

Via Electronic Mail and Hand Delivery

February 10, 2022

Emma Rodvien, Coordinator
Energy Facility Siting Board
89 Jefferson Boulevard
Warwick, RI 02888

Re: **SB-2019-05 The Narragansett Electric Company d/b/a National Grid
Q-143 and R-144 115kV Underground Transmission Line
Reconductoring Project in Providence, Rhode Island
Construction Update – Route 146 Crossing**

Dear Ms. Rodvien:

The purpose of this letter is to provide an update to the Energy Facility Siting Board (the “Board” or “EFSB”) on a change to The Narragansett Electric Company’s (the “Company’s”) Q-143 and R-144 115kV Underground Transmission Line Reconductoring Project in Providence, Rhode Island (the “Project”) originally proposed crossing of Route 146. As described in greater detail below, it was not possible to use the existing conduits under Route 146 so the crossing needed to be shifted north into new conduits.

On November 1, 2019, the Company filed a Notice of Intent Application (“Application”) with the Board for the Project, which proposed to reconductor approximately two miles of the existing Q-143 and R-144 115kV underground electric transmission lines. After reviewing the Company’s Application and following a December 17, 2019 public hearing, the Board granted the Company’s license for the Project. *See* EFSB Order No. 143 (February 2, 2020).

Construction on the Project commenced in 2020 with the removal of the existing conductors and installation of new conduits within duct banks as summarized in the Application. The Project also includes the reuse of existing duct banks throughout the Project route. Since entering the construction phase of the Project, the Company learned that a section of conduit crossing

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Route 146 could not be reused as originally planned because the conduit had collapsed making it impossible to remove the existing conductors from the conduit. The location of the existing crossing is shown on plan entitled “ADMIRAL STREET CHARLES ST. TO FILLMORE ST. SHOWING LOCATION OF CONDUIT OF THE NARRGANSETT ELECTRIC COMPANY PROVIDENCE R.I.” Rev 06/04/04 which is attached hereto as Exhibit A.¹ After reviewing different options for crossing Route 146, including attaching to the Admiral Street Bridge, the Company determined that crossing just north of the existing conduit was the most cost-effective solution.²

Following discussions with the Rhode Island Department of Transportation (“RIDOT”) on the location and method for installing new conduits, the Company received approval from RIDOT to install the Route 146 crossing at the new location using a micro-tunnel method.³ The micro-tunnel construction pushes the conduit underneath the existing roadway surface without the need to disturb the existing roadway surface. This construction method was chosen to mitigate traffic impacts by keeping the construction equipment off of the paved areas. Exhibit B to this letter includes a map depicting the route as proposed in the Company’s Application and the new proposed route which is approximately 150 feet north of the existing crossing. Plan and Profile drawings are also attached as Exhibit C. Lastly, attached as Exhibit D is a copy of the RIDOT permit.

The cost of the relocated crossing is approximately \$6M. The engineering and permitting for the crossing resulted in delay to the original completion date for the Project. Below is an updated Project schedule depicting the changes since the Company’s Application in 2019.

¹ Please note that the north arrow on the plan is pointing down so the crossing is at the bottom of the page.

² The Company considered direct excavation across the highway but such excavation is prohibited by Rhode Island Department of Transportation (RIDOT”) regulations.

³ Micro-tunnel offered compliance with the RIDOT regulations while still allowing the new route to be close to the existing project corridor.

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TABLE 1 PRELIMINARY PROJECT SCHEDULE (UPDATE)

ACTIVITY	ESTIMATED START DATE	ESTIMATED COMPLETION DATE
Planning and Engineering	2 nd Q 2018	3 rd Q 2019
Permitting and Licensing	1 st Q 2019	4 th Q 2019
Construction	1 st Q 2020	4th Q 2021 2 nd Q 2022
Facilities In-Service		1st Q 2022 3 rd Q 2022
Final Restoration		2nd Q 2022 3 rd Q 2022

If you have any questions regarding this matter or need additional information, please don't hesitate to contact me.

Sincerely,

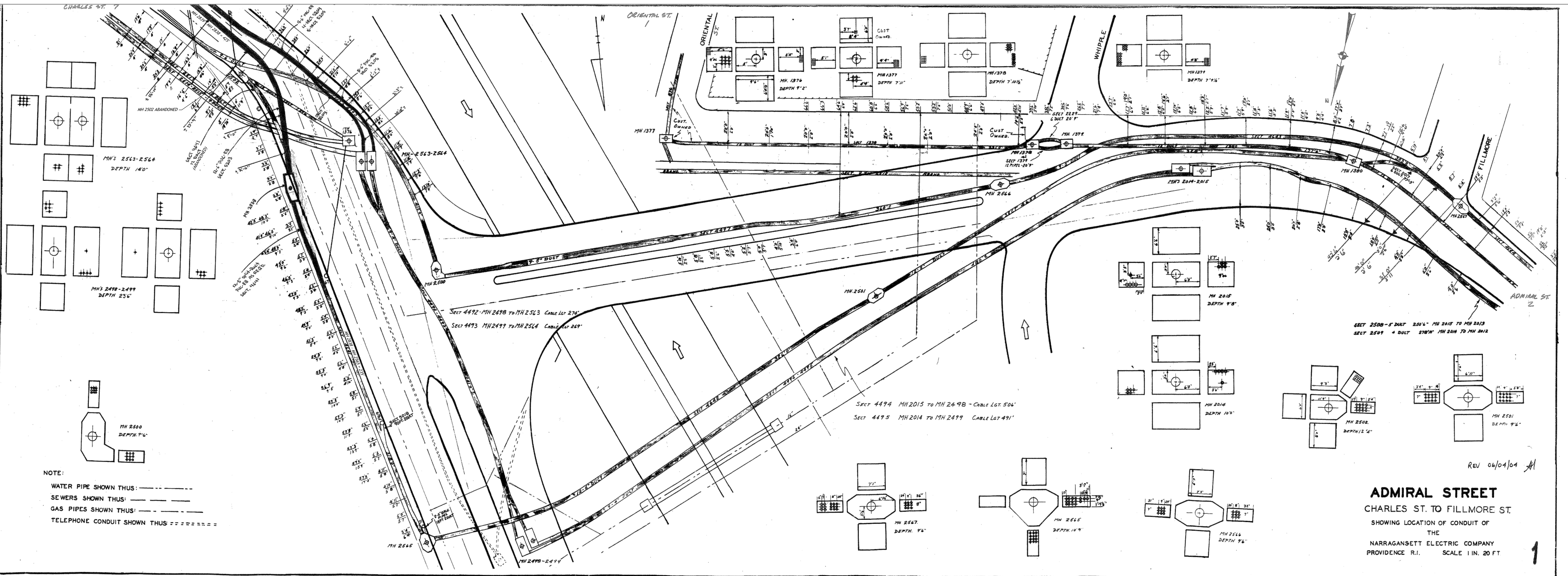


Leticia C. Pimentel

Enclosure

Copy to: Docket SB-2019-05 Service List (by electronic mail)

EXHIBIT A



NOTE:
 WATER PIPE SHOWN THUS: - - - - -
 SEWERS SHOWN THUS: - - - - -
 GAS PIPES SHOWN THUS: - - - - -
 TELEPHONE CONDUIT SHOWN THUS:

ADMIRAL STREET
 CHARLES ST. TO FILLMORE ST.
 SHOWING LOCATION OF CONDUIT OF
 THE
 NARRAGANSETT ELECTRIC COMPANY
 PROVIDENCE R.I. SCALE 1 IN. = 20 FT.

