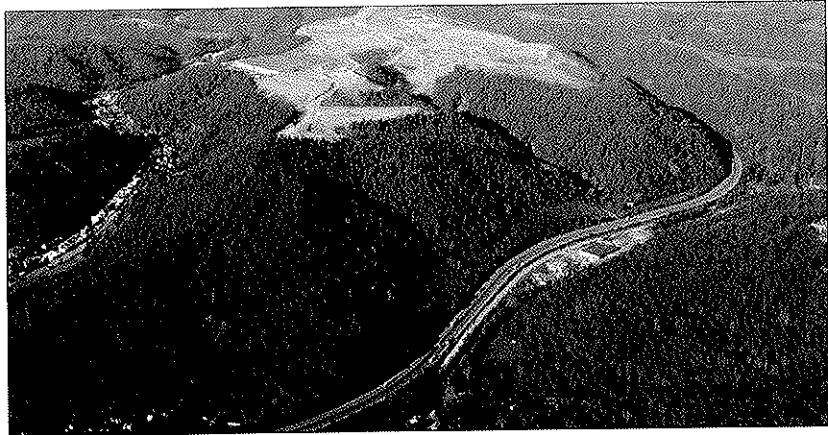
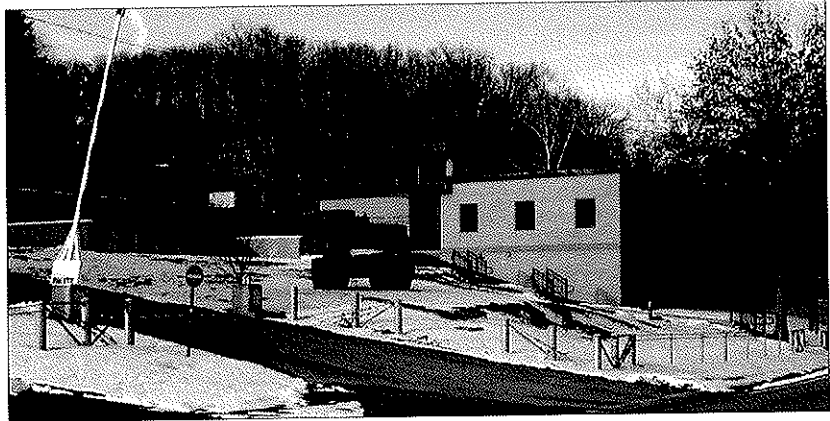


Expression of Interest

**Charleston Complex
Access Road and
Utility Upgrades
#DEFK 11024**

West Virginia Army National Guard
Charleston, West Virginia

January 25, 2011



RECEIVED

2011 JAN 25 - A 11:40

GAMING DIVISION
STATE OF WV

400 Tracy Way, Suite 200
Charleston, WV 25311
304-345-6712 Fax: 304-345-6714
jamie.bumgarner@meadhunt.com
meadhunt.com

**MEAD
HUNT**



January 25, 2011

Tara Lyle
Purchasing Division
2019 Washington Street, East
PO Box 50130
Charleston, WV 25305-0130

Dear Ms Lyle:

After reading this solicitation, we are convinced Mead & Hunt is the perfect match for this project. RPM Engineers recently merged with Mead & Hunt to become a more preeminent national firm. This means you'll get the same great local service you're used to from RPM, the same familiar faces you trust and the same superior-quality work. In addition, by joining with a larger firm, we'll be able to bring to this project a greater depth of in-house services, skills and years of experience and maintain our strong local presence.

The following points demonstrate our team's unique qualifications and our ability to bring success to this West Virginia Army National Guard project. We will expand on each within the proposal.

Resources – Each team member was carefully selected for their capabilities, location and flexibility to meet the project's demands. The combination of the team's size and expertise allows for immediate staff availability and capacity necessary to meet anticipated schedule milestones. Located just miles away, in Northgate Business Park, we are ready to quickly respond to your needs.

Experience – With our commitment to your success, we truly believe the "lessons learned" from similar work will deliver a project of which we can all be proud. In addition, we understand the requirements and regulations associated with National Guard projects and deliverables.

