

**Expression of Interest
Expansion Of The Building And Hangar Space
West Virginia Army Aviation Training Site
Bridgeport, West Virginia
Purchase Order No. DEFK11009**

Submitted To:
Purchasing Division
2019 Washington Street, East
P. O. Box 50130
Charleston, WV 25305-0130

RECEIVED

2010 AUG 16 P 2:42

PURCHASING DIVISION
STATE OF WV



Stantec

Stantec Consulting Services
218 6th Avenue
St. Albans, WV 25177

Copy One



Table of Contents

Section I.	Expression of Interest
Section II.	Request for Quotation (copy of)
Section III.	Consultant Confidential Qualification Questionnaire
Section IV.	Resumes
Section V.	List of References
Section VI.	Purchasing Affidavit



Stantec Consulting Services Inc.
218 – 6th Avenue
St. Albans, WV 25177
Tel: (304) 722-3951
Fax: (304) 722-3953

Stantec

August 16, 2010

West Virginia Army National Guard
Joint Forces Headquarters
Construction and Facilities Management Office
1703 Coonskin Drive
Charleston, West Virginia 25311

Attention: Procurement Officer

**Subject: WV Army National Guard
Fixed Wing Army Aviation Training Site Facility Expansion
DEFK11009**

Stantec Consulting Services Inc. is pleased to submit this response to the solicitation for Expression(s) of Interest (EOI) for architectural/engineering services for the design of an expansion of the current Fixed Wing Army Aviation Training Site building and hanger space located in Bridgeport, WV. We understand that the requirements contained in the solicitation and our response thereto will be included in the order of precedence as set forth in section 3.4.6., and we have made a copy of the solicitation a part of our response (see Tab 2 of this response to the EOI solicitation).

Stantec was founded in 1954 by Dr. Don Stanley, who wanted to make a positive contribution to communities by designing affordable water and sewer systems. Today Stantec is one of North America's leading full service engineering, architecture, and project management consulting firm with a focus on sustainable design solutions. Our company ranks among the top providers of architectural, engineering, and planning services in North America, and is consistently ranked in the upper percentage of the 500 top U.S. Design Firms (we are currently ranked 24th) as determined by Engineering News-Record. Currently Stantec Consulting Services Inc. has over 9600 employees and maintains two offices and a nationally accredited construction materials testing laboratory in West Virginia. The WV offices are located in St. Albans and Buckhannon. The laboratory is also located in Buckhannon. Please review Tab 3 "WV Army National Guard-Construction & Facilities Management Office - Consultant Confidential Qualification Questionnaire", and Tab 6 "Purchasing Affidavit" for Stantec to perform engineering services for the ANG Facility Expansion project, of this response.

Stantec operations are divided into Canada West, Canada East, US West, US East, and International. These areas are further divided by region. For instance, our West Virginia Offices in St. Albans and Buckhannon are part of the Great Lakes Region Office in Columbus, Ohio, which is part of the US East Operations area.

STANTEC FIRM OVERVIEW

Stantec is one of North America's leading full-service engineering, architecture, and management consulting firms with a focus on sustainable design solutions. We combine technical expertise with global experience to offer a complete range of project management, scientific, architectural, and engineering design services that span the entire project life cycle. Through our people, best practices, partnerships, and technology, we support the successful delivery of projects varying in size and complexity.

Stantec provides professional consulting services in planning, engineering, architecture, interior design, landscape architecture, surveying, environmental sciences, project management, and project economics for infrastructure and facilities projects. Continually striving to balance economic, environmental, and social responsibilities, we are recognized as a world-class leader and innovator in the delivery of sustainable solutions. We support public and private sector clients in a diverse range of markets, at every stage, from initial concept and financial feasibility to project completion and beyond.

AVIATION SERVICES OVERVIEW

Today's airport environment has radically changed since our inception in 1954. It is now an intricate web of constantly evolving design standards, technology upgrades, security requirements, and ever changing aircraft fleet mix and use. Not only does Stantec stay abreast of these changes, but we are one of the few aviation firms in the private sector assisting the Federal Aviation Administration in updating the Advisory Circulars. Our on-going collaborations and partnerships with federal, state, and local regulatory personnel over the years have created relationships of mutual trust and respect. This in turn has resulted in the expedient review and approval of our projects.

Stantec has the in-house experience and resources to bring airport projects from concept to completion. To do so, we cultivate an integrated relationship between clients, funding agencies, and regulators. This process entails a delicate balance of economic development objectives, airport infrastructure requirements, environmental and social impacts and financial feasibility. From a project's inception to its close-out, Stantec is equipped to serve the differing needs of the entire spectrum of airport clients, from small general aviation facilities to the nation's busiest air carrier airports, regardless of location.



*Logan International Airport – East Boston, MA
B/C Alleyway Rehabilitation*

STANTEC'S APPROACH

Stantec has provided airport engineering and planning services at numerous civilian and military aviation facilities throughout North America. We have performed a wide range of tasks for all aspects of airport development on projects from Frenchville, Maine, to Nassau, Bahamas, to Phoenix, Arizona.

Our experience, combined with our thorough knowledge of federal and state regulations and procedures, allows us to quickly resolve site-specific issues by identifying a solution that fulfills the development objective and complies with regulatory requirements. Stantec project management methods repeatedly result in airport projects that are completed within budget and on time, even if unforeseeable issues arise.

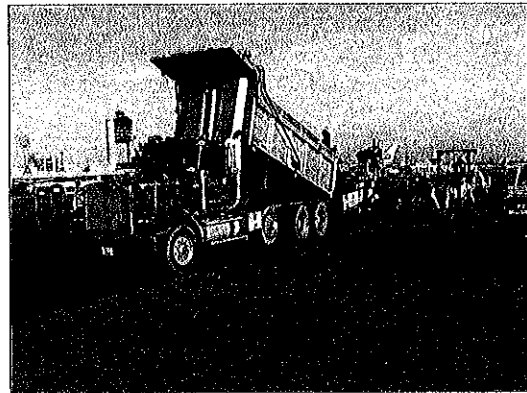
Stantec understands that most airport projects envisioned in this fiscally constrained and strongly regulated environment require a comprehensive team approach. Few airport projects are completed without overlapping involvement of numerous aviation-consulting disciplines. With all such disciplines available in-house, Stantec has created a unique project management model that integrates various disciplines at the project's inception. In turn, our planning projects are based on sound engineering principles and estimates, while design projects are ensured of timely permitting.

AIRFIELD DESIGN

Our award-winning airport engineering experience includes a wide range of projects such as airfield pavement design for runways, taxiways, and aprons; lighting and navigational aids; refueling systems; safety area studies and upgrades; utility engineering, surface parking, and street/roadway design. Stantec project designs not only meet the design requirements outlined in FAA Advisory Circular 150/5300-13, Airport Design, but also meet stringent operational and safety requirements as well. Our extensive aviation experience allows for logical and realistic phasing plans that ultimately reduce impacts to airport operations while maximizing contractor efficiency. All phasing plans consider airport safety a priority and adequate controls are clearly outlined to protect all parties working on and/or using the airport. We understand the importance of keeping these busy airports open and safe during construction.

Pavement Design (Runways, Taxiways and Aprons)

Stantec's proficiency in the design of both bituminous and Portland cement concrete pavements throughout North America has resulted in several prominent awards including the New England Chapter of the Construction Management Association of America. In addition to geometric layout, pavement section design, and grading design, many airport pavement projects also include requirements for related design, planning or construction services such as airfield lighting, drainage, service road design, obstruction identification and removal, perimeter security modifications, environmental permitting, and construction inspection. Stantec's airside pavement engineers have successfully completed various runway, taxiway and apron projects including either new construction, full rehabilitation, or minor reconstruction at numerous general aviation, commercial transport and military facilities throughout the United States.



Logan International Airport - paving

Utilities and Drainage Engineering

Stantec provides comprehensive services for site development including utilities planning and design. Our team of qualified engineers and designers work jointly to complete engineering analyses to identify existing on-site and off-site utilities, the potential for system upgrades to meet the demands of the proposed project, and efficient utility corridors. Stantec routinely analyzes pre- and post-development drainage calculations to ensure that existing and proposed drainage system designs are adequate to support proposed development and to ensure that post development runoff meets municipal and state regulations.

Land Surveying

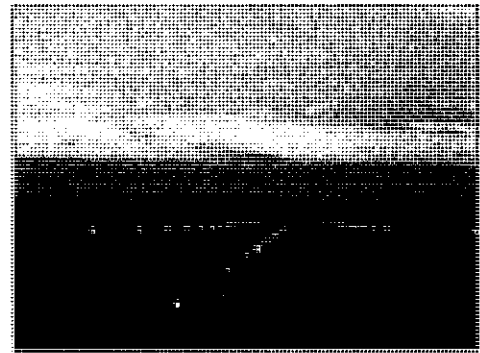
The Stantec staff includes registered professional surveyors experienced with airport facilities. The surveys furnish topographic and planimetric information from which airport engineering and planning decisions are made. These surveys are also the basis for determining whether obstructions to navigable airspace exist, where new buildings or roads should be situated, where airport landing instrumentation can be oriented, where boundaries of parcels proposed for acquisition are located, as well as establishing base control for aerial photogrammetric mapping. Our professional

surveyors also assist in the construction layout of airfield projects and in verifying conformity with construction contract documents. Updates to any airport's Exhibit 'A' property map and/or Airport Layout Plan property delineation are also routinely conducted by Stantec's registered land surveyors.

Along with standard property and topographic survey, Stantec provides the full suite of surveys/geomatics services for airports and aviation projects in support of municipal, military, and private clients. Stantec's experienced staff offers innovative solutions to FAA 405 surveys (airport surveying, GIS programs), NGA Terminal Aeronautical GNSS Geodetic Survey Program (TAGGS) surveys, control surveys, topographic and orthophoto maintenance programs, utility inventories and database maintenance, pavement management support, Foreign Trade Zone and FBO lease delineation, and concourse and terminal mapping.

ELECTRICAL SERVICES OVERVIEW

The installation of airfield and approach lighting systems and navigational aids (NAVAIDs) enhances the operational and safety characteristics of an airport. Stantec has the in-house engineering capabilities to design and supervise the installation and maintenance of instrument landing systems (ILSs), non-directional beacons (NDBs), precision approach path indicators (PAPIs), runway alignment indicator lights (RAILs), runway end identification lights (REILs), runway/taxiway edge and centerline lights, approach lighting systems, hazard beacons, airport rotating beacons, obstruction lights, airfield electrical vault upgrades, and other airfield lighting and electrical systems. Our airport electrical engineers are nationally recognized for their experience in airfield lighting, electrical vault design/upgrade, approach light systems, and electrical control systems.



Replacement of Edge Lighting, Runway 11-29 - Worcester Regional Airport

In addition, our staff of senior airport electrical engineers has earned the trust and respect of FAA headquarters staff in Washington D.C. Stantec electrical staff has assisted in the update and revisions of various Advisory Circulars pertaining to airfield electrical design standards. Similar services have also been provided to Department of Defense officials in related military requirements. Our design services have been provided at the nation's busiest air carrier airports including LaGuardia, JFK, and Newark operated by the New York New Jersey Port Authority as well as Boston/Logan International operated by the Massachusetts Port Authority.

ENGINEERING AND CONSTRUCTION PHASING

Stantec's success in providing its clients with high-quality projects that are completed on time and within budget can be attributed in large part to our seasoned construction staff. With experience ranging from airfield improvements to landside support facilities, our team of engineers is fully capable of managing any type of construction project.

During non-construction periods, these individuals are actively involved in the design and quality control reviews of various improvement projects. Consequently, our engineers are intimately familiar with upcoming construction projects prior to construction. This is beneficial in regards to responding to contractors' questions during the bidding process, and it also ensures continuity between the office and the work site once construction begins.

Construction personnel routinely take part in quality control reviews over the life of the design stage. This allows for all projects to be reviewed from a "field person's" perspective to ensure that work is sequenced in a manner to facilitate constructability without compromising airport operations or project safety.

Whether an airport facility is to be newly constructed, rehabilitated, or expanded, the services of a competent construction engineer are essential to ensure that design criteria are met and schedules maintained. Once the design process is complete and construction begins, the construction engineer acts as the liaison between the project manager, the client, and the contractor regarding such topics as: project direction, quality and cost control, design conformance, scheduling, and inspection and progress payments. The quality control testing and the methods employed are monitored by our experienced construction engineering staff for strict adherence to standards. The results are reviewed immediately on-site with the contractor.

Construction Phasing

Phasing and sequencing plans at any airport must lend themselves to accommodate changing airport conditions such as operational demands, weather conditions, and on-going construction activities. In addition to developing comprehensive phasing and sequencing plans, the presence of an experienced full-time inspector with periodic engineering oversight is essential to implement the construction plans as developed and approved. Our inspector provides a mechanism to monitor the contract documents and to deal directly and immediately with differing site conditions and/or changing airport operations that may affect established phasing and sequencing plans.

The majority of work on this proposed project would be completed by staff in our Buckhannon, West Virginia Office and our Architectural subconsultant's office which is also in Buckhannon. Construction services and project quality control would be provided by our accredited laboratory and our St. Albans office. Assistance will also be provided, as necessary, from our Airports and Aviation Section in Albany, New York.

Stantec provides planning, engineering design and consulting services for all phases of airport projects including:

- Airport T-Hangars and Snow Removal Equipment Storage Buildings
- Airport Master Plans/Layout Plans
- Obstruction Analysis and Removal, Demolition, and Tree Clearing
- Regulatory Applications
- New Airfield Pavements, Pavement Rehabilitation, Lighting, and NAVAIDS
- Bidding
- Land Acquisition and Relocation Assistance
- Environmental Assessment and Noise Studies
- Airport Airspace and Land Use Zoning
- Aviation Fuel Facilities
- Airport Access Roads and Parking

PREVIOUS AIRPORT EXPERIENCE

Our Columbus office completes approximately 20 airport projects each year. Some of these projects involve several items of work (ie: paving and lighting). Most of these projects include bidding and construction services. The following is a list of some typical airport projects completed by the Great Lakes Regional Office of Stantec. Examples of some of projects completed by our Albany, NY office follow this list.

City of Bucyrus

Port Bucyrus Airport - Bucyrus, Ohio

- 1997 Aircraft Ramp Overlay
- 1998 Runway Overlay
- 1999 Airfield Lighting
- 1999 Airport Layout Plan Revisions and Update
- 2002 Land Acquisition Assistance
- 2003 T-Hangar Taxiway and Main Aircraft Ramp Rehabilitation
- 2004 Taxiway and Aircraft Tie-Down Ramp Rehabilitation
- 2006 AWOS III
- 2007 New Medium Intensity Taxiway Lighting and PAPI
- 2008 Land Acquisition Assistance
- 2010 Runway Marking, Aircraft Ramp Sealing, and Hangar Taxilane Pavement Rehabilitation/Reconstruction

Butler County Board of Commissioners

Butler County Regional Airport - Hamilton, Ohio

- 1998 Installation of a Glide Slope and MALS for Precision Approaches; Relocate PAPI
- 2001 Airport Perimeter Fencing
- 2002 Airport Perimeter Fencing (Phase II); Land Acquisition
- 2003 Airport Master Plan
- 2003 Hangar Demolition; Ramp Expansion; Fencing; Clearing; Detention Pond; Wetland Delineation/Mitigation
- 2004 Hangar Site Development (Phase I) and Aircraft Ramp Rehabilitation (Phase I)
- 2005 Aircraft Ramp Rehabilitation (Phase II); Land Acquisition
- 2006 Hangar Site Development (Phase II); Aircraft Ramp Rehabilitation (Phase III); Land Acquisition
- 2008 Hangar Site Development (Phase III); Land Acquisition
- 2009 Aircraft Ramp Rehabilitation (Phase IV)
- 2010 Airport Ramp Lighting, Bollards, Airport Perimeter Fencing, and Security Cameras

City of Columbus/Columbus Municipal Airport Authority

Bolton Field - Columbus, Ohio

- 1991 T-Hangar Area Site Survey
- 1992 New Taxilanes for 3-20 Unit T-Hangars (Site Work, Drainage and Utilities)
- 1998 Additional 3-20 Unit T-Hangars (Hangars, Site Work, Drainage and Utilities)

City of Columbus/Columbus Municipal Airport Authority

Port Columbus International Airport - Columbus, Ohio

- 1980 Taxiway Extension; Drainage; Lighting; Aircraft Parking Ramp (100,000 s.y.); Aircraft Ramp Overlay (40,000 s.y.); Relocate East Access Road; Taxiway Underpasses; Automobile Parking Lot; Main Access Road Widening; Utility Relocation
- 1982 High Intensity Runway Lighting (CAT II); Taxiway Overlay; Aircraft Ramp Overlay; New Aircraft Ramp
- 1987 New Aircraft Parking Ramp (132,000 s.y.); Rehabilitation of Taxiways; Drainage; Lighting
- 1988 New Aircraft Parking Ramp (80,000 s.y.); Rehabilitation of Taxiways; Drainage; Lighting
- 1989 New Aircraft Cargo Ramp (40,000 s.y.); Connecting Taxiway; New Service Road; Drainage; Lighting
- 1995 Site Work for 2-20 Unit T-Hangars; Security Fence; Drainage; Access Road; Auto Parking; Utilities
- 1996 New Site for 2-20 Unit T-Hangars; Security Fence; Drainage; Access Road; Auto Parking; Utilities
- 1996 Access Road Extension; Aircraft Apron; New Taxiway; Lighting; Drainage; Utilities; Security Fence for North General Aviation Area
- 1996 Land Acquisition Assistance for installation of a new Outer Marker Antenna

City of Delaware

Delaware Municipal Airport - Delaware, Ohio

- 1993 Aviation Fueling Facility; Utility Line Burial
- 1995 Drainage Improvements; Auto Parking Lot
- 1996 Conversion of AVGAS to Jet Fuel
- 1997 New 5000' x 100' Runway; Partial Parallel Taxiway; Drainage; Medium Intensity Runway and

Taxiway Lighting; Avigation Easements; Relocation of PAPI & REILS; Transmission Line Burial.
1999 New Three 10-Unit T-Hangars; NDB Relocation ; ALP; Hangar Development Area Plan

Erie-Ottawa-Sandusky Regional Airport Authority

Carl R. Keller Field - Port Clinton, Ohio

1994 Aircraft Ramp Reconstruction and Expansion; Drainage; Land Acquisition; Auto Parking Grading Plan; Security Fencing; Obstruction Removal
1994 T-Hangar Study
1995 Parallel Taxiway Design; MITL Design; Wetlands Delineation and Mitigation
1996 AWOS III Installation
1996 East Parallel Taxiway Construction; Drainage; Medium Intensity Lighting; Land Acquisition
1997 West Parallel Taxiway Construction; Drainage; Medium Intensity Lighting
1999 Runway Safety Area Grading; Taxiway and Ramp Overlay; Ramp Expansion
2000 New T-Hangars; Land Acquisition and Relocation Assistance; ALP Revisions; Clearing
2001 Runway Rehabilitation and Widening; Taxiway Rehabilitation; Drainage Improvements; Ramp Rehabilitation and Extension
2002 Master Plan; New Partial Parallel Taxiway; New Hangar Area; Access Road Extension; PAPI; REIL
2003 Environmental Assessment; Runway and Taxiway Extension
2005 Endangered Species Surveys; Wetland Mitigation; New Taxiway Lights; Land Acquisition and Easements
2006 Construct Runway and Taxiway Extension Grading and Lighting
2007 Construct Runway Rehabilitation and Extension.

Fairfield County Airport Authority

Fairfield County Airport - Lancaster, Ohio

1993 Runway Safety Area Grading; Land Acquisition
1993 Airspace Hazard Zoning Regulations
1994 Site Work for 3-10 Unit T-Hangars; Hangar Design; Drainage; Lighting; Security Fencing
1994 Runway Rehabilitation and Overlay; Runway Edge Drains
1996 Land Acquisition; Water Service
1998 New Aviation Fueling System
1998 Taxiway Overlay
1999 New Two 10-Unit T-Hangars and a Conventional Hangar
1999 Tree Clearing

Greene County Airport Authority

Greene County Airport - Xenia, Ohio

1994 Airport Master Plan; Environmental Assessment Report
1997 Aviation Fueling System; FBO Selection
1998 Tree Clearing
1999 AWOS III
1999 Tree Clearing and Grading
2000 Grading plan for new conventional hangar
2001 T-Hangar Site and Taxiways
2002 Runway Extension; Tunnel; Road Relocation; PAPI; REILS; Transmission Line Relocation; Land Acquisition; Aircraft Ramp Rehabilitation
2003 Replace Taxiway Lighting
2004 Parallel Taxiway Extension Design; Archaeological Phase I; Transmission Line Lowering; T-Hangars
2006 Parallel Taxiway Extension Construction
2007 New Parallel Taxiway Extension Lighting
2009 Parallel Taxiway Extension and Original Taxiway Relocation; T-Hangar Area Auto Parking
2010 T-Hangar Taxiway Rehabilitation; Construction Services for West Taxiway, Hangar Taxiway, and Auto Parking

Holmes County Airport Authority

Homes County Airport - Millersburg, Ohio

1970 New Airport
1993 Marking and Safety Plan for Runway Overlay

Startec Airport Statement
West Virginia Army National Guard Facility

1996 Medium Intensity Airfield Lighting; Control System
1998 New Aviation Fueling System
1998 Obstruction Removal; Lower Wind Tee
1999 AWOS III
1999 Tree Clearing
2000 Runway Crack Repair and Overlay; Utility Line Relocation
2001 Land Acquisition
2003 Fencing; T-Hangars; Airfield Lighting Panel Relocation; Airport Layout Plan
2005 Alternatives Study (including Environmental); Snow Removal Equipment
2005 Ramp and Taxiway Rehabilitation Design
2006 Ramp and taxiway Rehabilitation Construction
2007 Environmental Assessment and Mitigation
2008 Land Acquisition; Tree Clearing; Road Relocation Design
2010 Utility Relocation; Road Relocation Construction; New Runway Design

Licking County Regional Airport Authority
Newark-Heath Airport - Newark, Ohio

1993 Obstruction Removal; Land Acquisition; Environmental Audit
1994 Airspace Hazard Zoning Regulations; Utility Line Removal
1995 Medium Intensity Runway Lighting; PAPI; REILS; Control System
1995 FBO Selection
1996 Runway Rehabilitation and Overlay; Edge Drainage
1997 Aviation Fueling System
1998 Tree Clearing
1998 New 14 unit T-Hangar and 50' by 50' conventional hangar
1999 Tree Clearing and Powerline Removal
1999 Land Acquisition and Relocation
2000 Localizer Antenna
2001 Taxiway Rehabilitation; Security Fencing
2002 Security Fencing; Access Road and Auto Parking Rehabilitation; Tree Clearing
2003 Land Acquisition and Demolition

Madison County Airport Authority
Madison County Airport - London, Ohio

1993 Airspace Hazard Zoning Regulations
1994 Installation of REILS
1997 T-Hangar Floor Construction
1998 Runway Overlay
1999 Runway Safety Area Grading
1999 Taxiway and Ramp Overlay
2001 T-Hangars; Airport Layout Plan
2002 Land Acquisition; Environmental Assessment
2003 Aircraft Ramp Rehabilitation
2004 Fencing; Drainage Improvements
2005 Taxiway Pavement Rehabilitation; Runway Crack Repair
2006 Airport Drainage Improvements; Snow Removal Equipment Building
2007 Perimeter Fencing
2008 Hangar Access Road Rehabilitation and Widening
2010 Airport Ramp Sealing, Ramp Light, Runway Marking, and REIL replacement

Marshall County Airport Authority
Marshall County Airport - Moundsville, West Virginia

2005 Airport Snow Removal Equipment Storage Building Erection; Airport Property Map
2006 Aircraft Ramp Reconstruction Design
2007 Aircraft Ramp Reconstruction
2008 Tree Clearing
2009 Runway Marking and New T-Hangars; Airport Layout Plan

City of New Philadelphia

New Philadelphia Municipal Airport - New Philadelphia, Ohio

- 1994 Obstruction Survey
- 1995 Airspace Hazard Zoning Regulations
- 1996 Hangar Renovation
- 1997 Tree Removal
- 1998 Minimum Standards; FBO Solicitation; FBO Lease
- 1999 Runway Overlay
- 2000 Runway Extension Analysis
- 2001 Taxiway Overlay; Ramp Crack Sealing
- 2001 Security Fencing; Land Acquisition; Aviation Forecasts; Airspace Hazard Zoning
- 2002 Security Fencing; Airport Layout Plan; PAPI; REILS; Runway Lighting Cable and Controls
- 2003 Airport Master Plan; T-Hangar Taxiway Rehabilitation; Aircraft Ramp Expansion; RSA Study
- 2005 T-Hangar Site Design
- 2006 T-Hangar Site Construction

The Ohio State University

Don Scott Field - Columbus, Ohio

- 2000 T-Hangars; Obstruction Analysis and Removal; Airport Master Plan Update
- 2002 New T-Hangars and Conventional Hangar
- 2003 Runway 5-23 Rehabilitation; Taxiway "C" Rehabilitation
- 2005 Design Runway 9R-27L Rehabilitation and Lighting, Ramp Reconstruction, and Taxiway "A" Relocation and Rehabilitation; Aircraft Ramp Expansion
- 2007 Construct Taxiway "A" (West) Rehabilitation and Lighting, and Aircraft Ramp Expansion
- 2008 Construct Taxiway "A" (East) Relocation; Design Localizer Relocation
- 2009 Construct Runway 9L-27R Rehabilitation and Lighting, Ramp Reconstruction, and Localizer Relocation

Pike County Airport Authority

Pike County Airport - Waverly, Ohio

- 2006 Installation of PAPI and REIL
- 2007 AWOS-A Assistance
- 2008 Design Two 6-unit T-Hangars and Site Development
- 2009 Construct Site for One T-Hangar
- 2010 Construct T-Hangar

Sandusky County Airport Authority

Sandusky County Airport - Fremont, Ohio

- 1998 Assistance with FBO Selection; Minimum Standards; and Lease Agreement
- 2000 Airspace Zoning
- 2001 Partial Parallel Taxiway Design; AWOS III
- 2002 New T-Hangar Site; Partial Parallel Taxiway Construction
- 2003 Perimeter Fencing; Snow Removal Equipment; Design of Remaining Partial Parallel Taxiway Extension
- 2004 Partial Parallel Taxiway Construction (Phase I)

Scioto County Regional Airport Authority

Greater Portsmouth Regional Airport - Minford, Ohio

- 1993 Airport Hazard Beacon Replacement - One Tower
- 1995 ILS Study and Grading Plan
- 1996 Airport Hazard Beacon Replacement - Two Towers
- 1997 Aviation Fueling System
- 1997 T-Hangar Site Plan
- 1998 New Runway Lighting
- 1999 Aircraft Ramp Overlay

- 2000 Runway Safety Area Grading; Land Acquisition
- 2000 Runway Crack Repair and Overlay; Tree Clearing
- 2002 PAPI; RCO; Snow Removal Equipment; Security Fencing; Drainage Improvements
- 2003 Replace Taxiway Lighting; Airport Layout Plan
- 2004 T-Hangar Taxiway and Ramp Overlay
- 2005 Hangar and Access Road Rehabilitation; Drainage Improvements; Fencing
- 2006 Taxiway Rehabilitation (Phase I)
- 2007 Taxiway Rehabilitation (Phase II), Access Road Rehabilitation; Perimeter Fencing
- 2008 Perimeter Fencing
- 2009 Runway Crack Repair and Sealing
- 2010 Drainage Improvements; Rotating Beacon

Union County Airport Authority

Union County Airport - Marysville, Ohio

- 1993 Airspace Hazard Zoning Regulations; Pave T-Hangar Area
- 1996 Aircraft Ramp Rehabilitation and Overlay; Aviation Fueling System; Airport Master Plan
- 1997 New 15,000 s.f. Conventional Aircraft Hangar
- 1998 Runway Safety Area Grading; Clearing; Drainage
- 1999 Aircraft Ramp Overlay
- 1999 Taxiway Repairs; Land Acquisition
- 2000 West Parallel Taxiway Overlay
- 2001 Security Fence; T-Hangar Taxiway Rehabilitation
- 2003 Partial Parallel Taxiway Relocation; Airport Forecast Update
- 2004 Aircraft Ramp Rehabilitation
- 2005 Runway Rehabilitation; Runway Safety Area Study
- 2006 Fencing; Grading for New T-Hangars
- 2007 New T-Hangar; Hangar Taxiways
- 2008 Hangar Taxiway Rehabilitation; AWOS Upgrade
- 2010 Hangar Access Road and Auto Parking Improvements; Fencing

Upshur County Airport Authority

Buckhannon-Upshur County Airport - Buckhannon, West Virginia

- 2008 New 10-unit T-Hangar with all utilities

- 2010 Parallel Taxiway Extension Design

Other Services

In addition to the design, bidding, and construction services we provide for all projects that involve construction, we typically provide all the grant administrative services for our airport clients. This includes preparation of the Environmental Checklist; the annual Airport Capital Improvement Plan; DBE plans, goals, and accomplishment reports; Pre-Applications and Applications for FAA and ODOT grants; Reimbursement Requests; Quarterly Reports; and all other required documents.

