 3/31 | Wed 4/1 | Thu 4/2 | Fri 4/3 | Sat 4/4 |
| 42.00 | | 8.50 | 8.00 | 8.50 | 9.00 | 8.00 | |

Detailed Timesheet for the Period Ending 4/11/2015

Keville Enterprises Inc. Employee 12800 Deveau, David

Signed Deveau, David
Approved Durant, Geoffrey J

Posted

| | | | | | | | | | | |
|--------------|-------|-------|--|-------|------|------|------|------|------|-----------------|
| Service Line | 005 | | | | | | | | | |
| 13025-00 | CONST | 009-F | Newport/FellBridgeEastApproachSteelHsp | | | | | | | Client: KEVILLE |
| | | | Construction Phase | | | | | | | |
| | | | Steel & Coatings Inspection | | | | | | | |
| | | | Reg | 38.00 | 7.50 | 7.50 | 7.50 | 8.00 | 8.00 | 7.50 |

| | | | | | | | | | | |
|----------|-------|-------|---|------|------|-----|-----|------|------|-----------------|
| 14085-00 | CONST | 009-F | RITBA Moveable Barriers, Newport Bridge | | | | | | | Client: KEVILLE |
| | | | RE/Insp | | | | | | | |
| | | | Inspection | 4.00 | 1.00 | .50 | .50 | 1.00 | 1.00 | 1.00 |

| | | | | | | | |
|----------|---------|---------|---------|---------|---------|----------|----------|
| Total Hr | Sun 4/5 | Mon 4/6 | Tue 4/7 | Wed 4/8 | Thu 4/9 | Fri 4/10 | Sat 4/11 |
| 42.00 | 8.50 | 8.00 | 8.00 | 8.00 | 9.00 | 8.50 | |

DAILY TOTALS Reg

Detailed Timesheet for the Period Ending 4/18/2015

Keville Enterprises Inc. Employee **12800** Deveau, David

Posted

Signed _____ Deveau, David

Approved _____ Durant, Geoffrey J

| Service Line | 005 | Client: KEVILLE | | | | | | |
|--|-------|-----------------|------|------|------|------|------|------|
| 13025-00 | CONST | Sun | Mon | Tue | Wed | Thu | Fri | Sat |
| Newport/Fell Bridge East Approach Steel Insp | | 4/12 | 4/13 | 4/14 | 4/15 | 4/16 | 4/17 | 4/18 |
| Construction Phase | | | | | | | | |
| Steel & Coatings Inspection | | | | | | | | |
| Reg | | | 4.50 | 4.50 | 5.00 | 4.00 | 6.00 | |
| Ovt | | | | | | 3.00 | | |
| Total Hr | | | | | | | | |
| | | 24.00 | | | | | | |
| | | 3.00 | | | | | | |

| Service Line | 009-F | Client: KEVILLE | | | | | | |
|---|-------|-----------------|------|------|------|------|------|------|
| 14085-00 | CONST | Sun | Mon | Tue | Wed | Thu | Fri | Sat |
| RITBA Moveable Barriers, Newport Bridge | | 4/12 | 4/13 | 4/14 | 4/15 | 4/16 | 4/17 | 4/18 |
| RE/Insp | | | | | | | | |
| Inspection | | | | | | | | |
| Reg | | | 4.00 | 4.00 | 4.00 | 4.00 | 2.00 | |
| Ovt | | | | | | | | |
| Total Hr | | | | | | | | |
| | | 18.00 | | | | | | |

| DAILY TOTALS | | Sun | Mon | Tue | Wed | Thu | Fri | Sat |
|--------------|--|-------|------|------|------|------|------|-----|
| Reg | | 8.50 | 8.50 | 8.50 | 9.00 | 8.00 | 8.00 | |
| Ovt | | | | | | 3.00 | | |
| Total Hr | | | | | | | | |
| | | 42.00 | | | | | | |
| | | 3.00 | | | | | | |

Detailed Timesheet for the Period Ending 4/25/2015

Employee: 12800 Deveau, David

Signed: Deveau, David

Approved: Durant, Geoffrey J

Service Line: 005

14085-00 RITEA Moveable Barriers, Newport Bridge
 CONST RE/Insp
 009-F Inspection

Client: KEVILLE

| | |
|----------|-------|
| Total Hr | 42.00 |
|----------|-------|

Reg

| | | | | | | |
|----------|-------|------|------|------|------|------|
| Sun | 4/19 | 9.00 | 8.50 | 8.50 | 8.00 | 8.00 |
| Mon | 4/20 | 9.00 | 8.50 | 8.50 | 8.00 | 8.00 |
| Tue | 4/21 | 8.50 | 8.50 | 8.50 | 8.00 | 8.00 |
| Wed | 4/22 | 8.50 | 8.50 | 8.50 | 8.00 | 8.00 |
| Thu | 4/23 | 8.50 | 8.50 | 8.50 | 8.00 | 8.00 |
| Fri | 4/24 | 8.00 | 8.00 | 8.00 | 8.00 | 8.00 |
| Sat | 4/25 | 8.00 | 8.00 | 8.00 | 8.00 | 8.00 |
| Total Hr | 42.00 | | | | | |

Reg

DAILY TOTALS

Posted

Detailed Timesheet for the Period Ending 5/2/2015

Keville Enterprises Inc. Employee 12800 Deveau, David

Signed _____ Deveau, David
Approved _____ Durant, Geoffrey J

Posted

| | | | | | | | | |
|--------------|-----|------|------|------|------|------|-----|-----|
| Service Line | 005 | | | | | | | |
| Bereavement | | Sun | Mon | Tue | Wed | Thu | Fri | Sat |
| | | 4/26 | 4/27 | 4/28 | 4/29 | 4/30 | 5/1 | 5/2 |
| | | Reg | | | | | | |
| | | 3.00 | | | | | | |

14085-00 CONST 009-F RE/Insp Inspection →
 5/1 Mother's burial.
 RITBA Moveable Barriers, Newport Bridge
 Client: KEVILLE

| | | | | | | | | |
|--|--|-------|------|------|------|------|------|------|
| | | | 9.00 | 9.00 | 9.00 | 9.00 | 9.00 | 1.00 |
| | | Reg | | | | | | |
| | | 37.00 | | | | | | |

| | | | | | | | | |
|--|--|-------|------|------|------|------|-----|-----|
| | | Sun | Mon | Tue | Wed | Thu | Fri | Sat |
| | | 4/26 | 4/27 | 4/28 | 4/29 | 4/30 | 5/1 | 5/2 |
| | | Reg | | | | | | |
| | | 40.00 | | | | | | |

DAILY TOTALS

Detailed Timesheet for the Period Ending 4/11/2015

Keville Enterprises Inc. 25600 Georgeakakis, Harry

Signed _____ Georgeakakis, Harry

Approved _____ Durant, Geoffrey J

Posted

Service Line 005 RITBA Moveable Barriers, Newport Bridge

14085-00 CONST RE/Insp Inspection → Reg

009-F 70.00

| | | | | | | | |
|----------|---------|---------|---------|---------|---------|----------|----------|
| Total Hr | Sun 4/5 | Mon 4/6 | Tue 4/7 | Wed 4/8 | Thu 4/9 | Fri 4/10 | Sat 4/11 |
| | | | | | | | |

Client: KEVILLE

| | | | | | | | |
|-------|-------|-------|-------|-------|-------|-------|-------|
| 70.00 | 14.00 | 14.00 | 14.00 | 14.00 | 14.00 | 14.00 | 14.00 |
|-------|-------|-------|-------|-------|-------|-------|-------|

| | | | | | | | |
|----------|---------|---------|---------|---------|---------|----------|----------|
| Total Hr | Sun 4/5 | Mon 4/6 | Tue 4/7 | Wed 4/8 | Thu 4/9 | Fri 4/10 | Sat 4/11 |
| 70.00 | 14.00 | 14.00 | 14.00 | 14.00 | 14.00 | 14.00 | 14.00 |

DAILY TOTALS

Reg

Detailed Timesheet for the Period Ending 5/2/2015

Keville Enterprises Inc.

Employee: 25600 Georgeakakis, Harry

Signed

Georgeakakis, Harry

Approved

Durant, Geoffrey J

Posted

Service Line 005

13007-00 RI DOT Steel Insp MPA 324
06A 2012-CB-078 Providence Bldg 578 Insp
Inspection

Client: KEVILLE

| Total Hr | Sun 4/26 | Mon 4/27 | Tue 4/28 | Wed 4/29 | Thu 4/30 | Fri 5/1 | Sat 5/2 |
|----------|----------|----------|----------|----------|----------|---------|---------|
| 32.00 | | | 8.00 | 8.00 | 8.00 | 8.00 | 8.00 |
| 4.00 | | | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |

Reg
Ovt

010-F

14085-00

RITBA Moveable Barriers, Newport Bridge
RE/Insp
Inspection

Client: KEVILLE

| Total Hr | Sun 4/26 | Mon 4/27 | Tue 4/28 | Wed 4/29 | Thu 4/30 | Fri 5/1 | Sat 5/2 |
|----------|----------|----------|----------|----------|----------|---------|---------|
| 8.00 | | 8.00 | | | | | |

Reg

CONST
009-F

DAILY TOTALS

| Total Hr | Sun 4/26 | Mon 4/27 | Tue 4/28 | Wed 4/29 | Thu 4/30 | Fri 5/1 | Sat 5/2 |
|----------|----------|----------|----------|----------|----------|---------|---------|
| 40.00 | | 8.00 | 8.00 | 8.00 | 8.00 | 8.00 | 8.00 |
| 4.00 | | | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |

Reg
Ovt

Detailed Expense Report

Thursday, May 21, 2015
11:40:01 AM

Keville Enterprises Inc.

Employee 25600 Georgeakakis, Harry

Signed

Georgeakakis, Harry

Posted

Approved

Duranf, Geoffrey J

Service Line 005

Expense Report: weekending 11 APRIL 2015

Report Date: 4/9/2015

| Date | Category | Description | Project | Phase | Service Line | Bill | Amount |
|---|----------|---|----------|---------|--------------|-------------------------------------|-----------------|
| 4/6/2015 | Mileage | | 14085-00 | CONST | 009-F | <input checked="" type="checkbox"/> | → 13.44 |
| | | RITBA Moveable Barriers, Newport Bridge | | | | | |
| Business Reason: USE OF PRIVATELY OWNED VEHICLE FOR SITE INSPECTION | | Travel From/To: JAMESTOWN, R.I. TO MIDDLETOWN, R.I. | | Travel: | | | 24.00 mi @ .560 |
| 4/7/2015 | Mileage | | 14085-00 | CONST | 009-F | <input checked="" type="checkbox"/> | → 16.80 |
| | | RITBA Moveable Barriers, Newport Bridge | | | | | |
| Business Reason: USE OF PRIVATELY OWNED VEHICLE FOR SITE INSPECTION | | Travel From/To: JAMESTOWN, R.I. TO MIDDLETOWN, R.I. | | Travel: | | | 30.00 mi @ .560 |
| 4/8/2015 | Mileage | | 14085-00 | CONST | 009-F | <input checked="" type="checkbox"/> | → 21.28 |
| | | RITBA Moveable Barriers, Newport Bridge | | | | | |
| Business Reason: USE OF PRIVATELY OWNED VEHICLE FOR SITE INSPECTION | | Travel From/To: MIDDLETOWN, R.I. TO JAMESTOWN, R.I. | | Travel: | | | 38.00 mi @ .560 |
| 4/9/2015 | Mileage | | 14085-00 | CONST | 009-F | <input checked="" type="checkbox"/> | → 21.28 |
| | | RITBA Moveable Barriers, Newport Bridge | | | | | |
| Business Reason: USE OF PRIVATELY OWNED VEHICLE FOR SITE INSPECTION | | Travel From/To: MIDDLETOWN, R.I. TO JAMESTOWN, R.I. | | Travel: | | | 38.00 mi @ .560 |
| 4/10/2015 | Mileage | | 14085-00 | CONST | 009-F | <input checked="" type="checkbox"/> | → 24.08 |
| | | RITBA Moveable Barriers, Newport Bridge | | | | | |
| Business Reason: USE OF PRIVATELY OWNED VEHICLE FOR SITE INSPECTION | | Travel From/To: MIDDLETOWN, R.I. TO JAMESTOWN, R.I. | | Travel: | | | 43.00 mi @ .560 |
| 4/12/2015 | Mileage | | 14085-00 | CONST | 009-F | <input checked="" type="checkbox"/> | → 25.20 |
| | | RITBA Moveable Barriers, Newport Bridge | | | | | |
| Business Reason: USE OF PRIVATELY OWNED VEHICLE FOR SITE INSPECTION | | Travel From/To: MIDDLETOWN, R.I. TO JAMESTOWN, R.I. | | Travel: | | | 45.00 mi @ .560 |
| 4/14/2015 | Mileage | | 14085-00 | CONST | 009-F | <input checked="" type="checkbox"/> | → 6.72 |
| | | RITBA Moveable Barriers, Newport Bridge | | | | | |
| Business Reason: USE OF PRIVATELY OWNED VEHICLE FOR SITE INSPECTION | | Travel From/To: MIDDLETOWN, R.I. TO JAMESTOWN, R.I. | | Travel: | | | 12.00 mi @ .560 |

Detailed Expense Report

Thursday, May 21, 2015

Keville Enterprises Inc.

11:40:01 AM

Employee 25600 Georgeakakis, Harry

Signed

Georgeakakis, Harry

Approved

Durant, Geoffrey J

Posted

Service Line 005

Expense Report: weekending 11 APRIL 2015

Report Date: 4/9/2015

| Date | Category | Description | Project | Phase | Service Line | Bill | Amount |
|---|----------|--|----------|---------|--------------|-------------------------------------|--------|
| 4/16/2015 | Mileage | | 14085-00 | CONST | 009-F | <input checked="" type="checkbox"/> | 13.44 |
| | | RITBA Moveable Barriers, Newport Bridge | | | | | |
| Business Reason: USE OF PRIVATELY OWNED VEHICLE FOR SITE INSPECTION | | Travel From/To: MIDDLETOWN, R.I. TO JAMESTOWN, R.I | | Travel: | | 24.00 ml @ .560 | |
| | | | | | | Total Expenses | 142.24 |
| | | | | | | Total Due | 142.24 |

**REQUISITION FOR SERIES 2014A
REQUISITION NO. 5**

RE: \$30,000,000 Rhode Island Turnpike and Bridge Authority
Revenue Bond Anticipation Notes, Series 2014A

TO: Bank of New York Mellon Trust Company, N.A, as trustee (the "Trustee") under the
Indenture of Trust between the Rhode Island Turnpike and Bridge Authority and the
Trustee dated as November 1, 2014

This Requisition is made pursuant to Section 5.05 of the above indenture

The Trustee is directed to pay sums out of the Construction Account of the
Construction Fund entitled Series 2014 Construction Account

| <u>PAYEE</u> | <u>PURPOSE OF PAYMENT</u> | <u>AMOUNT</u> |
|----------------------|--|---------------|
| Parsons Brinckerhoff | Construction Contract 14-2 | \$11,241.45 |
| | Construction Contract 11-1 | \$8,431.05 |
| Keville Enterprises | Construction Contract 14-2 | \$23,957.00 |
| | <i>*Inv 3 for \$9,748.66 (3/17/15) paid 4/29/15 from Req. 30</i> Construction Contract 11-1 | \$23,911.59 |
| CDM Smithh | Construction Contract 14-2 | \$2,198.55 |

| | |
|-----------------|----------------------|
| Via Fed Wire: | Bank Of America |
| Routing Number: | 026 009 593 |
| Acct Number: | 9365207750 |
| Acct Name: | Aetna Bridge Company |

The undersigned hereby certifies that (a) the items for which payment is sought are Construction Costs (as defined in the Master Indenture) and are proper charges against the Construction Fund for which no prior payment or reimbursement has been sought from the proceeds of Notes or any other Notes of the Issuer; (b) no Event of Default (as defined in the Master Indenture) has occurred or is continuing or will occur as a result of payment pursuant to this Requisition; (c) the items requested and the amounts requested, considered with the projects and amounts provided pursuant to any previous requisition, are within the limits set forth for the Projects in the Program Act; and (d) the undersigned is an Authorized Issuer Representative (as defined in the Master Indenture) and is authorized to execute and deliver this Requisition on behalf of the Authority.

