SITE-SPECIFIC HAZARDOUS MATERIALS
HEALTH & SAFETY PLAN

SITE:
Pawtucket / Central Falls Bus Hub and Commuter Rail Station
Amtrak Right-of-Way between Dexter and Conant Streets and a Portion of 280 Pine St.
Pawtucket, Rhode Island
RIDOT Project No. 2018-DB-010
RIDEM File No. SR-26-1938

PREPARER:
BETA Group, Inc.
701 George Washington Highway
Lincoln, RI 02865

DATE:
October 25, 2019

1.0 GENERAL

This Site-specific Health and Safety Plan (HASP) has been prepared by BETA Group, Inc. (BETA) for the RIDOT Project located along the Amtrak Right-of-Way (ROW) between Dexter and Conant Streets and a portion of 280 Pine Street in Pawtucket, Rhode Island (the Site). This HASP was prepared in accordance with the regulatory requirements of 29 CFR 1926.65, “Hazardous Waste Operations and Emergency Response and 29 CFR 1910.120 (HAZWOPER).” This HASP is for use by BETA, RIDOT personnel, and all contractors, subcontractors, conducting excavation and/or subsurface construction activities.

BETA will be providing soil excavation oversight, soil and groundwater screening, sampling and analysis, and oversight of waste management and off-Site disposal, as necessary. Site contaminants of concern identified in soils at the Site include Total Petroleum Hydrocarbons (TPH), Polycyclic Aromatic Hydrocarbons (PAHs), and Arsenic as a result of urban fill materials (fragments of concrete, brick, cinders, ash, and coal mixed with sand) and historical use of the Site as a railroad track right-of-way and rail yard / freight terminal.

In accordance with 29 CFR 1926.65, this plan establishes the procedures and protocols necessary for protecting workers and the general public from potential chemical and physical hazards associated with the following activities related to the project activities:

- Inspections
- Excavated Soil Management
- Soil Field Screening & Sampling
- Groundwater Dewatering and Sampling
- Soil Removal and Off-Site Disposal
This HASP summarizes the project organization and responsibilities; establishes Standard Operating Guidelines for preventing accidents, injuries, and illnesses; identifies hazards; discusses the personal protective equipment that may be used at the site; identifies personnel health and safety training requirements; summarizes the monitoring techniques to be used; establishes emergency procedures; describes the medical surveillance program; identifies the appropriate first aid equipment that is available; provides for accident record keeping; and establishes a schedule for safety inspections.

This HASP does not address construction-related safety and health issues/activities/tasks. Construction-related safety issues during work tasks are the responsibility of the contractors and their subcontractor(s) performing these activities. The Site is undergoing redevelopment activities as part of the construction of a new Bus Hub and Commuter Rail Station along the Amtrak ROW. Earthwork activities requiring some soil disturbance will be required.

The Site Safety & Health Officer (SSHO) will implement the HASP, as reviewed and approved by BETA’s Environmental Consultant, during site work. Evaluation of Health and Safety issues associated with any subsurface investigation activity related to the Site and associated hazards at the Site that may be encountered shall be the responsibility of the SSHO. Compliance with this HASP is required of all personnel who enter this site.

If a situation should arise that is not specified in this HASP, BETA will “stop work” and re-evaluate the situation to make sure all on-site workers, visitors, and employees are safe and not at risk.

2.0 SITE DESCRIPTION

The Site is located along the Amtrak ROW between Dexter and Conant Streets and a portion of 280 Pine Street (to the south of the right-of-way) in Pawtucket. It appears on the United States Geological Survey (USGS) Topographic Quadrangle – Pawtucket, Rhode Island.

The Site consists of approximately 3.5 acres, which includes the Amtrak ROW (northern portion of the Site) and a portion of a vacant former rail yard and freight terminal at 280 Pine Street (southern portion of the Site). The former rail yard is partially paved with concrete and partial concrete foundations associated with former buildings.

The property is referenced by the City of Pawtucket Assessor’s records as a portion of Pawtucket Assessor’s Map 44A, Lots 558 and 559. The current owner-of-record for Lot 558 is referenced as AMTRAK C/O NRP CORP TAX & INS DEPT and the current owner-of-record for Lot 559 is referenced as RHODE ISLAND DEPARTMENT OF TRANSPORTATION (RIDOT). RIDOT has owned Lot 559 since February 2019. From 2017 to 2019, this parcel was owned by BEAUFOY DEVELOPMENT LLC. Prior to that time, it was owned by PROVIDENCE & WORCESTER RR CO.

