January 18, 2013

New Jersey Department of the Treasury
Division of Purchase and Property
33 West State Street, P.O. Box 230
Trenton, NJ 08625-0230

Attn: Mr. Jonathan Wallace

Re: AshBritt, Inc. Response to RFP for Waterway Debris Removal Services

Mr. Wallace,

AshBritt, Inc., also conducting business as AshBritt Environmental, is a privately held corporation organized under the laws of the State of Florida. We have been conducting business since October 28, 1992, and our corporate charter number is P92000000600.

Corporate Headquarters, Regional Office, and Main Contact Information:

Corporate Headquarters
565 East Hillsboro Boulevard
Deerfield Beach, FL 33441
Hours: 8:00am – 6:00pm, EST (Regular)
Hours: 7:00am – 12:00am EST (Active)
Phone: (954) 545-3535
Fax:
Toll Free: (800) 244-5094
Web: www.ashbritt.com

Regional Office – State of New Jersey
700 Route 70
Unit 4
Lakewood, NJ 08701
Hours: 8:00am – 6:00pm EST (Regular)
Hours: 7:00am – 12:00am EST (Active)

Primary Contact and Authorized Representative for the County of Los Angeles:

Robert W. Ray, Sr. Vice President
Phone: (954) 545-3535; Toll Free: (800) 244-5094; Fax: Cell 24 hours)
Email: rray@ashbritt.com

By our submittal to this RFSQ, AshBritt explicitly accepts all conditions & requirements contained in this RFP. Additionally, AshBritt acknowledges full and complete understanding of the work to be accomplished under the term of a resulting contract.

AshBritt is not proposing jointly with any other vendors and thus is the prime point of contact for proposal evaluation questions and the delivery and maintenance of our proposed offerings.

Finally, AshBritt, Inc. would like to state that this proposal shall remain firm for a period of 180 days from the date of receipt of best and final offers and does comply with the requirements of this RFP.

Sincerely,

Robert W. Ray
Sr. Vice President

Request for Quotations for:

WATERWAY DEBRIS REMOVAL SERVICES

Prepared for:

STATE OF NEW JERSEY DIVISION OF PURCHASE AND PROPERTY

Attn: Jonathan Wallace
Proposal Receiving Room—9th Floor
Division of Purchase and Property
Department of the Treasury
33 West State Street, P.O. Box 230
Trenton, NJ 08625-0230

Opening Date/Time:

FRIDAY, 18 JANUARY 2013, 3:00 P.M. (EST)

AshBritt, Inc.
565 East Hillsboro Blvd.
Deerfield Beach, FL 33441

Phone: 954-545-3535
Fax:
Web: www.ashbritt.com
Email: response@ashbritt.com

Contact: Robert W. Ray
24hrs: 954-868-9502

AshBritt Environmental

There When You Need Us.

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List of Exhibits

Compliance Matrix

Exhibit 1 – RFQ Compliance Matrix

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1. Technical Proposal (RFQ 4.1)

AshBritt, Inc. (AshBritt) brings to the State of New Jersey proven expertise in disaster debris removal and management from waterways. We are currently activated in the State due to the devastation caused by Superstorm Sandy. AshBritt currently is assisting municipalities within the State with emergency disaster debris removal and management. As of December 14, 2012, AshBritt had removed two million cubic yards of storm-generated debris in the State of New Jersey in less than 45 days. This level of effort and dedication to the well-being of the State, its municipalities, and its residents will be continued with this effort to remove debris from waterways. The State of New Jersey needs a trusted partner for waterway debris removal and management services, and this partner is AshBritt, Inc.

"…it has been your efforts that have allowed us to turn the corner on the recovery process. AshBritt has more than met our expectations in the clean-up process but beyond that it is the manner in which they did the work that has made all the difference. Throughout the process, your company has been thorough, efficient and ever mindful of the effect to the storm on our residents. It has been a pleasure to work with you and with AshBritt throughout this process."

James Moran, Administrator

Township of Stafford, NJ

1.1 RFQ Scope of Services (RFQ 3.0)

AshBritt is prepared to remove and dispose of or recycle of all eligible waterway debris within and around the bays and tidal rivers and the dredging, pumping, screening and redistribution of sand in affected waterways of the State of New Jersey. We will remove Eligible Debris from waterways as directed by the State. We are prepared to work in compliance with all applicable state, local and federal laws and regulations, such as the Federal Emergency Management Agency's (FEMA) RP9523.5, Debris Removal from Waterways (October 30, 2012).

We will start with five debris removal crews and two survey vessels. The debris crews will have one captain, operator and one saw/deck hand. A supervisor/safety support vessel will need to be onsite as well. This vessel can be utilized for State and Federal personnel as well. One supervisor should not manage more than five debris crews. In areas the smaller barges can transport the debris to the staging sites, an operator will be onsite to assist with the offloading. In areas to far for the smaller barges to travel. We will stage 120'x30' deck barges to receive debris. Weather permitting, we can cover roughly 2000 acres/day. We will dedicate one data processor to stay in an office and help upload information as it is brought in. In brief, we can deliver:

- Two sonar vessels immediately, and five within 72 hrs;
- Six debris removal barges within 48 hrs;
- Nine additional debris barges within 6 days; and
- 120'x30' barges with push boats and long-reach capability available now.

AshBritt understands that this work addresses the removal of eligible obstructions, debris and vessels from waterways affected by Superstorm Sandy. The debris removal boundaries are within the waterway and include shorelines of the waterway itself. Anything in a waterway that creates an obstruction to the movement of vessel traffic in a commercial or commonly used waterway and within the task-defined area is eligible. This debris may include, but not limited to, barrels, construction and demolition debris, automobiles and Styrofoam containers, i.e., anything man-made and remains resident in the water. Non-recoverable debris can be placed within

ordinary debris stream, recycled or sent directly to an approved landfill. In addition, we are prepared to collect eligible debris along shoreline to the mean high-tide level. The following subsections provide details on how we propose to respond to required services in this RFQ.

1.2 Contract Activation (RFQ 3.1)

Upon Task Order (TO) activation, AshBritt will mobilize under the following schedule:

- 25% within 24 hours of activation
- 75% within 60 hours of activation
- 100% within 96 hours of activation

AshBritt will perform all work described in the TO. The initial TO authorizes AshBritt to mobilize personnel and equipment and provide a cost estimate to the State's Project Manager. TOs will define, among other relevant items, work to be accomplished, location, completion schedule, and prices. AshBritt is prepared to perform in accordance with each TO.

Sand displaced by the storm and that is Eligible Debris is also within the scope of this Contract. AshBritt will verify the volume of sand within a Zone that meets FEMA Eligibility Standards.

Unless night transporting is authorized by NJDEP, N.J. Office of Emergency Management (NJOEM) and/or FEMA (Night Authorization), all activity associated with debris loading and transporting in public areas shall be performed during visible daylight hours only. AshBritt will determine the method and manner of debris removal operations.

AshBritt shall use only Offloading Sites that are approved by NJDEP. Prior to mobilization, AshBritt shall obtain a list of approved Offloading Sites from NJDEP. If we determine that existing Offloading Sites are insufficient to handle anticipated debris volumes within the boundaries of the Zone or are otherwise not adequate to support work under this Contract, AshBritt shall work with NJDEP to identify alternate or additional Offloading Sites. Alternate or additional Offloading Sites must be approved by NJDEP. AshBritt is responsible for the lawful disposal and recycling of all debris and any debris reduction byproducts. AshBritt also shall:

- manage debris pickup and offloading operations to coincide with transporting operations during daylight hours, 7 days per week or as defined in the Night Authorization;
- be responsible for the mobilization, operations and demobilization at Offloading Sites established or utilized by AshBritt; and
- be responsible for remediation and restoration of Offloading Sites to pre-use conditions.

If an observation tower is needed to monitor AshBritt's operations, AshBritt shall utilize a hydraulic scissor lift or prefabricated tower and ensure its safe and proper utilization.

Once debris removal has been completed in a Zone or portion of a Zone, AshBritt shall utilize side-scan sonar, LIDAR or other cost-effective and appropriate technology to ascertain that all eligible debris has been removed from the waterway. AshBritt shall provide written confirmation of such to the SPM. Upon receipt of confirmation, the State may issue a TO for sand redistribution in this area, provided that such operations will not interfere with ongoing waterway debris removal.

AshBritt understands that work performed under this contract shall not interfere with active remediation/removal of hazardous substances in New Jersey waterways. At least 10 working days prior to beginning work in a stream, AshBritt shall notify the NJDEP and shall comply with any restrictions on access to streams as may be required by the federal government or NJDEP.

1.3 Zone Operations Manager (RFQ 3.2)

AshBritt's Zone Operations Manager (ZOM) will report to the State or the SPM for all regional contract coordination issues. The ZOM also will report to the SPM for coordination of all AshBritt activities under Task Orders issued in that Zone. Our ZOM is knowledgeable of all facets of AshBritt's operations and has authority in writing to commit AshBritt. Our ZOM shall be on call 24 hours per day, seven days per week, and shall have electronic linkage capability for transmitting and receiving relevant contractual information and making arrangement for on-site accommodations.

The ZOM oversees all work related to this contract. The Project Manager will maintain contact with the State on the progress of cleanup operations and prepare daily operational reports to keep State personnel as appropriate informed of work progress. The ZOM is responsible for the health and safety of AshBritt's workforce. The ZOM will supervise and direct all work related to monitoring. Safety of AshBritt's personnel and equipment is the responsibility of the ZOM, who will designate in writing the individual responsible for initiating, maintaining, and supervising all safety precautions and programs in connection with the work to be performed.

AshBritt's ZOM will participate in daily meetings and disaster exercises, functioning as a source to provide essential information. The ZOM shall be National Incident Management System (NIMS) compliant and shall maintain records of such training and provide documentation to this effect. This position will not require constant presence; rather the ZOM will be required to be physically capable of responding to the State or the SPM, within one hour of notification. In addition, AshBritt shall report daily to the SPM on worker safety, including descriptions of any worker injuries, fatalities, and accidents, and AshBritt's response to such incidents. AshBritt shall maintain all records related to this Contract for five years from the date of final payment.

We have identified 11 strong program managers with excellent marine qualifications. Following are the names of the ZOM for each zone. These are followed up with appropriate resumes, which appear in Appendix B.

- Zone 1 – Jim Batey
- Zone 2 – Rusty Batey
- Zone 3 – Charlie Fresolone
- Zone 4 – Tim Seaman
- Zone 5 – Jack Murphy
- Zone 6 – Bruce Baita
- Zone 7 – Jeff Dulgarian
- Zone 8 – Rich Hamlin
- Zone 9 – Jim Reilly
- Zone 10 – John Karp
- Zone 11 – Bill Weber

1.4 Required Reporting (RFQ 3.2.1)

AshBritt shall provide the SPM (and any other entity designated by the State or the SPM) a daily report on each Zone in which AshBritt is performing work under this Contract. The State shall define the format and content of this report. AshBritt also shall report daily to the SPM on worker safety, including descriptions of any worker injuries, fatalities, and accidents, and AshBritt's response to such incidents. AshBritt shall maintain all records related to transactions

or services under this Contract for a period of five years from the date of final payment. These reports shall be made available to the New Jersey Office of the Comptroller for review and audit upon request pursuant to NJAC 17:44-2.2.

1.5 Health and Safety (RFQ 3.3)

Our experience has taught us that disaster recovery work can be very hazardous to workers, who can be exposed to hazardous materials, fuel and oil spill hazards, heat stress, electrical hazards, and structural safety risks. We have in place a health and safety (H&S) program that is consistent with guidance provided by the Occupational Safety and Health Administration (OSHA). Our workers, for example, are equipped with personal protective equipment such as hard hats, safety glasses, heavy work gloves and steel-toed safety shoes or boots. We work to prepare our workers for all types of conditions.

AshBritt's H&S program covers:

- Hazardous chemicals and spills
- Heat/physical stress
- Structural safety
- Tool safety
- Work at heights
- Electrical hazards
- Standing and moving water
- Manual material handling
- Disease prevention/first aid
- Confined spaces

We have on-site tool box safety meetings and clearly communicate safety expectations to all workers. While ensuring compliance with OSHA requirements, we tailor our safety procedures to satisfy site-specific demands. Our personnel evaluate every work site to assess the presence to the following safety or health hazards: electrocution, fall, hazardous substances, noise, cut/laceration hazards, high ambient temperatures, and infectious materials. AshBritt will share all safety, hazard and exposure monitoring information with State, County and Municipal personnel and other stakeholders.

AshBritt's policy is to provide and maintain work environments and procedures which will: 1) safeguard all personnel, property, materials, supplies, and equipment exposed to contractor operations and activities; 2) avoid interruptions of operations and delays in project completion dates; and 3) control costs in the performance of this contract.

Our key H&S responsibilities include 1) providing all personnel a general H&S training and orientation/screening prior to the commencement of work (or any single phase of work); 2) the continuing instruction/monitoring of each individual, subcontractor and supplier in the safe operation of their specific area of responsibility using the proper tools and in accordance with procedures and guidelines outlined in U.S. Army Corps of Engineers Manual EM 385-1-1 to insure that all work is performed in a safe manner. Through careful planning, hazard recognition and control, H&S indoctrination and training, and rigorous attention to safety procedures, we ensure the H&S of personnel at our work sites and the public adjacent to our work sites.

No person is required or instructed to work in surroundings or under conditions which are unsafe or dangerous to his/her health. Any person aware of an unsafe or dangerous condition is instructed to report the condition to his/her supervisor immediately. The particular operation will be stopped, the project manager will appoint a competent individual to investigate the condition and make corrections prior to restart of the operation.

H&S meetings are conducted once a month for project supervisors and once a week by supervisors for all workers. The meetings are documented by AshBritt. The minimum information included in the report is: 1) meeting dates; 2) name, social security number, and

signature of attending individual(s); 3) the name of the individual(s) conducting the meeting. Copies of the safety manifest are kept on file for one year and are furnished to the State upon written request.

H&S training is based on AshBritt's Safety Program and the U.S. Army Corps of Engineers Safety and Health Requirements Manual EM 385-1-1. AshBritt has multiple personnel certified in First Aid, CPR, OSHA HAZWOPER, 10-hour OSHA Construction Safety Class and use of an automated external defibrillator (AED). We will submit these certifications to the State at the Kick-Off Meeting. Our H&S Manager(s) shall have dedicated access to a small motorboat to perform oversight of waterway debris removal and dredging operations to ensure worker safety.

We will perform daily safety inspections. Identified H&S issues and deficiencies, and the actions, timetable, and responsibility for correcting deficiencies, shall be recorded on inspection forms. AshBritt shall establish a H&S deficiency tracking system lists and monitors the status of deficiencies in chronological order. This list shall be updated daily and made available on site

Accidents shall be investigated and reports completed by the immediate supervisor of the employee(s) involved and reported to the appropriate Federal, State, County and local authorities, including the NJDEP, SPM and State Contract Manager. All data reported must be complete, timely and accurate. A follow-up report shall be submitted when the estimated lost time days differs from the actual lost time days.

AshBritt has an excellent safety record and have never had a warning notification, violation, or citation relating to safety on a contract work site in the past three years. This includes all pertinent federal, state, and local agencies for which we have provided disaster cleanup/recovery operations. Copies of OSHA Form 300A can be sent upon request.

1.6 Licenses and Permits (RFQ 3.4)

AshBritt and its personnel have been extensively trained and hold numerous licenses, certifications and authorizations. All necessary licenses and permits shall be furnished to the State on or before the date of the Kick-Off Meeting. AshBritt performs all debris clearance and removal work in accordance with standards established in: Public Law 93-288, as amended, the Robert T. Stafford Disaster Relief and Emergency Assistance Act; Public Law 109-295, the DHS Security Appropriations Act, 2007 (established Public Assistance Pilot Program); FEMA Handbook: Debris Management Guide (325); 44 CFR: Emergency Management and Assistance (Parts 13 and 206, in particular); and all other applicable FEMA Guidance, federal, state and local statues, rules and regulations. Our debris management work will comply with all applicable state, federal and local laws, codes, standards, and regulations.

1.7 Reporting and Documentation (RFQ 3.5)

AshBritt shall report daily to the State Project Manager (SPM) and other entity designated by the State or the SPM, on worker safety, including descriptions of injuries, fatalities, and accidents, and AshBritt's response to such incidents. For five years from the date of final payment, AshBritt shall maintain all records related to transactions or services under this Contract. Such records shall be made available to the New Jersey Office of the Comptroller for review and audit upon request pursuant to NJAC 17:44-2.2.

AshBritt shall submit to the SPM all reports and records necessary to adequately document debris emergency response, management, and recovery services in accordance with FEMA and other Federal and State requirements. All records, documents, and communications of any kind

that relate in any manner to the award and performance of this Contract shall be maintained. AshBritt shall be responsible for storage of daily or disaster-related documents and reports during the disaster event and shall be available to the State upon request.

1.8 Removal of Waterway Debris (RFQ 3.6)

1.8.1 General Requirements (RFQ 3.6.1)

AshBritt has extensive experience identifying and removing Eligible Debris from waterways as directed by clients. We will make every attempt to sort debris by type prior to offloading. The State will prescribe the specific schedule to be used for waterway debris removal.

Floating and debris along the shoreline can be removed with the shallow draft work boats and barges. This equipment typically has a grappler hooks (or other similar securing mechanism) to recover float and beached debris. The debris can be staged on the barge or on an additional shallow draft barge can be used as a transport vessel to the offloading station. Vessels used to recover the debris may consist of shallow draft barges with light weight hoists and loaders, work boats with grapplers, landing craft or other work type vessels. In areas where it is required, hand crews will work which will reduce any environmental impacts.

While the shorelines and shallows are being cleaned, we will simultaneously upload data collected by the side scan sonar vessels so that semi-submerged and submerged debris can be retrieved. Each of the vessels used for submerged debris are equipped with grapple loaders and side scan sonar for locating debris. Wet debris located in deeper water or floating can be removed by spud or jack-up barges equipped with cranes or other lifting mechanisms. These vessels can remove large amounts of material at a time. These barges may also be used in the recovery of vehicles, vessels or other large items. Commercial divers may be utilized to go into the water to attach lifting cables, slings or air barges to aid in the recovery of large debris targets. Depending on water depth, shallow draft flat barges, scow barges, landing craft and other work vessels will be utilized to transport the material to the marine offloading staging site.

As directed by State personnel, AshBritt shall remove all Eligible Debris from waterways, inclusive of sand that has been redistributed as a result of the storm. Once loaded, debris shall remain the property of the State, unless otherwise negotiated by AshBritt. Any revenue generated from the sale, recycling or disposal of Eligible Debris shall accrue to the State.

The State will make every effort to identify and provide access to Offloading Sites where debris removed from waterways can be safely removed and loaded into haul trucks for transport to a final disposal site. Should the State be unable to secure such access on public property, AshBritt shall pursue leasing options with owners of private property to obtain use as an Offloading Site. Any lease entered into by AshBritt will contain a “hold harmless” clause in favor of the State and federal government. AshBritt will operate Offloading Sites and only AshBritt vehicles and others specifically authorized by the State will be allowed to use the sites. Designated drop-off sites may also be established. AshBritt will remove all debris from those sites daily.

1.8.2 Work Zone Plan (RFQ 3.6.1.1)

For each Zone in which AshBritt is working, we shall submit a detailed debris removal and management “Zone Work Plan” that includes all information required by the State Contract Manager or the SPM. AshBritt will submit each Zone Work Plan to the State Contract Manager or the SPM for approval prior performing any debris removal or assessment work. Our Zone

Work Plan will include a process that includes a detailed description of the projected division of work zones into smaller more manageable work zones and or sub-zones.

Our work plans define the specific steps, deadlines and responsibilities for task completion. We routinely prepare detailed sub-plans describing separate kinds of activities, accompanied by implementation schedules that show the beginning and end of every stage, and how they correspond to the total duration of the project. Our work plans distill an effort into distinct tasks and highlight the relationships and dependencies among the tasks. Our work plans also determine existing and additional resources required to complete each task. The sum of resources, time and costs is used to estimate a project schedule and a budget.

- Our work plans are prepared to allow our managers to plan all activities, estimate the time necessary to complete each, estimate the time required to complete the overall project and monitor project progress. Our approach involves the following steps.
- List each of the discrete activities or tasks that needs to be completed.
- Establish the execution sequence of these activities.
- Estimate the duration of these activities (done in collaboration with those responsible for completing the activities).
- List all activities in chronological order and determine those that can be carried out simultaneously and those that must be carried out sequentially.
- Consider the resource requirements and allocations for each activity charts.

Our approach results in work plans with schedules that are simple to understand and implement.

1.8.3 Bridge-to-Bridge Communications (RFQ 3.6.2)

All AshBritt vessels will be equipped with appropriate bridge-to-bridge radio telephone equipment. Personnel will comply with 47 CFR 80.331 - Bridge-to-bridge communication procedure. Equipment shall operate on a single channel of very high frequency (VHF) FM, on a frequency suitable for the working environment and having a communication range of approximately ten miles. This frequency has been approved by the Federal Communications Commission (FCC). Channels providing navigation communications must be monitored at all times. Further, consistent with Title 33, Chapter 24, Vessel Bridge-to-Bridge Communication, all AshBritt equipment shall be maintained in effective operating condition. If the radiotelephone equipment carried aboard a vessel ceases to operate, the master shall exercise due diligence to restore it or cause it to be restored to effective operating condition at the earliest practicable time.

1.8.4 Hazardous Material Response Plan (RFQ 3.6.3)

Our Hazardous Materials (HAZMAT) Response Plan establishes the policies and procedures under which AshBritt will operate in the event of a hazardous materials incident, oil spill, or other release. This plan is designed to prepare our personnel for incident response and to minimize the exposure to or damage from materials that could adversely impact human health and safety or the environment. Our plan outlines the roles, responsibilities, procedures and organizational relationships of AshBritt with the client, government agencies and other stakeholders when responding to and recovering from a hazardous materials event. In addition to outlining a Concept of Operations, our plan addresses responsibilities, reporting and training. AshBritt crews have been trained in accordance with EPA and OSHA requirements for handling hazardous wastes, including Household Hazardous Wastes (HHW).

1.8.5 Quality Assurance and Monitoring (RFQ 3.6.4)

The ZOM will provide daily grid projections to the SPM showing where work crews will be located. Each Quality Assurance (QA) monitor will be assigned grids and/or points. The QA monitor will verify and document productivity and safety compliance. A Daily QA Report will be completed to document our work. We understand that State and federal personnel may observe AshBritt crews at work and provide their input, through NJDEP, on quality, efficiency, effectiveness and completeness of the work in progress. Further, the NJDEP will perform random inspections of grids and points documented as complete by the contractor.

AshBritt recognizes that we are responsible for the management of quality to meet the terms of this contract. Upon contract award, we will implement our QA Plan (QAP), which will includes the coordination, performance and execution of inspection and testing services for the project. Our QAP contains a systematic approach to monitor daily operations of key and essential functions for providing quality service.

1.8.6 Debris Classification (RFQ 3.6.5)

Once removed from a waterway, AshBritt will sort debris by type either prior to or at the time of offload to land. NJAC 7:26-2.13 defines several types of debris, including, but not limited to, Vegetative Waste (Type 23), Construction and Demolition ("C&D") waste (Type 13C/Type 27A), White Goods/Household Appliances (Type 13) and Scrap Metal. The following subsections address the management of these debris types.

1.8.6.1 Vegetative Waste (RFQ 3.6.5.1)

AshBritt will remove all eligible hazardous trees and stumps, and transport them to a designated safe spot. At a subsequent date, AshBritt will then remove or recycle these trees, limbs, and stumps as part of the normal removal process for vegetative debris removal, per NJDEP policy.

Hazardous leaning trees be identified, measured and documented. Crews will saw-cut as necessary to trim and truncate such trees to facilitate loading. Leaning trees on private property that are encroaching onto the ROW will be saw-cut at the private property when safe to do so. Only the encroaching portion will be removed.

AshBritt will remove and transport all hazardous uprooted stumps if eligibility is determined. The following criteria will determine if a stump is eligible for removal and reimbursement:

- Fifty percent or more of the root ball is exposed; and
- The stump is on ROW and poses an immediate threat to public health, safety, or welfare.

All uprooted, eligible stumps will be removed, loaded and transported to a management site. All voids will be filled with like materials. As the removal and disposal of hazardous stumps have recently become under great scrutiny by FEMA, all applicable current guidelines and documentation criteria will be strictly enforced. The removal of trees still rooted to an embankment may be eligible if:

- The tree is partially or wholly floating or submerged in the waterway; and
- The tree presents an immediate threat to life, public health, and safety; and
- Another agency does not have specific authority to fund or perform the work.

In such cases, the State may determine that the cost to cut the floating or submerged portion of the tree at the water's edge is eligible.

FEMA may determine that debris along the bank of a non-Federally maintained navigable waterway, in the coastal zone or inland zone, or along the bank of a wetland is eligible if it presents an immediate threat to life, public health, and safety, or to improved property. Debris removal from privately-owned canals, waterways and banks is only eligible when necessary to eliminate an immediate threat to navigation that impedes the access of emergency service providers or if approved under the guidelines established in Disaster Assistance Policy 9523.13, *Debris Removal from Private Property*.

Eligible debris removal from a stream is limited to the minimum effort required to eliminate an immediate threat to life, public health, and safety, or debris that is immediately up/down stream of and in close proximity to improved property.

Debris removal from a stream may be driven by the decision that it is reasonably necessary to eliminate an immediate threat to life, public health and safety; or debris is located immediately up/down stream of or in close proximity to improved property and which poses an immediate threat of significant damage to that property.

1.8.6.2 Construction and Demolition Debris (RFQ 3.6.5.2)

Construction and Demolition (C&D) debris includes a wide variety of materials, some of which can be separated for recycling and some of which may need to be sent for disposal. To the extent building debris can be source-separated from other debris types, the best solution is to send it to a C&D debris processing facility. AshBritt will identify permitted C&D processing facilities in New Jersey. Some C&D materials may be reused at building sites or in road construction, rather than being transported to a processing facility. These materials may be crushed and used for a number of uses, including aggregate sub-base and base material, base of building foundations, fill for utility trenches, and as fill/grading material in large construction projects.

AshBritt will perform mechanical collection and transportation of C&D debris free of asbestos and move these materials to a debris staging site for processing and segregating. If the situation exists where segregation at the curbside is possible and materials can be separated out for recycling, AshBritt will transport this material to a pre-determined recycling facility. AshBritt will load processed C&D into trucks for transport to approved final disposal sites.

AshBritt will collect, transport and dispose asbestos-containing C&D in compliance with applicable Federal, State and local laws. Known or suspected Asbestos-Containing Material (ACM) should be segregated from other debris and disposed of at a landfill licensed to accept and dispose of ACM. Materials that could contain ACM and that should be segregated include, but are not limited to, the following: floor tiles, roofing shingles, linoleum, ceiling tiles, exterior shingles, concrete flooring covered with mastic or flooring adhesive, pipe and/or boiler insulation, ceiling and/or wall texture, and stippled or blown on surfacing materials. ACM will be appropriately labeled and properly disposed of at a waste disposal facility that is authorized and permitted to accept friable and non-friable ACM.

ACM removal requires careful handling. A critical factor in effectively managing large amounts of mixed building debris is determining what materials need to be managed and disposed of as Regulated Asbestos-Containing Materials (RACM). AshBritt will identify debris that does not contain asbestos and that can be safely managed by a C&D processing facility and diverted from disposal. To avoid exposure to asbestos fibers, however, it is critical that materials that are known to contain asbestos are managed separately from other debris as RACM.

RACM typically requires removal by a licensed abatement contractor. AshBritt tests materials as necessary, removes debris, and remediates sites that contain ACM, whether regulated or not. AshBritt adheres to all local, state, and federal regulatory requirements for the demolition, handling, and transportation of RACM and Non-RACM materials. AshBritt decommissions sites by removing and disposing of all wastes at properly sanctioned facilities in accordance with all applicable federal, state and local rules and regulations. We remove and transport all eligible RACM and Non-RACM demolished structures as directed in writing by the contracting entity.

1.8.6.3Aggregate (RFQ 3.6.5.3)

Aggregates typically consist of Asphalt, Brick, and Concrete (ABC). AshBritt will load, haul, and dump broken brick, block, concrete, and asphalt meeting New Jersey regulations in a NJDEP-approved Class B recycling facility. Broken brick, block, concrete, and asphalt that has been contaminated by an oil or chemical spill as a result of the disaster or that is coated painted or impregnated will be prepared for disposal with other contaminated C&D materials.

1.8.6.4White Goods/Household Appliances (RFQ 3.6.5.4)

White goods crews may be deployed for the specific task of collecting all eligible white good debris. Household appliances can be recycled as part of a metal recycling program and can be recycled for parts by used appliance dealers. Appliances that cannot be recycled will be disposed of in a licensed landfill. AshBritt will load and transport all FEMA-eligible reimbursement white goods (Freon and non-Freon) to a final recycling/disposal facility. AshBritt will load and transport materials for final recycling and/or disposal all white goods only after removal of Freon has occurred. Only a contractor certified in accordance with 40 CFR Part 82 Section 150-166 is allowed to remove chlorofluorocarbon liquid (CFC).

AshBritt will collect and transport all white goods to a TDMA or directly to final recycling or disposal facility. All white goods will be transported from a TDMA for final recycling and/or disposal only after Freon has been removed. AshBritt will remove and recover Freon from any white goods in accordance with all federal, state, and environmental and safety regulations and laws. AshBritt will mark each white good indicating that the Freon has been removed and recovered. AshBritt will maintain all licenses and records to perform and document all work.

1.8.6.5Scrap Metal (RFQ 3.6.5.5)

Scrap Metal refers to ferrous metals such as structural steel and steel framing members and non-ferrous metals such as wiring/conduit, plumbing (pipes and fixtures) and HVAC materials (ductwork, motors). White goods are considered as scrap metal, but are described separately.

AshBritt will, to the extent possible, segregate scrap metal to bring to a Debris Staging Site or directly to a scrap metal processor located with the state. The processing of C&D debris will in most cases result in the separation of scrap metal. Scrap metal containing motors will be drained of all liquids prior to transport to a disposal facility and managed appropriately. This scrap metal will be loaded and transported to a scrap metal recycling facility, preferably within the state. Any revenues generated will be accrued to the State.

1.8.7 Sand (RFQ 3.6.6)

AshBritt will remove and transport storm-deposited sand for processing to remove extraneous waste materials or directly to an approved disposal/reuse facility. AshBritt will load and transport sand (including sand removed from sand bags) from a staging site to an approved site.

Uncontaminated sand is material that has not been subjected to spills, floodwaters or has been determined through analytical testing to be not contaminated. This sand could be transported to a staging area until final disposal or reuse has been determined. AshBritt may as an alternate identify a reuse site and haul directly if approved by state authorities.

As a result of certain conditions, some sands may exhibit visible or known traces of petroleum or chemical spills. These sands will be excavated and placed in weather-tight containers, such as a covered and lined roll-off or inter-modal container. If these containers must be stored temporarily, they should be placed on an impervious surface, such as a concrete or asphalt parking lot for no more than 90 days. This material could be transported to a staging area until final disposal or reuse has been determined. Analytical testing will be performed to determine if the material can be reused or must be disposed of.

If it is evident that the spill is the result of an empty or leaking piece of equipment (e.g., electrical equipment or similar source) which has not been tested, some testing of the sand may be necessary to identify if PCBs are present. PCB-containing materials must be sent to a hazardous waste landfill. Testing must be by EPA-approved method 8082. If material is contaminated by a piece of PCB equipment, the equipment must be addressed by containerizing the entire item, if small enough, or by draining the remaining fluid into drums and disposing of both the fluid and empty machine carcass at a regulated facility.

AshBritt will comply with all sampling and data quality guidance and reporting requirements as required by Appendix B of the Department's Dredging Technical Manual.

AshBritt is prepared to collect, transport, and dispose of all used sandbags as directed by state authorities. Sandbags are to be transported to a designated staging site for processing or existing soil reuse site as directed by state authorities.

1.8.8 Human Remains (RFQ 3.6.7)

AshBritt has integrated the recovery of human remains in a dignified and respectful manner with debris stream processing. Remains should be recovered at the site to the maximum extent practical. However, human remains may be encountered either at the disaster debris collection point or at a debris processing/staging site where transported debris is separated and processed. If suspected human remains are found during the debris removal process, AshBritt shall immediately stop all operations in the area where the remains were found and shall notify the ZOM. The ZOM shall notify the local police department and SPM of the situation and shall coordinate any required actions by AshBritt in response to police department direction. The police, with support of the medical examiner, if necessary, will properly document the situation and collect the remains and other items deemed appropriate. Operations may resume once the police notifies the ZOM that the site has been cleared.

1.8.9 Materials Impacted by Release of Hazardous Substances (RFQ 3.6.8)

AshBritt shall handle hazardous materials in compliance with the New Jersey Spill Compensation and Control Act [NJSA 58:10-23.11 et seq. (as amended)] and associated regulations as well as applicable NJDEP guidance for addressing such materials. AshBritt will segregate materials impacted by a release of hazardous waste or hazardous substances from other disaster-generated waste, stored separately, and ultimately transported to an appropriate permitted facility for treatment or disposition. If we find materials such as lead, PCBs, solvents, pesticides, pool chemicals, industrial grade cleaning solutions, etc., we will stage these

separately and with secondary containment to collect leaks and prevent further mixing with other hazardous waste or incompatible chemicals.

1.8.10 Electronic Waste (RFQ 3.6.9)

Electronic waste (E-waste) includes items such as stereos, televisions, VCRs, DVD players and computers and peripheral accessories, telephones, and other devices. AshBritt will collect E-waste for disposal at a facility licensed to accept E-waste in accordance with State regulations.

1.8.11 Equipment Requirements (RFQ 3.6.11)

AshBritt will provide vessels, and other equipment required for waterway debris removal. Our equipment list can be found in Appendix A. AshBritt has a wide variety of specialty equipment to quickly and effectively remove the wet debris from all depth of water within the impact zones. This equipment is specifically designed to limit the environmental impact of the area. The equipment varies from shallow draft units (6" or less) to for the shallows and marsh areas to spud and jack up barges for deeper channel work. By combining these assets, AshBritt can maximize productivity which in turn reduces the time line to complete the project.

AshBritt will not use side-casting dredge equipment unless approved in advance in writing by the NJDEP. Our dredging practices comply with the NJDEP's *The Management and Regulation of Dredging Activities and Dredged Material in New Jersey's Tidal Waters*. AshBritt shall submit to the State and/or SPM and any debris monitor certifications indicating the type of vessel or vehicle, make and model, license plate number, equipment number, and measured maximum volume (in yd^3) of the load bed of all equipment utilized to transport debris.

AshBritt equipment used to transport debris is capable of rapidly dumping loads. These are equipped with tailgates that effectively contain the debris during transport, permit the trucks to be filled to capacity, and facilitate dumping debris without becoming caught in the bed.

AshBritt will not use frameless dump trailers. If acceptable sideboards or other extensions are used, these will comply with applicable law and are subject to acceptance or rejection by the State. AshBritt will report any adjustments of the sideboards to the State and the debris monitor and truck signage shall report revised cubic yard capacity. When loading trucks, we shall comply with NJDOT rules and regulations including weight limitations and the covering of truckloads.

1.8.12 Hand-Loaded Vehicles (RFQ 3.6.12)

While AshBritt does not accepted hand-loading of trucks and trailers as an approved procedure, hand-loading may be approved and allowed for special logistical purposes. We comply with FEMA guidance regarding hand-loaded trailers. For hand-loaded vehicles, debris monitors at the loading site will mark the load ticket to indicate hand-loaded vehicles. Debris monitors located at temporary or final debris disposal sites will reduce the observed capacity of each hand-loaded truck or trailer load by 50% because of the low compaction achieved by hand loading. The maximum amount recorded for a hand-loaded vehicle will be 50% of its measured capacity.