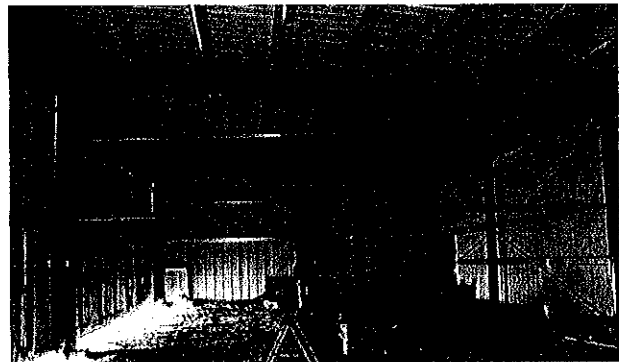
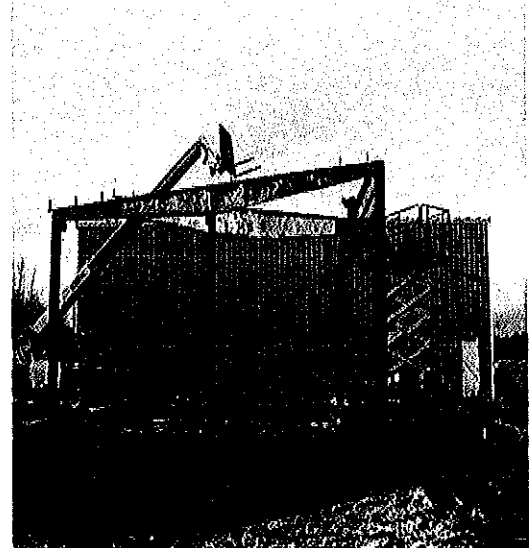
In addition, we can prepare or provide guidance with airspace zoning, leases, agreements, minimum standards, "through-the-fence" operations, and other airport issues. We attend most of the regular monthly meetings of our airport clients to present status reports that cover current projects and important issues. There is no charge for this service. We consider it a win-win scenario, because we provide assistance to our client while keeping up to date on their needs and goals of our clients.

As an experienced airport consultant, we understand the FAA funding requirements and consider it our responsibility to use proper wording and rationale to obtain reimbursement for as many airport related costs as possible.

Adirondack Regional Airport General Aviation Hangars Saranac Lake, New York

Stantec provided civil, electrical and structural design, environmental permitting and construction documents for a new 2-unit hangar complex at Adirondack Regional Airport (SLK), where the firm has been providing aviation consulting services since 2000.

Stantec provided the Town of Harrietstown with all services needed for the construction of new general aviation hangars at SLK. This project was intended to improve storage capabilities at the airport and, at the same time, enhance the airport's operational cash flow. The new two-unit hangar complex is located on the west side of the existing aircraft apron in the southeast quadrant of the airport. The firm provided a host of design services involving site/civil, structural, and electrical engineering design. Stantec also prepared and submitted the Adirondack Park Agency (APA) Permit and associated information to secure APA approval. In addition, Stantec successfully completed all bidding tasks and provided construction supervision and project close-out/record drawings.

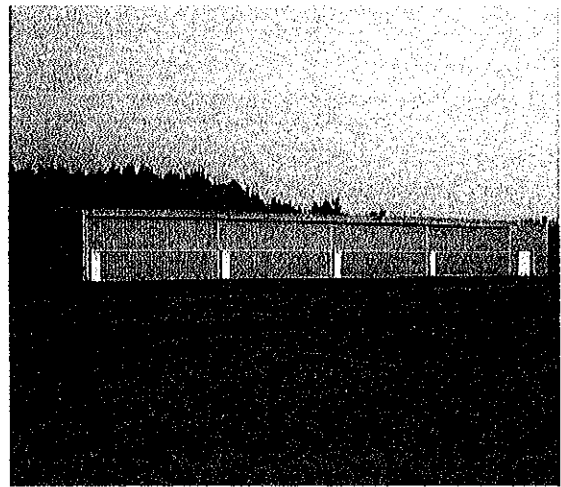
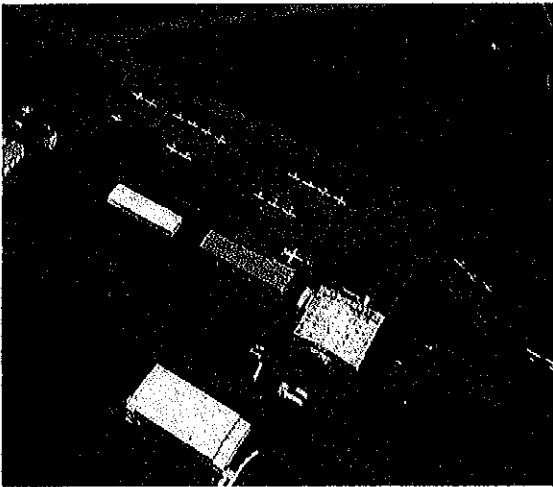


Schenectady County Airport Design and Construction of T-Hangar Facility

Scotia, New York

In response to a pressing need for more aircraft hangars, Stantec assisted Schenectady County Airport in obtaining a grant for the design and construction of a multi-unit T-Hangar facility.

When the Schenectady County Airport was in need of more aircraft hangar storage, as all existing T-Hangars and conventional hangars were full, Stantec helped in obtaining a New York State Multi-Modal grant for a new 8-unit T-Hangar facility. The firm also provided design and construction inspection. Stantec's responsibilities included site work, drainage, pavement, and structural and electrical components for the pre-engineered, metal framed building. Stantec was also responsible for the construction oversight of the new facility.





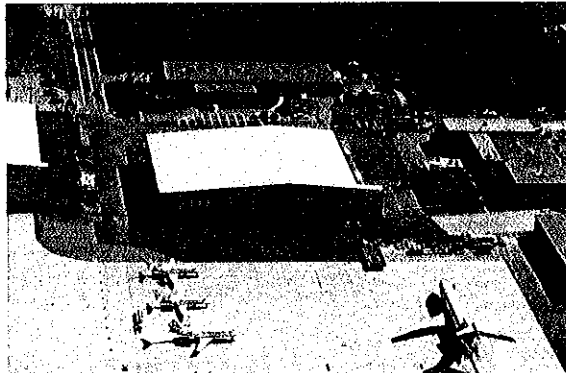
Burlington International Airport Aviation Support Hangar

South Burlington, Vermont

Stantec was an integral part of the project team for a design/build project involving demolition of an existing building and construction of new 40,000 square foot aviation support hangar, along with associated site work.

Stantec developed civil/site design plans, and obtained permits including Act 250, Stormwater Discharge, Wastewater System & Potable Water Supply, and South Burlington Site Plan Approval within eight weeks. The design consisted of recycling the existing asphalt pavement for use as base material, installation of storm drainage systems, asphalt paving, pavement markings, lighting, relocation of existing utilities, installation of chain link fencing, and installing temporary and permanent erosion prevention and sediment control measures. Stantec also provided a cost effective stormwater treatment solution, in accordance with State stormwater and Federal aviation regulations, for this largely developed area with limited space available.

Design and construction of the project within the tight timeline allowed Heritage Flight, a key player in the economic viability of the Burlington Airport, to move into the facility and proceed with plans for further business expansion.

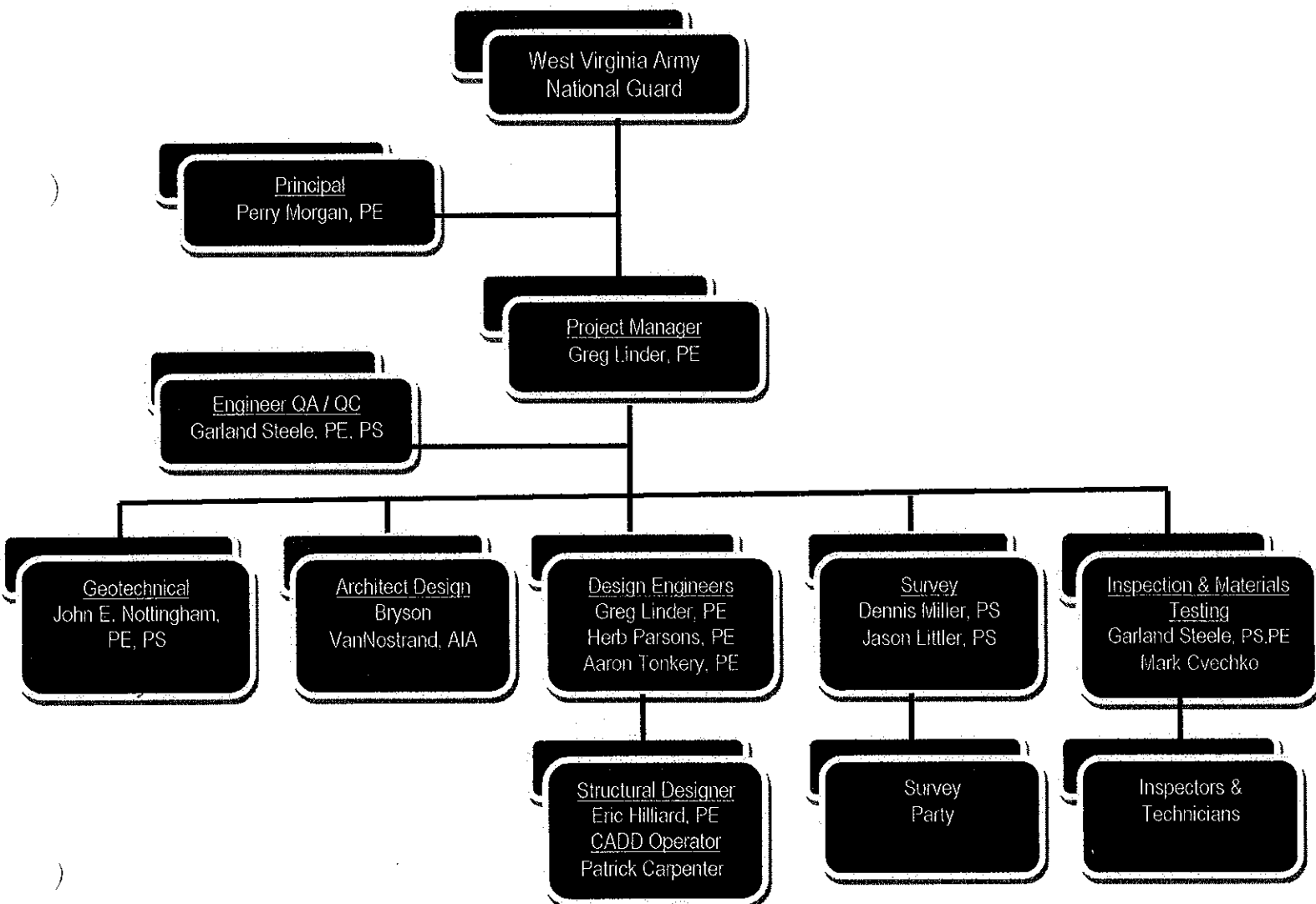


The above Projects demonstrate some of our Project-Related experience.

RESUMES OF KEY PERSONNEL AVAILABLE FOR THE PROJECT

One of the most important factors in the success of any project, or provision of any professional service, is the experience and qualifications of the key personnel who would be involved in the project. A firm may have a list of numerous similar past projects but, if the key representatives who performed these projects are no longer with the firm, the firm lacks current experience. Firms do not perform services. Individuals perform services, and firms provide support for these individuals. Resumes of the key people who are currently available and would be assigned to the proposed project are included in Tab 4 of this response to the EOI solicitation.

PROPOSED ORGANIZATION CHART



PROPOSED PROJECT MANAGEMENT PLAN

We have outlined below our approach to complete the proposed project successfully.

Preliminary: After selection of our firm to provide services on the project we will complete the following work:

1. Our key project representatives will schedule a Pre-Design meeting with representatives of the state and the Army National Guard, and any others that are required. The purpose of this meeting is to introduce ourselves and to discuss project design (including design aircraft), constraints, schedule and criteria, information to be furnished by the state or National Guard, and the need for any special services to be furnished. Information obtained from this meeting will be used to prepare our detailed work scope and requested fee. We will also discuss security, including background check requirements and badging, and any environmental inspections that may be required to document that the proposed improvements will not have a significant adverse impact upon the environment.
2. Inspect existing facilities to determine the specific improvements required and discuss the extent and order in which the work should be accomplished.
3. Obtain a copy of all construction and utility plans and reports, and other documents that are pertinent to the area of the airport that will be impacted by design and construction. Review these plans and reports.
4. If geotechnical services are required we will propose to use Novel Geo-Environmental, PLLC as a subconsultant (see Tab 3 Section 11 of this response).
5. Prepare and submit a detailed work scope with a schedule and our requested fees. If necessary, make revisions to the scope of work, fees and schedule.
6. Execute an agreement for the proposed work.

Preliminary Design: Once an agreement has been executed, complete the following services:

1. Notify the West Virginia Utility Protection Service (MUWV) of the proposed project and request that they identify any public utilities within the proposed work area. Request that the National Guard identify and mark private utilities within the proposed work area.
2. If required, provide environmental inspection of the proposed project site. Check for impacts to existing streams and wetlands, floodplains, endangered species, biotic communities, essential fish habitat, farmland, migratory birds, parks or refuges, hazardous materials, surface transportation, and water quality. If the project involves disturbing previously undisturbed ground, check for archaeological and historic resources. Check the latest EPA air quality compliance maps and determine if the project will adversely impact an area that does not meet air quality standards. Check compatible land use, construction impacts, energy supply and natural resource use, environmental justice, potential adverse noise and light impacts, and other factors that might cause the proposed project to be controversial. Make recommendations regarding any environmental issues that may require mitigation as part of the project.
3. Conduct a topographic survey to obtain existing ground elevations, culverts, structures, light fixtures, pavement edges, utility lines, and other objects within the proposed work areas which will be required for design.
4. Prepare a soil testing plan, obtain soil samples, and test the soil to determine the critical design properties and soil strength. Use this information and the design aircraft weight to properly design proposed foundation and pavement sections. Review the benefits of each alternative design with the National Guard.
5. Discuss access to the site for construction with the National Guard and prepare a Safety and Phasing Plan. Review the plan with the National Guard. Make any revisions requested. Submit the plan for review and approval.

6. Prepare preliminary plans that show the general design of the project, such as horizontal and vertical alignment, general notes, estimated items of work, and details. Include alternates for pavement design. Prepare draft specifications and bid documents. Discuss and determine the specific contractor liquidated damages amount.
7. Prepare a preliminary estimate of construction costs.
8. Submit copies of the preliminary documents to the National Guard and review the documents with them.

Final Design: Once the preliminary design has been reviewed and we have been authorized to proceed with this phase we will complete the following services:

1. Prepare final drawings consisting of a title sheet, general notes, an estimated quantity table, plan/profile sheets, cross sections, drainage and grading plans, marking and lighting plans, detail sheets, and other drawings, as required.
2. Prepare final Specifications and Bidding Documents containing the Legal Notice, Information To Bidders, Bid Form, Bid Guaranty forms, Contract Form, Bond forms, General Provisions, Special Provisions, Detailed Provisions, and other documents required for the proposed project. We will obtain a copy of current federal and/or state prevailing wage rates prior to bidding.
3. Prepare a final estimate of construction costs.
4. Submit copies of these documents to the National Guard and and review the documents with them. Make any required revisions.

Bidding: After authorization to proceed with the Bidding, we will:

1. Update our opinion of probable construction cost.
2. Provide a copy of the Legal Notice to the desired newspapers, and mail or FAX a copy to prospective bidders.
3. Print and distribute sets of Final Plans, Specifications and Bidding Documents to prospective bidders.
4. Issue any addenda as appropriate to interpret, clarify or expand the Plans, Specifications and Bidding Documents.
5. Schedule and conduct a Pre-Bid meeting with the National Guard, state authorities, and prospective bidders to discuss the Project, Plans, Specifications and Bidding Documents.
6. Attend the bid opening, prepare bid tabulation sheets, and assist the National Guard in evaluating bids or proposals.

Construction Administration: After authorization by the National Guard, we will provide the following services:

1. Prepare the required construction contracts using forms included in the Bid Documents, and forward them to the selected contractor(s) with all remaining forms that need completion. Review executed contract, insurance certificates, worker's compensation certificate, and executed forms for compliance with the project requirements. Bind all contract documents and forward them to the National Guard for execution.
2. Schedule and conduct a Pre-Construction Conference with the National Guard, the Contractor, the testing representative, the Resident Construction Observer, and federal and state authorities, as

applicable.

3. Issue Notice To Proceed, listing the completion date and any liquidated damages that may be assessed.
4. Make visits to the site at intervals appropriate to the various stages of construction to observe the progress and quality of the Contractor's work.
5. Issue necessary interpretations and clarifications of the Contract Documents and in connection therewith prepare work directive changes and change orders as required.
6. Review and approve (or take other appropriate action in respect of) Shop Drawings, samples and other data which the Contractor is required to submit.
7. Evaluate and determine the acceptability of substitute materials and equipment proposed by Contractor.
8. Obtain proctor tests for existing soils and proposed aggregates. Test proposed aggregates for gradation. Perform density testing of subgrade. Perform daily gradations tests on aggregates delivered to the site, and density tests on in-place aggregates. Inspect and test hydraulic cement concrete production and placement and/or asphalt mix production and placement to verify compliance with specification requirements. Obtain cores of in-place asphalt and or concrete for testing when required.
9. Determine the amounts owing to Contractor and recommend payments.
10. Prepare reproducible record prints of Drawings showing those changes made during the construction process.

Project Inspection: During construction, provide the following services:

1. Provide a qualified and experienced construction inspector at the airport full time during construction.
2. Keep a daily record of construction activity, weather, equipment, and labor on the site.
3. Make all required acceptance tests, and verify all quality control tests are being made by Contractor.
4. Verify use of materials that have been approved for the project.
5. Communicate deficiencies in materials or workmanship with the contractor.
6. Prepare and submit project closeout report, complete with as-built plans and all documents and photographs of construction, at completion of the Project.

QUALITY CONTROL/QUALITY ASSURANCE

Stantec's Project Management (PM) Framework mandates compliance on all Stantec projects/contracts with the requirements of our ISO9001:2008 registered Quality Management System.

Quality control of construction materials and work is detailed in the proposed project management plan hereinbefore noted.

Project cost control is rigorously pursued by our designers during each state of the work. These efforts include comparison of alternate design costs, alternative materials costs, and construction bid alternates, with final decisions based on whether the completed project will fulfill the client's requirements.

Stantec Airport Statement
West Virginia Army National Guard Facility

We are pleased with this opportunity to establish a working relationship with the West Virginia Army National Guard Construction and Facilities Management Office. .

Should any questions arise, or if we can supply additional information or be of further service to you, please contact me at (304) 722-3951 or Greg Linder at (304) 472-7140.

Yours very truly

STANTEC CONSULTING SERVICES INC.

A handwritten signature in black ink, reading "Garland W. Steele". The signature is fluid and cursive, with the first name "Garland" being the most prominent.

Garland Steele, P.E., P.S.
QA/QC Engineer

Tel: (304) 722-3951
Fax: (304) 722-3953
garland.steele@stantec.com



State of West Virginia
 Department of Administration
 Purchasing Division
 2019 Washington Street East
 Post Office Box 50130
 Charleston, WV 25305-0130

Request for Quotation

RFQ NUMBER
DEFK11009

PAGE
1

ADDRESS CORRESPONDENCE TO ATTENTION OF
**BUYER 32
 304-558-2544**

VENDOR

RFQ COPY
 TYPE NAME/ADDRESS HERE

BUYER

**DIV ENGINEERING & FACILITIES
 ARMORY BOARD SECTION**

**1707 COONSKIN DRIVE
 CHARLESTON, WV
 25311-1099 304-341-6368**

DATE PRINTED	TERMS OF SALE	SHIP VIA	F.O.B.	FREIGHT TERMS
07/21/2010				

BID OPENING DATE: **08/17/2010** BID OPENING TIME **01:30PM**

LINE	QUANTITY	UOP	CAT NO	ITEM NUMBER	UNIT PRICE	AMOUNT
0001	1	JB		906-29		
<p>ARCHITECTURAL DESIGN SERVICES</p> <p>EXPRESSION OF INTEREST</p> <p>THE WEST VIRGINIA PURCHASING DIVISION, FOR THE AGENCY, THE WEST VIRGINIA ARMY NATIONAL GUARD'S DIVISION OF ENGINEERING & FACILITIES, IS SOLICITING EXPRESSIONS OF INTEREST FOR ARCHITECTURAL DESIGN SERVICES FOR THE EXPANSION OF THE BUILDING AND HANGER SPACE OF THE CURRENT FIXED WING ARMY AVIATION TRAINING SITE IN BRIDGEPORT, WV, PER THE FOLLOWING BID REQUIREMENTS AND THE ATTACHED SPECIFICATIONS.</p> <p>BANKRUPTCY: IN THE EVENT THE VENDOR/CONTRACTOR FILES FOR BANKRUPTCY PROTECTION, THE STATE MAY DEEM THE CONTRACT NULL AND VOID, AND TERMINATE SUCH CONTRACT WITHOUT FURTHER ORDER.</p> <p>***** THIS IS THE END OF RFQ DEFK11009 ***** TOTAL:</p>						

SEE REVERSE SIDE FOR TERMS AND CONDITIONS

SIGNATURE	TELEPHONE	DATE
TITLE	FEIN	ADDRESS CHANGES TO BE NOTED ABOVE

WHEN RESPONDING TO RFQ, INSERT NAME AND ADDRESS IN SPACE ABOVE LABELED 'VENDOR'

**GENERAL TERMS & CONDITIONS
REQUEST FOR QUOTATION (RFQ) AND REQUEST FOR PROPOSAL (RFP)**

1. Awards will be made in the best interest of the State of West Virginia.
2. The State may accept or reject in part, or in whole, any bid.
3. Prior to any award, the apparent successful vendor must be properly registered with the Purchasing Division and have paid the required \$125 fee.
4. All services performed or goods delivered under State Purchase Order/Contracts are to be continued for the term of the Purchase Order/Contracts, contingent upon funds being appropriated by the Legislature or otherwise being made available. In the event funds are not appropriated or otherwise available for these services or goods this Purchase Order/Contract becomes void and of no effect after June 30.
5. Payment may only be made after the delivery and acceptance of goods or services.
6. Interest may be paid for late payment in accordance with the *West Virginia Code*.
7. Vendor preference will be granted upon written request in accordance with the *West Virginia Code*.
8. The State of West Virginia is exempt from federal and state taxes and will not pay or reimburse such taxes.
9. The Director of Purchasing may cancel any Purchase Order/Contract upon 30 days written notice to the seller.
10. The laws of the State of West Virginia and the *Legislative Rules* of the Purchasing Division shall govern the purchasing process.
11. Any reference to automatic renewal is hereby deleted. The Contract may be renewed only upon mutual written agreement of the parties.
12. **BANKRUPTCY:** In the event the vendor/contractor files for bankruptcy protection, the State may deem this contract null and void, and terminate such contract without further order.
13. **HIPAA BUSINESS ASSOCIATE ADDENDUM:** The West Virginia State Government HIPAA Business Associate Addendum (BAA), approved by the Attorney General, is available online at www.state.wv.us/admin/purchase/vrc/hipaa.htm and is hereby made part of the agreement. Provided that the Agency meets the definition of a Cover Entity (45 CFR §160.103) and will be disclosing Protected Health Information (45 CFR §160.103) to the vendor.
14. **CONFIDENTIALITY:** The vendor agrees that he or she will not disclose to anyone, directly or indirectly, any such personally identifiable information or other confidential information gained from the agency, unless the individual who is the subject of the information consents to the disclosure in writing or the disclosure is made pursuant to the agency's policies, procedures, and rules. Vendor further agrees to comply with the Confidentiality Policies and Information Security Accountability Requirements, set forth in <http://www.state.wv.us/admin/purchase/privacy/noticeConfidentiality.pdf>.
15. **LICENSING:** Vendors must be licensed and in good standing in accordance with any and all state and local laws and requirements by any state or local agency of West Virginia, including, but not limited to, the West Virginia Secretary of State's Office, the West Virginia Tax Department, and the West Virginia Insurance Commission. The vendor must provide all necessary releases to obtain information to enable the director or spending unit to verify that the vendor is licensed and in good standing with the above entities.
16. **ANTITRUST:** In submitting a bid to any agency for the State of West Virginia, the bidder offers and agrees that if the bid is accepted the bidder will convey, sell, assign or transfer to the State of West Virginia all rights, title and interest in and to all causes of action it may now or hereafter acquire under the antitrust laws of the United States and the State of West Virginia for price fixing and/or unreasonable restraints of trade relating to the particular commodities or services purchased or acquired by the State of West Virginia. Such assignment shall be made and become effective at the time the purchasing agency tenders the initial payment to the bidder.

I certify that this bid is made without prior understanding, agreement, or connection with any corporation, firm, limited liability company, partnership, or person or entity submitting a bid for the same material, supplies, equipment or services and is in all respects fair and without collusion or fraud. I further certify that I am authorized to sign the certification on behalf of the bidder or this bid.

INSTRUCTIONS TO BIDDERS

1. Use the quotation forms provided by the Purchasing Division. Complete all sections of the quotation form.
2. Items offered must be in compliance with the specifications. Any deviation from the specifications must be clearly indicated by the bidder. Alternates offered by the bidder as **EQUAL** to the specifications must be clearly defined. A bidder offering an alternate should attach complete specifications and literature to the bid. The Purchasing Division may waive minor deviations to specifications.
3. Unit prices shall prevail in case of discrepancy. All quotations are considered F.O.B. destination unless alternate shipping terms are clearly identified in the quotation.
4. All quotations must be delivered by the bidder to the office listed below prior to the date and time of the bid opening. Failure of the bidder to deliver the quotations on time will result in bid disqualifications: Department of Administration, Purchasing Division, 2019 Washington Street East, P.O. Box 50130, Charleston, WV 25305-0130
5. Communication during the solicitation, bid, evaluation or award periods, except through the Purchasing Division, is strictly prohibited (W.Va. C.S.R. §148-1-6.6).

Revised July 28, 2009

EXPRESSION OF INTEREST

Fixed Wing Army Aviation Training Site Facility Expansion
DEFK11009

Part 1 GENERAL INFORMATION

1.1 Purpose:

The Acquisition and Contract Administration Section of the Purchasing Division "State" is soliciting Expression(s) of Interest (EOI) for the West Virginia Army National Guard, Construction and Facilities Management Office (CFMO), from qualified firms to provide architectural/engineering services as defined in section two (2) and three (3).

1.2 Project:

The requirement for this EOI is for architectural/engineering services for the design of an expansion of the current Fixed Wing Army Aviation Training Site building and hanger space located in Bridgeport, WV.

1.3 Format: N/A

1.4 Inquiries:

Additional information inquiries regarding this EOI must be submitted in writing to the State Buyer with the exception of questions regarding proposal submission, which may be oral. The deadline for written inquiries is identified in the Schedule of Events, Section 1.16. All inquiries of specification clarification must be addressed to:

Mr Chuck Bowman
Purchasing Division
P.O. Box 50130
Charleston, WV 25305-0130
Fax: (304) 558-4115
e-mail: Charles.a.bowmanjr@wv.gov

The firm, or anyone on the firm's behalf, is not permitted to make any contact whatsoever with any member of the evaluation committee. Violation may result in rejection of the EOI. The State Buyer named above is the sole contact for any and all inquiries after this EOI has been released.

1.5 Vendor Registration:

Firms participating in this process should complete and file a **Vendor Registration and Disclosure Statement** (Form WV-1) and remit the registration fee. Firm is not required to be a registered vendor in order to submit an EOI, but the **successful**

firm must register and pay the fee prior to the issuance of an actual contract.

1.6 Oral Statements and Commitments:

Firm must clearly understand that any verbal representations made or assumed to be made during any oral discussions held between firm's representatives and any State personnel are **not** binding. Only the information issued in writing and added to the Expression of Interest specifications file by an official written addendum is binding.

1.7 Economy of Preparation:

EOI's should be prepared simply and economically, providing a straightforward, concise description of firm's abilities to satisfy the requirements of the EOI. Emphasis should be placed on completeness and clarity of content.

1.8 Labeling of the Sections: The response sections should be labeled for ease of evaluation.

1.9 Submission:

1.9.1 State law requires that the original expression shall be submitted to the Purchasing Division. All copies to the Purchasing Division must be submitted **prior** to the date and time stipulated as the opening date. All expressions will be date and time stamped on the Purchasing Division official time clock to verify time and date of receipt.

1.9.2 Firms mailing expressions should allow sufficient time for mail delivery to ensure timely arrival. The Purchasing Division **CANNOT** waive or excuse late receipt of an expression which is delayed and late for any reason according West Virginia State Code §5A-3-11. Any EOI received after the bid opening time and date will be immediately disqualified in accordance with State law and the Legislative Rule 148-CSR-1.

Submit:

Two original (3-Ring Binder preferred) plus (1) copy on compact disk of single PDF file to:

Purchasing Division
2019 Washington Street, East
P.O. Box 50130
Charleston, WV 25305-0130

The outside of the envelope or package(s) should be clearly marked:

Buyer:	Mr Chuck Bowman
Req #:	DEFK11009
Opening Date:	08/17/2010
Opening Time:	1:30 PM

1.10 Rejection of Expressions:

The State shall select the best value solution according to §5G-1-3 of the West Virginia State Code. However, the State reserves the right to accept or reject any or all expressions and to reserve the right to withdraw this Expression of Interest at any time and for any reason. Submission of, or receipt by the State of Expressions confers no rights upon the firm nor obligates the State in any manner.