RHODE ISLAND TURNPIKE AND BRIDGE AUTHORITY

By: Margaret B.
Authorized Issue Representative



75 State Street, Suite 701
 Boston, Massachusetts 02109
 tel: +1 617 452-6000
 fax: +1 617 345-3901

Please Remit To:
 CDM Smith Inc.
 P.O. Box 4021
 Boston, Massachusetts 02211

INVOICE

RHODE ISLAND TURNPIKE AND BRIDGE AUTHORITY
 MR. BUDDY CROFT
 EXECUTIVE DIRECTOR
 ONE EAST SHORE DRIVE
 P.O. BOX 02835T
 JAMESTOWN, RI 02835

APRIL 24, 2015

INVOICE NUMBER: 80521409/6
 PROJECT NUMBER: 106006
 INVOICE #4

Amount Due This Invoice: **\$2,198.55**

PLEASE INCLUDE INVOICE NUMBER ON ALL CORRESPONDENCE

PROFESSIONAL ENGINEERING SERVICES RELATED TO THE RITBA - ONCALL TOLL CONSULTING SERVICES, IN ACCORDANCE WITH AGREEMENT DATED JULY 18, 2012 AND TASK ORDER #6 - PELL BRIDGE MEDIAN BARRIER DESIGN SERVICES

SERVICES FROM FEBRUARY 22, 2015 THROUGH APRIL 18, 2015

Labor Cost

| Employees | Description | Hours | Rate | Total Cost |
|--------------------|-----------------|-------|-------|-------------|
| BAMBARA, J | SENIOR ENGINEER | 7.0 | 44.90 | \$ 314.30 |
| BAMBARA, J | SENIOR ENGINEER | 8.0 | 44.24 | \$ 353.92 |
| | | 15.0 | | \$ 668.22 |
| Subtotal | | | | \$ 1,148.40 |
| Overhead @ 171.86% | | | | \$ 272.49 |
| Fee @ 15.0% | | | | \$ 2,089.11 |
| Total Labor Costs | | | | |

Other Direct Costs

| Cost Type | Amount |
|-----------|-----------|
| AUTO | \$ 109.44 |
| Total: | \$ 109.44 |

\$ 2,198.55



250 West Exchange Street, Suite 300
 Providence, RI 02903
 tel: 401-751-5360
 fax: 401-274-2173

ISBANS

RECEIVED MAY 11 2015

April 24, 2015

14-12

Mr. Eric Offenber, P.E.
 Director of Engineering
 Rhode Island Turnpike and Bridge Authority
 One East Shore Road
 Jamestown, Rhode Island 02835

20-18031-200

Subject: Invoice No.4 for Task Order #6 - Pell Bridge Median Barrier Services

Dear Mr. Offenber:

Please find the enclosed Invoice No. 4 for engineering services associated with the Task Order #6 - Pell Bridge Median Barrier Services. This invoice for \$2,198.55 reflects services performed from February 22, 2015 through April, 18 2015. Tasks completed thus far include:

- Coordination with Parsons Brinckerhoff (PB) in regards to the Median Barrier construction.
- Attendance at progress meetings.

At the conclusion of this reporting/invoicing period, we have expended 76 percent of the overall not to exceed amount of \$61,600. Please contact me if you have any questions regarding this invoice at (401) 457-0335.

Regards,

Joseph M. Bambara, P.E.
 Senior Project Engineer
 CDM Smith

Attachment

cc: Kevin Johnson, CDM Smith

APPROVED
 5/15/15

**REQUISITION FOR SERIES 2014A
REQUISITION NO. 5**

RE: \$30,000,000 Rhode Island Turnpike and Bridge Authority
Revenue Bond Anticipation Notes, Series 2014A

TO: Bank of New York Mellon Trust Company, N.A, as trustee (the "Trustee") under the
Indenture of Trust between the Rhode Island Turnpike and Bridge Authority and the
Trustee dated as November 1, 2014

This Requisition is made pursuant to Section 5.05 of the above indenture

The Trustee is directed to pay sums out of the Construction Account of the
Construction Fund entitled Series 2014 Construction Account

| <u>PAYEE</u> | <u>PURPOSE OF PAYMENT</u> | <u>AMOUNT</u> |
|----------------------|--|---------------|
| Parsons Brinckerhoff | Construction Contract 14-2 | \$11,241.45 |
| | Construction Contract 11-1 | \$8,431.05 |
| Keville Enterprises | Construction Contract 14-2 | \$23,957.00 |
| | <i>*inv 3 for \$9,748.66 (3/17/15) paid 4/29/15 from Req. 30</i> | |
| | Construction Contract 11-1 | \$23,911.59 |
| CDM Smithh | Construction Contract 14-2 | \$2,198.55 |

| | |
|-----------------|----------------------|
| Via Fed Wire: | Bank Of America |
| Routing Number: | 026 009 593 |
| Acct Number: | 9365207750 |
| Acct Name: | Aetna Bridge Company |

The undersigned hereby certifies that (a) the items for which payment is sought are Construction Costs (as defined in the Master Indenture) and are proper charges against the Construction Fund for which no prior payment or reimbursement has been sought from the proceeds of Notes or any other Notes of the Issuer; (b) no Event of Default (as defined in the Master Indenture) has occurred or is continuing or will occur as a result of payment pursuant to this Requisition; (c) the items requested and the amounts requested, considered with the projects and amounts provided pursuant to any previous requisition, are within the limits set forth for the Projects in the Program Act; and (d) the undersigned is an Authorized Issuer Representative (as defined in the Master Indenture) and is authorized to execute and deliver this Requisition on behalf of the Authority.

RHODE ISLAND TURNPIKE AND BRIDGE AUTHORITY

By: Margaret B.
Authorized Issue Representative

| | | | |
|---|--------------------|--|-------------|
| PARSONS BRINCKERHOFF INC. | | <i>Invoice No.</i> | AR# 586119 |
| <i>Issuing Company and Remittance Address</i> PARSONS BRINCKERHOFF INC. PO BOX 732476 DALLAS, TX 75373-2476 FEDERAL ID NO. 11-1531569 | | <i>Company No.</i> | <i>Date</i> |
| | | 02 | 4/13/15 |
| <i>Client Name and Address</i> Rhode Island Turnpike & Bridge Authority 1 East Shore Road (P.O. Box 437) Jamestown, Rhode Island 02835 Attention: Mr. Eric Offenber, P.E. | | <i>PB Project No.</i> | |
| | | 183973B | Est # 3 |
| <i>Project Title</i> Installation of Median Barrier - Contract 14-12 | | <i>Client Order No.</i> | |
| | | <i>Period Covered</i> From: 2/28/15 To: 3/27/15 | |
| | | <i>Total Invoice Amount</i> | |
| | | \$11,241.45 | |
| FOR PROFESSIONAL ENGINEERING SERVICES IN CONNECTION WITH INSTALLATION OF MEDIAN BARRIER ON THE NEWPORT/PELL BRIDGE; CONSTRUCTION CONTRACT 14-12 | | | |
| | LABOR CHARGES | \$11,241.45 | |
| | NON LABOR CHARGES | \$0.00 | |
| | SUBCONSULTANT | \$0.00 | |
| | TOTAL AMOUNT DUE | <u>\$11,241.45</u> | |
| CONTRACT AMOUNT: | <u>\$71,000.00</u> | | |
| PREVIOUSLY BILLED: | \$23,948.66 | | |
| TOTAL THIS INVOICE BILLED TO DATE: | <u>\$35,190.11</u> | | |
| BALANCE REMAINING: | <u>\$35,809.89</u> | | |

**REQUISITION FOR SERIES 2014A
REQUISITION NO. 5**

RE: \$30,000,000 Rhode Island Turnpike and Bridge Authority
Revenue Bond Anticipation Notes, Series 2014A

TO: Bank of New York Mellon Trust Company, N.A, as trustee (the "Trustee") under the
Indenture of Trust between the Rhode Island Turnpike and Bridge Authority and the
Trustee dated as November 1, 2014

This Requisition is made pursuant to Section 5.05 of the above indenture

The Trustee is directed to pay sums out of the Construction Account of the
Construction Fund entitled Series 2014 Construction Account

| <u>PAYEE</u> | <u>PURPOSE OF PAYMENT</u> | <u>AMOUNT</u> |
|----------------------|--|---------------|
| Parsons Brinckerhoff | Construction Contract 14-2 | \$11,241.45 |
| | Construction Contract 11-1 | \$8,431.05 |
| Keville Enterprises | Construction Contract 14-2 | \$23,957.00 |
| | <i>*Inv 3 for \$9,748.66 (3/17/15) paid 4/29/15 from Req. 30</i> | |
| | Construction Contract 11-1 | \$23,911.59 |
| CDM Smithh | Construction Contract 14-2 | \$2,198.55 |

| | |
|-----------------|----------------------|
| Via Fed Wire: | Bank Of America |
| Routing Number: | 026 009 593 |
| Acct Number: | 9365207750 |
| Acct Name: | Aetna Bridge Company |

The undersigned hereby certifies that (a) the items for which payment is sought are Construction Costs (as defined in the Master Indenture) and are proper charges against the Construction Fund for which no prior payment or reimbursement has been sought from the proceeds of Notes or any other Notes of the Issuer; (b) no Event of Default (as defined in the Master Indenture) has occurred or is continuing or will occur as a result of payment pursuant to this Requisition; (c) the items requested and the amounts requested, considered with the projects and amounts provided pursuant to any previous requisition, are within the limits set forth for the Projects in the Program Act; and (d) the undersigned is an Authorized Issuer Representative (as defined in the Master Indenture) and is authorized to execute and deliver this Requisition on behalf of the Authority.

RHODE ISLAND TURNPIKE AND BRIDGE AUTHORITY

By: Margaret B.
Authorized Issue Representative

PARSONS BRINCKERHOFF INC.

Invoice No. AR# 587966

Issuing Company and Remittance Address

PARSONS BRINCKERHOFF INC.
 PO BOX 732476
 DALLAS, TX 75373-2476
 FEDERAL ID NO. 11-1531569

Company No. 02 Date 4/6/15

PB Project No. 183820B Est # 26

Client Name and Address

Rhode Island Turnpike & Bridge Authority
 1 East Shore Road (P.O. Box 437)
 Jamestown, Rhode Island 02835
 Attention: Mr. Eric Offenber, P.E.

Client Order No.

Period Covered

From: 2/28/15 To: 3/27/15

Project Title

CONTRACT 11-1 - STEEL REPAIRS & PROTECTIVE COATING - EAST APPROACH - CSS

Total Invoice Amount

\$8,431.05

FOR PROFESSIONAL ENGINEERING SERVICES IN CONNECTION WITH CONTRACT 11-1; STEEL REPAIRS & PROTECTIVE COATING - EAST APPROACH - CSS.

| | |
|-------------------------|--------------------------|
| LABOR CHARGES | \$8,431.05 |
| NON LABOR CHARGES | \$0.00 |
| SUBCONSULTANT | \$0.00 |
| TOTAL AMOUNT DUE | <u><u>\$8,431.05</u></u> |

| | |
|------------------------|--------------------------------|
| CONTRACT AMOUNT: | <u>\$757,000.00</u> |
| PREVIOUSLY BILLED: | \$604,602.41 |
| TOTAL THIS INVOICE | <u>\$8,431.05</u> |
| BILLED TO DATE: | <u>\$613,033.46</u> |
| BALANCE REMAINING: | <u><u>\$143,966.54</u></u> |



RHODE ISLAND Turnpike and Bridge Authority

Board Agenda Item Tracking System

| | | |
|---|---------------------------------------|--|
| AGENDA ITEM 8 | DATE PREPARED: June 4, 2015 | SUBJECT: STEEL REPAIRS & PROTECTIVE COATING – WEST APPROACH – NEWPORT/PELL BRIDGE |
| FOR THE MEETING OF: June 10, 2015 | | PREPARED BY: ERIC OFFENBERG |

SUMMARY DESCRIPTION:

We recommend award of Contract 15-8 to Ahern Painting Contractors, Inc. of Woodside, NY. There were three bids submitted ranging from \$19,989,000 to \$25,879,836. After full review Ahern was determined to be the low, qualified bidder. See attached.

Financial Effect : \$19,989,000.00

Instructions: The individual named at the top of this page as “preparer” indicates in boxes below which individuals and departments are to review and approve this document and its corresponding support (if applicable) prior to distribution to Board members. Then, each individual places his or her initials and date in the appropriate space in evidence of their review.

| ROUTING | EXECUTIVE DIRECTOR <i>EARL J. CROFT III</i> | INITIALS | DATE | BOARD ACTION: |
|---------|--|-----------|--------|--|
| | FINANCE <i>MAGGIE BAKER</i> | | | <p><input type="checkbox"/> TABLED: UNTIL _____</p> <p><input type="checkbox"/> DISCUSSED: <i>Action Taken:</i></p> <p>VOTE TAKEN: <input type="checkbox"/> YES <input type="checkbox"/> NO</p> <p>APPROVED: <input type="checkbox"/> YES <input type="checkbox"/> NO</p> <p><input type="checkbox"/> RATIFIED</p> |
| √ | ENGINEERING <i>ERIC OFFENBERG</i> | <i>EO</i> | 6/5/15 | |
| | PLAZA OPERATIONS SAFETY & SECURITY <i>JIM SWANBERG</i> | | | |
| | DIRECTOR OF ELECTRONIC TOLLING <i>KATHI O'CONNOR</i> | | | |
| | MAINTENANCE <i>JAMES ROMANO</i> | | | |
| | INFORMATION TECHNOLOGY <i>MICHAEL BONSIGNORE</i> | | | |
| | | | | |



June 5, 2015

Mr. Eric Offenberg, P.E.
Director of Engineering
Rhode Island Turnpike and Bridge Authority
Newport Bridge, Route 138
Jamestown, RI 02835

**RE: CONTRACT 15-08 NEWPORT/PELL BRIDGE
Steel Repairs and Protective Coating – West Approach**

SUBJECT: BID EVALUATION AND RECOMMENDATION FOR AWARD

Dear Mr. Offenberg:

Contract 15-08 Steel Repairs and Protective Coating – West Approach for the Newport/Pell Bridge was prepared by Parsons Brinckerhoff (PB) and represents work planned for by the Rhode Island Turnpike and Bridge Authority (RITBA), and included in the April 2014 Ten Year Renewal and Replacement Plan in Items 11 and 12.

Contract 15-08 was prepared by PB in coordination with the Authority's Director of Engineering and WSP/Sells. WSP/Sells performed the 2013 Inspection that included the West Approach Spans and, through the Authority, provided PB with their inspection findings including the location and extent of steel deficiencies requiring repair under Contract 15-08. The construction work in the contract includes steel repairs to the superstructure members in the West Approach Spans, full blast cleaning and removal of the existing protective coating system and installation of a new three coat protective coating system to the steel in the West Approach Spans including the roadway railing, cable bands and sign structures, and the removal of loose concrete haunches.

Contract 15-08 was advertised with drawings available to prospective bidders on April 6, 2015. The advertisement was made through the RIVIP system. Additionally several Contractors with known specialties appropriate for the contract work and/or Contractors that have previously performed work for the Authority and/or Contractors who had previously bid on similar contracts for the Authority were contacted by phone to alert them to the contract advertisement. Seven contractors – Abhe & Svoboda, Inc. (ASI), Aetna Bridge Company (Aetna), Ahern Painting Contractors, Inc. (Ahern), Allied Painting, Atsalis Brothers, Cardi Corporation, and Royal Bridge received bid documents and attended the mandatory pre-bid meeting on April 16, 2015. This was a well represented group of contractors and resulted in a competitive bidding environment.



On May 29, 2015, three bids were received for Contract 15-08 from; Abhe & Svoboda, Inc., Aetna Bridge Company (including Atsalis as painting and scaffolding subcontractor), and Ahern Painting Contractors. The total bid amounts received were:

Ahern Painting – \$19,989,000

Aetna Bridge Company - \$20,726,350

Abhe & Svoboda – \$25,879,836

PB reviewed the bid proposal packages for conformance and responsiveness. All bidders were responsive, including all required documentation.

Evaluation of Qualifications

PB reviewed the qualification documents submitted by each bidder as part of their proposal with our findings summarized below.

Ahern Painting Contractors

Ahern has submitted their bid proposal without subcontractors, intending to act as Prime Contractor performing steel repairs and protective coating operations.

Ahern Painting Contractors (Ahern) is located in Woodside, Queens, New York and has over 50 years of experience in surface preparation, coating application, environmental abatement, work access design and installation, steel repairs, and safety compliance. The qualifications statements submitted by Ahern show large scale painting and steel repairs on complex and/or long span bridges.