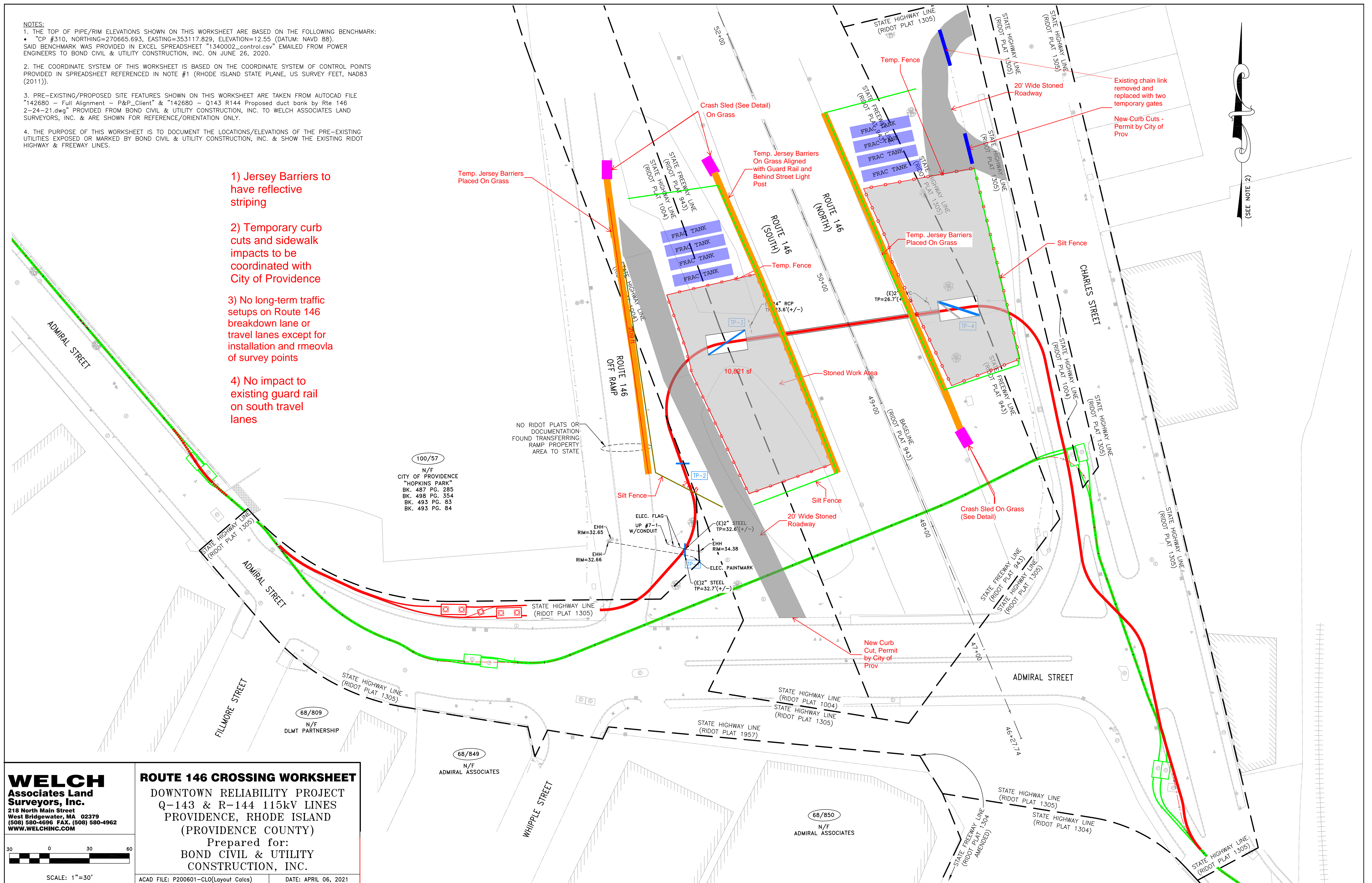
REV 06/04/04

EXHIBIT B

NOTES:

1. THE TOP OF PIPE/RIM ELEVATIONS SHOWN ON THIS WORKSHEET ARE BASED ON THE FOLLOWING BENCHMARK:
 - "CP #310, NORTHING=270665.693, EASTING=353117.829, ELEVATION=12.55 (DATUM: NAVD 88).
 - SAID BENCHMARK WAS PROVIDED IN EXCEL SPREADSHEET "1340002_control.csv" EMAILED FROM POWER ENGINEERS TO BOND CIVIL & UTILITY CONSTRUCTION, INC. ON JUNE 26, 2020.
2. THE COORDINATE SYSTEM OF THIS WORKSHEET IS BASED ON THE COORDINATE SYSTEM OF CONTROL POINTS PROVIDED IN SPREADSHEET REFERENCED IN NOTE #1 (RHODE ISLAND STATE PLANE, US SURVEY FEET, NAD83 (2011)).
3. PRE-EXISTING/PROPOSED SITE FEATURES SHOWN ON THIS WORKSHEET ARE TAKEN FROM AUTOCAD FILE "142680 - Full Alignment - P&P_Client" & "142680 - Q143 R144 Proposed duct bank by Rte 146 2-24-21.dwg" PROVIDED FROM BOND CIVIL & UTILITY CONSTRUCTION, INC. TO WELCH ASSOCIATES LAND SURVEYORS, INC. & ARE SHOWN FOR REFERENCE/ORIENTATION ONLY.
4. THE PURPOSE OF THIS WORKSHEET IS TO DOCUMENT THE LOCATIONS/ELEVATIONS OF THE PRE-EXISTING UTILITIES EXPOSED OR MARKED BY BOND CIVIL & UTILITY CONSTRUCTION, INC. & SHOW THE EXISTING RIDOT HIGHWAY & FREEWAY LINES.

- 1) Jersey Barriers to have reflective striping
- 2) Temporary curb cuts and sidewalk impacts to be coordinated with City of Providence
- 3) No long-term traffic setups on Route 146 breakdown lane or travel lanes except for installation and removal of survey points
- 4) No impact to existing guard rail on south travel lanes



WELCH Associates Land Surveyors, Inc.
 218 North Main Street
 West Bridgewater, MA 02379
 (508) 580-4696 FAX. (508) 580-4962
 WWW.WELCHINC.COM

SCALE: 1"=30'

ROUTE 146 CROSSING WORKSHEET
 DOWNTOWN RELIABILITY PROJECT
 Q-143 & R-144 115kV LINES
 PROVIDENCE, RHODE ISLAND
 (PROVIDENCE COUNTY)
 Prepared for:
 BOND CIVIL & UTILITY
 CONSTRUCTION, INC.