1.11 Incurring Costs:

The State and any of its employees or officers shall not be held liable for any expenses incurred by any firm responding to this EOI for expenses to prepare, deliver, or to attend the short-list interviews.

1.12 Addenda:

If it becomes necessary to revise any part of this EOI, an official written addendum will be issued by the State to all potential firms of record.

1.13 Independent Price Determination:

A contract will not be considered for award if the negotiated price was not arrived at independently without collusion, consultation, communication, or agreement as to any matter relating to prices with any competitor.

1.14 Price Quotations: No "price" or "fee" quotation is requested or permitted in the response.

1.15 Public Record:

1.15.1 Submissions are Public Record.

All documents submitted to the State Purchasing Division related to purchase orders/contracts are considered public records. All EOI's submitted by firms shall become public information and are available for inspection during normal official business hours in the Purchasing Division Records and Distribution center after the expressions have been opened.

1.15.2 Written Release of Information.

All public information may be released with or without a Freedom of Information

request, however, only a written request will be acted upon with duplication fees paid in advance. Duplication fees shall apply to all requests for copies of any document. Currently the fees are \$0.50/page, or a minimum of \$10.00 per request, which ever is greater.

1.15.3 *Risk of Disclosure.*

The only exemptions to disclosure of information are listed in West Virginia Code §29B-1-4. Primarily, only trade secrets as submitted by a firm are the only exemption to public disclosure. The submission of any information to the State by a firm puts the risk of disclosure on the firm. The submission of any information to the State by a vendor puts the risk of disclosure on the vendor. The State does not guarantee non-disclosure of any information to the public.

1.16 **Schedule of Events:**

Release of the EOI..... 07/22/2010
EOI opening date..... 08/17/2010

1.17 **Mandatory Prebid Conference: N/A**

1.18 **Bond Requirements: N/A**

1.19 **Purchasing Affidavit:**

West Virginia State Code §5A-3-10a (3) (d) requires that all firms submit an Affidavit regarding any debt owed to the State and licensing and confidentiality certifications. The Affidavit **must** be signed and submitted prior to award. It is preferred that the Affidavit be submitted with the EOI.

PART 2 OPERATING ENVIRONMENT

2.1 **Location:**

2.11 Agency is located at:

The WV Army National Guard
Joint Forces Headquarters
Construction and Facilities Management Office
1703 Coonskin Drive
Charleston, West Virginia 25311

2.12 Project is located at:

Vicinity of Bridgeport, Harrison County, WV

- 2.2 **Background:** The West Virginia Army National Guard desires to expand the current building and hanger housing the Fixed Wing Army Aviation Training Site Command and aircraft located in Bridgeport, WV.

PART 3 PROCUREMENT SPECIFICATIONS

3.1 **General Requirements:** Design and engineering services for the design of an expansion to the building and hanger supporting the Fixed Wing Army Aviation Training Site in Bridgeport WV.

3.2 Project Description:

Expand Fixed Wing Army Aviation Training Site facility to support additional missions (increase in personnel and aircraft) This project includes modification and addition to hanger, administrative, flight operations, classrooms spaces as well as supporting aprons.

3.3 Special Terms and Conditions:

3.3.1 *Bid and Performance Bonds:*

3.3.2 *Insurance Requirements:* \$1,000,000 General Liability per Occurrence
 \$2,000,000 Aggregate
 \$1,000,000 Automobile Liability
 \$1,000,000 Professional Liability
 Workers Compensation Certificate upon award
 West Virginia Statutory requirements including
 West Virginia Code §23-4-2 (Mandolidis)

3.4 General Terms and Conditions:

By signing and submitting the EOI, the successful firm agrees to be bound by all the terms contained in Section Three (3) of this EOI.

3.4.1 *Conflict of Interest:*

Firm affirms that it, its officers or members or employees presently have no interest and shall not acquire any interest, direct or indirect which would conflict or compromise in any manner or degree with the performance or its services

hereunder. The firm further covenants that in the performance of the contract, the firm shall periodically inquire of its officers, members and employees concerning such interests. Any such interests discovered shall be promptly presented in detail to the Agency.

3.4.2 Prohibition Against Gratuities:

Firm warrants that it has not employed any company or person other than a bona fide employee working solely for the firm or a company regularly employed as its marketing agent to solicit or secure the contract and that it has not paid or agreed to pay any company or person any fee, commission, percentage, brokerage fee, gifts or any other consideration contingent upon or resulting from the award of the contract. For breach or violation of this warranty, the State shall have the right to annul this contract without liability at its discretion, and/or to pursue any other remedies available under this contract or by law.

3.4.3 Certifications Related to Lobbying:

Firm certifies that no federal appropriated funds have been paid or will be paid, by or on behalf of the company or an employee thereof, to any person for purposes of influencing or attempting to influence an officer or employee of any Federal entity, a Member of Congress, an officer or employee of Congress, or an employee of a Member of Congress in connection with the awarding of any Federal contract, the making of any Federal grant, the making of any Federal loan, the entering into of any cooperative agreement, and the extension, continuation, renewal, amendment or modification of any Federal contract, grant, loan, or cooperative agreement.

If any funds other than federally appropriated funds have been paid or will be paid to any person for influencing or attempting to influence an officer or employee or any agency, a Member of Congress, an officer or employee of Congress, or an employee of a Member of Congress in connection with this Federal contract, grant, loan, or cooperative agreement, the firm shall complete and submit a disclosure form to report the lobbying.

Firm agrees that this language of certification shall be included in the award documents for all sub-awards at all tiers (including subcontracts, sub-grants, and contracts under grants, loans, and cooperative agreements) and that all sub recipients shall certify and disclose accordingly. This certification is a material representation of fact upon which reliance was placed when this contract was made and entered into.

3.4.4 Vendor Relationship:

The relationship of the firm to the State shall be that of an independent contractor and no principal-agent relationship or employer-employee relationship is contemplated or created by the parties to this contract. The firm as an independent contractor is solely liable for the acts and omissions of its employees and agents.

Firm shall be responsible for selecting, supervising and compensating all individuals employed pursuant to the terms of this EOI and resulting contract. Neither the firm nor any employees or contractors of the firm shall be deemed to be employees of the State for any purposes whatsoever.

The Firm shall be exclusively responsible for payment of employees and contractors for all wages and salaries, taxes, withholding payments, penalties, fees, fringe benefits, professional liability insurance premiums, contributions to insurance and pension or other deferred compensation plans, including but not limited to Workers' Compensation and Social Security obligations, and licensing fees, etc. and the filing of all necessary documents, forms and returns pertinent to all of the foregoing.

The Firm shall hold harmless the State, and shall provide the State and Agency with a defense against all claims including but not limited to the foregoing payments, withholdings, contributions, taxes, social security taxes and employer income tax returns.

The firm shall not assign, convey, transfer or delegate any of its responsibilities and obligations under this contract to any person, corporation, partnership, association or entity without expressed written consent of the Agency.

3.4.5 Indemnification:

The firm agrees to indemnify, defend and hold harmless the State and the Agency, their officers, and employees from and against: (1) Any claims or losses for services rendered by any subcontractor, person or firm performing or supplying services, materials or supplies in connection with the performance of the contract; (2) Any claims or losses resulting to any person or entity injured or damaged by the firm, its officers, employees, or subcontractors by the publication, translation, reproduction, delivery, performance, use or disposition of any data used under the contract in a manner not authorized by the contract, or by Federal or State statutes or regulations; (3) Any failure of the firm, its officers, employees or subcontractors to observe State and Federal laws, including but not limited to labor and wage laws.

3.4.6 Contract Provisions:

After the most qualified firm is identified, and fee negotiations are concluded, a formal contract document will be executed between the State and the firm. The order of precedence is the contract, the EOI and the firm's response to the EOI.

3.4.7 Governing Law:

This contract shall be governed by the laws of the State of West Virginia. The firm further agrees to comply with the Civil Rights Act of 1964 and all other applicable laws (Federal, State or Local Government) regulations.

3.4.8 *Compliance with Laws and Regulations:*

The firm shall procure all necessary permits and licenses to comply with all applicable laws, Federal, State or municipal, along with all regulations, and ordinances of any regulating body.

The firm shall pay any applicable sales, use, or personal property taxes arising out of this contract and the transactions contemplated thereby. Any other taxes levied upon this contract, the transaction, or the equipment, or services delivered pursuant here to shall be borne by the contractor. It is clearly understood that the State of West Virginia is exempt from any taxes regarding performance of the scope of work of this contract.

3.4.9 *Subcontracts/Joint Ventures:*

The State will consider the firm to be the sole point of contact with regard to all contractual matters. The firm may, with the prior written consent of the State, enter into written subcontracts for performance of work under this contract; however, the firm is totally responsible for payment of all subcontractors.

3.4.10 *Term of Contract:*

This contract will be effective (date set upon award) and shall extend until the scope of work is complete or for one (1) consecutive twelve (12) month period. The contract may be renewed upon mutual consent for two (2) consecutive years one (1) year periods or until such reasonable time as may be necessary to obtain a new contract or to complete work.

3.4.11 *Non-Appropriation of Funds:*

If the Agency is not allotted funds in any succeeding fiscal year for the continued use of the service covered by this contract by the West Virginia Legislature, the Agency may terminate the contract at the end of the affected current fiscal period without further charge or penalty. The Agency shall give the firm written notice of such non-allocation of funds as soon as possible after the Agency receives notice. No penalty shall accrue to the Agency in the event this provision is exercised.

3.4.12 *Contract Termination:*

The State may terminate any contract resulting from this EOI immediately at any time the firm fails to carry out its responsibilities or to make substantial progress under the terms of this EOI and resulting contract. The State shall provide the firm with advance notice of performance conditions, which are endangering the contract's continuation. If after such notice the firm fails to remedy the conditions contained in the notice, within the time contained in the notice, the State shall issue the firm an order to cease and desist all work immediately.

The State shall be obligated only for services rendered and accepted prior to the

date of the notice of termination. The contract may also be terminated upon mutual agreement of the parties with thirty (30) days prior notice.

3.4.13 Changes:

If changes to the original contract become necessary, a formal contract change order will be required. Prior to any work being performed, the change must be negotiated and approved by the State, the Agency and the firm. An approved contract change order is defined as one approved by the Purchasing Division and approved as to form by the West Virginia Attorney General's Office prior to the effective date of such amendment. **NO CHANGE SHALL BE IMPLEMENTED BY THE FIRM UNTIL THE FIRM RECEIVES AN APPROVED WRITTEN CHANGE ORDER.**

3.4.14 Invoices, Progress Payments, & Retainage:

The Firm shall submit invoices, in arrears, to the Agency at the address on the face of the purchase order labeled "Invoice To" pursuant to the terms of the contract. Progress payments may be made at the option of the Agency based on percentage of work completed if so defined in the final contract. Any provision for progress payments must also include language for a minimum 10% retainage until the final deliverable is accepted.

If progress payments are permitted, firm is required to identify points in the work plan at which compensation would be appropriate. Progress reports must be submitted to Agency with the invoice detailing progress completed or any deliverables identified. Payment will be made only upon approval of acceptable progress or deliverables as documented in the firm's report. Invoices may not be submitted more than once monthly and State law forbids payment of invoices prior to receipt of services.

3.4.15 Liquidated Damages: NA

3.4.16 Record Retention (Access & Confidentiality):

Firm shall comply with all applicable Federal and State of West Virginia rules and regulations, and requirements governing the maintenance of documentation to verify any cost of services or commodities rendered under this contract by the firm. The firm shall maintain such records a minimum of five (5) years and make available all records to Agency personnel at firm's location during normal business hours upon written request by Agency within 10 days after receipt of the request.

Firm shall have access to private and confidential data maintained by Agency to the extent required for firm to carry out the duties and responsibilities defined in this contract. Firm agrees to maintain confidentiality and security of the data made available and shall indemnify and hold harmless the State and Agency against any and all claims brought by any party attributed to actions of breach of confidentiality

by the firm, subcontractors, or individuals permitted access by the firm.

PART 4 EVALUATION & AWARD

4.1 Evaluation and Award Process:

- a) Expressions of Interest will be evaluated and awarded in accordance with **§5G-1-3 "Contracts for architectural and engineering services; selection process where total project costs are estimated to cost two hundred fifty thousand dollars or more."**

"In the procurement of architectural and engineering services for projects estimated to cost two hundred and fifty thousand dollars or more the director of purchasing shall encourage such firms engaged in the lawful practice of the profession to submit an expression of interest, which shall include a statement of qualifications, and performance data and may include anticipated concepts and proposed methods of approach to the project. All such jobs shall be announced by public notice published as a Class II legal advertisement in compliance with the provisions of article three [§59-3-1et seq.] A committee comprised of three to five representatives of the agency initiating the request shall evaluate the statements of qualifications and performance data and other material submitted by the interested firms and select three firms which in their opinion are the best qualified to perform the desired service. Interviews with each firm selected shall be conducted and the committee shall conduct discussions regarding anticipated concepts and the proposed methods of approach to the assignment. The committee shall then rank in order of preference no less than three professional firms deemed to be the most highly qualified to provide the services required, and shall commence scope of service and price negotiations with the highest qualified professional firm for architectural or engineering services or both. Should the agency be unable to negotiate a satisfactory contract with the professional firm considered to be the most qualified, at a fee determined to be fair and reasonable, price negotiations with the firm of second choice shall commence. Failing accord with the second most qualified professional firm, the committee shall undertake price negotiations with the third most qualified professional firm. Should the agency be unable to negotiate a satisfactory contract with any of the selected professional firms, it shall select additional professional firms in order of their competence and qualifications and it shall continue negotiations in accordance with this section until an agreement is reached."

- b) The committee shall rank, in order of preference, each of the selected Firms. Each of the Firms shall begin with a score of one hundred.

The criteria and assigned point values are as follows:

1. Qualifications of personnel	35
2. Experience with similar projects.	45
3. Oral Interview	20

Interviews will be conducted with the Firms selected as most qualified by the C&FMO Selection Committee. The format for the interviews will be a 15-30 minute presentation consisting, at a minimum, of the following:

- Corporate / Personnel Experience as it relates to the Project
- Uniquely Qualifying Examples or Qualifying Information
- Key Personnel Available for the Proposed Work
- Proposed Project Management Plan
- Proposed Subcontractors
- Product Quality Control
- Project Cost Control

WV Army National Guard - Construction & Facilities Management Office

CONSULTANT CONFIDENTIAL LIFECYCLE QUESTIONNAIRE

PROJECT NAME Expansion of Building & Hangar Space	DATE (DAY, MONTH, YEAR) 12 August 2010	FEIN 11-2167170	FORMER FIRM NAME R.D. Zande & Associates, Inc. 1 Moore Avenue, Buckhannon, WV 26201 218 6 th Avenue, St. Albans, WV 25177
1. FIRM NAME Stantec Consulting Services Inc. 1 Moore Avenue, Buckhannon, WV 26201 218 6 th Avenue, St. Albans, WV 25177	2. REGIONAL OFFICE BUSINESS ADDRESS 1500 Lake Shore Drive, Suite 100 Columbus, OH	6. TYPE OWNERSHIP Individual X Corporation Partnership Joint-Venture	
4. BRANCH OFFICE TELEPHONE (304) 472-7140 Buckhannon (304) 722-3951 St. Albans	5. ESTABLISHED (YEAR) 1954	6a. WV REGISTERED DBE	
7. PRESENT OFFICES: NO. PERSONNEL EACH OFFICE			
7a. Total Personnel 9,633 as of 06/31/2010			
Edmonton Stantec, 2 AB CA	57	Jeffersonville, IN	14
Calgary 25th St, AB	68	Louisville, KY	68
Calgary 8th Ave, AB	35	Lexington, KY	138
Fort McMurray, AB	7	Boston, MA	42
Lethbridge, AB	35	Westford, MA	35
Edmonton Stantec Centre, AB	1032	Northampton, MA	13
Red Deer, AB	152	Winnipeg Broadway Ave, MB	22
Chelsea, AL	5	Winnipeg, MB	171
Phoenix, AZ	151	Winnipeg Taylor Ave, MB	21
Tempe, AZ	52	Presque Isle, ME	7
Tucson, AZ	51	Scarborough, ME	97
Abbotsford, BC	32	Topsam, ME	67
Burnaby, BC	102	Portland, ME	34
Kamloops, BC	19	Ann Arbor, MI	44
Kelowna, BC	57	Farmington Hills, MI	16
Sidney, BC	42	Okenos, MI	39
Surrey, BC	57	White Bear Lake, MN	15
Vancouver, BC	393	St Louis, MO	13
Victoria, BC	75	Fredrickton Prospect St, NB	208
Black Rock, BD	19	Fredrickton Woodstock Rd, NB	68
Bakersfield, CA	8	Moncton, NB	26
Fresno, CA	8	Saint John, NB	57
Irvine, CA	89	Charlotte, NC	23
Lafayette, CA	17	Winston-Salem, NC	15
Lakewood, CA	14	Raleigh, NC	62
Rancho Cordova, CA	81	Auburn, NH	34
Sacramento, CA	221		
San Francisco, CA	689		
Walnut Creek, CA	280		
Los Angeles, CA	7		
Los Gatos, CA	35		
Modesto, CA	1032		
Moreno Valley, CA	4		
Palm Desert, CA	2		
Petaluma, CA	42		
Redlands, CA	23		
San Ramon, CA	41		
San Diego, CA	38		
San Luis Obispo, CA	11		
Thousand Oaks, CA	19		
Fort Collins, CO	57		
Denver, CO	42		
Hartford, CT	393		
Hartford, CT	75		
Tampa, FL	8		
Sarasota, FL	19		
Atlanta, GA	8		
Notcross, GA	8		
Macon, GA	89		
Springfield, IL	17		
Lombard, IL	14		
Indianapolis, IN	81		
Philadelphia, PA	3		
Plymouth Meeting, PA	11		
Charlottetown, PE	3		
Guaynabo, PR	11		
Montreal, QC	2		
Charleston, SC	35		
Georgetown, SC	57		
Regina Rose St, SK	287		
Saskatoon, SK	248		
Nashville, TN	97		
Arlington, TX	6		
Dallas, TX	2		
Fort Worth, TX	62		
Houston, TX	64		
Midland, TX	15		
Salt Lake City, UT	57		
Alexandria, VA	93		
Leesburg, VA	78		
North Springfield, VT	11		
South Burlington, VT	258		
Seattle, WA	60		
Redmond, WA	52		
Buckhannon, WV	13		
St. Albans, WV	5		
Stantec Total	9633		

8a. NAME, TITLE & TELEPHONE NUMBER - OTHER PRINCIPALS	
Ronald Triffo - Chairman Stantec Inc. Robert J. Bradshaw - Corporate Director Paul Calucci - Corporate Director Anthony P. Franceschini - Corporate Director	Susan E. Hartman - President Hartman Group Aram H. Keith - Corporate Director Ivor M. Ruste - Executive Vice President
9. PERSONNEL BY DISCIPLINE	8. NAMES OF PRINCIPAL OFFICIALS OR MEMBERS OF FIRM
1,563 Administrative	Ecologist
35 Archeologist	2 Economist
308 Architect	288 Electrical Engineer
52 Biologist	450 Environmental Engineer
549 CADD Technician	354 Environmental Scientist
37 Chemical Engineer	71 Foundation/Geotechnical Engineer
319 Civil Engineer	62 Geographic Info. System Specialist
98 Construction Inspector	188 Geologist
43 Construction Manager	Geotechnical Engineer
	17 Ecologist
	2 Economist
	288 Electrical Engineer
	450 Environmental Engineer
	354 Environmental Scientist
	71 Foundation/Geotechnical Engineer
	62 Geographic Info. System Specialist
	188 Geologist
	Geotechnical Engineer
	1 Hydraulic Engineer
	22 Hydrologist
	95 Interior Designer
	114 Landscape Architect
	342 Mechanical Engineer
	29 Mining Engineer
	55 Planner, Urban / Regional
	11 Process Engineer / Designer
	49 Professional Land Surveyor
	1 Hydrologist
	22 Interior Designer
	95 Landscape Architect
	114 Mechanical Engineer
	29 Mining Engineer
	55 Planner, Urban / Regional
	11 Process Engineer / Designer
	49 Professional Land Surveyor
	333 Project Manager
	1 Sanitary Engineer
	274 Structural Engineer
	223 Surveyor
	552 Technician / Analyst
	2 Toxicologist
	329 Transportation Engineer
	43 Water Resources Engineer
	2,728 Other
	9,633 TOTAL PERSONNEL

STANTEC will assign a design team which will include professional personnel, CADD operators and other necessary support personnel to ensure that the project is completed in accordance with the scope of work requirements on a timely basis. Key personnel will include Greg Linder, PE, Project Manager; Bryson VanNostrand, AIA, Architect; Herb Parsons, PE, Designer; Aaron Tonkery, PE, Designer; Dennis Miller, PS, Surveyor; Jason Littler, PS, Surveyor; Garland W. Steele, PE, PS, Quality Control Engineer.

10. IF SUBMITTAL IS BY JOINT-VENTURE, LIST PARTICIPATING FIRMS & OUTLINE SPECIFIC AREAS OF RESPONSIBILITY (INCLUDING ADMINISTRATIVE, TECHNICAL & FINANCIAL) FOR EACH FIRM.

10a. HAS THIS JOINT-VENTURE WORKED TOGETHER BEFORE? N/A

11. OUTSIDE KEY CONSULTANTS/ASSOCIATES ANTICIPATED TO BE USED. Attach "Consultant Confidential Qualification Questionnaire" for each if copy is not on with the Division.

NAME AND ADDRESS	SPECIALITY	WORKED WITH BEFORE
VANNOSTRAND ARCHITECTS, PLLC 29 East Main Street, Suite 4 Buckhannon, WV 26201	Architecture	YES
Novel Geo-Environmental, PLLC 806 B Street St. Albans, WV 25177	Geotechnical	YES

12. CORPORATE EXPERIENCE:

1. Upshur County Airport Authority - Buckhannon/Upshur County Airport Buckhannon, WV	(2008) New 10-unit T-Hangar with all utilities
2. Marshall County Airport Authority Marshall County Airport Moundsville, WV	(2006) Aircraft Ramp Reconstruction Design (2007) Aircraft Ramp Reconstruction (2009) Airport Layout Plan
3. City of Bucyrus Port Bucyrus Airport Bucyrus, OH	(2003) T-Hangar Taxiway and Main Aircraft Ramp Rehabilitation (2010) Runway Marking, Aircraft Ramp Sealing, and Hangar Taxiway Pavement Rehabilitation/Reconstruction

<p>4. Butler County Board of Commissioners, Butler County Regional Airport Hamilton, OH</p>	<p>(2004) Hangar Site Development (Phase I) and Aircraft Ramp Rehabilitation (Phase I) (2006) Hangar Site Development (Phase I), Aircraft Ramp Rehabilitation (Phase III); Land Acquisition (2008) Hangar Site Development (Phase II); Land Acquisition</p>
<p>5. City of Columbus/Columbus Municipal Airport Authority Bolton Field Columbus, OH</p>	<p>(1991) T-Hangar Area Site Survey (1992) New Taxilanes for 3-20 Unit T-Hangars (site work, drainage & utilities) (1998) Additional 3-20 Unit T-Hangars (hangars, site work, drainage & utilities)</p>
<p>6. Defiance County Commissioners; Defiance Memorial Airport Defiance, OH</p>	<p>(2004) T-Hangar Taxiway Rehabilitation; Connecting Taxiway Resurfacing</p>
<p>7. City of Delaware Delaware Municipal Airport Delaware, OH</p>	<p>(1999) New three 10-Unit T-Hangars; NDB Relocation; ALP; Hangar Development Area Plan</p>
<p>8. Erie-Ottawa-Sandusky Regional Airport Authority Carl R. Keller Field Port Clinton, OH</p>	<p>(1994) T-Hangar Study (2000) New T-Hangars; Land Acquisition and Relocation Assistance; ALP Revisions; Clearing (2002) Master Plan; New Partial Parallel Taxiway; New Hangar Area; Access Road Extension; PAPI; REIL</p>
<p>9. Fairfield County Airport Authority Fairfield County Airport Lancaster, OH</p>	<p>(1994) Site Work for 3-10 Unit T-Hangars; Hangar Design; Drainage; Lighting; Security Fencing (1999) New Two 10-Unit T-Hangars and a Conventional Hangar</p>
<p>10. Fulton County Board of County Commissioners Fulton County Airport Wauseon, OH</p>	<p>(2007) T-Hangar Taxiway Reconstruction and Drainage Improvements</p>

<p>11. Green County Airport Authority Greene County Airport Xenia, OH</p>	<p>(2000) Grading plan for new conventional hangar (2001) T-Hangar Site and Taxiways (2004) Parallel Taxiway Extension Design; Archaeological Phase I; Transmission Line Lowering; T-Hangars (2009) Parallel Taxiway Extension and Original Taxiway Relocation; T-Hangar Area Auto Parking (2010) T-Hangar Taxiway Rehabilitation; Construction Services for West Taxiway, Hangar Taxiway, and Auto Parking</p>
<p>12. Holmes County Airport Authority Holmes County Airport Millersburg, OH</p>	<p>(2003) Fencing; T-Hangars; Airfield Lighting Panel Relocation; Airport Layout Plan</p>
<p>13. Lakefield Airport Authority Lakefield Airport Celina, OH</p>	<p>(2002) Hangar Area Plan; New Connecting Taxiway and Drainage; Land Acquisition; Access Road Surfacing (2008) Parallel Taxiway Relocation and Extension; Aircraft Ramp Expansion; T-Hangar Relocation</p>
<p>14. Licking County Regional Airport Authority Newark-Heath Airport Newark, OH</p>	<p>(1998) New 14-unit T-Hangar and 50' by 50' conventional hangar</p>
<p>15. Madison County Airport Authority Madison County Airport London, OH</p>	<p>(1997) T-Hangar Floor Construction (2001) T-Hangars; Airport Layout Plan</p>
<p>16. City of New Philadelphia New Philadelphia Municipal Airport New Philadelphia, OH</p>	<p>(1996) Hangar Renovation (2003) Airport Master Plan; T-Hangar Taxiway Rehabilitation; Aircraft Ramp Expansion; RSA Study (2005) T-Hangar Site Design (2006) T-Hangar Site Construction</p>
<p>17. Ohio University Ohio University Airport Albany, OH</p>	<p>(2002) Aircraft Ramp and T-Hangar Taxiway Rehabilitation</p>

<p>18. Ohio State University Don Scott Columbus, OH</p>	<p>(2000) T-Hangars; Obstruction Analysis and Removal; Airport Master Plan Update (2002) New T-Hangars and Conventional Hangar</p>
<p>19. Pike County Airport Authority Pike County Airport Waverly, OH</p>	<p>(2008) Design Two 6-unit T-Hangars and Site Development (2009) Construct Site for One T-Hangar (2010) Construct T-Hangar</p>
<p>20. Sandusky County Airport Authority Sandusky County Airport Fremont, OH</p>	<p>(2002) New T-Hangar Site; Partial Parallel Taxiway Construction</p>
<p>21. Scioto County Regional Airport Authority Greater Portsmouth Regional Airport Minford, OH</p>	<p>(1997) T-Hangar Site Plan (2004) T-Hangar Taxiway and Ramp Overlay (2005) Hangar and Access Road Rehabilitation; Drainage Improvements; Fencing</p>
<p>22. Union County Airport Authority Union County Airport Marysville, OH</p>	<p>(1993) Airspace hazard Zoning Regulations; Pave T-Hangar Area (2001) Security Fence; T-Hangar Taxiway Rehabilitation (2006) Grading for New T-Hangars (2007) New T-Hangar; Hangar Taxiways (2010) Hangar Access Road and Auto Parking Improvements; Fencing</p>
<p>23. Van Wert County Airport Authority Van Wert County Airport Van Wert, OH</p>	<p>(2001) Airport Layout Plan; AWOS III; Taxiway Widening; New T-Hangar Site Development</p>
<p>24. Schenectady County Airport Scotia, NY</p>	<p>(2001) Design and Construction of T-Hangar Facility</p>

<p>25. Albany County Airport Authority Albany International Airport Albany, NY</p>	<p>(2005) Stantec designed a 90,000-sq-ft gate-foot aircraft parking apron, the first stage of the airport's terminal expansion.</p>
<p>26. Weatherford International Fracturing Technologies District Camp Buckhannon, WV</p>	<p>(2011) Current project complete design services for a new 19 acre district camp for Weatherford's Fracturing Technologies. Project Budget: \$5.5MM</p>
<p>27. A.F. Wendling Food Distribution Center Buckhannon, WV</p>	<p>(2006-07) Complete design services for the renovation of a vacant strip mall into a new food distribution center. Renovations included new electrical, HVAC and plumbing systems, as well as 40,000 sq ft of dry food storage space, 6,000 sq ft of new walk-in cooler space. Site work included relocation of a stream to allow for adequate truck delivery access. Project Budget \$1.3 MM</p>
<p>28. WVDOH City of Keyser Volunteer Fire Department Keyser, WV</p>	<p>28. Keyser Volunteer Fire Department Relocation Novel Geo-Environmental provided geotechnical services as a subconsultant VanNostrand Architects provided architectural services as a subconsultant</p>