We have contacted references provided by Ahern in their proposal. Based on our review of the project references by type and scale of work and the qualifications of the key staff we find Ahern to be qualified for this contract. The findings of our discussions with references are below:

Ahern completed a painting and steel repair contract on the Washington Memorial Bridge of approximately \$30,000,000 for the NJ Turnpike Authority. We contacted Frank Corso of the NJ Turnpike Authority and he advised that Ahern was on schedule and budget for the this work, that access was from below utilizing access platforms and that that he would recommend Ahern for RITBA's painting and steel repair work.

Ahern completed a painting and steel repair contract with MTA Bridges and Tunnels on the Throng's Neck Bridge of approximately \$49,000,000. We contacted Edmond Knightly of MTA B&T who advised he would recommend using Ahern for the work on the Newport Pell Bridge. He noted that the project was performed on budget and schedule and that access was from below utilizing barges. Ahern supplied a full time safety officer on the bridge at all times during work, similar to the requirements of Contract 15-08. Key staff on the Throgs Neck Bridge project, Tim Casamento as Project Manager and Rich



Taylor as Superintendent were specifically recommended by Mr. Knightly and are also identified for work on Contract 15-08.

Ahern worked on a steel repair and painting contract for NYSDOT which included 37 bridges along the Grand Central Parkway of approximately \$23,000,000. The work consisted of rail and vehicular bridges and the contract was finished on schedule and budget. Pankaj Patel of NYSDOT was contacted regarding this project and he recommended Ahern for the work on the Newport/Pell Bridge.

We also reviewed Ahern's safety record with OSHA and found two OSHA citations over the last ten years, with neither of them categorized as serious by OSHA. No serious citations, and only two citations over a ten year period by a contractor of this size performing large scale projects is a positive indication of an active safety program.

Our review of Ahern's qualifications on projects of similar scale and with similar scopes of work, and the qualifications of their key staff, supported by discussions with owners who have worked with Ahern and with the specific key staff included in the proposal finds Ahern to be qualified, and to have assigned qualified personnel to the project for the type of work and extent of work included in Contract 15-08.

Aetna Bridge Company

Aetna Bridge Company (Aetna) is a Rhode Island general contractor with experience in steel and concrete bridge construction and repairs. Aetna is familiar with the RITBA through previous contracts on both the Newport/Pell and Mount Hope Bridges and is familiar specifically with the scope of work on Contract 15-08 since they are currently performing the same scope of work on the East Approach spans as Prime Contractor for Contract 11-1 Painting and Steel Repairs for the East Approach. Based on our review of Aetna's statement of qualifications and our familiarity with Aetna's work on the Newport/Pell Bridge we find Aetna to be qualified for the Contract 15-08 work.

Aetna's proposal includes Atsalis Brothers Painting Company (Atsalis) as subcontractor for protective coating and scaffolding. This is the same team that is completing the work under Contract 11-1.

Atsalis is headquartered in Warren, Michigan and has over 50 years of experience in surface preparation, coating application, environmental abatement, work access design and installation, and safety compliance. Atsalis performs work throughout the country. During the bid evaluation for Contract 11-1 we contacted the references provided by Aetna in their proposal for Atsalis. Based on direct experience in working with Atsalis under Contract 11-1 and our previous review of the project references during the Contract 11-1 bid evaluation, we find Atsalis to be qualified for this contract.

Our direct experience with Aetna and Atsalis finds this team to be qualified with Aetna as Prime Contractor, and to have assigned qualified personnel to the project for the type of work and extent of work included in Contract 15-08.



Abhe & Svoboda

Abhe & Svoboda (ASI) has submitted their bid proposal without subcontractors, acting as Prime Contractor performing steel repairs, protective coating and scaffolding work. ASI performed Contract 09-1A on the Newport/Pell Bridge for the protective coating and steel repairs within the suspended spans. Based on our direct experience with ASI under Contract 09-1A, and our previous review of ASI references, we find ASI to be qualified for this contract. ASI is a general contractor headquartered in Minnesota that has extensive experience in steel repairs, installation of scaffolding and containment systems, removal of lead based coating systems, and installation of three coat protective coating systems. ASI performs work throughout the country, including Hawaii and Alaska.

Our direct experience with ASI and previous review of references finds them to be qualified for the type of work and extent of work included in Contract 15-08, and to have assigned qualified personnel to the project.

Evaluation of Bid Prices

PB performed a general evaluation of the bids received comparing them to each other and the Engineers' Estimate (EE), and performed a separate evaluation of the bid received from the low bidder Ahern. Tables that include the EE and all bidders' costs by Pay Item and statistics utilized in the evaluation are attached.

Comparison of all bids to Engineers' Estimate

The estimated total cost of the contract in the EE is \$17,389,140. The total low bid price by Ahern is \$19,989,000 or 15% higher than the EE. The total high bid price by ASI is \$25,879,836 or 49% higher than the EE. The average bid price is \$22,198,395, which is 28% higher than the EE.

| Summary of Bid Prices | | | | |
|------------------------|------------------|------------------|------------------|------------------|
| | EE | ASI | Aetna | Ahern |
| Painting Pay Items | \$ 14,988,333.33 | \$ 20,598,377.00 | \$ 16,550,000.00 | \$ 16,450,000.00 |
| Steel Repair Pay Items | \$ 727,800.00 | \$ 1,124,876.00 | \$ 1,395,800.00 | \$ 1,275,500.00 |
| All Pay Items | \$ 16,800,140.00 | \$ 24,647,878.00 | \$ 20,125,000.00 | \$ 18,615,500.00 |
| Optional Pay Items | \$ 589,000.00 | \$ 1,231,958.00 | \$ 601,350.00 | \$ 1,373,500.00 |
| Total Contract | \$ 17,389,140.00 | \$ 25,879,836.00 | \$ 20,726,350.00 | \$ 19,989,000.00 |



| % Difference Between Bid Price and EE | | | |
|---------------------------------------|------|-------|-------|
| | ASI | Aetna | Ahern |
| Painting Pay Items | 37% | 10% | 10% |
| Steel Repair Pay Items | 55% | 92% | 75% |
| All Pay Items | 47% | 20% | 11% |
| Optional Pay Items | 109% | 2% | 133% |
| Total Contract | 49% | 19% | 15% |

Contract 15-08 includes the following general categories of pay items:

Contract Pay Items 3 through 12 - Contract Steel Repairs

These Pay Items represent the key steel repair items and 4% of the total cost of the EE and a range of from 4% to 7% of the total cost of the submitted bids. The EE total for these items is \$727,800. The total for these items ranges from \$1,124,876 to \$1,395,800 in the submitted bids. The average of the bid prices for these items is \$1,265,392 or 74% higher than the EE. The variance on these pay items between the bidders and between each bidder and the EE is large. For two of the largest total dollar items within this category – Pay Items 3 and 10 this variance includes:

Pay Item 3 – Vertical Member Lower Connection Retrofit – The bidders range from 75% greater to 150% greater than the EE

Pay Item 10 – Pier 2E, 2W, and 5W Finger Joint Troughs – The bidders range from 74% below the EE to 210% above the EE.

We believe that the large variance in Pay Items 3 through 12 between bidders, and between the bidders and EE, are due to the low quantities included and uncertainty about the actual quantities to be performed since the actual quantities will be based on findings in the field post blast cleaning.

Contract Pay Items 14 through 21 – Protective Coating Related Work

These Pay Items represent the removal of existing coatings and installation of a new three coat protective coating system. These pay items represent 86% of the EE. These pay items represent from 80% to 82% of the submitted bid prices. The total for these items is \$14,988,333 in the EE. The total for these items range from \$16,450,000 in the low bid to \$20,598,377 in the high bid, ranging from 10% above the EE to 37% above the EE. For these items, both Ahern's low bid and Aetna's bid are within 10% of the Engineer's Estimate. The EE for these items is based on Aetna's bid prices for Contract 11-1.

We believe that the close bid prices from Ahern and Aetna for this work and the fact that these prices are within 10% of the EE are indications that the prices bid by both of these bidders are reasonable. We believe that these prices may be 10% higher than the EE



due to the possible loss of economy of scale due to the fact that there is approximately 40% less surface area to be painted in the west approach than in the east approaches.

Optional Pay Items A through Z – Optional Steel Repairs

These Optional Pay Items represent additional steel repairs that have not been definitively identified as required based on the WSP/Sells inspection, but may be necessary if corrosion is exposed when blast cleaning of the steel is performed. The quantities for these optional items are very low based on the better condition of the West approach versus the East approach spans. For these Optional Pay Items A through Z, Ahern's low bid is 15% higher than the EE and ASI's high bid is 109% higher than the EE, while Aetna's bid is only 2% higher than the EE. The EE for these items was prepared utilizing unit prices from Aetna's current Contract 11-1.

We believe that Aetna's familiarity with these repairs based on their work on the East approach provided a level of confidence that is reflected in their lower bid prices, and bid prices that are closer to the EE. We believe that ASI's and Ahern's bid prices for these optional items are higher due to their uncertainty about the quantities and also possibly due to a less detailed cost estimation of this work with greater contingency added since there are a large number of items that required estimating for a relatively small portion of optional work.

Additionally, with respect to all pay items, our EE considered that since land based access is generally more cost effective than marine based, any loss of economy of scale compared to Contract 11-1 would be offset by the ability to access portions of the 15-08 work from land. It is possible that utilizing two types of access - land and marine – negated the land based access savings.

The protective coating items represented 86% of the EE and an average of 81% of the bid prices. The proportional value of the protective coating versus steel repairs prices is therefore similar in the three bids received and compared to the EE. The protective coating items in Aetna and Ahern's bid are 10% higher than the EE. The total bid prices range from 15% higher to 49% higher than the EE. The EE was based on data from Contracts 09-1A and 11-1, and the higher bid prices on Contract 15-08 may be partially attributed to a reduced economy of scale for this project, especially regarding the low quantities of steel repairs. We believe that the low bid price being 10% higher than the EE for painting items, 11% for Contract Pay Items, and 15% higher for total cost including Optional Pay Items is a reasonable bid. Although the Optional Pay Items are bid higher than the EE, many of these items may not be performed, and the bid prices still represent a significant savings to RITBA by performing the work utilizing access platforms included under the costs for the painting items, versus performing the work under a separate contract.



Comparison of Bid Prices to Each Other

The average of the total base bid prices of all bidders is \$22,198,395 with a range from \$19,989,000 (10% below average) to \$25,879,836 (17% above average).

The average of the total of protective coating pay items is \$17,866,126 with a range from \$16,450,000 (8% below average) to \$20,598,377 (15% above average).

The average of the total of steel repair pay items is \$1,265,392 with a range from \$1,124,876 (11% below average) to \$1,395,800 (19% above average).

The general finding of this comparison is that Ahern was the low bidder for the total contract and for the painting pay items, which make up 82% of the total bid cost. ASI was the high bidder for the total contract and the painting pay items.

Evaluation of Aetna and Ahern's Bid Price

Aetna's and Ahern's costs for the protective coating and steel repairs are very close. Aetna's cost for the painting pay items is \$16,550,000 and their cost for steel repairs is \$1,395,800. Ahern's cost for the protective coating pay items is \$16,450,000 and their cost for steel repairs is \$1,275,500. Aetna is working on Contract 11-1, which has the same scope of work as Contract 15-08. Ahern's bid indicates an understanding of the scope of work for Contract 15-08 since their bid is close to Aetna's, who has direct data on their actual cost of all pay items.

| Painting and Steel Repair Costs | | | | |
|---------------------------------|------------------|------------------|------------------|------------------|
| Pay Items | EE | ASI | Aetna | Ahern |
| Painting Costs | \$ 14,988,333.33 | \$ 20,598,377.00 | \$ 16,550,000.00 | \$ 16,450,000.00 |
| Steel Repair Costs | \$ 727,800.00 | \$ 1,124,876.00 | \$ 1,395,800.00 | \$ 1,275,500.00 |

Evaluation of Low Bid Price

Ahern submitted the low bid price of \$19,989,000. As noted in above sections, this price is 10% below the average bid price submitted by all bidders but 15% higher than the EE.

Steel Repair Items

Ahern's bid price for steel repair items is \$1,275,500 which is 75% higher than the EE and 1% higher than the average of all bidders. Ahern is an experienced steel repair, containment and scaffolding contractor with experience in the requirements of performing the different types of work included in Contract 15-08. We believe that the high bid prices (in comparison to the EE) provided by all bidders for the steel repairs is an indication that the EE does not adequately reflect a loss of economy of scale due to the significantly smaller steel repair quantities in Contract 15-08 versus Contract 11-1.



Our evaluation finds that the bid prices submitted by Ahern for the steel repair items is reasonable and represents an understanding of the scope of work and site conditions.

Protective Coating Related Items

Ahern's bid prices for protective coating related bid items is \$16,450,000 which is 10% higher than the EE and 8% lower than the average of all the bidders. The second low bidder was Aetna who submitted a total of \$16,550,000 for protective coating related bid items. Aetna is completing the current Contract 11-1, performing the same scope of work for the removal and replacement of protective coating in the East approach spans as is included in Contract 15-08 for the West approach spans. Ahern's bid price for these items is only 1% lower than Aetna's bid price. Since Aetna has direct experience with the level of effort required for the performance of this work, we believe that the consistency of Ahern's bid price for these items with Aetna's bid price supports the reasonability of the price submitted by Ahern. We believe that the higher bid prices (in comparison to the EE) provided by Ahern and Aetna for the protective coating related items are an indication that the EE does not adequately reflect a reduced economy of scale due to the square footage of surface area to be painted in Contract 15-8 being approximately 60% of that in Contract 11-1.

Our evaluation finds that the bid prices submitted by Ahern for the protective coating pay items are reasonable and represent an understanding of the scope of work and site conditions.

Total Cost

Our evaluation finds that the total bid price submitted by Ahern represents an understanding of the scope of work and site conditions and is based on their extensive experience in pricing and performing similar scopes of work on similar structures throughout NY and NJ.



Summary and Recommendation

Our bid evaluation finds Ahern's bid prices on Contract 15-08 to be reasonable and represent a good understanding of the contract work and the site conditions. Our review of Ahern's qualifications as a firm and specifically of the key staff identified to work on this project finds them to be a qualified contractor with extensive experience in similar scopes of work on similar structures. Our verification of references met with consistent notice of Ahern's high level of quality and contract management at a company level and also for the staff identified in the bid proposal. The bid price submitted by Ahern is competitive but still indicates an understanding of the scope of work. Our bid evaluation finds Ahern to have the qualifications, reputation and competitive bid price to identify them as the qualified low bidder. We recommend that Contract 15-08 – Steel Repairs and Protective Coating – West Approach be awarded to Ahern Painting Corporation in an amount not to exceed \$19,989,000.

Please call me at 212-465-5443 if you require additional information or would like to discuss this matter.

Very truly yours,

PARSONS BRINCKERHOFF

A handwritten signature in black ink that reads 'Debra L. Moolin'.