Familiarity – Our team is very experienced in project planning, design, estimating and contract administration of road projects throughout West Virginia. This experience was gained through many years of involvement – both internally as employees and/or externally as consultants – with private industry, county governmental agencies, county transportation committees and state departments of transportation. This in-depth knowledge helps us provide a quality service unique to Mead & Hunt. We provide insight and assistance throughout the project design and we truly understand the National Guard's mission and departmental interaction.

Mead & Hunt is ready to work for you. We appreciate your thorough review and consideration of our submittal and look forward working for you.

Sincerely,
MEAD & HUNT, Inc.

Jamie Bumgarner, Jr., PE
Project Manager

Rick Plymale, PE, PS
Principal/Vice President

Mead & Hunt, Inc. 400 Tracy Way, Suite 200 Charleston West Virginia 25311
304-345-6712 fax: 304-345-6714 meadhunt.com

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Project approach

Approach to Scope of Services

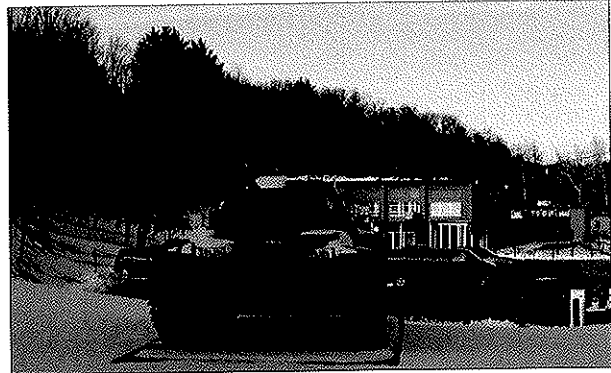
Project approach

Our approach to the project encompasses four distinct phases: Selection, Preliminary Engineering, Final Design and Construction Engineering and Inspection—all sequenced and built around NG pamphlet 415-5 compliance.

1. Selection – Upon completing our oral interview and selection by the Construction Facility Management Office (CFMO) Selection Committee, as the most qualified engineering firm to design this project, we propose to hold an on-site scoping meeting to fully clarify the scope of services for this assignment. Following this on-site meeting, we will promptly submit a cost proposal and negotiate a contract. We are a fair-cost provider of engineering services, and we are confident contract negotiations will go smoothly. We have never failed to negotiate an acceptable contract. Upon receipt of the approved Purchase Order from the Purchasing Division, we would immediately begin the design of the project.

2. Preliminary Engineering – One of our first tasks will be to mobilize the survey crews from our Northgate Business Park office to generate a base map which clearly identifies utilities, buildings, drainage features and topographical survey. If existing survey data is available, our surveyors will perform map edits to update existing mapping to match the current conditions. Additionally, our engineers are industry leaders in using AutoCAD and Civil 3D for design.

We will also perform an environmental review to establish permit requirements for the project. Based on the exhibits provided in the Addendum, it appears that a 404 Permit may not be required depending on whether or not the access road impacts a jurisdictional stream of the United States. Due to the amount of disturbance required for the project, a National Pollutant Discharge Elimination System (NPDES) Water Pollution Control Permit will be required. Our staff has extensive stormwater design experience and has worked with the West Virginia Department of Environmental Protection on many projects in the past that required an NPDES permit.



The first deliverable (per NG pamphlet 415-5) needed will consist of a set of preliminary drawings and specifications, cost estimates and a summary report. This set of drawings will be progress drawings (at the conceptual design level) depicting the layout with roadway design, parking layout, utilities and preliminary grading requirements. After this submittal, we will hold a preliminary design meeting with your staff to discuss desired changes prior to final plan development and go over proposed resolutions to any NGB-ARI comment.

3. Final Design – After completion of our preliminary design meeting, we will proceed with final design. The final deliverable will consist of a set of final construction drawings, construction cost estimate, estimated construction time chart and contract documents and project technical specifications as needed to execute the construction of this contract.