The location coordinates for the approximate center of the Site are:

<table>
<thead>
<tr>
<th>Latitude/Longitude</th>
<th>Latitude:</th>
<th>-71° 23' 29.9&quot;</th>
</tr>
</thead>
<tbody>
<tr>
<td></td>
<td>Longitude:</td>
<td>41° 52' 43.7&quot;</td>
</tr>
<tr>
<td>UTM Coordinates</td>
<td>Easting:</td>
<td>301,547</td>
</tr>
<tr>
<td>(Zone 19)</td>
<td>Northing:</td>
<td>4,639,086</td>
</tr>
</tbody>
</table>
## 2.1 PROJECT TEAM

<table>
<thead>
<tr>
<th>Role</th>
<th>Agency / Company</th>
<th>Personnel</th>
<th>Contact Information</th>
</tr>
</thead>
<tbody>
<tr>
<td>Site Owner</td>
<td>RIDOT</td>
<td>Jan Bak</td>
<td><a href="mailto:jank.bak@dot.ri.gov">jank.bak@dot.ri.gov</a> P: 401.563.4136</td>
</tr>
<tr>
<td>Site Owner</td>
<td>Amtrak</td>
<td>Robert Graham</td>
<td><a href="mailto:grahamr@amtrak.com">grahamr@amtrak.com</a> P: 617.345.7534</td>
</tr>
<tr>
<td>Site Contractor</td>
<td>Barletta Heavy Division, Inc.</td>
<td>Howard Goldberg</td>
<td><a href="mailto:hgoldberg@barletta.co.com">hgoldberg@barletta.co.com</a> M: 617.594.3232</td>
</tr>
<tr>
<td>Lead Designer</td>
<td>Michael Baker International, Inc.</td>
<td>Peter Maiorana</td>
<td><a href="mailto:pete.maiorana@mbakerintl.com">pete.maiorana@mbakerintl.com</a> P: 401.824.3600 M: 860.471.3930</td>
</tr>
<tr>
<td>Environmental Consultant</td>
<td>BETA Group, Inc.</td>
<td>Marylou Armstrong, MA Licensed Site Professional (LSP)</td>
<td><a href="mailto:marmstrong@beta-inc.com">marmstrong@beta-inc.com</a> P: 401.333.2382 M: 508.932.1196</td>
</tr>
<tr>
<td>Site Safety Health Officer(s)</td>
<td>BETA Group, Inc.</td>
<td>Matthew Alger</td>
<td><a href="mailto:malger@beta-inc.com">malger@beta-inc.com</a> P: 401.333.2382 M: 774.571.1557</td>
</tr>
<tr>
<td></td>
<td></td>
<td>Mykel Mendes</td>
<td><a href="mailto:mmendes@beta-inc.com">mmendes@beta-inc.com</a> P: 508.756.1900 M: 951.312.8756</td>
</tr>
</tbody>
</table>

## 2.2 ENVIRONMENTAL CONSULTANT

BETA is providing environmental consulting services for the Site as part of and on behalf of the Design-Build Team. The Environmental Consultant overseeing response actions for the release and environmental management during Site redevelopment is:

Marylou Armstrong, MA LSP No. 9536  
BETA Group, Inc.  
701 George Washington Highway  
Lincoln, RI 02865  

Telephone: 401-333-2382  
Email: MArmstrong@BETA-Inc.com
2.3 SITE SAFETY & HEALTH OFFICER

The SSHO will be responsible for implementing the HASP on-site, evaluating risks, safety oversight, determining levels of personnel protection required and performing any required monitoring at the Site. The SSHO may direct or participate in on-site activities as appropriate when this does not interfere with primary SSHO responsibilities.

The SSHO will select the proper levels of protection based on the details of this plan and the hazards encountered. The SSHO shall be responsible for preparing, maintaining and signing daily Health & Safety site logs.

At a minimum, this log shall include a description of weather conditions, levels of personnel protection being employed, monitoring data and any other information relevant to on-site safety conditions.

If a situation should arise that is not specified in this HASP, BETA’s Environmental Consultant (Marylou Armstrong) will be contacted immediately by the SSHO.