Debra L. Moolin, P.E.
Project Manager

Attachments: 15-08 Summary of Bids Tables

| PAY ITEM | DESCRIPTION | QTY | UNIT | ENGINEER'S ESTIMATE | | | | ABIE AND SVOBODA INC. | | | | AETNA | | | | AHERN PAINTING CONTRACTORS INC. | | | | AVERAGE OF ALL BIDDERS |
|--|--|-------|------|---------------------|---------------|---------------|----------------------|-----------------------|-----------------|---------------|----------------------|------------------|-----------------|---------------|----------------------|---------------------------------|------------------|---------------|----------------------|------------------------|
| | | | | PERCENT OF TOTAL | TOTAL AMOUNT | PERCENT DIFF. | DIFF FROM ENGR. EST. | PERCENT OF TOTAL | TOTAL AMOUNT | PERCENT DIFF. | DIFF FROM ENGR. EST. | PERCENT OF TOTAL | TOTAL AMOUNT | PERCENT DIFF. | DIFF FROM ENGR. EST. | PERCENT OF TOTAL | TOTAL AMOUNT | PERCENT DIFF. | DIFF FROM ENGR. EST. | |
| 1 | PERFORMANCE BOND | 1 | LS | 0.66% | \$ 100,000 | 92% | \$ 91,520.00 | 0.21% | \$ 19,152.00 | 0.21% | \$ 43,000.00 | 0.40% | \$ 19,152.00 | 0.40% | \$ 43,000.00 | -25% | \$ 75,000.00 | 0.21% | \$ 103,173.33 | |
| 2 | STEEL REPAIRS - TRUSS SPANS - TRUSS VERTICAL MEMBER LOWER CONNECTION | 1 | LS | 0.65% | \$ 100,000 | 92% | \$ 91,520.00 | 0.21% | \$ 19,152.00 | 0.21% | \$ 43,000.00 | -57% | \$ 285,000.00 | 0.40% | \$ 19,152.00 | -25% | \$ 75,000.00 | 0.40% | \$ 103,173.33 | |
| 3 | STEEL REPAIRS - TRUSS SPANS - TRUSS VERTICAL MEMBER LOWER CONNECTION REINFORCEMENT | 38 | EACH | 0.81% | \$ 138,600 | 75% | \$ 239,210.00 | 1.42% | \$ 146,200.00 | 1.42% | \$ 146,200.00 | 108% | \$ 285,000.00 | 1.84% | \$ 285,000.00 | 150% | \$ 342,000.00 | 1.84% | \$ 288,736.67 | |
| 4 | DECK TRUSS AND GIRDER SPANS - STRINGER BOTTOM FLANGE REINFORCEMENT | 35 | LF | 0.42% | \$ 70,000 | -10% | \$ 63,105.00 | 0.35% | \$ 63,105.00 | 0.35% | \$ 63,105.00 | 0% | \$ 70,000.00 | 0.56% | \$ 35,000.00 | 90% | \$ 105,000.00 | 0.56% | \$ 78,368.33 | |
| 5 | DECK TRUSS SPANS - DROP PIPE EXTENSIONS | 26 | EACH | 0.15% | \$ 26,000 | 45% | \$ 37,570.00 | 0.35% | \$ 48,800.00 | 0.35% | \$ 48,800.00 | 180% | \$ 72,800.00 | 0.70% | \$ 104,000.00 | 400% | \$ 130,000.00 | 0.70% | \$ 81,723.33 | |
| 6 | DECK TRUSS SPANS - TRUSS CHORD WELD REPAIRS | 40 | LS | 0.35% | \$ 65,000 | -79% | \$ 13,850.00 | 0.12% | \$ 48,000.00 | 0.12% | \$ 48,000.00 | -62% | \$ 25,000.00 | 0.16% | \$ 35,000.00 | -54% | \$ 30,000.00 | 0.16% | \$ 22,950.00 | |
| 7 | DECK TRUSS SPANS - TRUSS CHORD WELD REPAIRS | 40 | LF | 0.05% | \$ 8,000 | 251% | \$ 20,840.00 | 0.25% | \$ 44,000.00 | 0.25% | \$ 44,000.00 | 550% | \$ 52,000.00 | 0.21% | \$ 32,000.00 | 400% | \$ 40,000.00 | 0.21% | \$ 40,280.00 | |
| 8 | SPAN RW - REMOVE FLOORBEAM BOTTOM FLANGE ATTACHMENT | 40 | LF | 0.15% | \$ 32,000 | -1% | \$ 31,720.00 | 0.34% | \$ 35,000.00 | 0.34% | \$ 35,000.00 | 113% | \$ 69,000.00 | 0.59% | \$ 76,000.00 | 288% | \$ 168,000.00 | 0.59% | \$ 69,240.00 | |
| 9 | PIER 2E, 2Y AND SW FRINGER JOINT TROUGHS REINFORCEMENT | 1 | LS | 0.01% | \$ 1,000 | 157% | \$ 1,569.00 | 0.02% | \$ 3,000.00 | 0.02% | \$ 3,000.00 | 300% | \$ 4,000.00 | 0.04% | \$ 5,000.00 | 600% | \$ 7,000.00 | 0.04% | \$ 4,522.00 | |
| 10 | LADDER AT PIER AW REPAIR | 3 | EACH | 1.07% | \$ 180,000 | 35% | \$ 242,112.00 | 2.77% | \$ 378,000.00 | 2.77% | \$ 378,000.00 | 210% | \$ 558,000.00 | 0.25% | \$ 133,500.00 | -74% | \$ 46,500.00 | 0.25% | \$ 282,204.00 | |
| 11 | REMOVE AND REPLACE HIGH STRENGTH BOLTS | 1 | LS | 0.03% | \$ 5,000 | -64% | \$ 1,800.00 | 0.03% | \$ 1,800.00 | 0.03% | \$ 1,800.00 | 20% | \$ 5,000.00 | 0.04% | \$ 3,000.00 | 60% | \$ 8,000.00 | 0.04% | \$ 5,265.67 | |
| 12 | REMOVE AND REPLACE HIGH STRENGTH BOLTS | 5,100 | EACH | 1.21% | \$ 204,000 | 128% | \$ 484,100.00 | 1.27% | \$ 51,000.00 | 1.27% | \$ 51,000.00 | 25% | \$ 255,000.00 | 2.47% | \$ 255,000.00 | 125% | \$ 458,000.00 | 2.47% | \$ 392,700.00 | |
| 13 | REMOVE AND REPLACE HIGH STRENGTH BOLTS | 6,000 | LF | 0.32% | \$ 60,000 | -30% | \$ 48,000.00 | 0.45% | \$ 30,000.00 | 0.45% | \$ 30,000.00 | 50% | \$ 90,000.00 | 0.32% | \$ 60,000.00 | 0% | \$ 60,000.00 | 0.32% | \$ 66,000.00 | |
| 14 | TRUSS SPANS - PROTECTIVE COATING REMOVAL AND REPLACEMENT | 1 | LS | 62.50% | \$ 10,500,000 | -24% | \$ 8,010,297.00 | 47.20% | \$ 1,000,000.00 | 47.20% | \$ 1,000,000.00 | -10% | \$ 9,500,000.00 | 21.46% | \$ 6,500,000.00 | -62% | \$ 4,000,000.00 | 21.46% | \$ 7,170,988.00 | |
| 15 | GIRDER SPANS - PROTECTIVE COATING REMOVAL AND REPLACEMENT | 1 | LS | 20.83% | \$ 3,500,000 | -5% | \$ 3,340,625.00 | 23.35% | \$ 1,200,000.00 | 23.35% | \$ 1,200,000.00 | 34% | \$ 4,700,000.00 | 16.12% | \$ 650,000.00 | -14% | \$ 3,000,000.00 | 16.12% | \$ 3,680,208.33 | |
| 16 | STRINGER SPANS - PROTECTIVE COATING REMOVAL AND REPLACEMENT | 1 | LS | 4.22% | \$ 708,333 | 49% | \$ 1,089,525.00 | 9.94% | \$ 1,291,666.67 | 9.94% | \$ 1,291,666.67 | 182% | \$ 2,000,000.00 | 4.03% | \$ 41,666.67 | 6% | \$ 750,000.00 | 4.03% | \$ 1,269,908.33 | |
| 17 | SIGN STRUCTURES - PROTECTIVE COATING REMOVAL AND REPLACEMENT | 1 | LS | 0.85% | \$ 150,000 | 25% | \$ 187,400.00 | 1.05% | \$ 70,000.00 | 1.05% | \$ 70,000.00 | 47% | \$ 220,000.00 | 0.54% | \$ 60,000.00 | -33% | \$ 100,000.00 | 0.54% | \$ 168,133.33 | |
| 18 | TRUSS SPANS - PERSONNEL AND ENVIRONMENTAL PROTECTION | 1 | LS | 0.30% | \$ 50,000 | 9014% | \$ 4,957,160.00 | 0.30% | \$ 10,000.00 | 0.30% | \$ 10,000.00 | 20% | \$ 60,000.00 | 23.64% | \$ 4,350,000.00 | 8700% | \$ 4,400,000.00 | 23.64% | \$ 3,139,053.33 | |
| 19 | STRINGER SPANS - PERSONNEL AND ENVIRONMENTAL PROTECTION | 1 | LS | 0.30% | \$ 50,000 | 4354% | \$ 2,227,085.00 | 0.12% | \$ 25,000.00 | 0.12% | \$ 25,000.00 | -50% | \$ 25,000.00 | 16.85% | \$ 3,050,000.00 | 6100% | \$ 3,100,000.00 | 16.85% | \$ 1,784,028.33 | |
| 20 | STRINGER SPANS - PERSONNEL AND ENVIRONMENTAL PROTECTION | 1 | LS | 0.08% | \$ 10,000 | 6897% | \$ 705,685.00 | 0.12% | \$ 15,000.00 | 0.12% | \$ 15,000.00 | 150% | \$ 25,000.00 | 5.37% | \$ 990,000.00 | 9800% | \$ 1,000,000.00 | 5.37% | \$ 576,895.00 | |
| 21 | SIGN STRUCTURES - PERSONNEL AND ENVIRONMENTAL PROTECTION | 2 | LS | 0.12% | \$ 20,000 | 489% | \$ 111,600.00 | 0.10% | \$ 20,000.00 | 0.10% | \$ 20,000.00 | 0% | \$ 20,000.00 | 0.54% | \$ 80,000.00 | 400% | \$ 100,000.00 | 0.54% | \$ 77,200.00 | |
| 22 | ENGINEERS FIELD OFFICE | 16 | MD | 0.14% | \$ 24,000 | 20% | \$ 28,800.00 | 0.02% | \$ 20,000.00 | 0.02% | \$ 20,000.00 | -87% | \$ 3,200.00 | 0.43% | \$ 56,000.00 | 233% | \$ 80,000.00 | 0.43% | \$ 37,333.33 | |
| 23 | MOBILIZATION | 1 | LS | 4.75% | \$ 800,000 | 208% | \$ 1,664,778.33 | 9.94% | \$ 1,959,933.33 | 9.94% | \$ 1,959,933.33 | 150% | \$ 2,000,000.00 | 3.22% | \$ 200,000.00 | -25% | \$ 600,000.00 | 3.22% | \$ 1,688,261.67 | |
| TOTAL ESTIMATED IN IDENTIFIED QUANTITIES | | | | | \$ 16,800,140 | 47% | \$ 24,547,975.00 | | \$ 3,324,880.00 | | \$ 20,125,000.00 | 20% | \$ 1,615,360.00 | | \$ 18,515,500.00 | 11% | \$ 17,866,125.67 | | \$ 21,129,489.33 | |
| TOTAL PAINTING | | | | | \$ 14,989,333 | 83.6% | \$ 5,610,043.67 | | \$ 20,599,377 | | \$ 16,550,000 | 88% | \$ 1,461,666.67 | | \$ 16,450,000 | 10% | \$ 17,866,125.67 | | \$ 17,866,125.67 | |
| TOTAL STEEL REPAIRS | | | | | \$ 727,800 | 55% | \$ 1,124,875 | | \$ 658,000.00 | | \$ 1,355,800 | 92% | \$ 547,700.00 | | \$ 1,275,500 | 75% | \$ 1,265,392.00 | | \$ 1,265,392.00 | |

| PAY ITEM | DESCRIPTION | QTY | UNIT | ENGINEER'S ESTIMATE | | | ABHE AND SVOBODA INC. | | | AETNA | | | AHERN PAINTING CONTRACTORS INC. | | | AVERAGE OF ALL BIDDERS | | |
|--|--|-----|-------|---------------------|--------------|---------------|---------------------------------|--------------|---------------|---------------------------------|--------------|---------------|---------------------------------|--------------|---------------|------------------------|---------------------------------|-----------------|
| | | | | PERCENT OF TOTAL | TOTAL AMOUNT | PERCENT DIFF. | PERCENT OF DIFF FROM ENGR. EST. | TOTAL AMOUNT | PERCENT DIFF. | PERCENT OF DIFF FROM ENGR. EST. | TOTAL AMOUNT | PERCENT DIFF. | PERCENT OF DIFF FROM ENGR. EST. | TOTAL AMOUNT | PERCENT DIFF. | | PERCENT OF DIFF FROM ENGR. EST. | TOTAL AMOUNT |
| A | ORDER AND TRUSS SPANS STRICKER END | 1 | EACH | 1.0% | 6,000.00 | 147% | 8,795.00 | 147% | 14,795.00 | 1.0% | 0.00 | 0% | 6,000.00 | 250.0% | 16,500.00 | 219% | 22,500.00 | 14,431.67 |
| B | GRIDER SPANS - GROSS END WEB REPAIR | 4 | EACH | 2.5% | 4,000.00 | 71% | 43,712.00 | 89% | 87,712.00 | 3.9% | (20,400.00) | -46% | 23,600.00 | 1466.7% | 69,000.00 | 209% | 132,000.00 | 81,104.00 |
| C | GRIDER AND TRUSS SPANS - FLOOR BEAM LOWER | 40 | LF | 5.4% | 32,000.00 | 3.6% | 10,920.00 | 34% | 42,920.00 | 6.3% | 6,000.00 | 19% | 38,000.00 | 1244.1% | 60,000.00 | 250% | 112,000.00 | 64,306.67 |
| D | GRIDER AND TRUSS SPANS - FLOOR BEAM LOWER | 40 | LF | 4.8% | 28,000.00 | 3.3% | 12,480.00 | 45% | 40,480.00 | 6.3% | 10,000.00 | 36% | 38,000.00 | 1244.4% | 64,000.00 | 300% | 112,000.00 | 63,493.33 |
| E | TRUSS SPANS - FLOOR BEAM CONNECTION TO TRUSS REPAIR | 2 | EACH | 3.7% | 22,000.00 | 2.7% | 11,040.00 | 50% | 33,040.00 | 5.1% | 8,600.00 | 30% | 30,600.00 | 433.3% | 17,000.00 | 77% | 39,000.00 | 34,213.33 |
| F | REMOVE AND REPLACE SWAY BRACING TYPE 'A' | 2 | EACH | 1.4% | 8,000.00 | 1.5% | 10,800.00 | 138% | 18,800.00 | 1.3% | (200.00) | -3% | 7,800.00 | 200.0% | 10,000.00 | 125% | 18,000.00 | 14,900.00 |
| G | REMOVE AND REPLACE SWAY BRACING TYPE 'A' | 2 | EACH | 1.4% | 8,200.00 | 1.4% | 9,688.00 | 105% | 16,888.00 | 1.3% | (200.00) | -2% | 6,000.00 | 200.0% | 8,000.00 | 120% | 16,000.00 | 14,296.67 |
| H | REMOVE AND REPLACE SWAY BRACING TYPE 'B' OR 'C' BRACKET - TOP CHORD | 1 | EACH | 1.0% | 6,100.00 | 0.5% | 560.00 | 9% | 5,660.00 | 1.2% | 1,000.00 | 16% | 7,100.00 | 100.0% | 2,900.00 | 48% | 9,000.00 | 7,586.67 |
| I | REMOVE AND REPLACE SWAY BRACING TYPE 'B' OR 'C' BRACKET - BOTTOM CHORD | 2 | EACH | 2.0% | 12,000.00 | 4.1% | 38,610.00 | 322% | 50,610.00 | 3.2% | 7,600.00 | 56% | 19,800.00 | 555.6% | 29,000.00 | 243% | 50,000.00 | 39,870.00 |
| J | REMOVE AND REPLACE SWAY BRACING TYPE 'A' MEMBER - FULL LENGTH - TYPE 'A' SWAY BRACING | 2 | LF | 0.3% | 1,600.00 | 2.8% | 32,402.00 | 2025% | 34,002.00 | 0.4% | 800.00 | 56% | 2,500.00 | 200.0% | 2,500.00 | 483% | 9,000.00 | 7,387.67 |
| K | REMOVE AND REPLACE SWAY BRACING TYPE 'A' MEMBER - PARTIAL LENGTH - TYPE 'A' SWAY BRACING | 1 | EACH | 2.0% | 11,500.00 | 2.3% | 16,507.00 | 144% | 28,007.00 | 1.8% | (700.00) | -6% | 10,800.00 | 586.2% | 39,500.00 | 343% | 51,000.00 | 29,935.67 |
| L | REMOVE AND REPLACE SWAY BRACING TYPE 'A' MEMBER - FULL LENGTH - TYPE 'C' | 1 | EACH | 2.0% | 11,500.00 | 1.8% | 10,840.00 | 1094% | 11,840.00 | 0.3% | 700.00 | 70% | 1,700.00 | 100.0% | 8,000.00 | 800% | 9,000.00 | 7,546.67 |
| M | REMOVE AND REPLACE SWAY BRACING TYPE 'A' MEMBER - PARTIAL LENGTH - TYPE 'A' SWAY BRACING | 4 | EACH | 4.0% | 26,000.00 | 2.6% | 9,048.00 | 35% | 35,048.00 | 4.3% | (400.00) | -2% | 25,600.00 | 844.4% | 50,000.00 | 192% | 76,000.00 | 45,548.33 |
| N | REMOVE AND REPLACE SWAY BRACING TYPE 'A' MEMBER - PARTIAL LENGTH - TYPE 'A' SWAY BRACING | 4 | LF | 0.3% | 1,500.00 | 2.0% | 23,338.00 | 1582% | 25,238.00 | 0.5% | 1,300.00 | 87% | 2,600.00 | 33.3% | 1,500.00 | 100% | 3,000.00 | 1,345.33 |
| O | REMOVE AND REPLACE SWAY BRACING TYPE 'A' MEMBER - PARTIAL LENGTH - TYPE 'A' SWAY BRACING | 4 | EACH | 2.8% | 16,800.00 | 3.5% | 26,636.00 | 159% | 43,436.00 | 3.0% | 1,200.00 | 7% | 18,000.00 | 933.3% | 67,200.00 | 400% | 84,000.00 | 48,478.67 |
| P | TRUSS SPANS - REMOVE AND REPLACE IN MID | 4 | EACH | 3.9% | 22,800.00 | 9.8% | 98,048.00 | 430% | 120,848.00 | 2.7% | (6,000.00) | -29% | 16,200.00 | 933.3% | 61,200.00 | 268% | 84,000.00 | 73,882.67 |
| Q | TRUSS SPANS - REMOVE AND REPLACE IN MID | 8 | EACH | 1.7% | 9,800.00 | 1.7% | 11,552.00 | 118% | 21,352.00 | 1.8% | 1,000.00 | 10% | 10,800.00 | 177.8% | 6,200.00 | 63% | 16,000.00 | 16,050.67 |
| R | TRUSS SPANS - REMOVE AND REPLACE IN MID | 20 | LF | 1.1% | 6,500.00 | 4.0% | 43,380.00 | 667% | 49,880.00 | 1.1% | (100.00) | -2% | 6,400.00 | 222.2% | 13,500.00 | 208% | 20,000.00 | 25,426.67 |
| S | TRUSS SPANS - REMOVE AND REPLACE IN MID | 20 | LF | 1.9% | 9,200.00 | 7.2% | 79,800.00 | 865% | 88,800.00 | 1.5% | (400.00) | -4% | 8,800.00 | 222.2% | 10,800.00 | 117% | 20,000.00 | 38,200.00 |
| T | TRUSS SPANS - REMOVE AND REPLACE IN MID | 2 | EACH | 2.1% | 12,600.00 | 4.5% | 42,250.00 | 335% | 54,850.00 | 2.0% | (400.00) | -3% | 12,200.00 | 468.7% | 29,400.00 | 231% | 42,000.00 | 36,350.00 |
| U | TRUSS SPANS - REMOVE AND REPLACE IN MID | 2 | EACH | 2.4% | 14,400.00 | 5.4% | 51,884.00 | 359% | 66,084.00 | 2.3% | (600.00) | -4% | 13,800.00 | 468.7% | 27,600.00 | 193% | 42,000.00 | 40,631.33 |
| V | TRUSS SPANS - REMOVE AND REPLACE IN MID | 500 | POUND | 2.5% | 15,000.00 | 2.0% | 10,000.00 | 67% | 26,000.00 | 2.8% | 2,000.00 | 13% | 17,000.00 | 527.8% | 35,500.00 | 217% | 47,500.00 | 29,833.33 |
| W | TRUSS SPANS - REMOVE AND REPLACE IN MID | 500 | POUND | 0.6% | 3,500.00 | 2.0% | 21,500.00 | 614% | 25,000.00 | 1.0% | 2,500.00 | 71% | 6,000.00 | 527.8% | 44,000.00 | 1257% | 47,500.00 | 26,166.67 |
| X | TRUSS SPANS - REMOVE AND REPLACE IN MID | 1 | LS | 42.4% | 250,000.00 | 20.3% | 250,000.00 | 0% | 250,000.00 | 41.6% | - | 0% | 250,000.00 | 2777.8% | - | 0% | 250,000.00 | 250,000.00 |
| Y | MISCELLANEOUS STRUCTURAL REPAIRS | 1 | LS | 42.4% | 250,000.00 | 20.3% | 250,000.00 | 0% | 250,000.00 | 41.6% | - | 0% | 250,000.00 | 2777.8% | - | 0% | 250,000.00 | 250,000.00 |
| Z | MISCELLANEOUS STRUCTURAL REPAIRS | 1 | LS | 42.4% | 250,000.00 | 20.3% | 250,000.00 | 0% | 250,000.00 | 41.6% | - | 0% | 250,000.00 | 2777.8% | - | 0% | 250,000.00 | 250,000.00 |
| TOTAL ESTIMATED IN IDENTIFIED QUANTITIES | | | | | \$ 589,000 | | \$ 1,231,958 | 109% | \$ 1,231,958 | | \$ 12,350.00 | 2% | \$ 601,350 | | \$ 784,500.00 | 133% | \$ 1,373,500 | \$ 1,068,536.00 |