We will provide support throughout the project by attending any other related meetings with any other entities concerning the design of this project. In addition, Mead & Hunt will be available to you throughout for project consultation. Our goal is to have a set of documents that clearly demonstrates your intended outcome.

4. Construction Engineering and Inspection – We will be prepared to assist you through the Construction Phase of the process by providing: assistance in the construction bid solicitation, recommendations on contractor selection and project oversight and inspection.

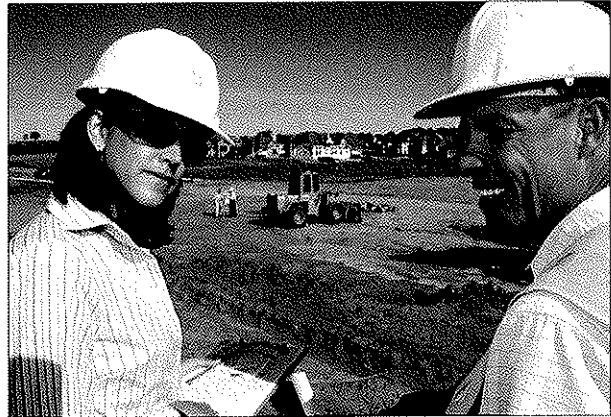
Project approach

Approach to Scope of Services

Project management approach

We feel constant communication is one of the keys to a successful project. Mead & Hunt has selected Jamie Bumgarner, MBA, PE, to be the Project Manager. His day-to-day responsibilities will include (but not be limited to):

- **Internal Information:** He will communicate all relevant project information to the project team.
- **Client Communication:** He will prepare weekly progress reports on behalf of Mead & Hunt. He will monitor the design schedule and take necessary measures to make certain that agreed upon design schedules are met. These measures shall include staffing levels, staffing changes and shifting priorities. He will request additional staff as needed.
- **QA/QC Conformance:** He will schedule QC audits as outlined in Mead & Hunt's Quality Assurance/Quality Control Plan. He will maintain proper filing, coding and maintenance of project documentation in an organized fashion to make it retrievable during and after the project.
- **Staffing:** He will manage Mead & Hunt personnel and resources. These management activities include, but are not limited to, assignment of responsibilities, oversight and evaluation of design quality and quantity and review of billable hours.
- **Leader:** Jamie will be the design team's day-to-day leader. He will know the project's technical aspects. He will be the direct point of contact with the West Virginia Army National Guard and the single person responsible for execution of the project – its timeliness, its finances, its technical quality, its coordination and its success.



Someone once said, "Shared responsibility is no responsibility at all." The Project Manager's responsibility for the project is not shared; Jamie will be responsible for our part of the project in its entirety.

Project approach

Quality control plan

Quality management organization

The **Quality Management Design Program** for this contract will be led by three members of the management team:

- Project Manager – Jamie Bumgarner, MBA, PE
- Military Department Manager – John Eskrich, PE, CPD, LEED® AP, who oversees more than 40 National Guard projects per year.
- Quality Assurance/Quality Control – Russell Chesmore, PE, who oversees the development of approximately 30 bridge and roadway projects per year.

Russell will have overall responsibility for establishing quality control procedures. His responsibilities include:

- Reviewing the project(s) for completeness and compliance with the contract and client's requirements and/or expectations.
- Tailoring a process to allow continuous improvement to occur throughout the project.
- Reviewing the quality assurance procedures and process to monitor each specific project.
- Organizing and integrating their peer and/or quality processes into our overall program.
- Including our client's quality processes and expectations in the overall program.
- The quality program establishes and documents methods to help us meet design requirements. This translates into quality drawings, specifications and accurate cost estimates, with projects built on schedule and budget and meeting your expectations.

Mead & Hunt's Project Quality Management Design Process includes a nine-step program:

1. Assessment of initial government provided statement of work and construction cost estimates following a review meeting or a Criteria Review Conference (CRC).
2. Peer review within each discipline at each design phase.
3. Continual review by project engineer and/or project manager.
4. Checks by project manager.
5. Checks by quality manager.