1.8.13 Securing Debris (RFQ 3.6.13)

AshBritt will properly and adequately securing debris on each piece of equipment utilized to haul debris. Prior to leaving a loading site, AshBritt personnel will ensure that each load is secure and trimmed so that no debris extends horizontally beyond the bed of the equipment in any direction. During loading and secured during transport, all loose debris will be reasonably compacted.

AshBritt will provide tarps and other coverings to prevent reduction by-products and other materials from being blown from the bed during hauls to final disposal facilities.

1.8.14 Equipment Signage (RFQ 3.6.14)

AshBritt uses equipment and truck placards for identification purposes. The AshBritt placard is affixed to the side of all hauling vehicles after safety certification and measurement. Signs are a minimum of 12" x 16", are approved by the CDM, and are prominently display the following information:

- Prime contractor name,
- Subcontractor name,
- Truck number,
- Cubic yard capacity and tare weight, and
- Name of inspector and inspection date.

Sign information is recorded in indelible black or blue ink and all lettering is at least three (3) inches high to ensure readability. Truck placards are routinely examined to ensure no doctoring has taken place. Digital photos of the truck or trailer and driver are taken prominently displaying the sign and capacity. Truck Measurement/Capacity Records, digital photos and other appropriate support documentation are combined in a notebook to create the Master Truck Record. All records are scanned and input into our Debris Information Management System (DIMS) database. A sample truck placard is shown above.

AshBritt Truck Placard: Example

1.8.15 Debris Load Tickets (RFQ 3.6.15)

AshBritt will utilize the debris load ticket – the primary record for the monitoring and measuring of debris removal operations - found in Attachment K of the solicitation. Working with state personnel at loading sites, for example, our drivers will be given load tickets by an appointed loading site monitor. Upon arrival at the dumpsite, the AshBritt vehicle operator will give the appropriate copies to the dumpsite representative. The load ticket allows all recovery participants to accurately maintain documentation of their billable activities during the recovery project.

Debris load tickets shall be employed and completed in such a manner to allow accurate accounting of volumes, weights, origin and destination of debris. Payment for debris hauled will be based on the quantity of debris hauled in truck measured cubic yards and the distance hauled depending on where the debris is taken. Drivers will be given load tickets at the Offloading Site by an appointed Offloading Site monitor. The quantity of debris hauled will be estimated in cubic yards at the Offloading Site by an appointed monitor. The estimated quantity will be recorded on the load ticket. The appointed monitor will retain one copy of the load ticket and the driver will retain two copies of the load ticket. Debris being hauled to a final disposal or recycling facility will be paid based on cubic yards and the distance hauled recorded on an approved load ticket. Payment will be made against AshBritt's invoice once site monitor and

AshBritt load tickets and/or scale tickets match. A minimally required load ticket is found at NJAC 7:26-3.5. AshBritt understands that the appointed monitors are the final authority on determining volume.

1.8.16 Private Property Access (RFQ 3.6.16)

AshBritt shall not seek or accept requests from private property owners to perform debris clearing or removal activities. AshBritt may require access to private property, or permission to cross private property to perform. For such situations, AshBritt shall work with the State to comply with applicable FEMA requirements for Private Property Debris Removal. Under certain circumstances, it may benefit all parties to the contract to obtain access to private property, or permission to cross private property, for the purpose of clearing and removing debris from public property of right-of-way. In cases as determined necessary by state personnel, AshBritt will provide equipment, operators, and laborers for debris removal operations on private property. Debris removal from private property should not be conducted without written direction from state authorities, nor without the approved documentation for Right-of-Entry (ROE). AshBritt understands that, without written direction, it is not authorized to perform work on private property and will not seek or accept requests from private property owners to perform debris clearing or removal activities. Debris removal from private property will not be conducted without written direction from state authorities and the approved documentation for ROE. When applicable, the AshBritt team will assist local representatives in obtaining ROE, hold harmless consents, and insurance verifications from private real property owners prior to private property entry when a ROE debris removal mission is lawfully authorized and implemented.

1.8.17 Misplaced Material (RFQ3.6.17)

In the unlikely event that materials are lost, dumped, thrown overboard, sunk, or misplaced, AshBritt shall recover and remove the same with utmost dispatch. AshBritt shall give immediate notice, with description and location of such obstructions, to the State or SPM. When required, AshBritt shall mark or buoy such obstructions until the same are removed.

1.8.18 Verification of Debris Removal (RFQ 3.6.18)

AshBritt will provide verification of waterway debris removal using the most cost-effective technology. This verification must be provided to the SPM at the conclusion of work in a Zone and should include, but not be limited to, the following information: pre-removal water depth; GIS coordinates of debris fields; type(s) of debris found; volume of debris found; method of removing debris; date of debris removal; disposition of debris; and post-removal water depth. AshBritt shall supplement this information with sonar, LIDAR or other imaging and/or topographic maps of the waterway floor.

1.8.19 Side Scan Sonar (RFQ 3.6.18.1, 3.6.18.1.1)

AshBritt will provide side scan sonar results of 250 kHz or greater resolution, or of resolution adequate to identify a 50-cm diameter target. Our reports must identify significant buildup of debris resulting from Superstorm Sandy in State-owned waters, including location via GPS coordinates, estimated size and type of debris, and water depth. The range may not exceed 100 meters (328 feet).

Our personnel will correct side scan sonar data for slant range and layback. We will locate and report contacts or targets in an electronic format. We will deliver simple reports that include an

image and coordinates of each contact with approximate dimensions. For each square mile, we will produce a mosaic showing general locations of contacts or clear sea floor. The contact location method will be verified on known targets in the area, such as pilings or platforms with known locations. All reports shall be delivered in Portable Document Format (PDF) and on a data device supplied by AshBritt.

We recommend the following procedures, equipment, vessels and personnel to meet the guidelines and regulations set out by this RFQ. Upon Notice to Proceed, we will meet with the State and other stakeholders to discuss priority zones and review the work plan. Those areas of priority concern are those that deal with health and safety issues and high profiles areas. These areas will be prioritized and put at the front of our schedule of the Debris Removal Process.

Investigation teams will be dispatched to different zones to identify and map eligible wet debris. Investigation will include, but limited too: marshes, islands, shorelines and shallow water bodies. With State approval, approved wet debris can start to be removed for the affected area. AshBritt can mobilize a dozen marine-based inspection vessels. Several or all of these vessel can concentrate on the priority zones to collect the information so removal crews can be dispatched.

1.8.19.1 Submerged Wet Debris Identification

Side Scan Sonar Data Collection

We will simultaneously begin the side scan sonar surveys to identify submerged debris that could pose a threat to public safety or qualify for public assistance through FEMA's wet debris removal guidelines. Prior to commencing work in each designated area, we will conduct three surveys.

- First, an **Activity Hazard Analysis (AHA)** to determine and address any safety issues in the work areas.
- Second, an **Environmental Survey and Analysis** to identify those areas that are deemed "Environmental sensitive, such as Marsh or Wetlands, submerged aquatic vegetations (SAV/s), and shellfish reefs and wildlife habitats
- Third, an **Archeological Survey** to insure that any registered archeological sites are avoided during debris removal. We assess whether special precautions should be implemented. Surveys will be condensed into small areas to expedite the process.

Sonar Survey Implementation:

After Sonar data have been collected, post-processing will be required to identify potential debris targets. Each sonar vessel can typically collects 2000 acres/day of information.

Bottom Profiling

AshBritt will utilize high resolution Multi-beam Bathometric Survey equipment to accurately document existing conditions. After completing dredging in a designated area or zone, another survey (post-survey) will be performed to document the as-left conditions. The post-survey will be used to document that all material has been removed to the designated cut (+/-). Pre- and post-surveys will also be used to calculate the cubic yards of material removed.

Survey Equipment

Sonar equipment is from three of the state-of-the-art companies: Marine Sonic, EDGETECH, and KLEIN. For premium resolution, there are multiple available frequency combinations of TOW FISH available: 300/600 kHz, 600/900 kHz, 900/1200 kHz and 900/1800 kHz. Data processors are all High Definition Sonar (HDS) by Sea Scan, SonarWiz, and Chesapeake with capabilities of plotting, charting and overlaying a mosaic to Google Earth. Reports will contain detailed information on targets by zones and can be uploaded daily for easy access to client.

1.8.19.2 Additional Survey Equipment

In the event that conditions deem necessary, we also have readily available the following equipment to perform underwater inspections.

- Underwater Cameras: can be used to view underwater objects.
- Remote-Controlled Vehicles (RCV): RCVs can be fitted with sonar and underwater cameras to visually inspect underwater objects.
- Commercial Divers: Our commercial divers can be equipped with underwater cameras with audio. A video monitor/recorder is located on the surface so real-time viewing of events can be viewed and documented.

We use VideoRay Pro cameras, the features of which include:

- Forward-facing wide-angle color camera.
- 570 lines of resolution and 0.3 lux.
- Additional HD Camera
- Variable control tilt with 180 degree vertical field of view.
- Wide focus range.
- Manipulator arm with grabber
- Lights – Forward - two 20-watt high efficiency halogen lights; Rear – ultra-high intensity LED light array.
- Horizontal Propulsion – Two easy to maintain GTO thrusters with 100 mm propellers producing 15 lbs. of thrust.
- Vertical Propulsion – One thruster.

1.9 Offloading Sites, Aggregation Sites, and TDMAs (RFQ 3.7)

1.9.1 Offloading Site General Requirements (RFQ 3.7.1)

AshBritt shall use only Offloading Sites designated and/or approved by the State. NJDEP permit(s) may be required for Offloading Sites. AshBritt shall comply with the terms and conditions of all permits. Our approach to managing and operating these sites is discussed in the following subsections.

1.9.2 Vehicle and Vessel Removal (RFQ 3.6.9, 3.6.10)

AshBritt removes eligible vehicles and vessels identified and approved by the local authorities. All associated labor, equipment, and resources required are AshBritt's responsibility, to include all permitting and operating instructions required by state, local, or federal government agencies.

Vehicle removal from the public right-of-way includes cars, trucks, motorcycles, and recreational vehicles. AshBritt will provide wrecker services in managing abandoned and disabled motor vehicles; these vehicles will be moved to the nearest pre-approved vehicle aggregation site. If towing companies are hired as subcontractors, AshBritt will make all the financial arrangements. AshBritt will coordinate with state authorities, including the NJDEP, and will adhere to New Jersey protocols on vehicle removal from the public rights-of-way. AshBritt will issue work orders containing all pertinent data supplied by the state to any subcontracted licensed towing companies. Towing companies are responsible for evaluating environmental and safety issues. If the towing company finds any major threats to health, safety, or the environment, the vehicle will not be moved and state authorities will be immediately notified. Once all concerns are addressed, the vehicle will be lifted, properly secured, and transported to the assigned aggregation site using the safest and most direct route. Recovered vehicles will, within 24 hours, arrive at the site and be immediately inspected. The vehicles will be processed and stored in a manner to allow ample access for inspection by the State. This allows for retrieval and reclamation by vehicle owner when applicable and AshBritt when the holding period has expired and the vehicle is being removed for final dismantling, recycling, and/or disposal.

Vessel removal from public rights-of-way is limited to recreational boats. AshBritt has the recovery equipment and towing vehicles to recover vessels from public rights-of-way and waterways as directed by state authorities. Vessels that have been identified and cleared for recovery and towing by the state will be recovered within 72 hours of notification. Recovery begins with identification of the vessel using GPS coordinates. AshBritt will inspect the vessel and record vessel location, description, registration number, and the type and extent of damage. Prior to towing, AshBritt will mitigate any fluid leaks. Outboard motors will be tilted to the utmost position. Batteries will be disconnected and leaks will be mitigated. AshBritt will transport vessels to an aggregation site. Vessels will be processed at aggregation sites.

1.9.3 Vehicle and Vessel Aggregation Sites (RFQ 3.7.2)

AshBritt's Vehicle and Vessel Aggregation Sites will include mobilization, site build-out, site operations and demobilization. If appropriate, AshBritt will use State-identified regional aggregation sites in accordance with procedures and requirements applicable to all vehicle aggregation sites. AshBritt will work with state authorities to secure sites where vehicles and vessels can be stored until demobilization. These sites will be level, clean, dry and have a firm surface and be accessible by recovery and remediation vehicles and equipment. Each site will be evaluated and prepared with regard to issues of ingress and egress, highway access, neighborhood concerns and soil conditions.

During mobilization, AshBritt will procure and transport all necessary supplies, equipment, materials, and personnel to the aggregation sites, and build out the improvements to the site required for storage and remediation operations. If necessary, AshBritt will obtain clearance from underground or overhead utilities and from property owners and State and local entities for the aggregation locations.

AshBritt is responsible for managing abandoned and disabled motor vehicles. These vehicles are to be moved to the nearest pre-approved vehicle aggregation site. AshBritt will coordinate with the state and will adhere to State protocols on vehicle removals from the public Right-of-Way.

AshBritt will have all recovery equipment and towing vehicles needed to recover vessels from the Public Right-of-Way and waterways as directed by the state. Vessels that have been

identified and cleared for recovery and towing from public lands by the state will be recovered within 72 hours of notification. Recovery will begin with identification of the vessel using GPS coordinates. AshBritt will inspect the vessel and make a record of the vessel location, description, registration number, and the type and extent of damage. Prior to towing, AshBritt will mitigate any fluid leaks. Outboard motors will be tilted to the utmost position. Batteries will be disconnected. Vessels will then be transported to the aggregation site safely and securely by AshBritt towing vehicles, trailers, and equipment.

1.9.3.1 Operation of Vehicle and Vessel Aggregation Sites (RFQ 3.7.2.1)

All recovered vehicles and vessels will be managed in compliance with applicable law, procedures and guidance of the New Jersey Motor Vehicles Commission. Vehicle and vessel aggregation sites will be secured with fencing and lighting as needed. AshBritt is prepared to operate the sites to receive vehicles and vessels up to twenty-four hours a day and up to seven days a week as required by the State. AshBritt will store vehicles and vessels in a manner to permit inspection by State authorities as required, or for reclamation by owners and/or their agents. AshBritt is prepared to provide 24-hour security services.

1.9.3.2 Receipt of Vehicles and Vessels (RFQ 3.7.2.2)

To record the receipt of each vehicle and maintain accurate records, each site will be equipped with an inspection tower manned by both an independent monitor and an AshBritt representative. A temporary mechanical lift may be used until a vehicle inspection tower can be constructed as specified by the state. Vehicle observation inspection tower(s) will be placed at the primary ingress road at each aggregation site.

AshBritt will create and maintain a computerized tracking system. As the vehicle or vessels is accepted at the tower, it will be checked into the aggregation site using the vehicle or vessel Year, Make, Model, license plate state and number, Vehicle Identification Number, extent and type of damage, and its location on the lot by row number, column letter and GPS location, and any other information that may be required by the New Jersey Motor Vehicles Commission. AshBritt also will record any identifying information or number(s) contained in markings or stickers affixed to the vehicle by authorities for purposes of the recovery operation.

Upon arrival at an aggregation site, recovered vehicles will be inspected immediately. When the holding period has expired, the vehicle may be removed for final dismantling, recycling and/or disposal. Vessels also will be processed at the aggregation sites.

If a vehicle or vessel has been tagged with a bar code, the tag will be scanned and printed. A computerized tracking ticker will then be prepared. The condition of the vehicle and the processes that it goes through are tracked. This ticket will become part of the pay documents for the recovery, preparation, and disposal.

If necessary or required, AshBritt will mark the vehicle or vessel with an identifying number for ease of future identification. Such numbers and tags then become unique and continuous identifiers to monitor the vehicle through each step. To facilitate identification of owners, AshBritt will work with the NJMVC.

1.9.3.3 Storage of Vehicles and Vessels (RFQ 3.6.9.1, 3.6.10.1, 3.7.2.3)

AshBritt will store vehicles and vessels in a manner that provides for ample access for inspection by State and/or municipal authorities and insurance company representatives and/or to allow for

retrieval and reclamation by vehicle or vessel owner, when applicable. We will inspect recovered vehicles within 24 hours of arrival at the aggregation site. The vehicles will be stored in a manner to allow access for inspection by the State and insurance company representatives and to allow for retrieval and reclamation by the vehicle owner when applicable.

AshBritt shall provide access to owners, lien holders, and their authorized agents or legal representatives, during, at a minimum, the hours of 8:00 a.m. to 5:00 p.m., at least five days a week, excluding holidays, for the purpose of identifying and/or inspecting vehicles in which they have a legal interest. Upon notice to AshBritt, the State, or authorized agents thereof, shall have immediate access to any storage facility or aggregation site at any time.

AshBritt shall be responsible for complying with all provisions of state law pertaining to the disposition of vehicles deemed abandoned on public property (NJSA 39:10A-1, et seq.), as set forth in Attachment G (incorporated herein by reference). No vehicle shall be sold, junked or otherwise disposed of except as provided in this subsection.

In addition to information required by NJSA 39:10A-1 et seq., and NJSA 56:13-7, et seq., and forms in Attachment H, AshBritt shall maintain, and provide to the NJMVC, without limitation:

- the date and time the vehicle was towed;
- the location from which the vehicle was towed;
- documentary proof of the results of the National Crime Information Center check for every vehicle in its possession;
- complete documentation of any sale or disposition of each vehicle, including documentation of all efforts to determine the identity and address of the owner and lien holder (if any), as well as copies of all notices sent to the owner and any lien holder; and
- if the vehicle was claimed by the owner, lien holder, or authorized agent, the date, time, and name of the person the vehicle was released to, as well as a complete listing of all charges and fees assessed.

Abandoned vehicles shall be managed in compliance with state law and NJMVC guidance.

AshBritt shall provide access to owners, lien holders, and their authorized agents or legal representatives, during, at a minimum, the hours of 8:00 a.m. to 5:00 p.m., at least five days a week, excluding holidays, for the purpose of identifying and/or inspecting vessels in which they have a legal interest. Upon notice to AshBritt, the State and any authorized agents thereof, shall have immediate access to any storage facility or aggregation site at any time.

AshBritt shall comply with all provisions of State law pertaining to the disposition of vessels deemed abandoned under the Abandoned or Sunken Vessels Disposition Law (NJSA 12:7C-7, et seq.), as set forth in Attachment I (incorporated herein by reference). No vessel shall be disposed of except as provided in this subsection. In addition to the information required by NJSA 12:7C-7, et seq., and the forms in Attachment J, AshBritt shall maintain and provide to the NJMVC:

- complete documentation of any sale or disposition of each vessel, including documentation of all efforts to determine the identity and address of the owner and lien holder (if any), as well as copies of all notices sent to the owner and any lien holder; and
- if the vessel was claimed by the owner, lien holder, or authorized agent, the date, time, and name of the person the vessel was released to, as well as a complete listing of all charges and fees assessed.

AshBritt recovery equipment and tow vehicles are prepared to mobilize upon the first notification to recover vessels as directed by the State. Recovery of vessels will begin with

AshBritt identifying the vessel using GPS coordinates. AshBritt shall inspect the vessel and make a record of the vessel location, description, registration number, and the type and extent of damage. Prior to offloading, AshBritt shall mitigate any fluid leaks. Outboard motors shall be tilted to the utmost position. Batteries shall be disconnected; leaks shall be mitigated. Vessels will then be transported to the aggregation site safely and securely by AshBritt's towing vehicles, trailers, and equipment. Vessels will be processed at the aggregation sites.

1.9.3.4Demobilization of Vehicle and Vessel Aggregation Sites (RFQ 3.7.2.4)

Upon completion of all clean-up work, AshBritt will remove all equipment, and close out these sites as per the requirements of the State. AshBritt will dispose of all trash and debris in a permitted disposal facility of landfill and repair and remediate any damage to the aggregation site caused by the storage and remediation operations and equipment as directed by the State. Within 15 days of receipt of NTP, AshBritt will submit to NJDEP for approval a plan detailing the procedures it proposes for closing vehicle and vessel aggregation areas.

1.9.4 Operation of Temporary Debris Management Areas (RFQ 3.7.3)

AshBritt shall use only temporary debris management areas (TDMAs) designated and approved by the State. NJDEP permit(s) are required for all TDMAs. DEP Emergency Permits include siting, construction, operation monitoring, closure, and post-closure care requirements. DEP Emergency Permit requirements must be met to ensure proper site operations and compliance may be a condition for reimbursement by FEMA. Where sites are not properly operated, the emergency permit may be revoked. Where closure is not completed properly or environment releases occur, post-closure care may be mandated. AshBritt shall not assume that TDMA and landfills, located outside of the Zone, are available to AshBritt unless so specified in the TO.

AshBritt is responsible for management of all operations of the site to include, traffic control, off-loading operations, segregation of debris, burning, grinding, and safety. AshBritt provides all labor, equipment, and fuel; addresses all traffic control costs; and other associated costs necessary to manage and operate Temporary Debris Management Areas (TDMAs). Only TDMAs designated by the State shall be used by AshBritt. AshBritt will limit its use of TDMAs and landfills to those specified in TOs. TDMA operation includes the acceptance, management, segregation, staging, and reduction of disaster related debris. Reduction methods, site layout and ingress and egress plans will be approved by the state prior to commencement of reduction activities. All debris collected by AshBritt will be collected and disposed of in accordance with all applicable state, federal and local laws, codes, standards, and regulations.

1.19.1 General Requirements

To utilize or establish TDMA(s) rather than direct-hauling to a disposal or recycling facility, AshBritt will provide NJDEP with evidence and analysis establishing the need for staging and processing of material at a TDMA rather than direct-hauling from the curbside to a final disposal or recycling facility. This analysis will include information outlined in the RFQ. State authorities have right to direct our personnel to direct-haul instead of utilizing TDMAs.

AshBritt will appoint a TDMA foreman who will direct all off-loading operations. The foreman will coordinate removal of debris, and reduction byproducts to State-approved landfills for subsequent disposal, or to recycling processors selected by AshBritt and approved by the State agency/local governmental entity.

Relying on its labor teams and equipment resources, AshBritt will supervise and direct all work. We have in place a robust safety plan. AshBritt personnel perform safety assessments to ensure operations are conducted with minimal safety risks. AshBritt's policy is to provide and maintain wok environments and procedures which will: 1) safeguard public and state personnel, property, materials, supplies, and equipment exposed to our operations and activities; 2) avoid interruptions of operations and delays in project completion dates; and 3) control costs. Our key responsibilities include providing all personnel a general safety and health indoctrination and a safety and health orientation/screening prior to commencing work. We also provide continuing instruction/monitoring of all personnel in accordance with appropriate safety procedures and guidelines. Through careful planning, hazard recognition and control, safety indoctrination and training, and rigorous attention to safety procedures, AshBritt's ensures the health and safety or personnel at our work sites and the public adjacent to our work sites.

At TDMAs, traffic circulation will be well defined to ensure efficient flow and safety. Although traffic signs and barricades aid in directing traffic, flaggers and spotters more effectively assist in directing traffic and preventing accidents. Our traffic patterns allow trucks to enter and exit through different access points, as long as each is monitored to evaluate loads and check for complete dumping. Empty trucks entering the site to remove the reduced debris enter and exit through an access point other than that of all other traffic. This will reduce TDMA management and debris monitor confusion regarding debris being deposited or leaving the TDMA.

AshBritt will establish and submit a Site Management Plan (SMP) and operating procedures for each TDMA. The SMP will address:

- Site access;
- Site preparation – clearing, stripping, hauling, fill placement, constructing/deconstructing processing pads, lime rock or crushed concrete access roads, sod replacement, and any other similar activity necessary to make the site usable for its intended purposes;
- Traffic control procedures;
- Safety;
- Segregation of debris;
- Location of hazardous material containment area, AshBritt work area, and inspection tower;
- Location of grinding operations (if required);
- Location of existing structures or sensitive areas requiring protection; and
- Site close-out (i.e., activities to return the site to its original condition).

The approved SMP will be available at the TDMA for review by all inspection personnel.

At each TDMA, AshBritt will build an inspection tower. [Note: Until a tower is built, we may use a temporary mechanical lift.] Our tower design and construction are compliant with all applicable laws and regulations. Towers will be supplied with adequate lighting and 120v power. If a generator is used, AshBritt will provide a 250 Watt (minimum) uninterruptible power supply. The generator will be positioned a minimum of 50 feet from the inspection tower to reduce noise and exhaust emissions for tower occupants.

Tower(s) will be placed at the primary ingress/egress road at each site. The tower will allow site monitors to visually estimate the load for each truck or trailer hauling debris into the site and to ensure that each truck or trailer is completely empty when leaving. This may require and additional tower if the egress route is not the same as the ingress. AshBritt will provide at least one portable toilet at each dumpsite. The toilet will be provided before the start of any dumping operations and kept in a sanitary condition throughout the duration of dumping operations.

AshBritt will manage TDMA operations and perform debris reduction by grinding of vegetative debris and compaction of nonvegetative debris (other than white goods, HHW, and e-waste) as directed by the state's Debris Manager, and/or recycling of marketable material by the AshBritt as approved by state personnel. Volume reduction of vegetative debris by air curtain incineration will only be performed upon the express request of state authorities and with authorization by NJDEP and other applicable state, county and municipal governmental entities.

At each TDMA, AshBritt will build a HHW containment area. AshBritt crews have been trained to identify HHW during TDMA activities. All HHW will be segregated at the TDMA. The containment area will be lined with hay bales that are staked in place. We will line the area with a heavy gauge plastic to provide a non-permeable barrier. We will add a six-inch layer of sand as an absorbent and to protect plastic from puncture or tear. We will provide additional plastic sufficient to cover the ground area to prevent storm water from entering the containment area. Equipped with a non-permeable cover at all times, AshBritt will ensure that run-off is managed in compliance with applicable laws and regulations. We will grade sites to redirect site run-off from the containment area.

AshBritt will provide utilities to the TDMA. These utilities include, at a minimum: water, lighting, and portable toilets. AshBritt also provides fire protection at the TDMA, including a water truck, fire breaks, and a foreman who will control all fire prevention issues at the site.

Within 10 days of completion of all debris management work, AshBritt will remove all equipment and temporary structures and dispose of all residual debris from the TDMA at an approved final disposition site. AshBritt will reclaim and remediate the TDMA to its original state. Within 15 days of receipt of a TO, AshBritt shall submit to NJDEP for approval a plan detailing our proposed procedures for closing TDMAs, Vehicle Aggregation Areas and Vessel Aggregation Areas.

1.9.5 Recycling Programs (RFQ 3.7.4)

AshBritt is committed to recycling materials in C&D debris through material salvage, and recycling of clean, woody debris by mulching, composting or other recycling or beneficial use consistent with applicable law. Vehicles, for example, may be removed from aggregation sites for recycling upon expiration of the pre-defined holding period. Our TDMAs are set up, managed and operated for the acceptance, sorting, reduction, and incineration, in preparation for recycling or ultimate disposal of storm-related debris. We will maximize recycling and beneficial use of debris. We will, for example, use recycled wood chips from vegetative debris for agricultural purposes. Household appliances may be recycled as part of a metal recycling program and may be recycled for parts by used appliance dealers. AshBritt understands that recycling debris offers benefits. Green materials can be recycled into compost or mulch; concrete and asphalt can be crushed and used for road building; metal can be recycled by scrap metal dealers; and brick can be sold intact for reuse or ground for landscaping application.

1.9.6 Disposal Pricing (RFQ 3.7.5)

AshBritt acknowledges the disposal pricing considerations outlined in Section 3.7.5 of the RFQ.

2. Management Overview (RFQ 4.2)

AshBritt has a proven record of providing disaster debris removal and management services. We understand that all communities have unique circumstances that affect their responses to disaster

events. These circumstances may include local business/industry base, land use, size of the region, topography, economics, and more. Our tested management approach responds to the extraordinary demands placed on private and public resources for debris management following a disaster. Our management approach defines internal roles, responsibilities, and procedures and provides guidance for developing and implementing all elements involved in managing debris removal operations. Our management approach:

- Relies on concepts and principles that promote effective recovery assistance;
- Identifies scalable, flexible and adaptable coordinating structures to align key roles and responsibilities; and
- Links AshBritt to local, state, Tribal and Federal governments, the private sector and nongovernmental and community organizations that play vital roles in recovery.

Our strategy captures resources, capabilities and best practices for recovering from a disaster, recognizing the challenges that confront all recovery efforts. A key element of our project strategy is the clear definition of the following staff roles and responsibilities: staffing assignments and duties; administration; operations; and engineering.

"Thank you for your excellent service and guidance in the removal of debris from our streets and right of way in Beach Haven. On a personal note, Jason, we feel fortunate to have had you as our leader during these tumultuous times. You provided insight, expertise and provided a high level of confidence and organization to a municipality that has never faced anything like this storm before. Our Council, residents, taxpayers and municipal employees thank you and AshBritt for a job well done."

Chuck Maschel, Mayor

Beach Haven, NJ

For this contract, AshBritt is prepared to serve as a general contractor for the purpose of debris removal and management operations. We will use our resources to meet all contract obligations.

AshBritt works with clients to establish priorities for debris clearance and removal during response and recovery operations. We identify which collection method best suits the jurisdiction. We identify collection centers, including those to be used for hazardous waste and HHW. We work with the client to determine how collection centers will be monitored. When using curbside collection, we identify the labor and equipment needed to collect the debris. We establish a process for handling HHW and white goods. We can participate in the review and selection of potential TDMAs consistent with guidance found in the FEMA 325 Debris Management Guide and other documents. Our process ensures fast-track mobilization, response and production ramp-up in the event of a disaster, and it can aid in a more expeditious, efficient and cost-effective recovery. We evaluate logistical, environmental and geographical considerations when mobilizing for disaster response.

Our Operations team supervises resources and overall implementation, positioning equipment and resources for response and recovery debris removal operations. We develop staff schedules and strategies; provide communication, facilities, services, equipment, and materials to support response and recovery activities; distribute resources; and, report progress to the client.

Our engineers support debris management in a technical role. They strategize and map debris haul routes; determine reduction and recycling methods; identify and coordinate environmental issues; develop a debris collection strategy; and, submit changes to scopes of work, conditions, and specifications.

3. Contract Management (RFQ 4.3)

AshBritt has experience managing both program- and TO-type contracts. We have in place specific plans to manage, control and supervise the contract to ensure satisfactory contract completion according to the required schedule. Our contract management approach ensures synchronized performance of TOs across a range of activities performed at separate and diverse sites. Through program governance, we create both the structure and practices to guide the program and provide senior-level leadership, oversight, and control. All decision-making roles and responsibilities involved in executing the program are defined.

3.1 Program Management

Program management involves the dynamic allocation, utilization, and direction of resources. Within the program, we assign these responsibilities to people at three levels in the management hierarchy: the higher the level, the more overarching the responsibilities. Our Program Managers (PM) have the following major responsibilities:

- Being accountable for schedule, budget, and quality of all program elements;
- Leading high-level sessions for program plan and schedule development;
- Reviewing and approving plans for conformance to program strategy, plan, and schedule;
- Acting as the communications conduit to senior management and conducting periodic briefings/status updates; and
- Escalating decisions to executive sponsors as necessary.

AshBritt will provide the methods, plans, and approaches required to ensure that our team is successful through each step of our program management processes of Initiation, Planning, Control, Execution, and Closeout. Our PM is responsible for ensuring our approach is followed during the execution of the program and throughout the duration of the contract. Our PM will apply a variety of corporate processes, management techniques, and tools to plan, track, execute, and monitor all aspects of the contract, from management to financial to technical to ensure superior execution of each TO.

Understanding the scope of the contract, requirements, budget, and schedules are essential to successfully execute government contracts. This common understanding occurs with the formal contractual agreements through our Contract Management personnel and processes. All formal contractual changes, either with budget, requirements, or schedule are accomplished through the Contract Management functions. Our dedicated Finance, Accounting and Contracts personnel provide oversight to all of our prime and subcontracts. Our Team works together to ensure that all contract issues are addressed proactively, and in a timely manner.

3.2 Task Order Management

Our TO management includes organizational resources and management controls used to meet the cost, performance, and schedule requirements throughout TO execution. AshBritt's approach facilitates TO management, including:

- Process transparency;
- A secure, auditable trail from opportunity identification to TO award to TO completion;
- Task scheduling;
- Staff assignments;
- Task management;

- Task Execution Plan formulation;
- Compliance with contract processes and procedures; and
- Open communication that facilitates collaboration and rapid response.

We organize TO management assignments using all the capabilities and assets of our top-quality team members. We have in place a well-defined TO management process that provides responsive, high-quality services within agreed-to timelines and budget while meeting or exceeding all requirements. We will apply this process in response to technical directives and change orders, which will further enhance our ability to mobilize upon award. Using this process, task responsiveness before, during, and after award is managed and completed to the highest standards. We use our team of professionals to consistently provide the experience and knowledge-based management essential to complete assigned TOs.

"The Township would be remiss if we did not take the time to advise you how grateful and appreciative we are of the amazing operation Buddy ran here in Holmdel. From the moment Buddy set foot in our municipal building we had the overwhelming sense that we were in good hands and he never disappointed us. For us, this project was overwhelming yet the competency, structure and organizational skills displayed by him were truly amazing to watch."

Patrick Impreveduto, Mayor (on behalf of Holmdel Township Committee)

Holmdel Township, Monmouth County, NJ

AshBritt will provide all the coordination, direction, quality control, oversight, and reporting necessary to accomplish TOs awarded to us and to achieve all TO objectives on time and within budget. Our management team is dedicated to providing clients with the best solutions to tasks within the shortest possible time, well within required quality standards, and in full and obvious support of strategic goals. We demand absolute adherence to best standards from the very beginning with requests for proposals, TO reviews, responses to change orders, and implementing and executing the task on award. A primary tool for AshBritt is our ability to task-organize to support state-specified requirements. For specific technical tasking, the PM will select an AshBritt member to take the lead for providing the required support. Using the talents and capabilities of each individual to reach the best result for required support is one way we optimize positive results. TO teams are individually task-organized and are assigned an individual as a lead. All TO teams, regardless of how management tasks are distributed, report to the PM, who maintains responsibility for providing the required support to the state.

Task-organizing is a key because it gathers at the table many new approaches to providing support. With our team, the only standard will be our delivery of the best possible results. Our management philosophy starts and ends with focusing all our efforts on accomplishing all tasks. We focus on supporting the state with on-target, task-directed, cost-effective and on-time delivery of all required products and services is our only job. We are in business to provide clients with the clearest and best solutions to all support requirements. To best serve the state, our team includes individuals with many flexible, fast, first-rate capabilities that mesh quickly, effectively, and seamlessly to support mission. Our carefully selected mix of professionals results in a team framework with a single focus: Accomplishing tasks assigned to us by the State of New Jersey defines our approaches to managing and administering our programs and TOs.

AshBritt understands the values of In Progress Reviews (IPRs) as a means of assessing progress throughout the TO's period of performance. IPRs are designed to show the work accomplished and underway across functional and technical areas emphasizing the interrelationships between TOs to ensure the work is performed in accordance with approved standards, architectures and

guidelines and is compliant with defining and analyzing requirements for attaining TO objectives and to identify issues encountered during TO execution.

AshBritt will prepare and deliver progress reports to the State Contract Manager (SCM). These reports will summarize progress against milestones, percentage of cost of contract performance incurred for labor and other information. The PM provides front-line, day-to-day monitoring of the TO during execution. The PM will maintain an official file documenting all communications between AshBritt and the State of New Jersey. This file also will contain the TO, modifications, invoices, performance evaluations and deliverables. Consideration will be given to restrictions regarding proprietary data, as well as classified and business-sensitive information.

Constant communications between our customers and the AshBritt team is critical to a successful program. We utilize a system of communication that will facilitate near instantaneous exchange of information between the state and the AshBritt team. Additionally, our PM maintains frequent contact with the SCM on all TOs to assure that communication channels are open for all aspects of the TO. Further, our PM maintains regular contact with state personnel and TO Leads, who provide feedback on infrastructure, support, and resource impacts as required.