3.0 DISPOSAL SITE HISTORY

3.1 Memorandum, dated October 13, 2015, prepared by VHB

From March through May 2015, Vanasse Hangen Brustlin, Inc. (VHB) conducted subsurface soil and groundwater sampling activities at the site for RIDOT. Nineteen soil samples were collected at various depths from ten soil boring locations. The soil samples were analyzed for RCRA 8 metals, polycyclic aromatic hydrocarbons (PAHs), polychlorinated biphenyls (PCBs), pesticides, and/or volatile organic compounds (VOCs). Two of the soil borings were completed as groundwater monitoring wells, GZ-1 (OW) and GZ-11 (OW). Groundwater samples were analyzed for VOCs.

Soil analytical results revealed detectable arsenic concentrations in 14 of 18 samples analyzed, with 5 sample concentrations exceeding RIDEM Residential Direct Exposure Criteria (RDEC) and Industrial/Commercial Direct Exposure Criteria (I/CDEC). Other metals including barium, chromium, lead, and mercury were reported in some of the soil samples, however, all of the reported concentrations were below the RIDEM RDEC and I/CDEC. Two VOCs, trichloroethene (TCE) and tetrachloroethene (PCE), were detected in one soil sample, however, the concentrations were well below applicable RIDEM standards. PAHs were detected in 10 of 18 samples analyzed. Benzo(a)anthracene, benzo(a)pyrene, benzo(b)fluoranthene, benzo(g,h,i)perylene, benzo(k)-fluoranthene, chrysene, dibenzo(a,h)anthracene, and indeno(1,2,3-cd)pyrene were reported in several samples above the RIDEM RDEC standard. Benzo(a)pyrene was reported in three of the samples above the RIDEM I/CDEC standard. PCBs were not reported above laboratory method reporting limits in any of the soil samples. Refer to Table 1 (appended) for a summary of soil analytical results.

Groundwater analytical results did not reveal detectable concentrations of VOCs, with the exception of TCE in GZ-1 (OW), which was detected at a concentration below the applicable GB Groundwater Objective.
VHB concluded that concentrations of arsenic and PAHs in soil at concentrations in excess of the RDEC and I/CDEC set forth in the Remediation Regulations represents a release to the environment as defined by the Remediation Regulations.

3.2 Phase I Environmental Site Assessment, dated August 2017, prepared by WSP

In August 2017, WSP USA, Inc. (WSP) conducted a Phase I Environmental Site Assessment (ESA) at the site and adjacent land to the south and west, which included a visual site assessment and historical records research for the Rhode Island Public Transit Authority (RIPTA). WSP’s review of Sanborn fire insurance maps from 1894 to 1984 revealed that the site and adjacent land was historically occupied by the Providence and Worcester Railroad freight terminal. From approximately 1983 to 1998, Kellaway Intermodal and Distribution Systems (Kellaway) leased the property for box trailer storage. According to WSP, Kellaway installed a 15,000-gallon steel underground storage tank (UST) on the northeast corner of the site in 1983 to store diesel fuel for trucks hauling trailers to and from the storage yard. The UST was removed in June 1998 (Geolinsight 1998). The UST was observed to be in good condition, without holes or exterior stains, and soil in the excavation was unstained. Groundwater was observed in the excavation at 11 feet below the ground surface and did not have evidence of a release such as a sheen or floating oil.

Two soil samples from the excavation were analyzed for total petroleum hydrocarbons (TPH). One soil sample had a TPH concentration of 8.9 milligrams per kilogram (mg/kg), well below the RDEC standard of 500 mg/kg. No TPH concentrations were detected in the other sample. RIDEM issued a Certificate of Closure for the UST removal in March 1999.

Based on their Phase I ESA activities, WSP identified the following recognized environmental condition (REC): The property was used as a rail yard for almost 150 years. Chemicals typically in soil at rail yards include arsenic (as an herbicide or from buried coal ash) and PAHs (from weathering of creosote-preserved railroad ties) that could be at concentrations exceeding residential standards.