ACAD FILE: P200601-CLO(Layout Calcs) DATE: APRIL 06, 2021

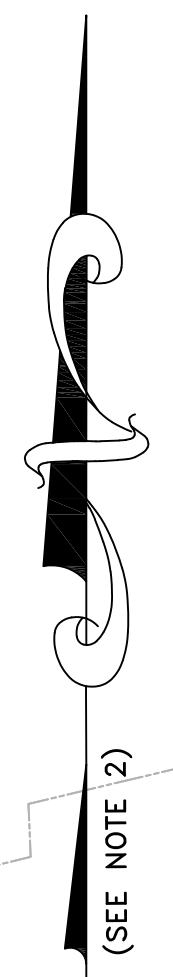


EXHIBIT C

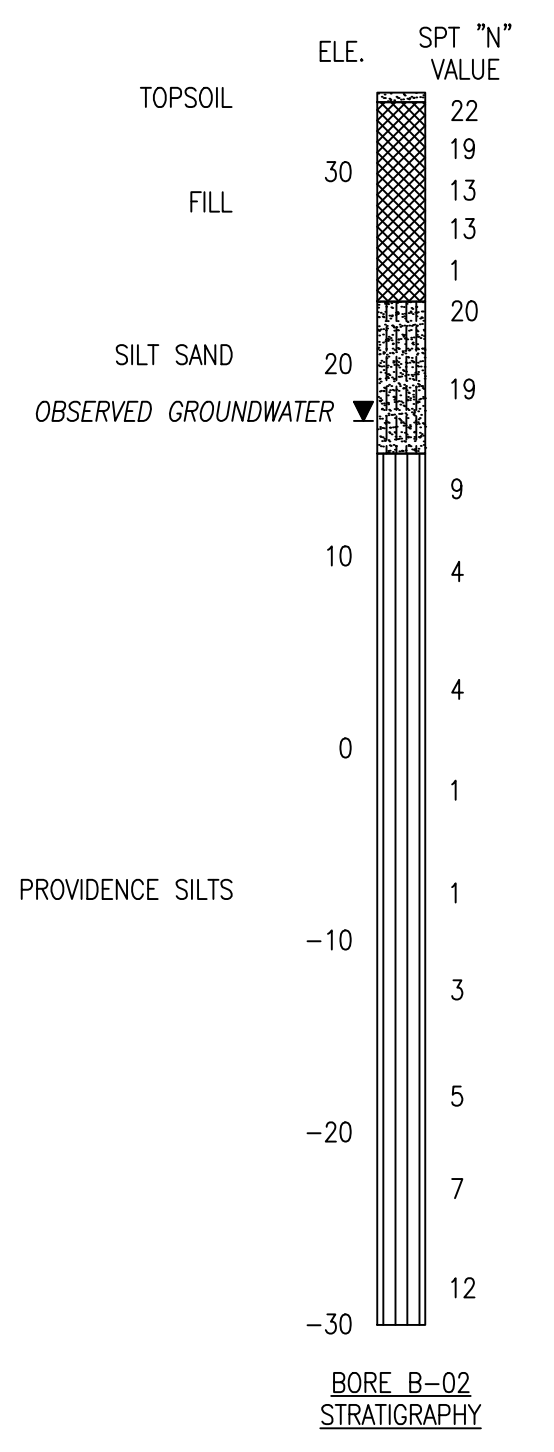
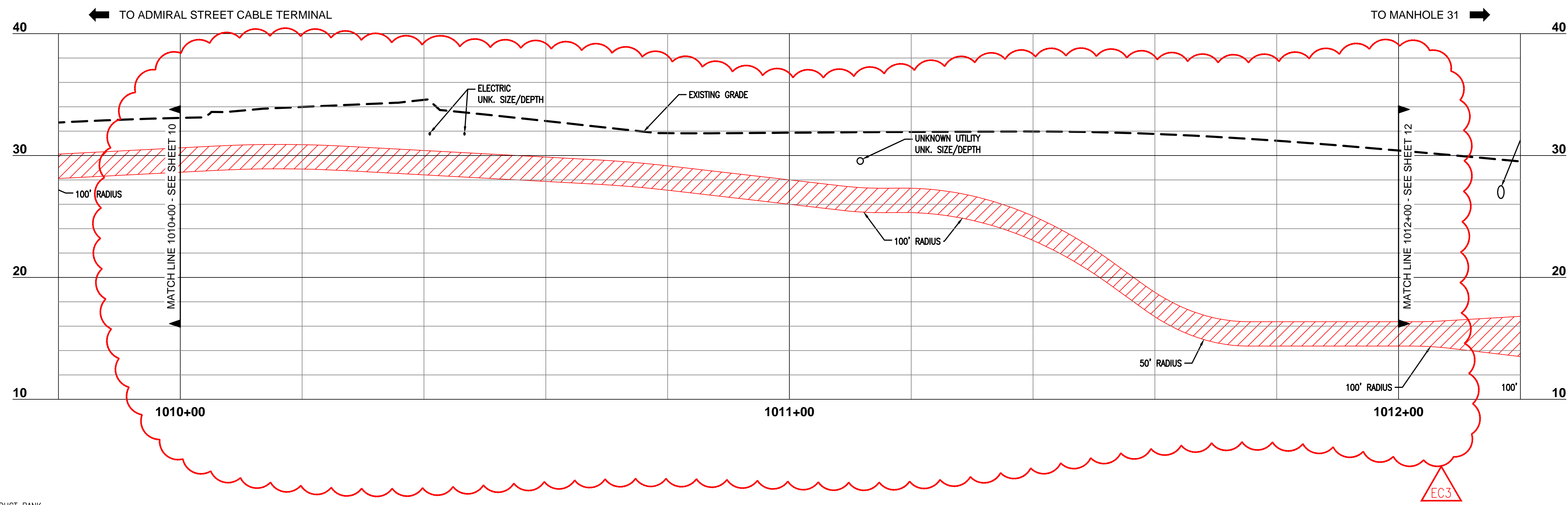
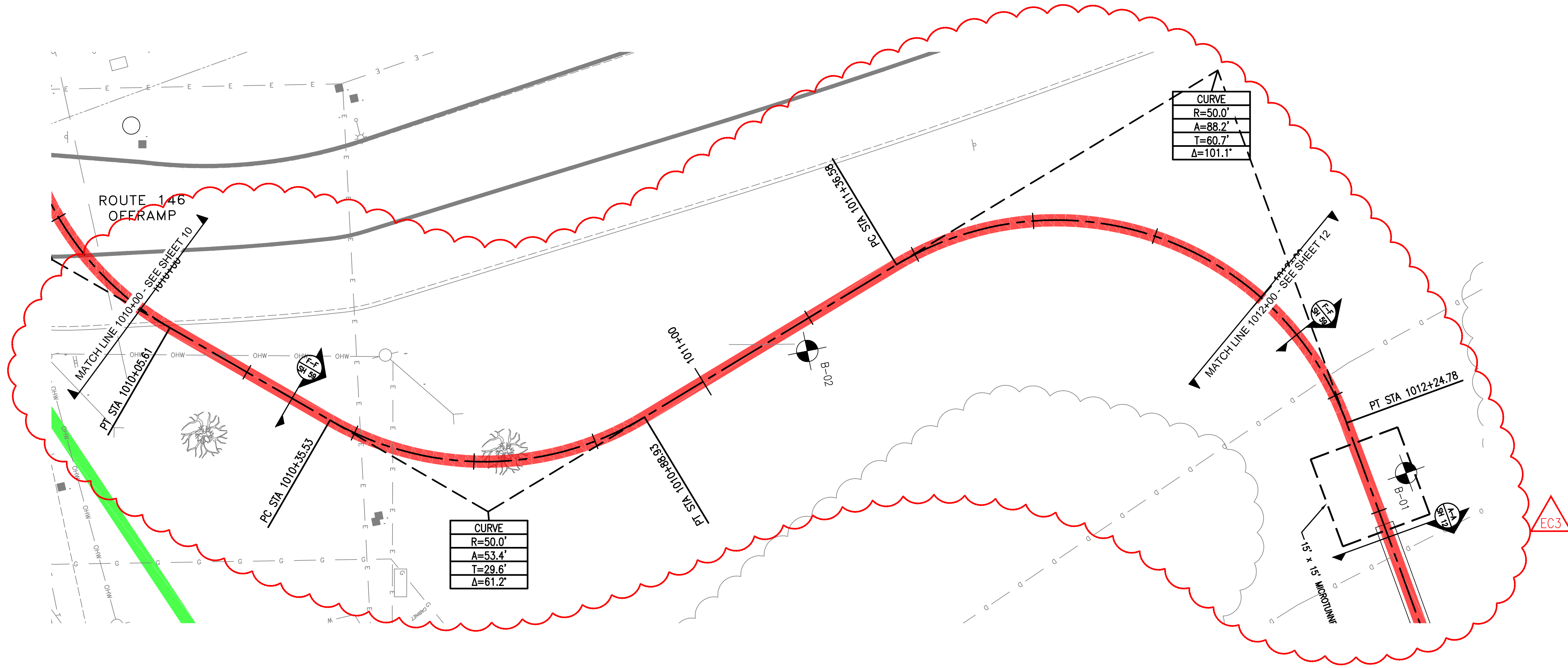
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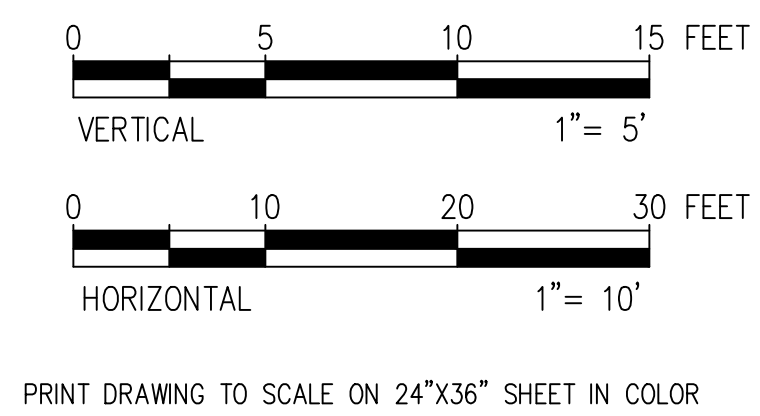
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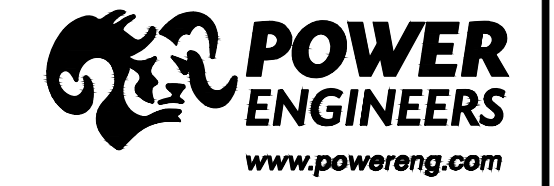


- LEGEND:**
- EXISTING Q-143 & R-144 DUCT BANK
 - PROPOSED REPLACEMENT Q-143 & R-144 DUCT BANK
 - OVERLAPPING EXISTING AND PROPOSED DUCT BANK (EXISTING TO BE REMOVED AS NEEDED)
 - EXISTING Q-143 & R-144 MANHOLE
 - PROPOSED NEW Q-143 & R-144 MANHOLE