All formal communications between AshBritt and the state should be in writing, but may be provided orally in meetings, briefings, phone, or video conferencing. A written record of direction will be created for such oral directions. All formal written correspondence to AshBritt should include the contract number within the subject line. The SCM should be in concurrence for all correspondence to AshBritt (e.g., technical direction) and receive a copy when issued. Only the SCM has the authority to interpret the contract terms and conditions or make changes to the contract. To ensure correspondence control, formal correspondence will be addressed to the SCM will cite the contract number and applicable contract provision in the letter's subject line. Formal communication from AshBritt should follow a contract correspondence tracking system with commitments appropriately assigned and tracked for timely completion.

Informal communications can occur between an AshBritt employee and any state employee. This type of communication is non-binding for both the State and AshBritt and does not constitute contract direction (i.e., formal communication). Informal communication can take the form of electronic mail, retrievable databases, telephone, facsimile, presentations, meetings, and other means. When AshBritt is engaging in informal communications, we will be careful to identify those communications as non-binding. AshBritt should inform the SCM as to whether or not communications or portions thereof are formal or informal. More specific expectations for AshBritt interfaces with the state will be defined upon contract award.

4. Contract Schedule (RFQ 4.4)

The following are key dates associated with this contract.

- Within 24 hours of contract award by the State and prior to mobilization, AshBritt will participate in a Contractor Kick-Off Meeting with the NJDEP and other State agencies as necessary or prudent. At this meeting, AshBritt will furnish certain items to the State, including performance and payment bonds.
- Upon TO award, AshBritt will mobilize immediately. Unless otherwise negotiated, our mobilization schedule is as follows.
    - 24 hours = 25%
    - 60 hours = 75%
    - 96 hours = 100%

- AshBritt currently holds a temporary A-901 license that expires no later than April 30, 2013. We will apply for a new A-901 license within 48 hours of contract award.
- Within 48 hours, AshBritt shall issue work orders to subcontracted licensed towing entities. These work orders shall contain all pertinent data supplied by the State,
- Within 15 days of receipt of Notice to Proceed, Contractor shall submit to NJDEP for approval a plan detailing the procedures it proposes for closing temporary debris management areas, Vehicle Aggregation Areas and Vessel Aggregation Areas.
- Within 30 calendar days after receipt of award notice, AshBritt will execute required contractual documents and bonds.
- Debris removal and dredging projects will be 75% completed no later than June 1, 2013.
- Within 5 days of completion of all waterway debris removal work performed in a Zone, AshBritt shall remove all equipment and temporary structures and shall dispose of all residual debris from the Offloading Site at an approved final disposition site.
- Within 10 days of completion of all debris management work for the State, AshBritt shall remove all equipment and temporary structures and shall dispose of all residual debris from the TDMA at an approved final disposition site.

Successful management —i.e., the process of managing multiple interdependent activities— leads towards solid performance. Our approach emphasizes coordinating and ranking of resources across projects, managing links between the projects and the overall costs and risks. At the corporate level, our senior level management provides a layer above the management of projects, defining them in terms of their objectives and providing an environment where projects can be managed successfully. Our senior-level executives do not micromanage, but leave project management to the project managers. Our approach involves the following:

- Plan and schedule projects quickly and easily;
- Identify all critical paths within a project by using float path analysis;
- Integrate schedules to create a master schedule; create graphics, including Gantt charts, Activity Network Diagrams, Time-scaled Logic Diagrams and Histograms;
- Plan for upcoming day, week or month to ensure everyone knows their responsibilities;
- Analyze changes between versions of schedules to understand the progress that has taken place in the update period;
- Coordinate labor, material, equipment and subcontractors to ensure on-schedule, on-budget performance;
- Break activities down into smaller weighted steps and track the completion of the steps to determine the activity percent complete; and
- Document risks and calculate risk exposure values and impacts on the project's schedule, costs, and durations.

We provide performance reporting across multiple projects, providing our managers real-time visibility into the performance of project work. We also can review, analyze and manage issues and risks across the portfolio of projects to ensure there are no surprises near the completion deadline. Managers can quickly determine which projects need help to get back on track.

5. Potential Problems (RFQ 4.5)

Waterway cleanup activities can be hazardous. Our workers are aware of the potential dangers involved and are trained in proper safety precautions. Below is a summary of potential problems related to completion of work by summer of 2013 and solutions.

Exhibit 2 – Potential Problems and Solutions

Potential Problem	Potential Solutions
General	Training workers and supervisors in safe work practices and to recognize and control the safety and health hazards associated with their work tasks and overall removal operations enables them to prevent serious accidents by using specific procedures and equipment in a safe manner to avoid or to control dangerous exposures to these hazards. AshBritt will establish and maintain written certification of the training received by each individual assures that training has been conducted and at the required frequencies.
Exposure to hazardous materials	• Qualified personnel should evaluate the extent of and the hazards/exposures associated with hazardous chemicals. Training should take into account these hazards. • Protective equipment (respirators, chemical protective gloves or suits, etc.) is provided as needed. Equipment selection should be made by a qualified safety professional. • Provide OSHA HAZWOPER 40-hour or similar hazardous materials training. • Train workers in the proper use of personal protective equipment. • Cleanup debris may have to be treated as hazardous waste and disposed of according to applicable regulations.
Debris loading safety	• Safety considerations to watch for include: • Check for deck obstructions – cables, hoses, lines, etc. • Ensure all personnel are cleared of critical lift locations. • Maintain the operating and safety clearances for all equipment on site. • Are transport containers being loaded safely without protruding debris that may be a hazard before being allowed to leave the loading zone?
Debris jams	When downed trees form a debris jam that spans a channel that is confined between the valley walls and/or a roadway embankment, there is potential danger. If there is no way for water to flow around the debris jam, water upstream of the jam may build to a significant depth and cause the debris mass to remobilized. Debris jams in this situation should be removed if its sudden release during the next flood would cause a surge of water and/or sediment that would risk critical infrastructure and public safety. Channel-spanning jams where the stream channel is not confined between the valley walls or roadway embankment also may cause the buildup of sediment and additional debris, as well as the relocation of the stream channel. In these cases, floodwaters may jump from the existing channel and form a new stream path elsewhere in the valley and place developed properties at risk. Debris in these situations should be removed.
Manual material handling	Use proper lifting techniques and limit lifts to about 35–50 pounds. Use buddy lifts with two or more people for larger or awkward lifts. Walking and working surfaces may be wet or covered with sludge or other debris. Care should be taken to avoid slips and falls. Use proper, non-skid footwear.
Heat/Physical Stress	• Cleanup may be a heat stress risk for workers, particularly if using protective clothing.

Exhibit 2 – Potential Problems and Solutions

Potential Problem	Potential Solutions
	• Workers should be encouraged to drink cool, clean water several times per hour to maintain electrolyte balance. • Worker should have a reasonable work/rest regimen of at least 15 minutes of rest per hour of work, more often in extreme hot temperatures because concentration and judgment can be adversely affected. • Personnel wearing hazmat type A gear may be limited to only 20 minutes per hour in extreme temperatures.
Cold Stress	• Wear appropriate clothing. • Wear several layers of loose clothing for insulation. • Protect the ears, face, hands and feet in extremely cold or wet weather. • Boots should be waterproof and insulated. • Wear a hat to reduce the loss of body heat from your head. • Move into warm locations during breaks; limit the amount of time outside. • Carry gloves, hats, jacket, blankets, a change of clothes and a thermos of hot liquid. • Include chemical hot packs in your first aid kit. • Avoid touching cold metal surfaces with bare skin.
Navigation and safety within a aquatic environment:	• Coordinate with applicable entities to create a safe and secure work zone. • Create no-wake zones as needed. Local marine police may play a role. • Assure all floating plant is safe and securely moored at the end of the day. • Be mindful of private property. • Keep an eye on the weather and water conditions. • Read and heed applicable guidance and regulations related to marine safety.
Safety Hazards	• Debris removal can require heavy and dangerous equipment. Workers must be trained in how to operate the equipment safely. If the machinery is not operated safely it can result in the amputation, other injury or, fatality of the worker. • The work can be physically difficult and performed under difficult conditions. Often, this work does not stop for inclement weather. Fatigue may lead to accidents, injuries and death. At times, workers may have to enter the water to help remove large pieces of debris or fix equipment, which can lead to additional injuries. • Pollutants and dangerous substances may be disturbed from the sediment when dredging work is done and this can result in both environmental problems and dangerous health conditions for workers.
Estimating Quantities and Documentation	Estimating waterway debris quantity is usually more challenging that traditional debris estimating. Aerial recon and satellite imagery may provide general information regarding debris distribution, but exact volume estimation is not likely. We coordinate debris estimates with the State, FEMA and other agencies. As with any clean-up operation, we keep good documentation. Many times, at the end of an event, documentation may be needed for final tally of debris removed.

Exhibit 2 – Potential Problems and Solutions

Potential Problem	Potential Solutions
Standing and Moving Water	• Care should be exercised when entering moving or standing water. • Waters may contain human or animal waste products as well as industrial or agricultural chemicals and petroleum products. Care should be taken to protect against skin, face and eye exposure. • While working near water and in marshes, be aware of local conditions and hazards, such as insects, snakes, alligators, jellyfish, stingrays and sharks.
Confined Spaces	All potential confined spaces should be inspected by a qualified person. Necessary precautions are taken prior to entry into the space.
Tool Safety	• Tools are examined to be sure they are in good working order. Damaged tools are removed from service. • The electrical supply for power tools should be equipped with GFI protection. • Appropriate guards and safety devices should be in place on all chain and circular saws, drills, grinders and other equipment. • If gasoline or diesel generators or compressors are used, they should be placed in a manner to allow adequate venting of exhaust gases out of the work area to minimize creating a carbon monoxide exposure.
Disease Prevention/First Aid	• Assure that all workers have proper immunizations. • Provide first aid kits and properly trained personnel. All injuries should be treated reviewed by a trained first aid professional. • Protect broken skin, such as cuts or scrapes to prevent disease transmission. • Ensure a supply of clean water or disinfecting solutions to allow workers to practice good personal hygiene. • Insects can be a vector for disease, so all workers should have insect repellent. • Post-flooding conditions create a risk of bites from animals trapped in structures during flooding. Flood-displaced rats may bring disease exposure. Use of rat bait stations. • Humid, moist areas are prime breeding ground for mold and fungus growth. The sooner debris can be removed and the space dries, the less chance of excessive mold growth. Workers should be cautioned to exercise care when working with wet debris. All debris should be disposed in an approved manner.

6. Organizational Support and Experience (RFQ 4.6)

Through pre-event emergency stand-by contracts, AshBritt has responded to multiple clients in 2011 and 2012 in the wake of northeast severe snow storms, Hurricane Irene and the spring tornado destruction. In 2010, we responded to the Gulf Oil Spill and to the Mid-Atlantic snow blizzards as well as the devastating earthquake that struck Haiti. Additionally in 2008, following Hurricanes Dolly and Ike, as well as Tropical Storm Fay, we responded to multiple clients. In addition to debris management and removal services, AshBritt provided an array of critical emergency response, restoration and remediation services. The following are summaries of several projects that reflect our organizational experience.

Project Summaries 2012

- Severe Snowstorm – Springfield College, Springfield, MA; Springfield, MA parks; April 2011; 26,000 cubic yards
- Severe Rain/Windstorm – Fairfax County, VA; City of Fairfax, VA; City of Rockville, MD; July 2011; 15,000 cubic yards
- Tropical Strom Debby – City of Live Oak, FL; August 2011; 6,000 cubic yards
- Hurricane Isaac – Collier County, FL; Provided Emergency Power Generation

Project Summaries 2011

- Severe Snowstorm – MA/CT (3,700,000 cubic yards)
- Hurricane Irene – MA, CT, VA (70,000 cubic yards)
- MA Tornados – June 2011 (385,000 cubic yards)
- NC Tornados – April 2011 (142,000 cubic yards)
- GA Tornados/Wind Storms – April 2011 (23,000 cubic yards)
- VA Tornados/Wind Storms – May 2011 (80,000 cubic yards)

Project Summaries 2010

- Gulf Oil Spill Response – Deployed 2,000,000 linear feet of protective oil boom
- Mid-Atlantic Snowstorm (Maryland/Virginia Clients) – Over 30,000 Equipment/Man Hours

Our internal systems deliver necessary support to our project teams. We have experience with on-the-ground tactics that help projects and take advantage of our extensive experience. Our internal processes coordinate all administrative details, allowing our professionals to focus on their work. Section 8 of this response provides a detailed listing of many of our experience references. Each listing there includes all required information.

6.1 Support of Local New Jersey Firms

AshBritt is currently working with 51 approved New Jersey-based firms in response to the effects of Superstorm Sandy. The list of firms is provided below.

Exhibit 3 – New Jersey-Based Contractors Partnered with AshBritt

A-Lot-Cleaner	Eagle Paving	K Gadek Development
ACC Construction	Erbe Carting	Rich-Mark Contracting Inc.
Ace Materials	Erin Asphalt	River Front Recycle & Aggregate
Bil-Jim Construction	Ferreira Construction	Sakoutis
Brick Recycling	First Choice Construction	Sam S. Russo
Britton Industries	Garden State Paving & Trucking	Sanitary Construction
Burke Construction	Glenside Equipment Co.	Seminole Construction
Cardinal	Higgins Trucking	SL McIntyre
Carnevale	JH Reid General Contracting	Slammin Canz
Caruso	Joseph Sanzari	Southside Services
Central Jersey Waste & Recycling	JR Custom Landscaping	Stavola Companies
Champion Contracting	M Pereira Contracting	T Fiore Demo & Recycle
Ciffeli	Massimino & Sons	Target Paving & Masonry

Exhibit 3 – New Jersey-Based Contractors Partnered with AshBritt

Coastal Disposal	MC Messina Contracting	The Earl Companies
Control Industries	Midatlantic Construction	Timster Hauling
Current Construction	Nicholas Pools	Total Building Services
D'Annunzio Group, Inc.	Olexion Rubbish Hauling	Vaccaro
DBS Home Improvements		

6.2 Conti Corporation

We have partnered with Conti Corporation (Conti), one of the largest general contractors in New Jersey for the duration of our work on the Superstorm Sandy cleanup. We are continuing this working relationship for this contract. Samples of Conti's marine cleanup capabilities and experience with FEMA programs are provided below.

6.2.1 Marine Dredging and Environmental Cleanup Projects

Hurricane Ike Debris Cleanup. Conti restored the dredged material PAs into working order. The remote, hurricane-devastated areas required equipment to be mobilized by barge and crews to live in RVs near the site. Working with challenging logistics, Conti repaired, raised, and constructed sections of levees on three placement areas and rebuilt four drop outlet structures to allow water emanating from hydraulic dredging to drain back into the waterway without significant spoilage loss.

The project resulted in the full restoration of individual dredged placement areas along the Gulf Coast International Waterway. Conti safely collected and disposed of over 15,000 pounds of household hazardous wastes, 4,500 pounds of electronic waste and 108,000 cubic yards of construction and demolition debris, including entire homes that had settled in the water during the storm event. Debris was separated in a staging area in order to remove white goods from hazardous waste. Once material was separated, it was loaded on to a barge and sent to the appropriate disposal facility.

Delaware and Raritan Canal Waterway Restoration. This project consisted of two separate contracts involving the dredging and restoration of more than 12 miles of the historic Delaware and Raritan (D&R) Canal, which was originally constructed in 1850. The canal was once a vital transportation route through central New Jersey linking the Delaware River, the Raritan River, and the port of New York. However, following decades of neglect, a majority of the waterway had become silt-laden with sediments contaminated with semi-volatile organic compounds and heavy metals. Since the canal is now used as an important part of New Jersey's water supply system, the State of New Jersey hired Conti to dredge the canal to restore its hydraulic capacity. This project included:

- Dredging of approximately 500,000 cy of sediment
- Mechanical dredging of a 12-mile area
- Utilization of a portable hydraulic dredge to excavate a one-mile section of the waterway.

Passaic River Long Branch MGP Site Remediation. Conti was contracted by PSEG Services Corporation for the complex remediation of this former Manufactured Gas Processing (MGP) facility in a congested urban area in Newark, NJ. The project site was located immediately adjacent to the Passaic River, which runs through Newark. Therefore, to accommodate the deep excavation that was required, Conti performed the design and construction of a water-tight

Sheet-pile Cofferdam. Conti was responsible for providing an extensive dewatering system consisting of an array of Shallow Wells, Deep Wells that extended up to 100 feet deep to provide deep pressure relief, as well as Piezometers for monitoring the performance of the dewatering system.

Kin-Buc Dredging. As one New Jersey's largest Superfund sites, this landfill received more than 90M gallons of drummed and bulk hazardous waste. Remediation required the dredging of 10,000 CY of PCB Sediments in wetlands and stabilization prior to disposal in the landfill before the capping actions was completed. Conti dredged and solidified the contaminated material from Edmund's Creek and restored the tidal estuary surrounding the project site

6.2.2 FEMA Experience

Florida Hurricane Carmell Ridge Temporary Housing Site. FEMA directed the USACE to develop and install recovery centers in response to the impact of devastating hurricanes in Florida. Conti, under the USACE Omaha Rapid Response contract, was tasked with design and construction of Carmell Ridge, a temporary trailer site to be used for emergency housing of hurricane-displaced residents. We were the general contractor for this time-sensitive housing construction mission, mobilizing within 24 hours of receiving the TO and performing on a 12-hour/day, 7-day/week schedule to rapidly, with up to 60 people on site, to achieve timely substantial completion.

Hurricane Katrina and Rita Hazardous Waste Recovery Program. Hurricanes Katrina and Rita left Louisiana with 22 million tons of debris strewn across 90,000 miles of land, flooding homes and destroying infrastructure. Conti provided time-sensitive hazardous waste management including household hazardous waste consolidation, packaging, and disposal at the incinerator site in New Orleans. Under FEMA guidelines, we developed processes to collect and recycle e-waste, car batteries, white goods, medical waste, and ammunitions. Through management of multiple collection crews, Conti handled, segregated, bulked, packaged, and shipped over 6,500 commercial hazardous waste and household hazardous waste containers during the course of the project. Conti implemented IT technology and supporting methodologies to establish a material tracking and scheduling system to manage the extensive 24/7 logistical requirements.

Section 8 of this response provides a detailed listing of many of our experience references. Each listing there includes contacts names and telephone numbers, work provided, period of performance, and more.

Following is our organizational chart, which shows names illustrating management, supervisory and other key personnel to be assigned to the contract. This chart includes the labor category and title of each individual.

7. Resumes (RFQ 4.7)

Combined, our principals and senior project managers have well over 125 years of exposure and experience with disaster response and recovery disciplines. Our team consists of professionals from diverse backgrounds who understand all facets of disaster management and emergency services. All team members, as a value add, are empowered to make decisions quickly and definitively to push forward single tasks to overall recoveries.

Our operational and field personnel are conversant with the federal emergency management standard Incident Command System (ICS), a key component of the National Incident Management System (NIMS). AshBritt has assimilated the foundations of the ICS into our

organizational structure and planning standards for response, logistics, and recovery. We are also familiar with the base tenets of NIMS and the National Response Plan (NPR) through completion of FEMA Emergency Management Institute training IS-00700, NIMS, An Introduction, and IS-00800.A, NPR, An Introduction. Moreover, our team is certified through the USACE program Construction Quality Management for Contractors, the standard for safety and quality control adhered to by the USACE during disaster recovery missions.

Key personnel have been trained in other USACE and OSHA-compliant training programs. Many of our senior managers are also certified in the Department of Defense (DoD) Level 1 Awareness Anti-Terrorism training. AshBritt dedicated staff are outlined below. Resumes can be found in Appendix B. ZOM resumes are also in Appendix B.

Exhibit 4 – Key Personnel and Dedicated Project Staff

Name	Job Title	AB Years	Functional Role	Contact Information
Randal R. Perkins	Chief Executive Officer	20+	Operations Manager	954-553-5157 c, rperkins@ashbritt.com
Training/Education: ICS-100, 700; CQCM; SAME; Business course work: UCF, Monroe County, UM, Monroe County. Relevant Exp: 26 yrs site management, debris reduction, 19 years disaster response-debris management, collection and disposal.				
John W. Noble	Chief Operating Officer	18+	Operations Manager/SPM	954-683-0247 c, jnoble@ashbritt.com
Training/Education: ICS-100, 700; CQCM; 40/8hr Hazwoper; 8hr First Responder; ATL1; USACE Safety Training; SAME; MA, BS-Engineering (Solid/Haz Waste Mgt), USMA, West Point, UF, Gainesville. Relevant Exp: 17 years disaster response-debris management, collection and disposal.				
Terry M. Jackson	Chief Marketing Officer	20	Operations Manager/SPM	954-683-0248 c; tjackson@ashbritt.com
Training/Education: ICS-100, 700; CQCM; SAME; BA-Business, UOH, Houston, FIU, Monroe County. Relevant Exp: 25 years general management/marketing; 19 years disaster response-debris management, collection and disposal.				
Charles Knight	Sr. Vice President	10	Project/Section Manager	954-818-4416 c; dow@ashbritt.com
Training/Education: ICS-100, 700; CQCM; 40hr Hazwoper, 8hr First Responder; ATL1, USAID Joint Humanitarian Operations Course, JITC – Consequence Management; BS-Marine Transportation/Engineering, USMMA, Kings Point. Relevant Exp: 13 years general logistics management; 10 years environmental and disaster response-debris management, collection and disposal.				
Robert Ray	Sr. Vice President	9	VP/Project Manager	954-868-9502 c; rray@ashbritt.com
Training/Education: ICS-100, 700; CQCM; ATL1. Relevant Exp: 15 years marketing/management; 8 years environmental and disaster response-debris management, collection and disposal.				
Ralph Dahlgren	Sr. Vice President	8	Project/Records Manager	954-818-3564 c; rdahlgren@ashbritt.com
Training/Education: ICS-100, 700; CQCM; ATL1; MA, BA-Business Administration, UOF, Gainesville, FIU, Monroe County. Relevant Exp: 18 years logistics/management; 7 years disaster response-debris management, collection and disposal.				
William Johnson	Senior DMS Manager	14	DMS/Project Manager	954-553-1488 c; bjohnson@ashbritt.com

Exhibit 4 – Key Personnel and Dedicated Project Staff

Name	Job Title	AB Years	Functional Role	Contact Information
Training/Education: ICS-100; CQCM; 40/8hr Hazwoper. Relevant Exp: 39 years waste, refuse management and transportation logistics; 12 years disaster response-debris management, collection and disposal; DMS site construction and management.				
Daniel Demidio	Senior Project Manager	19+	Project/Site/QC Manager	954-553-1479 c, ddemidio@ashbritt.com
Training/Education: ICS-100; CQCM; 40hr Hazwoper, 8hr First Responder; DOT Traffic Safety. Relevant Exp: 21 years disaster response/construction supervisory and management experience-site operations, debris collection, removal and disposal.				
Matthew Gierden	Regional Manager	10	Project/Section Mgr/Sup	239-229-5829 c; matt@ashbritt.com
Training/Education: ICS-100, 200, 230, 700; OSHA-40hr; 8hr First Responder; CQCM; ATL1; FEMA Historical Preservation IS-253. Relevant Exp: 9 years field supervisory/management in disaster response-debris management.				
Timothy Mooney	Regional Manager	9	Project/Section Mgr/Sup	954-270-4555 c; tmooney@ashbritt.com
Training/Education: ICS-100, 700; CQCM; ATL1; Florida Fire Academy, EMT Training, Broward College, FL. Relevant Exp: 8 years field supervisory/management in disaster response-debris management.				
John Noble Sr.	Project Manager	9	QC/Project Mgr/Sup	954-914-9073 c; senior@ashbritt.com
Training/Education: ICS/NIMS Training; Certified PA; BS-Accounting, Thiel College; Marine Reserves Relevant Exp: 8 years field supervisory, quality control and management in disaster response-debris management; over 35 years managerial experience.				
Dwight Anderson	Project Manager	10	QC/Project Mgr/Sup	561-310-5595 c; danderson@ashbritt.com
Training/Education: ICS/NIMS Training; BS-Agronomy (Soil/Turf Mgt), Texas A&M; Marine Reserves. Relevant Exp: 8 years field management and quality control in environmental/disaster response-debris management.				
Ron Cataldo	Project Supervisor	14	Field Supervisor/QCR	954-369-6540 c; ron@ashbritt.com
Training/Education: ICS/NIMS Training; Field Supervisor 40hr; Operations Manager 40hr Training; 40hr Hazwoper; AA-Business Communications, Santa Fe CC. Relevant Exp: 13 years field supervisory in disaster response-debris management.				
Richie Bensch	Supervisor/Mechanic	17	Field Supervisor/QCR	954-533-1477 c; rbensch@ashbritt.com
Training/Education: ICS 100; DOT Traffic Safety; Class B License; Mechanic/Welder. Relevant Exp: 13 years field supervisory in disaster response-debris management.				
Jason Haynie	Project Supervisor	8	Field Supervisor/QCR	678-232-1953; jasonhaynie@gmail.com
Training/Education: ICS/NIMS Training; Work Zone Safety; 8hr First Responder; Mechanic. Relevant Exp: 5 years field supervisory in disaster response-debris management, 2 years disaster debris monitoring experience.				
James Lofton	Compliance Consultant	7	Quality Control Manager	601-218-0123;
Training/Education: ICS/NIMS Training, Multi EM Training (USACE); Emergency Management Specialist (retired) Relevant Exp: Over 32 year's field management and supervisory experience in disaster response-debris management, multi disciplines.				
Chris Demidio	Data Manager	8	DIMS/Recon Manager	954-816-1153 c; cdemidio@ashbritt.com

Exhibit 4 – Key Personnel and Dedicated Project Staff

Name	Job Title	AB Years	Functional Role	Contact Information
Training/Education: ICS 100, 700; 8hr First Responder Operations; MS, BS-Music Education; Accounting coursework, NOVA Institute. Relevant Exp: 7 years field project administration and data management in disaster response-debris mgmt.				

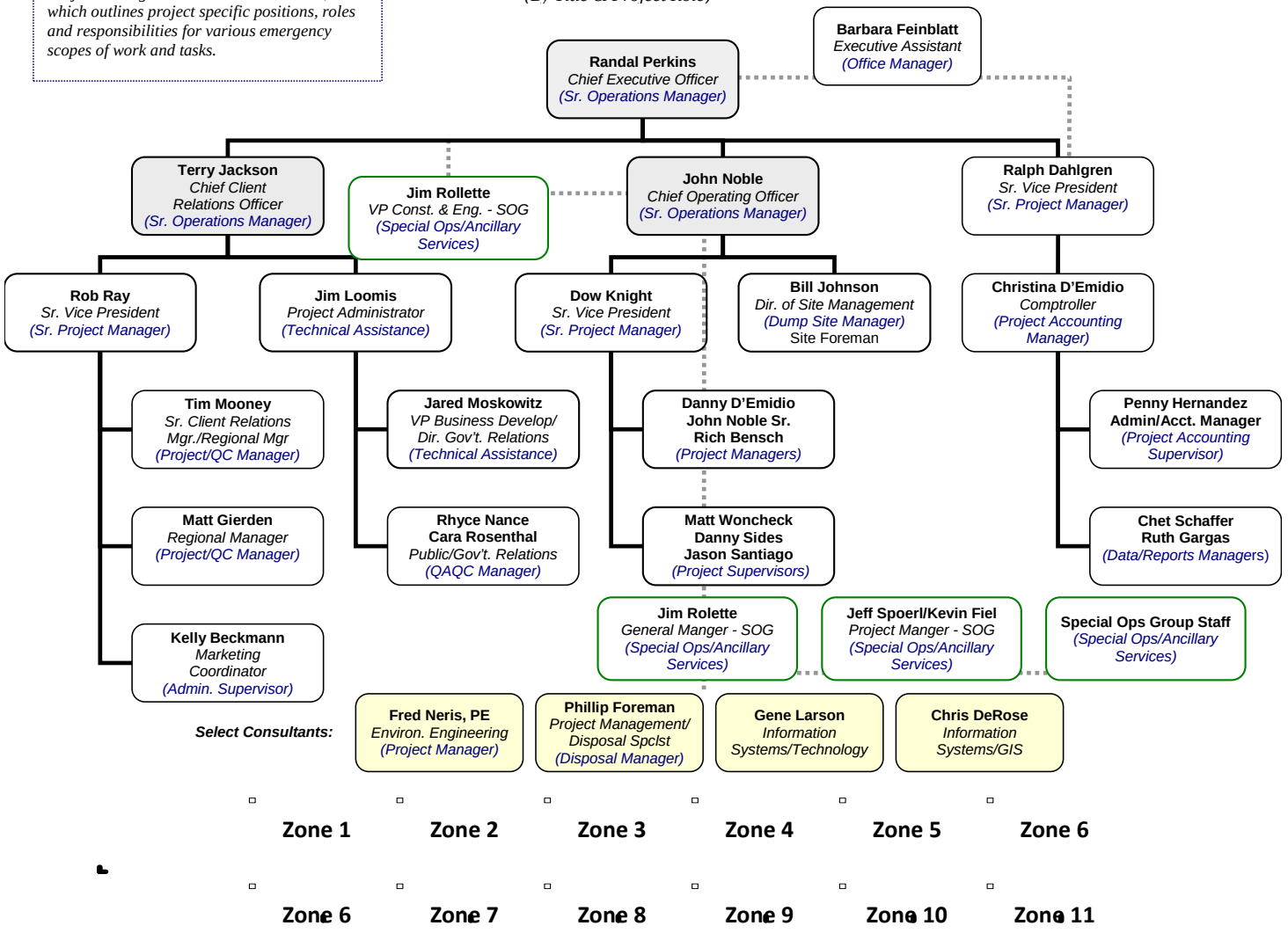
Exhibit 5 – AshBritt Organizational Chart

– Rob Ray will be the Primary Contract Liaison with the State regarding daily Operational Issues –

Note: *Please also refer to AshBritt's BASE Project Management Team Charts herein, which outlines project specific positions, roles and responsibilities for various emergency scopes of work and tasks.*

AshBritt Management Team

(By Title & Project Role)



8. Experience on Contracts of Similar Size and Scope (RFQ 4.8)

Below is a list of similar work where AshBritt, Inc. was the prime contractor.

Exhibit 6 – Experience on Contracts of Similar Size and Scope

U.S. Army Corps of Engineers, Contracting Office, New Orleans, Vicksburg Contracting Office, W912P8-05-D-0025, DACW29-03-D-0009, FEMA-1603-DR, FEMA-1604-DR		
Contract Type / Event		
Disaster Debris Management / Hurricane Katrina		
Contract Work Provided		
Emergency Road Clearance, ROW Debris Collection / Hauling, TDSRS Management, Debris Segregation / Reduction, Debris Disposal / Recycling, Demolition of Structures, Hazardous Tree / Stump Work, White Goods Collection / Disposal, Haz Mat Management, and Putrefied Food Disposal		
Senior Project Manager(s)		
Randy Perkins, Terry Jackson, John Noble, Dow Knight, Rob Ray, Bill Johnson, and Fred Neris		
Client Contact		
Joan K. Arnold, Contracting Officer, 337-281-5092 p, f, Missy.K.Arnold@mvk02.usace.army.mil and Claudette M. McDonald, Contracting Officer, 504-681-2312 p, f, claudette.m.mcdonald@usace.army.mil		
Performance Period	Cubic Yards Collected	Contract Fees for Services
09/01/2005 - 08/28/2006	21,718,707	$650,000,000
Project Summary		
Louisiana Work: AshBritt was the Initial Response contractor for Louisiana. Within the first 30 days following contract activation, AshBritt initiated debris removal operations in 11 jurisdictions assigned by task order from the USACE. AshBritt identified and designated collection zones in each jurisdiction. We sourced, retained and assigned subcontractors for all collection zones. Of vital importance to the mission, AshBritt provided emergency quarters and hygiene facilities for more than 300 government personnel, as well as established a commissary that served more than 10,000 meals. Moreover, we provided over 50,000 gallons of emergency diesel fuel for initial operations, avoiding any equipment downtime. Before AshBritt was tasked solely to MS, turning over all active LA operations to three contractors selected through solicitation by the USACE, we had developed and staffed 26 TDSR sites throughout the affected areas and had collected and hauled over 1,000,000 cy of debris in less than 5 weeks. Additionally, we removed 19 tons of putrefied food from commercial cold storage facilities in Orleans Parish. Mississippi Work: AshBritt was the Initial Response contractor for Mississippi. AshBritt was ultimately tasked by the USACE for the debris mission in MS. AshBritt was tasked to service 16 separate jurisdictions, covering over 8,400 square miles and over 175 miles inland. AshBritt identified and designated collection zones in each jurisdiction. We sourced, retained and assigned subcontractors for all collection zones utilizing firms from the affected area to the greatest extent practical. AshBritt worked closely with the USACE to develop unique work and safety plans for the project that took into account the scope and magnitude of the project. We collected, hauled and processed approximately 21 million cubic yards of vegetative debris and wreckage, staffing, managing and operating 49 temporary debris processing sites. Specifically, we hauled over 700,000 loads of debris, using approximately 12,400 certified operational vehicles. We employed and managed over 1,230 subcontractors, and over 500 local personnel.		
Collier County, FL, FEMA-1609-DR		

Exhibit 6 – Experience on Contracts of Similar Size and Scope

Contract Type / Event		
Disaster Debris Management / Hurricane Wilma		
Contract Work Provided		
Emergency Road Clearance, ROW Debris Collection / Hauling, Hazardous Tree Work, TDSRS Management, Debris Segregation / Reduction, Haz Mat Containment, and Debris Disposal / Recycling		
Senior Project Manager(s)		
John Noble		
Client Contact		
Dan Rodriguez, 239-435-9608, danrodriguez@colliergov.net; Linda Best, 239-252-5037, lindabest@colliergov.net		
Performance Period	**Cubic Yards Collected**	**Contract Fees for Services**
10/23/2005 - 02/16/2006	1,277,997	$24,300,000
Project Summary		
AshBritt collected and processed over 934,000 cy of disaster debris, while disposing of 344,000 cy of reduced vegetative waste and C&D. AshBritt managed 6 TDSR sites. Debris was reduced by grinding and compaction. Overall, over 34,000 loads where handled for both debris collection and disposal, utilizing 614 collection trucks and 216 disposal trucks. Debris was disposed of at 11 final disposal sites, many of which were for beneficial use application of reduced vegetative debris (agricultural and power cogeneration). Additionally, AshBritt supplied emergency power, emergency containment for petroleum releases, and vacuum truck service to the County.		
City of Coral Gables, FL, FEMA-1609-DR		
Contract Type / Event		
Disaster Debris Management / Hurricane Wilma		
Contract Work Provided		
Emergency Road Clearance, ROW Debris Collection / Hauling, Hazardous Tree Work, TDSRS Management, Debris Segregation / Reduction, and Debris Disposal / Recycling		
Senior Project Manager(s)		
Ralph Dahlgren		
Client Contact		
Dan Keys, 305-460-5130, dkeys@coralgables.com; Dallas Brown, 305-733-0169		
Performance Period	**Cubic Yards Collected**	**Contract Fees for Services**
10/29/2005 - 01/29/2006	213,948	$6,057,000
Project Summary		
AshBritt collected and processed 214,000 cy of disaster debris, while disposing of over 56,400 cy of reduced vegetative waste and C&D. AshBritt managed 2 TDSR sites. Debris was reduced by grinding. Overall, over 4,950 loads where handled for both debris collection and disposal, utilizing 55 collection trucks and 51 disposal trucks. Debris was disposed of at 2 final disposal sites.		
Broward County, FL, FEMA-1609-DR, FEMA-1602-DR		
Contract Type / Event		
Disaster Debris Management / Hurricanes Katrina and Wilma		