<p>13. PERSONAL HISTORY STATEMENT OF PRINCIPALS AND ASSOCIATES (Furnish complete data but keep to essentials)</p>			
<p>NAME (Last, First, Middle Initial)</p>	<p>YEARS OF EXPERIENCE</p>		
<p>Morgan, Perry</p>	<p>AS PRINCIPAL IN THIS FIRM 8</p>	<p>AS PRINCIPAL IN OTHER FIRMS 0</p>	<p>OTHER THAN PRINCIPAL 17</p>
<p>EDUCATION (Degree, Year, Specialization) BS/1983/Civil Engineering, Transportation MS/1985/Civil Engineering, Transportation</p>			
<p>MEMBERSHIP IN PROFESSIONAL ORGANIZATIONS Institute of Transportation Engineers (ITE), Engineers Club of Columbus REGISTRATION (Type, Year, State) Professional Engineer, WV-1989, OH-1995</p>			
<p>13. PERSONAL HISTORY STATEMENT OF PRINCIPALS AND ASSOCIATES (Furnish complete data but keep to essentials)</p>			

NAME (Last, First, Middle Initial)	YEARS OF EXPERIENCE		
	AS PRINCIPAL IN THIS FIRM	AS PRINCIPAL IN OTHER FIRMS	OTHER THAN PRINCIPAL
Linder, Greg	0	0	16
EDUCATION (Degree, Year, Specialization) BS/Civil Engineering/1998 BS/Biology/1993 Natural Stream Design, Level I, II, III and IV MEMBERSHIP IN PROFESSIONAL ORGANIZATIONS REGISTRATION (Type, Year, State) Professional Engineer, WV Professional Engineer, KY Professional Engineer, PA			
13. PERSONAL HISTORY STATEMENT OF PRINCIPALS AND ASSOCIATES (Furnish complete data but keep to essentials)			
NAME (Last, First, Middle Initial)	YEARS OF EXPERIENCE		
	AS PRINCIPAL IN THIS FIRM	AS PRINCIPAL IN OTHER FIRMS	OTHER THAN PRINCIPAL
Garland Steele	0	0	50
EDUCATION (Degree, Year, Specialization) BA/1976 MEMBERSHIP IN PROFESSIONAL ORGANIZATIONS <ul style="list-style-type: none"> Member, American Society for Testing & Materials Member, American Concrete Institute Member, American Society of Civil Engineers Member, WV Society of Professional Surveyors Subcommittee on Materials, American Association State Highway And Transportation Officials Standing Committee on Research, American Association State Highway and Transportation Officials REGISTRATION (Type, Year, State) Professional Surveyor, WV Professional Engineer, KY Professional Engineer, SC Professional Engineer, Commonwealth of VA			
13. PERSONAL HISTORY STATEMENT OF PRINCIPALS AND ASSOCIATES (Furnish complete data but keep to essentials)			
NAME (Last, First, Middle Initial)	YEARS OF EXPERIENCE		
	AS PRINCIPAL IN THIS FIRM	AS PRINCIPAL IN OTHER FIRMS	OTHER THAN PRINCIPAL
Miller, Dennis	1	6	11
EDUCATION (Degree, Year, Specialization) AS/1989/Surveying			

MEMBERSHIP IN PROFESSIONAL ORGANIZATIONS
 West Virginia Contractor's Association
 West Virginia Association of Land Surveyors
 West Virginia Associated Builders
 Upshur County Chamber of Commerce

REGISTRATION (Type, Year, State)
 Professional Surveyor/1993/West Virginia

13. PERSONAL HISTORY STATEMENT OF PRINCIPALS AND ASSOCIATES (Furnish complete data but keep to essentials)

NAME (Last, First, Middle Initial)			YEARS OF EXPERIENCE		
AS PRINCIPAL IN THIS FIRM	AS PRINCIPAL IN OTHER FIRMS	OTHER THAN PRINCIPAL	AS PRINCIPAL IN THIS FIRM	AS PRINCIPAL IN OTHER FIRMS	OTHER THAN PRINCIPAL
0	0	14	0	0	14

EDUCATION (Degree, Year, Specialization)
 BS/Civil Engineering/1994
 Designated Plans Examiner #176/Engineers & Surveyors Institute/1998
 Designated Plans Examiner, Engineers & Surveyors Institute #063/2002

MEMBERSHIP IN PROFESSIONAL ORGANIZATIONS
 Member, West Virginia Society of Professional Surveyors
 Member, National Society of Professional Engineers
 Member, American Society of Civil Engineers
 Member Engineers and Surveyors Institute

REGISTRATION (Type, Year, State)
 Professional Engineer, WV
 Professional Engineer, PA
 Professional Engineer, VA
 Registered Land Surveyor, VA

13. PERSONAL HISTORY STATEMENT OF PRINCIPALS AND ASSOCIATES (Furnish complete data but keep to essentials)

NAME (Last, First, Middle Initial)			YEARS OF EXPERIENCE		
AS PRINCIPAL IN THIS FIRM	AS PRINCIPAL IN OTHER FIRMS	OTHER THAN PRINCIPAL	AS PRINCIPAL IN THIS FIRM	AS PRINCIPAL IN OTHER FIRMS	OTHER THAN PRINCIPAL
0	0	13	0	0	13

EDUCATION (Degree, Year, Specialization)
 BS/Engineering Technology
 AS/Civil Engineering

MEMBERSHIP IN PROFESSIONAL ORGANIZATIONS
 Professional Surveyor, WV #2139
 WVDOT, Compaction Technician, Transportation
 Engineering Technician (TET) Level III, #1902

13. PERSONAL HISTORY STATEMENT OF PRINCIPALS AND ASSOCIATES (Furnish complete data but keep to essentials)

NAME (Last, First, Middle Initial)			YEARS OF EXPERIENCE		
AS PRINCIPAL IN THIS FIRM	AS PRINCIPAL IN OTHER FIRMS	OTHER THAN PRINCIPAL	AS PRINCIPAL IN THIS FIRM	AS PRINCIPAL IN OTHER FIRMS	OTHER THAN PRINCIPAL
0	0	30	0	0	30

EDUCATION (Degree, Year, Specialization)
 AS/Surveying/1977
 WV State Police Academy/1978

MEMBERSHIP IN PROFESSIONAL ORGANIZATIONS
 WV Contractors Association
 WV Association of Land Surveyors
 Upshur County Chamber of Commerce

REGISTRATION (Type, Year, State)
 Portland Cement Concrete Inspector
 Compaction Inspector
 Aggregate Sampler

13. PERSONAL HISTORY STATEMENT OF PRINCIPALS AND ASSOCIATES (Furnish complete data but keep to essentials)

NAME (Last, First, Middle Initial)
 Tonkery, Aaron

YEARS OF EXPERIENCE		
AS PRINCIPAL IN THIS FIRM	AS PRINCIPAL IN OTHER FIRMS	OTHER THAN PRINCIPAL
0	0	9

EDUCATION (Degree, Year, Specialization)
 BS/Civil Engineering/2000

MEMBERSHIP IN PROFESSIONAL ORGANIZATIONS

REGISTRATION (Type, Year, State)
 Professional Engineer #18237 West Virginia

13. PERSONAL HISTORY STATEMENT OF PRINCIPALS AND ASSOCIATES (Furnish complete data but keep to essentials)

NAME (Last, First, Middle Initial)
 Carpenter, Patrick

YEARS OF EXPERIENCE		
AS PRINCIPAL IN THIS FIRM	AS PRINCIPAL IN OTHER FIRMS	OTHER THAN PRINCIPAL
0	0	9

EDUCATION (Degree, Year, Specialization)
 Graduate Buckhannon-Upshur High School

MEMBERSHIP IN PROFESSIONAL ORGANIZATIONS

REGISTRATION (Type, Year, State)

13. PERSONAL HISTORY STATEMENT OF PRINCIPALS AND ASSOCIATES (Furnish complete data but keep to essentials)

NAME (Last, First, Middle Initial)	YEARS OF EXPERIENCE	
	AS PRINCIPAL IN THIS FIRM	AS PRINCIPAL IN OTHER FIRMS OTHER THAN PRINCIPAL
EDUCATION (Degree, Year, Specialization)		
MEMBERSHIP IN PROFESSIONAL ORGANIZATIONS		
REGISTRATION (Type, Year, State)		

14. PROVIDE A LIST OF SOFTWARE AND EQUIPMENT AVAILABLE IN THE PRIMARY OFFICE WHICH WILL BE USED TO COMPLETE AML DESIGN SERVICES.

275 Computer Workstations

3 Robotic Total Stations and 18 Surveying Electronic Total Stations

18 Field Survey Data Collectors

6 Survey Grade GPS Survey Instruments (complete with base and 2 rovers each)

AutoCAD Versions 2008, 2006, 2002, 2000I, Map 4.0, Map 5.0, version 14.0

SurvCADD versions 2008, 2006, XML2, CES, 98

Eagle Point Engineering Software

AutoCAD Land Development

Bentley MicroStation with InRoads

ESRI ArcView GIS (Version 3.2) and Mapping Software (Version 8.3)

KY Pipe Water and Sewer Line Software

Haestads Water CAD Water and Sewer Line Software

Stantec, founded in 1954, provides professional design and consulting services in planning, engineering, architecture, surveying, economics, and project management. Continually striving to balance economic, environmental, and social responsibilities, we are recognized as a world-class leader and innovator in the delivery of sustainable solutions. We support public and private sector clients in a diverse range of markets in the infrastructure and facilities sector at every stage, from initial concept and financial feasibility to project completion and beyond.

AIRFIELD DESIGN

Our award-winning airport engineering experience includes a wide range of projects such as airfield pavement design for runways, taxiways, and aprons; lighting and navigational aids; refueling systems; safety area studies and upgrades; utility engineering, surface parking, and street/roadway design. Stantec project designs not only meet the design requirements outlined in FAA Advisory Circular 150/5300-13, Airport Design, but also meet stringent operational and safety requirements as well. Our extensive aviation experience allows for logical and realistic phasing plans that ultimately reduce impacts to airport operations while maximizing contractor efficiency. All phasing plans consider airport safety a priority and adequate controls are clearly outlined to protect all parties working on and/or using the airport. We understand the importance of keeping these busy airports open and safe during construction.

Pavement Design (Runways, Taxiways and Aprons)

Stantec's proficiency in the design of both bituminous and Portland cement concrete pavements throughout North America has resulted in several prominent awards including the New England Chapter of the Construction Management Association of America. In addition to geometric layout, pavement section design, and grading design, many airport pavement projects also include requirements for related design, planning or construction services such as airfield lighting, drainage, service road design, obstruction identification and removal, perimeter security modifications, environmental permitting, and construction inspection. Stantec's airside pavement engineers have successfully completed various runway, taxiway and apron projects including either new construction, full rehabilitation, or minor reconstruction at numerous general aviation, commercial transport and military facilities throughout the United States.

Utilities and Drainage Engineering

Stantec provides comprehensive services for site development including utilities planning and design. Our team of qualified engineers and designers work jointly to complete engineering analyses to identify existing on-site and off-site utilities, the potential for system upgrades to meet the demands of the proposed project, and efficient utility corridors. Stantec routinely analyzes pre- and post-development drainage calculations to ensure that existing and proposed drainage system designs are adequate to support proposed development and to ensure that post development runoff meets municipal and state regulations.

Land Surveying

The Stantec Aviation Division staff includes registered professional surveyors experienced with airport facilities. The surveys furnish topographic and planimetric information from which airport engineering and planning decisions are made. These surveys are also the basis for determining whether obstructions to navigable airspace exist, where new buildings or roads should be situated, where airport landing instrumentation can be oriented, where boundaries of parcels proposed for acquisition are located, as well as establishing base control for aerial photogrammetric mapping. Our professional surveyors also assist in the construction layout of airfield projects and in verifying conformity with construction contract documents. Updates to any airport's Exhibit 'A' property map and/or Airport Layout Plan property delineation are also routinely conducted by Stantec's registered land surveyors.

Along with standard property and topographic survey, Stantec provides the full suite of surveys/geomatics services for airports and aviation projects in support of municipal, military, and private clients. Stantec's experienced staff offers innovative solutions to FAA 405 surveys (airport surveying, GIS programs), NGA Terminal Aeronautical GNSS Geodetic Survey Program (TAGGS) surveys, control surveys, topographic and orthophoto maintenance programs, utility inventories and database maintenance, pavement management support, Foreign Trade Zone and FBO lease delineation, and concourse and terminal mapping.

ELECTRICAL SERVICES OVERVIEW

The installation of airfield and approach lighting systems and navigational aids (NAVAIDs) enhances the operational and safety characteristics of an airport. Stantec has the in-house engineering capabilities to design and supervise the installation and maintenance of instrument landing systems (ILSs), non-directional beacons (NDBs), precision approach path indicators (PAPIs), runway alignment indicator lights (RAILs), runway end identification lights (REILs), runway/taxiway edge and centerline lights, approach lighting systems, hazard beacons, airport rotating beacons, obstruction lights, airfield electrical vault upgrades, and other airfield lighting and electrical systems. Our airport electrical engineers are nationally recognized for their experience in airfield lighting, electrical vault design/upgrade, approach light systems, and electrical control systems.

Materials and Tests Laboratory

Established in 1999, Stantec's Materials and Tests Laboratory is accredited by the AAP (American Association of State Highway and Transportation Officials (AASHTO) Accreditation Program) and the US Army Corps of Engineers. The Laboratory performs both field and laboratory tests on construction materials. Services are provided in conformance with ASTM International Standards C1077, C1093, D3740, D3666, or AASHTO Standard R18 as applicable. Quality Control and Quality Assurance services are available for Aggregate, Concrete, Earthwork, Asphalt Paving materials, Structural Steel/Welding, Masonry, and Building Materials. Field density is performed using standard nuclear density test procedures.

The Laboratory is regularly inspected by the Cement and Concrete Reference Laboratory (CCRL) and the AASHTO Materials Reference Laboratory (AMRL) for compliance with ASTM and AASHTO standards, and subscribes to nationally recognized Proficiency Sample Programs distributed by the CCRL and AMRL

Construction Services

The final element of a successful project is the construction phase. Stantec's Construction Services personnel work as the client's agent to ensure that this complex phase contributes to the successful completion of the project and the satisfaction of the client.

Our professionals can provide Construction Services that include, but are not limited to, CPM schedule analysis, claims management, inspection for compliance with contract requirements, quality assurance, construction materials testing, documentation services, contract pay estimate processing, force account statements, shop drawing review, mitigation of construction disputes, preparation of as built plans, and as needed surveying. During construction, we address issues and identify problems, working with all parties to quickly clear up questions and keep the work on schedule.

Stantec's engineers, surveyors, quality control technicians and construction inspectors are experienced in completing both large and small projects for government agencies and the private sector.

NOTE: THIS DOCUMENT WILL BECOME VOID AFTER DECEMBER 31 IN CALENDAR YEAR OF DATE HEREON.

Patrick Carpenter

Designer



Stantec

Mr. Carpenter has a diverse experience in both civil engineering and surveying. Since June of 2000, his responsibilities have included various design projects, including several highway and bridge projects, Abandoned Mine Lands and Acid Mine Drainage projects, site design and several waste and borrow permits. He has also worked with GIS projects including Source Water Assessment Protection Program and several Emergency Planning projects; secondary responsibilities have included maintenance of office information systems, including personal workstations, software installs, printers, copiers and the office server.

EDUCATION

Diploma, Buckhannon-Upshur High School,
Buckhannon, WV, 2000

PROJECT EXPERIENCE

**Relocated U.S. Route 35, Mason County, WV
(Designer)**

Designer responsible for final site grading, structure detailing and plan preparation for dual, three-span, steel multi-girder bridges with overall lengths of 414.5 feet and dual simple span, steel girder bridges with lengths of 110 feet. The structures span Threemile Creek and Twomile Creek respectively. The project also included a 10 X 6 precast box culvert. The project also involved 1.85 mile of new two-lane roadway design.

**Mile Branch Truss Bridge, McDowell County, WV
(Designer)**

Designer responsible for final site grading, structure detailing and plan preparation for the 180-foot, 22-foot wide steel bridge crossing the Dry Fork River. The project also involved 370' of new two-lane roadway design.

**Upper Tract Bridge, Pocahontas County, WV
(Designer)**

Designer responsible structure detailing and plan preparation for the 346-foot long, 30-foot wide curved steel bridge crossing the South Branch of the Potomac River. The project also involved 740' of new two-lane roadway design

**Appalachian Corridor H, Davis to Bismark, Tucker
and Grant Counties, WV (Designer)**

Designer responsible for final design and plan preparation for the 1.61 mile section of four-lane divided highway near Davis, WV.

**Weatherford Fracturing Facility Access Road – Upshur
County, WV (Designer)**

Designer responsible for preliminary and final design, as well as quantities and plan preparation on this 0.4 mile section of two-lane roadway.

U.S. Route 35, Mason County, WV (Designer)

Designer responsible for design and plan preparation for the 1.92 mile section of four-lane divided highway. The section of highway also includes dual 414.5' bridges over Three Mile Creek and dual 110' bridges over Two Mile Creek. The project also included the mitigation and avoidance of an archaic rock shelter.

**Grassy Ridge Road (WV CR 42/1) Relocation, Grant
County, WV (Designer)**

Designer responsible for design and plan preparation for this 0.16 mile section of two-lane roadway.

**Greenland Gap Wind Project, Grant County, WV
(Designer)**

Designer responsible for design, and plan preparation for the civil engineering design for an 82 turbine wind power project. The project includes 14.2 miles of access road design, drainage system design, and an erosion and sediment control plan

**Spencer Hydraulic Study, Roane County, WV
(Designer)**

Designer responsible for design, and plan preparation for a floodplain improvement project in Spencer, WV. The project involved a hydraulic study to verify the benefit of constructing

Patrick Carpenter

Designer

a bankfull bench for flood storage and developing construction plans and specifications for the bench

Pre-Engineered Livestock Facility, Lewis County, WV (Designer)

Designer responsible for site design for this Livestock Facility at Jackson's Mill for the West Virginia Conservation Agency.

David E. Reemsnyder Research Center, Upshur County, WV (Designer)

Designer responsible for site grading design and plan preparation for this research center on the campus of West Virginia Wesleyan College.

Buckhannon-Upshur High School Site Improvement and Drainage Project, Buckhannon, WV (Designer)

Designer responsible for the site grading and implementation of track facilities, and plan preparation for improvements to the existing football facility, including the installation of a multi-purpose synthetic turf at the football field and a storm water detention / storage system underneath the football field. The project had "fast-track" requirements that took it from design to construction to completion in three (3) months.

Texas Roadhouse, Wood County, WV (Technician)

Technician responsible for plan preparation for the site development of a proposed Texas Roadhouse and other commercial development in Parkersburg, WV.

CGP Development, Barbour County, WV (Designer)

Designer responsible for site design, entrance design and plan preparation for this 5-acre commercial development site.

Federal Bureau of Prisons - Hazelton, Preston County, WV (Technician)

Technician responsible for the development of floor flatness grids for all buildings on-site and the processing and report compilation for the data.

A.F. Wendling, Inc., Upshur County, WV (Designer)

Designer responsible for design and plan preparation for this food service warehouse site and access road which included the creation of a 3D model of the conceptual site.

Federal Bureau of Prisons FCI-Gilmer, Gilmer County, WV (Designer)

Designer responsible for redesigns of roadways and site grading on this Federal Prison Facility. The project also required the development of compaction testing layout grids for the footprint of each building onsite.

First Central Bank-Buckhannon, Upshur County, WV (Designer)

Designer responsible for final site design as well as conceptual building and landscape designs.

Deer Creek Development, Upshur County, WV (Technician)

Technician responsible for the production to mapping and details required for a NPDES permit application for this residential housing development.

Auta Disposal Systems, Inc., Upshur County, WV (Designer)

Designer responsible for the site design and detailing for a NPDES permit application for this auto salvage storage facility.

Parchment Valley Streambank Protection, Jackson County, WV (Designer)

Designer responsible for design and plan preparation for a streambank protection project near Ripley, WV. The project involved geotechnical investigation and riprap revetment design

Laurel Lake Sediment Removal Project, Mingo County, WV (Designer)

Designer responsible for design and plan preparation for the sediment removal project. The project involved the removal of seven (7) feet of sediment in the upper portion of the lake to restore recreational benefit. The project also includes the design of a 0.25 mile access road along the lake and 0.5

Patrick Carpenter

Designer

miles of natural stream restoration to Laurel Creek upstream of the lake.

Fisher Landslide Stabilization, Jackson County, WV (Technician)

Technician responsible for the development of as-built plans for a soldier pile retaining wall to stabilize a streambank failure on Mill Creek. The project was an emergency project since the streambank failure endangered the stability of a furniture store.

Cairo Streambank Protection, Ritchie County, WV (Designer)

Designer responsible for design and plan preparation for a streambank protection project in Cairo, WV. The project involved structure stabilization to a commercial business and a riprap revetment design.

Barker Creek Streambank Protection, Wyoming County, WV (Designer)

Designer responsible for, design and plan preparation for a streambank protection project in Bud, WV. The project involved structure stabilization to a local residence and a riprap revetment design.

Gladly Fork Mining Inc., Permit D-35-82, Upshur County, WV (Designer)

Designer responsible design, structure detailing, and plan preparation for the design of an acid mine drainage treatment facility. The project involves the civil, structural, process, mechanical, and electrical engineering design of a remotely operated 2,000 gallon per minute treatment facility. The facility includes intake boreholes, flow control, mechanical aeration basins, variable speed flocculators, chemical injection buildings, settling basins, sludge thickeners, and sludge removal equipment. The project also includes design of two access roads with a bridge over the Right Fork of Stonecoal Creek.

Price Hill Complex, Raleigh County, WV (Technician)

Technician responsible for detailing a box beam structure to cap an abandoned vertical mine shaft on this AML project for the West Virginia Department of Environmental Protection.

Old Bridgeport Hill Mine Drainage Project, Harrison County, WV (Designer)

Designer responsible for site design, detailing and plan preparation on this AMD project in Clarksburg for the West Virginia Department of Environmental Protection.

Flint Run Acid Mine Drainage Project, Jackson County, OH (Designer)

Designer responsible for site design, detailing and plan preparation on this AMD project for the Ohio Department of Natural Resources. The project was comprised of about 171 acres of ponds, lakes, spoil piles, orphan high walls, and exposed, covered and vegetated fine and coarse coal refuse. The project area discharged the "worst" acid mine drainage in the State of Ohio and had been identified as the largest contributor of acid mine drainage to the Little Raccoon Creek watershed.

Lake Milton Investigation, Jackson County, OH (Technician)

Technician responsible for plan preparation for this project which included an investigation of Lake Milton in Jackson County, Ohio. The purpose of the investigation was to quantify and qualify the impounded water, obtain sediment samples from the lakebed, and determine the stability of the embankment.

Danehart Acid Mine Drainage Project, Belmont County, OH (Designer)

Designer responsible for site design and plan preparation on this project that involved stabilizing a spoil slip with a concrete lag retaining wall behind a residence.

Murray City AMD and Art Project, Hocking County, OH (Designer)

Designer responsible for site design and plan preparation on this unique project that combined an AMD treatment design with a land rouse project that included a new baseball facility.

Nutter Tipple D-716 Band Forfeiture Project, Perry County, OH (Technician)

Technician responsible for detailing and plan preparation for this AML project that involved reclamation of a 7.2 acre abandoned coal tipple site.

Patrick Carpenter

Designer

West Virginia Department of Environmental Protection
Mapping Project South, Southern WV (Technician)
Technician responsible for planimetric and topographic maps for twenty different AML/AMD sites in southern West Virginia. The project also involved the compilation of survey reports for each site.

Easy Storage VIII ALTA/ASTM Surveys, WV
(Technician)

Technician responsible for completing ALTA/ASTM plats on nine different storage facility locations which also involved site visits to each site to verify information.

Shigon Refuse Pile, Logan County, WV (Technician)

Technician responsible for preparing as-built plans for this AML project and calculating excavation pay quantities to be submitted for the contractor's payment.

County Risk Assessments, WV and OH (Technician)

Technician responsible for producing hazard area maps and the calculation of the population affected in each hazard area from census data per the guidelines in Section 322 of the Robert T. Stafford Disaster Relief and Emergency Assistance Act.

Source Water Assessment & Protection Program, WV
(Technician)

Technician responsible for GIS mapping for this project that located and assessed possible source water contaminants within pre-determined zones of critical concern.



Education A.S., Land Surveying
Glennville State College, Glennville, West Virginia (1977)

Certifications & Affiliations *West Virginia State Police Academy, Institute, WV (1978)*
Portland Cement Concrete Inspector
Compaction Inspector
Aggregate Sampler

WV Contractors Association
WV Association of Land Surveyors
Upshur County chamber of Commerce
Board of Directors, Buckhannon Country Club

Experience and Qualifications Mr. Cvechko has a diverse background in Heavy/Highway Construction, as well as Civil-Environmental Surveying and Design. Mr. Cvechko has over 20 years of management experience in the Heavy/Highway/Building/Water and Sewer industry. Mr. Cvechko has worked as senior estimator and project manager on projects ranging from one to ten million dollars. Mr. Cvechko has also performed plan review on design projects for constructability. Mr. Cvechko also has field experience as a superintendent, which attributes a key element in the design process.

Mr. Cvechko currently manages the Construction Services Department in the Buckhannon office of Stantec Consulting Services, which includes Surveying, Geotechnical Investigation, Construction Observation, and Quality Control Testing.

Project Experience Profile Mr. Cvechko has managed and worked on numerous large heavy/highway projects. Some projects include:

- Sampling & testing of materials at source of supply under MCS&T Contract
- Corhart Manufacturing Press Building-High Point Construction
- Gladly Fork Mine treatment Plant –WVDEP
- 4 Mile Overland Beltline – Consol Energy, Robert and Shaffer, Ground Breakers
- St. Joseph Hospital Addition – St. Joseph's Hospital
- Bluestone Dam Rehabilitations – National Engineering
- Hazelton Federal Prison - P. J. Dick Corporation

MARK CVECHKO
Inspector – Level II



Stantec

- Glenville Federal Prison – Bell Justice Facilities
- Statewide Traffic Study – PA Department of Transportation
- Route 50 By-Pass – WV Department of Transportation
- Oil Creek Road – WV Department of Environmental Protection
- Masontown AML – WV Department of Environmental Protection
- Broaddus Hospital – Private
- Spruce Fork Face up – anchor Energy
- Route 60 Slide – WV Department of Transportation
- Mussleman High School – School Building Authority
- Calhoun County High School – School Building Authority
- Snowshoe Site and Utilities – Private
- Corridor H – WV Department of Transportation

Eric Hilliard PE

Associate



Stantec

As a Senior Structures Engineer with over 25 years experience, Mr. Hilliard has been responsible for directing a variety of structural engineering projects, for buildings, bridges, highways and transportation facilities. Several of these projects have construction costs exceeding \$50 million dollars requiring extensive design work. His technical expertise encompasses planning, design, rehabilitation and inspection of roadway structures, including bridges, viaducts, tunnels, retaining walls, noise barriers and gantry sign structures. He has experience in all phases of new design, rehabilitation design, seismic and fatigue design and retrofit, and condition inspection of existing structures. Mr. Hilliard also serves as Technical Advisor on all projects performing structural Quality Assurance and Quality Control reviews throughout the design process.

EDUCATION

Bachelor of Science, Forest Engineering, Syracuse University, College of Environmental Science and Forestry, Syracuse, New York, 1982

REGISTRATIONS

Certified in the Practice of Structural Engineering #2266-0708, Structural Engineering Certification Board

Professional Engineer #018-0008055, State of Vermont

Professional Engineer #18461, State of South Carolina

Professional Engineer #PE061442, Commonwealth of Pennsylvania

Professional Engineer #063761, State of New York

Professional Engineer #24GE04397300, State of New Jersey

Professional Engineer #23062, State of New Hampshire

Professional Engineer #40565, Commonwealth of Massachusetts

Professional Engineer #23062, State of Connecticut

PROFESSIONAL ASSOCIATIONS

Member, American Institute of Steel Construction

Member, International Code Council

Member, American Railway Engineering and Maintenance-of-Way Association

Member, American Society of Civil Engineers

PROJECT EXPERIENCE

Airports & Aviation

Albany International Airport – T Hanger Construction Inspection, Albany, New York (Special Inspector)
Responsible for the Special Inspection of construction activities for a 2 single engine aircraft storage buildings located at the Albany International Airport.

Albany International Airport – Baggage Claim Area Signage, Albany, New York (Project Manager)
Responsible for the structural design and construction support for the installation of a 13x15' advertising display supported by an existing structural steel frame within the baggage claim area of the Albany International Airport, main terminal building. Specific tasks included inspection and documentation of the existing structural steel frame, design of the attachment /support system and observation during fabrication and erection.

* denotes projects completed with other firms

Eric Hilliard PE

Associate

Biennial Inspection, LaGuardia Airport (405-96-11), Queens, New York (Project Manager/Quality Control/Team Leader)

Structures comprising 16 structures from single to 45 span (197 total spans) access ramps to airport parking and terminal facilities. Final deliverables included NYSDOT Biennial Bridges Inspection Reports and Port Authority Facility Condition Report. Responsible for all coordination, client contact, budgets and schedules and performed Quality Control Reviews on all other team reports. Performed Biennial Inspection on several bridges.