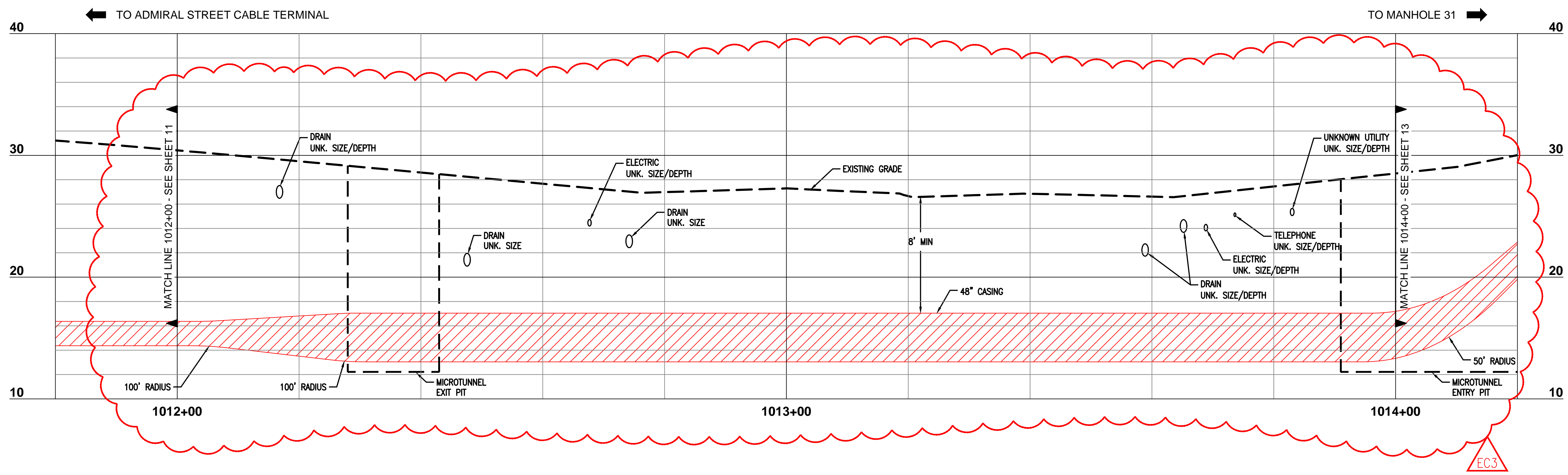
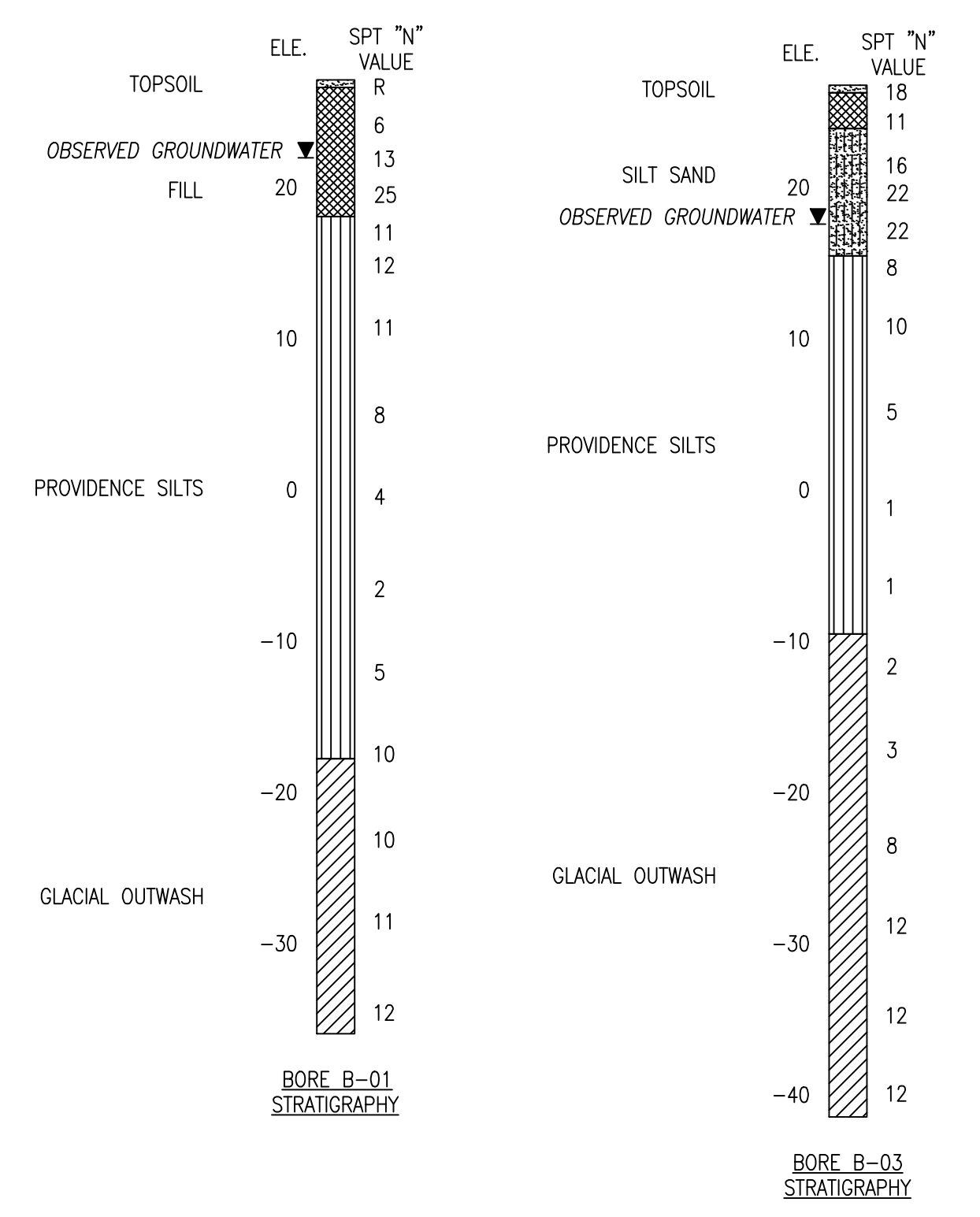
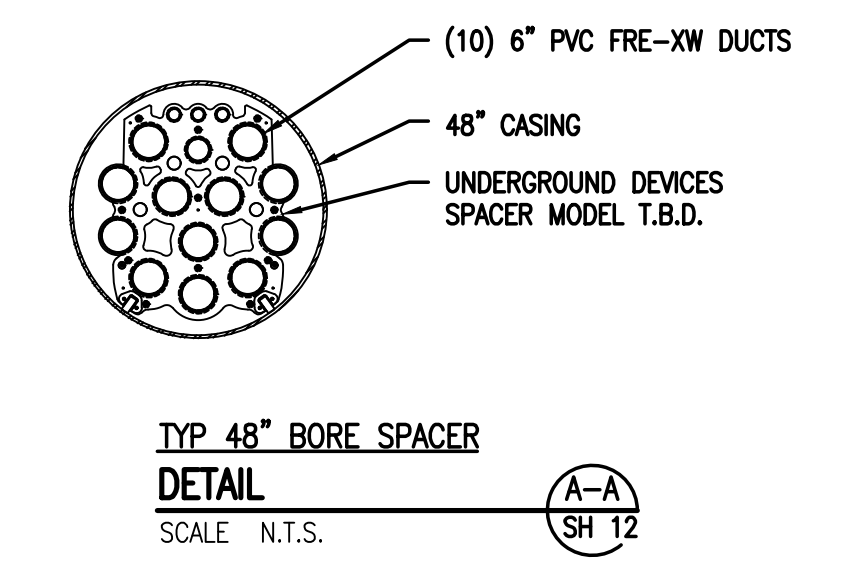
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EC1	10/23/20	ENGINEERING CHANGE 1 - MH 6101 & 6102 UPDATE	DRC	TPB	
EC2	2/5/21	ENGINEERING CHANGE 2 - PLANET ST REALIGNMENT	LAS	TPB	
EC3	3/11/21	ENGINEERING CHANGE 3 - RTE 146 MICROTUNNEL	DRC	TPB	

WORK # 90000064547
 PROJ. # 142680
 FILENAME:

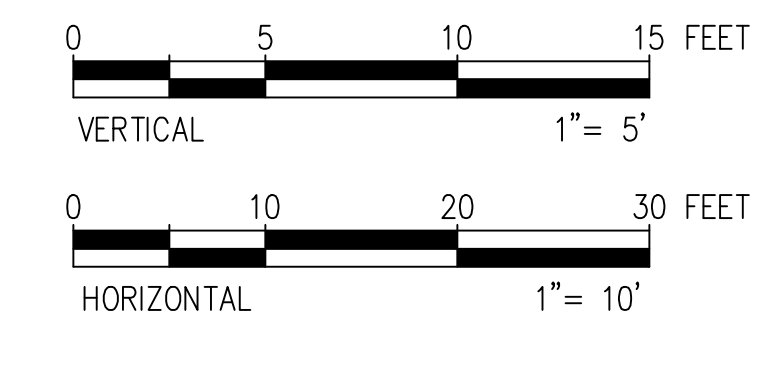


nationalgrid

DOWNTOWN RELIABILITY PROJECT
 Q-143 & R-144 115KV UNDERGROUND LINES
 PROVIDENCE, RI
 PLAN AND PROFILE
 PLAN & PROFILE STA. 1010+00 TO 1012+00
 SCALE: 1" = 10' DATE: 7/15/19 BY: DRC RV: TPB AP:



- LEGEND:**
- EXISTING Q-143 & R-144 DUCT BANK
 - PROPOSED REPLACEMENT Q-143 & R-144 DUCT BANK
 - OVERLAPPING EXISTING AND PROPOSED DUCT BANK (EXISTING TO BE REMOVED AS NEEDED)
 - EXISTING Q-143 & R-144 MANHOLE
 - PROPOSED NEW Q-143 & R-144 MANHOLE