6. Phase checks prior to client presentation (35 percent, 65 percent, 95 percent and 100 percent).
7. Unofficial client feedback through interim quality reviews.
8. Client and/or customer quality, value and overall satisfaction interview visits at each phase during design, construction and after final acceptance.
9. Performance review with the CFMO Project Engineer/ Project Manager at distinct milestones and after project completion.

This "Team Approach" to management of individual project tasks assists in quickly identifying technical challenges, developing effective solutions and allowing efficient use of available resources.

So our internal resources are not over committed, managers will conduct meetings to assess staffing and production needs of each project and commit dedicated staff to your project. The meetings will be attended by staff of Mead & Hunt and team members, including: the chief engineer, quality assurance managers, project managers and discipline leaders responsible for resources. Together, the team will review project schedules and design components so adequate internal resources are allocated. The project managers and quality assurance managers review design milestones for technical compliance, client quality assurance requirements and budget performance. When appropriate, actions are taken to keep the projects on schedule and within budget.

**MEAD
HUNT**

Past experience

Corporate profile

RPM Engineers recently merged with Mead & Hunt to become a more preeminent national firm. This means you'll get the same great local service you're used to from RPM, the same familiar faces you trust and the same superior-quality work. In addition by joining with Mead & Hunt, RPM is now able to bring to this project a greater depth of in-house services, skills and years of experience and continue to maintain our strong local presence.



Who we are

Mead & Hunt is an employee-owned firm with more than 500 professional, technical and support staff in offices nationwide. We have been serving clients in both the public and private sectors since our founding in 1900.

Innovative

To meet our country's aggressive and changing needs, Mead & Hunt is continually expanding to offer innovative engineering and design services to meet a multitude of challenges. Annually, we are nominated for and win, industry and trade awards for the creative solutions we provide clients.

Responsive

Effective and responsive service is what we provide. Strong two-way communication is imperative to the success of our projects. We place the utmost importance on listening to and understanding our clients'

What we do best

- Transportation
- Military facilities
- Municipal and civil engineering
- Environmental projects
- Water resource engineering
- GIS and mapping
- Public architecture – Justice, Municipal, Healthcare, Higher Education and Government
- Historic preservation
- Airport planning and engineering
- Aviation architecture
- Industrial and food facilities

needs; together, we determine the best possible solution. The depth of our staff allows us to complete many projects simultaneously and keep projects on schedule and budget.

Adaptable

Mead & Hunt is a nimble organization, able to adapt to the changing world in order to remain a successful business.

Experienced

Our record of successful project execution and ability to provide continuity and quality of service is important. Our multidiscipline teams provide top-of-the-line architecture, engineering and scientific solutions

for the most challenging projects. Mead & Hunt's principals are highly qualified, dedicated and fully involved in providing experienced leadership in undertaking any project.

Past experience

Why Mead & Hunt?

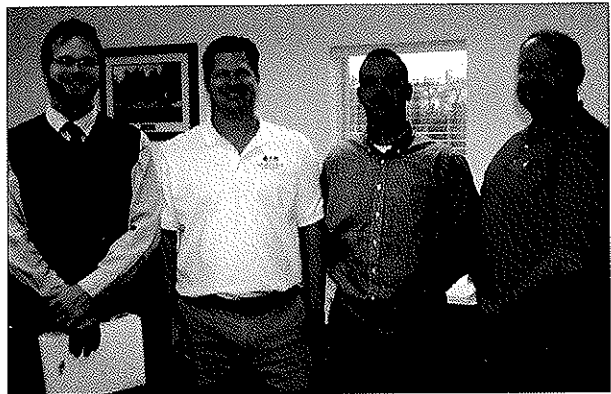
Mead & Hunt has the experience and qualifications needed to successfully perform this project. We have more than 500 professional service providers with an excellent track record of providing quality military projects. Over the past 60 years, we have worked with the Army National Guard, Air National Guard and United States Army Corps of Engineers. Our team members have planned, designed and constructed projects at military installations nationwide. In addition, we offer one of the strongest, local transportation design teams in all of West Virginia. This distinguishes us from the competition and emphasizes our commitment to taking on projects big and small.