Bio/Pharmaceutical Facilities

Pfizer SDM Relocation, Groton, CT (Structural Engineer)

Project involved a \$30 million relocation of solid dosage manufacturing from a Michigan facility to the Groton, Connecticut facility. Project components included installation of a second floor within an existing building to support the SDM operations, fit out of approximately 10,000 sq. ft. of cGMP lab/manufacturing space, and approximately 10,000 sq. ft. of mechanical and support spaces. Performed QA/QC for the design of two new outdoor steel stair assemblies.

Pfizer HPS Replacement, Groton, CT (Structural Engineer)

Provided structural engineering QA/QC for the replacement of direct burial high pressure steam lines. Designed new underground concrete vault (STM 9.10), new steel pipe support racks inside TUN 5.02, and pipe anchors inside of Building 200.

Bridges

Biennial Inspection, George Washington Bridge, New York, New York (Team Leader)

Responsible for the biennial inspection of the upper level of the 4800 foot long suspension bridge carrying fourteen lanes of traffic over the Hudson River. Stiffening truss, floor system towers, anchorages, suspender cables and main cables were inspected.

Engineering and Feasibility Study of the Devon Bridge, Stratford, Connecticut (Team Leader)

Responsible for the feasibility study for the rehabilitation of the Devon Bridge, a 1,067 foot long bridge with a single leaf bascule span carrying Metro-North Railroad, Amtrak, and freight service over the Housatonic River. The feasibility study includes an investigation of multiple replacement lift span types, including bascule and vertical lift configurations as well as rehabilitative options. Tasks included the in-depth inspection of four thru-truss spans, one bascule span and one plate girder span.

187 over the Normans Kill, (MP 141.36, Albany County, New York (Project Manager)

Responsible for the analysis and gusset plate evaluation for two three span continuous deck truss structures carrying the New York State Thruway mainline over the Normans Kill. A full three dimensional analysis was performed using SAP 2000 software. Gusset plate evaluation included the incorporation of as-inspected gusset plate conditions and rivet testing.

Route 67 over the Hoosic River, Eagle Bridge, New York (Project Manager/Engineer of Record)

Responsible for the rehabilitation of a 165 foot, thru truss. The project included survey, in-depth inspection, load rating, and the preparation of full construction documents to replace the existing concrete deck, strengthen deteriorated truss and floorbeam members and repaint the structure. Maintenance and protection of traffic was by staged construction.

Biennial Inspection, Queensboro Bridge, New York City, New York (Lead Team Leader)

Responsible for the biennial inspection of the 53 span, 3,700-ft long, eye bar truss bridge carrying 59th Street over the East River and Roosevelt Island, carrying New York State Route 25. The Queensboro connects the neighborhood of Long Island City in the borough of Queens with Manhattan, passing over Roosevelt Island.

Replacement of the New York State Thruway Interchange B1 Ramp Bridges, MP B6.58 and B6.59, Schodack, New York (Lead Structural Engineer)

Responsible for the replacement of two, three span ramp overpass structures with single span, integral abutment, steel girder bridges with span lengths of 44 and 48 meters. Each bridge will carry traffic to and from the B1 toll barrier over

Eric Hilliard PE

Associate

the Berkshire spur east and westbound mainline. The new structures will be wider to allow for a three lane future traffic pattern. The bridges will also be constructed on an adjacent alignment to allow for maintenance of traffic during construction.

Route 23A Rehabilitation (PIN 1124.38.101), Hunter, New York (Project Manager)

Responsible for design services for the \$6-million rehabilitation of NYS Route 23A, which included the extension of a 12-foot box culvert with a three-sided precast arch structure.

Smith Weed Bridge, Plattsburgh, New York (Project Manager)

Responsible for the abutment repair and joint reconstruction on a four span, two lane bridge. Repairs include full width joint replacement, class D repairs to the abutment stem and granite curb repair. Construction was two stage using one directional flow and detour.

Trans Manhattan Ramp Inspection, Manhattan, New York (Team Leader)

Responsible for in-depth inspections of five (5) separate ramp structures over the Trans Manhattan Expressway (I-95 Manhattan, New York).

List Four Bridge Rehabilitation, Greenwich, Connecticut (Structural Engineer)

Responsible for the rehabilitation of a two-truss and one through girder bridge. Bridges included Byram Road over Metro North Railroad, a single span, six panel Warren truss; Drinkwater Place Over Metro North Railroad, a single span, five panel Warren truss; and, Indian Field Road Over Metro North Railroad, single span riveted plate through girder. Performed three-dimensional analysis (via finite element analysis using STADD3 software) and prepared Structure Rehabilitation Study Reports.

Downtown Flushing Improvements – Union Street Bridge over Long Island Rail Road, Flushing, New York (Project Manager – Structures)

Responsible for the Union Street Bridge over Long Island Rail Road (single span bridge) superstructure replacement and substructure rehabilitation. Maintenance and Protection of

Traffic by detour. Coordinated Survey, Inspection and testing operations, prepared Bridge Reconstruction Project Report and Preliminary Plans.

Biennial Inspection: MassDOT - Brightman Street Bridge, Somerset to Fall River, Massachusetts (Team Leader)

Responsible for biennial inspection on the Brightman Street Bridge, a six-span deck truss with a center bascule span over the Taunton River.

Biennial Inspection, Region 1, Various, New York (Project Manager/Team Leader)

Responsible for biennial and interim inspections on over 200 bridges, including the Patroon Island Bridge and the Thadious Kouskioski Twin Bridges. Inspection reports and flag reports were documented and created via the BIPPI program on a laptop computer while on site.

New England Thruway (I-95) MP14 to MP15, Westchester County, New York (Lead Structural Engineer)

Responsible for the Phase I through VI tasks, including preliminary design and design approval document preparation through final design for the reconstruction or replacement of three bridges (overpass and mainline) for the last mile of the New England Thruway including the I287 interchange. Structures included are the Byram River Bridge carrying I95 over the Byram River, the Ramp B bridge carrying I287 EB over I95, and the Grace Church Street Bridge carrying Grace Church Street over I95. Other significant studies include the seismic evaluation of the 16-span Byram River Bridge.

General Motors Bridge Over Amtrak Railroad, Long Island City, New York (Project Manager)

Responsible for the rehabilitation of a privately owned, five-span steel frame and girder bridge, including performing Survey, In-Depth Inspection and preparation of a Bridge Rehabilitation Study.

I-678, Nassau Expressway Section B Stages III & V, Queens, New York (Project Engineer)

Supervised the production of final plans for three structures, which included special detailing and construction

Eric Hilliard ^{PI}

Associate

procedures, such as form liners, used to enhance the visual impact of the bridges.

I-291 Reconstruction, Windsor-South Windsor, Connecticut (Project Manager - Structures)

Responsible for the reconstruction, widening and extension of a four-lane interstate, including Maintenance and Protection of Traffic over the Connecticut River via 2,500' temporary trestle. Supervised preliminary and final design for four bridges, including the Bissell Bridge over the Connecticut River.

County Route 403 Over Wolf Fly Creek, Westerlo, New York (Project Manager)

Responsible for superstructure replacement and substructure rehabilitation of a single span steel stringer bridge with approach roadway reconstruction, which included maintenance and protection of traffic by detour.

County Route 406 Over Basic Creek, Westerlo, New York (Project Manager)

Responsible for superstructure replacement and substructure rehabilitation of a single span steel stringer bridge with approach reconstruction, which included maintenance and protection of traffic by detour.

County Route 353 Over Ten-Mile Creek (Project Manager)

Responsible for superstructure replacement and substructure rehabilitation of a two span steel bridge with a single span bridge at the center of a historic hamlet. Maintenance and protection of traffic by staged construction: single lane, alternating flow. Design included 250' of approach roadway reconstruction and special aesthetic treatments.

Route 58 Over Black Lake (South Channel Bridge, North Channel Bridge), Macomb-Morristown, New York (Project Manager)

Responsible for the replacement of two single span bridges (South Channel Bridge, North Channel Bridge) with 1-mile of approach roadway and causeway realignment and reconstruction. Highway realignment included the design speed upgrade and widening of rock ditch profiles. Causeway reconstruction included widening by up to 13', and the construction of three 11' x 8' corrugated steel plate

arch culverts as mitigation to local sport fishermen and environmental groups. Maintenance and Protection of Traffic by staged construction: single lane, alternating flow.

Biennial Inspection, Region 1 (D015349), Various, New York (Project Manager)

Responsible for all coordination, client contract, budgets and schedules. Served as Team Leader performing biennial inspections on over 150 bridges, including the Patroon Island Bridge.

I-90 Berkshire Spur Mainline Over Albany Turnpike, (MP 813.62 and 813.63), Columbia County, New York (Project Engineer)

Assisted New York State Thruway Authority in-house design unit as Design Squad Leader at Thruway headquarters for the replacement of three-span, twin steel structures with single span, steel plate girder bridges, which included the preparation of Preliminary Studies through Final Plans.

J. Verne Smith Parkway - Phase I, City of Greer, Spartanburg County, South Carolina (Project Manager/Engineer of Record)

Directly supervised all design work and production of final bid documents for six bridges within a new four-lane, 6-kilometer, limited access highway.

Greenville Southern Connector, Greenville/Anderson County, South Carolina (Project Manager/Engineer of Record)

Directly supervised all design work and production of final construction documents for nine bridges and four large box culverts within a privately financed (design build consortium) 15 mile, four lane, limited access toll highway.

Design Services (Four Bridges), Saratoga County, New York (Project Manager/Structural Engineer)

Responsible for the Construction Administration Phase of this rehabilitation/reconstruction of four bridges in Saratoga County - Sleezer Road over Hans Creek, Allen Road over Kayaderosseras Creek, Devils Lane over Mourning Kill and Potter Hollow Road over Alder Creek.

* denotes projects completed with other firms

Eric Hilliard PE

Associate

Palisades Trailway, Rockland County, New York (Project Manager - Structures)

Responsible for the planning and development of EPP and design approval documents for a 26-mile, mixed-use Trailway from the New York/New Jersey State line to Bear Mountain State Park. Over 50 separate structure sites were studied.

Biennial Inspection: FY94, Group D (26 Bridges), Various, New Jersey (Structural Engineer)

Responsible for Level 1 load rating and fatigue analysis for four fracture critical bridges using Staad3 and Bar7 structural analysis programs.

Biennial Inspection, 187 Mainline, 195 New England Thruway & 190 Berkshire Spur (D211947), Mid-Hudson & Albany Divisions, New York (Team Leader)

Responsible for Biennial Inspection on numerous bridges, including the Tappan Zee Bridge, New England Viaduct, Normans Kill Bridge and the Byram River Bridge.

Biennial Inspection: FY95, Group D (37 Bridges), Various, New Jersey (Structural Engineer)

Prepared Level 1 load rating and fatigue analysis for one fracture critical bridge using Staad3 finite element software.

Biennial Inspection, Manhattan Approach to the Lincoln Tunnel including Galvin Plaza & Galvin Ave over Amtrak & the 1495 Over Penn Station Yard Bridge (Team Leader)

Fracture critical members on the structures included main steel girders and steel pier caps. . . Performed Biennial Inspection (#405-95-15), specialized tack weld inspection and supervised concrete haunch repairs (by SEMAC, P. A. Maintenance).

Biennial Inspection, 190 Mainline & 190 Niagara Spur (D212182), Syracuse & Buffalo Divisions, New York (Quality Control Engineer/Team Leader)

Responsible for Inspection Report Quality Control for three field teams. Team Leader: Performed Biennial Inspection on numerous bridges including the North and South Grand Island Bridges. Implemented Free and Aid Climbing access program using rock-climbing equipment to avoid lane closures and costly access equipment rental costs.

Biennial Inspection, Region 1 (D008816), Various, New York (Load Rating Engineer/Quality Control Engineer/Team Leader)

Performed Level 1 load rating screening and coordinated all Level 1 Load Rating work. Performed Quality Control Reviews on numerous reports including the Patroon Island Bridge. Performed Biennial Inspection on over 30 bridges.

Substructure Rehabilitation: Kingston Rhinecliff Bridge, Inspection and rehabilitation design for the substructure of the Kingston-Rhinecliff Bridge (BA-98-RE-107-DE), Kingston & Rhinecliff, New York (Lead Climber)

Included in the effort were 30 massive, twin column piers varying in height from 30' to 200'. Piers were visually inspected and hammer sounded at select locations. All access was by free and aid climbing using rock climbing gear and techniques. Lead Climber: Coordinated and implemented aid climbing (roped access) inspection effort.

Kingston Rhinecliff Bridge, Inspection & Rehabilitation design for the substructure of the Kingston-Rhinecliff Bridge (BA-2006-RE-102-DE/DS), Kingston and Rhinecliff, New York (Structural Engineer)

Responsible for this substructure rehabilitation, which included 30 massive, twin column piers varying in height from 30' to 200'. Piers were visually inspected and hammer sounded at select locations. All access was by free and aid climbing using rock climbing gear and techniques. Coordinated and implemented aid climbing (roped access) inspection effort.

Biennial Inspection, Remsen to Lake Placid Railroad, Remsen and Lake Placid, New York (Project Engineer)

Responsible for inaugural NBIS Safety Inspection of two railway structures carrying the Adirondack Scenic Railway over the Chubb River and Chubb Pond outlet.

Biennial Inspection, 187 Northway over Mohawk River & Barge Canal, Towns of Halfmoon & Colonie, New York (Team Leader)

Responsible for the inspection of the Thaddeus Kosciuszko Twin Bridges. The north and south-bound suspended arch bridges were inspected with access via 120' manlift and

Eric Hilliard PE

Associate

climbing. Inspected arches, suspender cables from roadway level up including upper cable sockets and steel arches.

Overhead Sign Structure Inspection on I787, I87, Alternate Route 7, South Mall Expressway & Route 378, Albany County, New York (Structural Engineer)

Responsible for first of its kind, inaugural NBIS Safety Inspection of overhead sign gantries, which included specialized free climbing access used over live traffic to reduce lane closures on congested highways.

Biennial Inspection, Region 8 – Various Bridges, Various, New York (Team Leader)

Responsible for NBIS Safety Inspection on numerous bridges for New York State Department of Transportation, Region 8..

Biennial Inspection, I87 Mainline, I95 New England Thruway & I90 Berkshire Spur (D212726), Mid-Hudson and Albany Divisions, New York (Team Leader)

Contract highlights include the inspection of numerous overhead sign structures, and the first inspection season completed via laptop computer and digital images via the BIMS program. Performed biennial inspection on numerous bridges, including the Tappan Zee Bridge and Castleton Bridge. Performed climbing inspection on Catskill, Kautlerskill and Normanskill Bridges.

Putnam County Bikeway III, Carmel to Brewster, New York (Project Manager - Structures)

Responsible for 4-miles of independent bikeway on an abandoned railroad Right-of-Way, including the design of five grade separation structures (3 new construction and 2 rehabilitation) and numerous retaining walls. Administered by the County Department of Highways and Facilities as a locally administered Federal-Aid project with New York State Department of Transportation.

Replacement of CR 41 over Jan DeBakkers Kill and CR 20 over Thorp Creek, Greene County, New York (Project Manager)

Responsible for the design and preparation of bid documents and specifications for the replacement of CR 41 over Jan DeBakkers Kill and CR 20 over Thorp Creek. Both single-span bridges carried two-lane roads over water courses. Initial work included topographic survey and site evaluation,

followed by bridge inspection and an analysis of existing conditions and problems. Recommended viable options to address structural issues and prepared preliminary plans, a construction estimate and final plans. Recommended structure types included three sided arch precast units and prestressed concrete slab units on conventional abutments. The firm finally prepared bid documents, assisted with bid evaluation and provided inspection.

Bush Road Bridge Rehabilitation, Greene County, New York (Project Manager)

Responsible for design and preparation of construction documents for the replacement of Bush Road Bridge in Greene County. Existing abutments were modified with new bridge seats to accept a new Acrow panel superstructure provided by New York State Department of Transportation. In addition, approach roadways were reconstructed with a new profile, new pavement, gabion retaining walls, drainage facilities and a new guide rail. Work included topography survey and construction layout, analysis of existing conditions, preparation of construction plans, specifications and estimates. Construction support work included field changes, evaluation of alternate materials and construction operating observation.

Community Institutional

Field Investigation Unit, New York State Police, Troops B, D and E, Ray Brook, Oneida and Middletown, New York (Structural Manager)

Responsible for the design of a new Field Investigation Unit (FIU), which will contain offices for the State Police investigators and large areas for the safe storage of evidence. Ancillary buildings on the site included an evidence storage facility and a maintenance vehicle storage building. Supervised the preparation of construction documents for six separate building and performed final QA/QC reviews.

Moriah Correctional Facility, Mineville, New York (Project Manager)

Responsible for the design, detailing and preparation of full construction documents for replacement of metal stairs and associated appurtenances with four stair towers at the facility.

Eric Hilliard PE

Associate

Coxsackie Correctional Facility, Coxsackie, New York (Project Manager)

Responsible for the design, detailing and preparation of full construction documents for the inspection, and repair of prison yard access stairway. Construction support services including bid analysis and shop drawing review were also provided.

Greene County Emergency Services 7-Bay Garage and Fire Tower, Cairo, New York (Project Manager)

Responsible for a 4,000-ft² emergency apparatus garage and a three story fire training tower, with specific services including site topographic survey, architectural and structural design of the two buildings, civil design for the two sites and the preparation of construction bid documents including final plans, specifications and estimates. Construction phase services included bid analysis, shop drawing review and construction contract administration.

Rockland County – Emergency 911 Radio Dispatch Center, Pomona, New York (Project Manager)

Responsible for managing design and preparation of construction documents for upgrade of existing two-story Rockland County Fire Training Center and one-story, 13,500-ft² Emergency 911 Radio Dispatch Center addition. Includes construction of masonry bearing walls and steel frame elements and foundation design for high ground water table soils, existing foundation underpinning, seismic evaluation and computer simulation, with additional tasks including shop drawing review and acceptance, as well as construction support services.

Hope House, Inc., Albany, New York (Project Manager)

Responsible for managing the design and preparation of construction documents for the renovation and expansion of the existing Hope House, Inc., a 16,000-ft², 19th century, four-story masonry bearing wall structure, which serves as an intervention and treatment center for substance abuse. Included in the renovations to the original building constructed in 1850, is a new elevator and stair relocation, as well as, a two story masonry addition. Design included the full structural investigation of existing conditions with additional tasks including bid analysis, as well as shop drawing review and acceptance.

Monroe Volunteer Ambulance Building, Monroe, New York (Project Engineer)

Responsible for structural services for a new 9,000-ft², 2.5-story volunteer ambulance building on a one-acre parcel for the Monroe Volunteer Ambulance Corps. Work included the preparation of SEQRA documentation, site plan approval, preliminary and final design plans, and construction administration. The program included 3 garage bays, multi-use space, and first and second floor office space.

Corporate / Office

Centennial Hall, Albany, New York (Structural Project Manager/Engineer of Record)

Responsible for the design and preparation of construction documents for the renovation and expansion of historic Centennial Hall, a five-story steel frame structure with adjacent four-story row house at the corner of Lodge and Pine Streets in the city of Albany. The design included an investigation of the existing steel frame and concrete floor system, originally constructed in 1898, and determination of areas requiring structural modifications and repair. Design also involved a five-story addition and stair tower at the rear of the structure on pile foundations with limited site accessibility. Design of the addition included both the steel superstructure and the foundation system. Additional tasks include shop drawing review and construction support.

Latham Auto Park: Saturn, Used Car and Quick Lube, Latham, New York (Lead Structural Engineer)

Supervised overall design effort and performed QA/QC reviews for a large Automotive Dealership Auto Park in Upstate New York consisting of six dealerships total, with Stantec responsible for three; a new 23,000-ft² Saturn Dealership, a new 9,000-ft² Prototype Used Car Dealer and a "Quick-Lube/Car Wash" facility. All buildings utilized masonry bearing walls and steel bar joist superstructures.

Saturn of the Adirondacks, Queensbury, New York (Lead Structural Engineer)

Supervised overall design effort and performed QA/QC reviews for the design of a new Saturn dealership in the North Country, which was an existing pre-engineered building modified for new loadings based upon analyses completed using finite element software. No existing drawings were available so field measurements were taken

Eric Hilliard PE

Associate

and steel samples removed for testing. Details and designs of Saturn Corporate Standard tubular canopies were also completed.

Roche Building, 36 South Pearl Street, Albany, New York (Project Engineer)

Performed structural inspection, prepared investigative report, including recommended repairs for the failure of the metal façade. Also, performed construction inspection during masonry, roof rafter and metal facade reconstruction.

Education

State University of New York at Albany – Campus Signage, Albany, New York (Project Manager)

Responsible for new signage and wayfinding system being implemented at uptown and downtown campuses for the University at Albany. Specific tasks include the design and detail review of sign foundations and structural support mechanisms and inspection of sign foundation and structural member construction and final sign erection. Over 10 separate sign types were designed/reviewed. In total, over 35 separate sign installations were completed.

Northeast Bronx Educational Park, Coop City, New York

Reconstruction of a 15,000-ft² pedestrian roof terrace, connecting five public schools, including interior damage. Coordinated all inspection and testing tasks, prepared Reconstruction Report with alternates and cost estimates.

Facilities Engineering

Great Meadow Correctional Facility, Comstock, New York (Project Manager/Engineer of Record)

Responsible for the design and preparation of construction documents for the replacement of concrete bleachers in the prison recreation yard. The existing bleachers were heavily deteriorated, and needed to be replaced. The replacement bleachers were designed to be similar to the original bleachers, while complying with all applicable building codes. The new design included seating for 250 inmates and included stairs and railings. Additional tasks included preparation of a construction estimate, shop drawing review, and construction support.

Geographic Information Systems (GIS)

General Engineering Consultation – Town of New Scotland, New Scotland, New York (Project Engineer)

Responsible for general engineering consulting tasks including implementation of bridge repairs and town wide GIS system consisting of Public Domain base layers (orthophotography, planimetric and topographic), parcel mopping tied to real property databases, water resources including water districts and water supply infrastructure, Land use and official Zoning Maps.

Shaker Museum and Library, Chatham, Columbia County, New York (Project Manager)

Responsible for an access road study into a historically unique Shaker Village site in Columbia County. Utilized Arcview software and Public Domain orthophotography and base layer data sets together with filed GPS data. GPS systems were used for terrain modeling and access road estimates.

Reservoir Connector Study, Towns of Guilderland and New Scotland, New York (Project Engineer)

Responsible for conceptual study identifying potential routes for the connection of reservoirs in the Towns of Guilderland and New Scotland for the Town of Bethlehem. Implemented terrain modeling techniques and surface generation using Arcview and USGS DEM data. Identified effected parcels with GIS Based Parcel Mapping and Real Property databases.

Geotechnical Engineering

Field Investigation Unit Building & Headquarters Building Addition [Troop F], Middletown, New York (Structural Project Manager/Engineer of Record)

Responsible for the preparation of a geotechnical report for the design of a 12,500 sf Field Investigation Unit (FIU) building and a 3,800 sf addition to the Headquarters building. The project included field observation of the subsurface investigation and soil borings, selection of appropriate lab tests for the soil samples and interpretation of the lab results, and preparation of a full geotechnical report with foundation recommendations.

Field Investigation Unit Building & Headquarters Building Addition [Troop D], Oneida, New York (Structural Project Manager/Engineer of Record)

* denotes projects completed with other firms

Eric Hilliard PE

Associate

Responsible for the preparation of a geotechnical report for the design of a 12,500 sf Field Investigation Unit (FIU) building and a 3,800 sf addition to the Headquarters building. The project included field observation of the subsurface investigation and soil borings, selection of appropriate lab tests for the soil samples and interpretation of the lab results, and preparation of a full geotechnical report with foundation recommendations.

Multi-Unit / Family Residential

Powers Park Condominiums, Lansingburgh, New York (Project Engineer)

Responsible for new site amenities for the redevelopment of an old factory. This four-story turn-of-the-century brick and timber frame industrial building was transformed into a beautiful new residential property consisting of 18 loft style condominiums.

17 Pasture Gate Road, Delmar, New York (Project Engineer)

Responsible for structural inspection, prepared investigative report including recommended repairs for a roof rafter failure at a private residence.

18 Crimson Court, Castleton, New York (Project Engineer)

Supervised the inspection, report preparation and repair recommendations for concerns raised by the local building enforcement officer for various wood framing issues on a large single family residence.

Habitat for Humanity, Hartford, Connecticut (Engineer of Record)

Responsible for two, 2-story wood frame duplex buildings. Supervised design squad and performed QA/QC reviews.

Castleton State College Dormitories, Castleton, Vermont (Project Manager - Structures)

Responsible for the design and construction of three student housing buildings, with responsibilities including the supervision of all structural design work and construction inspection/support, including shop drawings and site visits. The contract is a design/build partnership with Russell Construction.

Operations and Maintenance

NYSDOT Maintenance Facilities, Highland, Millwood, Springfield, Depew, Java, Varysburg, Wellsville & Palinvew, New York (Project Manager)

Supervised the preparation of construction documents for pre-engineered metal building maintenance garage facilities with attached office additions. Responsible for the supervision of the design and detailing and preparation of full construction documents for pre-engineered metal buildings to serve as a Department of Transportation maintenance facility.

Malone Truck Garage, Malone, New York (Project Manager)

Responsible for the design, detailing and preparation of full construction documents for the expansion of an existing metal frame Department of Transportation truck garage. The new 1,800-ft² addition included 20-ft extensions to 5 truck bays, which greatly improved vehicular storage and maintenance at the site.

Nine Pre-Engineered Buildings, Binghamton and Region 9, New York (Project Manager/Lead Designer)

Responsible for the design and detailing and preparation of full construction documents for pre-engineered metal buildings at nine separate sites to be used as storage areas.

Parks, Open Spaces & Cemeteries

Prospect Park, Brooklyn, New York (Structural Project Manager/Engineer of Record)

Responsible for the design and preparation of construction documents for the construction of several different retaining walls along the lakeshore of a man-made lake in the center of Prospect Park. The project focused on reconstructing the existing lakeshore to match its original design. Project responsibilities included the design of three retaining walls along more than 500ft. of the shoreline to retain the lake. The project also included the design of two seat walls with cantilevered benches to provide seating along the lakeshore for park visitors. Additional tasks included shop drawing review and construction support.

Project / Special Inspection

Eric Hilliard PE

Associate

Special Inspection, Condition Inspection of Spillway and Power Station (PIN 7143.12.121), Gouverneur, New York (Lead Climber)

Responsible for a complete and in-depth inspection of hydroelectric power station for NYSDOT, which involved specialized access by rock climbing techniques (aid climbing). Coordinated and implemented aid climbing (roped access) inspection effort for the power house inspection, directed an inspection team of four engineers and prepared a Final Condition Report.

Blue Spruce Nursery, Clifton Park, New York (Special Inspection Coordinator)

Responsible for cast in place concrete walls and slabs, masonry bearing walls and pre-engineered metal frame.

Roadways

Route 385 Reconstruction, Catskill, New York (Structural Engineer)

Responsible for the reconstruction of 0.6-miles of city street, including the construction of a 360-foot retaining wall.

Route 22 Over Saranac River (South Catherine Street Bridge), Plattsburgh, New York (Project Manager)

Responsible for the replacement of 340' filled arch bridge (South Catherine Street Bridge) with a two span steel girder bridge, including 2,500' of approach and street reconstruction. Approach and street reconstruction included widening, intersection realignment, storm sewer reconstruction, and utility involvement. Maintenance and protection of traffic via 300' temporary structure. Included in preliminary design work was preparation of Design Report/Environmental Assessment with EDPL Hearing.

Streetscapes

East Main Street Streetscape Improvements, Village of Catskill, Greene County, New York (Project Manager)

This Catskill Streetscape Enhancement Project included the replacement of nearly 3,000-LF of sidewalk and new lighting along East Main Street. The project also included the construction of 1,100-meters² of off-street parking and the addition of a small pocket park above the Catskill Creek. Coordinated with utility companies to replace existing utility poles and Cobra Head light fixtures adding new poles

decorative lights at a minimal additional cost to the project budget and the Village of Catskill. This project greatly enhanced the pedestrian connection to the Dutchmen's Landing Point, which is an active park on the Hudson River with downtown Catskill.

Transit

150th Street Rapid Transit Station, Cleveland, Ohio (Structural Project Manager)

Responsible for the design and preparation of construction documents for the structural frame of the new 150th Street station structures for the Greater Cleveland Regional Transit Authority (RTA). The project consisted of the replacement of the existing below grade station elements with three new tower structures, interconnected with above-rail pedestrian walkways. Project responsibilities included steel frame design and development for three separate towers using the RISA software package. Stringent tower differential drift and deflection requirements were achieved, as well as detailed coordination with foundation and existing platform geometrical design constraints. Additional tasks included shop drawing review and acceptance and construction support services.

Transit Terminals and Stations

Capital District Transportation Authority (CDTA) – Rensselaer Rail Station Passarelle, Rensselaer, New York (Project Engineer)

Pedestrian walkway/access and platforms from CDTA Rail Station to Amtrak railroad tracks, requiring close coordination of 3 prime consultants and 2 subconsultants. Coordinated shop drawing reviews and value engineering proposals for all trades.