| TOTAL ESTIMATED CONTRACT | | | | | | | | | | | | | | | |
|--------------------------|----------------------|---------------|---------------|-----------------------|---------------|---------------|----------------------|---------------|---------------|---------------------------------|---------------|----------------------|------------------------|---------------|---------------|
| ITEM | ENGINEER'S ESTIMATE | | | ABHE AND SVOBODA INC. | | | AETNA | | | AHERN PAINTING CONTRACTORS INC. | | | AVERAGE OF ALL BIDDERS | | |
| | PERCENT FROM AVERAGE | TOTAL AMOUNT | PERCENT DIFF. | DIFF FROM ENGR. EST. | TOTAL AMOUNT | PERCENT DIFF. | DIFF FROM ENGR. EST. | TOTAL AMOUNT | PERCENT DIFF. | DIFF FROM ENGR. EST. | TOTAL AMOUNT | PERCENT FROM AVERAGE | | TOTAL AMOUNT | |
| TOTAL ESTIMATED CONTRACT | 16.6% | \$ 17,389,140 | 49% | \$ 8,480,956.00 | \$ 25,879,096 | 19% | \$ 3,337,210.00 | \$ 20,726,350 | 15% | \$ 19,989,000 | \$ 22,199,385 | -10.0% | \$ 2,589,650.00 | \$ 19,989,000 | \$ 22,199,385 |

RITBA CONTRACT 15-08 NEWPORT/PELL BRIDGE STEEL REPAIRS AND PROTECTIVE COATING - WEST APPROACH SPANS - SUMMARY OF BIDS

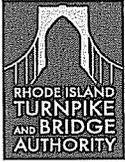
| PAY ITEM NO. | REF # | ITEM DESCRIPTION | QTY | UNIT | ASI | | Aetna | | Aherm | |
|--------------|--------|--|-------|------|-----------------|--------------|-----------------|--------------|-----------------|--------------|
| | | | | | UNIT PRICE | TOTAL | UNIT PRICE | TOTAL | UNIT PRICE | TOTAL |
| 1 | 1.103 | PERFORMANCE BOND | 1 | LS | \$ 191,520.00 | \$ 191,520 | \$ 43,000.00 | \$ 43,000 | \$ 75,000.00 | \$ 75,000 |
| 2 | 2.103 | PAYMENT BOND | 1 | LS | \$ 191,520.00 | \$ 191,520 | \$ 43,000.00 | \$ 43,000 | \$ 75,000.00 | \$ 75,000 |
| 3 | 3.943 | STEEL REPAIRS - TRUSS SPANS - TRUSS VERTICAL MEMBER LOWER CONNECTION RETROFIT | 38 | EACH | \$ 6,295.00 | \$ 239,210 | \$ 7,500.00 | \$ 285,000 | \$ 9,000.00 | \$ 342,000 |
| 4 | 4.943 | DECK TRUSS AND GIRDER SPANS - STRINGER BOTTOM FLANGE REINFORCEMENT | 35 | LF | \$ 1,803.00 | \$ 63,105 | \$ 2,000.00 | \$ 70,000 | \$ 3,000.00 | \$ 105,000 |
| 5 | 5.943 | DECK TRUSS SPANS - DROP PIPE EXTENSIONS | 26 | EACH | \$ 1,445.00 | \$ 37,570 | \$ 2,800.00 | \$ 72,800 | \$ 5,000.00 | \$ 130,000 |
| 6 | 6.943 | SPAN 5W TRANSFORMER PLATFORM REPAIRS | 1 | LS | \$ 13,850.00 | \$ 13,850 | \$ 25,000.00 | \$ 25,000 | \$ 30,000.00 | \$ 30,000 |
| 7 | 7.943 | DECK TRUSS SPANS - TRUSS CHORD WELD REPAIRS | 40 | LF | \$ 721.00 | \$ 28,840 | \$ 1,300.00 | \$ 52,000 | \$ 1,000.00 | \$ 40,000 |
| 8 | 8.943 | DECK TRUSS SPANS - TRUSS CHORD ANGLE REPAIRS | 40 | LF | \$ 793.00 | \$ 31,720 | \$ 1,700.00 | \$ 68,000 | \$ 2,700.00 | \$ 108,000 |
| 9 | 9.943 | SPAN 5W - REMOVE FLOORBEAM BOTTOM FLANGE ATTACHMENT | 1 | LS | \$ 2,569.00 | \$ 2,569 | \$ 4,000.00 | \$ 4,000 | \$ 7,000.00 | \$ 7,000 |
| 10 | 10.943 | PIER 2E, 2W AND 5W FINGER JOINT TROUGHS AND DRAINAGE PIPES - REMOVAL AND REPLACEMENT | 3 | EACH | \$ 80,704.00 | \$ 242,112 | \$ 186,000.00 | \$ 558,000 | \$ 15,500.00 | \$ 46,500 |
| 11 | 11.943 | LADDER AT PIER 4W REPAIR | 1 | LS | \$ 1,800.00 | \$ 1,800 | \$ 6,000.00 | \$ 6,000 | \$ 8,000.00 | \$ 8,000 |
| 12 | 12.943 | REMOVE AND REPLACE HIGH STRENGTH BOLTS | 5,100 | EACH | \$ 91.00 | \$ 464,100 | \$ 50.00 | \$ 255,000 | \$ 90.00 | \$ 459,000 |
| 13 | 13.944 | HAUNCH REMOVAL | 6,000 | LF | \$ 8.00 | \$ 48,000 | \$ 15.00 | \$ 90,000 | \$ 10.00 | \$ 60,000 |
| 14 | 14.825 | TRUSS SPANS - PROTECTIVE COATING REMOVAL AND REPLACEMENT | 1 | LS | \$ 8,010,297.00 | \$ 8,010,297 | \$ 9,500,000.00 | \$ 9,500,000 | \$ 4,000,000.00 | \$ 4,000,000 |
| 15 | 15.825 | GIRDER SPANS - PROTECTIVE COATING REMOVAL AND REPLACEMENT | 1 | LS | \$ 3,340,625.00 | \$ 3,340,625 | \$ 4,700,000.00 | \$ 4,700,000 | \$ 3,000,000.00 | \$ 3,000,000 |
| 16 | 16.825 | STRINGER SPANS - PROTECTIVE COATING REMOVAL AND REPLACEMENT | 1 | LS | \$ 1,058,525.00 | \$ 1,058,525 | \$ 2,000,000.00 | \$ 2,000,000 | \$ 750,000.00 | \$ 750,000 |
| 17 | 17.825 | SIGN STRUCTURES - PROTECTIVE COATING REMOVAL AND REPLACEMENT | 1 | LS | \$ 187,400.00 | \$ 187,400 | \$ 220,000.00 | \$ 220,000 | \$ 100,000.00 | \$ 100,000 |
| 18 | 18.826 | TRUSS SPANS - PERSONNEL AND ENVIRONMENTAL PROTECTION | 1 | LS | \$ 4,957,160.00 | \$ 4,957,160 | \$ 60,000.00 | \$ 60,000 | \$ 4,400,000.00 | \$ 4,400,000 |
| 19 | 19.826 | GIRDER SPANS - PERSONNEL AND ENVIRONMENTAL PROTECTION | 1 | LS | \$ 2,227,085.00 | \$ 2,227,085 | \$ 25,000.00 | \$ 25,000 | \$ 3,100,000.00 | \$ 3,100,000 |
| 20 | 20.826 | STRINGER SPANS - PERSONNEL AND ENVIRONMENTAL PROTECTION | 1 | LS | \$ 705,685.00 | \$ 705,685 | \$ 25,000.00 | \$ 25,000 | \$ 1,000,000.00 | \$ 1,000,000 |
| 21 | 21.826 | SIGN STRUCTURES - PERSONNEL AND ENVIRONMENTAL PROTECTION | 2 | LS | \$ 55,800.00 | \$ 111,600 | \$ 10,000.00 | \$ 20,000 | \$ 50,000.00 | \$ 100,000 |
| 22 | 22.929 | ENGINEER'S FIELD OFFICE | 18 | MO | \$ 1,600.00 | \$ 28,800 | \$ 200.00 | \$ 3,200 | \$ 5,000.00 | \$ 80,000 |
| 23 | 23.936 | MOBILIZATION | 1 | LS | \$ 2,464,785.00 | \$ 2,464,785 | \$ 2,000,000.00 | \$ 2,000,000 | \$ 600,000.00 | \$ 600,000 |