3.3 Phase II Environmental Site Assessment, dated March 2018, prepared by WSP

During February and March 2018, in order to evaluate the REC identified during their August 2017 Phase I ESA, WSP conducted Phase II subsurface investigation activities at the site and adjacent land to the south and west. WSP advanced 30 soil borings to a depth of 10 feet below the ground surface across an approximate 150-foot grid. Seven of the soil borings were located within the current extent of the site. The other borings were advanced on the southerly and westerly adjacent properties. Fill materials consisting of fragments of concrete, brick, cinders, ash, and coal with sand and gravel were observed overlying native soils from the ground surface to an approximate depth of 6 to 10 feet. Soil samples were collected from various depths and analyzed for metals, PAHs, TPH, PCBs, pesticides, and/or VOCs. Refer to Table 1 (appended) for a summary of soil analytical results for samples collected within the current extent of the site. No groundwater assessment activities were performed as part of this subsurface investigation.

Soil analytical results revealed detectable arsenic concentrations exceeding RIDEM RDEC and I/CDEC standards in 17 of 30 soil samples analyzed. Other metals including barium, cadmium, chromium, lead, mercury, selenium, and zinc were reported in some of the soil samples, however, all of the reported concentrations were below the RIDEM RDEC and I/CDEC. PAHs (typically chrysene and/or benzo(a)pyrene) were detected above the RDEC standards in 16 of the 30 locations. PAH concentrations in eight samples exceed the I/CDEC standards. With one exception, the samples with PAH concentrations above the I/CDEC were collected at 0 to 2 feet bgs, and most of the samples with concentrations above the I/CDEC were collected from the northeast portion of the property (the current site).
WSP noted that the arsenic and PAHs appeared to be related to cinders or ash in the fill materials. One TPH concentration was detected above RDEC, but below I/CDEC, in a soil sample collected from near the former UST area. No other TPH concentrations exceeded the RDEC standard. PCB concentrations were detected in two soil samples, but were below the applicable RDEC standard.

Pesticide concentrations were detected in five soil samples, but below the applicable RDEC standards. VOC concentrations were detected in one soil sample near the former UST area, but the concentrations were below the applicable RDEC standards.

WSP concluded that concentrations of the chemicals of concern in soil at concentrations in excess of the RDEC represents a release to the environment as defined by the Remediation Regulations.

3.4 Release Notification

On March 14, 2019, BETA submitted a Release Notification Form (RNF) and supporting documentation to RIDEM on behalf of the Site owner. On March 18, 2019, RIDEM issued a Letter of Responsibility (LOR) to RIDOT acknowledging receipt of the RNF and informing RIDOT of their obligations associated with the release. RIDEM assigned File No. SR-26-1938 to the Site.

4.0 HAZARD ASSESSMENT

4.1 WASTE DESCRIPTION / CHARACTERIZATION

Potential hazards to workers during this project include potential known and unknown contaminants in soil materials at the site. Contaminants of concern (COCs) confirmed to be present at the Project Site include: TPH, PAHs and Arsenic. Symptoms of exposure as well as first aid information for COCs are included as Attachment B to this HASP.

Petroleum Hydrocarbons

Potential routes of exposure to petroleum hydrocarbons include inhalation and ingestion of petroleum hydrocarbon dust and handling of residually contaminated soils. A MiniRAE 2000 photoionization detector (PID) will be utilized to screen organic vapor levels at the site, particularly within and surrounding the excavation area. Use of dust suppression techniques, if necessary, (water trucks or spray, as appropriate) and the proper use of PPE (including protective gloves) should adequately protect on-site workers.

Polycyclic Aromatic Hydrocarbons

Potential routes of exposure to PAHs include inhalation and ingestion of PAH dust and handling of residually contaminated soils. A MiniRAE 2000 photoionization detector (PID) will be utilized to screen organic vapor levels at the site, particularly within and surrounding the excavation area. Use of dust suppression techniques, if necessary, (water trucks or spray, as appropriate) and the proper use of PPE (including protective gloves) should adequately protect on-site workers.

Arsenic

Potential routes of exposure to Arsenic include inhalation and ingestion of Arsenic dust and handling of residually contaminated soils. Use of dust suppression techniques, if necessary, (water trucks or spray, as appropriate) and the proper use of PPE (including protective gloves) should adequately protect on-site workers.
4.2 DEGREE OF HAZARD

On-site hazards include physical and chemical hazards. The primary route of exposure is through dermal contact and inhalation and ingestion exposure to contaminated soils.

Soil excavation activities may provide the potential for encountering buried hazards. All utilities will be "cleared" before intrusive activities begin. This includes location of overhead and underground utilities. This will be the responsibility of the contractor(s) performing these activities. Specific care must be taken if sharps, needles, or broken glass is found. Remove the sharp ONLY if an approved sharps container and approved gloves are available. Otherwise remove workers from the area of the hazard.