South Ferry Station, New York, New York (Quality Assurance/Quality Control [QA/QC])

Responsible for the Quality Control Reviews of the new South Ferry Station on the IRT 1/9 line in lower Manhattan, which consists of replacement of the existing South Ferry Station with associated new tunnel sections fan plant structures and tie-ins to existing structures. Responsibilities include design and detailing of structural box for the new fan plant chamber and running tunnel segments.

Eric Hilliard ^{PL}

Associate

**LIRR Atlantic Terminal Station, Brooklyn, New York
(Quality Assurance/Quality Control [QA/QC])**

Responsible for the design and detailing of structural components for LIRR Atlantic Avenue Terminal Station, Entry Pavilion, which included construction of a five-story steel frame terminal building with new concourse and mezzanine areas, ticket offices and employee facilities. The new building includes a glass curtain wall and glass roof system, suspended free-form artwork at the mezzanine level and new access to LIRR, IRT and BMT train stations.



Mr. Linder has a diverse experience in project management and civil engineering. Since May of 1998, his primary responsibilities have included the design, inspection, evaluation, and rehabilitation of highway and railroad bridges; secondary responsibilities have included all aspects of roadway design, hydrologic and hydraulic analyses, and performing environmental studies.

Mr. Linder has been involved with the engineering design and/or inspection of 52 bridges, including highway, railway, and pedestrian bridges. He has designed bridge structures for large, governmental clients, as well as smaller governmental units and private sector organizations. Several of these projects have been "high profile" projects, allowing Mr. Linder the experience of working under intense public scrutiny. In addition to bridge design, Mr. Linder has been involved with nearly 30 miles of roadway design, floodplain evaluation projects, streambank protection projects, site development projects, and environmental projects.

EDUCATION

B.S., Civil Engineering, West Virginia University,
Morgantown, WV, 1998

B.S., Biology, Fairmont State College, Fairmont, WV,
1993

Natural Stream Design Level I, II, III, and IV Certified,
West Virginia Division of Highways

REGISTRATIONS

Professional Engineer #15629, State of West Virginia

Professional Engineer #24326, Commonwealth of
Kentucky

Professional Engineer #PE074078, Commonwealth of
Pennsylvania

PROJECT EXPERIENCE

Bridges

US Route 35, Mason County, WV
(Project Manager)

Project manager responsible for oversight, design, and plan preparation for structures carrying US Route 35 over Threemile Creek and Twomile Creek near Point Pleasant, WV. The Threemile Creek bridge consists of 414.5' dual plate girder structures that are both 44.5' wide. The bridge substructure consists of integral abutments and cap and column piers supported on pile foundations. The Twomile Creek bridge consists of 106.75' dual plate girder structures that are both 44.5' wide. The bridge substructure consists of integral abutments.

**Mile Branch Truss Bridge, McDowell County, WV
(Project Manager)**

Project manager responsible for oversight, design, and plan preparation for the 180-foot, 22-foot wide steel bridge crossing the Dry Fork River. The bridge substructure consists of integral abutments and T-Type piers supported on caisson foundations. The project also involved 370' of new two-lane roadway design.

**Upper Tract Bridge, Pocahontas County, WV
(Project Manager)** *Responsible for oversight, design, and plan preparation for the 346-foot long, 30-foot wide curved steel bridge crossing the South Branch of the Potomac River. The bridge substructure consists of integral abutments and T-Type piers supported on caisson foundations. The project also involved 740' of new two-lane roadway design.*

Gregory Linder PE

Project Manager

Mon/Fayette Expressway, S.R. 0043, Section 52G, Washington County, PA* (Staff Engineer)

Staff Engineer responsible for final design for dual, nine-span continuous, steel multi-girder bridges with overall lengths of 2,300 feet and 2,500 feet respectively, having maximum spans of 300 feet. Pier-substructure units are single-shaft, cast-in-place concrete with a maximum height of 230 feet. The structures span Mingo Creek, Froman Creek, S.R. 0088, and the Wheeling & Lake Erie Railroad.

Allegheny County Bridge Inspection Program, Allegheny County, PA* (Staff Engineer)

Staff Engineer responsible for conducting National Bridge Inspection Standards (NBIS) inspections and load ratings for approximately 20 bridges comprised of a variety of structural forms and materials, including steel, concrete, and wooden elements.

Cranberry Interchange, Butler County, PA* (Staff Engineer)

Staff Engineer responsible for the preliminary and final design of five bridges positioned within the interchange. Bridge design included load and resistance factor design (LRFD) analysis of four structures, as well as finite element analysis of a sharply skewed and horizontally curved steel superstructure. [PO 14]

- Freeport Road (S.R. 4054 over I-79) – Final design included a finite element analysis of the horizontally curved steel superstructure.
- Connector over I-79 – Preliminary design included LRFD analysis of prestressed concrete and steel superstructure alternatives.
- Connector over the Pennsylvania Turnpike - Preliminary design included LRFD analysis of prestressed concrete and steel superstructure alternatives.

- Connector over S.R. 0019 - Preliminary design included LRFD analysis of prestressed concrete and steel superstructure alternatives.

- S.R. 0228 over I-79 - Preliminary design included LRFD analysis of prestressed concrete and steel superstructure alternatives.

Regional Transit Authority* (Inspection Team Leader)

Inspection Team Leader responsible for the in-depth inspection of three railroad bridges and three culverts. Two of the bridges were twin, rolled-beam structures; and the other bridge was a twin, built-up girder structure. Two of the culverts consisted of 96" corrugated metal pipes and the other culvert was a 371' twin box culvert.

S.R. 0056 over Stony Creek, Cambria County, PA* (Staff Engineer)

Staff Engineer responsible for redesign of the superstructure replacement for a 406', four-span steel girder bridge. Responsibilities included design of a horizontally curved steel superstructure using finite element analysis. Tasks included the design of primary and secondary steel members and redesign of the deck. The design consisted of four simple spans to prevent increasing the forces in the existing substructure.

S.R. 0309 over Church Road, Montgomery County, PA* (Staff Engineer)

Staff Engineer responsible for final design for the structure rehabilitation. The rehabilitation of the sharply skewed welded steel structure involved the replacement of the deck, primary and secondary superstructure elements, and the bearings.

Star City Bridges (WV Route 7) Over the Monongahela River, Monongalia County, WV*

Gregory Linder PE
Project Manager

Assistant Investigator responsible for preparing a confidential report outlining the conditions that led to a visibly out-of-plane distortion in the steel girder system at the completion of erection. [P128]
S.R. 0022 over Stony Run, Westmoreland County, PA, Pennsylvania Department of Transportation, District 12-0. [2002] [Job No. 39698] Staff Engineer responsible for the preliminary alternative design, Type Size, and Location preparation, and cost estimate preparation for the replacement of S.R. 0022 over Stony Run.

Bridge Design Group H, Allegheny County, PA* (Staff Engineer)

Staff Engineer responsible for the replacement of Girty's Run Bridge No. 16 (G116), Thompson Run Bridge No. 2 (TN02), Thompson Run Bridge No. 3 (TN03), and Thompson Run Bridge No. 4 (TN04). Responsibilities included structural inspection, evaluation, and preparation of the inspection report for each bridge. Type, Size, and Location Reports were also prepared for each bridge.

PA Route 28, Galleria Mall Interchange, Allegheny County, PA* (Staff Engineer)

Staff Engineer responsible for preliminary and final design of a 274' chorded prestressed I-beam bridge as part of the new interchange on S.R. 28 (also known as the Allegheny Valley Expressway). The superstructure consists of 96" deep I-beams. The interchange serves a privately developed regional mall along a rural portion of the highway approximately 1.1 miles northeast of the Harwick Interchange. The project was fast-tracked for the developer with coordination with PENNDOT.

S.R. 0022 over Stony Run, Westmoreland County, PA* (Staff Engineer)

Staff Engineer responsible for the preliminary alternative design, Type Size, and Location preparation, and cost estimate preparation for the replacement of S.R. 0022 over Stony Run.

Sharon Heights Connector, Span Arrangement Study, Mingo County, WV* (Project Manager)

Project Manager responsible for preparing the Span Arrangement Report for the proposed structure crossing Horsepen Creek and the proposed widening of an existing structure carrying U.S. Route 52 over Browning Fork. The Sharon Heights Connector is a two-mile, two-lane highway that will connect U.S. Route 52 (near Sharon Heights) to the King Coal Highway. Alternatives studied include the following:

- Spread prestressed concrete box beams
- Prestressed concrete I-beams
- Steel rolled beams
- Three-cell box culvert

Bridge Design Group B, Allegheny County, PA* (Project Engineer)

Project Engineer responsible for the replacement of Scotia Hollow Bridge No. 1 (XC01) and Licks Run Bridge No. 9 (LC09) and the rehabilitation or replacement of Catfish Run Bridge No. 3 (CT03). The project included structural inspection for each bridge and preparation of the inspection reports. After evaluation, it was determined XC01 and LC09 would need replaced. CT03 would need rehabilitated. Plans and construction sequences for emergency repairs were developed for XC01 and LC09. Subsequent to the structural inspection and emergency repairs, preliminary design was performed for the replacement of XC01 and LC09, and the rehabilitation of CT03. Responsibilities included the preparation of Erosion and Sediment Control Plans, and Hydrologic and Hydraulic Reports for each structure, and preliminary design.

NJ Route 18 Extension, Section 2F, New Brunswick, NJ* (Project Engineer)

Project Engineer responsible for Quality Assurance/Quality Control for the final design

Gregory Linder PE

Project Manager

calculations for two pedestrian bridges. The first bridge is the Carpender Road Pedestrian Bridge over NJ Route 18. The bridge is a 156' prefabricated truss structure. Responsibilities included reviewing the substructure and foundation design calculations. The second bridge is the Richmond Street Pedestrian Bridge over NJ Route 18. The bridge is a 200' prefabricated truss structure with 145' elevated approach ramps. The approach ramps consist of prestressed concrete plank beam structures. Responsibilities included reviewing the substructure and foundation design calculations for the main span and reviewing the superstructure and substructure design calculations for the approach spans.

NJ Route 18 Extension, Section 2F, New Brunswick, NJ* (Project Engineer)

Project Engineer responsible for Quality Assurance/Quality Control for the final design calculations for two pedestrian bridges. The first bridge is the Carpender Road Pedestrian Bridge over NJ Route 18. The bridge is a 156' prefabricated truss structure. Responsibilities included reviewing the substructure and foundation design calculations. The second bridge is the Richmond Street Pedestrian Bridge over NJ Route 18. The bridge is a 200' prefabricated truss structure with 145' elevated approach ramps. The approach ramps consist of prestressed concrete plank beam structures. Responsibilities included reviewing the substructure and foundation design calculations for the main span and reviewing the superstructure and substructure design calculations for the approach spans.

North Shore Connector, Aerial Structure, Allegheny County, PA* (Project Engineer)

Project Engineer responsible for final design of a 16-span light-rail elevated structure. The structure will connect Pittsburgh's light rail system to the North Shore area of the city, including Heinz Field and PNC Park.

The superstructure design consists of finite element analysis of curved steel box girders.

S.R. 836 Extension From NW 107th Avenue to NW 137th Avenue, Miami-Dade County, FL* (Project Engineer)

Project Engineer for the S.R. 836 Extension design/build project, which consists of a new four-lane facility extending westward from the Homestead Extension of the Florida Turnpike (HEFT) to NW 137th Avenue and improvements to the existing S.R. 836 main line and ramps to the east of the S.R. 836/NW 107th Avenue interchange. The project includes the construction of new and reconstructed roadways, ten new bridges, retaining walls, and noise abatement walls. Responsibilities included preliminary design for Bridge No. 2 and Bridge No. 3. Bridge No. 2 is a 724.5' curved steel box girder structure. Bridge No. 3 is a 645' curved steel box girder structure. Tasks included design of the primary and secondary superstructure elements and providing steel quantities to the contractor for the bid package.

Rail Rehabilitation Project, Akron and Canton, OH*

Inspection Team Leader responsible for the in-depth inspection of three railroad bridges and three culverts. Two of the bridges were twin, rolled-beam structures; and the other bridge was a twin, built-up girder structure. Two of the culverts consisted of 96" corrugated metal pipes and the other culvert was a 371' twin box culvert.

Headsville Bridge Replacement, Mineral County, WV* (Project Manager)

Project Manager responsible for preparing the Bridge Replacement Study for six alternatives replacing the existing steel thru-truss. The project consisted of developing six new alignments with various span arrangements. In addition, hydraulic analyses were performed for all alignments and span arrangements.

Gregory Linder PE

Project Manager

Roadways

U.S. Route 35, Mason County, WV (Project Manager)

Project Manager responsible for oversight, design, and plan preparation for the 1.85 mile section of four-lane divided highway. The section of highway also includes dual 414.5' bridges over Three Mile Creek and dual 106.75' bridges over Two Mile Creek. In addition, the project includes 0.62 miles of side road relocation, a reinforced concrete box culvert carrying an access road over Twomile Creek, waterline relocation plans, and natural stream design.

Appalachian Corridor H, Davis to Bismark, Tucker and Grant Counties, WV (Project Manager)

Project Manager responsible for oversight, design, and plan preparation for the 1.61 mile section of four-lane divided highway near Davis, WV.

Weatherford Industrial Access Road, Upshur County, WV (Project Manager)

Project Manager responsible for oversight, design, and plan preparation for the 0.56 mile industrial access road in Buckhannon, WV.

Greenland Gap Wind Project, Grant County, WV (Project Manager)

Project Manager responsible for oversight, design, and plan preparation for the civil engineering design for a 142 turbine wind power project. The project includes 22 miles of access road design, drainage system design, and an erosion and sediment control plan. In addition, the project included the relocation of Grassy Ridge Road (Grant County Route 42/1).

King Coal Highway, Mingo County, WV* (Staff Engineer)

Staff Engineer responsible for designing the roadway and drainage system for a 3.2-mile section of the 96-mile, four-lane divided highway.

U.S. Route 33 (Nelsonville Bypass), Hocking and Athens County, OH* (Staff Engineer)

Staff Engineer responsible for performing origin-and-destination surveys for S.R. 78 and U.S. Route 33 [eastbound and westbound]. [P022]

Floodplain Management

Spencer Hydraulic Study, Roane County, WV (Project Manager)

Project Manager responsible for oversight, design, and plan preparation for a floodplain improvement project in Spencer, WV. The project involves performing a hydraulic study to verify the benefit of constructing a bankfull bench for flood storage and developing construction plans and specifications for the bench.

Coalwood Floodplain Improvement, McDowell County, WV (Project Manager)

Project Manager responsible for oversight, design, and plan preparation for a floodplain improvement project in Coalwood, WV. The project involves floodplain excavation between the bankfull elevation and the toe of slope to improve storage capacity in the floodplain, thereby reducing property damage resulting from flood events.

Rachel Floodplain Improvement, Marion County, WV (Project Manager)

Project Manager responsible for oversight, design, and plan preparation for a floodplain improvement project in Rachel, WV. The project involves floodplain excavation between the bankfull elevation and the toe of slope to improve storage capacity in the floodplain, thereby reducing property damage resulting from flood events.

Krout Creek H&H Investigation, Wayne County, WV (Project Manager)

Project Manager responsible for oversight for the

Gregory Linder P.E.

Project Manager

hydrologic and hydraulic investigation to identify sources of flooding problems in the community of Spring Valley, WV. The study was performed in cooperation with the Army CORPS of Engineers to augment Phase II of their study. In addition, construction documents were developed for the floodplain excavation project.

Parsons First Baptist Church H&H Study, Tucker County, WV (Project Manager)

Project Manager responsible for oversight on the Hydrologic and Hydraulic Investigation of Shavers Fork to determine impacts to the base flood elevation as a result of the proposed expansion project.

Martin Oil Company H&H Study, Lewis County, WV (Project Manager)

Project Manager responsible for oversight on the Hydrologic and Hydraulic Investigation of a tributary of Hackers Creek to determine impacts to the base flood elevation as a result of the proposed site development. The project involved the construction of approximately five feet of embankment within the 100-year floodway.

Freemans Creek H&H Study, Lewis County, WV (Project Manager)

Project Manager responsible for oversight on the Hydrologic and Hydraulic Investigation of Freemans Creek which is a tributary of the West Fork River to determine impacts to the base flood elevation as a result of the construction of a proposed Livestock Arena at Jackson's Mill. The project involved the construction of approximately four feet of embankment within the 100-year floodway to elevate the structure one foot above the base flood elevation.

Site Development

Texas Roadhouse, Wood County, WV (Project Manager)

Project Manager responsible for oversight, design, and plan preparation for the site development of a proposed Texas Roadhouse and other commercial development in Parkersburg, WV. Services include parking layout, drainage design, traffic studies, and curb layout.

CGP Development, Barbour County, WV (Project Manager)

Project Manager responsible for oversight of the project team that designed and produced the site, stormwater management and erosion & sediment control plans for this 5-acre commercial development site in Philippi, WV. Proposed businesses are Shop-n-Save and General Dollar. The project also involved a hydrologic and hydraulic evaluation of Anglins Run to determine impact on the base flood elevation due to the proposed construction.

Talcott Elementary School Site Design, Talcott, WV

Responsible for oversight of the project team for the design and development of the site (including above- and below ground utilities, pedestrian walkways, access roads, fill slopes, lighting and signage, and landscaping design) and all site-related construction documents (specifications, drawings, NPDES permit) for the new Talcott Elementary School.

Buckhannon-Upshur High School Site Improvement and Drainage Project, Buckhannon, WV

Responsible for oversight of the project team that designed improvements to the existing football facility, including the installation of a multi-purpose synthetic turf at the football field and a stormwater detention / storage system underneath the football field. The project team responsibilities included the design and development of the contract specifications and drawings, the preparation of the NPDES permit, and the coordination of efforts between all parties involved due to the "fast-track" requirements of this project

Gregory Linder PE
Project Manager

(design to construction to completion in three (3) months).

Stream Restoration and Streambank Protection

Laurel Lake Sediment Removal Project, Mingo County, WV (Project Manager)

Project Manager responsible for oversight, design, and plan preparation for the sediment removal project. The project involves the removal of seven (7) feet of sediment in the upper portion of the lake to restore recreational benefit. The project also includes the design of a 0.25 mile access road along the lake and 0.5 miles of natural stream restoration to Laurel Creek upstream of the lake.

Parchment Valley Streambank Protection, Jackson County, WV (Project Manager)

Project Manager responsible for oversight, design, and plan preparation for a streambank protection project near Ripley, WV. The project involved geotechnical investigation and riprap revetment design.

Berger Slope Failure, Brooke County, WV

Project Manager responsible for oversight, design, and plan preparation for a streambank stabilization on Harmon Creek near Weirton. The project involved geotechnical investigation and a gabion wall design. The project was an emergency project since the streambank failure endangered the stability of a local residence along Harmon Creek.

Fisher Landslide Stabilization, Jackson County, WV (Project Manager)

Project Manager responsible for oversight, design, and plan preparation for a soldier pile retaining wall to stabilize a streambank failure on Mill Creek. The project was an emergency project since the streambank failure endangered the stability of a furniture store.

Cairo Streambank Protection, Ritchie County, WV (Project Manager)

Project Manager responsible for oversight, design, and plan preparation for a streambank protection project in Cairo, WV. The project involved structure stabilization to a commercial business and a riprap revetment design.

Barkers Creek Streambank Protection, Wyoming County, WV (Project Manager)

Project Manager responsible for oversight, design, and plan preparation for a streambank protection project in Bud, WV. The project involved structure stabilization to a local residence and a riprap revetment design.

Environmental

Glady Fork Mining Inc., Permit D-35-82, Upshur County, WV (Project Manager)

Project Manager responsible for oversight, design, and plan preparation for the design of an acid mine drainage treatment facility. The project involves the civil, structural, process, mechanical, and electrical engineering design of a remotely operated 2,000 gallon per minute treatment facility. The facility includes intake boreholes, flow control, mechanical aeration basins, variable speed flocculators, chemical injection buildings, settling basins, sludge thickeners, and sludge removal equipment. The project also includes design of two access roads with a bridge over the Right Fork of Stonecoal Creek.

Enterprise/I-79 Connector, U.S. Route 19 to I-79, Environmental Assessment, Marion County, WV*

Staff Engineer responsible for the coordination of environmental and engineering services associated with the preparation of the NEPA document. Environmental services included data collection, field reconnaissance, and assessment of the environmental features encountered within the project area. The environmental features were delineated using 200:1

Gregory Linder PE

Project Manager

scale mapping. Engineering services included the development and evaluation of three alternative alignments that were approximately three miles long using environmental features mapping and current WVDOT design criteria. The typical section included two 12-foot lanes and two 8-foot shoulders. Plans, profiles, and preliminary construction cost estimates were prepared for each alternative alignment. The environmental assessment will contain discussion of the impacts associated with each alternative and will identify the preferred alternative. A Finding of No Significant Impact is expected.

Southern Beltway, Allegheny and Washington Counties, PA*

Staff Engineer responsible for performing Short-Eared Owl observations as part of the mitigation for the transportation project.

Enterprise/I-79 Connector, U.S. Route 19 to I-79, Biological Assessment, Marion County, WV*

Staff Engineer responsible for the field reconnaissance, literature review, and preparation of a biological assessment of the Indiana Bat. The biological assessment evaluated the potential impacts of the proposed two-lane highway on available summer habitat in the project study area. The United States Fish and Wildlife Service is expected to issue a Biological Opinion.

Meldahls Undercut Site, Wood County, WV*

Staff Engineer responsible for providing environmental services for track rehabilitation. The existing embankment was to be removed and backfilled with engineered fill. The existing soil was sampled and tested for contaminants before disposal. Responsibilities included reviewing laboratory analyses of soil samples taken within the railroad right-of-way, documenting the findings, and providing recommendations in report format.

C&O Flats, Staunton, VA*

Staff Engineer responsible for providing environmental services for propane tank and railroad cross tie removal. Performed a site visit to verify that two propane tanks and a large stack of cross ties were located on CSXT property. Prepared a brief letter report discussing findings and provided recommendations for removal. Coordinated the removal with contractors and provided inspection to verify that the removal was in compliance with CSXT safety requirements.

Nelsonville Bat Survey, Athens County, OH*

Staff Engineer performing the field reconnaissance for possible Indiana bat hibernaculum within the alignment of the proposed four-lane expansion of U.S. Route 33.

North Fork Watershed Management Plan, Pendleton and Grant Counties, WV*

Staff Engineer responsible for various tasks associated with the watershed management plan such as the review of water resources, forest management, wetland documentation, sedimentation and erosion control, and flood prevention.

Environmental Assessment, Deegan Lake Dam Rehabilitation and Hinkle Lake Dam Breach, Bridgeport, WV*

Staff Engineer providing environmental services for the completion of the environmental clearance for the rehabilitation of Deegan Lake Dam and the breaching of Hinkle Lake Dam.

Mr. Littler has over 13 years of experience with responsibilities including such positions as Roadway Designer and Survey Project Manager. He has performed roadway design, site civil design, drainage computations, construction layout, earthwork volumes, topographical surveys, aerial control surveys, boundary surveys, WVDOH right of way plan development, courthouse research, deed work maps, survey plats, survey descriptions, earthwork volume computations, hydrology computations, WVDOH waste permits, plan preparation, subdivision plats, fine grade computations, and field crew management. He has been in professional charge of over 1000 boundary surveys ranging in size from small lot and partition surveys to large multi-tract 1000 acre surveys. He has performed ALTA/ASCM land title surveys all throughout West Virginia for various Banks and development companies.

EDUCATION

BS, Engineering Technology/Surveying, West Virginia Institute of Technology, Montgomery, WV, 1996

AS, Civil Engineering Technology, West Virginia Institute of Technology, Montgomery, WV, 1995

REGISTRATIONS

Certified Engineering Technician #1902, State of West Virginia

Professional Land Surveyor #2139, State of West Virginia

PROJECT EXPERIENCE

Airports & Aviation

Barnesville Airport, Barnesville, OH
Lead surveyor on the site surveying and topography for the design of a new access road and taxiway / apron rehabilitation.

Marshall County Airport, Moundsville, WV
Lead surveyor on the site surveying and topography for the rehabilitation of the airport apron. Performed boundary surveying and computations on portions of airport property lines for location of existing property monuments.

Woodsfield Airport, Woodsfield, OH
Lead surveyor on the site surveying and topography for the rehabilitation of the apron and taxiway.

Buckhannon Upshur Airport Authority, Buckhannon, WV*
Mr. Littler performed the construction layout to repair slits on both sides of the runway. Project consisted of excavation of slide material on both sides of the runway, and then the replacement of engineered fill to finish grade.

Bridges

Upper Tract Bridge, Pocahontas County, WV
Survey Project Manager in charge of surveying on this WVDOH project. Mr. Littler supervised the survey crew on elevations and topographic surveying of the site. He produced an original ground map and calculations brief for submittal to be used in the redesign of a replacement bridge over the South Branch of the Potomac River. Design consisted of a new 346 foot long, 30 foot wide curved steel bridge.

Mile Branch Truss Bridge, McDowell County, WV
Survey Project Manager in charge of surveying on this WVDOH project. Mr. Littler supervised the survey crew on elevations and topographic surveying of the site. He produced an original ground map and calculations brief for submittal to be used in the redesign of a replacement

Jason Littler PS

Professional Land Surveyor

bridge over Dry Fork River. Design consisted of a 180-foot by 22 foot wide steel bridge.

Varney Slab Bridge, Varney, WV
Project Manager In charge of surveying on this WVDOH project, Mr. Littler supervised the survey crew on elevations and topographic surveying of the site. He produced an original ground map and calculations brief for submittal to be used in the redesign of a replacement bridge over Oldfield Branch which ties into Pigeon Creek along US Route 52.

Dolls Run Slab Bridge, Core, WV
Served as survey project manager and supervised the survey crews performing elevation and topographic surveying of this proposed bridge replacement project over Dolls Run along West Virginia Route 7. Responsible for all day to day activities associated with the management of this project and the final submittal to the State of WV.

Headsville Bridge, Headsville, WV
Served as survey project manager and supervised the survey crews performing elevation and topographic surveying of this proposed bridge replacement project over Patterson Creek along West Virginia Secondary Route 16. Responsible for all day to day activities associated with the management of this project and the final submittal to the State of WV.

Granny Creek Bridge, Sutton, WV*
This project consisted of the replacement of the existing bridge over Granny Creek on State Route 4. Mr. Littler was responsible for all construction coordination, computations and construction layout on this project.

Buffalo Bridge, Buffalo, WV

The Buffalo Bridge was redesigned and will be constructed beside the site of the old bridge. Mr. Littler was involved in the redesign of the roadway approach to the new bridge. Also, as Survey Manager on this WVDOH project, Mr. Littler supervised the survey crew on elevations and topographic surveying of the site. He produced an original ground map to be used in the design of the bridge and access road.

Kittsonville Bridge, Weston, WV*
Survey crew chief in charge of the construction layout of the new bridge and entrances for McCoy Construction.

Jacksonburg Bridge, Jacksonburg Bridge, WV
Mr. Littler was project manager and supervised the survey crews performing elevation and topographic surveying of this proposed bridge replacement project. He was responsible for all day to day activities associated with the management of this project and the final submittal to the State of WV.

Land Development

Sun Mountain Resort, Mount Hope, WV*
This project consisted of the development of approximately 1,000 acres of land located on the west side of US Route 19, north of the exit to Mount Hope in Fayette County, WV. Preliminary plans for the Sun Mountain Resort included an amphitheater, hotel, Gary Player golf course, and a conference facility. Mr. Littler was responsible for all storm drainage and some of the civil design associated with the construction of the complex. The construction of this project was not completed.

Northeast Quad Development, Bridgeport, WV*
Mr. Littler was involved in performing all site design for the development of this proposed commercial site, such as producing a detailed

Jason Littler ES

Professional Land Surveyor

set of plans showing all site grading and drainage structures and performing all runoff calculations and sediment pond sizing. He also submitted a National Pollution Discharge Elimination System (NPDES) permit for approval.

Fairskies Development, Buckhannon, WV*
Mr. Littler performed a complete site design to produce the most available land use for this development. He also calculated pre and post runoff curve numbers with discharges, designed all structures accordingly, and provided mapping and placement of a relocated gas line. He also completed and submitted an NPDES permit.

Power

TrAIL Co., Various Counties throughout WV
Currently working with the design team on design, and plan preparation for the civil engineering design of approximately 12, 500 LF. Of access road, surveying and eventual survey layout of these roads for this transmission line that runs from Virginia, through West Virginia and into Pennsylvania. Also will be performing survey layout for earthwork on the proposed tower locations.

Nedpower Mount Storm Wind Project, Grant County, WV
Worked with the design team on design, and plan preparation for the civil engineering design for an 82 turbine wind farm project. The project includes 14.2 miles of access road design, drainage system design, and an erosion and sediment control plan. A phase 1A and Phase II have also been included on this project which consisted of an additional 56 wind turbines and over 8 miles of additional access road design. Also served as survey project manager performing all mapping, volume, boundary, etc which came about during the life of the project.

Responsible for all day to day activities associated with the management of this project along with communications with all parties involved with the development of this large wind farm.

Blacksville #2 Power line, Greene County, PA
Survey Project Manager in charge of centerline surveying of approximately 17,500 feet of a proposed overhead transmission line for Consol Energy. Provided original ground centerline, 25 foot left, and 25 foot right profiles for wire clearances. Also in charge of clearing limits and property line locations along centerline. End product consisted of Plan and Profile sheets showing centerline, 25 foot left and 25 foot right original ground profiles. Project also consisted of field surveying of wire height sag of an existing 500 KV transmission line for identification of the lowest wire to ground clearance so the location of the proposed line met clearance requirements.