Exhibit 6 – Experience on Contracts of Similar Size and Scope

Contract Work Provided		
Emergency Road Clearance, ROW Debris Collection / Hauling, Hazardous Tree Work, TDSRS Management, Debris Segregation / Reduction, and Debris Disposal / Recycling		
Senior Project Manager(s)		
Ralph Dahlgren		
Client Contact		
Peter Foye, 954-765-4202 p, [redacted] f, pfoye@broward.org; Ram Tewari, 954-577-2394		
Performance Period	**Cubic Yards Collected**	**Contract Fees for Services**
08/30/2005 - 05/21/2006	2,393,299	$26,743,000
Project Summary		
AshBritt collected and hauled a combined 228,000 cy of debris for Unincorporated Broward County, the Broward County School Board, Broward Facilities and Broward Highways and Bridges, utilizing 187 hauling trucks. Additionally, AshBritt was responsible for the management of 2 County TDSR sites, all of which accepted debris from municipalities within the County. This included debris collected from other contractors. Overall, AshBritt was responsible for processing, reducing and disposing of 2,393,299 cy of debris, utilizing over 450 trucks.		
City of Weston, FL, FEMA-1609-DR		
Contract Type / Event		
Disaster Debris Management / Hurricane Wilma		
Contract Work Provided		
ROW Debris Collection / Hauling, Hazardous Tree Work, TDSRS Management, Debris Segregation / Reduction, and Debris Disposal / Recycling		
Senior Project Manager(s)		
Randy Perkins		
Client Contact		
Brad Kaine, 954-753-5040 p, [redacted] f, bkaine@westonfl.org; Drew Gilmore, 954-444-6178		
Performance Period	**Cubic Yards Collected**	**Contract Fees for Services**
11/02/2005-03/02/2006	244,396	$3,500,000
Project Summary		
AshBritt collected, processed and disposed of approximately 244,396 cy of disaster debris, utilizing 166 collection trucks for the City of Weston. Debris collected within the City was temporarily stored and processed at AshBritt's Broward County TDSR site.		
City of Plantation, FL, FEMA-1609-DR		
Contract Type / Event		
Disaster Debris Management / Hurricane Wilma		
Contract Work Provided		
Emergency Road Clearance, ROW Debris Collection / Hauling, Hazardous Tree Work, TDSRS Management, Debris Segregation / Reduction, and Debris Disposal / Recycling		
Senior Project Manager(s)		
Ralph Dahlgren		

Exhibit 6 – Experience on Contracts of Similar Size and Scope

Client Contact		
Frank DeCelle, 954-452-2536 p, [redacted] f, fdecelles@plantation.org; Ed Counsel, 954-452-2535		
Performance Period	Cubic Yards Collected	Contract Fees for Services
10/28/2005 - 09/23/2006	451,745	$7,274,000
Project Summary		
AshBritt collected, processed and disposed of 451,745 cy of disaster debris, utilizing 160 collection trucks for the City of Plantation. 12,681 loads of debris were collected and hauled. Debris collected within the City was temporarily stored and processed at AshBritt's Broward County TDSR site.		
City of Sunrise, FL, FEMA-1609-DR		
Contract Type / Event		
Disaster Debris Management / Hurricane Wilma		
Contract Work Provided		
Emergency Road Clearance, ROW Debris Collection / Hauling, Hazardous Tree Work, TDSRS Management, Debris Segregation / Reduction, and Debris Disposal / Recycling		
Senior Project Manager(s)		
Ralph Dahlgren and Tim Mooney		
Client Contact		
Richard Salamon, 954-801-1313, prsalamon@cityofsunrise.org; Marcia Peterson, 954-801-1313		
Performance Period	Cubic Yards Collected	Contract Fees for Services
10/29/2005 - 02/20/2006	212,619	$2,900,000
Project Summary		
AshBritt collected and processed approximately 213,000 cy of disaster debris, utilizing 163 trucks. Overall, 5,609 loads where handled for both debris collection and disposal. Debris was disposed of at 3 final disposal sites.		
City of Boca Raton, FL, FEMA-1609-DR		
Contract Type / Event		
Disaster Debris Management / Hurricane Wilma		
Contract Work Provided		
Emergency Road Clearance, ROW Debris Collection / Hauling, Hazardous Tree Work, TDSRS Management, Debris Segregation / Reduction, and Debris Disposal / Recycling		
Senior Project Manager(s)		
Ralph Dahlgren		
Client Contact		
Judy Ahern, 561-416-3384 p, [redacted] f, jahern@ci.boca-raton.fl.us Diane Schwer, 561-393-7847, dschwer@ci.boca-raton.fl.us		
Performance Period	Cubic Yards Collected	Contract Fees for Services
10/29/2005 - 02/12/2006	642,274	$16,900,000
Project Summary		
AshBritt collected and processed over 640,000 cy of disaster debris, while disposing of over 215,816 cy of		

Exhibit 6 – Experience on Contracts of Similar Size and Scope

reduced vegetative waste and C&D. AshBritt managed 1 TDSR site. Debris was reduced by grinding. Overall, over 18,250 loads where handled for both debris collection and disposal, utilizing 172 collection trucks and 128 disposal trucks. Debris was disposed of at 2 final disposal sites.		
City of Parkland, FL, FEMA-1609-DR		
Contract Type / Event		
Disaster Debris Management / Hurricane Wilma		
Contract Work Provided		
Emergency Road Clearance, ROW Debris Collection / Hauling, Hazardous Tree Work, TDSRS Management, Debris Segregation / Reduction, and Debris Disposal / Recycling		
Senior Project Manager(s)		
Randy Perkins		
Client Contact		
Jim Berkman, 954-757-4121p, jberkman@cityofparkland.org; Steve Nash, 954-757-4121		
Performance Period	Cubic Yards Collected	Contract Fees for Services
10/29/2005 - 03/02/2006	244,911	$6,000,000
Project Summary		
We collected and processed approximately 245,000 cy of debris, while disposing of over 62,000 cy of reduced vegetative waste and C&D. AshBritt managed 1 TDSR site. Debris was reduced by grinding. Overall, over 7,240 loads where handled for debris collection and disposal, utilizing 88 collection trucks and 68 disposal trucks. Debris was disposed of at 2 final disposal sites.		
Town of Davie, FL, FEMA-1609-DR		
Contract Type / Event		
Disaster Debris Management / Hurricanes Katrina and Wilma		
Contract Work Provided		
Emergency Road Clearance, ROW Debris Collection / Hauling, Hazardous Tree Work, TDSRS Management, Debris Segregation / Reduction, and Debris Disposal / Recycling		
Senior Project Manager(s)		
Tim Mooney		
Client Contact		
Russell C. Muniz/, 954-797-1023p, [redacted] f, russell_muniz@davie-fl.gov; Dan Oyler, 954-797-1840		
Performance Period	Cubic Yards Collected	Contract Fees for Services
10/23/2005 - 02/18/2006	593,789	$8,436,000
Project Summary		
AshBritt collected approximately 593,800 cy of disaster debris, utilizing 180 trucks. Overall, 16,617 loads where handled for debris collection. Debris was stored and processed at AshBritt's Broward County TDSR site. Note: Prior to Hurricane Wilma, AshBritt also collected and hauled 43,281 cy of debris attributed to Hurricane Katrina.		
City of Coral Gables, FL, FEMA-1602-DR		
Contract Type / Event		
Disaster Debris Management / Hurricane Katrina		

Exhibit 6 – Experience on Contracts of Similar Size and Scope

Contract Work Provided		
Emergency Road Clearance, ROW Debris Collection / Hauling, Hazardous Tree Work, TDSRS Management, Debris Segregation / Reduction, and Debris Disposal / Recycling		
Senior Project Manager(s)		
Ralph Dahlgren		
Client Contact		
Dan Keys, 305-460-5130 p, dkeys@coralgables.com; Dallas Brown, 305-733-0169		
Performance Period	Cubic Yards Collected	Contract Fees for Services
08/26/2005 - 10/07/2005	207,000	$4,450,000
Project Summary		
AshBritt collected and processed approximately 153,000 cy of disaster debris, while disposing of over 55,000 cy of reduced vegetative waste and C&D. AshBritt managed 1 TDSR site. Debris was reduced by grinding. Overall, over 4,002 loads where handled for both debris collection and disposal, utilizing 51 collection trucks and 29 disposal trucks. Debris was disposed of at 2 final disposal sites.		
Escambia County, FL, FEMA-1595-DR		
Contract Type / Event		
Disaster Debris Management / Hurricane Dennis		
Contract Work Provided		
Emergency Road Clearance, ROW Debris Collection / Hauling, Hazardous Tree Work, TDSRS Management, Debris Segregation / Reduction, and Debris Disposal / Recycling		
Senior Project Manager(s)		
Dow Knight		
Client Contact		
Bob McLaughlin, 850-595-4946 p, [redacted] f , bob_mclaughlin@co.escambia.fl.us, George Touart, 850-595-4947, george_touart@co.escambia.fl.us (former)		
Performance Period	Cubic Yards Collected	Contract Fees for Services
07/13/2005 - 12/09/2005	699,936	$10,400,000
Project Summary		
We collected and processed approximately 700,000 cy of debris, while disposing of over 299,000 cy of reduced vegetative waste and C&D. We managed 3 TDSR sites. Debris was reduced by grinding and burning. Overall, 20,665 loads where handled for both debris collection and disposal, utilizing 161 collection trucks and 73 disposal trucks. Debris was disposed of at 9 final disposal sites. A significant portion of reduced vegetative debris was diverted for beneficial use.		

9. Capability of Bidder (RFQ 4.9)

9.1 Background

AshBritt is a national turnkey rapid-response disaster recovery and special environmental services contractor. Since our inception in 1992, we have managed and executed nearly 100 disaster response and recovery projects as well as completed multiple special environmental projects, successfully serving clients all over the country in their time of need. Our senior

management and technical consultants have more than 175 years of combined experience and are intimately acquainted with all facets of disaster recovery and the numerous services required to assist states, counties and cities when faced with responding to a natural or man-made disaster.

9.2 Location

Corporate Headquarters:

AshBritt, Inc.
565 East Hillsboro Boulevard
Deerfield Beach, Florida 33441
Hours: 8:00 AM-6:00 PM (Non-activated)
Telephone: (954) 545-3535
Toll Free: (800) 244-5094
Fax No.:
Web: www.ashbritt.com

Regional Office (Administrative):

AshBritt, Inc. – Mid-Atlantic Region
700 Route 70
Unit 4
Lakewood, NJ 08701
Hours: 8:00 AM-6:00 PM (Non-activated)
Telephone: (732) 534-6857
Fax No.
Email: jnoble@ashbritt.com

9.3 Experience

In addition to our experience outlined in Section 8 of this proposal, AshBritt provides rapid response and recovery services to municipal, county and state governments affected by natural and man-made disasters. AshBritt's team of professionals possess years of experience and have been assisting communities with their recovery efforts since 1992. AshBritt has extensive experience providing marine services, debris management services, emergency services, restoration services and oil spill recovery services. The following are samples of our diverse accomplishments.

- Current USACE ACI prime contractor for Region 2b (NC, SC, and GA) and Region 5 (CA, NV, AZ, NM, UT).
- Current prime contractor for the states of WA, CT, MD and VA (selected through competitive proposal processes, and we are very proud of our status, as these represent the few state-wide contracts for emergency services that have been established to date).
- Past primary debris contractor for: Iberia and Acadia Parishes, LA (Lili, 2002); Hampton, VA (Isabel, 2003); Charlotte Co. (Charley, 2004); Port St. Lucie and Brevard Co., FL (Frances, 2004); Escambia Co., FL (Ivan, 2004); Coral Gables and Dania Beach, FL (Katrina, 2005); and Boca Raton, FL (Wilma, 2005); Hidalgo County, TX (Dolly, 2008); Orange and Hardin County, TX and Galveston, TX (Ike, 2008).
- Primary contractor for the Citrus Canker Eradication Program for the Florida Department of Agriculture (multi-year, state-wide mitigation project).
- Primary contractor for ice storm recovery for Bowie County, TX (2000), for Ponca City, OK (2002), for City of Gastonia, NC (2002), and for City of Sumter, SC (2003); for F5 Tornado for Maryland DES and Charles County, MD (2002).

9.4 Staff and Equipment Resources

AshBritt's staff resources have been discussed in detail in Section 7 and Appendix B of this proposal. AshBritt has a proven track record of rapidly recruiting and retaining the right staff for disaster response operations. Our personnel are prepared to mobilize response team on very short notice. We have in place all necessary staff, ensuring that qualified individuals are assigned to

specific tasks and identify teams responsible for accomplishing certain tasks. Our equipment list can be found in Appendix A.

9.5 Financial Resources

AshBritt is financially sound and has the capital strength to adequately accommodate the increased cash-flow demands at the inception of and throughout any scale disaster recovery mission. We possess the financial capacity and wherewithal to assume extensive and large expenditures for prolonged periods (historically exceeding 150 days in some instances) before receiving any available, eligible funds for our response and recovery services. This capability serves our clients by allowing work to commence and progress without unnecessary delay. The rapidity and continuity with which we are able to perform alleviates the client's administrative burdens and political pressures, amongst other immediate hardships. In other words, following any large-scale, wide-spread disaster event, the client's resources, infrastructure, processes, and even collective psyche may become overwhelmed. Reliable financial support and sound management and judgment at this time are vital to curing this paralyzed state, creating a recovery framework and bridging the gap between upheaval and normalcy

- $20 Million Working Capital Line of Credit
- Underwrote $100 Million for USACE Katrina Mission
- Secured $100 Million - USACE Katrina
- Insurance Capacity (Zurich, AA-, A+ Rating)
- Bonding Ability (Liberty Mutual, AA, A1, & A+ Rating)

AshBritt has the financial resources, human capital, technological capabilities and business references. Our record and our supporting financial documentation clearly validate these strengths. Further, our insurance policies and bonding capabilities are unequaled in our industry, and we possess one of the most reputable records for ensuring that all of our employees, subcontractors, consultants and independent contractors are paid expeditiously and in full.

An examination of the disaster debris management industry will quickly uncover anecdotal and real evidence of unscrupulous behavior by prime contractors (and subcontractors with tiered subs under them) not paying fully or not paying at all or excessively delaying payments, as well as a host of other undesirable business practices. Although there is recourse for many of these activities, clients should be made well aware that the perpetrating of these actions during any effort, at a minimum, creates project disruptions and delays and unnecessary aggravation for clients. We simply have zero tolerance for this way of conducting business and, as such, we and our clients have enjoyed the benefits of doing it "right" and the upstanding reputation that follows. As one testament to our values, we have never had a Payment Bond called for neglect of our financial responsibilities; nor have we had a Performance Bond called for that matter.

While our billing terms typically net 30 or 45 days, we have and are able to "float" or "underwrite" funds necessary to keep any project on track to serve the best interest of our clients and the communities at-large. With our capital reserves and a significant line of credit, as well as the ability to draw on a deep well of resources from our partners, we can maintain and finance full operational capability of multiple, large and extended projects. Our ability to ramp-up and maintain a strong, steady workforce during the Katrina recovery mission is a testament to our financial capabilities. We sustained an operation that quickly skyrocketed into the hundreds of millions of dollars. Most recently, we advanced roughly $50 million toward recovery efforts in Texas communities owing to the destructive Hurricane Ike before we received our first payment.

9.6 Other Resources

AshBritt also has potable water filtration, wastewater, and desalination units; temporary lodging; portable office space; mobile kitchens; sanitation facilities; and, a wide range of oil spill recovery equipment, including boats for estuaries and shallow waters.

10. Location (RFQ 4.10)

AshBritt maintains a local office in New Jersey at 700 Route 70, Unit 4, Lakewood, NJ 08701.

11. Statutory Requirements (RFQ 1.2, 4.11)

AshBritt has completed all documents listed in Section 1.2. Please see Appendix C of this proposal for all required forms.

Appendix A – Equipment List (RFQ 3.6.11)

A complete listing of all owned and leased equipment and resources is provided below. Committed equipment to the State of New Jersey (available within 72 to 120 hours); "R" = Reserved available as requested.

Exhibit 7 – Equipment and Resource List

No.	Truck/Equipment Type	Year	Model	Manuf./ Type	State	VIN#-S/N-LPN	Status	Source	Availability ** C=Committed R=Reserved
1	Hydraulic excavator	2008	324DL	Caterpillar	FL		Owned	AshBritt	Commit
2	Hydraulic excavator	2008	325CL	Caterpillar	FL		Owned	AshBritt	Commit
3	Hydraulic excavator	2008	330DL	Caterpillar	FL		Owned	AshBritt	Commit
4	Track Loader	2007	963C	Caterpillar	FL		Owned	AshBritt	Commit
5	Track Loader	2007	963C	Caterpillar	FL		Owned	AshBritt	Commit
6	Track Loader	2007	953C	Caterpillar	FL		Owned	AshBritt	R
7	Wheel Loader	2006	966	Caterpillar	FL		Owned	AshBritt	Commit
8	Skid Steer Loader	2006	CTL70	Gehl	FL		Owned	AshBritt	Commit
9	Skid Steer Loader W/ trencher and bucket	2006		Gehl	FL		Owned	AshBritt	Commit
10	Skid Steer Loader	2006	CTL70	Gehl	FL		Owned	AshBritt	Commit
11	Skid Steer Loader	2007	CTL70	Gehl	FL		Owned	AshBritt	Commit
12	Skid Steer Loader	2007	CTL70	Gehl	FL		Owned	AshBritt	Commit
13	Skid Steer Loader	2007	CTL70	Gehl	FL		Owned	AshBritt	Commit
14	Light Plants	2010		Magnum	FL	N/A	Owned	AshBritt	Commit
15	Light Plants	2010		Magnum	FL	N/A	Owned	AshBritt	Commit
16	Light Plants	2010		Magnum	FL	N/A	Owned	AshBritt	Commit
17	Light Plants	2010		Magnum	FL	N/A	Owned	AshBritt	Commit
18	Light Plants	2010		Magnum	FL	N/A	Owned	AshBritt	Commit
19	Light Plants	2010		Magnum	FL	N/A	Owned	AshBritt	Commit
20	Light Plants	2010		Magnum	FL	N/A	Owned	AshBritt	R

Exhibit 7 – Equipment and Resource List

No.	Truck/Equipment Type	Year	Model	Manuf./ Type	State	VIN#-S/N-LPN	Status	Source	Availability ** C=Committed R=Reserved
21	Light Plants	2010		Magnum	FL	N/A	Owned	AshBritt	R
22	Light Plants	2010		Magnum	FL	N/A	Owned	AshBritt	R
23	Light Plants	2010		Magnum	FL	N/A	Owned	AshBritt	R
24	Truck Crane	2001	TM650	Grove	FL		Owned	AshBritt	Commit
25	Hammer	2010		Caterpillar	FL	N/A	Owned	AshBritt	Commit
26	Steel Shear	2010		Caterpillar	FL	N/A	Owned	AshBritt	Commit
27	Grapple	2010		Caterpillar	FL	N/A	Owned	AshBritt	Commit
28	Pulverizers	2010		Caterpillar	FL	N/A	Owned	AshBritt	Commit
29	Motorgrader	2006	12-HVHP	Caterpillar	FL		Owned	AshBritt	Commit
30	Hydraulic excavator	2006	330C	Caterpillar	FL		Owned	AshBritt	Commit
31	Hydraulic excavator	2007	330D	Caterpillar	FL		Owned	AshBritt	Commit
32	Hydraulic Excavator	2008	320	Caterpillar	FL		Owned	AshBritt	Commit
33	Hydraulic Excavator	2008	320	Caterpillar	FL		Owned	AshBritt	Commit
34	Hydraulic Excavator	2007	325	Caterpillar	FL		Owned	AshBritt	Commit
35	Hydraulic Excavator	2006	345B	Caterpillar	FL		Owned	AshBritt	Commit
36	Hydraulic Excavator	2006	345B	Caterpillar	FL		Owned	AshBritt	R
37	Hydraulic Excavator	2007	345C	Caterpillar	FL		Owned	AshBritt	R
38	Hydraulic Excavator	2007	345C	Caterpillar	FL		Owned	AshBritt	R
39	Hydraulic excavator	2006	330C	Caterpillar	FL		Owned	AshBritt	R
40	Track Loader	2007	963	Caterpillar	FL		Owned	AshBritt	R
41	Track Loader	2007	963	Caterpillar	FL		Owned	AshBritt	R
42	Track Loader	2006	963	Caterpillar	FL		Owned	AshBritt	R
43	Track Type tractor	2003	D7H	Caterpillar	FL		Owned	AshBritt	R

Exhibit 7 – Equipment and Resource List

No.	Truck/Equipment Type	Year	Model	Manuf./ Type	State	VIN#-S/N-LPN	Status	Source	Availability ** C=Committed R=Reserved
44	Track type tractor	2008	D7R	Caterpillar	FL		Owned	AshBritt	R
45	Track type tractor	2004	D8N	Caterpillar	FL		Owned	AshBritt	R
46	Telescopic Handler	2005	TH83	Caterpillar	FL		Owned	AshBritt	R
47	Telescopic Handler	2004	TH63	Caterpillar	FL		Owned	AshBritt	R
48	Self-load grapple truck	2004		Mack	FL		Owned	AshBritt	Commit
49	Self-load grapple truck	2005		Freightliner	FL		Owned	AshBritt	Commit
50	Roll-off w/ 20&30	2007	CV713	Mack	FL		Owned	AshBritt	Commit
51	Roll-off w/ 20&30	2007	CV713	Mack	FL		Owned	AshBritt	Commit
52	Road Tractor	2007	W900	Kenworth	FL		Owned	AshBritt	R
53	Road Tractor	2007	379	Peterbuilt	FL		Owned	AshBritt	R
54	Tractor	2007	LB9	Kenworth	FL		Owned	AshBritt	Commit
55	60 Ton Lowboy	2007		Lidell	FL		Owned	AshBritt	Commit
56	60 Ton Lowboy	2007		Lidell	FL		Owned	AshBritt	Commit
57	Water Truck	2004	Topkick	GMC	FL		Owned	AshBritt	Commit
58	Pickup (19') and travel trailer (29')	2008	F1504X4	Ford	FL		Owned	AshBritt	Commit
59	Water Truck	2001	Water Truck	International	FL		Owned	AshBritt	Commit
60	Lube Truck	2007	T300	Kenworth	FL		Owned	AshBritt	Commit
61	Lube Truck	2006	Aeromax	Ford	FL		Owned	AshBritt	R

Exhibit 7 – Equipment and Resource List

No.	Truck/Equipment Type	Year	Model	Manuf./ Type	State	VIN#-S/N-LPN	Status	Source	Availability ** C=Committed R=Reserved
62	Service Trucks	2007	F650	Ford	FL		Owned	AshBritt	Commit
63	Service Trucks	2007	F650	Ford	FL		Owned	AshBritt	R
64	8 Man Bunk Trailer	N/A		GE	FL		Owned	AshBritt	R
65	12 Man Bunk Trailer	N/A		GE	FL		Owned	AshBritt	R
66	container w/ 2fuel tnks	N/A	Step Deck	Transcraft	FL		Owned	AshBritt	R
67	Office/Tool Trailer	N/A	Portocamp	Trailmobile	FL		Owned	AshBritt	R
68	Mblcommand ctr	2007	stack haul	Featherlite	FL		Owned	AshBritt	Commit
69	Hammer	2009		Caterpillar	FL	N/A	Owned	AshBritt	Commit
70	Steel Shear	2009		Caterpillar	FL	N/A	Owned	AshBritt	Commit
71	Hammer	2009		Caterpillar	FL	N/A	Owned	AshBritt	Commit
72	Generator	2001	175kw	Caterpillar	FL		Owned	AshBritt	Commit
73	Roll-off Container	2009	20	Galbreath	FL	N/A	Owned	AshBritt	Commit
74	Roll-off Container	2009	20	Galbreath	FL	N/A	Owned	AshBritt	Commit
75	Roll-off Container	2009	20	Galbreath	FL	N/A	Owned	AshBritt	Commit
76	Roll-off Container	2009	40	Galbreath	FL	N/A	Owned	AshBritt	Commit
77	Roll-off Container	2009	40	Galbreath	FL	N/A	Owned	AshBritt	Commit
78	Roll-off Container	2009	40	Galbreath	FL	N/A	Owned	AshBritt	R
79	Concrete Pulverizers	2009	cp100	La bounty	FL	N/A	Owned	AshBritt	R
80	Parts,tools,tires etc. (on step deck)	N/A	Ship Container	Sea Ark	FL	N/A	Owned	AshBritt	R
81	Travel trailer	2004		Sportsman	FL		Owned	AshBritt	Commit

Exhibit 7 – Equipment and Resource List

No.	Truck/Equipment Type	Year	Model	Manuf./ Type	State	VIN#-S/N-LPN	Status	Source	Availability ** C=Committed R=Reserved
82	Travel trailer	2004	Classic Trailer	Dutchman	FL		Owned	AshBritt	Commit
83	Travel trailer	2003		Coachman	FL		Owned	AshBritt	Commit
84	Travel trailer	2007	Sportsman	Coachman	FL		Owned	AshBritt	Commit
85	Travel trailer	2007		Conquest	FL		Owned	AshBritt	Commit
86	Travel trailer	2003	Sport Trailer	Dutchman	FL		Owned	AshBritt	Commit
87	Travel trailer	2007	Smokey	Sunray	FL		Owned	AshBritt	R
88	Travel trailer	2007		Cedia	FL		Owned	AshBritt	R
89	Travel trailer	2007	Excello	Airstream	FL		Owned	AshBritt	R
90	Travel trailer	2007	Lynx	Prowler	FL		Owned	AshBritt	R
91	Travel trailer	2007	Sport	Avion	FL		Owned	AshBritt	R
92	Flatbed	N/A	Util 42	Utility	FL		Owned	AshBritt	R
93	Bus	2005	Vanatare Coach	Prevost	FL		Owned	AshBritt	R
94	Van Trailer	1989		Unknown	FL		Owned	AshBritt	R
95	Supply Van	1988	Van Trailer	Unknown	FL		Owned	AshBritt	R
96	Tri-Axle Dump Truck	2010	GU713	Mack	FL		Owned	AshBritt	Commit
97	Tri-Axle Dump Truck	2010	GU713	Mack	FL		Owned	AshBritt	Commit
98	Tri-Axle Dump Truck	2010	GU713	Mack	FL		Owned	AshBritt	Commit

Exhibit 7 – Equipment and Resource List

No.	Truck/Equipment Type	Year	Model	Manuf./ Type	State	VIN#-S/N-LPN	Status	Source	Availability ** C=Committed R=Reserved
99	Tri-Axle Dump Truck	2010	GU713	Mack	FL		Owned	AshBritt	Commit
100	Tri-Axle Dump Truck	2010	GU713	Mack	FL		Owned	AshBritt	Commit
101	Tri-Axle Dump Truck	2010	GU713	Mack	FL		Owned	AshBritt	Commit
102	Tri-Axle Dump Truck	2010	GU713	Mack	FL		Owned	AshBritt	Commit
103	Tri-Axle Dump Truck	2010	GU713	Mack	FL		Owned	AshBritt	Commit
104	Tri-Axle Dump Truck	2009	GU713	Mack	FL		Owned	AshBritt	Commit
105	Tri-Axle Dump Truck	2009	GU713	Mack	FL		Owned	AshBritt	Commit
106	Tri-Axle Dump Truck	2009	GU713	Mack	FL		Owned	AshBritt	Commit
107	Tri-Axle Dump Truck	2009	GU713	Mack	FL		Owned	AshBritt	Commit
108	Tri-Axle Dump Truck	2009	GU713	Mack	FL		Owned	AshBritt	Commit
109	Tri-Axle Dump Truck	2009	GU713	Mack	FL		Owned	AshBritt	Commit
110	Tri-Axle Dump Truck	2009	GU713	Mack	FL		Owned	AshBritt	Commit
111	Tri-Axle Dump Truck	2009	GU713	Mack	FL		Owned	AshBritt	Commit
112	Tri-Axle Dump Truck	2009	GU713	Mack	FL		Owned	AshBritt	R
113	Tri-Axle Dump Truck	2009	GU713	Mack	FL		Owned	AshBritt	R
114	Tri-Axle Dump Truck	2009	GU713	Mack	FL		Owned	AshBritt	R
115	Tri-Axle Dump Truck	2009	GU713	Mack	FL		Owned	AshBritt	R
116	Tri-Axle Dump Truck	2008	GU713	Mack	FL		Owned	AshBritt	R
117	Tri-Axle Dump Truck	2007	CTP713	Mack	FL		Owned	AshBritt	R
118	Tri-Axle Dump Truck	2007	CTP713	Mack	FL		Owned	AshBritt	R

Exhibit 7 – Equipment and Resource List

No.	Truck/Equipment Type	Year	Model	Manuf./ Type	State	VIN#-S/N-LPN	Status	Source	Availability ** C=Committed R=Reserved
119	Tri-Axle Dump Truck	2007	CTP713	Mack	FL		Owned	AshBritt	R
120	Tri-Axle Dump Truck	2007	CTP713	Mack	FL		Owned	AshBritt	R
121	Tri-Axle Dump Truck	2007	CTP713	Mack	FL		Owned	AshBritt	R
122	Tri-Axle Dump Truck	2005	CV713	Mack	FL		Owned	AshBritt	R
123	Tri-Axle Dump Truck	2005	CV713	Mack	FL		Owned	AshBritt	R
124	Tri-Axle Dump Truck	2005	CV713	Mack	FL		Owned	AshBritt	R
125	Roll-Off Truck (Tri-Ax)	2008	GU173	Mack	FL		Owned	AshBritt	R
126	Roll-Off Truck (Tri-Ax)	2002		Western	FL		Owned	AshBritt	R
127	Self-Loader (Grapple Truck)	2002		Western	FL		Owned	AshBritt	Commit
128	Self-Loader (Grapple Truck)	2002		Western	FL		Owned	AshBritt	Commit
129	Self-Loader (Grapple Truck)	2006		Mack	FL		Owned	AshBritt	Commit
130	Self-Loader (Grapple Truck)	2002		Western	FL		Owned	AshBritt	Commit
131	Self-Loader (Grapple Truck)	2002		Western	FL		Owned	AshBritt	Commit
132	Self-Loader (Grapple Truck)	2008		Mack	FL		Owned	AshBritt	Commit

Exhibit 7 – Equipment and Resource List

No.	Truck/Equipment Type	Year	Model	Manuf./ Type	State	VIN#-S/N-LPN	Status	Source	Availability ** C=Committed R=Reserved
133	Self-Loader (Grapple Truck)	2006		Mack	FL		Owned	AshBritt	Commit
134	Self-Loader (Grapple Truck)	2006		Mack	FL		Owned	AshBritt	Commit
135	Self-Loader (Grapple Truck)	2001		Volvo	FL		Lease	EWS, Inc.	Commit
136	Self-Loader (Grapple Truck)	2001		Volvo	FL		Lease	EWS, Inc.	Commit
137	Self-Loader (Grapple Truck)	2001		Volvo	FL		Lease	EWS, Inc.	Commit
138	Self-Loader (Grapple Truck)	2001		Volvo	FL		Lease	EWS, Inc.	Commit
139	Hydraulic excavator	2003	330C	Caterpillar	FL	N/A	Owned	AshBritt	Commit
140	Hydraulic excavator	2004	330C	Caterpillar	FL	N/A	Owned	AshBritt	Commit
141	950G Wheel Loader	3004		Caterpillar	FL	N/A	Owned	AshBritt	Commit
142	Tub Grinder	N/A		Morbark 1300	FL	N/A	Owned	AshBritt	Commit
143	Tub Grinder	N/A		Morbark 1300	FL	N/A	Owned	AshBritt	Commit
144	Coach Bus	2006		Marathon	FL	N/A	Owned	AshBritt	R
145	Coach Bus	1996		Prevost	FL		Owned	AshBritt	Commit
146	Bucket Truck	2000		Isuzu	FL		Lease	County Waste, Inc.	Commit
147	Travel Trailer	2004		Featherlite	FL		Lease	County Waste, Inc.	Commit

Exhibit 7 – Equipment and Resource List

No.	Truck/Equipment Type	Year	Model	Manuf./ Type	State	VIN#-S/N-LPN	Status	Source	Availability ** C=Committed R=Reserved
148	Travel Trailer	2005		Featherlite	FL		Lease	County Waste, Inc.	Commit
149	Tractor Trailer	2004		Mack Mcneilus	FL	N/A	Owned	AshBritt	Commit
150	Tractor Trailer	2004		Mack Mcneilus	FL	N/A	Owned	AshBritt	Commit
151	Tractor Trailer	2004		Mack Mcneilus	FL	N/A	Owned	AshBritt	Commit
152	Tractor Trailer	2005		Mack	FL	N/A	Owned	AshBritt	R
153	2006 Anderson	2006		Anderson	FL	N/A	Lease	County Waste, Inc.	R
154	Roll Off Truck	2006		International	FL	N/A	Owned	AshBritt	R
155	Roll Off Truck	2006		International	FL	N/A	Owned	AshBritt	R
156	Tractor Trailer	2006		Mack	FL	N/A	Lease	County Waste, Inc.	Commit
157	Tractor Trailer	2006	C1713	Mack C1713	FL	N/A	Lease	County Waste, Inc.	Commit
158	Tractor Trailer	2006	C1713	Mack C1713	FL	N/A	Lease	County Waste, Inc.	Commit
159	Roll Off Truck	2002		Western	FL		Lease	County Waste, Inc.	Commit
160	Tractor-Trailer	2006		Mack	FL		Lease	County Waste, Inc.	Commit

Exhibit 7 – Equipment and Resource List

No.	Truck/Equipment Type	Year	Model	Manuf./ Type	State	VIN#-S/N-LPN	Status	Source	Availability ** C=Committed R=Reserved
161	Tractor-Trailer	2006		Mack	FL		Lease	County Waste, Inc.	Commit
162	Self-Loader w/ Pup Trailer	2005		Sterling	PA	N/A	Lease	Paul Bunyan, Inc.	Commit
163	Self-Loader w/ Pup Trailer	2005		Sterling	PA	N/A	Lease	Paul Bunyan, Inc.	Commit
164	Self-Loader w/ Pup Trailer	2006		Sterling	PA	N/A	Lease	Paul Bunyan, Inc.	Commit
165	Self-Loader w/ Pup Trailer	2006		Sterling	PA	N/A	Lease	Paul Bunyan, Inc.	Commit
166	Lowboy Tractor-trailer	1988		Mack	PA	N/A	Lease	Paul Bunyan, Inc.	Commit
167	Self-Loader Grapple	1988		Kenworth	PA	N/A	Lease	Paul Bunyan, Inc.	Commit
168	Self-Loader Grapple	1997		Peterbuilt	PA	N/A	Lease	Paul Bunyan, Inc.	Commit
169	Lowboy Tractor-trailer	1995		Kenworth	PA	N/A	Lease	Paul Bunyan, Inc.	Commit
170	Self-Loader Grapple	2005		Kenworth	PA	N/A	Lease	Paul Bunyan, Inc.	Commit
171	2 Man Exec. (Cont. #01033014)	2010	Container	Horton	FL	N/A	Owned	AshBritt	R
172	2 Man Exec. (Cont. #01033015)	2010	Container	Horton	FL	N/A	Owned	AshBritt	R
173	2 Man (Cont. #01033016)	2010	Container	Horton	FL		Owned	AshBritt	R
174	2 Man (Cont. #01033017)	2010	Container	Horton	FL		Owned	AshBritt	R