Physical hazards that may be encountered at the site during field activities include overhead and tripping hazards associated with construction equipment, drilling equipment and any associated excavation operations.

5.0 TRAINING REQUIREMENTS

5.1 BASIC TRAINING REQUIRED

Personnel who are required to work in areas where the potential for toxic exposure exists shall have completed 40-hour HAZWOPER training and will have relevant site experience conforming to the requirements of 29 CFR 1926.65 and 29 CFR 1910.120. The required 40-hour course (and 24-hours of "on the job" training) provides training on procedures for working at hazardous waste sites. Personnel are also required to have received 8 hours of refresher training annually thereafter. Training required by OSHA contaminant specific regulations should also be provided as applicable. Site safety meetings shall be documented using the Site Safety Meeting Form.

5.2 SAFETY BRIEFINGS

Project personnel will be given briefings by the SSHO on a daily or as-needed basis to further assist site personnel in conducting their activities safely. Personnel providing oversight of soil excavation on any RIDEM listed sites or locations determined to be contaminated by the pre-characterization program will be given briefings by the SSHO prior to any excavation activities taking place. Briefings will be provided when new operations are to be conducted, new information is made available, or if site or environmental conditions change.

6.0 SITE CONTROL MEASURES

The purpose of site control is to minimize potential contaminant hazards to workers and to provide public safety. Work Zones will be established by BETA and Barletta prior to commencement of operations. Barletta will oversee all work zones to ensure workers are utilizing the appropriate PPE for the zone in which they are working. Site security will be maintained by BETA and Barletta.
7.0 PERSONAL PROTECTIVE EQUIPMENT

Personal protective equipment (PPE) for general operations will be consistent with the requirements of 29 CFR 1910 Subpart I, "Personal Protective Equipment." Basic levels of protection for hazardous waste operations will be selected in accordance with the provisions of 29 CFR 1926.65 and 29 CFR 1910.120, "Personal Protective Equipment Selection," and "General Description and Discussion of the Levels of Protection and Protective Gear." Protection may be upgraded or downgraded, as deemed appropriate by the SSO. Conditions at the site warrant the donning of Level D protection at all times, including:

- Hard hat
- Steel toed boots
- Work glove
- Nitrile Gloves
- Safety Vest
- Safety Glasses
- Work Uniform / Coveralls
- Hearing Protection

Protection may be upgraded at the discretion of the SSO. Modified/Upgraded Level D protection includes:

- Protective Coveralls
- Neoprene Safety Boots
- Neoprene gloves
- Face Shield

8.0 DECONTAMINATION PROCEDURES

Re-usable equipment will be rinsed after use with a water and alconox mixture, if necessary. Disposable equipment will also be used when practical.

9.0 GENERAL SAFE WORK PRACTICES AND COMMUNICATIONS

9.1 SAFETY EQUIPMENT

Basic emergency and first aid equipment will be available at the Project Site as appropriate. This shall include communications equipment, first aid kit, emergency eyewash, fire extinguishers, and other safety-related equipment.

9.2 COMMUNICATIONS

Emergency Communication Signals include verbal communication, hand signaling and / or cell phone use, as appropriate.
9.3 SAFE WORK PRACTICES

The following safe work practices will be implemented during site operations:

- Prior to the start of work, this HASP will be reviewed and placed in a conspicuous location. Emergency phone numbers will include emergency personnel: hospital, ambulance, fire, and police.

- Only properly trained and equipped personnel will be allowed to work in potentially contaminated areas.

- Eating, drinking, chewing gum or tobacco, smoking, or any practice that increases the probability of hand-to-mouth transfer, ingestion, and inhalation of potentially contaminated materials is prohibited within the work zone.

- As necessary, personnel will thoroughly wash their hands and faces upon leaving the work areas.

10.0 EMERGENCY PREPAREDNESS

EMERGENCY PHONE NUMBERS:

Pawtucket Police 401-727-9100
911

Pawtucket Fire Department 401-725-1422
911

Pawtucket Public Works 401-728-0500

RI State Police 401-444-1000
911

Hospital
Miriam Hospital
164 Summit Avenue
Providence, RI 02906
401-793-2500

National Response Center 800-424-8802

Poison Control Center 800-682-9211

RI Department of Environmental Management (RIDEM) 401-222-4700
10.1 EMERGENCY COORDINATOR

The SSHO shall be the Site Emergency Coordinator and implement the emergency action plan as outlined (29 CFR 1910.38). Although the following five items are typically more applicable to operating facilities, they will be implemented to the extent possible when applicable. (These shall be determined prior to site work by the SSHO and presented during the site initiation meeting).