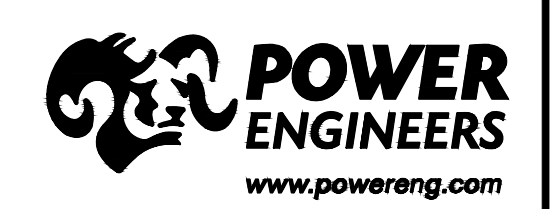
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EC1	10/23/20	ENGINEERING CHANGE 1 - MH 6101 & 6102 UPDATE	DRC	TPB		
EC2	2/5/21	ENGINEERING CHANGE 2 - PLANET ST REALIGNMENT	LAS	TPB		
EC3	3/11/21	ENGINEERING CHANGE 3 - RTE 146 MICROTUNNEL	DRC	TPB		

WORK # 9000064547
 PROJ. # 142680
 FILENAME:

nationalgrid

DOWNTOWN RELIABILITY PROJECT
 Q-143 & R-144 115KV UNDERGROUND LINES
 PROVIDENCE, RI
 PLAN AND PROFILE
 PLAN & PROFILE STA. 1012+00 TO 1014+00

SCALE 1" = 10' DATE 7/15/19 BY DRC RV TPB AP



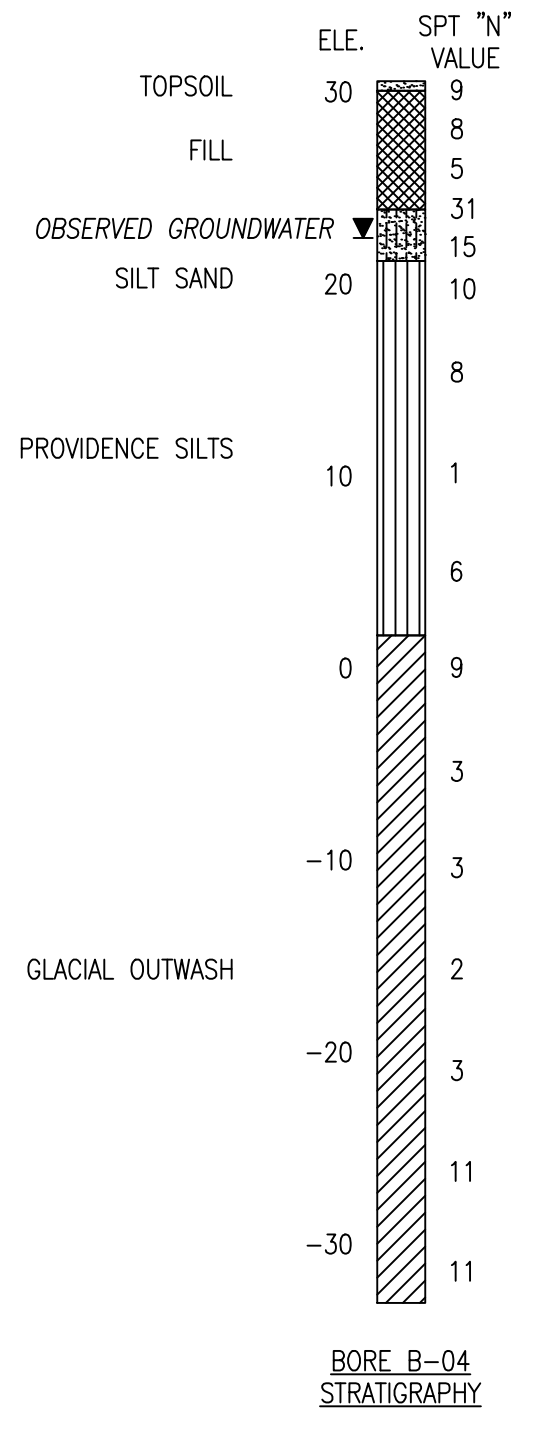
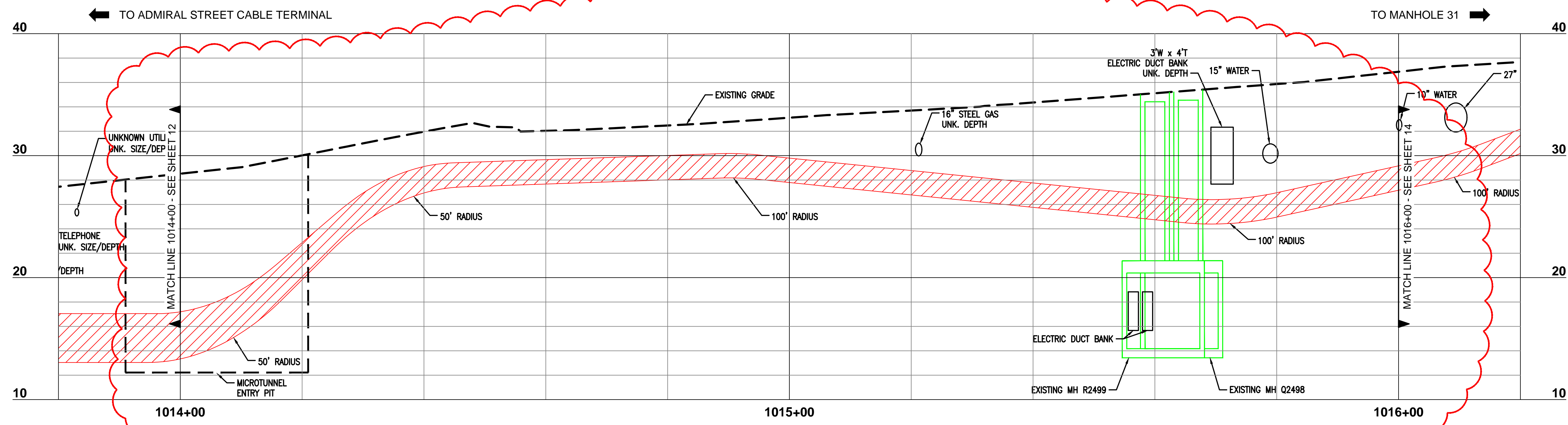
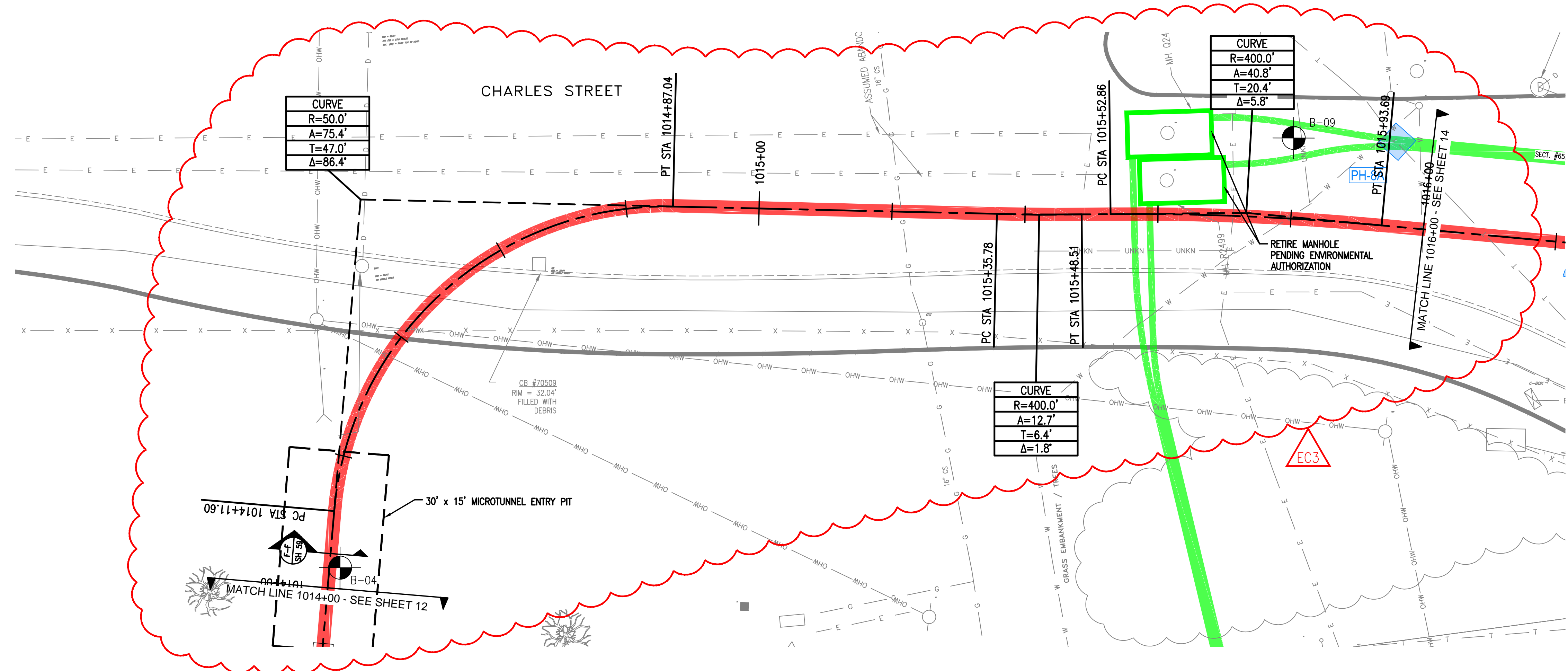
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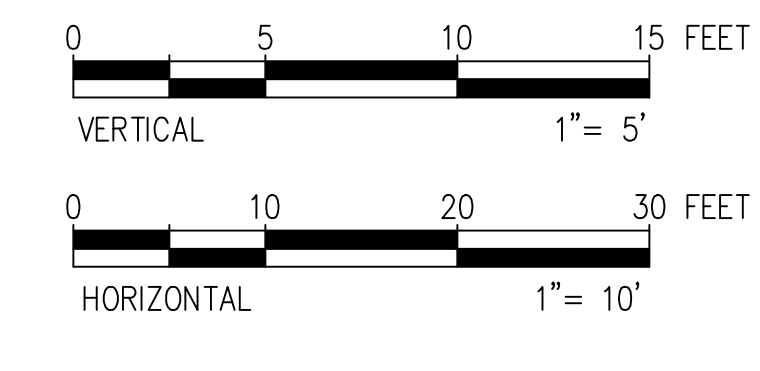
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E