Exhibit 7 – Equipment and Resource List

No.	Truck/Equipment Type	Year	Model	Manuf./ Type	State	VIN#-S/N-LPN	Status	Source	Availability ** C=Committed R=Reserved
175	8 Man (Cont. #01033018)	2010	Container	Horton	FL		Owned	AshBritt	R
176	8 Man (Cont. #01033019)	2010	Container	Horton	FL		Owned	AshBritt	R
177	8 Man (Cont. #01033020)	2010	Container	Horton	FL		Owned	AshBritt	R
178	8 Man (Cont.# 01033021)	2010	Container	Horton	FL		Owned	AshBritt	R
179	8 Man (Cont. #01033022)	2010	Container	Horton	FL		Owned	AshBritt	R
180	Conf. Room (Cont. #01033023)	2010	Container	Horton	FL	N/A	Owned	AshBritt	R
181	1 Man (Cont. #01033024)	2010	Container	Horton	FL		Owned	AshBritt	R
182	1 Man (Cont. #01033025)	2010	Container	Horton	FL		Owned	AshBritt	R
183	Tool Room (Cont. # 01033027)	2010	Container	Horton	FL	N/A	Owned	AshBritt	R
184	Shower	2010	Container	Horton	FL		Owned	AshBritt	R
185	Water Treatment (Cont. # 01033026)	2010	Container	Horton	FL		Owned	AshBritt	R
186	Water Treatment	2010	Can Pure	Innovative Water	FL	N/A	Owned	AshBritt	R
187	Kitchen (on flat bed)	2010	Container	EMK	FL		Owned	AshBritt	R
188	Dining (open on one side)	2010	Container	EMK	FL	N/A	Owned	AshBritt	R
189	Dining	2010	Container	EMK	FL		Owned	AshBritt	R
190	Dining (open on BOTH sides)	2010	Container	EMK	FL	N/A	Owned	AshBritt	R
191	Assembly Parts for Kitchen container (on Lowboy)	2010	Container	EMK	FL	N/A	Owned	AshBritt	R

Exhibit 7 – Equipment and Resource List

No.	Truck/Equipment Type	Year	Model	Manuf./ Type	State	VIN#-S/N-LPN	Status	Source	Availability ** C=Committed R=Reserved
192		2010	Various	Cooking Supplies	FL	N/A	Owned	AshBritt	R
193	Honey Wagon	1998	F450	Freightliner	FL	N/A	Owned	AshBritt	Commit
194	60'x 100' (on flatbed)	2010	Quansa Building	Olympia	FL		Owned	AshBritt	Commit
195	60'x 100' (on flatbed)	2010	Quansa Building	Olympia	FL		Owned	AshBritt	Commit
196	Generator	2005	200KW	Caterpillar	FL		Owned	AshBritt	Commit
197	Tools and Hardware	N/A	Container	Various	FL		Owned	AshBritt	Commit
198	Tools and Hardware	N/A	Container	Various	FL		Owned	AshBritt	Commit
199	Tools and Hardware (on Lowboy)	N/A	Container	Various	FL		Owned	AshBritt	R
200	Plastic Tanks (on Lowboy)	N/A	PT	Hartow	FL	N/A	Owned	AshBritt	Commit
201	Plastic Tanks (on Lowboy)	N/A	PT	Hartow	FL	N/A	Owned	AshBritt	Commit
202	Plastic Tanks	N/A	PT	Hartow	FL	N/A	Owned	AshBritt	Commit
203	Bus	2010		Mazda	FL	N/A	Owned	AshBritt	Commit
204	Pickup	2010		Mazda	FL	N/A	Owned	AshBritt	Commit
205	Pickup	2010		Mazda	AL	N/A	Lease	Best Rental Corp. (SE)	R
206	SUV	2010		Mazda	AL	N/A	Lease	Best Rental Corp. (SE)	R
207	SUV	2010		Mazda	AL	N/A	Lease	Best Rental Corp. (SE)	R

Exhibit 7 – Equipment and Resource List

No.	Truck/Equipment Type	Year	Model	Manuf./ Type	State	VIN#-S/N-LPN	Status	Source	Availability ** C=Committed R=Reserved
208	25 acre	2010	Lightline		AL	N/A	Lease	Best Rental Corp. (SE)	R
209	Hydraulic Excavator	2009	325	Caterpillar	AL	N/A	Lease	Best Rental Corp. (SE)	Commit
210	Hydraulic Excavator	2009	325	Caterpillar	AL	N/A	Lease	Best Rental Corp. (SE)	Commit
211	Hydraulic Excavator	2009	325	Caterpillar	AL	N/A	Lease	Best Rental Corp. (SE)	R
212	Hydraulic Excavator	2009	325	Caterpillar	AL	N/A	Lease	Best Rental Corp. (SE)	R
213	Track type tractor	2006	D7R	Caterpillar	AL	N/A	Lease	Best Rental Corp. (SE)	R
214	Thumb	2009	229-8403	Caterpillar	AL	N/A	Lease	Best Rental Corp. (SE)	R
215	Thumb	2009	229-8403	Caterpillar	AL	N/A	Lease	Best Rental Corp. (SE)	R
216	Thumb	2009	229-8403	Caterpillar	AL	N/A	Lease	Best Rental Corp. (SE)	R
217	Thumb	2009	229-8403	Caterpillar	AL	N/A	Lease	Best Rental Corp. (SE)	R
218	Hydraulic Excavator	2006	330DL	Caterpillar	AL	N/A	Lease	Best Rental Corp. (SE)	Commit
219	ID Card System	2010		Wasp	AL	N/A	Lease	Best Rental Corp. (SE)	Commit
220	Security Radio	2010	XBR6350	Motorola	AL	N/A	Lease	Best Rental Corp. (SE)	Commit

Exhibit 7 – Equipment and Resource List

No.	Truck/Equipment Type	Year	Model	Manuf./ Type	State	VIN#-S/N-LPN	Status	Source	Availability ** C=Committed R=Reserved
221	Office	2010	Container	Horton	AL	N/A	Owned	Best Rental Corp. (SE)	Commit
222	Container	2010	Container	Horton	AL	N/A	Owned	Best Rental Corp. (SE)	Commit
223	Container	2010	Container	Horton	AL	N/A	Owned	Best Rental Corp. (SE)	Commit
224	Laundry	2010	Container	Horton	AL	N/A	Owned	Best Rental Corp. (SE)	Commit
225	48' 'Fruehauf Tanker Trlr *Sil	1985		Trailer	AL		Lease	Best Rental Corp. (SE)	R
226	52'8" Liddell Lowboy Trlr	2006		Trailer	AL		Lease	Best Rental Corp. (SE)	R
227	20' Pace American Cargo Trlr	2000		Trailer	AL		Lease	Best Rental Corp. (SE)	R
228	29' Better Built Black Goose Neck Trlr	1998		Trailer	AL		Lease	Best Rental Corp. (SE)	R
229	53' Trailboss Dovetail Lowboy Trlr	2006		Trailer	AL		Lease	Best Rental Corp. (SE)	R
230	General Equipment Trlr	1972		Trailer	AL		Lease	Best Rental Corp. (SE)	R
231	Motor Graders (12H VHP)	2004	12H	Caterpillar	AL		Lease	Best Rental Corp. (SE)	R
232	Motor Graders (140H)	2001	140H	Caterpillar	AL		Lease	Best Rental Corp. (SE)	Commit
233	Backhoe (CAT 420D)	2000	420D	Caterpillar	AL		Lease	Best Rental Corp. (SE)	Commit

Exhibit 7 – Equipment and Resource List

No.	Truck/Equipment Type	Year	Model	Manuf./ Type	State	VIN#-S/N-LPN	Status	Source	Availability ** C=Committed R=Reserved
234	Backhoe (CAT 416C)	2000	416C	Caterpillar	AL		Lease	Best Rental Corp. (SE)	Commit
235	Backhoe (CAT 416C)	2000	416C	Caterpillar	AL		Lease	Best Rental Corp. (SE)	R
236	Backhoe (CAT 420D 4X4)	2003	420D	Caterpillar	AL		Lease	Best Rental Corp. (SE)	R
237	Backhoe (CAT 416B)	1994	416B	Caterpillar	AL		Lease	Best Rental Corp. (SE)	R
238	Dozer	1989	Cat D3C	Caterpillar	AL		Lease	Best Rental Corp. (SE)	Commit
239	Dozer	1995	Cat D6E	Caterpillar	AL		Lease	Best Rental Corp. (SE)	Commit
240	Dozer	2000	Cat D6R	Caterpillar	AL		Lease	Best Rental Corp. (SE)	R
241	Dozer	1988	Cat D7H	Caterpillar	AL		Lease	Best Rental Corp. (SE)	R
242	Wheel Loader	2000	VOL L120B	Volvo	AL		Lease	Best Rental Corp. (SE)	Commit
243	Wheel Loader	1999	JD 644H	John Deere	AL		Lease	Best Rental Corp. (SE)	Commit
244	Wheel Loader	2003	JD 644H	John Deere	AL		Lease	Best Rental Corp. (SE)	Commit
245	Wheel Loader	2002	Cat 972G	Caterpillar	AL		Lease	Best Rental Corp. (SE)	Commit
246	Hydraulic Excavator	1998	325BL	Caterpillar	AL		Lease	Best Rental Corp. (SE)	R

Exhibit 7 – Equipment and Resource List

No.	Truck/Equipment Type	Year	Model	Manuf./ Type	State	VIN#-S/N-LPN	Status	Source	Availability ** C=Committed R=Reserved
247	Hydraulic Excavator	1990	225DLC	Caterpillar	AL		Lease	Best Rental Corp. (SE)	R
248	Hydraulic Excavator	2002	330CL	Caterpillar	AL		Lease	Best Rental Corp. (SE)	R
249	Hydraulic Excavator	2004	320CL	Caterpillar	AL		Lease	Best Rental Corp. (SE)	R
250	Skid Steer Loader	2004	257B	Caterpillar	AL		Lease	Best Rental Corp. (SE)	Commit
251	Skid Steer (Caterpillar 287)	2003	287	Caterpillar	AL		Lease	Best Rental Corp. (SE)	Commit
252	Skidder (Caterpillar 525B)	2002	525B	Caterpillar	AL		Lease	Best Rental Corp. (SE)	Commit
253	Knuckleboom (Prentice 210C log loader)	2004	210C	Prentice	AL		Lease	Best Rental Corp. (SE)	Commit
254	Knuckleboom (SK100 Log Loader)	1999	SK100	Supertrack	AL		Lease	Best Rental Corp. (SE)	Commit
255	Knuckleboom (Prentice 410D log loader)	1994	410D	Prentice	AL		Lease	Best Rental Corp. (SE)	Commit
256	Knuckleboom (GMC Truck)	2004		GMC	AL		Lease	Best Rental Corp. (SE)	R
257	Knuckleboom (Koehring 6644 log loader)	1998	6644	Koehring	AL		Lease	Best Rental Corp. (SE)	R
258	Knuckleboom (120E Prentice Loader)	1999	120E	Freightliner	AL		Lease	Best Rental Corp. (SE)	Commit

****NOTE: "C" = Committed equipment to the State of Texas (available within 72 to 120 hours); "R" = Reserved available as requested.**

Exhibit 8 – Equipment List for Conti Corporation

Conti Owned Equipment Summary (from recent proposal/collateral)		Waterway Debris Specific Equipment Needs (some of Conti-owned equipment can be adapted)	
Backhoes	50	A-Frame/Stiff Leg Cranes, 100 Ton	2
Dozers	50	Crawler Excavators with grapple attachments for retrieving underwater debris	20
Excavators	100	Crawler Excavators with thumb attachments for retrieving underwater debris	20
Front End Loaders	100	High volume, low ground pressure, Offroad Dump Trucks	30
Tandem Dump Trucks	100	Low ground pressure crawler dumps	5
Off Road End Dumps	50	Amphibious Excavators, Long Booms	12
12” Diesel Pumps	20	Amphibious Excavators, Short Booms, conventional buckets	12
Cranes	50	Amphibious Excavators with Grapple attachemnts	12
Wheel Loaders	40	Coventional Deck Barges, 30 x 195	20
Compactors	50	Crawler Cranes, 150 ton	10
Concrete Pump Truck	20	Crawler Draglines, 6 to 10 yard buckets	4
Drill Rigs	10	Mobile Fuel Tanks, various sizes	30
Driver / Ext/ Hammer	10	Office Trailors	20
Forklifts	50	Shipping containers	35
Grader	10	Airboats, various sizes	5
Manlifts	50	Motorized Flat boats/S skiffs	10
Milling Machine	10	Crew Boats	10
Paver	15	A-Frame/Stiff Leg Cranes, 100 Ton	2
Scissor Lift	15		
Screener	10		
Skid Steer	15		
Tieback / Mini-Pile Drill Rig	5		
Trencher	10		

Exhibit 8 – Equipment List for Conti Corporation

Conti Owned Equipment Summary (from recent proposal/collateral)		Waterway Debris Specific Equipment Needs (some of Conti-owned equipment can be adapted)	
Truck - Articulating	15		
Water Treatment System Trailer	10		
Water Wagon	12		

Appendix B – Staff Biographies and Previous Experience on Similar Contracts (RFQ 4.7)

B.1 Marine Operations Resumes

Following are the names of the ZOM for each zone. These are followed up with appropriate resumes outlining their significant marine operations experience. ZOM resumes are provided in Section B.1.1 below.

- Zone 1 – Jim Batey
- Zone 2 – Rusty Batey
- Zone 3 – Charlie Fresolone
- Zone 4 – Tim Seaman
- Zone 5 – Jack Murphy
- Zone 6 – Bruce Baita
- Zone 7 – Jeff Dulgarian
- Zone 8 – Rich Hamlin
- Zone 9 – Jim Reilly
- Zone 10 – John Karp
- Zone 11 – Bill Weber

We also have strong resumes for additional marine operations personnel. These resumes are provided in Section B.1.2 below.

B.1.1 ZOM Resumes

B.1.1.1 Zone 1 – Jim Batey

Professional Profile

Experienced Marine Salvage and Disaster Response Specialist

- 45 Years of Experience as Captain
- 40 Years of Experience in Marine Salvage
- 30 Years of Experience in Disaster Response and Hurricane Cleanup
- Certified VideoRay ROV Pilot
- Excellent Knowledge of both Klein and Hummingbird Side Scan Sonar
- Experienced in Managing Large Crews
- Experienced Heavy Equipment Operator

Professional Accomplishments

Marine Salvage

- Numerous sunken boats raised in Wilmington, NC
- Worked on the Deepwater Horizon Oil Spill retrieving orphaned anchors using Munson Workboat and various other equipment
- Raised over 29 boats in the Savannah River for the Army Corp of Engineers
- Located and salvaged 3 Civil War Blockade Runners in South Carolina

- Salvaged 800ft Floating Dry Dock in Charleston, SC

Hurricane Cleanup

- Worked 9 Hurricanes with Weyerhaeuser in North Carolina with zero accidents and zero lost days
- Owned and Operated over 50 pieces of Heavy Equipment including backhoes, trackhoes, and excavators
- Owned and Operated Tugboats and barges for debris removal

ROV Pilot

- Over 1000 Hours on VideoRay Pro3 and Pro4
- Ran VideoRay for Deepwater Horizon Anchor Retrieval Project
- Ran VideoRay for SeaViculite Project in North Carolina
- Videographer for many found shipwrecks throughout South and North Carolina

B.1.1.2 Zone 2 – Rusty Batey

Professional Profile

Experienced Marine Technology Specialist

- USCG Licensed Captain
- Certified on Klein Side Scan Sonar
- Certified Diver
- Certified VideoRay ROV Pilot
- Excellent Knowledge of Hummingbird Side Scan Sonar
- Experience with SonarWiz Software
- Experience with SonarPro Software
- Experience with Dr Depth Software
- Proficient in Report Creation
- Excellent IT Knowledge

Professional Accomplishments

Side Scan Sonar

- Located pieces of missing Orchard Light Lighthouse off of Staten Island for the National Lighthouse Museum after Hurricane Sandy
- Worked on the Deepwater Horizon Oil Spill locating orphaned anchors using Klein 3900 Side Scan Sonar
- Made a major Geological Discovery (SeaViculite) off of the Coast of North Carolina using the Klein 3900
- Found numerous shipwrecks throughout Georgia, South Carolina, and North Carolina
- Mapped numerous artificial reefs off the Coast of Georgia

ROV Pilot

- VideoRay spokesperson at Underwater Intervention in 2010

- Have over 500 hours on VideoRay ROVs
- Created Videography of Geological Discovery of SeaViculite which will be featured in upcoming Documentary
- Created Videography of Georgia Artificial Reefs

Reports

- Created Report from all of the data that we collected for National Lighthouse Museum to deliver to NOAA for missing Orchard Light Lighthouse after Hurricane Sandy
- Created all reports for orphaned anchor project in Deepwater Horizon Oil Spill
- Created reports for artificial reefs in Georgia
- Created all reports for SeaViculite Project with Cape Fear College

B.1.1.3 Zone 3 – Charlie Fresolone

Summary

Mr. Fresolone has 25 years of experience in the construction industry and is a project manager on complex civil and environmental cleanup projects, with background in HTRW, FEMA and EPA Region 2. His project management experience has taken him throughout the U.S., where he has successfully delivered dozens of projects for public, private, and federal-sector clients. He is responsible for technical, financial, design build and administrative aspects of a project. He motivates and manages the project staff and serves as the primary liaison with the client, client representatives and strategic partners involved in the project. He works with the vice president of operations, senior project manager and general superintendent to coordinate all field operations and activities. He also reviews inspection and test data to determine compliance with contract requirements. He participates in project meetings with contracting officers, client representatives, subcontractors, and major material suppliers. His broad experience in construction and environmental projects has provided him with a solid foundation for managing sensitive projects. He has extensive experience with hurricane recovery efforts and as performed dredging, pumping, screening and redistribution of sand, and debris cleanup on multiple projects.

Experience

Conti Federal Services, Inc. 1987 – Present

Project Manager, Hurricane Sandy New York City Rapid Repairs Program, Staten Island, NY, New York City Department of Environmental Protection (NYC DEP),$50M, T&M, 11/12-Present. Project Manager for rapid repair program, in compliance with city, state, EPA and FEMA regulations, that entails providing labor and materials required to restore heat, hot water, and power, and to make temporary exterior and internal repairs necessary so that residents can safely inhabit their single family and multi-unit dwellings. Managed estimate preparation, project startup, procurement, budget, buyouts, subcontractor coordination, schedule, site management, project reporting, and client relationships. Project Reference: Kaushik Patel, NYC Rapid Repairs Program, 100 Gold Street, 2nd Floor, New York, NY 10038, 917-681-9922

Project Manager, Hurricane Recovery for Gulf Coast Jetties and Dike Repair, Sabine-Neches Waterway (TO1), TX, USACE Galveston District MATOC, $45M, CR, 03/2010 – 11/2012. Project manager for a design-build project for emergency marine repairs to nine jetties and one dike located at six separate sites along the Texas Gulf Coast. Work in active waterway in

coordination with Coast Guard. Responsible for project startup, procurement, project cost variances and modifications, schedule and site management, management of the design-build process, cash flow, client relationships. Successfully managed subcontractors and costs. Under his leadership, the project is ahead of schedule. Project Reference: Richard S. Whitmire, USACE, 201 Pleasure Pier Blvd., Port Arthur, TX 77640, 409-724-0176.

Project Manager, Hurricane Ike Galveston Dredge Soil Placement Area Debris Removal and Containment Dike Damage Assessment for Gulf Coast Intercoastal Waterway, Galveston, TX, USACE Omaha Rapid Response Program, $17M, CR, 02/09 – 06/2010. Managed the assessment and survey of dredge material placement areas (PAs) along the intercoastal waterway from PA28 at High Island to PA43 at Port Bolivar, Texas, needed after Hurricane Ike made landfall in 2008, resulting in the destruction of numerous structures and generation of a enormous debris field. Additional work entailed the removal of storm-generated debris (vehicles, vessels, white goods, e-waste, etc.) with intermingled hazardous waste, and limited repair of PA and dike structures. Worked performed under FEMA and EPA regulations. Managed the estimate, project startup, procurement, project cost variances and modifications, schedule, site management, cash flow, and client relationships. The impact from Hurricane Ike to the PAs was significant and prevented utilization of the areas for additional dredge material storage. This included debris accumulation on the dikes, debris accumulation within the placement areas, damage (limited to complete destruction) of the dike system, with damage generally being worse in the southern reach of the peninsula, and damage to outfall structures and erosion protection structures. Project Reference: John Hartley, USACE, Bldg 525, Castle Hall, 3rd Floor, Offutt AFB, Nebraska, 68113, 402-293-2523.

Project Manager, Hurricane Katrina Decommissioning of Utilities, New Orleans, LA, USACE, Omaha District, $870K, CR, 05/08 – 1/29/2009. Managed the coordination of field activities and job costs for the locating of existing utilities running under or adjacent to the existing levee system, under FEMA regulations. Utilities under the levee were grouted to prevent flood waters from entering the system on the flood side of the levee and day lighting on the protected side. The scope of work also included the removal and disposal of debris and geo-probing for existing underground abandoned sea-walls, to aid in the future design of concrete levee systems. All work was as-built to aid in future levee construction/repairs. The work schedule was critical in preparation of the levee systems prior to hurricane season. Under his leadership, utilities running under levee were located, and grouted to prevent floodwaters from migrating from one side of the levee to the other. Utilities located within a 100-foot footprint from the toe of slope (but not running under the levee) were removed and backfilled. Managed the estimate, project startup, procurement, project cost variances/cash flow/projections/forecasting and modifications. Also managed the schedule and performed site management for the onsite team of six (plus a back-office support team), and managed subcontractors, cash flow, and client relationships—resulting in $100,000 is cost savings. Project Reference: Jude Hobza, USACE, 1616 Capitol Ave., Ste. 9000, Omaha, NE 68102, 402-216-3005

Project Manager, I-90 Bridge Pier 3 Underpinning, Missoula, MT, USACE, Omaha District, $7.3M, CR, 07/2007 – 04/2008. The project was executed under the USACE's Rapid Response program under an accelerated schedule, in projected water-level fluctuations and during the anticipated freezing of the river as winter approached. The project scope included marine work to underpin the bridge's center pier to prevent scouring and undermining the foundations when a 102-year-old dam was removed downstream—with the primary concern related to the drop in the river's water level causing a scouring of the river bed, creating structural instability.

Construction included site dewatering, construction of Temporary Retaining Structures (TRS), installation of conventionally reinforced concrete, and sheet pile driving. His team built additional s-upport for pier, drilled and installed new caissons through and under the existing pier to provide additional support. The work scope included access road development, temporary work bridges, cofferdam installation and removal, dewatering, foundation core drilling, caisson auguring and installation, new concrete footings, and dredging. Managed project cash flow, approved A/P, A/R and projected/forecasted upcoming modifications for communication with client, managed internal team members, including superintendents, engineers, and team subcontractors and safety personnel. Maintained effective client relationships. Managed a challenging subcontractor/non-performing subcontractor and successfully produced performance results. Coordinated and managed subcontractors and vendors, client progress meetings, daily reports, engineering, inspections, shop drawings and submittals, payroll, scheduling and safety. Project Reference: Kurt Anderson, USACE, 1600 North Avenue West, Suite 105, Missoula, MT 59801, 406-370-6938.

Education

- BS, Civil Engineering Technology, Roger Williams University, RI, 1979
- AA, Architecture Technology, Mercer Community College, NJ, 1974

Professional Development

- USACE Construction Quality Management for Contractors Training (CQC)
- Leadership training, Franklin Covey
- Federal Contracting, ESI International
- HCSS® Foundation training
- Expedition® Foundation training
- OSHA 29 CFR 1910.120-40-Hour Basic Training, 2008
- 8-Hour OSHA Refresher
- EFS-3 Training - 2011
- IS-00800.b - National Response Framework, An Introduction -2011 Transportation Worker Identification Card (TWIC) holder

B.1.1.4 Zone 4 – Tim Seaman

Summary

Mr. Seaman has over 27 years of infrastructure and environmental construction experience in supervising and performing construction projects for federal, private, and public sector clients in the northeastern U.S. He is experienced in all phases of large-scale site work operations and has worked on many of Conti's flood control projects. He supervises and coordinates construction crew activities for assigned projects, and is responsible for assuring that all construction operations are performed efficiently and in accordance with applicable drawings, specifications, codes, standards, and all quality control objectives. He monitors all site operations for QA/QC compliance, enforces QA/QC compliance, and implements corrective action as required to eliminate noncompliance events.

Experience

The Conti Group, Edison, NJ (1988 – Present)

Superintendant, West Bank Vicinity Project 6.2, New Orleans, LA, USACE New Orleans District, $22M, FUP, 12/2010 – 03/2011. Organization and planning of field activities for this project to provide surge protection as secondary containment to minimize potential levee failures and lower risk to the Belle Chasse Tunnel, along with adjacent projects (such as WBV 4.2). Multiple WBV construction activities, such as this WBV 6.2 project, are underway simultaneously to replace, raise and/or enhance existing flood protection structures, and perform diligent maintenance and repair, with the goal of improving public safety and reducing property loss. Project Reference, Donald Tutor, 5501 B Paris Road, Chalmette, LA 70043, 504-862-2812

Superintendent, West Bank Vicinity Project 9C, New Orleans, LA, USACE New Orleans District, $7M, FUP, 11/2010 – 11/2010. Field execution oversight, including supporting the site superintendent with effective subcontractor management and owner relations support for the Hero Canal to Oakville, Highway 23 Crossing Project. The WBV-09c project is part of the flood protection system that will serve the Plaquemines Parish by maintaining a safe evacuation route to the northern parts of the state. The project encompasses the construction of retaining T-walls and flood gates across busy highway 23, work under the nearby railroad, tie-in work, utility relocations, drainage work, fertilizing, and seeding and mulching. Project Reference, Conrad Baker, 1450 Rock Island Drive, Rock Island, IL 61201, 309-794-5519

Education

- High School Diploma

Professional Development

- NJ Certified Crane Operator. Endorsements: Large/small hydraulic, Lattice boom, Conventional, Truck crane
- OSHA 10-Hr Construction Safety, 2004
- 40-Hour HAZWOPER, 1991
- 8-Hour HAZWOPER Ref, 2009

B.1.1.5 Zone 5 – Jack Murphy

Summary

Mr. Murphy has over 40 years of experience in heavy/civil construction, having started after a tour of duty in Vietnam with USACE as a general laborer working on highway and bridge projects. He advanced steadily from the position of general laborer to laborer foreman in charge of highway crews, to utility foreman in charge of work crews, installing underground piping for site improvements and highway and bridge projects. He became a superintendent, building numerous multi-trade projects. He is responsible for the management of field operations, including scheduling, personnel, labor relations, and technical construction oversight. Working with superintendents and project managers, he reviews project schedules, manpower loading requirements, material requisitions, and safety policies and procedures.

Mr. Murphy has extensive experience in all aspects of general contracting. He has supervised the installation of hundreds of miles of sanitary sewers, force mains, and water distribution piping.

He has directed the construction of projects involving the construction of roads, fencing, levees, and other flood control structures, and the reconstruction of active railroad stations. He has also supervised the construction of numerous highway bridges and structures throughout the U.S. and Southeast Asia.

Experience

The Conti Group, Edison, NJ, 03/1991 – Present

Project Manager, Hurricane Sandy NYC Rapid Repairs Program, Staten Island, NY, New York City Department of Environmental Protection,T&M, 11/12-Present. Project Manager for rapid repair program that entails providing labor and materials required to restore heat, hot water, and power, and to make temporary exterior and internal repairs necessary so that residents can safely inhabit their single family and multi-unit dwellings. Assited with estimate preparation, project startup, procurement, budget, buyouts, subcontractor coordination, schedule, site management, project reporting, and client relationships. Project Reference, Kaushik Patel, NYC Rapid Repairs Program, 100 Gold Street, 2nd Floor, New York, NY 10038, 917-681-9922

Program Manager, Rapid Response/Immediate Response (RR/IR) W9128F-04-D-0014, Various Locations, USACE Omaha District, $115M IDIQ, CR and FFP, 02/2004 – 2012. Ensured that sufficient corporate resources are available to solve unusual issues and result in task order success. He had the authority to make program/project-specific decisions on behalf of Conti Federal Services. Several of the task orders under this contract were emergency responses related to storm damage. Dredging, pumping, screening and redistribution of sand, or debris cleanup were scopes of work associated with many of the emergency responses. Project Reference, Mark Herse, P.O. Box 13287, Bldg. 525, Castle Hall, Offutt AFB, NE 68113, 402-293-2560

Chief Operating Officer, Wilkes-Barre Phase 2C Riverfront, Wilkes-Barre, PA, USACE Baltimore District W912DR-06-C-0048, $22.9M, FFP, 09/2006 – 04/2009. Senior executive responsible for this project involving renovation of the Wilkes-Barre River Commons. Scope of work includes two levee portals with mechanical gates, an amphitheater, a fishing terrace and recreation areas. Project Reference, Jim Moore, P.O. Box 1715 Baltimore, MD 21203-1715, 410-962-5617

Education

- BS, Civil Engineering Technology, NJ Institute of Technology, 1988

Professional Development

- The Key Executive Program, Harvard Business School, 2002
- American Society of Highway Engineers
- Construction Industry Advancement Program of New Jersey, Past Chairman
- Middlesex County College, Adjunct Professor
- Rutgers University, Engineering & Environmental Department, Advisor & Adjunct Professor
- Society of Asphalt Technologists of New Jersey, Board Member
- Utility and Transportation Contractors Association, Past President
- National Construction Alliance (NCA), Heavy & Highway Division, Advisor to Union International Presidents

- Top Secret Security Clearance

B.1.1.6 Zone 6 – Bruce Baita

Summary

Mr. Baita has over 23 years of experience in supervising and performing work for federal, private, and public-sector clients in the northeastern U.S. and the Gulf coast. He is experience in HTRW and EPA Region 2. His work history includes key field roles in USACE task orders performed under a variety of USACE ID/IQ contracts. He is experienced in all phases of large-scale site work operations and has worked on a variety of Conti's disaster recovery, environmental, demolition, civil and homeland security projects. He supervises and coordinates construction crew activities for assigned projects, and is responsible for assuring that all construction operations on the project are performed efficiently and in accordance with applicable drawings, specifications, codes, standards, and all quality control objectives. He monitors all site operations and enforces for QA/QC compliance, and implements corrective actions as required to eliminate noncompliance events. He organizes, strategizes, and plans the field operations so the work is being performed with speed, quality, and cost effectiveness.

Experience

The Conti Group, Edison, NJ, (1987 – Present)

Project Manager, Disaster Debris Management Operations for Emergency Response and Recovery, Multiple Locations, New Jersey, The State of NJ/FEMA, $500K, FUP, 11/2012 – Present. Mr. Baita is a project manager for the cleanup of debris caused by Hurricane Sandy. The project requires the management and coordination of large amounts of disaster-generated debris removal, characterization and disposal (including hazardous household waste, e-waste, etc.) Conti uses volume reduction techniques to minimize the amount of debris disposed of in landfills. Work includes debris recycling and material separation at the point of pickup with additional segregation at the temporary disposal site in order to reduce potential threats to human health and safety. Project Reference, Jared Moskowitz, 565 East Hillsboro Blvd Deerfield Beach, FL 33441, 954-545-3535

Superintendent, Hurricane Katrina Household Hazardous Waste Removal, New Orleans, LA, USACE Rapid Response, $13M, CR, 05/2007 – 08/2007. Supervised the receiving, staging, sampling and characterization of the household hazardous waste (HHW) in the area of New Orleans, coming in the aftermath of Hurricanes Katrina and Rita. Organized and planned field execution for collection crews, electronic waste, disposal sampling and profiling of bulked, and non-bulked, substances and wastes, packaging, manifesting and delivery of all these waste to certified facilities. Coordinated with the local municipalities, Parish officials, sheriff's office and City of New Orleans and USACE resident engineers to keep the project on schedule. Project Reference, Tim Gouger, USACE Omaha 10200 Old Gentilly Road, New Orleans, LA 70127,402-293-2514

Education

- High school diploma

Professional Development

- USACE Contractor Quality Control Management course, 2006
- Poly-Flex 3 Day Equipment Training Course
- Dealing Effectively with Unacceptable Employee Behavior Course, 2005
- Directing the Workforce Course, Ocean County College, 2005
- National Safety Councils' Blood Borne Pathogens Course
- National Safety Council First Aid Course
- National Safety Council CPR Course
- RSO and Operator's Course
- Liner Seamer Certifications, YR
- OSHA 29 CFR 1910.120-40-Hr Basic Training, 1988
- OSHA 30-Hr Construction Safety & Health, 2006
- OSHA 8-Hr Refresher, 2010
- First Aid/CPR/Bloodborne Pathogen, 2009
- Excavation Competent Person, 1999
- Confined Space/Monitoring, 1988
- Fall Protection, 2000
- Radiation Worker Training

Awards

- General's Coin for Excellence, Awarded by the Commanding General North Atlantic Division, 2005

B.1.1.7 Zone 7 – Jeff Dulgarian

Summary

Mr. Dulgarian has 13 years' experience in the construction industry on a wide variety of projects. In his eight years with Conti, he has provided management, project engineer, and quality control support on both environmental (since 2004, remediation since 2004) and civil construction projects (since 1997; demolition and mechanical, also since 1997). He has managed projects for public and federal-sector clients worldwide. He is skilled at managing and tracking large, complex projects that require demanding schedules, fast-track production, and application of immediate corrective actions in response to site-specific difficulties in execution. He is responsible for all technical and administrative aspects of the project. He understands the importance of evaluating and managing risk for firm-fixed price contracts. He is also responsible for managing project staff and serves as the primary liaison with client representatives. He collaborates with team crews and subcontractors to manage the field activities. He interfaces with contracting officers, client representatives, subcontractors, major material suppliers and regulators, in order to maintain close communication and coordination.

Experience

Conti Federal Services, Edison, NJ (05/2004 – Present)

Project Manager, Hurricane Sandy NYC Rapid Repairs Program, Staten Island, NY, New York City Department of Environmental Protection,T&M, 11/12-Present. Project Manager for rapid repair program that entails providing labor and materials required to restore heat, hot water, and

power, and to make temporary exterior and internal repairs necessary so that residents can safely inhabit their single family and multi-unit dwellings. Assited with project startup, procurement, budget, buyouts, subcontractor coordination, schedule, site management, project reporting, and client relationships. Project Reference, Kaushik Patel, NYC Rapid Repairs Program, 100 Gold Street, 2nd Floor, New York, NY 10038, 917-681-9922

Quality Control Inspector, Bronx Whitestone Bridge Rehabilitation, Triborough Bridge and Tunnel Authority, Bronx, New York, 07/2009 – 02/2010. Responsible for semi-annual quality control inspections, as required in the contract documents. Ensured that all work, including that of subcontractors and suppliers, was performed in compliance with the requirements of task orders, permits, laws, and regulations.

Project Manager, Letterkenny Army Depot Industrial Wastewater Treatment Plant Expansion, USACE Baltimore District (TERC), Chambersburg, PA, $2.3M, CR, 03/2007 – 4/2011. Responsible for the management of multi-phased investigations and remedial action activities. Led construction and geotechnical investigation services for the expansion of a industrial wastewater treatment plant. The project requires the placement of moving bed bioreactor aeration tanks (MBBRAT) to a depth of 18 feet below grade, through site clearance, geotechnical environmental characterization and a subsequent remediation and removal of below-grade holding tanks. Built and maintained a strong rapport with this knowledgeable and exacting client. Despite several delays from the contracting office, Mr. Dulgarian accelerated mobilization schedules, once authorization to proceed was received, to keep project execution on schedule.

Education

- MS, Civil and Environmental Engineering, Tufts University, MA 2002
- BS, Civil and Environmental Engineering, Tufts University, MA 1997

Professional Registrations

- Steel Tank Institute SP-001 Certified Tank Inspector, 2009
- Engineering-In-Training, 1996

Professional Development

- OSHA 29 CFR 1910.120 40-Hour Basic Training, 2004
- OSHA 8-Hr Annual Refresher, 2009
- OSHA 30-Hr Construction Safety & Health, 2005
- Project Management Professional, 2008
- Project Management Institute, 2010 (Member)
- USACE Construction Quality Management for Contractors, 2009
- Primavera 3 Scheduling, 2004
- HCSS Foundation, 2008
- Secret Security Clearance

B.1.1.8 Zone 8 – Rich Hamlin

Summary

Mr. Hamlin has over 20 years of experience providing construction, construction management and environmental cleanup management. Experienced in all phases of large-scale site work

operations including infrastructure installations of potable water supply, sanitary sewer and storm drainage installations. Managed various environmental cleanup activities as well as construction for single family and large-scale residential and multi-level commercial buildings. Mr. Hamlin has been trained in resource loading P3® schedules and utilizing company cost control systems to effectively manage projects.