TOTAL ESTIMATED IN IDENTIFIED QUANTITIES \$ 24,647,878 \$ 20,125,000 \$ 18,615,500

| PAY ITEM NO. | REF # | ITEM DESCRIPTION | QTY | UNIT | ASI | | Aetna | | Aherm | |
|--------------|-------|---|-----|-------|---------------|------------|---------------|------------|---------------|------------|
| | | | | | UNIT PRICE | TOTAL | UNIT PRICE | TOTAL | UNIT PRICE | TOTAL |
| A | A.943 | GIRDER AND TRUSS SPANS STRINGER END CONNECTION REPAIR | 1 | EACH | \$ 14,795.00 | \$ 14,795 | \$ 6,000.00 | \$ 6,000 | \$ 22,500.00 | \$ 22,500 |
| B | B.943 | GIRDER SPANS - GIRDER END WEB REPAIR | 4 | EACH | \$ 21,928.00 | \$ 87,712 | \$ 5,900.00 | \$ 23,600 | \$ 33,000.00 | \$ 132,000 |
| C | C.943 | GIRDER AND TRUSS SPANS - FLOORBEAM LOWER WEB REPAIR - 8" ANGLE | 40 | LF | \$ 1,073.00 | \$ 42,920 | \$ 950.00 | \$ 38,000 | \$ 2,800.00 | \$ 112,000 |
| D | D.943 | GIRDER AND TRUSS SPANS - FLOORBEAM LOWER WEB REPAIR - 6" ANGLE | 40 | LF | \$ 1,012.00 | \$ 40,480 | \$ 950.00 | \$ 38,000 | \$ 2,800.00 | \$ 112,000 |
| E | E.943 | TRUSS SPANS - FLOORBEAM CONNECTION TO TRUSS REPAIR | 2 | EACH | \$ 16,520.00 | \$ 33,040 | \$ 15,300.00 | \$ 30,600 | \$ 19,500.00 | \$ 39,000 |
| F | F.943 | REMOVE AND REPLACE SWAY BRACING TYPE "A" BRACKET - TOP CHORD | 2 | EACH | \$ 9,450.00 | \$ 18,900 | \$ 3,900.00 | \$ 7,800 | \$ 9,000.00 | \$ 18,000 |
| G | G.943 | REMOVE AND REPLACE SWAY BRACING TYPE "A" BRACKET - BOTTOM CHORD | 2 | EACH | \$ 8,444.00 | \$ 16,888 | \$ 4,000.00 | \$ 8,000 | \$ 9,000.00 | \$ 18,000 |
| H | H.943 | REMOVE AND REPLACE SWAY BRACING TYPE "B" OR "C" BRACKET - TOP CHORD | 1 | EACH | \$ 6,660.00 | \$ 6,660 | \$ 7,100.00 | \$ 7,100 | \$ 9,000.00 | \$ 9,000 |
| I | I.943 | REMOVE AND REPLACE SWAY BRACING TYPE "B" OR "C" BRACKET - BOTTOM CHORD | 1 | EACH | \$ 5,653.00 | \$ 5,653 | \$ 7,450.00 | \$ 7,450 | \$ 9,000.00 | \$ 9,000 |
| J | J.943 | REMOVE AND REPLACE SWAY DIAGONAL MEMBER - FULL LENGTH - TYPE "A" SWAY BRACING | 2 | EACH | \$ 25,305.00 | \$ 50,610 | \$ 9,500.00 | \$ 19,000 | \$ 25,000.00 | \$ 50,000 |
| K | K.943 | REMOVE AND REPLACE SWAY DIAGONAL MEMBER - PARTIAL LENGTH - TYPE "A" SWAY BRACING | 2 | LF | \$ 17,001.00 | \$ 34,002 | \$ 1,250.00 | \$ 2,500 | \$ 4,500.00 | \$ 9,000 |
| L | L.943 | REMOVE AND REPLACE SWAY DIAGONAL MEMBER - FULL LENGTH - TYPE "C" | 1 | EACH | \$ 28,007.00 | \$ 28,007 | \$ 10,800.00 | \$ 10,800 | \$ 51,000.00 | \$ 51,000 |
| M | M.943 | REMOVE AND REPLACE SWAY DIAGONAL MEMBER - FULL LENGTH - TYPE "B" | 1 | EACH | \$ 34,807.00 | \$ 34,807 | \$ 13,200.00 | \$ 13,200 | \$ 51,000.00 | \$ 51,000 |
| N | N.943 | REMOVE AND REPLACE SWAY DIAGONAL MEMBER - PARTIAL LENGTH - TYPE "B" OR "C" SWAY BRACING | 1 | LF | \$ 11,940.00 | \$ 11,940 | \$ 1,700.00 | \$ 1,700 | \$ 9,000.00 | \$ 9,000 |
| O | O.943 | REMOVE & REPLACE TOP CHORD LATERAL BRACING GUSSET PLATE AND REPAIR FLOORBEAM WEB | 4 | EACH | \$ 8,762.00 | \$ 35,048 | \$ 6,400.00 | \$ 25,600 | \$ 19,000.00 | \$ 76,000 |
| P | P.943 | TRUSS SPANS - REPAIR UPPER LATERAL BRACE | 4 | LF | \$ 6,309.00 | \$ 25,236 | \$ 700.00 | \$ 2,800 | \$ 750.00 | \$ 3,000 |
| Q | Q.943 | TRUSS SPANS - REMOVE AND REPLACE IN KIND UPPER LATERAL BRACE, SPLICED BRACING | 4 | EACH | \$ 10,859.00 | \$ 43,436 | \$ 4,500.00 | \$ 18,000 | \$ 21,000.00 | \$ 84,000 |
| R | R.943 | TRUSS SPANS - REMOVE AND REPLACE IN KIND UPPER LATERAL BRACE, CONTINUOUS BRACING | 4 | EACH | \$ 30,212.00 | \$ 120,848 | \$ 4,050.00 | \$ 16,200 | \$ 21,000.00 | \$ 84,000 |
| S | S.943 | TRUSS SPANS - REMOVE AND REPLACE IN KIND LATERAL BRACE VERTICAL SUPPORT | 8 | EACH | \$ 2,669.00 | \$ 21,352 | \$ 1,350.00 | \$ 10,800 | \$ 2,000.00 | \$ 16,000 |
| T | T.943 | TRUSS SPANS - REPAIR LOWER LATERAL BRACE - TEE SECTION | 20 | LF | \$ 2,494.00 | \$ 49,880 | \$ 320.00 | \$ 6,400 | \$ 1,000.00 | \$ 20,000 |
| U | U.943 | TRUSS SPANS - REPAIR LOWER LATERAL BRACE - BEAM SECTION | 20 | LF | \$ 4,440.00 | \$ 88,800 | \$ 440.00 | \$ 8,800 | \$ 1,000.00 | \$ 20,000 |
| V | V.943 | TRUSS SPANS - REMOVE AND REPLACE IN KIND LOWER LATERAL BRACE - TEE SECTION | 2 | EACH | \$ 27,425.00 | \$ 54,850 | \$ 6,100.00 | \$ 12,200 | \$ 21,000.00 | \$ 42,000 |
| W | W.943 | TRUSS SPANS - REMOVE AND REPLACE IN KIND LOWER LATERAL BRACE - BEAM SECTION | 2 | EACH | \$ 33,047.00 | \$ 66,094 | \$ 6,900.00 | \$ 13,800 | \$ 21,000.00 | \$ 42,000 |
| X | X.943 | STEEL REPAIRS - MISCELLANEOUS STEEL REPAIRS - WEB REPAIR PLATES | 500 | POUND | \$ 50.00 | \$ 25,000 | \$ 34.00 | \$ 17,000 | \$ 95.00 | \$ 47,500 |
| Y | Y.943 | STEEL REPAIRS - MISCELLANEOUS STEEL REPAIRS - FLANGE REPAIR PLATES | 500 | POUND | \$ 50.00 | \$ 25,000 | \$ 12.00 | \$ 6,000 | \$ 95.00 | \$ 47,500 |
| Z | Z.943 | MISCELLANEOUS STRUCTURAL REPAIRS | 1 | LS | \$ 250,000.00 | \$ 250,000 | \$ 250,000.00 | \$ 250,000 | \$ 250,000.00 | \$ 250,000 |

TOTAL ESTIMATED IN UNIDENTIFIED QUANTITY ALLOWANCE \$ 1,231,958 \$ 601,350 \$ 1,373,500

TOTAL ESTIMATED CONTRACT \$ 25,879,836 \$ 20,726,350 \$ 19,989,000



RHODE ISLAND Turnpike and Bridge Authority

Board Agenda Item Tracking System

| | | |
|---|---------------------------------------|---------------------------------------|
| AGENDA ITEM 9 | DATE PREPARED: June 3, 2015 | SUBJECT: FY 2016 ANNUAL BUDGET |
| FOR THE MEETING OF: June 10, 2015 | | PREPARED BY: MAGGIE BAKER |

SUMMARY DESCRIPTION:

Proposed FY 2016 Annual Budget

Financial Effect : N/A

Instructions: The individual named at the top of this page as “preparer” indicates in boxes below which individuals and departments are to review and approve this document and its corresponding support (if applicable) prior to distribution to Board members. Then, each individual places his or her initials and date in the appropriate space in evidence of their review.

| ROUTING | EXECUTIVE DIRECTOR <i>EARL J. CROFT III</i> | INITIALS | DATE | BOARD ACTION: |
|---------|--|-----------|---------------|--|
| √ | FINANCE <i>MAGGIE BAKER</i> | <i>MB</i> | <i>6/3/15</i> | <p>___ TABLED: UNTIL _____</p> <p>___ DISCUSSED: <i>Action Taken:</i></p> <p style="text-align: right;">VOTE TAKEN: ___ YES ___ NO</p> <p style="text-align: right;">APPROVED: ___ YES ___ NO</p> <p>___ RATIFIED</p> |
| | ENGINEERING <i>ERIC OFFENBERG</i> | | | |
| | PLAZA OPERATIONS SAFETY & SECURITY <i>JIM SWANBERG</i> | | | |
| | DIRECTOR OF ELECTRONIC TOLLING <i>KATHI O'CONNOR</i> | | | |
| | MAINTENANCE <i>JAMES ROMANO</i> | | | |
| | INFORMATION TECHNOLOGY <i>MICHAEL BONSIGNORE</i> | | | |
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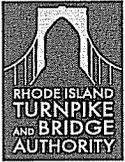
Rhode Island Turnpike and Bridge Authority
Fiscal 2016 Budget

| | Proposed Budget FY 2016 | Budget FY 2015 | REVISED Budget -6/2013 FY 2014 | APPROVED Budget -6/2013 FY 2014 | Budget FY 2013 | Budget FY 2012 |
|--|----------------------------|----------------------|-----------------------------------|------------------------------------|----------------------|----------------------|
| Revenue Fund | | | | | | |
| Tolls | 17,255,705.00 | 17,084,856.36 | 19,400,000.00 | 37,100,000.00 | 18,300,000.00 | 18,000,000.00 |
| State Gas Tax | 14,250,000.00 | 14,250,000.00 | 850,000.00 | 860,000.00 | 50,000.00 | 50,000.00 |
| Interest | 500,000.00 | 500,000.00 | 1,180,000.00 | 2,914,000.00 | 460,000.00 | 273,500.00 |
| Transponder, Statement, & Other Revenue | 733,000.00 | 865,000.00 | 21,430,000.00 | 40,864,000.00 | 18,810,000.00 | 18,323,500.00 |
| Net Revenue (Expenditures) - Revenue Fund | 32,738,705.00 | 32,699,856.36 | 21,430,000.00 | 40,864,000.00 | 18,810,000.00 | 18,323,500.00 |
| Operation and Maintenance Fund | | | | | | |
| Payroll | 3,588,795.23 | 3,409,867.56 | 3,140,364.12 | 1,946,198.68 | 2,351,156.48 | 2,378,138.81 |
| Employee benefits and payroll taxes | 1,035,941.19 | 892,427.75 | 670,582.08 | 566,261.88 | 717,252.87 | 769,428.19 |
| | 4,624,736.42 | 4,302,295.31 | 3,810,946.20 | 2,532,460.56 | 3,068,409.35 | 3,147,567.00 |
| Insurance | 1,098,916.93 | 918,944.00 | 849,927.25 | 2,709,927.25 | 850,690.28 | 944,550.00 |
| Professional Maintenance | 637,000.00 | 286,500.00 | 400,500.00 | 400,000.00 | 327,000.00 | 248,000.00 |
| Toll Equipment & Maintenance | 175,000.00 | 150,000.00 | 170,036.29 | 151,674.29 | 290,000.00 | 140,000.00 |
| Utilities | 304,000.00 | 913,824.15 | 750,000.00 | 843,000.00 | 190,800.00 | 210,000.00 |
| Advertising, Printing and Marketing | 300,000.00 | 336,000.00 | 190,000.00 | 265,000.00 | 130,000.00 | 135,000.00 |
| Dues & Subscriptions | 100,000.00 | 62,500.00 | 470,000.00 | 480,000.00 | 98,000.00 | 65,000.00 |
| Telephone,Cable, IT Data, Office | 47,500.00 | 62,500.00 | 81,000.00 | 81,000.00 | 74,900.00 | 67,400.00 |
| Travel and Meetings | 410,000.00 | 536,421.76 | 310,000.00 | 395,000.00 | 64,000.00 | 44,000.00 |
| Vehicles Maintenance/Lease | 48,000.00 | 12,000.00 | 30,550.00 | 30,550.00 | 15,000.00 | 15,000.00 |
| Safety &Security | 81,362.00 | 81,362.00 | 65,000.00 | 85,000.00 | 28,000.00 | 18,000.00 |
| ETC fees, transponders, & postage | 151,000.00 | 149,924.00 | 130,000.00 | 145,000.00 | 119,500.00 | 189,000.00 |
| Host Community | 3,508,707.39 | 2,410,700.00 | 1,347,000.00 | 1,583,800.00 | 964,800.00 | 1,319,670.00 |
| Contingency reserve | 28,500.00 | 28,000.00 | 27,500.00 | 27,500.00 | 28,000.00 | 27,500.00 |
| Grant Matching Expense | 404,455.00 | 327,000.00 | 412,610.00 | 725,830.00 | 100,000.00 | 120,000.00 |
| Settlement Expense | 314,200.00 | 868,272.00 | 206,000.00 | 153,000.00 | 20,000.00 | 27,000.00 |
| Miscellaneous | 821,000.00 | 61,500.00 | 206,000.00 | 153,000.00 | 20,000.00 | 27,000.00 |
| Sub Total | 8,491,641.32 | 7,205,447.90 | 5,565,123.54 | 8,326,281.54 | 3,300,690.28 | 3,570,120.00 |
| Net Revenue (Expenditures) - O&M Fund | 13,116,377.74 | 11,507,743.21 | 9,376,069.74 | 10,858,742.10 | 6,369,099.63 | 6,717,687.00 |

| | Proposed Budget FY 2016 | Budget FY 2015 | REVISED Budget -6/2013 FY 2014 | APPROVED Budget -6/2013 FY 2014 | Budget FY 2013 | Budget FY 2012 |
|--|----------------------------|---------------------|-----------------------------------|------------------------------------|---------------------|---------------------|
| Debt Service Funds | | | | | | |
| Interest Expense - BANS and New Bond | 2,700,000.00 | 250,000.00 | 270,000.00 | 392,498.00 | 662,498.00 | 896,691.50 |
| Provided through operations for 2003A bond interest | 531,983.50 | 531,983.50 | 392,498.00 | 2,595,000.00 | 2,595,000.00 | 2,370,000.00 |
| Provided through operations for 2003A bond principal | 3,019,719.75 | 3,019,719.75 | 2,595,000.00 | 2,387,400.00 | 2,387,400.00 | 2,387,400.00 |
| Provided through operations for 2010A bond interest | 2,387,400.00 | 2,387,400.00 | 5,644,898.00 | 5,374,898.00 | 5,644,898.00 | 5,654,091.50 |
| Net Revenue (Expenditures) - Debt Service | 8,639,103.25 | 6,189,103.25 | 5,644,898.00 | 5,374,898.00 | 5,644,898.00 | 5,654,091.50 |

| | Proposed Budget FY 2016 | Budget FY 2015 | REVISED Budget -6/2013 FY 2014 | APPROVED Budget -6/2013 FY 2014 | Budget FY 2013 | Budget FY 2012 |
|---|----------------------------|---------------------|-----------------------------------|------------------------------------|-------------------|--------------------|
| O&M Reserve Fund | | | | | | |
| Required amount | 2,623,275.55 | 2,355,797.97 | 1,875,213.95 | 2,171,748.42 | 1,273,819.93 | 1,084,603.00 |
| Current balance in O&M Reserve Fund | 1,125,621.22 | 1,130,587.77 | 1,096,021.12 | 1,096,021.12 | 1,184,959.34 | 1,176,962.00 |
| Contribution to O&M Reserve Fund | 1,497,654.33 | 3,486,385.74 | 779,192.83 | 1,075,727.30 | 88,860.59 | (92,358.00) |

| | | | | | | |
|------------------------------|--------------|---------------|--------------|---------------|--------------|--------------|
| Transfer to R & R | 9,485,569.68 | 13,506,553.01 | 5,629,839.43 | 23,554,632.60 | 6,707,141.78 | 6,044,080.42 |
|------------------------------|--------------|---------------|--------------|---------------|--------------|--------------|



RHODE ISLAND Turnpike and Bridge Authority

Board Agenda Item Tracking System

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|---|---------------------------------------|---------------------------------------|
| AGENDA ITEM <i>10</i> | DATE PREPARED: June 4, 2015 | SUBJECT: RWU LEASE OF PROPERTY |
| FOR THE MEETING OF: June 10, 2015 | | PREPARED BY: ERIC OFFENBERG |

SUMMARY DESCRIPTION:

Approval of RWU lease program which includes lease of Mt Hope building on Ferry Road and parking lot adjacent to campus by RWU from the Authority and lease of lower staging area adjacent to bridge by Authority from RWU.

Financial Effect : Net rental income of approximately \$52,000.00/year

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| ROUTING | INITIALS | DATE | BOARD ACTION: |
|--|-----------|---------------|--|
| EXECUTIVE DIRECTOR <i>EARL J. CROFT III</i> | | | <p><u> </u> TABLED: UNTIL _____</p> <p><u> </u> DISCUSSED: <i>Action Taken:</i></p> <p style="text-align: right;">VOTE TAKEN: <u> </u> YES <u> </u> NO</p> <p style="text-align: right;">APPROVED: <u> </u> YES <u> </u> NO</p> <p><u> </u> RATIFIED</p> |
| FINANCE <i>MAGGIE BAKER</i> | | | |
| ✓ ENGINEERING <i>ERIC OFFENBERG</i> | <i>EO</i> | <i>6/5/15</i> | |
| PLAZA OPERATIONS SAFETY & SECURITY <i>JIM SWANBERG</i> | | | |
| DIRECTOR OF ELECTRONIC TOLLING <i>KATHI O'CONNOR</i> | | | |
| MAINTENANCE <i>JAMES ROMANO</i> | | | |
| INFORMATION TECHNOLOGY <i>MICHAEL BONSIGNORE</i> | | | |
| | | | |

LEASE AGREEMENT

(The term of lease to be 10 years)

MT HOPE BUILDING TO RWU

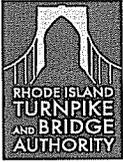
- 9/sq ft x 3263 sq ft = \$29,367/year
- RWU responsible for inside building
- RITBA responsible for outside

PARKING LOT TO RWU

- \$.26/sq ft x 139,392 sq ft = \$36,242/year
- RWU will deduct 50% of the cost of capital improvements over 10 years.
- Estimated capital improvement at \$105,000 so the yearly reduction could be up to \$5,250.
- RITBA to have approval authority of capital improvement.
- RWU assumes all responsibility.