Cambell's Run to 11D Air Shaft, Marion County, WV
Survey Project Manager in charge of centerline surveying of approximately 10,200 feet of a proposed overhead transmission line for Consol Energy. Provided original ground centerline, 25 foot left, and 25 foot right profiles for wire clearances. Also in charge of clearing limits and property line locations along centerline. End product consisted of Plan and Profile sheets showing centerline, 25 foot left and 25 foot right original ground profiles.

Roadways

Phillippi Bridge and Bypass, Phillippi, WV
Mr. Littler assisted in the construction layout for both the bridge and the bypass for Orders Construction and Central Contracting.

Jason Littler ^{PS}

Professional Land Surveyor

Bridgeport Bypass, Bridgeport, WV
Mr. Littler performed the construction layout of this four-lane road for Ground Breakers Construction.

Price Hill Road, Marlinton, WV
As Project Manager, Mr. Littler performed the construction layout and computations for Alan Stone Construction Company. This project consisted with the layout of several pile walls and road fine grading along US Route 219 outside of Marlinton, WV.

Appalachian Corridor H, Tucker and Grant Counties, WV
Mr. Littler has been involved with all phases of this project to design a 1.2-mile portion of Appalachian Corridor H, a major four-lane, divided highway. Mr. Littler's responsibilities have included producing cross sections, plan and profile sheets, Right of Way plans, and all surveying and mapping related tasks. Also, he has been involved in several meetings with the WVDOH concerning this project. Mr. Littler served as project manager in charge of Right of Way development with involvement with right-of-way placement, rights of entries, right-of-way questionnaires and courthouse research. He was also involved with all right-of-way submissions to the WV Department of Highways, RW1, RW2, RW3, and RW4's.

U.S. Route 35, Mason County, WV
Mr. Littler has been involved with all phases of this project to design a 1.6-mile portion of U.S. Route 35, a four-lane, divided highway. Mr. Littler's responsibilities have included all surveying and mapping related tasks, along with Right of Way Plan development. Also, he has been involved in several meetings with the WVDOH concerning this project.

Appalachian Corridor H, Hardy County, WV
Mr. Littler served as Survey Project Manager on this 1.5 mile section of Corridor H in which he responsible for the surveying. Mr. Littler was responsible for the crew scheduling, reviewing of all data, final cross section data, and checking of all computations. This project was opened to traffic in 2005.

US Route 23, South Bloomfield, OH
This project consisted of the widening of 1,400 feet of US Route 23 to provide turn lanes at the intersection of Bloomfield Hills Drive and US Route 23. Mr. Littler worked with the design team to produce construction plans.

Surveys / Geomatics

WVDOH—Red Jacket Postal Facility ALTA Survey, Mingo County, WV
Performed an ALTA/ASCM land title survey for this project. Mr. Littler served as Survey Project Manager coordinating all survey crews and managing the daily field collection of data in accordance to ALTA survey procedures along with utility coordination, record research and computations.

Robinson Run Overland Conveyor Project, Harrison County, WV
Mr. Littler served as Survey Project Manager in charge of surveying on this 4.1 mile, overland conveyor beltline being constructed for Consol Energy. This project consisted of the survey layout, volume computations, and as-built mapping of the 4.1 mile overland conveyor along with over 4 miles of access roads and over 500,000 cubic yards of excavation. Mr. Littler was responsible for the crew scheduling, reviewing of all data, final cross section data, checking of all computations.

Jason Littler PS

Professional Land Surveyor

Robinson Run Preparation Plant, Harrison County, WV

Mr. Littler served as Survey Project Manager in charge of surveying on this 2200 TPH coal preparation plant being constructed for Consol Energy. This plant was built to replace the existing plant which had served its time. This project was unique in that the new prep plant was positioned directly behind the existing plant and the existing conveyor feed line to the plant was to only be extended from the old plant into the new plant. The tolerances on alignment tie in was minimal and final tie-in between the old conveyor feed line and the new conveyor feed line was accomplished in a couple of days with no misalignment problems.

WVDEP Office of Abandoned Mine Lands and Reclamation Northern Mapping Services, Throughout the northern counties of West Virginia, WVDEP AML & R.

Mr. Littler served as Survey Project Manager in charge of surveying and mapping on this Project with the West Virginia Department of Environmental Protection. This contract consisted of Surveying and mapping services to be used for the design and construction of projects located throughout the northern counties of West Virginia. Mr. Littler completed 7 projects that were assigned to him and his team with an aggressive time schedule.

WVDEP Office of Abandoned Mine Lands and Reclamation Southern Mapping Services, Throughout the southern counties of West Virginia, WVDEP AML & R.

Mr. Littler served as Survey Project Manager in charge of surveying and mapping on this Project with the West Virginia Department of Environmental Protection. This contract consisted of Surveying and mapping services to be used for the design and construction of

projects located throughout the southern counties of West Virginia. Mr. Littler completed 21 projects that were assigned to him and his team with an aggressive time schedule.

State Route 142 Widening, London, OH

Mr. Littler performed all civil design, which consisted of producing cross sections (original ground and final grade) and all plan and profile sheets for this project to widen a two-lane road into a three-lane road. Mr. Littler also worked with the design team with completion of a set of construction plans for submittal to the State of Ohio.

Tygart Valley Dam, Grafton, WV*

Served as survey crew chief producing as-built surveying diagrams of piping within the dam. Surveying was conducted inside the dam for all as-built locations. Information was to be used for realignment of new pipes being replaced. Also performed original ground topography surveying for an access road leading to the base of the dam for access of equipment.

Pine Bluff Tipple Complex, Pine Bluff, WV*

This project is a Bond Forfeiture site located in Pine Bluff, WV. Mr. Littler produced all original ground sections and monthly pay volumes for submittal to the State of West Virginia. He also constructed an as-built map of the completed site.

Dolphin Communications, Bridgeport, WV*

Mr. Littler performed a complete boundary survey of this tract and produced original ground mapping for the proposed road location to the new KISS FM radio station. Mr. Littler acquired all necessary permits and contracted all state agencies necessary for the construction of this road. He also performed runoff calculations and sized all culverts along the road.

Jason Littler PS

Professional Land Surveyor

Taylor Creek Impoundment, Widen, WV*

Mr. Littler was involved in this Abandoned Mine Land (AML) project. The project consisted of two (2) sites of which all original ground sections were produced and monthly pay volumes were submitted for approval.

Dennis E. Miller PLS
Project Surveyor



Mr. Miller has over 22 years of consulting experience and serves as the Manager of the Buckhannon, WV office, where he is responsible for overseeing the Transportation, Abandoned Mine Land, Surveying, Construction Observation – Construction Inspection, and Mitigation and Emergency Planning groups. Mr. Miller has worked on governmental, commercial, and industrial projects and has noteworthy experience in the policies and procedures within FEMA, EPA, AASHTO, WVDOT, WVDEP along with local and state EMA and EOC, and has completed EMI IS-700" entitled "National Incident Management System (NIMS), "IS-00546" entitled "Continuity of Operations (COOP).

Mr. Miller takes a very hands-on approach in working with his staff. He is in constant communication with clients, project managers and key technical staff, providing the guidance necessary to ensure that every project is completed with professionalism and efficiency.

Mr. Miller managed the development of a 15 person construction observation and AMRL certified materials testing lab. This group was selected as the Independent Testing Laboratory for two Federal Prison projects and has provided testing and inspection for the West Virginia Department of Highways for 5 years. Mr. Miller organized a team of professionals with experience in Abandoned Mine Land and Acid Mine Drainage. This team has been successful in securing work with the West Virginia Division of Environmental Protection Office of Abandoned Mine Lands and Office of Special Reclamation, Ohio Department of Natural Resources and the West Virginia Conservation Agency.

EDUCATION

A.S., Surveying, Glenville State College, Glenville, West Virginia, 1989

Civil Engineering courses, Fairmont State College, Fairmont, West Virginia, 1991

REGISTRATIONS

Professional Land Surveyor #27570, State of South Carolina

Professional Land Surveyor #991, State of West Virginia

PROJECT EXPERIENCE

Airports & Aviation

Woodsfield Airport, Woodsfield, OH

Mr. Miller was the task manager responsible for supervising the surveying on the Runway Extension and Obstruction project on this airport in Woodsfield.

Barnesville Airport, Barnesville, OH

Mr. Miller was the task manager responsible for supervising the surveying on the Access Road Improvements, and Storm Drain Improvements project on this airport in Barnesville.

Green County Airport, Green County, OH

Mr. Miller was the task manager responsible for supervising the surveying on the Runway Extension and

Dennis E. Miller PLS

Project Surveyor

County Route relocation efforts at the airport in Green County Ohio.

Buckhannon Upshur Airport, Buckhannon, WV

Mr. Miller was the party chief and project manager responsible for field surveying and construction layout efforts on this airport project in Buckhannon.

Bridges

Mile Branch Truss Bridge, McDowell County, WV

Mr. Miller was the Office manager responsible for oversight and surveys for the 180-foot, 22-foot wide steel bridge crossing the Dry Fork River. The bridge substructure consists of integral abutments and T-Type piers supported on caisson foundations. The project also involved 370' of new two-lane roadway design.

Upper Tract Bridge, Pocahontas County, WV

Office manager responsible for oversight and surveys for the 346-foot long, 30-foot wide curved steel bridge crossing the South Branch of the Potomac River. The bridge substructure consists of integral abutments and T-Type piers supported on caisson foundations. The project also involved 740' of new two-lane roadway.

Appalachian Corridor H - Davis to Bismark, Tucker and Grant Counties, WV,

Office Manager responsible for oversight and surveys for the 1.61 mile section of four-lane divided highway near Davis, WV.

Power

Consol Energy; Blacksville #2 Power Line (Principal In Charge)

Stantec provided centerline location surveying of 17,500 feet of proposed overhead distribution line for Consol Energy. Services included original ground profile and topographical mapping 50 feet left and right of CL, location of pertinent features crossing the proposed CL (gas lines, roads, streams, boundary evidence), centerline staking every 200 LF and

topographical mapping of the two 500 KV crossings with lowest wire height. Stantec developed plan and profile sheets showing CL profile, 25 foot left and right profiles with vertical obstructions and crossings.

Consol Energy; Campbell's Run to 11D Shaft (Principal In Charge)

Stantec provided centerline location surveying of 10,200 feet of proposed overhead distribution line for Consol Energy. Services included original ground profile and topographical mapping 50 feet left and right of CL, location of pertinent features crossing the proposed CL (gas lines, roads, streams, and boundary evidence), centerline staking every 200 LF. Stantec developed plan and profile sheets showing CL profile, 25 foot left and right profiles with vertical obstructions and crossings.

Shell Energy, Grant County, West Virginia (Principal In Charge)

Mr. Miller provided oversight, surveying, geodetic ground control, and construction layout for this 264 megawatt wind-farm. The project included 26 miles of access road design and 165 turban sites.

TrAILco, Central Contracting, West Virginia (Principal In Charge)

Mr. Miller is providing topographical mapping for over 12,500 LF of Permanent Access Road, over 122 West Virginia Department of Highways MM-109 Driveway Encroachment Permits and 32 Virginia Department of Transportation Driveway Encroachment Permits.

Roadways

West Virginia Power Center Coal Haul Road Survey and Layout, Mt. Storm, West Virginia

Mr. Miller was in charge of the re-survey of 4.2 miles of coal haul access roads for Virginia Power at Mt. Storm. The scope of this project was to construct the coal haul access roads within a specific period of time because the new fuel preparation/coal transfer station was opening and a new coal supplier had been put under contract.

US Route 35, Mason County, West Virginia

Mr. Miller served as the Office Manager responsible for oversight, and survey for the 1.85 mile section of four-lane divided highway. The section of highway also includes dual

Dennis E. Miller PLS

Project Surveyor

400' bridges over Three Mile Creek and dual 92' bridges over Two Mile Creek.

Surveys / Geomatics

West Virginia Department of Environmental Protection

Mr. Miller is the Program Coordinator for the planning, development and implementation of the work plan to successfully Survey & Map Abandoned Mine Sites in West Virginia. This project included the Aerial Photography / Aerial Mapping, by both film and lidar, Geodetic Ground Control which included over one-hundred-twenty observation points, Photo Control Points, Ground Surveying and Mapping and Quality Control. Stantec was responsible for the mapping project from concept to completion and the final mapping will be used by various design consultants for the abatement of Abandoned mine sites throughout West Virginia. This is a three year contract.

West Virginia Department of Transportation (Independent Payment Verification)

Mr. Miller is the Program Coordinator/Project Manager and served as a field crew member for the past two years on the independent payment verification for the King Coal highway Red Jacket Section. Stantec was asked to perform an Independent Payment Verification Reconciliation Report as required by WV DOT and the FHA on 11.37 miles of four lane divided highway which is a active coal mining & construction site. Stantec would have to perform the work when the project was idle and would have one week. Mr. Miller organized a team of professionals and developed a strategy for the project. The first year the team collected over 23,000 points of conventional & GPS survey data in four days and the second year over 27,000 points of conventional & GPS data was collected in four days. This project is the first FHA sponsored project that the Post Mining Land use from the coal mining activity is a Four Lane Divided Highway; this is a public private partnership. This is a three year contract.

Project Impact Randolph Tucker Partnership

Mr. Miller was the Office Manager and served as Project Manager on the planning, development and implementation of the work plan to successfully install and Blue Book sixty-five (65) new USGS Bench Mark Monuments within Randolph and Tucker Counties in West Virginia. This Project was

completed in forty-five (45) days to comply with the funding mechanism and involved three offices and over fifteen employees.

Source Water Assessment Program

Mr. Miller was responsible for the overall project management of the Source Water Assessment and Protection Program (SWAP). The purpose of the project was to complete source water assessments and protection plans for fifteen (15) communities in West Virginia, public water supply systems utilizing surface waters to determine past and present possible contaminants. Mr. Miller managed the inventory of all field and researched data including, agency database research, windshield surveys data, field & office GIS & GPS data collection on each site and sub-site, Chemical & Biological Water Quality Monitoring results for each site, and the development of the Arc View – Access data management tool, and final report compilation. Responsibilities included data collection (which consisted of visiting several sites throughout West Virginia to GPS possible source water contaminants within a pre-determined zone of critical concern), compiling information from various water treatment plants throughout the state, report compilation and assistance with the development of GIS mapping.



Mr. Morgan has more than 24 years of experience with the planning, design, and operation of transportation systems. He has served in both administrative and engineering capacities on a broad range of transportation projects. Mr. Morgan has a strong background in performing a wide variety of transportation studies. He has particular expertise with corridor and intersection improvement studies.

As Traffic Engineer for the City of Huntington, West Virginia, Mr. Morgan was responsible for the City's traffic control system of signals, signs, and markings. Under his direction the City undertook several efforts to upgrade the City's traffic control system. This included the Huntington Traffic Signalization Project, a \$6 million, state-of-the-art project that consisted of planning, design, construction, and operation of 115 signalized intersections. Mr. Morgan also served as Program Director for the Safe Traffic Operations Program (STOP), a highway safety program geared toward reducing traffic crashes which, combined with improvements, resulted in Huntington having the lowest traffic crash severity rating in West Virginia.

EDUCATION

M.S., Civil Engineering/Transportation, West Virginia State University, Morgantown, West Virginia, 1986

B.S., Civil Engineering/Transportation, West Virginia University, Morgantown, West Virginia, 1983

REGISTRATIONS

Professional Engineer #10782, State of West Virginia

Professional Engineer #59569, State of Ohio

PROJECT EXPERIENCE

West Virginia Walkability Study, Morgantown, West Virginia

Directed this project development a Master Plan to identify and prioritize options for increasing walking/biking at the Health Sciences complex and the Fieldcrest Residence Hall and their interface with the campus and surrounding area.

Alum Creek West Development, Columbus, OH

This traffic impact study covered the Rickenbacker Alum Creek West development. The traffic impact study included an analysis of the proposed development sites and adjacent roadways, including traffic projections for the developments,

analysis of four intersections, and recommendations for improvements to the intersections and roadways. The study was undertaken in two stages, with the first stage showing short term developments and associated traffic requirements, and the second showing full development of the site and associated traffic requirements.

Brown McCausland Traffic Impact Study, Point Pleasant, WV

Mr. Morgan was responsible for a traffic impact study for a proposed 87-acre development adjacent to the US 35/SR 2 interchange, including traffic analysis of the proposed development, review of traffic projections, capacity analyzes, and access studies.

Banc One Corporate Center, Columbus, OH

This project involved design, plans, and specifications for the construction of two traffic signals for the Banc One Corporate Center. One signal was designed for the intersection of Polaris at the main entrance driveway, and the other was at the intersection of Sancus Boulevard and Banc One Drive. The design of these signals accommodated future expansion of the City of Columbus Polaris Parkway traffic signal system. The traffic signal at Polaris and Polaris Parkway is demand actuated. The signal at the Sancus driveway is demand actuated during lunch and afternoon peaks, and yellow flash at other times.

Downtown Improvements, Huntington, WV

Project Manager for evaluating and designing improvements to three main downtown corridors; 3rd and 4th Avenues, and

* denotes projects completed with other firms

Perry J. Morgan PE
Project Manager

9th Street. This project involved analysis of changing 3rd Avenue from one-way to two way operation and streetscape and roadway improvement design.

Mall Road Design Study, Cabell County, WV

Mr. Morgan co-managed this project that developed improvement solutions for access to the Huntington Mall from I-64 and US Route 60. The original scope of this project was to evaluate widening Mall Road. The study resulted in recommending construction of a parallel roadway to the west, as well as completion of an Interchange Justification Study for new access to the Interstate.

Williams Road Corridor Study, Columbus, OH

This study that included traffic counts, capacity analyzes, traffic data analysis, traffic control concept plans, annual growth rate projections, a review of alternative typical sections, profile and drainage for widening or reconstruction, and preliminary design of the proposed improvements. As part of this study AM and PM intersection turning movement counts were performed along with 24-hour machine counts.

Liberty Square II Shopping Center, Teays Valley, WV

This study was performed to identify the roadway requirements needed to handle the traffic generated by a thirty-acre parcel of land located east of the existing Liberty Square/Pulnam Village shopping center which is under development.

Sun Mountain Resort, Mt. Hope, WV

The planned development of 141-acre parcel of land located on the west side of US 19 required a transportation study of a half-mile stretch of US 19. The study was performed to determine the impact of this development on US 19. The main purpose of the study was to identify the roadway requirements needed to handle the traffic generated by the site.

Africa Road Corridor Study, Westerville, OH

Interstate 270 & Alum Creek Drive Interchange Justification Study, Columbus, OH (Project Manager)

Interstate 81 & Dry Run Road Interchange Justification Study, Martinsburg, WV

Interstate 64 & Huntington Mall Interchange Justification Study, Huntington, WV

Marietta Intermodal Hub Feasibility Study, Marietta, OH

An intermodal hub with facilities was studied to determine if it could serve the needs of the commercial, tourist, recreational and public transit users. (An intermodal hub is a place where various modes of transportation – i.e. buses, automobiles, bicycles, river traffic, etc. - converge, and people are able to easily and safely transfer from one mode to another.) Solutions to any deficiencies identified were presented as a part of this study.

HIG-62-14.69 Safety Study, Hillsboro, Ohio

Project Manager for evaluation of the US 62 corridor which entailed evaluation of the existing signal system and traffic flow conditions, and development of near and long term improvement measures that included potential new roadway corridors and one-way pairs.

LAW-7-3.669, Lawrence County, Ohio

Technical analysis for this project included development of certified traffic volumes, capacity analysis, evaluation of traffic crashes, evaluation of interchanges, and determination of roadway configurations. Work included running the KYOVA QRSII traffic model to develop the certified volumes.

HOC-33-7.93, Ohio

Project manager for this access management study which was performed in response to local concerns regarding current and future development along US 33.

Huntington Signal Optimization, Huntington, West Virginia

Served as Project Manager for this study to improve the flow of traffic in the City of Huntington, accomplished through evaluation of the City's signal equipment, communications and timings.

** denotes projects completed with other firms*



Mr. Nottingham has served as lead Geotechnical Engineer on numerous government and commercial design and construction projects. His responsibilities on these projects include direction and coordination of all geotechnical engineering activities. Duties on these projects have included foundation investigation report production, foundation and retaining wall design, fill embankment and cut slope design, dam design and analysis, slope stability analysis, pavement design, design of drainage systems, supervision of subsurface drilling programs, field activity coordination, laboratory data computation and processing, performance of field work, client relations, and supervision of staff and project level geotechnical engineers.

Fields of Competence

- Highway & Airport Geotechnical Design
- Foundation Investigations
- Pavement Analysis and Design
- Landslide Analysis & Remedial Design
- Ground Water and Seepage Analysis & Design
- Retaining Wall Design
- Mine Subsidence Investigations
- Forensic & Insurance Investigations
- Construction Monitoring
- Personnel Management
- Project Management (schedule and budget)
- Project Estimating

Education

- B.S., Civil Engineering, West Virginia University - 1987
- M.S., Civil Engineering, West Virginia University - 1995

Registration/Certifications

- Registered Professional Engineer in West Virginia. Registration No. 12357 (since 1994)
- Registered Professional Surveyor in West Virginia. Registration No. 1495 (since 1995)

Employment History

- November 2002 - Present
Branch Manager, Novel Geo-Environmental, LLC
- 1997 - November 2002
Geotechnical Services Manager, Triad Engineering, Inc.
- 1996 - November 2002
Senior Engineer, Triad Engineering, Inc.
- 1993 - 1996
Project Engineer, Triad Engineering, Inc.
- 1988 - 1993
Staff Engineer, Triad Engineering, Inc.

Key Projects

Project Manager for geotechnical engineering services for a design firm to provide geotechnical engineering services for a project due to deterioration of an existing WV Route 55 highway bridge, our client was hire by the West Virginia Department of Transportation to design a new replacement bridge at a different location. Designed a test boring program for the bridge replacement which included about 2,000 ft. of new roadway and some retaining walls. Provided full time inspection during performance of the drilling program. Upon completion of the drilling, all of the samples were transported to our laboratory for detailed examination and testing. The results of the drilling and laboratory testing were used to formulate recommendations for cut and fill slope design, retaining wall design, and bridge foundation design.

Project Manager for the construction of a new 200 ft. by 200 ft. building for construction of airplane components at an Aerospace Facility in Bridgeport, West Virginia. Provided geotechnical engineering services to aid in design of the project. Performed nine test borings throughout the site to assess the subsurface conditions. The test borings were performed using a truck-mounted rotary drilling rig. Standard penetration soil testing and sampling was performed at regular intervals in each test boring in accordance with ASTM D 1586 procedures. Upon completion of the drilling, soil and rock samples were delivered to a geotechnical laboratory for detailed examination and testing. The results of the test borings and laboratory testing were used to formulate recommendations for site development and foundation design including recommended foundation type, depth, allowable bearing pressure and estimated settlement.

Project Manager for geotechnical services for the construction of a new highway bridge across the Guyandotte River in Logan County, West Virginia. The project required the construction of 54 concrete filled drilled shafts with a diameter of 5 ft. Most of the drilled shafts are located near the river where there is a relatively high groundwater level. Due to groundwater infiltration, the bottom of the drilled shafts was inspected using a Shaft Inspection Device (SID). The SID basically consists of a specialized camera housed in a small stainless steel diving bell. The camera assembly is lowered down to the bottom of each shaft to assess the bottom cleanliness prior to placing concrete.

Project Manager for the construction of a new tank on an existing concrete mat foundation at scientific glass manufacturing facility in West Virginia. The focus of the project was to determine the thickness and condition of the existing mat foundation as well as the condition of the bearing soil beneath the foundation. We cored the concrete mat at six locations and performed soil test probes of the underlying soil using a dynamic cone penetrometer. Upon completion of the field work, selected concrete specimens were tested to determine the unconfined compressive strength. The results of the investigation were provided in an engineering report.

Project manager for the construction of a new maintenance facility at The Greenbrier Resort in White Sulphur Springs, West Virginia. Provided geotechnical engineering services to aid in design of the project. Performed eight test borings throughout the site to assess the subsurface conditions. The test borings were performed using a truck mounted rotary drilling rig. Standard penetration soil testing and sampling was performed at regular intervals in each test boring in accordance with ASTM D 1586 procedures. Upon completion of the drilling, soil and rock samples were delivered to a laboratory for detailed examination and testing. The results of the test borings and laboratory testing were used to formulate recommendations for site development and foundation design including recommended foundation type, depth, allowable bearing pressure and estimated settlement.

Project Manager required to develop a residential lot for an expensive home to be located in The Greenbrier Resort in White Sulphur Springs, West Virginia. Upon examination of the lot and performance of some test borings, a determination was made that the hillside lot was unstable. In order to improve the stability of the area and facilitate the planned construction, a design for a drilled pile retaining wall was developed. The retaining wall design included drawings and specifications suitable for construction. Assisted the client in contacting qualified bidders and conducted a prebid meeting for the project.



Mr. Parsons has more than 13 years experience and has participated as a project manager on a wide variety of survey projects, including GPS, aerial mapping and control, ALTA, boundary, construction stakeout, design, topographic and wetlands surveys. His responsibilities include project proposals, research and review, client and crew coordination, data reduction and calculations, boundary resolutions, and legal descriptions. As a license surveyor in the Commonwealth of Virginia, Mr. Parsons is proficient with current technologies and traditional methods of field and office surveying. Mr. Parsons has responsible charge for all Virginia based survey operations and reviews and approves all required signature documents. Additionally as a licensed engineer he brings a unique perspective to Stantec's survey department and projects.

EDUCATION

B.Sc., Civil Engineering, Virginia Military Institute, Lexington, Virginia, 1994

Designated Plans Examiner #176, Engineers and Surveyors Institute, Fairfax County, Virginia, 1998

Designated Plans Examiner, Engineers and Surveyors Institute, Loudoun County #063, Virginia 2002

REGISTRATIONS

Professional Engineer #015279, State of West Virginia

Professional Engineer #PE070521E, Commonwealth of Pennsylvania

Registered Land Surveyor #2895, Commonwealth of Virginia

Professional Engineer #033680, Commonwealth of Virginia

PROFESSIONAL ASSOCIATIONS

Member, West Virginia Society of Professional Surveyors

Member, National Society of Professional Engineers

Member, American Society of Civil Engineers

Member, Engineers and Surveyors Institute

PROJECT EXPERIENCE

Attractions, Arts & Entertainment Carmike Cinemas Site Plan, Morgantown, WV (Project Engineer)

Responsible for construction drawings for site improvements including a 4-screen addition of 15,000 square foot building and internal renovation with associated parking and travel way improvements. Services include base survey mapping, landscape and irrigation plans, construction plans and profiles (site plan), erosion and sedimentation control plans, permitting and construction administration.

Site Development Holly Meadows, Leesburg, VA (Project Engineer/Surveyor)

Henderson Property, Loudoun County, VA
(Project Engineer/Surveyor)

Evergreen Meadows, Loudoun County, VA

Falling Water Subdivision, Cheat Lake, WV (Project Engineer and Surveyor)

Responsible for providing engineering support and computations relating to storm water management, water quality control, adequate outfall, open and closed channel storm water design for this three phase 195 acre development located on Cheat Lake. Additionally as the Project Surveyor responsibilities included ground support for aerial mapping, boundary verification subdivision / easement plats.

Herbert L. Parsons III PE, LS
Project Engineer

Boundary Surveys

Theismann Properties, Loudoun County, VA
(Senior Surveyor)
Rural boundary survey.

Johnson Property, Rockingham County, VA
(Senior Surveyor)
Rural boundary survey.

Kelly Properties, Monongalia County, WV
(Senior Surveyor)
Rural boundary survey.

Theismann Properties, Loudoun County, VA
(Senior Surveyor)
Rural boundary survey.

Floodplain Management
Lawson Drainage Study, Morgantown, WV

Partridge Subdivision (Floodplain Study), Loudoun County, VA
(Project Engineer)
Responsible for modeling the existing FEMA floodplain utilizing hydrology and hydraulic programs such as Hec-Ras and TR-20 to generate a detailed study to establish existing floodplain limits based on built out conditions.

Multi-Unit / Family Residential
Round Hill Rural Estates, Upper Lakes

Nesteled Oak, Morgantown, WV

Greenwood Commons, Loudoun County, VA
(Project Manager)
Development of 27-acre high-density residential subdivision with 40 buildable lots. Emphasis on stormwater management and water quality controls utilizing a dry detention pond. Responsibilities include design work for infrastructure including proposed parking, storm water management, water quality controls, open channel hydraulics, erosion and sediment controls, utilities and connections. Extensive interaction with applicable local state and federal reviewing agencies.

Roadways

Raspberry Falls Rte 1170 Street Design, Leesburg, VA

Red Cedar Rte 621 Improvements, Leesburg, VA

RHRE Rte 719 Frontage Improvements, Round Hill, VA

Urban Land Engineering

Holly Meadows, Leesburg, VA (Survey Manager / Engineering Task Manager)
Responsible for all aspects of field survey including boundary, locations, topographic mapping, data reduction, boundary resolution and base mapping. Additional support for road design and water resource engineering was provided.