Experience

The Conti Group - 04/2002 – Present

Site Superintendent, Hurricane Response, Carmel Ridge, FL (other Florida locations), USACE Omaha District Rapid/Immediate Response Contract, $2M, CR, 11/2005 – 08/2007. Site Superintendent on disaster-relief projects in Florida under the USACE Rapid Response program. Projects included the design and construction of new group sites for temporary housing units provided by FEMA, hauling and installing travel trailers and mobile homes to newly constructed temporary group sites and deactivation of former sites throughout various locations in Florida from Pensacola to Key West. Project Reference, Mark Herse, P.O. Box 13287, Bldg. 525, Castle Hall, Offutt AFB, NE 68113, 402-293-2560

Site Superintendent, Jack Waite Mine Site Remediation, Bunker Hill, ID, USACE Seattle, $10M, CPFF, 11/2010 – Present. Procured all required facility certifications prior to groundbreaking, including Idaho Department of Environmental Quality (IDEQ)-certified Analytical and Materials Testing Laboratories. Implements Accident Prevention and Site Safety and Health Plans to maintain the utmost in safety throughout the project. Executing very specific and detailed work plans to be adhered to in every phase of the project to ensure schedule and contract compliance. Project scope requires excavation and removal of concentrations of arsenic, cadmium, copper, lead, mercury, and zinc from past mining operations under a very aggressive schedule.

Project Manager, John Kerr Dam & Reservoir, Boydton, VA, USACE Omaha Rapid Response, $1M, CPFF, 2009 – 04/2011. Led an evaluation of four sites at the remote John Kerr Dam site to define excavation limits based on previous investigations to do a source removal action to residential levels for Dioxins, DDT and Lead. Managed disposal sub, generated waste profiles and disposed of approximately 1,378 tons of hazardous soils. Managed asbestos abatement of lumber shed, soil confirmation sampling, backfilling and site restorations. Project required rapid mobilization and an aggressive schedule, and environmental protection in USFS National Forest locale.

Education

- Certification (General Construction, Carpentry, Masonry, Heavy Equipment) Vocational-BOCES, Utica, NY, 1974

Professional Development

- IS-00800.b – 2011
- IS-00803 – 2011
- IS-00800.A - 2006
- IS-00700 – 2006
- IS-00100 – 2006
- IS-00200 - 2006

- OSHA 29 CFR 1910.120-40-Hr Basic Training, 1996
- OSHA 8-Hr Refresher, 2009
- OSHA 10-Hr Construction Safety, 2004
- OSHA 30-Hr Construction Safety, 2005
- OSHA 8-Hr Supervisor, 1996
- OSHA Confined Space Entry, 1998
- Excavation Competent Person, 2003
- FEMA ISO Trained: 100, 200, 700, 800, 2006
- USACE Contractors Quality Control Management training, 2003
- Society American Military Engineers
- Secret Security Clearance
- USACE Contractors Quality Control Management training, 2003

Awards

- Letter of Commendation (Air Force Real Property Agency), Landfill Closures, Griffiss AFB, Rome, NJ

B.1.1.9 Zone 9 – Jim Reilly

Summary

Mr. Reilly is a Certified Environmental Trainer (CET) with experience in environmental project management, QC, safety, training & emergency response for federal, public, and private-sector clients in the northeastern U.S., Alaska, and the Gulf coast. He has over 25 years of broad-based experience working in health, safety, environmental remediation and emergency response operations. He has managed state and federal response contracts for over 15 years, gaining valuable experience in the recognition, evaluation, and mitigation of hazards to people and the environment. He maintains a FEMA/EMI trainer certification for NIMS ICS (Levels 100 – 400). He has developed and implemented safety and health programs for a wide variety of environmental projects and response actions where Level A – D PPE is required. As a project leader, he is responsible for assuring that all construction operations on the project are performed efficiently and in accordance with applicable drawings, specifications, codes, standards, and in accordance with all quality control objectives. He has a long history of performing dredging, pumping, screening and redistribution of sand, or debris cleanup after natural disasters.

Experience

The Conti Group, Edison, NJ (11/06 – Present)

Superintendent, Gulf Coast Jetties & Dike Repair, TX, USACE Galveston District MATOC TO#001, $45M, CR, 03/2010 – Present. Organization and planning of field operations (so that work would be performed efficiently, safely, and with quality and cost-effectiveness in mind) for a design-build project for emergency repairs to nine jetties and one dike located at six separate sites along the Texas Gulf Coast. Assisting with project startup, procurement, project cost variances and modifications, schedule and site management, management of the design-build process, cash flow, client relationships. Mobilize to Texas and commence jetty repair operations at Sabine East jetty. Under his leadership, the project is ahead of schedule finishing the first jetty 2 months early (as of January of 2011) and doubled projected earnings to close the year.

Project Reference, Richard S. Whitmire, 201 Pleasure Pier Blvd., Port Arthur, TX 77640, 409-724-0176.

SSHO/QC, USACE Baltimore District, Wilkes-Barre Riverfront Levee Project, $22.7M, FFP, 11/07 – 11/2008. Ensured implementation of site accident prevention plan for the Levee enhancement project. Project scope includes, installation and removal of temporary coffer dams along Susquehanna River, installation of cast in place concrete portal gates through levee, heavy lift crane operations to place portal gate doors and pedestrian bridges, trenching operations to relocate sewer and electrical duct banks, marine operations along cofferdam bulkhead, confined space operations for sewer tie-ins, installation of foam concrete, installation of pre-cast concrete block, as well as safety oversight of subcontractors. Project Reference, Jim Moore, P.O. Box 1715 Baltimore, MD 21203-1715, 410-962-5617

SSHO/QC, USACE Rapid Orleans HW/HHW Site, New Orleans, LA ($15.6M, CR), 11/2006-10/2007. Ensured implementation of site safety and health plan (SSHP) for the collection, characterization, sampling, transportation and disposal of hazardous waste/household hazardous waste as a result of Hurricane Katrina/Rita recovery. Project scope includes, unexploded ordinance recovery, unknown drum/cylinder recovery, Level B emergency response operations, management of site air monitoring program with Area Rae multi-gas/PID meters equipped with RF telemetry for data logging to host station. USACE Quality Control Officer for project transportation and disposal of all waste streams. Project Reference, Mark Herse, P.O. Box 13287, Bldg. 525, Castle Hall, Offutt AFB, NE 68113, 402-293-2560

Education

- High School Diploma

Professional Registrations

- Certified Environmental Trainer (CET), Occupational Safety & Health, 2001, 2nd renewal 2007
- Certificate, Construction Code Official RCS & ICS, Essex County College, 1988
- Emergency Management Certificate FEMA Emergency Management Inst.

Professional Development

- USACE Quality Control CQCSM trained 2008
- OSHA 29 CFR 1910.120
- 40-Hour Initial Training, 1988
- 8-Hour Annual Refresher 2010
- FEMA Incident Command System ICS (NIMS) Trainer 100-400 Level
- FEMA Weapons of Mass Destruction (WMD) 1st Responder Awareness & Operations level Trainer
- OPA-90 Qualified Individual (QI), Trained Spill Management Team
- Level IV Hazardous Material Specialist (Marine,Railcar, Aviation)
- NY State Fire Coordinator, Confined Space Technical Rescue Trainer

B.1.1.10 Zone 10 – John Karp

Summary

Mr. Karp has 18 years of experience supervising and performing work at environmental remediation, infrastructure, and other heavy civil construction projects for federal and private sector clients in the northeastern U.S and Gulf coast. He is experienced in all phases of large-scale site work operations and has worked on many of Conti's environmental and flood control projects. He supervises and coordinates construction crew activities for assigned projects, and is responsible for assuring that all construction operations on the project are performed efficiently and in accordance with applicable drawings, specifications, codes, standards, and in accordance with all quality control and safety objectives. Mr. Karp monitors all site operations for QA/QC compliance, enforces QA/QC compliance, and implements corrective action as required to eliminate noncompliance events. On various projects he has been responsible for oversight and quality control of dredging operations for several bridge projects.

Experience

The Conti Group, Edison, NJ (07/1994 – Present)

Superintendent, Route 7 WittPenn Bridge contract I, Kearny and Jersey City, NJ, NJ DOT, $64M, Fixed Unit Price, 01/2012 – Present. Mr. Karp is responsible for providing direct supervision for the installation and construction of 8' diameter drilled shaft caissons, 150' in length with 15' long rock sockets for the bridge foundation. Project includes the construction of massive, 50' high concrete piers, along with pier fender protection for the river portion of the new Wittpenn Bridge that crosses the Hackensack River. Project Reference, Felix Fuster, 1035 Parkway Avenue Trenton, NJ 08625, 973-483-2180

Superintendent, West Bank Vicinity (WBV) Project 6.2, New Orleans, LA, USACE New Orleans District, $21.7M, FUP, 3/2011 – 2/2012. Responsible for supervising multiple night crews from welders, dock builders, carpenters, operators & laborers from 6pm to 6am. The work consisted of construction of new roadway flood gates (swing and roller style), railroad flood gates (swing style), construction of reinforced concrete, T-walls, construction of roadway at the roadway flood gates, demolition and construction of tunnel approach walls for tie-in to gate monoliths, track work near the railroad flood gates, installation of steel sheet pile, installation of H-pile, construction of embankment, and installation of scour protection. Project Reference, Donald Tutor, 5501 B Paris Road, Chalmette, LA 70043, 504-862-2812

Superintendent, Caernarvon Canal Floodwall, New Orleans, LA, USACE New Orleans, $46M, FP, 07/2010 – 3/2011. Responsibilities included managing the project's day-to-day activities so that it proceeds safely and cost-efficiently, and supervising and directing site construction activities. This project is an integral part of the area's Hurricane and Storm Damage Risk Reduction System. The Conti Group is helping the people of New Orleans and the USACE with much needed flood protection by designing and constructing the Caernarvon Canal Floodwall (LPV-149 project) in St. Bernard Township, Louisiana. Conti is constructing several sections of a flood protection system, including a concrete T-wall, a 56-foot sector gate at the Chalmette Loop Highway 39 Gate and Norfolk-Southern Railroad, and a levee tie-in to the Mississippi River Levee. Project Reference, Donald Tutor, 5501 B Paris Road, Chalmette, LA 70043, 504-862-2812

Superintendent, Wilkes Barre Phase 2C Riverfront Project, Wilkes Barre, PA, USACE Baltimore, $22M, FP, 01/2007 – 09/2009. Mr. Karp directed all field operations for this complex and extremely detail-oriented project involving the creation of two portal structures complete with moveable flood gates in the existing levee (to allow pedestrian access to the river for the first time in 60 years), and constructing plazas and landscaping features, an amphitheater, and a fishing terrace for the surrounding communities. He managed the installation of sheet piling, construction of 9,300 cy of concrete structures, two 60-foot-long pre-engineered bridges, approximately 100,000 tons of earthwork, and drainage and irrigation systems. Supervised various detailed architectural features, such as 3000 sf of sandstone walls, over one mile of cast-stone wall coping and cladding, and a PLC-controlled decorative fountain. Project Reference, Jim Moore, P.O. Box 1715 Baltimore, MD 21203-1715, 410-962-5617

Education

- High School Diploma

Professional Development

- Certified, NY State Dept. of Environmental Conservation Erosion and Sediment Control
- OSHA HAZWOPER 40-hr
- OSHA 30-Hr Occupational Safety and Health
- Confined Space Training
- Competent Person
- Contractors Training (USACE CQC)

B.1.1.11 Zone 11 – Bill Weber

Summary

Mr. Weber has over 20 years of experience in heavy/ civil and environmental remediation construction management (since 1991). As a project manager, he has managed project planning and scheduling, as well as cost accounting, utilizing such tools as Heavy Bid estimating software, Primavera scheduling tools, and Expedition project management software. He has also been responsible for the aspects of construction project management involving submittals, changes, and revenues. He has assisted bid teams with initial site walks and investigations; obtaining subcontract and vendor quotes; and providing written text for scope of work, technical approach, and scope clarifications for proposal presentations. Currently he is part of Conti's Hurricane Sandy NYC Rapid Repairs Program management team, where he is able to apply his vast field experience in proven, successful, and accurate project execution.

Experience

The Conti Group, Edison, NJ (07/1999 – Present)

Project Manager, Hurricane Sandy NYC Rapid Repairs Program, Staten Island, NY, New York City Department of Environmental Protection,T&M, 11/12-Present. Project Manager for rapid repair program that entails providing labor and materials required to restore heat, hot water, and power, and to make temporary exterior and internal repairs necessary so that residents can safely inhabit their single family and multi-unit dwellings. Assited with project startup, procurement, budget, buyouts, subcontractor coordination, schedule, site management, project reporting, and

client relationships. Project Reference, Kaushik Patel, NYC Rapid Repairs Program, 100 Gold Street, 2nd Floor, New York, NY 10038, 917-681-9922

Estimator, Gulf Coast Jetties & Dike Repair, Sabine-Neches Waterway (TO1), TX, USACE Galveston District MATOC, $45M, CR, 03/2010 – Present. Cost-estimating services and oversight to technical and administrative staff relative to project estimating for a design-build project for emergency repairs to nine jetties and one dike located at six separate sites along the Texas Gulf Coast. The jetties, dike, and an erosion area are being repaired as a direct result of damages caused by previous hurricanes and tropical storms, including Hurricanes Dolly and Ike.

Estimator, Galveston Dredge Soil Placement Area Debris Removal and Containment Dike Damage Assessment Gulf Coast Inter-coastal Waterway project, Galveston, TX, USACE Omaha District, $17M, CR, 02/09 – 06/2010. Provided cost-estimating expertise for the assessment and survey of dredge material placement areas (PAs) along the inter-coastal waterway from PA28 at High Island to PA 43 at Port Bolivar, Texas, needed after Hurricane Ike made landfall in Galveston Texas in 2008, resulting in the destruction of numerous structures and generation of a debris field across the Inter-coastal Waterway.

Project Manager, Bog Creek Farm Superfund Site, Howell, NJ, USACE Kansas City District, $4.7M, FFP, 06/2009 – Present. Provided cost-estimating expertise for the construction of a new groundwater treatment facility and the installation of wells and associated piping/tubing for groundwater/soil-vapor extraction and air sparging. The project's scope of work included system construction, system startup, and is currently in a one-year operation and maintenance phase.

Education

- BS, Mechanical Engineering Technology, University of Dayton, 1986, OH

Professional Development

- Level 1 Emergency Response Training
- Practical Environmental Regulations Seminar
- Soil and Groundwater Remediation Seminar
- Changing the Game (negotiation and decision making), Harvard Business School
- Higher Productivity with Crew Huddles and Short Interval Planning, Pinnacle

Performance Group

- Supervising Slip Form Paving Jobs, World of Concrete
- Business Development Strategies for the Construction Operations Professional, FMI
- Construction Management/Design-Build in New Jersey, Lorman Education Services
- Mediation of Construction Claims, Construction Industry Advancement Program
- Resource and Cost Analysis with P3, Primavera
- Analyzing Construction Schedules, Saddle Island Institute
- OSHA 29 CFR 1910.120-40-Hr Basic Training
- OSHA 8-Hr Supervisor
- OSHA 8-Hr Refresher

B.1.2 Additional Marine Operations Personnel

AshBritt also has additional personnel available with very strong marine debris removal and underwater work experience. These personnel are listed below and their resumes follow.

- Adam Vandenhouten
- Jim Herndon
- Jim Rolette
- Steve Bitowf
- Jacob Woolsey
- Jeff Spoerl

B.1.2.1 Adam Vandenhouten

Education

- Young Memorial- Morgan City, LA - Commercial Diving Certificate (1999)
- Lakeshore Tech College – Applied Science of Hazardous Materials (1996)

Special Training

- ADC Mixed Gas Diver Card
- TWIC Card
- Supervisor Safety Training
- FEMA 100,200,300,700
- NDT Level 1 Mag Particle
- OSHA 10hr
- OSHA 40 Hour Haz/Mat
- OSHA 8 Hr Refresher
- Confined Space Entry/Rescue
- Confined Space Supervisor
- Confined Space Trainer
- Certified Forklift Operator
- Certified Forklift Trainer
- Heart Saver AED
- Safe Rigger Training (API)
- Fire Fighter 1, Parts 1-2
- Class A CDL
- Respirator Fit Tested
- Lockout/Tag out
- OPA 90 Trained
- USACE Quality Management for contractors training
- Boaters safety course
- Jet Blaster Trained
- First Aid/CPR, O2 Administration

Work Experience

2009-Present, Global Infrastructure, LLC, Potter, WI, Operations Manager / Dive Supervisor

Operations manager responsible for overseeing that projects are done safely and on time. Estimating, bidding, logistics, billing, and report composition of a variety of marine construction/commercial diving projects.

1995-2009, Veolia ES Special Services, Inc., Neenah, WI, Diver / Dive Supervisor/Project Manager

Dive Supervisor/Project Manager for a wide range of marine projects for a variety of utility companies, steel mills and municipalities throughout the United States.

Work includes: underwater construction, traveling water screen repairs / overhauls, pump inspections, Internal valve repairs, zebra muscle abatement, dock repairs, pipeline stabilization and installation, concrete forming and pouring, demolition, pipe penetrations for inspections /

repairs, water intake cribs. diver assisted dredging, offshore diving great lakes and Gulf of Mexico. Potable water inspections, maintenance, salvage diving, high altitude diving (above 7000ft).

Marine Dredging and debris removal projects:

- High Cliff, WI harbor mechanical dredging
- Miami, FL canal and culvert mechanical and diver assisted diver dredging
- Council Bluffs, IA sediment removal under casino boat

Dive History

The following table outlines the number and deepest dives completed as of December 2008

Type of Dive	Total Number of Dives	Deepest Dive (FSW)
Commercial Air	Over 1000	168’
Mixed Gas	27	276’
Penetration	38	975’

B.1.2.2 Jim Herndon

Experience

- General Contractor
- Bulkhead Reconstruction and Repair
- Channel Repairs
- Clearing and Grubbing
- Coastline Restoration
- Debris Management Collection and Removal
- Demolition
- Erosion Control
- Land Development
- Landfill Installation
- Levee Construction
- Marine Debris Removal
- Sand Berm Construction
- Site Work
- Utilities
- Sonar and Mapping w/processing
- Submerged Vessel Recovery
- Wetland Mitigation and Erosion Control

Disaster Relief Operations

- 2010 Deep Horizon/ British Petroleum Oil Spill
- 2008 Kentucky Common Wealth Ice Storm
- 2008 Hurricanes Gustav and Ike
- 2007 Oklahoma City Ice Storm
- 2006 Buffalo New York Ice Storm
- 2005 Hurricanes Dennis, Katrina, Rita, and Wilma
- 2004 Hurricane Charley
- 2004 Hurricane Ivan
- 2003 Hurricane Isabelle
- 1991 Exxon Valdez Oil Spill
- 1989 California Earthquake
- April 2010-March 2011 Baldwin County, Alabama Oil Spill Recovery

- February 2010-July 2010 Ascension Parish, Louisiana Emergency Watershed/Restoration Project
- January 2010-April 2010 USCG Terrebonne Parish, Louisiana Submerged Vessel Recovery/ Hazardous Tree Removal
- October 2009-December 2009 USCG, Mobile, Alabama Site Work and Utilities
- September 2009-January 2010 LLT # 27 New Orleans Louisiana Demolition and Site Work
- September -February 2009 LLT #11 New Orleans, Louisiana Demolition and Site Work
- February - August 2009 Texas GLO, Galveston Bay-Houston Ship Channel Sonar – Mapping, Data Collection and processing of Galveston Bay to Houston Ship Channel
- April – August 2009 Texas GLO, Galveston Bay- Houston Ship Channel Marine Debris Removal
- January 2009 Kentucky Common Wealth DOT Debris Management and Collection
- November 2008 USACE, Cameron Parish, Louisiana Debris Management and Collection for entire Parish
- October 2008 West Feliciana Parish, Louisiana Debris Management and Collection for entire Parish
- June 2008 Garrows Bend, Alabama State Port Authority Clearing levee construction
- May 2008 Prichard, Alabama, CDBG Grant Demolition Project Demolition and Debris Removal
- January 2008 Mobile, Alabama Spencer Branch Channel Repairs Channel Repairs
- December 2007 Oklahoma City Ice Storm, Debris removal Debris Collection and Removal
- August 2007 ThyssenKrupp Steel Mill, Calvert, Alabama Clearing and Grubbing
- June 2007 City of Bayou La Batre, Alabama Debris clean up
- May 2007 Town of Dauphin Island, Alabama Emergency Sand Berm Construction
- December 2006 Dauphin Island Airport, Alabama Reconstruct Bulkhead and Install Breakwater Rip-rap Dike
- November 2006 City of Buffalo, New York Ice Storm Recovery
- November 2006 Baldwin County, Alabama Emergency Watershed Restoration
- August 2006 City of Chickasaw, Alabama Emergency Watershed Restoration
- June 2006 Alabama State Port Authority, McDuffy Island Wetland Mitigation and Erosion Control Mitigation
- June 2006 Home Depot, Waveland, Mississippi Demolition
- March 2006 USACE, Beuregaurd Parish, Louisiana Manage Landfills
- January 2006 USACE, Mud Lake Rehab, Mobile, Alabama Hazardous Waste and Debris Removal and Reshape Levee
- December 2005 USACE, Mobile Bay Marine Debris Removal, Alabama Sonar and Debris Removal
- December 2005 USACE, Ft. Morgan Road Debris Removal, Gulf Shores, Alabama Debris Recovery and Removal
- December 2005 USACE, Department of Treasury, Gulf Shores, Alabama Property and Beach Restoration
- November 2005 City of Pembrooke Pines, Florida Recovery Efforts and Landfill Management

- November 2005 Miami-Dade County Debris Removal
- November 2005 USACE, Mississippi Sound Recovered Underwater Debris
- October 2005 City of Gulf Shores, Alabama Wetland Debris Removal Project
- October 2005 USACE, City of Mobile and Mobile County, Alabama Recovery Efforts
- August 2005 Faulkner State Community College, Bay Minette, Alabama Install Water and Fire Lines, Storm Drains, and Vaults; Erosion Control Seeding
- May 2005 DNRC, City of Orange Beach, Alabama Marine Debris Removal
- April 2005 City of Pensacola, Florida R.O.E. Contract Hazardous Tree Removal
- February 2005 USACE, Hurricane Ivan Landfill Reclamation, Mobile Debris Removal, Test Ash Sites, Grade and Seed
- January 2005 USACE, Town of Dauphin Island, Alabama Demolition
- December 2004 USACE, Mobile County, Alabama Marine Debris Removal
- September 2004 USACE, Mobile County, Alabama Hurricane Recovery Efforts
- September 2004 USACE, Mobile County, Alabama Landfill Installation, Install Roads with Transfer Pad
- June 2003 Mobile County School System, Alabama Emergency Utility Repairs

Training/Certificates

2010 40 Hour Hazmat/Hazwoper
MOD 3 & 4 Marine Safety
Cold Weather Awareness
29CFR 1910 Refresh
Natural Resource Damage Assessment Training
Hazardous Materials Handlers Course
2009 First Aid CPR
2008 ISA Arborculture Safety
OSHA 10-hour Safety Course
OSHA Competent Person
OSHA Confined Space
OSHA Excavation Safety
Army Corps of Engineers Safety Course
USACE Disaster Response Training

B.1.2.3 Jim Rolette

Summary

Jim has over 30 years of Marine Construction experience which include inshore and offshore projects. Jim is well versed in the latest marine equipment to maximize productivity. Combining his broad range of experience with attention to detail makes him an asset to any project.

Recent Achievements

- Hurricane Sandy Vessel Recovery for New Jersey; Oversight of all day to day operations in the organization recovery, storage and disposal of vessel abandon in New Jersey waters. (in progress)
- Hurricane Sandy Vessel Recovery for NYC; Oversight of all day to day operations in the organization recovery, storage and disposal of vessel abandon in the five boughs of NYC. (in progress)
- General Manager of Global Infrastructure LLC. Manage day to day operations and organization of the company including health and safety, personnel, sales, bids and growth of the company.
- BP Deep Water Horizon Oil Spill, Oversight of all day to day operations in the organization of nine skimmer vessel in Mississippi to recovery oil and wet debris during the Deep Water Horizon Incident .
- Operations Manager of Veolia ES Inland Marine Division. Managed day to day operations and organization of the Inland Marine USA Division for Veolia ES.

Certifications/Specialty Training

ADC Mix Gas Diver	ADC ROV Pilot/Technician
First Aid, CPR, Oxygen Administration	Confined Space Entry
Rigger Training	Lock Out/Tag Out
Fork Lift t Blaster Operations	ROV Pilot
Underwater Welding	Safe Gulf
Occupational Safety Training	OSHA 10hr Training
TWIC Card	OSHA 40 Hour Hazardous Materials Training

USACE Construction Quality Management Certification #784

Areas of Expertise

Construction:	Pipeline Installation, Underwater Burning and Welding, Concrete Forming and Pouring, Core Drilling, Jack Hammering, Lock and Dam Construction/Repair, Bridge Construction/ Repair, Demolition, Intrusion Grouting, Pipe & Caisson Installation, including Potable Water.
Dredging:	Clam bucket, Hydraulic Cutter head, Diver Assisted Dredging by Air lift, Hydraulic Pumps, High Head Pumps and HP jetting, Hydro-jetting.
Emergency:	Spill response and recovery, Skimmer Vessel Operations. Wet Debris Collection
Response:	Debris vessel operations.
Inspection:	Sonar, Bathometric Survey, ROV, Production Rigs, Internal Pipeline Profiling , Water Intakes, elevated water towers.
Industrial:	Traveling Water Screens, Circulating Pumps, Service Pumps, Fire and Slurry Pumps, Tunnel and Pipe Penetration, Dock and Fender Installation and Repair, Trash Rack, Fish, Asiatic Clam and Zebra Mussel Control.
Salvage:	Oil Rigs, Pipelines, Caissons, Barges, Rail Containers Vessels, Aircraft and Automobiles.

B.1.2.4 Steve Bitowf

Summary

Steve has a long and varied career in the Safety, Security, and Environmental field, he has worked in both the regulatory and enforcement field as well as the industrial side. Retiring from the United States Coast Guard after 25 years active and reserve where he served on the Atlantic Strike Team, 8th Coast Guard District Command Center, and Marine Safety units in Mobile AL and Houma LA as well as various other Coast Guard Units. He also retired from the Mobile Police Department during which he managed the Mobile Police Department Training Institute and was Director of In-service Training. On the industrial side of the business Steve was the Marine Operations and Transportation Manager for the Mobile Office of Liquid Environmental Solutions.

In safety was responsible for the safety and security of assigned personnel which included field supervisor of operations that enforced or complied with OSHA safety regulations. His Safety experience includes supervision, training, and enforcement. He has directed and coordinated facility safety programs and conducted inspections of the facilities. He holds a Bachelor of Science Degree as well as Associate of Science Degree in Criminal Justice Administration.

Projects

- US Coast Guard - Operations section chief for the Coast Guard Disaster Response which included the safety management of the field response teams. This included debris removal GC Teams and field oversight of contractor safety.
- US Coast Guard – development and implementation of the site safety plan for handling of explosives including direct safety oversight of projects.
- City of Mobile – Traffic Division – Responsible for setting and maintaining DOT required traffic work zones, including establishing signage, placing flag persons and monitoring maintenance of the system for short response and long term projects. This involved over 100 projects over a four year period.
- SGS Inc. – Steve has taught numerous courses for SGS primarily in the Haz-Mat field ranging from Hazwoper to confined space entry as well as conducting facility inspections to insure their compliance with state and federal safety regulations.
- LES. – Coordinated daily activities of truck fleet including conducting safety inspections and safety training. This included written H&S Plans, daily site safety inspections for the fixed facility and job safety observations on mobile projects
- LES – Responsible for accident investigations including root cause analysis and corrective actions
- BP Oil Spill, - Coordinated LES response to the spill where over 3 million gallons of contaminated water was properly treated and disposed of. This included safety oversight of field crews and enforcement of all OSHA and DOT regulatory requirements.
- LES-Coordinated operations during the construction of a pipeline by Southeast Directional Drilling conducted in Lillian Alabama in an extremely environmentally sensitive area. This included safety oversight for the field crews enforcing all OSHA construction standards and workplace accident prevention policies and procedures. Primary concerns included PPE, work environment (slips, trips and falls), heavy equipment operation, and fall protection.

- USCG- District Marine Duty Officer coordinated Coast Guard response to marine safety incidents in 26 states.

B.1.2.5 Jacob Woolsey

Experience

Byrd Brothers Emergency Services, LLC 2011-Present, Marine Project Manager/Safety Manager

Responsible for coordinating Marine Construction, Wet Debris Removal, Side Scan Sonar Surveys, and Search and Rescue.

Crowder Gulf – Mobile, AL, 2009- 2011, Project Manager / Safety Officer

Responsible for developing and enforcing safety procedures to comply project requirements on over $12,000,000.00 government and civilian contracts. Wrote specific safety and operations procedures and prepared safety manuals. Managed a staff of 10 safety representatives who worked in the field with over 300 employees and sub-contractors ensuring proper implementation and reporting. Purchased and oversaw distribution of safety supplies to appropriate crews and staff; responsible for maintaining and reporting inventory; prepared all required documentation to ensure company safety requirements were met and maintained.

Project Coordinator for mobilization and demobilization of Louisiana Grand Isle Debris Removal Project. Project Manager for Jasper, Alabama Tornado Recovery Project where I was responsible for the management of over 10 subcontractors and their crews from award of job to final close out.

OSHA Certified / Operator of side-scan sonar Vessel

United States Coast Guard - New Orleans, LA/Port Aransas, TX/Dauphin Island, AL 2002 – 2008, Navigation / Law Enforcement / Search and Rescue Specialist

Active duty 2002 – 2006, Rank achieved E-5, Active duty reserve 2006 – present

Coast Guard cleaning mission, post Hurricane Katrina on Mississippi Gulf Coast (Largest reserve operation conducted in Coast Guard history)

Education

- McGill Toolen High School, Mobile, AL, 2000
- Faulkner State University – General Studies, 2006 – 2008
- United States Coast Guard – Rank Advancement Studies, 2002 – 2008

Certificates

- OSHA, 40 hour Hazwoper
- OSHA, 30 hour Construction Industry
- OSHA, 16 hour Demolition
- Boat Coxswain
- Coast Guard Navigation Rules
- FEMA Incident Management

B.1.2.6 Jeff Spoerl

Education

- Commercial Diving Certificate – Divers Institute of Technology (1997)

Special Training/Certifications

- ADC Air Diving Supervisor Card
- ADC Mixed Gas Diver Card
- TWIC-Transportation Worker Identification Card
- Marsec Training
- OSHA 40 Hour Hazardous Material Training
- OSHA 10 Hour Card
- OSHA 8 Hour Refresher
- First Aid / CPR, Oxygen Administration, AED
- Confined Space Entry
- Lock out / Tag out
- NDT Level 1 Ultrasonic
- Mag Particle
- Certified Forklift Operator
- Safe Rigger Training
- Safe Boating Certificate (NJ)

Work Experience

2009–Present Global Infrastructure Griffith, IN

Project Manager: I have been involved with all aspects of a project to include bidding, overseeing and producing billing statements for a variety of marine construction and commercial diving projects.

Dive Supervisor: This position involves load out of equipment, on site supervision and report production.

Diver: Diving experience includes all below as well as managing and diving on USACE projects.

Safety Officer: My duties on natural disaster projects include being the liaison to OSHA, writing/implementation/enforcing safety plans, producing weekly safety bulletins and monitoring the safety of 20+ projects at a time. Also I have performed all associated responsibilities for contracting Household Hazardous Waste collection.

2000 - 2009 Veolia ES, Inc Schererville, IN

Dive Supervisor: I supervised a wide range of marine projects for a variety of utility companies, steel mills and municipalities throughout the Midwest. Knowledge of the industry was expanded by assisting in the office producing quotes, reports and billing statements.

Diver: Experience included traveling water screen repairs/overhauls, pump inspections, waste removal, zebra muscle removal, dock repairs, penetration diving for pipe line inspections, underwater construction, water intake cribs (operating/maintaining a 40ft dive boat), concrete/epoxy repairs, extreme temperature diving, nuclear/contamination diving, dam

inspections/repairs (including high altitude diving projects), diver assisted dredging, Water/Air jetting, great lakes diving, off-shore (gulf) diving, potable water inspections, maintenance and salvage diving.

1997-2000 *Scott Diving* *Palatine, IL*

Diver: Same credentials as listed above as well as installation/removal of plugs in circulating water pumps and a variety of other pipes. I also maintained, repaired and replaced fish/debris barrier nets.

1997-1998 *Titan Marine Industries* *Ft Lauderdale, FL*

Tender/Diver: I worked in the dive shop inspecting, repairing and testing dive equipment. Projects included weight testing davits on cruise ships and salvage work in Brasil which involved u/w burning, inspection and oil containment/removal.

1993-1997 *US Navy* *USS Sacramento AOE-1*

I served as a Boatswain's Mate 2nd Class and was the ship's lead rescue swimmer. I managed 10 personnel and areas of responsibility included the ship's supply locker, line locker, sail loft and anchor locker.

Type of Dive	*Total Number of Dives*	*Deepest Dive (FSW)*
Commercial Air	1468	188'
Mixed Gas	28	208'
Penetration	86	1900'

B.2 AshBritt Principals

B.2.1 Randal R. Perkins – Chief Executive Officer

Randy Perkins founded AshBritt as a Florida corporation in 1992. Randy sets the vision for the organization through constant insight, research, and analysis of the technical, operational, and political environments comprising the disaster industry. Randy is highly qualified and experienced in all phases of disaster response and recovery operations from his years of practical, hands-on, real-world experience. He has an encyclopedic knowledge regarding all response measures, damage assessment, debris collection, removal, reduction, recycling, and disposal activities. Moreover, he is a deft communicator who is able to assist high level stakeholders with the public information demands following major disaster events. Randy has completed course work at the University of Central Florida in Business Administration and at the University of Monroe County in Global Business Concepts. He holds seats on the Board of Directors of several national charitable organizations, and is very active in state and local charitable endeavors.

Previous Experience

U.S. Army Corps of Engineers Contracting Office, New Orleans, Vicksburg Contracting Office W912P8-05-D-0025

- **Period of Performance:** 09/01/2005 - 08/28/2006

- **Description:** Louisiana – As the USACE ACI contractor for Region 3, AshBritt was the Initial Response contractor for Louisiana. Within the first 30 days following contract activation (9/1-9/30), AshBritt initiated debris removal operations in 11 jurisdictions assigned by task order from the USACE. AshBritt identified and designated collection zones in each jurisdiction. We sourced, retained and assigned subcontractors for all collection zones. Of vital importance to the mission, AshBritt provided emergency quarters and hygiene facilities for more than 300 government personnel, as well as established a commissary that served more than 10,000 meals. Moreover, we provided over 50,000 gallons of emergency diesel fuel for initial operations, avoiding any equipment downtime. Before AshBritt was tasked solely to MS, turning over all active LA operations to three contractors selected through solicitation by the USACE, we had developed and staffed 26 TDSR sites throughout the affected areas and had collected and hauled over 1,000,000 cy of debris in less than 5 weeks. Additionally, we removed 19 tons of putrefied food from commercial cold storage facilities in Orleans Parish.