STAGING AREA TO RITBA

- \$.26/sq ft x 31,260 sq ft = \$8,128/YEAR
- RITBA assumes all responsibility



RHODE ISLAND Turnpike and Bridge Authority

Board Agenda Item Tracking System

| | | |
|---|---------------------------------------|---|
| AGENDA ITEM // | DATE PREPARED: June 4, 2015 | SUBJECT: AWARD PUBLIC INFORMATION & MARKETING SERVICES |
| FOR THE MEETING OF: June 10, 2015 | | PREPARED BY: BUDDY CROFT |

SUMMARY DESCRIPTION:

We issued an RFP for Public Information and Marketing Services on April 20, 2015. We conducted interviews on May 19 and May 21 and it was the unanimous decision to award the contract to RDW. They have served us well throughout the years and I would request that they be engaged for a period of two years with the potential of two (2) optional one (1) year extensions. If approved their contract will commence June 15, 2015.

Financial Effect : \$4,000 per month/\$48,000 annual

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| ROUTING | INITIALS | DATE | BOARD ACTION: |
|---------|--|-----------------|---|
| √ | <i>EC</i> | <i>6/5/2015</i> | <p>___ TABLED: UNTIL _____</p> <p>___ DISCUSSED: <i>Action Taken:</i></p> <p style="text-align: right;">VOTE TAKEN: <input type="checkbox"/> YES <input type="checkbox"/> NO</p> <p style="text-align: right;">APPROVED: <input type="checkbox"/> YES <input type="checkbox"/> NO</p> <p>___ RATIFIED</p> |
| | EXECUTIVE DIRECTOR <i>EARL J. CROFT III</i> | | |
| | FINANCE <i>MAGGIE BAKER</i> | | |
| | ENGINEERING <i>ERIC OFFENBERG</i> | | |
| | PLAZA OPERATIONS SAFETY & SECURITY <i>JIM SWANBERG</i> | | |
| | DIRECTOR OF ELECTRONIC TOLLING <i>KATHI O'CONNOR</i> | | |
| | MAINTENANCE <i>JAMES ROMANO</i> | | |
| | INFORMATION TECHNOLOGY <i>MICHAEL BONSIGNORE</i> | | |



RHODE ISLAND Turnpike and Bridge Authority

Board Agenda Item Tracking System

| | | |
|---|---------------------------------------|---|
| AGENDA ITEM 12 | DATE PREPARED: June 4, 2015 | SUBJECT: ASPEN A-62 BRIDGE INSPECTION UNIT |
| FOR THE MEETING OF: June 10, 2015 | | PREPARED BY: ERIC OFFENBERG |

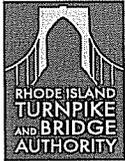
SUMMARY DESCRIPTION:

Recommend approval of Aspen Aerials, Inc.'s bid of \$813,061.00 for a new A-62 Bridge Inspection Unit mounted on a Kenworth T880 series full truck.

Financial Effect : \$813,061.00

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| ROUTING | EXECUTIVE DIRECTOR <i>EARL J. CROFT III</i> | INITIALS | DATE | BOARD ACTION: |
|---------|--|-----------|--------|--|
| | FINANCE <i>MAGGIE BAKER</i> | | | <p><u> </u> TABLED: UNTIL _____</p> <p><u> </u> DISCUSSED: <i>Action Taken:</i></p> <p style="text-align: right;">VOTE TAKEN: <u> </u> YES <u> </u> NO</p> <p style="text-align: right;">APPROVED: <u> </u> YES <u> </u> NO</p> <p><u> </u> RATIFIED</p> |
| √ | ENGINEERING <i>ERIC OFFENBERG</i> | <i>EO</i> | 6/5/15 | |
| | PLAZA OPERATIONS SAFETY & SECURITY <i>JIM SWANBERG</i> | | | |
| | DIRECTOR OF ELECTRONIC TOLLING <i>KATHI O'CONNOR</i> | | | |
| | MAINTENANCE <i>JAMES ROMANO</i> | | | |
| | INFORMATION TECHNOLOGY <i>MICHAEL BONSIGNORE</i> | | | |
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RHODE ISLAND Turnpike and Bridge Authority

Board Agenda Item Tracking System

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|---|---------------------------------------|--|
| AGENDA ITEM <div style="font-size: 2em; text-align: center;">13</div> | DATE PREPARED: June 4, 2015 | SUBJECT: ISSUANCE OF BONDS FOR RIDOT ESTABLISHING THE RI BRIDGE REPLACEMENT RECONSTRUCTION AND MAINTENANCE FUND |
| FOR THE MEETING OF: June 10, 2015 | | PREPARED BY: BUDDY CROFT |

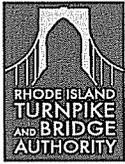
SUMMARY DESCRIPTION:

RITBA has been requested to issue bonds for the RIDOT establishing the RI Bridge Replacement Reconstruction & Maintenance Funds. While the exact details are yet to be finalized by DOT we have been asked to issue the approximately 700 to 900 million in bonds for DOT. Bond counsel and fiscal advisors have been heavily involved in these discussions and all applicable procedures and safeguards will be addressed in the legislation. In addition to floating the bonds we have been asked to collect the tolls should this legislation pass. We will be reimbursed by DOT through the toll proceeds for any and all costs that are incurred throughout this effort. I am only asking the board to give approval for RITBA to offer their services to DOT to float these bonds. I will come back to the board should this become a reality.

Financial Effect :

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| ROUTING | INITIALS | DATE | BOARD ACTION: |
|---------|--|----------------|---|
| √ | <i>EC</i> | <i>6/10/15</i> | <p>___ TABLED: UNTIL _____</p> <p>___ DISCUSSED: <i>Action Taken:</i></p> <p>VOTE TAKEN: <input type="checkbox"/> YES <input type="checkbox"/> NO</p> <p>APPROVED: <input type="checkbox"/> YES <input type="checkbox"/> NO</p> <p>___ RATIFIED</p> |
| | EXECUTIVE DIRECTOR <i>EARL J. CROFT III</i> | | |
| | FINANCE <i>MAGGIE BAKER</i> | | |
| | ENGINEERING <i>ERIC OFFENBERG</i> | | |
| | PLAZA OPERATIONS SAFETY & SECURITY <i>JIM SWANBERG</i> | | |
| | DIRECTOR OF ELECTRONIC TOLLING <i>KATHI O'CONNOR</i> | | |
| | MAINTENANCE <i>JAMES ROMANO</i> | | |
| | INFORMATION TECHNOLOGY <i>MICHAEL BONSIGNORE</i> | | |



RHODE ISLAND Turnpike and Bridge Authority

Board Agenda Item Tracking System

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|---|---------------------------------------|---|
| AGENDA ITEM 14 | DATE PREPARED: June 3, 2015 | SUBJECT: 401(K) DISCRETIONARY CONTRIBUTION |
| FOR THE MEETING OF: June 10, 2015 | | PREPARED BY: MAGGIE BAKER |

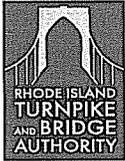
SUMMARY DESCRIPTION:

Approval of a 3.4% discretionary contribution to eligible employees 401(K) FY 2015. This is consistent with past practice.

Financial Effect :

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| ROUTING | EXECUTIVE DIRECTOR <i>EARL J. CROFT III</i> | INITIALS | DATE | BOARD ACTION: |
|---------|--|-----------|---------------|--|
| √ | FINANCE <i>MAGGIE BAKER</i> | <i>MB</i> | <i>6/3/15</i> | <p>___ TABLED: UNTIL _____</p> <p>___ DISCUSSED: <i>Action Taken:</i></p> <p style="text-align: right;">VOTE TAKEN: __ YES __ NO</p> <p style="text-align: right;">APPROVED: __ YES __ NO</p> <p>___ RATIFIED</p> |
| | ENGINEERING <i>ERIC OFFENBERG</i> | | | |
| | PLAZA OPERATIONS SAFETY & SECURITY <i>JIM SWANBERG</i> | | | |
| | DIRECTOR OF ELECTRONIC TOLLING <i>KATHI O'CONNOR</i> | | | |
| | MAINTENANCE <i>JAMES ROMANO</i> | | | |
| | INFORMATION TECHNOLOGY <i>MICHAEL BONSIGNORE</i> | | | |
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RHODE ISLAND Turnpike and Bridge Authority

Board Agenda Item Tracking System

| | | |
|---|---------------------------------------|--|
| AGENDA ITEM 15 | DATE PREPARED: June 4, 2015 | SUBJECT: DISCOVER NEWPORT – VOLVO OCEAN REQUEST |
| FOR THE MEETING OF: June 10, 2015 | | PREPARED BY: BUDDY CROFT |

SUMMARY DESCRIPTION:

We have been asked by Evan Smith of Discover Newport to consider a contribution to assist Discover Newport and Sail Newport in their efforts to seek funding assistance in order to pay Performance Newport of Newport for their report on the economic impact of the Volvo Ocean Race on Newport and Aquidneck Island. I think this is a worthy request and if approved it will come from our Bridge Run Account and thus no toll dollars will be used.

Financial Effect : \$5,000.00

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| ROUTING | INITIALS | DATE | BOARD ACTION: |
|---------|--|---------------|--|
| √ | <i>EC</i> | <i>6/3/15</i> | <p>TABLED: UNTIL _____</p> <p>DISCUSSED: <i>Action Taken:</i></p> <p>VOTE TAKEN: __ YES __ NO</p> <p>APPROVED: __ YES __ NO</p> <p>___ RATIFIED</p> |
| | EXECUTIVE DIRECTOR <i>EARL J. CROFT III</i> | | |
| | FINANCE <i>MAGGIE BAKER</i> | | |
| | ENGINEERING <i>ERIC OFFENBERG</i> | | |
| | PLAZA OPERATIONS SAFETY & SECURITY <i>JIM SWANBERG</i> | | |
| | DIRECTOR OF ELECTRONIC TOLLING <i>KATHI O'CONNOR</i> | | |
| | MAINTENANCE <i>JAMES ROMANO</i> | | |
| | INFORMATION TECHNOLOGY <i>MICHAEL BONSIGNORE</i> | | |
| | | | |



PERFORMANCE RESEARCH

25 MILL STREET • QUEEN ANNE SQUARE • NEWPORT, RHODE ISLAND 02840 • (401) 848-0111 • FAX (401) 848-0110



2015 Economic Impact Study and Geo-Based Social Media Study
Agreement to Methodology and Research Costs
April 7, 2015

PROJECT AGREEMENT FOR:

Brad Read
Executive Director
Sail Newport
64 Adams Drive
Newport, Rhode Island 02840

ECONOMIC IMPACT STUDY

Sail Newport is serving as the North American host for the 6th stop on the 2014-2015 Volvo Ocean Race and is implementing research plans with Performance Research to conduct a state-wide economic impact study surrounding the race and related activities. This brief provides an outline of the research approach to provide clear and independent information to Sail Newport and the VOR.

For the Newport stopover, the economic impact analysis will include both direct spending and secondary spending:

(1) **Direct Spending:** Direct Spending refers to dollars spent directly as a result of an event or activity, exclusive of dollars that would otherwise have been spent without the occurrence of the event or activity. This amount includes spending by attendees at the event, the operational expenses of putting the event on, and spending in the region by visitors and organizations brought to Newport by the VOR. As part of the interview, we would use a bank of questions to determine respondents' participation and spending on a number of areas including travel, accommodation, entertainment, sustenance, and retail activity both at the event itself and while in the city (or area) to attend the VOR.

(2) **Secondary Spending:** Secondary spending captures the effect of the direct spending dollars as they are spent again and again within the local economy. Secondary spending levels will be computed by applying a multiplier to the level of direct spending. Depending on the nature of the spending, the geographic area being studied and use of output, we employ either IMPLAN or Regional Input-Output Impact Modeling System (RIMS II) multipliers.

Sail Newport will collaborate with Performance Research to collect all available spending data relevant to the stopover, including hospitality and tourism, operations, sponsorship, and direct infrastructure.

Sail Newport will provide gate counts for daily visitors to the Fort Adams village, as well as aerial photography of spectator vessels and other viewing areas to be counted in the total number of spectators.

Using all the data discussed above, a total economic impact figure will be generated. In addition Performance Research will provide data on the incremental tax dollars generated within the geographic area. Careful attention will be paid to previous methodologies press (e.g., the 2012 America’s Cup World Series Study and previous VOR stop-overs) so that there is consistency in results and reporting to outside parties and press.

GEO-LOCATION SOCIAL MEDIA MONITORING AND ANALYTICS

Performance Research will provide an in-depth analysis of social media posts originating from the VOR Race Village. By “geo-fencing” the border of the venue, our location-based data will pull social data from event attendees. The search will be by geo-location rather than by keywords or hashtags, and will read social media conversations happening on-site that would otherwise be missed by keyword monitoring. After data is collected, Performance Research will conduct an in-depth analysis of the posts using Natural Language Processing and in-house professional coding services.

COSTS

Economic Impact Study:

Project Management, Secondary Economic Data Tables, 500 On-Site Interviews, \$42,000

Social Media Study:

Project Management, Geo-Monitoring, Social Analytics Report \$4,500

TOTAL \$46, 500

TERMS

| | | |
|--|----------|-------------------------------|
| Deposit to begin project | \$10,000 | Due immediately after signing |
| Additional due before data processing | \$10,000 | Due June 1, 2015 |
| Additional due before completion of report | \$10,000 | Due July 1, 2015 |
| Additional due for completion of report | \$29,500 | Due August 12, 2015 |



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Research Agreement

Sail Newport has agreed to hire Performance Research to conduct economic impact research and social analytics pertaining to the Newport stopover of the Volvo Ocean Race as outlined in the April 7 agreement of terms.

The total cost for the fully completed project as described is \$46,500. Payment terms are \$10,000 due upon acceptance of the project, \$10,000 due June 1, 2015; \$10,000 due July 1, 2015; Remaining balance of \$16,500 due August 12, 2015.

The parties agree that the research will be carried out as described in the proposal and that any fundamental changes must be addressed in writing and may incur additional costs.

All research procedures will follow the standards of the Council of American Survey Research Organizations (CASRO). Performance Research agrees to treat all information pertaining to this study as strictly confidential, and will disclose such information only to the client as noted above. This confidential information includes but is not limited to identification of our client, the purpose and methodology for the research, the questionnaire itself, related materials, trademarks and copyrights, advertising and marketing concepts, as well as any research data or marketing implications obtained through this research. All information and findings are the expressed property of Sail Newport.

PERFORMANCE RESEARCH, INC.

SAIL NEWPORT

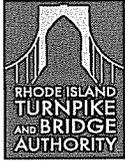
April 7, 2015

Jed Pearsall

Date

Brad Read

Date



RHODE ISLAND Turnpike and Bridge Authority

Board Agenda Item Tracking System

| | | |
|---|---------------------------------------|---|
| AGENDA ITEM <div style="text-align: center; font-size: 2em;">16</div> | DATE PREPARED: June 4, 2015 | SUBJECT: CONSTRUCTION SERVICES FOR PIASECKI STEEL'S MAIN CABLE INVESTIGATION OF THE MT HOPE BRIDGE |
| FOR THE MEETING OF: June 10, 2015 | | PREPARED BY: ERIC OFFENBERG |

SUMMARY DESCRIPTION:

Seeking the Board's approval for Construction Services for Piasecki Steel's Main Cable Investigation of the Mt Hope Bridge.(Contract 15-6)

Keville Enterprises to serve as Resident Engineer for Construction Supervision: Inspection and on site surveillance of work. Not to Exceed: \$110,000.00

Ammann & Whitney to provide Construction Engineering Support and Follow-Up Analysis. Not to Exceed: \$540,000.