- LEGEND:
- EXISTING Q-143 & R-144 DUCT BANK
 - PROPOSED REPLACEMENT Q-143 & R-144 DUCT BANK
 - OVERLAPPING EXISTING AND PROPOSED DUCT BANK (EXISTING TO BE REMOVED AS NEEDED)
 - EXISTING Q-143 & R-144 MANHOLE
 - PROPOSED NEW Q-143 & R-144 MANHOLE



REVISIONS DESCRIPTION					
REV	DATE	DESCRIPTION	BY	REV'D	APP'D
0	5/29/20	ISSUE FOR CONSTRUCTION	LAS	TPB	
EC1	10/23/20	ENGINEERING CHANGE 1 - MH 6101 & 6102 UPDATE	DRC	TPB	
EC2	2/5/21	ENGINEERING CHANGE 2 - PLANET ST REALIGNMENT	LAS	TPB	
EC3	3/11/21	ENGINEERING CHANGE 3 - RTE 146 MICROTUNNEL	DRC	TPB	

WORK # 90000064547
 PROJ. # 142680
 FILENAME:

POWER ENGINEERS
www.powereng.com

nationalgrid

DOWNTOWN RELIABILITY PROJECT
 Q-143 & R-144 115KV UNDERGROUND LINES
 PROVIDENCE, RI
 PLAN AND PROFILE
 PLAN & PROFILE STA. 1014+00 TO 1016+00

SCALE 1" = 10' DATE 7/15/19 BY DRC RV TPB AP

EXHIBIT D



Department of Transportation
Division of Highway and Bridge Maintenance
360 Lincoln Avenue
Warwick, RI 02888

Utility Permit No: 202110027
Date: 01/12/2022

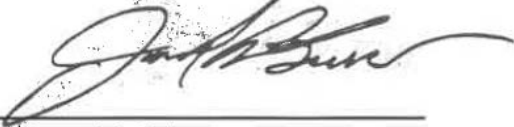
Permission is hereby granted to: BOND Civil & Utility Construction (PROV.)
1 Cedar Street-Suite 100
Providence, RI 02903
Telephone: (774)219-4914
Contact: Mr. Alex Lovejoy

To perform the following work: install duct bank at RT. 146 @ Admiral Street off-ramp
in Providence

With the following conditions and requirements:

- NOTE I:** *Utility Work Commencement Notification Form must be received by the Department a minimum of 48 hours prior to any scheduled work.*
- NOTE II:** *The Utility Work Notification form must be received before the initial work and again before the final restoration work begins.*
- NOTE III:** *This permit shall be kept on the job site at all times and be available for inspection by any authorized representative of the Department.*
- NOTE IV:** *The time limit for the completion of all work authorized under this permit including all final restoration is two years from the issue date of this permit.*
- NOTE V:** *This permit shall be void unless work herein contemplated commences within thirty (30) days of the date of issuance.*

Rhode Island Department of Transportation

Signed: 
Joseph A. Bucci, P.E.
State Highway Maintenance Operations Engineer

CC: Bristol, Pamela Brooks, File



Department of Transportation
Division of Highway and Bridge Maintenance
360 Lincoln Avenue
Warwick, RI 02888

UTILITY WORK COMMENCEMENT NOTIFICATION FORM
(Minimum Advance Notice: 48 HOURS)

Utility Permit No: 202110027

Date: 01/12/2022

Mail to: RIDOT Division of Maintenance Attn: Pamela Brooks
360 Lincoln Avenue Fax: (401) 736-0191
Warwick, Rhode Island 02888

Utility Permit No. **202110027** was issued on Wednesday, January 12, 2022 to **BOND Civil & Utility Construction (PROV.)**. This permit was authorized to perform the following work: *install duct bank at RT. 146 @ Admiral Street off-ramp in Providence*

The business/municipality named below is responsible for performance of the work. The undersigned understands the permit’s conditions and limitations, and is conversant with the [Rhode Island Department of Transportation’s Standard Specifications for Road and Bridge Construction, 2004 Edition](#), the [Rhode Island Standard Details](#), and the latest edition of the [Manual on Uniform Traffic Control Devices](#).

PLEASE PRINT OR TYPE

Name of Utility/Municipality: BOND Civil & Utility Construction (PROV.)
Business Address: 1 Cedar Street-Suite 100
Providence, RI 02903
Telephone: (774)219-4914

Contact Person (Name and Title): _____

Proposed Work Dates: Initial (Temporary Patch) : Start _____ Finish _____
Final Restoration : Start _____ Finish _____

Signature of Permittee: _____

Printed Name and Title: _____

This document must be signed and faxed to the Division of Maintenance at least 48 hours before either initial or final restoration work is to commence.

UTILITY WORK NOTIFICATION REQUIREMENT

In accordance with RI General Law § 39-2.2-3 (c)(2), the RIDOT has contracted with pre-qualified vendors through a Master Price Agreement to conduct state-certified testing and inspection services on all utility work in accordance with the utility permit requirements.

The inspector assigned to this permit, including their contact information, is as follows:

Inspector Name: **Nicole Deleo**
Email: **nicole.deleo@CataldoEng.com**
Phone: **(401) 419-8426**

The Permittee shall notify the assigned inspector via email or phone a minimum of 48 hours **prior to** the commencement of any utility or restoration work to be done as part of this permit. If the inspector cannot be reached the Permittee must contact the RIDOT Permitting staff, Ali Hammad at 401-734-4810 or Roger Mason at 401-734-4831, for notification. Inspection services through RIDOT shall be **confirmed** before any work can commence. The RIDOT utility permit number shall be included for reference with all notifications.

Please note that the Permittee shall notify the assigned inspector a minimum of 3 hours prior to any cancellation of scheduled work. Failure to do so will result in a minimum 4 hour charge to the utility company.

202110027



Department of Transportation
Division of Highway and Bridge Maintenance
360 Lincoln Avenue
Warwick, RI 02888

Special Conditions:

- The proposed temporary traffic setups on Route 146 overlap with active and upcoming RIDOT projects, therefore it is the responsibility of the Permittee to coordinate this work with the RIDOT Project Management staff noted below to ensure that the utility project impacts on Route 146 will not disrupt the RIDOT projects. Advance notifications shall be provided one week in advance, the contact info is as follows:
 - For Viaduct NB project: RIDOT Project Manager Anthony Pompei (anthony.pompei@dot.ri.gov, 401-265-4500) and RIDOT Resident Engineer Mike Studley (Michael.studley@dot.ri.gov or 401-265-5293).
 - For other Bridge Group project(s): RIDOT Project Manager Jody Richards (jody.richards@dot.ri.gov or 401-563-4216).
- Traffic control shall be in accordance with the approved TMP, this supersedes Utility Permit Standard Condition #4.
- As-built plans shall be submitted to RIDOT.
- The locations of the replacement trees shall be determined by RIDOT upon receipt of the As-built plans.
- Pre and Post Construction surveys and reports demonstrating no impacts to RIDOT infrastructure shall be stamped by a RI Registered Professional Engineer and submitted to RIDOT upon completion of the work.