  Mississippi – As the USACE ACI contractor for Region 3, AshBritt was the Initial Response contractor for Mississippi. AshBritt was ultimately tasked by the USACE for the debris mission in MS. AshBritt was tasked to service 16 separate jurisdictions, covering over 8,400 square miles and over 175 miles inland. AshBritt identified and designated collection zones in each jurisdiction. We sourced, retained and assigned subcontractors for all collection zones utilizing firms from the affected area to the greatest extent practical. AshBritt worked closely with the USACE to develop unique work and safety plans for the project that took into account the scope and magnitude of the project. Overall, AshBritt collected, hauled and processed approximately 21 million cubic yards of vegetative debris and wreckage, staffing, managing and operating 49 temporary debris processing sites. Specifically, we hauled over 700,000 loads of debris, using approximately 12,400 certified operational vehicles. We employed and managed over 1,230 subcontractors, and over 500 local personnel.
- **Point of Contact:** Joan Arnold, Contracting Officer, 337-281-5092, Missy.K.Arnold@mvk02.usace.army.mil; Claudette McDonald, Contracting Officer. 504-681-2312, claudette.m.mcdonald@usace.army.mil

City of Weston, FL FEMA-1609-DR

- **Period of Performance:** 11/02/05 - 03/02/06
- **Description:** AshBritt collected, processed and disposed of approximately 244,396 cy of disaster debris, utilizing 166 collection trucks for the City of Weston. Debris collected within the City was temporarily stored and processed at AshBritt's Broward County TDSR site.
- **Point of Contact:** Brad Kaine, 954-753-5040, bkaine@westonfl.org

City of Parkland, FL FEMA-1609-DR

- **Period of Performance:** 10/29/2005 - 03/02/2006
- **Description:** AshBritt collected and processed approximately 245,000 cy of disaster debris, while disposing of over 62,000 cy of reduced vegetative waste and C&D. AshBritt managed 1 TDSR site. Debris was reduced by grinding. Overall, over 7,240 loads were handled for both debris collection and disposal, utilizing 88 collection trucks and 68 disposal trucks. Debris was disposed of at 2 final disposal sites.
- **Point of Contact:** Jim Berkman, 954-757-4121, jberkman@cityofparkland.org

B.2.2 John W. Noble – Chief Operational Officer

John Noble is an environmental engineer who earned his Master's degree in Solid and Hazardous Waste Management from the University of Florida. He also is a graduate of the United States Military Academy at West Point, where he earned a Bachelor's Degree in Civil Engineering-Engineering Management. Over his career, John has managed a long line of environmental construction and mitigation projects. Since joining the AshBritt team in 1994, he has successfully overseen the operations of over thirty mid-to-large-scale disaster response and recovery projects. Furthermore, he has generally provided operational insights for all of AshBritt recovery deployments. John is currently a State of Florida Board of Professional Engineers – Engineer Intern (# 1096ET126) and a licensed Certified Pollutant Storage System Contractor (No. PC C056744). He is certified in OSHA's 40 Hour Hazardous Waste Operations and Emergency Response training, as well as the 8 Hour Annual Refresher course.

Previous Experience

U.S. Army Corps of Engineers Contracting Office, New Orleans, Vicksburg Contracting Office W912P8-05-D-0025

- **Period of Performance:** 09/01/2005 - 08/28/2006
- **Description:** Louisiana – As the USACE ACI contractor for Region 3, AshBritt was the Initial Response contractor for Louisiana. Within the first 30 days following contract activation (9/1-9/30), AshBritt initiated debris removal operations in 11 jurisdictions assigned by task order from the USACE. AshBritt identified and designated collection zones in each jurisdiction. We sourced, retained and assigned subcontractors for all collection zones. Of vital importance to the mission, AshBritt provided emergency quarters and hygiene facilities for more than 300 government personnel, as well as established a commissary that served more than 10,000 meals. Moreover, we provided over 50,000 gallons of emergency diesel fuel for initial operations, avoiding any equipment downtime. Before AshBritt was tasked solely to MS, turning over all active LA operations to three contractors selected through solicitation by the USACE, we had developed and staffed 26 TDSR sites throughout the affected areas and had collected and hauled over 1,000,000 cy of debris in less than 5 weeks. Additionally, we removed 19 tons of putrefied food from commercial cold storage facilities in Orleans Parish.

  Mississippi – As the USACE ACI contractor for Region 3, AshBritt was the Initial Response contractor for Mississippi. AshBritt was ultimately tasked by the USACE for the debris mission in MS. AshBritt was tasked to service 16 separate jurisdictions, covering over 8,400 square miles and over 175 miles inland. AshBritt identified and designated collection zones in each jurisdiction. We sourced, retained and assigned subcontractors for all collection zones utilizing firms from the affected area to the greatest extent practical. AshBritt worked closely with the USACE to develop unique work and safety plans for the project that took into account the scope and magnitude of the project. Overall, AshBritt collected, hauled and processed approximately 21 million cubic yards of vegetative debris and wreckage, staffing, managing and operating 49 temporary debris processing sites. Specifically, we hauled over 700,000 loads of debris, using approximately 12,400 certified operational vehicles. We employed and managed over 1,230 subcontractors, and over 500 local personnel.

- **Point of Contact:** Joan Arnold, Contracting Officer, 337-281-5092, Missy.K.Arnold@mvk02.usace.army.mil; Claudette McDonald, Contracting Officer. 504-681-2312, claudette.m.mcdonald@usace.army.mil

Collier County, FL FEMA-1609-DR

- **Period of Performance:** 10/23/2005 - 02/16/2006
- **Description:** AshBritt collected and processed over 934,000 cy of disaster debris, while disposing of 344,000 cy of reduced vegetative waste and C&D. AshBritt managed 6 TDSR sites. Debris was reduced by grinding and compaction. Overall, over 34,000 loads where handled for both debris collection and disposal, utilizing 614 collection trucks and 216 disposal trucks. Debris was disposed of at 11 final disposal sites, many of which were for beneficial use application of reduced vegetative debris (agricultural and power cogeneration). Additionally, AshBritt supplied emergency power, emergency containment for petroleum releases, and vacuum truck service to the County.
- **Point of Contact:** Dan Rodriguez, 239-435-9608, danrodriguez@colliergov.net

B.2.3 Terry Jackson – Chief Client Relations Officer

Terry Jackson is AshBritt's chief marketing strategist, as well as an experienced, hands-on project manager. Since joining the AshBritt team in 1995, Terry has successfully managed over twenty-five various disaster and special environmental projects. Terry is a resident expert in the federal Public Assistance program and in the many regulations and guidelines propagated by FEMA. He is also AshBritt's senior compliance and safety manager, having gained invaluable first-hand experience and professional training over his many years of experience. Owing to this background, he is generally responsible for the oversight and implementation of all AshBritt's training activities. What's more, Terry joined the AshBritt team after a fruitful twenty year career with PepsiCo Corporation. His experience there in multi-market management, organization, and systems analysis has been transferred over the years to develop better client service, marketing, and administrative practices for AshBritt. Terry holds a Bachelors of Business Administration from the University of Houston, and has completed continuing education course work in business from the Florida International University.

Previous Experience

U.S. Army Corps of Engineers Contracting Office, New Orleans, Vicksburg Contracting Office W912P8-05-D-0025

- **Period of Performance:** 09/01/2005 - 08/28/2006
- **Description:** Louisiana – As the USACE ACI contractor for Region 3, AshBritt was the Initial Response contractor for Louisiana. Within the first 30 days following contract activation (9/1-9/30), AshBritt initiated debris removal operations in 11 jurisdictions assigned by task order from the USACE. AshBritt identified and designated collection zones in each jurisdiction. We sourced, retained and assigned subcontractors for all collection zones. Of vital importance to the mission, AshBritt provided emergency quarters and hygiene facilities for more than 300 government personnel, as well as established a commissary that served more than 10,000 meals. Moreover, we provided over 50,000 gallons of emergency diesel fuel for initial operations, avoiding any equipment downtime. Before AshBritt was

tasked solely to MS, turning over all active LA operations to three contractors selected through solicitation by the USACE, we had developed and staffed 26 TDSR sites throughout the affected areas and had collected and hauled over 1,000,000 cy of debris in less than 5 weeks. Additionally, we removed 19 tons of putrefied food from commercial cold storage facilities in Orleans Parish.

Mississippi – As the USACE ACI contractor for Region 3, AshBritt was the Initial Response contractor for Mississippi. AshBritt was ultimately tasked by the USACE for the debris mission in MS. AshBritt was tasked to service 16 separate jurisdictions, covering over 8,400 square miles and over 175 miles inland. AshBritt identified and designated collection zones in each jurisdiction. We sourced, retained and assigned subcontractors for all collection zones utilizing firms from the affected area to the greatest extent practical. AshBritt worked closely with the USACE to develop unique work and safety plans for the project that took into account the scope and magnitude of the project. Overall, AshBritt collected, hauled and processed approximately 21 million cubic yards of vegetative debris and wreckage, staffing, managing and operating 49 temporary debris processing sites. Specifically, we hauled over 700,000 loads of debris, using approximately 12,400 certified operational vehicles. We employed and managed over 1,230 subcontractors, and over 500 local personnel.

- **Point of Contact:** Joan Arnold, Contracting Officer, 337-281-5092, Missy.K.Arnold@mvk02.usace.army.mil; Claudette McDonald, Contracting Officer. 504-681-2312, claudette.m.mcdonald@usace.army.mil

B.3 AshBritt Key Management

B.3.1 Ralph Dahlgren – Senior Vice President

Ralph Dahlgren is currently the Managing Vice President and a senior project manager at AshBritt. Ralph has had over 20 years of customer service, property management, logistics and transportation experience. As the Out-port Ops Manager for Royal Caribbean Cruise lines, Ralph was responsible for transportation and logistics operations in ports and airports world-wide. As the GM of the Disney Resort property in Hilton Head Island, he directed all operations for a 15 acre resort property. Since joining AshBritt in 2004, Ralph has become fully integrated into the disaster industry and utilizes his organizational skills to benefit AshBritt's clients. He successfully managed AshBritt's response and recovery efforts in Escambia County, Florida following Hurricane Ivan in 2004, from which AshBritt collected and disposed of over 2 million cubic yards of debris. He was also instrumental in managing several concurrent projects in South Florida after Hurricane Wilma in 2005, with total debris quantities exceeding 2 million cubic yards. Ralph is a graduate of the Florida International University in business administration, and he earned an MBA from the University of Florida.

Previous Experience

City of Coral Gables, FL FEMA-1609-DR

- **Period of Performance:** 10/29/2005 - 01/29/2006
- **Description:** AshBritt collected and processed 214,000 cy of disaster debris, while disposing of over 56,400 cy of reduced vegetative waste and C&D. AshBritt managed 2 TDSR sites. Debris was reduced by grinding. Overall, over 4,950 loads were handled for

both debris collection and disposal, utilizing 55 collection trucks and 51 disposal trucks. Debris was disposed of at 2 final disposal sites.
- **Point of Contact:** Dan Keys, 305-460-5130, dkeys@coralgables.com

Broward County, FL FEMA-1609-DR FEMA-1602-DR

- **Period of Performance:** 08/30/2005 - 05/21/2006
- **Description:** AshBritt collected and hauled a combined 228,000 cy of debris for Unincorporated Broward County, the Broward County School Board, Broward Facilities and Broward Highways and Bridges, utilizing 187 hauling trucks. Additionally, AshBritt was responsible for the management of 2 County TDSR sites, all of which accepted debris from municipalities within the County. This included debris collected from other contractors. Overall, AshBritt was responsible for processing, reducing and disposing of 2,393,299 cy of debris, utilizing over 450 trucks.
- **Point of Contact:** Peter Foye, 954-765-4202, PFOYE@broward.org

City of Plantation, FL FEMA-1609-DR

- **Period of Performance:** 10/28/2005 - 09/23/2006
- **Description:** AshBritt collected, processed and disposed of 451,745 cy of disaster debris, utilizing 160 collection trucks for the City of Plantation. 12,681 loads of debris were collected and hauled. Debris collected within the City was temporarily stored and processed at AshBritt's Broward County TDSR site.
- **Point of Contact:** Frank DeCelle, 954-452-2536, fdecelles@plantation.org

City of Sunrise, FL FEMA-1609-DR

- **Period of Performance:** 10/29/2005 - 02/20/2006
- **Description:** AshBritt collected and processed approximately 213,000 cy of disaster debris, utilizing 163 trucks. Overall, 5,609 loads where handled for both debris collection and disposal. Debris was disposed of at 3 final disposal sites.
- **Point of Contact:** Richard Salamon/Marcia Peterson, 954-801-1313, prsalamon@cityofsunrise.org

City of Boca Raton, FL FEMA-1609-DR

- **Period of Performance:** 10/29/2005 - 02/12/2006
- **Description:** AshBritt collected and processed over 640,000 cy of disaster debris, while disposing of over 215,816 cy of reduced vegetative waste and C&D. AshBritt managed 1 TDSR site. Debris was reduced by grinding. Overall, over 18,250 loads were handled for both debris collection and disposal, utilizing 172 collection trucks and 128 disposal trucks. Debris was disposed of at 2 final disposal sites.
- **Point of Contact:** Judy Ahern, 561-416-3384, jahern@ci.boca-raton.fl.us

B.3.2 Charles “Dow” Knight – Senior Vice President

Dow Knight is a graduate of the United States Merchant Marine Academy in Kings Point, New York. Whether dealing with debris, oil, dredging or other recovery operations, Dow has been engaged as one of our seasoned Senior Project Managers. His maritime and intermodal

experience, both ashore and at sea, has provided AshBritt with the logistics and transportation experience necessary to conduct large scale operations for both domestic and international response requirements. For almost a decade, AshBritt has applied his expertise toward the management of timely and efficient resource allocations for disaster projects. We have also relied on his management acumen and organizational skills in navigating the complexities of planning and executing large-scale, multi-faceted response and recovery projects. Holding a degree in Marine Transportation, Dow also provides operational oversight for all marine services projects, whether disaster related or through general opportunities. Currently he is a Commander in the Navy, Reserve Component, assigned to US Fleet Forces Command, Naval Cooperation and Guidance for Shipping, and recently deployed overseas in support of Operation Enduring Freedom.

Previous Experience

U.S. Army Corps of Engineers Contracting Office, New Orleans, Vicksburg Contracting Office W912P8-05-D-0025

- **Period of Performance:** 09/01/2005 - 08/28/2006
- **Description:** Louisiana – As the USACE ACI contractor for Region 3, AshBritt was the Initial Response contractor for Louisiana. Within the first 30 days following contract activation (9/1-9/30), AshBritt initiated debris removal operations in 11 jurisdictions assigned by task order from the USACE. AshBritt identified and designated collection zones in each jurisdiction. We sourced, retained and assigned subcontractors for all collection zones. Of vital importance to the mission, AshBritt provided emergency quarters and hygiene facilities for more than 300 government personnel, as well as established a commissary that served more than 10,000 meals. Moreover, we provided over 50,000 gallons of emergency diesel fuel for initial operations, avoiding any equipment downtime. Before AshBritt was tasked solely to MS, turning over all active LA operations to three contractors selected through solicitation by the USACE, we had developed and staffed 26 TDSR sites throughout the affected areas and had collected and hauled over 1,000,000 cy of debris in less than 5 weeks. Additionally, we removed 19 tons of putrefied food from commercial cold storage facilities in Orleans Parish.

  Mississippi – As the USACE ACI contractor for Region 3, AshBritt was the Initial Response contractor for Mississippi. AshBritt was ultimately tasked by the USACE for the debris mission in MS. AshBritt was tasked to service 16 separate jurisdictions, covering over 8,400 square miles and over 175 miles inland. AshBritt identified and designated collection zones in each jurisdiction. We sourced, retained and assigned subcontractors for all collection zones utilizing firms from the affected area to the greatest extent practical. AshBritt worked closely with the USACE to develop unique work and safety plans for the project that took into account the scope and magnitude of the project. Overall, AshBritt collected, hauled and processed approximately 21 million cubic yards of vegetative debris and wreckage, staffing, managing and operating 49 temporary debris processing sites. Specifically, we hauled over 700,000 loads of debris, using approximately 12,400 certified operational vehicles. We employed and managed over 1,230 subcontractors, and over 500 local personnel.

- **Point of Contact:** Joan Arnold, Contracting Officer, 337-281-5092, Missy.K.Arnold@mvk02.usace.army.mil; Claudette McDonald, Contracting Officer. 504-681-2312, claudette.m.mcdonald@usace.army.mil

Charlotte County, FL FEMA-1539-DR

- **Period of Performance:** 08/15/2004 - 06/25/2005
- **Description:** AshBritt collected and processed approximately 1,900,000 cy of disaster debris, while disposing of over 300,000 cy of reduced vegetative waste and C&D. AshBritt managed 4 TDSR sites. Debris was reduced by grinding, compaction and burning. Overall, 77,623 loads where handled for both debris collection and disposal, utilizing over 600 collection trucks and 200 disposal trucks. Debris was disposed of at 3 final disposal sites. Portions of reduced vegetative debris were diverted for beneficial agricultural use and fuel source. Additionally, AshBritt provided emergency dry-in services and roof tarping support for several County properties.
- **Point of Contact:** Alan Holbach, 941-575-3624, alan.holbach@charlottefl.com

B.3.3 Robert Ray – Senior Vice President/Project Manager

Rob Ray has over 14 years of management and customer service experience, including landscaping and environmental tree work and safety training. Rob first collaborated with AshBritt, as part of a joint venture in 2004, as an Operations Manager for several Hazardous Tree Removal projects in San Diego County and San Bernardino County, California. In 2005, Rob served as both a Senior Project Manager and as the Operations Manager for the USACE Hurricane Katrina State of Mississippi recovery operations, coordinating and organizing subcontractor operations in 15 counties. Rob was also responsible for administrative oversight in AshBritt's primary Regional Field Office in Saucier, MS. Here he managed the project-specific accounting and data/reporting staff team, and assisted AshBritt's mission administrator/contract compliance specialist. He also directed the activities of Task PM(s), negotiated agreements with subcontractors, and negotiated operational arrangements with the USACE command weekly.

Mr. Rob Ray is the Project Manager for this effort.

Previous Experience

U.S. Army Corps of Engineers Contracting Office, New Orleans, Vicksburg Contracting Office W912P8-05-D-0025

- **Period of Performance:** 09/01/2005 - 08/28/2006
- **Description:** Louisiana – As the USACE ACI contractor for Region 3, AshBritt was the Initial Response contractor for Louisiana. Within the first 30 days following contract activation (9/1-9/30), AshBritt initiated debris removal operations in 11 jurisdictions assigned by task order from the USACE. AshBritt identified and designated collection zones in each jurisdiction. We sourced, retained and assigned subcontractors for all collection zones. Of vital importance to the mission, AshBritt provided emergency quarters and hygiene facilities for more than 300 government personnel, as well as established a commissary that served more than 10,000 meals. We also provided over 50,000 gallons of emergency diesel

fuel for initial operations, avoiding any equipment downtime. Before AshBritt was tasked solely to MS, turning over all active LA operations to three contractors selected through solicitation by the USACE, we had developed and staffed 26 TDSR sites throughout the affected areas and had collected and hauled over 1,000,000 cy of debris in less than 5 weeks. Additionally, we removed 19 tons of putrefied food from commercial cold storage facilities in Orleans Parish.

Mississippi – As the USACE ACI contractor for Region 3, AshBritt was the Initial Response contractor for Mississippi. AshBritt was ultimately tasked by the USACE for the debris mission in MS. AshBritt was tasked to service 16 separate jurisdictions, covering over 8,400 square miles and over 175 miles inland. AshBritt identified and designated collection zones in each jurisdiction. We sourced, retained and assigned subcontractors for all collection zones utilizing firms from the affected area to the greatest extent practical. AshBritt worked closely with the USACE to develop unique work and safety plans for the project that took into account the scope and magnitude of the project. Overall, AshBritt collected, hauled and processed approximately 21 million cubic yards of vegetative debris and wreckage, staffing, managing and operating 49 temporary debris processing sites. Specifically, we hauled over 700,000 loads of debris, using approximately 12,400 certified operational vehicles. We employed and managed over 1,230 subcontractors, and over 500 local personnel.

- **Point of Contact:** Joan Arnold, Contracting Officer, 337-281-5092, Missy.K.Arnold@mvk02.usace.army.mil; Claudette McDonald, Contracting Officer. 504-681-2312, claudette.m.mcdonald@usace.army.mil

B.3.4 James Loomis – Project Administrator

Jim Loomis has extensive relevant disaster-recovery expertise. Jim's knowledge and insight was developed during his 12 year career at the State of Florida Department of Community Affairs in the Division of Emergency Management. He worked extensively on a vast array of Federal Public Assistance projects and handled many program challenges through their completion. He has both supervisory and hands-on experience with approximately one hundred federal disaster declarations in the areas of government-to-government assistance for wildfire management and infrastructure assistance, government-to-individual assistance for meeting uninsured family needs, and government-to-business assistance for uninsured business recovery needs. Jim served as Senior Mission Administrator for AshBritt during the USACE Hurricane Katrina mission, handling all contract and fiscal administration. He is a leading expert in his field.

Previous Experience

U.S. Army Corps of Engineers Contracting Office, New Orleans, Vicksburg Contracting Office W912P8-05-D-0025

- **Period of Performance:** 09/01/2005 - 08/28/2006
- **Description:** Louisiana – As the USACE ACI contractor for Region 3, AshBritt was the Initial Response contractor for Louisiana. Within the first 30 days following contract activation (9/1-9/30), AshBritt initiated debris removal operations in 11 jurisdictions assigned by task order from the USACE. AshBritt identified and designated collection zones in each jurisdiction. We sourced, retained and assigned subcontractors for all collection zones. Of vital importance to the mission, AshBritt provided emergency quarters and hygiene

facilities for more than 300 government personnel, as well as established a commissary that served more than 10,000 meals. Moreover, we provided over 50,000 gallons of emergency diesel fuel for initial operations, avoiding any equipment downtime. Before AshBritt was tasked solely to MS, turning over all active LA operations to three contractors selected through solicitation by the USACE, we had developed and staffed 26 TDSR sites throughout the affected areas and had collected and hauled over 1,000,000 cy of debris in less than 5 weeks. Additionally, we removed 19 tons of putrefied food from commercial cold storage facilities in Orleans Parish.

Mississippi – As the USACE ACI contractor for Region 3, AshBritt was the Initial Response contractor for Mississippi. AshBritt was ultimately tasked by the USACE for the debris mission in MS. AshBritt was tasked to service 16 separate jurisdictions, covering over 8,400 square miles and over 175 miles inland. AshBritt identified and designated collection zones in each jurisdiction. We sourced, retained and assigned subcontractors for all collection zones utilizing firms from the affected area to the greatest extent practical. AshBritt worked closely with the USACE to develop unique work and safety plans for the project that took into account the scope and magnitude of the project. Overall, AshBritt collected, hauled and processed approximately 21 million cubic yards of vegetative debris and wreckage, staffing, managing and operating 49 temporary debris processing sites. Specifically, we hauled over 700,000 loads of debris, using approximately 12,400 certified operational vehicles. We employed and managed over 1,230 subcontractors, and over 500 local personnel.

- **Point of Contact:** Joan Arnold, Contracting Officer, 337-281-5092, Missy.K.Arnold@mvk02.usace.army.mil; Claudette McDonald, Contracting Officer. 504-681-2312, claudette.m.mcdonald@usace.army.mil

B.3.5 William Johnson – Director of Site Management

Bill Johnson has been involved in the solid waste industry for over thirty years. Beginning as an owner/operator of a Florida waste collection firm, he was later recruited by BFI to manage their operations in several South Florida communities. His expertise in equipment, route management, logistics, and site management has been integrated as standard operating procedure for AshBritt disaster recovery operations. Bill has served as a temporary debris site consultant and as a Debris Site Manger on a number of AshBritt recovery projects. Moreover, he served as a Project Manager in Jackson County, MS for our Hurricane Katrina mission, where he successfully managed the collection and removal of over 3 million cubic yards of debris and over 4,000 right-of-entries. Most recently, Bill served as an Assistant Project Manager in Orange County, TX following Hurricane Ike, and specifically as the Project Site and Disposal Manager.

Previous Experience

U.S. Army Corps of Engineers Contracting Office, New Orleans, Vicksburg Contracting Office W912P8-05-D-0025

- **Period of Performance:** 09/01/2005 - 08/28/2006
- **Description:** Louisiana – As the USACE ACI contractor for Region 3, AshBritt was the Initial Response contractor for Louisiana. Within the first 30 days following contract activation (9/1-9/30), AshBritt initiated debris removal operations in 11 jurisdictions assigned by task order from the USACE. AshBritt identified and designated collection zones

in each jurisdiction. We sourced, retained and assigned subcontractors for all collection zones. Of vital importance to the mission, AshBritt provided emergency quarters and hygiene facilities for more than 300 government personnel, as well as established a commissary that served more than 10,000 meals. Moreover, we provided over 50,000 gallons of emergency diesel fuel for initial operations, avoiding any equipment downtime. Before AshBritt was tasked solely to MS, turning over all active LA operations to three contractors selected through solicitation by the USACE, we had developed and staffed 26 TDSR sites throughout the affected areas and had collected and hauled over 1,000,000 cy of debris in less than 5 weeks. Additionally, we removed 19 tons of putrefied food from facilities in Orleans Parish.

Mississippi – As the USACE ACI contractor for Region 3, AshBritt was the Initial Response contractor for Mississippi. AshBritt was ultimately tasked by the USACE for the debris mission in MS. AshBritt was tasked to service 16 separate jurisdictions, covering over 8,400 square miles and over 175 miles inland. AshBritt identified and designated collection zones in each jurisdiction. We sourced, retained and assigned subcontractors for all collection zones utilizing firms from the affected area to the greatest extent practical. AshBritt worked closely with the USACE to develop unique work and safety plans for the project that took into account the scope and magnitude of the project. Overall, AshBritt collected, hauled and processed approximately 21 million cubic yards of vegetative debris and wreckage, staffing, managing and operating 49 temporary debris processing sites. Specifically, we hauled over 700,000 loads of debris, using approximately 12,400 certified operational vehicles. We employed and managed over 1,230 subcontractors, and over 500 local personnel.

- **Point of Contact:** Joan Arnold, Contracting Officer, 337-281-5092, Missy.K.Arnold@mvk02.usace.army.mil; Claudette McDonald, Contracting Officer. 504-681-2312, claudette.m.mcdonald@usace.army.mil

B.3.6 Matthew Gierden – Regional Manager/Project Manager

Matt has been with AshBritt for over six years, working his way up from an equipment operator to a field supervisor to a project manager and to wider-reaching marketing representative. Matt maintains a myriad of client relations throughout Florida, Georgia, the Carolinas, and all the way up to Maryland. He is also instrumental in helping organize AshBritt's annual training regime, and in helping AshBritt implement new innovative processes, both marketing and operational. Matt's hands-on field experience has made him a deft Project Manager. Most recently, he oversaw the recovery efforts in Hardin County, TX following Hurricane Ike. He also helmed projects during AshBritt's USACE Hurricane Katrina Mission, where he oversaw all facets of the removal over 4 million cubic yards of debris collection and disposal. Before Katrina, Matt served as the Project Manager for the City of Boca Raton, Florida following Hurricane Frances. Overall, Matt has served on more than 25 federally declared disasters events.

Previous Experience

City of Boca Raton, FL, FEMA-1545-DR

- **Period of Performance:** 09/07/2004-11/11/2004
- **Description:** AshBritt collected over 151,000 cy of disaster debris, utilizing 71 trucks. 1,239 loads were collected and hauled to 2 TDSR sites. Over 5,150 cy of debris was disposed of using 26 trucks.

- **Point of Contact:** Judy Ahern, 561-416-3384, jahern@ci.boca-raton.fl.us

B.3.7 Timothy Mooney – Senior Client Relations Manager

Tim Mooney has over 15 years of customer service, project management, logistics and transportation experience. Tim serves as the Senior Marketing Coordinator, assisting with market research, preparing proposals, client relationships and technical assistance. Tim also serves as AshBritt's local subcontractor, MBE, WBE and DBE liaison. Tim has also has a great deal of disaster recovery field experience, managing several key projects in South Florida for AshBritt since 2004, including assisting in the recovery efforts in Charlotte County in 2004 and managing projects for the City of Cooper City, City of Sunrise, Town of Dania Beach and City of Plantation. Most recently, Tim oversaw the recovery efforts in Brevard County, Florida, which was struck by Tropical Storm Fay in 2008.

Previous Experience

Charlotte County, FL FEMA-1539-DR

- **Period of Performance:** 08/15/2004 - 06/25/2005
- **Description:** AshBritt collected and processed approximately 1,900,000 cy of disaster debris, while disposing of over 300,000 cy of reduced vegetative waste and C&D. AshBritt managed 4 TDSR sites. Debris was reduced by grinding, compaction and burning. Overall, 77,623 loads where handled for both debris collection and disposal, utilizing over 600 collection trucks and 200 disposal trucks. Debris was disposed of at 3 final disposal sites. Portions of reduced vegetative debris were diverted for beneficial agricultural use and fuel source. Additionally, AshBritt provided emergency dry-in services and roof tarping support for several County properties.
- **Point of Contact:** Alan Holbach, 941-575-3624, alan.holbach@charlottefl.com

City of Sunrise, FL FEMA-1609-DR

- **Period of Performance:** 10/29/2005 - 02/20/2006
- **Description:** AshBritt collected and processed approximately 213,000 cy of disaster debris, utilizing 163 trucks. Overall, 5,609 loads where handled for both debris collection and disposal. Debris was disposed of at 3 final disposal sites.
- **Point of Contact:** Richard Salamon/Marcia Peterson, 954-801-1313, prsalamon@cityofsunrise.org

Town of Davie, FL FEMA-1609-DR

- **Period of Performance:** 10/23/2005 - 02/18/2006
- **Description:** AshBritt collected approximately 593,800 cy of disaster debris, utilizing 180 trucks. Overall, 16,617 loads where handled for debris collection. Debris was stored and processed at AshBritt's Broward County TDSR site. Note: Prior to Hurricane Wilma, AshBritt also collected and hauled 43,281 cy of debris attributed to Hurricane Katrina.
- **Point of Contact:** Russell C. Muniz, 954-797-1023, russell_muniz@davie-fl.gov

B.3.8 Frederick Neris – Project Consultant (Contract)

Fred Neris is the owner of Dorado Services a 100 percent Hispanic-Owned, Certified 8(a) and HUB Zone Corporation capable of providing contracted services for Waste Management, Demolition, Land Management, Disaster Recovery, General Contracting, Facilities Maintenance, and Environmental Engineering. Mr. Neris is a Florida Registered Professional Engineer. He is licensed as an Environmental Engineer with over 17 years of experience in this field. This professional certification is indicative of his dedication to excellence and professional service. Fred has served as a project manager on several AshBritt recoveries, including Orange County and Monroe County, Florida in 2004 and in George County and Jackson County, MS for our USACE Katrina Recovery mission. Most recently, he served as the Senior Project Manager for Orange County, TX following Hurricane Ike. Fred holds a Bachelor of Science in Environmental Engineering which he received from the University of Central Florida in 1991. Please note, although Dorado Services is a separate firm, AshBritt has an exclusive, contractual relationship that for all intents and purposes co-opts Dorado resources toward any AshBritt recovery efforts.

Previous Experience

U.S. Army Corps of Engineers Contracting Office, New Orleans, Vicksburg Contracting Office W912P8-05-D-0025

- **Period of Performance:** 09/01/2005 - 08/28/2006
- **Description:** Louisiana – As the USACE ACI contractor for Region 3, AshBritt was the Initial Response contractor for Louisiana. Within the first 30 days following contract activation (9/1-9/30), AshBritt initiated debris removal operations in 11 jurisdictions assigned by task order from the USACE. AshBritt identified and designated collection zones in each jurisdiction. We sourced, retained and assigned subcontractors for all collection zones. Of vital importance to the mission, AshBritt provided emergency quarters and hygiene facilities for more than 300 government personnel, as well as established a commissary that served more than 10,000 meals. Moreover, we provided over 50,000 gallons of emergency diesel fuel for initial operations, avoiding any equipment downtime. Before AshBritt was tasked solely to MS, turning over all active LA operations to three contractors selected through solicitation by the USACE, we had developed and staffed 26 TDSR sites throughout the affected areas and had collected and hauled over 1,000,000 cy of debris in less than 5 weeks. Additionally, we removed 19 tons of putrefied food from facilities in Orleans Parish.

  Mississippi – As the USACE ACI contractor for Region 3, AshBritt was the Initial Response contractor for Mississippi. AshBritt was ultimately tasked by the USACE for the debris mission in MS. AshBritt was tasked to service 16 separate jurisdictions, covering over 8,400 square miles and over 175 miles inland. AshBritt identified and designated collection zones in each jurisdiction. We sourced, retained and assigned subcontractors for all collection zones utilizing firms from the affected area to the greatest extent practical. AshBritt worked closely with the USACE to develop unique work and safety plans for the project that took into account the scope and magnitude of the project. Overall, AshBritt collected, hauled and processed approximately 21 million cubic yards of vegetative debris and wreckage, staffing, managing and operating 49 temporary debris processing sites. Specifically, we hauled over 700,000 loads of debris, using approximately 12,400 certified operational vehicles. We employed and managed over 1,230 subcontractors, and over 500 local personnel.

- **Point of Contact:** Joan Arnold, Contracting Officer, 337-281-5092, Missy.K.Arnold@mvk02.usace.army.mil; Claudette McDonald, Contracting Officer. 504-681-2312, claudette.m.mcdonald@usace.army.mil

B.3.9 Phillip Foreman – Project Consultant (Contract)

Phil Foreman is Vice President of Dorado Services and is responsible for its waste management operations. Mr. Foreman has 28 years' experience in the waste industry. He has held numerous positions in the business as indicated in his attached resume. Prior to joining Dorado, Phil was the District Manager for Allied Waste Industries, Inc. South Florida operations; these included 3 collection operations, 2 transfer stations, 2 recyclers and 3 construction debris processing facilities. Phil is also highly knowledgeable and experienced in the design, construction and operation of landfills. As well as the management of ongoing operations, he has been responsible for the award and startup of many collection contracts in numerous states. Phil's experience ranges from managing waste related operations with 2,300 employees and annual budgets in excess of $300,000,000 to being the Federal Court appointed Operations Manager for a waste company operating under the protection of bankruptcy regulations. Phil has personally managed several AshBritt recovery projects, as full-blown project manager to disposal and site manager.

Previous Experience

Orange County, FL, FEMA-1539-DR

- **Period of Performance:** 08/16/2004 - 03/31/2002
- **Description:** AshBritt collected and processed over 1,000,000 cy of debris, while disposing of approximately 135,400 cy of reduced vegetative waste and C&D. AshBritt managed 7 TDSR sites. Debris was reduced by grinding and compaction. Overall, 41,683 loads were handled for both debris collection and disposal, utilizing over 500 collection trucks and 200 disposal trucks. Debris was disposed of at 5 final disposal sites. Portions of reduced vegetative debris were diverted for agricultural use and fuel source. In addition, AshBritt conducted emergency pumping operations and Vac truck catch basin and sewer clearing.
- **Point of Contact:** Mark Massaro, 407-836-7900, Mark.Massaro@ocfl.net

Charlotte County, FL, FEMA-1539-DR

- **Period of Performance:** 08/15/2004 - 06/25/2005
- **Description:** AshBritt collected and processed approximately 1,900,000 cy of disaster debris, while disposing of over 300,000 cy of reduced vegetative waste and C&D. AshBritt managed 4 TDSR sites. Debris was reduced by grinding, compaction and burning. Overall, 77,623 loads where handled for both debris collection and disposal, utilizing over 600 collection trucks and 200 disposal trucks. Debris was disposed of at 3 final disposal sites. Portions of reduced vegetative debris were diverted for beneficial agricultural use and fuel source. Additionally, AshBritt provided emergency dry-in services and roof tarping support for several County properties.
- **Point of Contact:** Alan Holbach, 941-575-3624, alan.holbach@charlottefl.com

B.3.10 James "Buddy" Lofton – Compliance Manager

After serving in the U.S Army Corps of Engineers for over 32 years, Buddy Lofton retired in June 2005 as Emergency Management Specialist (EMS) for the USACE, Vicksburg District. He was the point person for all natural disasters including hurricanes, tornados, floods, snow storms, and droughts. Along with personally responding to these disasters, he also attended formal training in debris management, project management, safety, construction management, disaster management, quality control, cost estimating, and project funding. What's more, he designed and conducted a variety of exercise scenarios testing projects and its personnel in the response and recovery from a natural or national disaster. Buddy was an indispensable resource during AshBritt's recovery USACE Katrina mission in Mississippi in 2005, and he now serves as an important consultant and project compliance manager for the firm. Just recently he served as AshBritt's safety and compliance field supervisor in Orange County, TX.