Sports, Recreation & Leisure

Elco Park Recreation Improvements, Elco, PA (Project Engineer)
Responsible for preparation of construction documents for Neighborhood Park improvements administered under HUD Development Block Grant Funding. Renovations included upgrading playground facilities and safety features, reconstruction of basketball court, green space and parking areas. Responsible for providing survey base mapping, final construction documents, specifications and bid documents. Task also to included construction administration during construction.

Ida Lee Tennis Center, Leesburg, VA

Arthurdale Trail, Arthurdale, WV

Raspberry Falls Golf and Hunt Club Conference and Training Center, Loudoun County, VA

(Project Manager and Engineer)
Site plan addition to existing clubhouse facilities, design work for infrastructure including proposed parking, storm water management, water quality controls, open channel hydraulics, erosion and sediment controls, utilities and connections. Extensive interaction with applicable local state and federal reviewing agencies and preparation and coordination of associated record documents and easement plats.



Mr. Steele has over 50 years of experience in civil engineering with a special emphasis on materials, soils, pavements, forensics, quality assurance, geotechnical exploration and design, construction inspection, and contract administration.

His experience includes in-depth field experience for the implementation of research findings; in-depth experience with a State Department of Transportation program for materials sampling and testing, materials and pavement specifications, structural steel inspection and testing, and soil and rock mechanics exploration, testing and design; in-depth experience with State Department of Transportation maintenance and construction operations; an understanding of the training needs for State Department of Transportation personnel in materials, construction, and maintenance; significant contributions to many professional organizations (ASTM, AASHTO, TRB) involved with developing materials criteria; and many years of managing a State Department of Transportation staff responsible for materials and pavement specifications, pavement design, sampling and testing programs, structural steel inspection and testing, and soil and rock mechanics exploration and design.

Mr. Steele also has in-depth experience with the oversight of operations related to the management, recovery, and repairs, required in the wake of emergencies and disasters affecting the West Virginia Highway System. Such incidents included floods, earth movements, winds, structural failures, ice and snow, and other events affecting traffic flow.

EDUCATION

Bachelor of Arts, West Virginia State University,
Institute, West Virginia, 1976

REGISTRATIONS

Professional Engineer #3929, State of West
Virginia

Professional Surveyor #1386, State of West Virginia

Professional Engineer #24347, State of Kentucky

Professional Engineer #25020, State of South
Carolina

Professional Engineer #0402015191, State of
Virginia

Certifications

Concrete Technician (#136), WVDOT, Charleston,
West Virginia, 1990

Aggregate Inspector (#5913), WVDOT,
Charleston, West Virginia, 1990

Asphalt Technician (#159), WVDOT, Charleston,
West Virginia

Licensed Class B Explosives Permit
(#B060119285913), West Virginia, Charleston,
West Virginia, 1990

PROFESSIONAL ASSOCIATIONS

Member, American Concrete Institute

Member, American Society for Testing &
Materials

Fellow, American Society of Civil Engineers

* denotes projects completed with other firms

Garland Steele, PE, PS
Engineer QA/QC

Member, National Society of Professional Engineers

Member, West Virginia Society of Professional Surveyors

Standing Committee on Research (Past Member), American Association State Highway and Transportation Officials
Subcommittee on Materials (Past Vice-Chairman), American Association State Highway and Transportation Officials.

Transportation Research Board, Construction Section (Past Chairman)

Transportation Research Board, Design and Construction of Transportation Facilities Group Council (Past Member)

EXPERIENCE

Design Team Engineer (Typical Examples)

Buffalo Bridge, Project S340-62-20.63, Putnam County

Upper Tract Bridge, Project S336-220-27.55, Pendleton County

Mile Branch Bridge, Project S324-80/2-0.02, McDowell County

Couch to Coast Guard Station, Project U327-35-14.07 00, Mason County

Pope Properties at Cross Lanes Development Water Distribution System, Kanawha County

Pope Properties at Cross Lanes Development Waste Water Collection System, Kanawha County

Geotechnical Engineering (Typical Examples)

Fisher-Mill Creek Bank Stabilization (10-04), Jackson County
Survey, Design, and Construction Inspection

Hendrickson Subsidence Investigation
AML Project

Laurel Lake Sediment Removal Project, Mingo County
Survey, Design, and Construction Inspection

Nixon Run, Harrison County
AML Project

North fork Hughes River-Stream Bank Stabilization, Cairo, Ritchie County, West Virginia

Old Bridgeport Hill Mine Drainage, Phase II Plans Modification, Harrison County, West Virginia
Harrison County-Near Bridgeport, Clarksburg -- Design AML Project, P. O. #12373A

Sauls Run Strip and Landslide Project (7-2004), Lewis County, West Virginia
AML Project, Survey, Design

Weaver Portals and Mine Drainage, Randolph and Barbour Counties
AML Project, P. O. #DEP12578, Survey, Design

Parchment Creek Stream Bank Stabilization Rt. 30/5, Jackson County

Summit Park Waterline Feasibility Study

Tunnelton (Dillsworth) Landslide, Preston County
AML Project, Survey, Design

Survey Team Engineer (Typical Examples)

Earling to Rich Creek, Project S323-10-8.61 05, Logan County

Rita Bridge to Midway, Project S323-10-8.61 07, Logan County

** denotes projects completed with other firms*

One Team. Infinite Solutions

Garland Steele, PE, PS

Engineer QA/QC

King Coal Highway Project, Nicewonder Contracting, Inc., Mingo County

Joe Pope Parcel 10.1 Development, Kanawha County

Construction Administration Services (Typical Examples)

***Alaska DOT**

Nome, Alaska Airport. Pavement analysis and report.

Marshall County Airport Authority

Marshall County Airport, Moundsville, WV. Aircraft Ramp Reconstruction Design and Reconstruction. Runway Marking and New T-Hangers; Airport Layout Plan.

Transportation Research Board*

Mr. Steele was retained under a TRB contract to analyze research needs in construction management. The purpose of the project was to evaluate all aspects of construction from a State DOT and FHWA perspective including manpower management, contract administration, construction inspection, and quality assurance. Mr. Steele assisted in analyzing data obtained from workshop participants to assist in the prioritization of research needs.

WV DOH

Corridor H, Project X316-H-100.40 07, Hardy County
Construction Inspection and as-needed Surveying

Davis Creek I64, Project U320-64-49.73 04, Kanawha County
Construction Inspection

Culloden Overpass, Project S340-60.03, Cabell County
Construction Inspection

District 10, Bridge, Roadway, and Building Projects, District Wide as needed
Construction Inspection

Soil Inspector, Engineering Division (1955-1957)*

As a Soil Inspector with the Department's Engineering Division, Mr. Steele worked on a variety of sampling and testing activities. This included the field retrieval of disturbed and undisturbed samples and their laboratory analysis. Mr. Steele implemented several changes to the Department's procedures for testing, sampling, and

drilling operations, including adoption of the latest laboratory and field tests for soil and aggregate, and tests to determine characteristics needed for design of slide corrections. He also participated in geotechnical analysis and design of slide and unstable foundation corrections.

Assistant to Chief Soils Engineer/Assistant Chief Soils Engineer (1957-1961)*

Mr. Steele's four years in the Engineering Division's Soil Mechanics Section provided him with in-depth experience in 1) geotechnical engineering, exploration, and design, and 2) pavement engineering and design. This engineering and design experience provided a foundation for performing his job responsibilities in later years with the Department. During this time, Mr. Steele:

- * gained his extensive understanding of the geomorphology of the Appalachian Region;
 - * participated in pavement design, geotechnical engineering design for roadway location and alignment, and the geotechnical design of cuts, fill slopes, and foundations on WV Interstate and other Highways;
 - * designed slide corrections for embankment and cut slopes on highways throughout the State;
 - * as part of his initial work with the Interstate system, addressed special soil density and compaction problems;
 - * developed a practical understanding of the precision of sampling/testing methods and the application of statistics and probability to the quality control of highway construction materials;
 - * participated in the testing program for the AASHTO Road Test; and
 - * gained extensive experience and understanding of pavement and geotechnical engineering in the design and construction of highways/bridges.
- Mr. Steele also was heavily involved in a research program with West Virginia University to conduct an in-depth analysis of the Department's pavement structure designs. The project involved sampling roads from all over the State with a variety of cross sections and performance. The project resulted in recommendations for the department's typical subgrade, base and surface pavement structural designs. Mr. Steele devoted 6-7 man-months of time to the project.

Materials Engineering/Testing

Chief Engineer of Materials and Tests (1961-1962)*

* denotes projects completed with other firms

Garland Steele, PE, PS

Engineer QA/QC

Mr. Steele worked from the Department's Morgantown office to supervise its materials sampling and testing program. The Section was then part of the Construction Division, and Mr. Steele's staff of 30 was responsible for all Department materials testing except soils. The following characterizes Mr. Steele's involvement as Chief Engineer:

- * the Section conducted thousands of tests each year;
- * the work load expanded dramatically as a result of the Department's developing Interstate program;
- * Mr. Steele implemented significant improvements to the flow of data within the Section;
- * Mr. Steele worked to improve the Department's communication and coordination with FHWA; and
- * Mr. Steele participated in planning the 1962 Department reorganization

Assistant Director, Materials Control, Soil and Testing Division (1962-1965)*

As a result of a Department reorganization, Mr. Steele became the Assistant Director of the Division. His responsibilities were similar to those described for Mr. Steele's subsequent position as Director. Specifically during his service as Assistant Director, the Department greatly expanded its testing facilities with the remodeling of the newly leased building for both the office and laboratory functions. As a result, Mr. Steele's duties were greatly increased commensurate with the Division's increased capacity to properly manage a major materials engineering, and Quality Control/Quality Assurance program.

Director, Materials Control, Soil and Testing Division (1965-1977)*

For 12 years, Mr. Steele managed this Division which had six major sections – Structural Steel, Concrete, Bituminous, Soils, Aggregates, and Administrative. The Division was responsible for all physical and chemical materials testing, and geotechnical engineering performed by the Department, as needed by the Department's Construction, Maintenance, Traffic, Design, and Engineering Units. At its peak, Mr. Steele supervised a staff of 275, which included approximately 250 technical and professional personnel. During his tenure as Director, the Materials Control, Soil, and Testing Division gained national prominence for its programs. The Division was involved in many general and special initiatives. Mr. Steele participated in:

- * the NTSB investigation of the Silver Bridge collapse;
- * pavement design, geotechnical engineering design for roadway location and alignment, and the geotechnical design of cuts, fill slopes, and foundations on WV Interstate and other Highways;
- * shop inspection of the New River Gorge Bridge;

*geotechnical investigation and mitigation design of abandoned mines under the New River Gorge Bridge foundation;

* an increased emphasis on the field implementation of research findings;

*the development of a Materials Control, Soil, & Testing Manual to document the Department's specific criteria;

*the Department's development and adoption of a performance-based specification approach, which represented a major departure from the classical approach to quality assurance in construction;

*the first in-depth testing and evaluation of traffic control devices;

*an upgrading of the available facilities for laboratory testing;

* a program of forensic studies for failures in materials.

* a research project (HRP funded) on the use of statistical probability methods for acceptance of construction quality control/quality assurance; and

* a reorganization of the division to better establish lines of authority and streamline management.

Mr. Steele placed a special emphasis on the practical implementation of research findings. He ensured that research was an integral part of each professional's activities, in addition to their assigned project responsibilities. A key element of his approach was that the engineer participated directly in the research and the field implementation of applicable research results.

Chief Engineer-Operations (1977-1981), WV Department of Highways*

For four years Mr. Steele served as Chief Engineer for Operations. Mr. Steele was responsible for ten District Offices and all Operating Divisions, including maintenance, construction, equipment, materials and roadside services. His duties and activities as Chief Engineer were similar to those for his subsequent position of Construction, Maintenance and Materials Engineer. During the 1977-1981 period, Mr. Steele was involved with several initiatives, including:

* a major overhaul of the Department's pavement improvement program, which dramatically increased the number of miles improved per year and decreased project lead times; and

*the personal direction of keeping the State's highway system open during the State 1978 record snowfall;

* the oversight of operations related to the management, recovery, and repairs required in the wake of emergencies and disasters affecting the West Virginia Highway system. Such incidents included floods, earth movements, winds, structural failures, ice and snow, and other events affecting traffic flow.

*oversight of pavement design, geotechnical engineering design for roadway location and

* denotes projects completed with other firms

Garland Steele, PE, PS

Engineer QA/QC

alignment, and the geotechnical design of cuts, fill slopes, and foundations on WV Interstate and other Highways; and

* the investigation of the Silver Memorial Bridge discontinuities.

Construction, Maintenance and Materials Engineer (1981-1985), WV Department of Highways*

After a Department reorganization in 1981, Mr. Steele was appointed to become the Department's Engineer for Construction, Maintenance, and Materials. In this capacity, he was responsible for all activities performed by the three functional units. During this time, Mr. Steele directed many important activities and initiatives, including:

- * the supervision of a major effort to streamline Department operations and increase productivity;
- * the development and implementation (with consultant assistance) of an equipment management system and expansion of the training program for each Unit under his direction;
- * the implementation of a program to store in an environmentally safe manner the Department's stockpiles of chloride;
- * the investigation of all major highway-related emergencies, disasters, and other problems in the State; and
- * direct involvement with the construction contractors and fabricators on the state's first cable-stayed bridge and on a tied-arch bridge in Wheeling.

In addition, Mr. Steele was assigned several responsibilities which had been those of the State Highway Engineer before the reorganization. This included most of the duties related to the Department's operational functions (e.g., serving as Chief Contracting Officer for Construction and Maintenance contracts including final engineering approval and oversight of said contracts)

Engineering and special Studies Advisor (1985-1988), WV Department of Highways*

As one of the most senior engineers in the Department, Mr. Steele reported directly to the Commissioner on a variety of technical issues. He represented the Department's interests in various professional organizations related to materials, construction, maintenance, equipment, and geotechnical engineering. The organizations included ASTM, AASHTO, TRB, FHWA, and NHI. Mr. Steele also represented AASHTO, at the Materials committee of the Permanent International Association of Roads Congress. In addition, Mr. Steele provided his advice to

the Commissioner on Department operations and performed special studies as requested.

Pavement Engineering Strategic Highway Research Program (SHRP)*

Mr. Steele served as a special consultant to SHRP on a long-term pavement performance evaluation project. He provided quality assurance services which included management of six major proficiency sample programs to determine quality of test data obtained.

Oil and Gas Field Exploration, Production and Storage Operations (1946 -1955)*

Mr. Steele worked as a contractor and for other contractors in the Oil and Gas fields for nine years.

West Virginia State Road Commission (1945 -1946)*

Mr. Steele worked in the Wyoming County Maintenance Section as an Equipment Operator and Laborer.

* denotes projects completed with other firms

Aaron Tonkery, PE

Project Engineer



Stantec

Mr. Tonkery is a Project Engineer with training and experience in civil site design, transportation engineering, and environmental permitting. Prior to joining the firm, Mr. Tonkery served as a Highway Engineer Trainee for the West Virginia Division of Highways (WVDOH).

EDUCATION

B.S., Civil Engineering Technology, 2000
Fairmont State College,
Fairmont, West Virginia

REGISTRATIONS

Professional Engineer - # 18237
State of West Virginia

PROJECT EXPERIENCE

Greenland Gap Wind Energy Project M.A. Mortenson Co. – Grant County, WV

Member of the project team that designed roadway, stormwater management, and erosion & sediment control plans for 20+ miles of access roads to approximately 140 wind energy turbines.

Appalachian Corridor H WVDOH – Grant / Tucker County, WV

Member of the project team that designed and produced the stormwater management and erosion & sediment control plans for this 1.60 mile section of highway.

U.S. Route 35 WVDOH – Mason County, WV

Member of the project team that designed and produced the stormwater management and erosion & sediment control plans for this 1.85 mile section of highway.

Upper Tract Bridge Replacement WVDOH – Pendleton County, WV

Member of the project team that designed and produced the stormwater management and erosion & sediment control plans for this 0.2 mile section of roadway which included a 349-foot three-span steel girder bridge.

Mile Branch Bridge Replacement WVDOH – McDowell County, WV

Member of the project team that designed and produced the stormwater management and erosion & sediment control plans for this bridge replacement project.

Weatherford Fracturing Facility Access Road Upshur County – West Virginia

Member of the project team that designed and produced the stormwater management and erosion & sediment control plans for this 0.4 mile section of two lane access road.

Glady Fork Coal Company WVDEP – Buckhannon, WV

Member of the project team that designed and produced the stormwater management and erosion & sediment control plans for this project that involved the construction of an AMD Chemical Treatment Facility. Also performed a hydrologic & hydraulic (H&H) study on Glady Fork Creek to determine the impact on base flood elevations due to the proposed construction.

Spencer Hydrologic & Hydraulic Study WVCA – Spencer, WV

Performed H&H study for this streambank stabilization project in Roane County.

* denotes projects completed with other firms

Aaron Tonkery, PE

Project Engineer

Parsons First Baptist Church H&H Study Parsons FBC – Tucker County, WV

Performed H&H study on Shavers Fork to determine impact on proposed expansion project.

Krout Creek H&H Investigation WVCA – Wayne County, WV

Performed cursory H&H study on Krout Creek to determine potential problem areas that contribute to the flooding along Spring Valley Road.

Laurel Lake Sediment Removal Project WVCA – Mingo County, WV

Participated in the design and plan preparation for this sediment removal project.

Danehart Acid Mine Drainage (AMD) Project ODNR – Yorkville, OH

Participated in the site design and cost estimating efforts on this AMD project. This project, located in Belmont County, Ohio involved stabilizing spoil slopes behind a residence.

Nutter Tipple Reclamation Project ODNR – Logan, OH

Participated in the site design and cost estimating efforts on this Abandoned Mine Lands (AML) project. This project involved reclamation of a 7.2-acre abandoned coal tipple site.

Flint Run AMD Project ODNR – Jackson County, OH

Participated in the site design and cost estimating efforts on this AMD project. The project area was known to discharge some of the "worst" acid mine drainage in the State of Ohio and has been identified as the

largest contributor of acid mine drainage to the Little Raccoon Creek watershed.

Murray City AMD and Art Project ODNR – Hocking County, OH

Participated in the site design and cost estimating efforts on this AMD and Art Project. A combination of Stabilization Ponds, Successive Alkaline Producing Systems (SAPS), and Precipitate Ponds were used to passively treat the acid mine drainage discharging into Snow Fork Creek.

Old Bridgeport Hill Mine Drainage Project WVDEP – Clarksburg, WV

Participated in the site design and cost estimating efforts on this AMD Project located in Harrison County, WV.

Texas Roadhouse Greenberg Farrow – Parkersburg, WV

Member of the project team that designed and produced the site, stormwater management and erosion & sediment control plans for this commercial development site.

Northeast Mud Services Company Project NEMS Co. – Harrison County, WV

Member of the project team that designed and produced the site, stormwater management and erosion & sediment control plans for this 10-acre commercial development site.

Philippi Shop-N-Save Craig Phillips – Barbour County, WV

Member of the project team that designed and produced the site, stormwater management and erosion & sediment control plans for this 5-acre commercial

** denotes projects completed with other firms*

Aaron Tonkery, PE

Project Engineer

development site. Also performed H&H study on Anglins Run to determine impact on base flood elevations due to proposed construction.

Institute for Software Research

Central Contracting Co. – Fairmont, WV

Provided resident construction observation services on the development of this site.

Project Impact

Tucker / Randolph County – West Virginia

Was involved in the placement of USGS benchmarks that established certified flood plain elevations throughout Tucker and Randolph Counties.

West Virginia State College

WVSC – Institute, WV

Prepared an Economic Depreciation Assessment of an Anaerobic Digester Pilot Plant for the College.

NPDES Permit – Stormwater / Construction

WVDEP - State of West Virginia

Assisted in the preparation of numerous NPDES Permit Applications, including the following projects:

- Greenland Gap Wind Energy Project
Grant County, WV
- Appalachian Corridor H
Grant & Tucker County, WV
- U.S. Route 35
Mason County, WV
- Upper Tract Bride Replacement
Pendleton County, WV
- Weatherford Fracturing Facility Access Rd
Upshur County, WV
- Glady Fork Coal Company
Upshur County, WV
- Philippi Shop-N-Save
Barbour County, WV
- Universal Well Services, Inc.
Upshur County, WV
- Monogram AML Enhancement Project
Harrison County, WV
- Mile Branch Bridge
McDowell County, WV
- Lignetics, Inc.
Gilmer County, WV

E. RESUMES OF KEY PERSONNEL PROPOSED FOR THIS CONTRACT

(Complete one Section E for each key person.)

12. NAME Bryson VanNostrand, AIA	13. ROLE IN THIS CONTRACT Architect	14. YEARS EXPERIENCE	
		a. TOTAL 11	b. WITH CURRENT FIRM 10

15. FIRM NAME AND LOCATION <i>(City and State)</i> VanNostrand Architects PLLC, Buckhannon, WV	
--	---

16. EDUCATION <i>(DEGREE AND SPECIALIZATION)</i> B.Arch / Architecture / 1994	17. CURRENT PROFESSIONAL REGISTRATION <i>(STATE AND DISCIPLINE)</i> WV, SC / Architect
---	--

18. OTHER PROFESSIONAL QUALIFICATIONS *(Publications, Organizations, Training, Awards, etc.)*
 American Institute of Architects
 National Fire Protection Association
 American Society of Civil Engineers (Affiliate Member)

19. RELEVANT PROJECTS

	(1) TITLE AND LOCATION <i>(City and State)</i>	(2) YEAR COMPLETED	
		PROFESSIONAL SERVICES	CONSTRUCTION (if Applicable)
a.	Weatherford International Fracturing Technologies District Camp Buckhannon, WV	Ongoing	
	(3) BRIEF DESCRIPTION <i>(Brief scope, size, cost, etc.)</i> AND SPECIFIC ROLE	[X] Check if project performed with current firm	
	Architect for a new 19 acre district camp for Weatherford's Fracturing Technologies division. Project includes 11,000 square feet of office space, 12,000 square feet of fleet vehicle maintenance and repair shops, 5,000 square feet of vehicle wash bays, 5,000 square feet of bulk liquid chemical storage warehouse, and several outside foundations and containment structures for additional bulk storage of hazardous liquids. Project Budget: \$5.5 MM.		
b.	Weatherford International Fracturing Technologies District Camp Holden, WV	Ongoing	
	(3) BRIEF DESCRIPTION <i>(Brief scope, size, cost, etc.)</i> AND SPECIFIC ROLE	[X] Check if project performed with current firm	
	Architect for a new 12 acre district camp for Weatherford's Fracturing Technologies division. Project includes 11,000 square feet of office space, 12,000 square feet of fleet vehicle maintenance and repair shops, 5,000 square feet of vehicle wash bays, 5,000 square feet of bulk liquid chemical storage warehouse, and several outside foundations and containment structures for additional bulk storage of hazardous liquids. Project Budget: \$4.9 MM.		
c.	Weatherford International Fracturing Technologies Sand Transfer Facility Century, WV	Ongoing	
	(3) BRIEF DESCRIPTION <i>(Brief scope, size, cost, etc.)</i> AND SPECIFIC ROLE	[X] Check if project performed with current firm	
	Architect for a new sand transfer facility which includes 4 acres of site grading and storm water management, 1,000 lineal feet of a new railroad siding, (4) 1.2 MM pound above-ground sand storage silos, the necessary deep foundation system to bedrock, rail car dump pit, conveyor and bucket elevator system, 100 ton truck weigh scale, scale house and staff offices. Project Budget: \$3.2 MM.		
d.	Shinnston Emergency Management Services Facility Shinnston, WV	2008	2008
	(3) BRIEF DESCRIPTION <i>(Brief scope, size, cost, etc.)</i> AND SPECIFIC ROLE	[X] Check if project performed with current firm	
	Architect for a new 5,000 square foot EMS facility. Building consists of vehicle bays for four ambulances, a bunk room, a kitchen and lounge, two offices, toilet and shower facilities, a laundry, and supply storage rooms. Project Budget: \$400K.		
e.	A.F. Wendling Food Distribution Center Buckhannon, WV	2006	2007
	(3) BRIEF DESCRIPTION <i>(Brief scope, size, cost, etc.)</i> AND SPECIFIC ROLE	[X] Check if project performed with current firm	
	Architect for the renovation of a vacant strip mall into a new food distribution center. Renovations included new electrical, HVAC and plumbing systems, as well as 40,000 square feet of dry food storage space, 6,000 square feet of new walk-in cooler space and 10,000 square feet of new freezer space. Site work included relocation of a stream to allow for adequate truck delivery access. Project Budget: \$1.3 MM.		

REFERENCES

The reputation of our firm and our professional staff can be best substantiated through conversations with people who have worked with our firm and our key representatives. We have listed several references below for airport consulting services we have provided during the last five years. We believe these references will testify as to the quality of our projects and the reputation of our firm and staff members. We have also included letters of reference from some of these people. Please contact these references.

Mr. Dan Cowdrey, President
Highland County Airport Authority
9585 North Shore Drive
Hillsboro, Ohio 45133
(937) 466-2159

Mr. John Schmitt, President
Pike County Airport Advisory Committee
2577 Alma-Omega Road
Waverly, Ohio 45690
(740) 947-4952

Mr. Jeffrey Burke, President
Scioto County Regional Airport Authority
P.O. Box 245
Wheelersburg, Ohio 45694
(740) 354-0383

Mr. Bill Laney, President
Madison County Airport Authority
1281 US Route 40
London, Ohio 43140
(740) 852-2500

Mr. John Byler, President
Holmes County Airport Authority
Old Jail Office Building, Suite 21
Millersburg, Ohio 45822
(330) 674-8222

Mr. Edmund Armstrong, Commissioner
Jackson County Commissioners
275 Portsmouth Street
Jackson, Ohio 45640
(740) 286-3301

Mr. Kevin DeTray, Airport Manager
Port Bucyrus Airport
2254 Issac Beal Road
Bucyrus, Ohio 44820
(419) 562-7596

Mr. Ken Denman, President
Union County Airport Authority
760 Clymer Road
Marysville, Ohio 43040
(937) 246-3221

Mr. Matt Gilroy, President
Defiance County Airport Authority
P. O. Box 134
Defiance, Ohio 43512
(419) 438-0035

Steve Klosterman, President
Lakefield Airport Authority
6177 S. R. 219
Celina, Ohio 45822
(419) 268-2279

Mr. Dan Masters, President
Marshall County Airport
3000 Denwood Drive
Moundsville, West Virginia 26041
(304) 845-7702

Mr. Ron Davis, Airport Administrator
Butler County Regional Airport
2820 Airport Road East
Hamilton, Ohio 45015
(513) 887-0444

Mr. Don Smith, Airport Manager
Lewis A. Jackson (Greene Co.) Airport
140 North Valley Rd
Xenia, Ohio 445385
(937) 376-8107

Mr. Gary Cook, President
Harrison County Airport Authority
43000 Airport Road
Cadiz, Ohio 43907
(740) 472-2159

RFQ No. DEFK11009

STATE OF WEST VIRGINIA
Purchasing Division

PURCHASING AFFIDAVIT

West Virginia Code §5A-3-10a states: No contract or renewal of any contract may be awarded by the state or any of its political subdivisions to any vendor or prospective vendor when the vendor or prospective vendor or a related party to the vendor or prospective vendor is a debtor and the debt owed is an amount greater than one thousand dollars in the aggregate.

DEFINITIONS:

"Debt" means any assessment, premium, penalty, fine, tax or other amount of money owed to the state or any of its political subdivisions because of a judgment, fine, permit violation, license assessment, defaulted workers' compensation premium, penalty or other assessment presently delinquent or due and required to be paid to the state or any of its political subdivisions, including any interest or additional penalties accrued thereon.

"Debtor" means any individual, corporation, partnership, association, limited liability company or any other form or business association owing a debt to the state or any of its political subdivisions. "Political subdivision" means any county commission; municipality; county board of education; any instrumentality established by a county or municipality; any separate corporation or instrumentality established by one or more counties or municipalities, as permitted by law; or any public body charged by law with the performance of a government function or whose jurisdiction is coextensive with one or more counties or municipalities. "Related party" means a party, whether an individual, corporation, partnership, association, limited liability company or any other form or business association or other entity whatsoever, related to any vendor by blood, marriage, ownership or contract through which the party has a relationship of ownership or other interest with the vendor so that the party will actually or by effect receive or control a portion of the benefit, profit or other consideration from performance of a vendor contract with the party receiving an amount that meets or exceed five percent of the total contract amount.

EXCEPTION: The prohibition of this section does not apply where a vendor has contested any tax administered pursuant to chapter eleven of this code, workers' compensation premium, permit fee or environmental fee or assessment and the matter has not become final or where the vendor has entered into a payment plan or agreement and the vendor is not in default of any of the provisions of such plan or agreement.

Under penalty of law for false swearing (*West Virginia Code §61-5-3*), it is hereby certified that the vendor affirms and acknowledges the information in this affidavit and is in compliance with the requirements as stated.

WITNESS THE FOLLOWING SIGNATURE

Vendor's Name: Stantec Consulting Services Inc.

Authorized Signature: [Signature] Date: 8/16/10

State of West Virginia

County of Kanawha, to-wit:

Taken, subscribed, and sworn to before me this 16 day of August, 2010

My Commission expires July 7, 2013.

AFFIX SEAL HERE

NOTARY PUBLIC [Signature]