Department of Transportation
Division of Highway and Bridge Maintenance
360 Lincoln Avenue
Warwick, RI 02888

Maintenance Conditions

The grantee shall maintain the surface of the roadway over said substructures and other areas where work has been performed as long as the Department deems necessary, but at no time shall this period of time be less than two years from the completion of work. In cases where trenching will be required, the grantee will saw-cut the pavement in neat straight parallel lines with an abrasive wheel power saw unless otherwise specified. Under no circumstances shall the pavement cut be made using a hammer or drop weight. Where service pipes are to be laid transversely in the highway, they shall be laid without disturbing the hardened surface of the roadway, by driving the pipes under the highway, or service pipes shall be carried under and across the road in a larger pipe, unless otherwise ordered by the Department. All jacking operations shall be done by methods approved by the Department. At no time will tunneling be allowed.

Conditions Relating to Overhead Structures, Including Poles, Towers, Wire, etc.

On all freeways, any overhead structures relocated and/or installed shall be placed in conformance with AASHTO's publication, "A policy on the Accommodation of Utilities on Freeway Rights-of-Way", issued February 15, 1969, or amendments thereto.

On state highways other than freeways, overhead structures shall be relocated and/or installed in conformance with P.P.M. 30-4 or amendments thereto of the Federal Highway Administration, unless as otherwise ordered by the Department.

All aspects of said installation and/or relocation shall be in conformance with the standards set forth in the "National Electrical Code" and the "National Electrical Safety Code".

In connection with the installation and/or relocation of the facilities covered by this permit, no trees shall be cut or trimmed except as provided herein.

General Conditions

The word "Department" as used herein shall imply the Department of Transportation, State of Rhode Island. The word "Engineer" as used herein shall mean the Department Engineer or the authorized agent of the Department. The word "Grantee" as used herein shall mean the person or persons, corporation or municipality to whom this permit is granted or their legal representatives. During the progress of work, all structures under and above ground shall be properly protected from damage or injury. It shall be the duty of the grantee to make certain that the security of the traveling public is safeguarded and its rights are not unreasonably curtailed. No detours may be engaged on any project without obtaining special permission from the Department and local authorities. The work area shall be protected at all times to avoid the possibility of accident. Said work area shall be marked with "Construction Approach Warning Signs", flares, lanterns, lights, flasher beacons or other warning devices as prescribed by the Department or the Engineer. The work performed under permit shall be planned and carried out so that the drainage system of the highway is effective at all times.



Department of Transportation
Division of Highway and Bridge Maintenance
360 Lincoln Avenue
Warwick, RI 02888

Conditions Relating to Maintenance of Traffic

The permittee shall maintain any road affected by its work open to traffic and keep such road in a condition that shall safely and adequately accommodate such traffic. The permittee shall furnish, erect and maintain all traffic control including barricades, warning signs, delineators, flaggers, and traffic- persons in accordance with the "Manual on Uniform Traffic Control Devices for Streets and Highways". The permittee shall submit for approval a traffic control plan for all utility work which would have an effect on the roadway. If it is determined that the contractor is not in conformance with the MUTCD, the Department or his designee will order a suspension of work until the work area is brought into conformance with MUTCD. All traffic control protection will be maintained until the proposed work has been completed.



Department of Transportation
Division of Highway and Bridge Maintenance
360 Lincoln Avenue
Warwick, RI 02888

RIDOT Utility Permit Standard Conditions

1) Specifications that govern this permit are the Rhode Island Department of Transportation Standard Specifications for Road and Bridge Construction, 2004 Edition (amended March 2018), with all revisions (RIDOT Standard Specifications) and the special provisions included in this permit. Standard Details for this permit are the Rhode Island Standard Details, 1998 edition (amended June 2019), with all revisions (RI Standard Details). The RIDOT Hot Mix Asphalt (HMA) Matrix is incorporated into this permit by reference.

2) The Permittee shall obtain the approval of the Scenic Roadway Board (SRB) for any proposed work on any roadways that have been designated as a scenic roadway in accordance with RI General Law § 24-15. A complete list of roadways can be found at the following link: <http://www.dot.ri.gov/community/scenicroadways.php> . It is the responsibility of the Permittee to obtain this approval prior to submitting a utility permit application, and to include proof of SRB approval with the application. Questions on obtaining this approval should be sent to Ferdinand Ihenacho at Ferdinand.ihenacho@dot.ri.gov .

3) No lane and/or shoulder closures are allowed on weekdays from 0600 hrs to 0900 hrs or from 1500 hrs to 1800 hrs and no lane and/or shoulder closures are allowed on weekends, unless otherwise approved by RIDOT. The set-up and break-down of temporary traffic control devices within a traveled way shall be construed as a closure of that traveled way. Any weekend work will also need concurrent approval from the local municipality.

4) No work will be allowed during overnight hours from 2100 hrs to 0600 hrs the next morning unless otherwise approved by RIDOT and the local municipality.

5) Any operations requiring the closure of a lane and/or shoulder must fill out a RIDOT Lane Closure Report a minimum of 72 hours prior to the commencement of any work. This report is web based and can be found at: <https://ridot.wufoo.com/forms/ridot-lane-closure-report/>. If any scheduled work is cancelled, a RIDOT Lane Closure Cancellation Request must be filled out. Cancellation request forms can be found at: <https://ridot.wufoo.com/forms/ridot-lane-closure-report-cancelation-request/>.

6) HOLIDAYS:

NO LANE AND/OR SHOULDER CLOSURES ARE ALLOWED AFTER 13:00 ON THE FRIDAY PRECEDING A HOLIDAY WEEKEND.

a. EASTER SUNDAY

i. No lane and/or shoulder closures allowed on Saturday and/or Sunday until Sunday at 20:00 (after 20:00, General Restrictions apply).

b. NEW YEAR'S DAY, INDEPENDENCE DAY & CHRISTMAS DAY



Department of Transportation
Division of Highway and Bridge Maintenance
360 Lincoln Avenue
Warwick, RI 02888

- i. No lane and/or shoulder closures allowed after 13:00 on the day before the holiday.
- ii. No lane and/or shoulder closures allowed on the day of the holiday.

c. VETERAN'S DAY

- i. No lane and/or shoulder closures allowed after 13:00 on the day before the holiday.
- ii. No lane and/or shoulder closures allowed on Veteran's Day until 20:00 (after 20:00, General Restrictions apply).

d. DR. MARTIN LUTHER KING DAY, VICTORY DAY & COLUMBUS DAY

- i. No lane and/or shoulder closures allowed on Saturday and/or Sunday.
- ii. No lane and/or shoulder closures allowed on Monday until 20:00 (after 20:00, General Restrictions apply).

e. MEMORIAL DAY & LABOR DAY.

- i. No lane and/or shoulder closures allowed on Saturday, Sunday and/or Monday.

f. THANKSGIVING DAY

- i. No lane and/or shoulder closures allowed after 13:00 on the Wednesday preceding Thanksgiving Day.
- ii. No lane and/or shoulder closures allowed on Thanksgiving Day.
- iii. No lane and/or shoulder closures allowed on Friday, Saturday and/or Sunday.

7) Restoration of any altered roadway shall commence immediately after the completion of the alteration, and shall include, if necessary, temporary or intermediate restoration on an ongoing basis to keep the roadway smooth and level until the final pavement restoration can be completed. This includes patching of any potholes that form within the work zone during or immediately following construction.

8) Temporary waterborne pavement markings shall be applied to any new pavement surface which shall be opened to traffic at the completion of each day's paving operations. The pavement markings shall be replaced in kind to match the original conditions prior to the start of work and shall be maintained by the Permittee until final pavement restoration is complete and final pavement markings are in place in accordance with Conditions #30 and #32 of these utility permit conditions.

9) In accordance with the RIDOT Standard Specifications (Section T.13.03.1), when the Permittee mills and overlays or otherwise resurfaces an existing roadway that will be open to traffic, and such operations damage existing traffic signal loop detectors, thereby rendering such to be non-functional, the Permittee shall restore properly operating detection within seven (7) calendar days. When existing detection is rendered non-functional by the Permittee's operations for any other reason, the Permittee shall restore properly operating detection within seventy-two (72) hours, unless otherwise authorized in writing by RIDOT.



10) All trenches and/or excavations shall be saw cut prior to removal of the pavement. Saw cuts shall be clean, straight parallel lines. All pavement cuts shall be full depth through the pavement. Trenches and/or excavations shall be rectangular in shape and orientated as to reduce the exposure of the joints to the wheel paths of passing traffic. Saw cuts shall not result in any overcut corners. Any damaged areas from saw blades outside the bounds of the trenches and/or excavations shall be restored as part of the final pavement restoration.

11) All backfilling and compaction shall be done in accordance with the RIDOT Standard Specifications to the top of the subgrade. The top of the subgrade shall be trimmed and fine graded. Please note, all backfill shall be placed in lifts no greater than 1 foot.

12) A minimum twelve (12) inches of gravel subbase shall be placed, compacted to and in accordance with the RIDOT Standard Specifications.