Financial Effect : \$650,000.00

Instructions: The individual named at the top of this page as "preparer" indicates in boxes below which individuals and departments are to review and approve this document and its corresponding support (if applicable) prior to distribution to Board members. Then, each individual places his or her initials and date in the appropriate space in evidence of their review.

| ROUTING | INITIALS | DATE | BOARD ACTION: |
|--|--------------------|--------|--|
| EXECUTIVE DIRECTOR <i>EARL J. CROFT III</i> | | | <p><u> </u> TABLED: UNTIL _____</p> <p><u> </u> DISCUSSED: <i>Action Taken:</i></p> <p style="text-align: right;">VOTE TAKEN: <u> </u> YES <u> </u> NO</p> <p style="text-align: right;">APPROVED: <u> </u> YES <u> </u> NO</p> <p><u> </u> RATIFIED</p> |
| FINANCE <i>MAGGIE BAKER</i> | | | |
| √ ENGINEERING <i>ERIC OFFENBERG</i> | <i>[Signature]</i> | 6/5/15 | |
| PLAZA OPERATIONS SAFETY & SECURITY <i>JIM SWANBERG</i> | | | |
| DIRECTOR OF ELECTRONIC TOLLING <i>KATHI O'CONNOR</i> | | | |
| MAINTENANCE <i>JAMES ROMANO</i> | | | |
| INFORMATION TECHNOLOGY <i>MICHAEL BONSIGNORE</i> | | | |



Mr. Eric Offenber, P.E.
RITBA Director of Engineering
Rhode Island Turnpike and Bridge Authority
One East Shore Road
P.O. Box 437
Jamestown, Rhode Island 02835

April 28, 2015

Re: Resident Engineer / Inspection Proposal for the Mount Hope Bridge Main Cable Investigation, Contract No. 15-6.

Dear Mr. Offenber,

Keville Enterprises Inc. is pleased to provide the RITBA this cost proposal for a value of work not to exceed \$110,000.00. This amount is based on the estimated time which we feel will be required for the necessary Resident Engineering responsibilities, inspection and on site surveillance of the work being performed during the main cable investigation on the Mount Hope Bridge to insure that all of the work is accomplished in accordance with the approved plans and specifications. This work will include, but not be limited to; submittal review, assuring compliance with the approved Traffic Control Plans, monitoring the contractor for compliance with the approved Safety Plan, attending monthly meetings, reviewing and approving contractor requests for payment, notifying the Engineer of Record for mandatory hold point inspections and the preparation and submittal of daily activity and inspection reports.

A detailed cost estimate is attached separately with this letter. If you have any questions concerning this proposal please do not hesitate to contact me.

Sincerely,

Geoffrey J. Durant
Vice-President and Director of Inspection Services
Keville Enterprises, Inc.
(617) 464-0177 office
(617) 464-0182 fax
(339) 793-1948 cell
gdurant@keville.com



American Welding Society
Sustaining Company Member



ASME Member



The American Society for
Nondestructive Testing, Inc.



RHODE ISLAND TURNPIKE AND BRIDGE AUTHORITY

CONTRACT NO. 15-6

MOUNT HOPE BRIDGE MAIN CABLE INVESTIGATION

PRICE PROPOSAL FOR RESIDENT ENGINEER AND CONSTRUCTION
INSPECTION SERVICES TO BE PERFORMED BY KEVILLE ENTERPRISES, INC.

*This price proposal is based on the Preliminary Schedule provided by The Piasecki Steel Construction Corp. at the Pre-Construction Meeting held in the RITBA Conference Room on Mon. April 27, 2015 at 10:30 AM.

Time Estimate: JUNE 1, 2015 – NOVEMBER 30, 2015

Number of Working Days: 131

Estimated hours per day(avg.): 10.4

Total Hours: 1362.40

Labor Rate: \$79.93/hour

Estimated Labor Cost: \$108,896.63

Estimated Direct Cost(On the Job Mileage): \$1,000

Total Cost: \$109,896.63



96 Morton Street New York, NY 10014-3309

212.462.8500 Fax 212.929.5359

www.ammann-whitney.com

April 6, 2015

Mr. Eric Offenberg, P.E.
Director of Engineering
Rhode Island Turnpike and Bridge Authority
One East Shore Road
P.O. Box 437
Newport/Pell Bridge Administration Building
Jamestown, RI 02835

RE: Contract 10-14, On-Call Engineering Services for the Mount Hope Bridge

Subject: Proposal for Contract 15-6 Mount Hope Bridge Main Cable Investigation
Construction Support Services and Post-Construction Testing and Analysis

Dear Mr. Offenberg:

Per your request, attached please find our Proposal (Technical Scope and Costs) to perform the Construction Engineering Support and follow-up Analysis for the Main Cable Investigation.

This activity is on the Ten Year Plan and is scheduled for the current timeframe.

This current proposal is pursuant to our previous proposal from September 2014 which at that time included only the Design phases described on the attached Scope. This current proposal is for the Construction Support and Analysis, described as activities 4, 5, and 6 in the Scope.

The cost to perform this work is Not To Exceed \$540,000.

If you have any questions, feel free to call me (212-627-6587).

Very truly yours,

Stuart Rankin, P.E.
Project Manager

File: Mount Hope, MHB-036

Rhode Island Turnpike & Bridge Authority
Mount Hope Bridge

Main Cable Investigation and Evaluation

Ammann & Whitney Consulting Engineers
4/6/2015

Overview

Ammann & Whitney was requested by the Rhode Island Turnpike and Bridge Authority to submit a scope of services and cost proposal for the Main Cable Investigation and Evaluation of the Mount Hope Bridge. The Main Cable Investigation and Evaluation is on the Board approved Ten Year Plan.

The timing and schedule for performing internal main cable inspections is outlined in report NCHRP-534 (National Cooperative Highway Research Program Report #534 titled Guidelines for Inspection and Strength Evaluation of Suspension Bridge Parallel-Wire Cables). Although still within the scheduling window, the Mount Hope Bridge is at the outer limits of the timeline since its last internal inspection in 2000 (before the issuance of NCHRP in 2004).

The two main cables of the Mount Hope Bridge each include 7 strands of 350 parallel wires, for a total of 2,450 wires in each cable. The wires are standard Number 6 gauge (0.196" diameter), galvanized, with a specified ultimate strength of 225 ksi.

Work Items

Design & Contract Award

Activity 1 - Visual Inspection and Review of Existing Data:

We will review previous year's Annual Inspection Reports as well as the earlier main cable inspection report from 2000. We will walk the cables and perform a visual inspection of the cables, cable bands, handropes, saddles, splay castings, cable strands, and associated hardware in the anchorages. We will incorporate all of this information which will be used to develop the detailed program for inspection, sampling, and testing (described in other task below).

Access to the cables will be via the safetywalk at roadway level. This will allow us to walk up to the tower tops and down the backstays to the anchorages. No special access equipment will be required. We will utilize 100% fall protection (double lanyard system).

Design & Contract Award

Activity 2 - Selection of Cable Inspection Locations

Based on the visual inspection and a review of the existing data from the previous inspections, and our observations during the cable walk performed in Activity 1, we will recommend locations where the cables will be unwrapped for investigation. NCHRP Report 534 recommends three locations on each cable for the first inspection: the low point on the main span, a low point on a side span, and part way up the main span on one cable and part way up a side span on the other cable. However, since the Mount Hope has long backstays not included in

the NCHRP quantity recommendations, additional wedging should take place there as well (especially since the 2000 report noted numerous broken wires there). It is anticipated that a total of 8 panels will be identified. This is needed to ensure that enough locations have been inspected to instill confidence that the observed conditions are representative of the entire cable length. We may recommend that one or two of the previously unwrapped panels be reinspected.

The findings and recommendations of Activity 1 and Activity 2 will be presented in a report. We will meet with the Authority to discuss the findings and recommendations before proceeding to the final design phase of the project.

Design & Contract Award

Activity 3 - Preparation of Contract Documents and Procurement of Contractor

We will prepare the contract documents for a qualified contractor to provide the work platforms, labor, tools, equipment and materials necessary to remove the existing wrapping, assist in driving wedges for the inspection; cut and remove sample wires, splice in replacement wires, and finally recompact, rewrap and repaint the cables.

The contract documents will include general details of the work platforms, specifications for the unwrapping, wedging, rewrapping and painting of the cable, and details regarding the removal of wire samples and splicing of broken and removed wires. It will be necessary to include the design of a new wrapping machine and cable compactor, as these elements must be custom fabricated for this specific application. We suggest that the bolt tensions be tested on the cable bands at each end of each cable opening location, as the cost of this work is relatively small relative to the expense of providing access (which will already be provided). Based on the results, we can make recommendations if any further testing and retightening is warranted.

We anticipate obtaining the computer files for the drawings and specifications from the 2000 project to be used as a basis for this current design effort.

We will assist the Authority in issuing the bid documents and advertising the project. We will be on site to conduct a pre-bid meeting with interested contractors. We will answer questions and issue addendum as necessary. We will evaluate the submitted bids and make a recommendation of award to the Authority.

Construction Support Services

Activity 4 - Inspection, Mapping, Sampling of Main Cable Wires

At the first work location, Ammann & Whitney will work closely with the Authority's Resident Engineer to oversee all aspects of the contractor's cable work including installation of the work platforms, unwrapping of cables, cable wedging, wire sampling and splicing, cable rewrapping, and painting. After the first location is completed, the Resident Engineer will continue to oversee the routine construction activities on a day to day basis and Ammann & Whitney will be on site for the wedging inspection and wire sample selection. Our proximity to the bridge will allow us to be at the site as needed and will not require a continuous presence, therefore saving costs to Authority.

NCHRP defines the four stages of wire corrosion as Stage 1 (nearly new) through Stage 4 (ferrous corrosion on more than 30% of the wire surface). We will utilize these corrosion stages to classify each and every wire that is visible within a wedged open groove. Based on our

experience on these and other investigations, we envision that the cable panel will be wedged open at eight positions corresponding to 12, 1:30, 3, 4:30, 6, 7:30, 9 and 10:30 o'clock. The conditions inside each wedge groove will be noted and recorded in notes and photographs. From this data, the cable cross-section can be divided into pie-slice-shaped sectors between the wedge lines and the conditions extrapolated to create a "corrosion map" of the cable cross-section.

Sufficient samples of each wire grade will be tested in order to develop statistically valid strength data for each wire grade. Based on the age of the Mount Hope Bridge, we anticipate that NCHRP Report 534 guidelines would indicate a total of 120 wire samples as appropriate. For eight locations, this averages to two wires per groove.

All broken wires found in situ should be removed for examination and testing. They should be spliced if they are within reach. In addition, representative samples of the various corrosion stages must be obtained with an emphasis on the deteriorated wires, which tend to have more scatter in test strengths. All cut wires will be spliced unless they are too deep to be reached. Sample wires will be properly tagged for clear identification and delivered to the testing facility.

Wire testing specifications will be prepared according to NCHRP Guidelines with some modifications. For example, NCHRP Report 534 does not call for fatigue testing of the cable wires, which we consider to be important since fatigue testing will reveal the presence of small cracks that may not become apparent in standard tensile tests. The value of wire fatigue tests has been proven on recent projects including Bear Mountain Bridge, Williamsburg Bridge, Mid-Hudson Bridge, and others. Cracked wires have a much more important influence on cable strength than the typical corrosion stages indicate and it is therefore important to have as much information as possible about the amount of cracking present.

The results of this wire testing program will establish a baseline of wire properties for the various corrosion grades found. This will be available for comparison to wires removed during future inspections over the life of the bridge. The physical properties data is also used to compute cable strength as discussed below.

Construction Support Services

Activity 5 - Computation of Cable Strength and Safety Factors

Ammann & Whitney has used the NCHRP methodology for computing cable strength on the Bronx-Whitestone, Throgs Neck, Bear Mountain, Humber and Forth Road Bridges, as well as the Delaware Memorial Bridges and the William Preston Lane Bay Bridge, and we have used the basic method on numerous other projects prior to the publishing of Report 534. The NCHRP Report should be considered a guide and cannot be taken as the definitive methodology as even its author constantly refines the cable modeling details in order to best fit the actual conditions. The following is a brief summary describing our approach to performing strength calculations.

Three strength models are provided in the NCHRP procedures; all are based on the Brittle Wire Model. Wires that are weaker or that have an ultimate strain below that reached in a given step in the analysis are assumed to break and drop out of the strength calculation. The cable force is then the sum of the forces in the unbroken wires. The largest value that this force reaches as the cable is incrementally loaded, is the ultimate cable strength. The three models are described as follows:

- Limited Ductility Model. This is the basic brittle Wire Model in which the ultimate strain is used to determine the number of wires that will be broken at any specific level of strain. This

model requires that the stress strain curve data is known for each specific grade of wire, and is not generally used for this reason. In the few cases where this has been tested it was found that results are within a few percentage points of the more practical Brittle Wire Model. It is therefore not worth the added expense to perform stress-strain plots on all the wire specimens.

- Brittle Wire Model. This is a special case of the Limited Ductility Model in which all wires are subjected to the same stress and the tensile strength of the wires is used to determine when individual wires break. This has proven to be the most practical method and has been used in recent projects.
- Simplified Model. In this model all broken and cracked wires are eliminated from the strength calculation. This is generally not used for a cable with significant numbers of Stage 3 and 4 wires.

In computing the cable strength, broken wires are first taken out of the section. The number of remaining wires in each category is then computed by multiplying the total remaining number of wires and the percentage of wires of each category. The sub-strength of the wires in that category is then the product of the mean strength of the wires in that category and the corresponding number of wires in that category. The total cable strength is computed by summing up the sub-strengths of wires in each corrosion category.

One of the most important factors in this process is accurately estimating the number of broken wires. In estimating the equivalent number of broken wires in a panel of interest, broken wires in the six adjacent panels (three panels on each side) are also considered. It is assumed that each wire breaks only once within the seven panels considered based on the fact that a wire will break only after being loaded to 100% of its strength. Wire retraction measurements taken when cutting sample wires are used to determine how much of the wire's strength will be redeveloped at each cable band. For example, assuming 25% is recovered, then if a 7,000-lb capacity wire breaks at Panel 59-61, it will recover 25% of the 7,000 lbs, or 1750 lbs at either Panel 57-59 or Panel 61-63. In terms of wire count, if four broken wires are observed in either Panel 57-59 or Panel 61-63, an equivalent number of three ($=4 \times (1-25\%)$) additional broken wires is added to the broken wire count in Panel 59-61.

After the distribution of wire strengths has been computed, the theoretical cable is incrementally loaded. At each step of the loading, the number of remaining intact wires is recomputed. The incremental loading analysis is accomplished by a spreadsheet on a virtual cable as described above, starting with the estimated number of wires in each category. The force in each wire is increased from its initial value by an increment of 50 lbs. At each step of the loading, the probability or the Fraction of Remaining Wires $F(x)$ is determined by the Wire Load and the probability density function selected for that specific grade (Normal Distribution for I and II, Weibull Distribution for III, IV and cracked). The number of remaining wires at each step is equal to $F(x)$ times the initial number of wires in that particular grade.

At each step of the loading process, the total number of remaining wires times the Wire Load gives the Cable Load at that step. After the maximum cable load is reached, the curve is seen to decrease sharply.

Safety Factors are then computed as the ratio between the cable's ultimate strength vs. the working force in the cable. Our analysis of working force will incorporate data extracted from the recent Load Rating report based on using standard AASHTO loads.

Construction Support Services

Activity 6 - Preparation of Report

Our report will describe the entire cable investigation process of the project as described above. All corrosion mapping diagrams and inspection field notes will be submitted either in hard copy or as electronic files as specified by the Authority. The report will also include:

- A complete description of all test procedures and test data will similarly be included.
- Details of the inspection, testing, and contractor's work will be documented with digital photographs.
- A comprehensive description of the procedures used to compute the cable strength will be included along with tabulations and graphs of the results.
- Recommendations regarding additional investigations, remedial measures, and maintenance as may be appropriate.
- Cost and schedule estimates for any recommended additional investigations or rehabilitation measures

Our report will also include any short term or long term recommendations regarding any suspension system preservation improvements that result from the detailed investigation. Such improvements could range from standard approaches such as cable oiling or the application of zinc paste, to a more cutting-edge cable dehumidification system. Ammann & Whitney has unmatched experience in the area of cable rehabilitation, including expertise in the design and installation of cable dehumidification.

Schedule:

Assume Notice to Proceed October 1, 2014

Design Activity 1 – November 2014 (site inspection)

Design Activity 2 – December 2014 (report of findings)

Design Activity 3 – January through April 2015 (prepare bid documents and award contract)

Construction Activity 4 – May through November 2015 (construction)

Construction Activity 5 – November 2015 through February 2016 (wire testing)

Construction Activity 6 – February 2016 through May 2016 (report)

END OF SCOPE OF WORK