Previous Experience

U.S. Army Corps of Engineers Contracting Office, New Orleans, Vicksburg Contracting Office W912P8-05-D-0025

- **Period of Performance:** 09/01/2005 - 08/28/2006
- **Description:** Louisiana – As the USACE ACI contractor for Region 3, AshBritt was the Initial Response contractor for Louisiana. Within the first 30 days following contract activation (9/1-9/30), AshBritt initiated debris removal operations in 11 jurisdictions assigned by task order from the USACE. AshBritt identified and designated collection zones in each jurisdiction. We sourced, retained and assigned subcontractors for all collection zones. Of vital importance to the mission, AshBritt provided emergency quarters and hygiene facilities for more than 300 government personnel, as well as established a commissary that served more than 10,000 meals. Moreover, we provided over 50,000 gallons of emergency diesel fuel for initial operations, avoiding any equipment downtime. Before AshBritt was tasked solely to MS, turning over all active LA operations to three contractors selected through solicitation by the USACE, we had developed and staffed 26 TDSR sites throughout the affected areas and had collected and hauled over 1,000,000 cy of debris in less than 5 weeks. Additionally, we removed 19 tons of putrefied food from facilities in Orleans Parish.

  Mississippi – As the USACE ACI contractor for Region 3, AshBritt was the Initial Response contractor for Mississippi. AshBritt was ultimately tasked by the USACE for the debris mission in MS. AshBritt was tasked to service 16 separate jurisdictions, covering over 8,400 square miles and over 175 miles inland. AshBritt identified and designated collection zones in each jurisdiction. We sourced, retained and assigned subcontractors for all collection zones utilizing firms from the affected area to the greatest extent practical. AshBritt worked closely with the USACE to develop unique work and safety plans for the project that took into account the scope and magnitude of the project. Overall, AshBritt collected, hauled and processed approximately 21 million cubic yards of vegetative debris and wreckage, staffing, managing and operating 49 temporary debris processing sites. Specifically, we hauled over 700,000 loads of debris, using approximately 12,400 certified operational vehicles. We employed and managed over 1,230 subcontractors, and over 500 local personnel.

- **Point of Contact:** Joan Arnold, Contracting Officer, 337-281-5092, Missy.K.Arnold@mvk02.usace.army.mil; Claudette McDonald, Contracting Officer. 504-681-2312, claudette.m.mcdonald@usace.army.mil

C.3 Additional Local Subcontractor Information

C.3.1 Current Construction Corp.

January 17, 2013

AshBritt Environmental
565 East Hillsboro Blvd
Deerfield Beach FL 33441
Attn: Dow Knight
Re: Hurricane Sandy Clean Up Effort – Wet Debris

Dear Mr. Knight,

I would like to take this opportunity to introduce you to Current Construction Corp (CCC). We are a full service construction management and general contracting company. We have evolved into a diversified construction management, general construction, utility and electrical company. We are centrally located in New Jersey and been involved in projects throughout the U.S.

Most recently, Current Construction Corp and our affiliated companies have been mobilized in the Hurricane Sandy cleanup effort working for various municipalities and companies. Current Construction built, in 72 hours, and operated the 20 acre Stafford Township TDMA site for Stafford Township and then expanded and operated the TDMA for Ashbritt Environmental. We processed and hauled out approximately 350,000 cu yards of construction debris and vegetation, all without an OSHA safety accident, N.J. DEP violation or any other violations.

Also during the cleanup effort, Current Construction was very active in the vessel salvage and recovery for insurance companies, marinas, the National Wildlife Refuge and the Division of Fish and Game. We recovered approximately 280 vessels both on land and water with hydraulic cranes, barges, push boats, work boats, excavators and other support equipment. We collected wet debris, C&D, docks, pilings, bulkheads, vegetation and other debris.

Since Current Construction is a full service contractor we have the ability to perform the following services for your company.

Site Construction:
With our equipment and operators, CCC can provide the following to your site: excavation, grading, drainage, tree removal, installation of conduit through trenchless technology and demolition.

Disposal/ Demolition/Recycling:
Our affiliated company, Lucas Disposal is a NJ State Licensed A-901 hauling contractor, serving central New Jersey for 10, 15, 20, 30, 40 yard construction dumpsters. Lucas provides environmentally friendly demolition and recycling for any type of structure.

• 93 Route 539 Allentown NJ 08501 • Ph. (609)259-2300 • Fax
• NJ Electrical License #13489•

Current
Construction Corp

Vertical caisson drilling:
Current Construction has performed vertical drilling to excavate various size holes up to 12 feet in diameter and 80 feet deep. These excavations have been used for high voltage utility poles, telephone poles, sign foundations, sports lighting poles, cell towers and parking lot light foundations.

Current Construction Corp employees have completed numerous projects for both utility and private companies. We bring with us the experience of installation of primary and secondary duct banks, inner ducts, manholes, directional drilling, pole line construction, overhead storm work, underground cable, pipe and fault locating. Lucas has also drilled and poured foundations up to 8 ft. wide and 80 ft. deep, high voltage utility pole and cell tower foundations for Key Span, Asplundh, and Long Island Power.

Site electrical work:
Installation of ducts banks for telephone, fiber and cable for Verizon and Comcast Cable and primary duct for Atlantic City Electric, JCP&L and PSE&G. Building power, transformers, emergency generators, electrical conduits and site lighting. CCC can provide the following: All types of electrical wiring including high voltage installation, splicing, repairs and testing, underground cable, pipe and fault locating.

Sports lighting installation and maintenance:
Current Construction can install Musco and other sports lighting systems. The work includes drilling foundations, setting foundations, building and setting the light poles, the installation of all the electrical service gear and underground electrical conduit and wiring.

Current Construction Corp employees have completed several major ground mount, fast-paced solar projects across the state, including the Paradise Road Solar Farm Project, which in 2010, was the largest ground-based solar farm in New Jersey. This project spanned over a 76 acre area and included 26,208 panels. We can take pride in the fact that we successfully self-performed the entire installation, including all concrete pads, piers and foundations; all horizontal and vertical drilling; environmental containment for transformers; overhead and underground distribution systems, including manhole and conduits. Not only did we complete the project on time, which had a vigorous 10 week completion schedule, we were also within budget.

We have an impressive equipment inventory, including cranes, excavators, bulldozers, bucket trucks, horizontal boring equipment, production drills, digger derricks, trenching machines, vibratory trenching machines and traffic attenuators, making us a one-stop shop. All of our employees have OSHA 10 and/or 30 hour certifications and some employees also have specialty certifications such as hazmat, traffic coordination and confined spaces. Lucas is also a licensed NJ A901 disposal and demolition contractor allowing us to haul all debris in the State of New Jersey.

Current
Construction Corp

We have only touched upon our many capabilities. We hope to further discuss how Current Construction Corp can help you and your company.

If you need any further information please let me know.

Thank You,

Russ Kenny
President

• 93 Route 539 Allentown NJ 08501 • Ph. (609)259-2300 • Fax
• NJ Electrical License #13489•

					NORTH REGION			CENTRAL REGION						SOUTH REGION					
Line #	Description	Units	Quantity Tier	Measure of Distance	ZONE 1 (A)	ZONE 2 (B)	REGION TOTAL (A)+(B)	ZONE 3 (C)	ZONE 4 (D)	ZONE 5 (E)	ZONE 6 (F)	ZONE 7 (G)	REGION TOTAL SUM (C) THRU (G)	ZONE 8 (H)	ZONE 9 (I)	ZONE 10 (J)	ZONE 11 (K)	REGION TOTAL SUM (H) THRU (K)	STATE TOTAL SUM (A) THRU (K)
1	**Vegetative Waste** - vegetative debris removal from waterway and transport for a prescribed distance from offload to TDMA	CY per mileage intervals	1 - 10,000 CY	0-15 miles	280.00	265.00	545.00	265.00	265.00	265.00	265.00	265.00	1,325.00	265.00	265.00	280.00	280.00	1,090.00	2,960.00
2				16-30 miles	285.00	271.00	556.00	271.00	271.00	271.00	271.00	271.00	1,355.00	271.00	271.00	285.00	285.00	1,112.00	3,023.00
3				31-60 miles	295.00	280.00	575.00	280.00	280.00	280.00	280.00	280.00	1,400.00	280.00	280.00	295.00	295.00	1,150.00	3,125.00
4				60+ miles	320.00	305.00	625.00	305.00	305.00	305.00	305.00	305.00	1,525.00	305.00	305.00	320.00	320.00	1,250.00	3,400.00
5	**Vegetative Waste** - vegetative debris removal from waterway and transport for a prescribed distance from offload to TDMA	CY per mileage intervals	10,001 - 25,000 CY	0-15 miles	271.00	257.00	528.00	257.00	257.00	257.00	257.00	257.00	1,285.00	257.00	257.00	271.00	271.00	1,056.00	2,869.00
6				16-30 miles	276.00	263.00	539.00	263.00	263.00	263.00	263.00	263.00	1,315.00	263.00	263.00	276.00	276.00	1,078.00	2,932.00
7				31-60 miles	286.00	271.00	557.00	271.00	271.00	271.00	271.00	271.00	1,355.00	271.00	271.00	286.00	286.00	1,114.00	3,026.00
8				60+ miles	310.00	295.00	605.00	295.00	295.00	295.00	295.00	295.00	1,475.00	295.00	295.00	310.00	310.00	1,210.00	3,290.00
9	**Vegetative Waste** - vegetative debris removal from waterway and transport for a prescribed distance from offload to TDMA	CY per mileage intervals	Above 25,000 CY	0-15 miles	271.00	257.00	528.00	257.00	257.00	257.00	257.00	257.00	1,285.00	257.00	257.00	271.00	271.00	1,056.00	2,869.00
10				16-30 miles	276.00	263.00	539.00	263.00	263.00	263.00	263.00	263.00	1,315.00	263.00	263.00	276.00	276.00	1,078.00	2,932.00
11				31-60 miles	286.00	271.00	557.00	271.00	271.00	271.00	271.00	271.00	1,355.00	271.00	271.00	286.00	286.00	1,114.00	3,026.00
12				60+ miles	310.00	295.00	605.00	295.00	295.00	295.00	295.00	295.00	1,475.00	295.00	295.00	310.00	310.00	1,210.00	3,290.00
13	**Vegetative Waste** - vegetative debris removal from waterway and transport for a prescribed distance from offload to final disposal site	CY per mileage intervals	1 - 10,000 CY	0-15 miles	280.00	265.00	545.00	265.00	265.00	265.00	265.00	265.00	1,325.00	265.00	265.00	280.00	280.00	1,090.00	2,960.00
14				16-30 miles	285.00	271.00	556.00	271.00	271.00	271.00	271.00	271.00	1,355.00	271.00	271.00	285.00	285.00	1,112.00	3,023.00
15				31-60 miles	295.00	280.00	575.00	280.00	280.00	280.00	280.00	280.00	1,400.00	280.00	280.00	295.00	295.00	1,150.00	3,125.00
16				60+ miles	320.00	305.00	625.00	305.00	305.00	305.00	305.00	305.00	1,525.00	305.00	305.00	320.00	320.00	1,250.00	3,400.00
17	**Vegetative Waste** - vegetative debris removal from waterway and transport for a prescribed distance from offload to final disposal site	CY per mileage intervals	10,001 - 25,000 CY	0-15 miles	271.00	257.00	528.00	257.00	257.00	257.00	257.00	257.00	1,285.00	257.00	257.00	271.00	271.00	1,056.00	2,869.00
18				16-30 miles	276.00	263.00	539.00	263.00	263.00	263.00	263.00	263.00	1,315.00	263.00	263.00	276.00	276.00	1,078.00	2,932.00
19				31-60 miles	286.00	271.00	557.00	271.00	271.00	271.00	271.00	271.00	1,355.00	271.00	271.00	286.00	286.00	1,114.00	3,026.00
20				60+ miles	310.00	295.00	605.00	295.00	295.00	295.00	295.00	295.00	1,475.00	295.00	295.00	310.00	310.00	1,210.00	3,290.00
21	**Vegetative Waste** - vegetative debris removal from waterway and transport for a prescribed distance from offload to final disposal site	CY per mileage intervals	Above 25,000 CY	0-15 miles	271.00	257.00	528.00	257.00	257.00	257.00	257.00	257.00	1,285.00	257.00	257.00	271.00	271.00	1,056.00	2,869.00
22				16-30 miles	276.00	263.00	539.00	263.00	263.00	263.00	263.00	263.00	1,315.00	263.00	263.00	276.00	276.00	1,078.00	2,932.00
23				31-60 miles	286.00	271.00	557.00	271.00	271.00	271.00	271.00	271.00	1,355.00	271.00	271.00	286.00	286.00	1,114.00	3,026.00
24				60+ miles	310.00	295.00	605.00	295.00	295.00	295.00	295.00	295.00	1,475.00	295.00	295.00	310.00	310.00	1,210.00	3,290.00
25	**C&D** - C&D debris removal from waterway and transport for a prescribed distance from offload to TDMA	CY per mileage intervals	1 - 10,000 CY	0-15 miles	280.00	265.00	545.00	265.00	265.00	265.00	265.00	265.00	1,325.00	265.00	265.00	280.00	280.00	1,090.00	2,960.00
26				16-30 miles	285.00	271.00	556.00	271.00	271.00	271.00	271.00	271.00	1,355.00	271.00	271.00	285.00	285.00	1,112.00	3,023.00
27				31-60 miles	295.00	280.00	575.00	280.00	280.00	280.00	280.00	280.00	1,400.00	280.00	280.00	295.00	295.00	1,150.00	3,125.00
28				60+ miles	320.00	305.00	625.00	305.00	305.00	305.00	305.00	305.00	1,525.00	305.00	305.00	320.00	320.00	1,250.00	3,400.00
29	**C&D** - C&D debris removal from waterway and transport for a prescribed distance from offload to TDMA	CY per mileage intervals	10,001 - 25,000 CY	0-15 miles	271.00	257.00	528.00	257.00	257.00	257.00	257.00	257.00	1,285.00	257.00	257.00	271.00	271.00	1,056.00	2,869.00
30				16-30 miles	276.00	263.00	539.00	263.00	263.00	263.00	263.00	263.00	1,315.00	263.00	263.00	276.00	276.00	1,078.00	2,932.00
31				31-60 miles	286.00	271.00	557.00	271.00	271.00	271.00	271.00	271.00	1,355.00	271.00	271.00	286.00	286.00	1,114.00	3,026.00
32				60+ miles	310.00	295.00	605.00	295.00	295.00	295.00	295.00	295.00	1,475.00	295.00	295.00	310.00	310.00	1,210.00	3,290.00
33	**C&D** - C&D debris removal from waterway and transport for a prescribed distance from offload to TDMA	CY per mileage intervals	Above 25,000 CY	0-15 miles	271.00	257.00	528.00	257.00	257.00	257.00	257.00	257.00	1,285.00	257.00	257.00	271.00	271.00	1,056.00	2,869.00
34				16-30 miles	276.00	263.00	539.00	263.00	263.00	263.00	263.00	263.00	1,315.00	263.00	263.00	276.00	276.00	1,078.00	2,932.00
35				31-60 miles	286.00	271.00	557.00	271.00	271.00	271.00	271.00	271.00	1,355.00	271.00	271.00	286.00	286.00	1,114.00	3,026.00
36				60+ miles	310.00	295.00	605.00	295.00	295.00	295.00	295.00	295.00	1,475.00	295.00	295.00	310.00	310.00	1,210.00	3,290.00
37	**C&D** - C&D debris removal from waterway and transport for a prescribed distance from offload to final disposal site	CY per mileage intervals	1 - 10,000 CY	0-15 miles	280.00	265.00	545.00	265.00	265.00	265.00	265.00	265.00	1,325.00	265.00	265.00	280.00	280.00	1,090.00	2,960.00
38				16-30 miles	285.00	271.00	556.00	271.00	271.00	271.00	271.00	271.00	1,355.00	271.00	271.00	285.00	285.00	1,112.00	3,023.00
39				31-60 miles	295.00	280.00	575.00	280.00	280.00	280.00	280.00	280.00	1,400.00	280.00	280.00	295.00	295.00	1,150.00	3,125.00
40				60+ miles	320.00	305.00	625.00	305.00	305.00	305.00	305.00	305.00	1,525.00	305.00	305.00	320.00	320.00	1,250.00	3,400.00
41	**C&D** - C&D debris removal from waterway and transport for a prescribed distance from offload to final disposal site	CY per mileage intervals	10,001 - 25,000 CY	0-15 miles	271.00	257.00	528.00	257.00	257.00	257.00	257.00	257.00	1,285.00	257.00	257.00	271.00	271.00	1,056.00	2,869.00
42				16-30 miles	276.00	263.00	539.00	263.00	263.00	263.00	263.00	263.00	1,315.00	263.00	263.00	276.00	276.00	1,078.00	2,932.00
43				31-60 miles	286.00	271.00	557.00	271.00	271.00	271.00	271.00	271.00	1,355.00	271.00	271.00	286.00	286.00	1,114.00	3,026.00
44				60+ miles	310.00	295.00	605.00	295.00	295.00	295.00	295.00	295.00	1,475.00	295.00	295.00	310.00	310.00	1,210.00	3,290.00
45	**C&D** - C&D debris removal from waterway and transport for a prescribed distance from offload to final disposal site	CY per mileage intervals	Above 25,000 CY	0-15 miles	271.00	257.00	528.00	257.00	257.00	257.00	257.00	257.00	1,285.00	257.00	257.00	271.00	271.00	1,056.00	2,869.00
46				16-30 miles	276.00	263.00	539.00	263.00	263.00	263.00	263.00	263.00	1,315.00	263.00	263.00	276.00	276.00	1,078.00	2,932.00
47				31-60 miles	286.00	271.00	557.00	271.00	271.00	271.00	271.00	271.00	1,355.00	271.00	271.00	286.00	286.00	1,114.00	3,026.00
48				60+ miles	310.00	295.00	605.00	295.00	295.00	295.00	295.00	295.00	1,475.00	295.00	295.00	310.00	310.00	1,210.00	3,290.00
49	**Transport of Reduced Vegatative** and **C&D**	CY per mileage	1 - 10,000	0-15 miles	6.25	6.25	12.50	6.25	6.25	6.25	6.25	6.25	31.25	6.25	6.25	6.25	6.25	25.00	68.75
50				16-30 miles	8.13	8.13	16.26	8.13	8.13	8.13	8.13	8.13	40.65	8.13	8.13	8.13	8.13	32.52	89.43

Line #	Description	Units	Quantity Tier	Measure of Distance	ZONE 1 (A)	ZONE 2 (B)	REGION TOTAL (A)+(B)	ZONE 3 (C)	ZONE 4 (D)	ZONE 5 (E)	ZONE 6 (F)	ZONE 7 (G)	REGION TOTAL SUM (C) THRU (G)	ZONE 8 (H)	ZONE 9 (I)	ZONE 10 (J)	ZONE 11 (K)	REGION TOTAL SUM (H) THRU (K)	STATE TOTAL SUM (A) THRU (K)
51	**Debris** from TDMA to final disposal site	intervals	CY	31-60 miles	10.63	10.63	21.26	10.63	10.63	10.63	10.63	10.63	53.15	10.63	10.63	10.63	10.63	42.52	116.93
52				60+ miles	16.88	16.88	33.76	16.88	16.88	16.88	16.88	16.88	84.40	16.88	16.88	16.88	16.88	67.52	185.68
53	**Transport of Reduced Vegatative** and **C&D Debris** from TDMA to final disposal site	CY per mileage intervals	10,001 - 25,000 CY	0-15 miles	6.25	6.25	12.50	6.25	6.25	6.25	6.25	6.25	31.25	6.25	6.25	6.25	6.25	25.00	68.75
54				16-30 miles	8.13	8.13	16.26	8.13	8.13	8.13	8.13	8.13	40.65	8.13	8.13	8.13	8.13	32.52	89.43
55				31-60 miles	10.63	10.63	21.26	10.63	10.63	10.63	10.63	10.63	53.15	10.63	10.63	10.63	10.63	42.52	116.93
56				60+ miles	16.88	16.88	33.76	16.88	16.88	16.88	16.88	16.88	84.40	16.88	16.88	16.88	16.88	67.52	185.68
57	**Transport of Reduced Vegatative** and **C&D Debris** from TDMA to final disposal site	CY per mileage intervals	Above 25,000 CY	0-15 miles	6.25	6.25	12.50	6.25	6.25	6.25	6.25	6.25	31.25	6.25	6.25	6.25	6.25	25.00	68.75
58				16-30 miles	8.13	8.13	16.26	8.13	8.13	8.13	8.13	8.13	40.65	8.13	8.13	8.13	8.13	32.52	89.43
59				31-60 miles	10.63	10.63	21.26	10.63	10.63	10.63	10.63	10.63	53.15	10.63	10.63	10.63	10.63	42.52	116.93
60				60+ miles	16.88	16.88	33.76	16.88	16.88	16.88	16.88	16.88	84.40	16.88	16.88	16.88	16.88	67.52	185.68
61	**White Goods Removal** to final disposal site	Unit	1 - 100 Units	N/A	144.00	144.00	288.00	144.00	144.00	144.00	144.00	144.00	720.00	144.00	144.00	144.00	144.00	576.00	1,584.00
62	**White Goods Removal** to final disposal site	Unit	Above 100 Units	N/A	144.00	144.00	288.00	144.00	144.00	144.00	144.00	144.00	720.00	144.00	144.00	144.00	144.00	576.00	1,584.00
63	**Electronic Waste** - removal of "e-waste" that contains hazardous materials. Includes computer montors and televisions	Unit	1 - 100 Units	N/A	40.00	40.00	80.00	40.00	40.00	40.00	40.00	40.00	200.00	40.00	4.00	40.00	40.00	124.00	404.00
64	**Electronic Waste** - removal of "e-waste" that contains hazardous materials. Includes computer montors and televisions	Unit	Above 100 Units	N/A	40.00	40.00	80.00	40.00	40.00	40.00	40.00	40.00	200.00	40.00	40.00	40.00	40.00	160.00	440.00
65	**Freon Management** - freon management and recycling	Unit	1 - 100 Units	N/A	82.00	82.00	164.00	82.00	82.00	82.00	82.00	82.00	410.00	82.00	82.00	82.00	82.00	328.00	902.00
66	**Freon Management** - freon management and recycling	Unit	Above 100 Units	N/A	82.00	82.00	164.00	82.00	82.00	82.00	82.00	82.00	410.00	82.00	82.00	82.00	82.00	328.00	902.00
67	**Sand Collection -** removal of displaced sand from waterway	CY	1 - 50,000 CY	N/A	125.00	125.00	250.00	125.00	120.00	120.00	125.00	125.00	615.00	120.00	120.00	125.00	125.00	490.00	1,355.00
68	**Sand Collection -** removal of displaced sand from waterway	CY	50,001 - 100,000 CY	N/A	125.00	125.00	250.00	125.00	120.00	120.00	125.00	125.00	615.00	120.00	120.00	125.00	125.00	490.00	1,355.00
69	**Sand Collection -** removal of displaced sand from waterway	CY	Above 100,000 CY	N/A	125.00	125.00	250.00	125.00	120.00	120.00	125.00	125.00	615.00	120.00	120.00	125.00	125.00	490.00	1,355.00
70	**Uncontaminated Sand Transport** - screening of sand to restore to "beach quality", transport and rudimentary placement on beach, and proper disposal of screening byproducts	CY per mileage intervals	1 - 50,000 CY	0-15 miles	30.00	30.00	60.00	30.00	30.00	30.00	30.00	30.00	150.00	30.00	30.00	30.00	30.00	120.00	330.00
71				16-30 miles	35.00	35.00	70.00	35.00	35.00	35.00	35.00	35.00	175.00	35.00	35.00	35.00	35.00	140.00	385.00
72				31-60 miles	53.00	53.00	106.00	53.00	53.00	53.00	53.00	53.00	265.00	53.00	53.00	53.00	53.00	212.00	583.00
73				60+ miles	63.00	63.00	126.00	63.00	63.00	63.00	63.00	63.00	315.00	63.00	63.00	63.00	63.00	252.00	693.00
74	**Uncontaminated Sand Transport** - screening of sand to restore to "beach quality", transport and rudimentary placement on beach, and proper disposal of screening byproducts	CY per mileage intervals	50,001 - 100,00 CY	0-15 miles	30.00	30.00	60.00	30.00	30.00	30.00	30.00	30.00	150.00	30.00	30.00	30.00	30.00	120.00	330.00
75				16-30 miles	35.00	35.00	70.00	35.00	35.00	35.00	35.00	35.00	175.00	35.00	35.00	35.00	35.00	140.00	385.00
76				31-60 miles	53.00	53.00	106.00	53.00	53.00	53.00	53.00	53.00	265.00	53.00	53.00	53.00	53.00	212.00	583.00
77				60+ miles	63.00	63.00	126.00	63.00	63.00	63.00	63.00	63.00	315.00	63.00	63.00	63.00	63.00	252.00	693.00
78	**Uncontaminated Sand Transport** - screening of sand to restore to "beach quality", transport and rudimentary placement on beach, and proper disposal of screening byproducts	CY per mileage intervals	Above 100,000 CY	0-15 miles	30.00	30.00	60.00	30.00	30.00	30.00	30.00	30.00	150.00	30.00	30.00	30.00	30.00	120.00	330.00
79				16-30 miles	35.00	35.00	70.00	35.00	35.00	35.00	35.00	35.00	175.00	35.00	35.00	35.00	35.00	140.00	385.00
80				31-60 miles	53.00	53.00	106.00	53.00	53.00	53.00	53.00	53.00	265.00	53.00	53.00	53.00	53.00	212.00	583.00
81				60+ miles	63.00	63.00	126.00	63.00	63.00	63.00	63.00	63.00	315.00	63.00	63.00	63.00	63.00	252.00	693.00
82	**Contaminated Sand Transport and Disposal-** removal of contaminated sand and disposal at site to be determined by State	CY per mileage intervals	1 - 50,000 CY	0-15 miles	25.00	25.00	50.00	25.00	25.00	25.00	25.00	25.00	125.00	25.00	25.00	25.00	25.00	100.00	275.00
83				16-30 miles	35.00	35.00	70.00	35.00	35.00	35.00	35.00	35.00	175.00	35.00	35.00	35.00	35.00	140.00	385.00
84				31-60 miles	48.00	48.00	96.00	48.00	48.00	48.00	48.00	48.00	240.00	48.00	48.00	48.00	48.00	192.00	528.00
85				60+ miles	58.00	58.00	116.00	58.00	58.00	58.00	58.00	58.00	290.00	58.00	58.00	58.00	58.00	232.00	638.00
86	**Contaminated Sand Transport and Disposal-** removal of contaminated sand and disposal at site to be determined by State	CY per mileage intervals	50,001 - 100,00 CY	0-15 miles	25.00	25.00	50.00	25.00	25.00	25.00	25.00	25.00	125.00	25.00	25.00	25.00	25.00	100.00	275.00
87				16-30 miles	35.00	35.00	70.00	35.00	35.00	35.00	35.00	35.00	175.00	35.00	35.00	35.00	35.00	140.00	385.00
88				31-60 miles	45.00	48.00	93.00	48.00	48.00	48.00	48.00	48.00	240.00	48.00	48.00	48.00	48.00	192.00	525.00
89				60+ miles	58.00	58.00	116.00	58.00	58.00	58.00	58.00	58.00	290.00	58.00	58.00	58.00	58.00	232.00	638.00
90	**Contaminated Sand Transport and Disposal-**			0-15 miles	25.00	25.00	50.00	25.00	25.00	25.00	25.00	25.00	125.00	25.00	25.00	25.00	25.00	100.00	275.00

Line #	Description	Units	Quantity Tier	Measure of Distance	ZONE 1 (A)	ZONE 2 (B)	REGION TOTAL (A)+(B)	ZONE 3 (C)	ZONE 4 (D)	ZONE 5 (E)	ZONE 6 (F)	ZONE 7 (G)	REGION TOTAL SUM (C) THRU (G)	ZONE 8 (H)	ZONE 9 (I)	ZONE 10 (J)	ZONE 11 (K)	REGION TOTAL SUM (H) THRU (K)	STATE TOTAL SUM (A) THRU (K)
91	**Contaminated Sand Transport and Disposal-** removal of contaminated sand and disposal at site to be determined by State	CY per mileage intervals	Above 100,000 CY	16-30 miles	35.00	35.00	70.00	35.00	35.00	35.00	35.00	35.00	175.00	35.00	35.00	35.00	35.00	140.00	385.00
92				31-60 miles	45.00	45.00	90.00	45.00	45.00	45.00	45.00	45.00	225.00	45.00	45.00	45.00	45.00	180.00	495.00
93				60+ miles	58.00	58.00	116.00	58.00	58.00	58.00	58.00	58.00	290.00	58.00	58.00	58.00	58.00	232.00	638.00
94	**Vehicle Removal** - removal of vehicles from waterway and transport to aggregation site	Unit	1 - 10 Units	N/A	1,800.00	1,800.00	3,600.00	1,800.00	1,800.00	1,800.00	1,800.00	1,800.00	9,000.00	1,800.00	1,800.00	1,800.00	1,800.00	7,200.00	19,800.00
95	**Vehicle Removal** - removal of vehicles from waterway and transport to aggregation site	Unit	11 - 25 Units	N/A	1,800.00	1,800.00	3,600.00	1,800.00	1,800.00	1,800.00	1,800.00	1,800.00	9,000.00	1,800.00	1,800.00	1,800.00	1,800.00	7,200.00	19,800.00
96	**Vehicle Removal** - removal of vehicles from waterway and transport to aggregation site	Unit	Above 25 Units	N/A	1,800.00	1,800.00	3,600.00	1,800.00	1,800.00	1,800.00	1,800.00	1,800.00	9,000.00	1,800.00	1,800.00	1,800.00	1,800.00	7,200.00	19,800.00
97	**Vessel Removal** - removal of vessel from waterway and transport to aggregation site	Per Linear Foot	1 - 50 Vessels	0-19 feet	220.00	220.00	440.00	220.00	220.00	220.00	220.00	220.00	1,100.00	220.00	220.00	220.00	220.00	880.00	2,420.00
98				20-29 feet	315.00	315.00	630.00	315.00	315.00	315.00	315.00	315.00	1,575.00	315.00	315.00	315.00	315.00	1,260.00	3,465.00
99				30-39 feet	482.00	482.00	964.00	482.00	482.00	482.00	482.00	482.00	2,410.00	482.00	482.00	482.00	482.00	1,928.00	5,302.00
100				over 40 feet	550.00	550.00	1,100.00	550.00	550.00	550.00	550.00	550.00	2,750.00	550.00	550.00	550.00	550.00	2,200.00	6,050.00
101	**Vessel Removal** - removal of vessel from waterway and transport to aggregation site	Per Linear Foot	51 - 100 Vessels	0-19 feet	220.00	220.00	440.00	220.00	220.00	220.00	220.00	220.00	1,100.00	220.00	220.00	220.00	220.00	880.00	2,420.00
102				20-29 feet	315.00	315.00	630.00	315.00	315.00	315.00	315.00	315.00	1,575.00	315.00	315.00	315.00	315.00	1,260.00	3,465.00
103				30-39 feet	482.00	482.00	964.00	482.00	482.00	482.00	482.00	482.00	2,410.00	482.00	482.00	482.00	482.00	1,928.00	5,302.00
104				over 40 feet	550.00	550.00	1,100.00	550.00	550.00	550.00	550.00	550.00	2,750.00	550.00	550.00	550.00	550.00	2,200.00	6,050.00
105	**Vessel Removal** - removal of vessel from waterway and transport to aggregation site	Per Linear Foot	Above 100 Vessels	0-19 feet	220.00	220.00	440.00	220.00	220.00	220.00	220.00	220.00	1,100.00	220.00	220.00	220.00	220.00	880.00	2,420.00
106				20-29 feet	315.00	315.00	630.00	315.00	315.00	315.00	315.00	315.00	1,575.00	315.00	315.00	315.00	315.00	1,260.00	3,465.00
107				30-39 feet	482.00	482.00	964.00	482.00	482.00	482.00	482.00	482.00	2,410.00	482.00	482.00	482.00	482.00	1,928.00	5,302.00
108				over 40 feet	550.00	550.00	1,100.00	550.00	550.00	550.00	550.00	550.00	2,750.00	550.00	550.00	550.00	550.00	2,200.00	6,050.00
109	**Pre-removal Assessment of Debris** - use of cost-effective technology, including side scan sonar to provide identification and assessment of debris locations	Price per acre		0-100 acres	65.00	65.00	130.00	65.00	65.00	65.00	65.00	65.00	325.00	65.00	65.00	65.00	65.00	260.00	715.00
110				101-300 acres	63.00	63.00	126.00	63.00	63.00	63.00	63.00	63.00	315.00	63.00	63.00	63.00	63.00	252.00	693.00
111				301-600 acres	60.00	60.00	120.00	60.00	60.00	60.00	60.00	60.00	300.00	60.00	60.00	60.00	60.00	240.00	660.00
112				601-1000 acres	58.00	58.00	116.00	58.00	58.00	58.00	58.00	58.00	290.00	58.00	58.00	58.00	58.00	232.00	638.00
113				1001 + acres	58.00	58.00	116.00	58.00	58.00	58.00	58.00	58.00	290.00	58.00	58.00	58.00	58.00	232.00	638.00
114	**Verification of Debris Removal -** use of cost-effective technology, including side scan sonar to provide verification to State that debris has been removed and waterway depth has been restored	Price per acre		0-100 acres	65.00	65.00	130.00	65.00	65.00	65.00	65.00	65.00	325.00	65.00	65.00	65.00	65.00	260.00	715.00
115				101-300 acres	63.00	63.00	126.00	63.00	63.00	63.00	63.00	63.00	315.00	63.00	63.00	63.00	63.00	252.00	693.00
116				301-600 acres	60.00	60.00	120.00	60.00	60.00	60.00	60.00	60.00	300.00	60.00	60.00	60.00	60.00	240.00	660.00
117				601-1000 acres	58.00	58.00	116.00	58.00	58.00	58.00	58.00	58.00	290.00	58.00	58.00	58.00	58.00	232.00	638.00
118				1001 + acres	58.00	58.00	116.00	58.00	58.00	58.00	58.00	58.00	290.00	58.00	58.00	58.00	58.00	232.00	638.00
119	**Operation of Vehicle/Vessel Aggregation Site -** operation of vehicle and vessel aggregation site, includes all phases of operation, including tower equipment, security, staffing and restoration of site to pre-use condition	Per Day		Daily	4,000.00	4,000.00	8,000.00	4,000.00	4,000.00	4,000.00	4,000.00	4,000.00	20,000.00	4,000.00	4,000.00	4,000.00	4,000.00	16,000.00	44,000.00
120	**Operation of Temporary Debris Management Area-** operation of TDMA, includes all phases of operation, including tower equipment, security and staffing and restoration of site to pre-use condition	Per Day		Daily	4,200.00	4,200.00	8,400.00	4,200.00	4,200.00	4,200.00	4,200.00	4,200.00	21,000.00	4,200.00	4,200.00	4,200.00	4,200.00	16,800.00	46,200.00

Total State Price is the single price that Bidder would offer, per price line, for all 11 zones in the State.