13) A minimum three (3) inch temporary hot mix asphalt (HMA) pavement patch shall be installed on all trenches and/or excavations within the State Right-of-Way (ROW) which will not be permanently restored within the same working day. Class 9.5 or 12.5 HMA from a RIDOT approved plant shall be used for the temporary pavement patch. Temporary patches shall be in place for a maximum four (4) months from the initial date of the work prior to permanent trench restoration.

14) Any use of steel road plates within the State Right-of-Way (ROW) shall require prior RIDOT approval in writing. If approved by RIDOT, the use of steel road plates shall conform with R.I.G.L. 24-8-45 – Steel Plate Use and all the following requirements:

a. Steel plates shall withstand traffic loading without movement.

b. When two (2) or more steel plates are used, the plates shall be welded or fastened in a manner to eliminate vertical movement.

c. All steel plates shall be marked with the utility company or contractor name and contact information.

d. Steel plates shall be installed to extend a minimum of 18 inches beyond the edge of any excavation.

a. Temporary paving with hot mix asphalt or installation of other suitably manufactured equipment shall be used to feather the edges of the plates to form a wedged taper to cover the edges of the steel plates.

a. Each corner of the steel plates shall be marked with durable and highly reflective orange pavement parking tape no less than 4 inches in width.

g. All signage advising motorists of the steel plates shall be in compliance with the current edition of the Manual on Uniform Traffic Control Devices.



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h. All steel plates must be removed from the roadway between October 31st and April 15th and prior to any winter storm outside of this time period unless otherwise approved by RIDOT in writing.

15) Stormwater Impact Conditions:

a. All storm drain inlets and catch basins must have sediment control devices installed in order to prevent soil and debris from entering the drainage system prior to and throughout the life of the project. Storm drain protection must be cleaned as necessary and be removed at the end of the project and properly disposed of offsite.

b. Perimeter controls and construction entrances must be installed for any staging areas utilized as part of the operation.

c. Dewatering or discharging directly or indirectly into a storm drain is prohibited.

d. The contractor is responsible for keeping the roadway clean at all times throughout all operations within the State Highway Right-of-Way. This includes mitigation of construction runoff and regular sweeping of the roadway.

16) Any utility facility to be replaced within the State Highway Right-of-Way shall be either removed, crushed in place and buried, or filled with grout and capped.

17) All utilities must maintain a minimum eighteen (18) inch vertical and horizontal separation spacing from all RIDOT facilities, edge-to-edge (drainage pipes, catch basins and inlets, manholes, foundations, electrical conduit, etc.) within the State Highway Right-of-Way.

PERMANENT PAVEMENT STRUCTURE TRENCH RESTORATION (PERMIT CONDITIONS 18 THROUGH 28)

18) All trenches and/or excavations shall be re-sawcut, full depth through the pavement, one (1) foot minimum cutbacks from all vertical edges of the initial utility work trenches and/or excavations prior to installing permanent pavement. Trenches and/or excavations shall be rectangular in shape and orientated as to reduce the exposure of the joints to the wheel paths of passing traffic. Saw cuts shall not result in any overcut corners. Any damaged areas from saw blades outside the bounds of the trenches and/or excavations shall be restored as part of the final pavement restoration.

19) Asphalt emulsion tack coat shall be applied to all vertical and horizontal pavement surfaces prior to installing permanent pavement.

20) At a minimum, the restored pavement thickness shall match the existing depth of the roadway, or equal six (6) inches, whichever is greater, over a minimum twelve (12) inches of compacted



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gravel subbase trimmed and fine graded. Class 19 HMA base course shall be used from a RIDOT approved asphalt plant and shall be installed in accordance with the RIDOT Standard Specifications. Further requirements for restored pavement thickness and Class(es) HMA to be used may be specified in more detail as additional permit specific conditions.

21) It is the responsibility of the Permittee to determine the presence of concrete road base at the location of their operation. If concrete base is present in the roadway, restoration shall include Class XX concrete base in kind thickness, 24-inch #5 epoxy coated bars drilled and doweled into the existing concrete base 18 inches on center, utilizing either grout or epoxy, all in accordance with the RIDOT Standard Specifications, over a minimum twelve (12) inches of compacted gravel subbase.

22) The full depth permanent pavement structure trench shall be in place for a minimum thirty (30) calendar days, and for a maximum one (1) year, prior to final pavement restoration.

23) Impacted and/or damaged concrete sidewalk shall be restored/replaced with new, full panels in accordance with RI Standard Details 43.1.0, 43.3.0, 43.3.1 and any other applicable RI Standard Details for concrete sidewalk.

24) Impacted and/or damaged concrete driveways shall be restored/replaced with new, full panels in accordance with RI Standard Detail 43.5.0 and any other applicable RI Standard Details for concrete driveways.

25) Impacted and/or damaged asphalt sidewalk shall be restored/replaced full width in accordance with RI Standard Detail 43.2.0 using Class 4.75 or 9.5 HMA.

26) Impacted and/or damaged asphalt driveways shall be restored/replaced full width using Class 9.5 HMA.

27) Impacted and/or damaged curbing shall be replaced in kind and reset to original grade. The curbing shall be installed in accordance with RI Standard Detail 7.6.0.

28) Impacted and/or damaged landscaped areas shall be loamed and seeded in accordance with Section L (Landscaping) of the RIDOT Standard Specifications.

FINAL PAVEMENT RESTORATION (PERMIT CONDITIONS 29 THROUGH 36)

29) All structures within the limits of restoration shall be adjusted to final grade and pitch of the roadway prior to final pavement restoration. It is the responsibility of the Permittee and utility owner to coordinate with other utility structure owners in order to get all structures adjusted to final grade.

30) Final pavement restoration of the roadway shall include two (2) inches of micromilling and resurfacing all impacted travel lanes and/or shoulders for their full width using Modified Class 12.5 HMA Surface Course from a RIDOT approved asphalt plant. Impacted travel lanes and/or shoulders



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are the roadway pavement areas that the utility work trenches and/or excavations are located within. In addition to the roadway pavement areas impacted by the utility work trenches and/or excavations, this final pavement restoration shall also apply to all travel lanes and/or shoulders impacted by either lateral or longitudinal utility work trenches and/or excavations when the trenches and/or excavations are less than or equal to one hundred (100) feet longitudinal from one another, including the sections between trenches and/or excavations, so that no section(s) of roadway pavement less than or equal to one hundred (100) feet shall remain unpaved. This will provide a continuous final pavement between the utility work trenches and/or excavations. The final pavement restoration area shall also include any areas, travel lanes and/or shoulders damaged either directly or indirectly by the permit work. RIDOT reserves the right to revise or extend the final pavement restoration limits upon completion of the work. Further requirements for more stringent final pavement restoration (if applicable) may be specified in more detail as additional permit specific conditions.

31) Asphalt emulsion tack coat shall be applied to all vertical and horizontal pavement surfaces prior to final resurfacing.

32) Temporary waterborne pavement markings shall be installed in accordance with Condition #8. Permanent pavement markings shall be restored in the same locations as originally located with epoxy resin, in accordance with the RIDOT Standard Specifications. Permanent epoxy resin pavement markings shall be placed no sooner than two (2) weeks but no later than four (4) weeks from the completion of the paving operations.

33) Any property damage caused by construction associated with this permit shall be repaired and/or replaced to the satisfaction of the State (RIDOT).

34) Spot checks for conformance with this permit may include compaction testing, pavement coring, ground penetrating radar, etc. If RIDOT deems any of the utility work non-conforming, insufficient, defective or incomplete, it is the responsibility of the Permittee to complete the repairs to the satisfaction of the State (RIDOT).

35) The Permittee shall be responsible for maintaining the final restoration work required under this permit for a minimum period of five (5) years, starting from the date of acceptance of all work.

36) The Permittee agrees that:

a. No Person shall, on the grounds of race, color, sex, national origin, age, or disability, be excluded from participation in, be denied the benefit of, or be otherwise subjected to discrimination in the use of State Property.

b. In the furnishing of services on State Property, no person shall, on the grounds of race, color, sex, national origin, age, or disability, be excluded from participation in, be denied the benefit of, or be otherwise subjected to discrimination.



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c. The applicant shall use State Property in compliance with all other requirements imposed by or pursuant to 49 C.F.R. Part 21, nondiscrimination in Federally-assisted programs of the Department of Transportation effectuation of Title VI of the Civil Rights Act of 1964 (The Regulations) and as the Regulations may be amended.



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Date _____

**NOTICE OF COMPLETION OF UTILITY WORK
REQUEST FOR RELEASE OF PERMIT AND/OR BOND**

This letter serves as notification that the work required under
Utility Permit No. 202110027 in the city/town of Providence
has been completed in conformance with the permit requirements
and is ready for final inspection by the Department of
Transportation.

Permit Holder

**NOTE: FAILURE TO REQUEST A FINAL INSPECTION WILL RESULT
IN THE NON-ISSUANCE OF APPLICATIONS FILED IN THE NEXT
CALENDAR YEAR.**