- Emergency escape procedures and routes; muster location
- Procedures to account for employees after evacuation
- Rescue and medical duties
- Preferred means of reporting fires and emergencies
- Names, job titles, or departments to contact for additional information of duties

These items will be discussed during each site orientation/safety briefing meeting conducted on-site by the SSHO.

10.2 EMERGENCY SERVICES CONTACTS

The SSHO or a designee will act as the Site Emergency Coordinator and shall verify appropriate emergency contacts and make contact with them before beginning work on-site. The Emergency Coordinator will inform the emergency contacts about the nature and duration of work expected on the site and the type of contaminants and possible health or safety effects of emergencies involving these contaminants. Also, at this time, the Emergency Coordinator and the emergency response contacts shall make arrangements to handle any emergencies that might be anticipated.

10.3 FIRE OR EXPLOSION

If an actual fire or explosion has taken place, emergency steps will include;

1) Evacuation of work area and venting, and
2) Notification of the fire department and other appropriate emergency response groups if necessary.

10.4 PERSONAL INJURY

Emergency first aid will be administered on-site as appropriate. Then, the individual will be decontaminated if needed, depending on the severity of the injury, and transported to the nearest medical facility, if needed.

10.5 OVERT CHEMICAL EXPOSURE

Typical response procedures include:

**SKIN CONTACT:** Use copious amounts of soap and water. Wash/rinse affected area thoroughly, and then provide appropriate medical attention. An eyewash will be provided on-site at the CRZ and/or support zone as appropriate. Eyes should be rinsed for at least 15 minutes upon chemical contamination.
INHALATION: Move to fresh air and/or, if necessary, decontaminate/transport to hospital.

INGESTION: Decontaminate, if possible, and transport to emergency medical facility.

PUNCTURE WOUND OR LACERATION: Decontaminate and transport to emergency medical facility. The SSHO will provide medical data sheets to medical personnel as requested.

11.0 AUTHORIZATIONS AND PROJECT TEAM REVIEW

11.1 AUTHORIZED PERSONNEL

The SSHO or a designee must authorize personnel to enter the areas of concern while field activities are being conducted. Authorization will involve completion of appropriate training courses and medical examination requirements as required by OSHA 29 CFR 1926.65, and 29 CFR 1910.120 current fit testing, and review and signing of this HASP. All onsite personnel shall be appropriately trained and must check in with the SSHO once on-Site. Refer to Appendix A - HASP Sign-Off Sheet.

11.2 PROJECT TEAM REVIEW

Each project team member listed in Section 2.1 shall sign this section after site-specific training is completed and before being permitted to work on-site.
I have read and understand this Site-Specific Health and Safety Plan. I will comply with the provisions contained therein.

**Site/Project:** Pawtucket / Central Falls Bus Hub and Commuter Rail Station
Amtrak Right-of-Way between Dexter and Conant Streets and a Portion of 280 Pine St.
Pawtucket, Rhode Island
RIDOT Project No. 2018-DB-010
RIDEM File No. SR-26-1938

<table>
<thead>
<tr>
<th>Name Printed</th>
<th>Signature</th>
<th>Date</th>
</tr>
</thead>
<tbody>
<tr>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td></td>
<td></td>
<td></td>
</tr>
</tbody>
</table>
APPENDIX A

HASP SIGN-OFF SHEET
HEALTH & SAFETY PLAN - SIGN OFF SHEET

Pawtucket / Central Falls Bus Hub and Commuter Rail Station
Amtrak Right-of-Way between Dexter and Conant Streets and a Portion of 280 Pine St.
Pawtucket, Rhode Island
RIDOT Project No. 2018-DB-010
RIDEM File No. SR-26-1938

Personnel listed below have read and understand the Health and Safety Plan (HASP) prepared for the above-referenced site and are familiar with its provisions.

<table>
<thead>
<tr>
<th>NAME</th>
<th>SIGNATURE</th>
<th>DATE</th>
</tr>
</thead>
<tbody>
<tr>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td></td>
<td></td>
<td></td>
</tr>
</tbody>
</table>