Why select Mead & Hunt?

With an office less than four miles from the Charleston Armory Complex, our team brings a great understanding of the area and its challenges. Our team also has a long-standing relationship with the National Guard, which stems from the more than 20 years Mead & Hunt has held IDIQ contracts with the National Guard Bureau. We understand the needs and requirements associated with projects through the National Guard. Our Military Department is focused exclusively on military projects and our business thrives on providing the Guard the highest quality of engineering services. Our quality management and improvement policies and processes focus on key tenets:

Experience – The Mead & Hunt team is staffed with architects, engineers, scientists and planners with extensive Army National Guard expertise. Mead & Hunt is nationally-recognized especially in the area of military services.

Performance – To successfully execute your projects, you need work completed on time, designed within budget and prepared according to meet applicable guidelines and regulations. In the last 20 years, we have delivered military projects on time so they have been awarded in the fiscal year they have been funded. We have been reselected for every Department of Defense (DoD) IDIQ contract we've held and have had every contract extended to its limit. We have quality procedures integrating senior expertise



into each project. Peer and constructability reviews are performed at every design stage. Finally, we are vigilant about designing to your budget and have worked to help provide input on 1390/91 development to help develop accurate up front programming estimates.

Past experience

Office locations

California

9431 Haven Avenue, Suite 224
Rancho Cucamonga, California 91730
909-912-1930 Fax: 909-912-1931

180 Promenade Circle, Suite 240
Sacramento, California 95834
916-971-3961 Fax: 916-971-0578

133 Aviation Boulevard, Suite 100
Santa Rosa, California 95403
707-526-5010 Fax: 707-526-9721

Georgia

204 Creek Bed Court, Suite 2A
PO Box 2864
Peachtree City, Georgia 30269
678-364-9738 Fax: 678-364-9738
• *Greater Atlanta metro area*

Illinois

152 Ginger Hill Court
Glen Carbon, Illinois 62034
618-656-2848 Fax: 618-656-2848
• *Greater St. Louis metro area*

Michigan

2605 Port Lansing Road
Lansing, Michigan 48906
517-321-8334 Fax: 517-321-5932

715 Main Street
PO Box 65
Norway, Michigan 49870
906-563-1310 Fax: 906-563-1311

Minnesota

7900 West 78th Street, Suite 370
Minneapolis, Minnesota 55439
952-941-5619 Fax: 952-941-5622

Ohio

5900 Wilcox Place
Dublin, Ohio 43016
614-792-5900 Fax: 614-792-5901

Oregon

2564 Brickyard Street NW
Bend, Oregon 97701
541-388-7453

497 Oakway Road, Suite 220
Eugene, Oregon 97401
541-689-9997 Fax: 541-689-9998

9600 NE Cascades Parkway, Suite 100
Portland, Oregon 97220
503-548-1494 Fax: 503-548-1499

South Carolina

307 West Main Street
Lexington, South Carolina 29072
803-996-2900 Fax: 803-996-2944

322 West Main Street
Lexington, South Carolina 29072
803-785-2090 Fax: 803-996-2944

511 Robert M. Grissom Parkway
Myrtle Beach, South Carolina 29577
843-839-1490 Fax: 843-839-1491

Texas

8217 Shoal Creek Boulevard, Suite 108
Austin, Texas 78757
512-371-7690 Fax: 512-371-9734

Virginia

14521 Leaffield Drive
Midlothian, Virginia 23113
804-302-4213

Washington

201 NE Park Plaza Drive, Suite 167
Vancouver, Washington 98684
360-883-0047 Fax: 360-883-2455
• *Greater Portland metro area*

West Virginia

400 Tracy Way, Suite 200
Charleston, West Virginia 25311
304-345-6712 Fax: 304-345-6714

Wisconsin

1345B North Road
Green Bay, Wisconsin 54313
920-496-0500 Fax: 920-496-0576

750 North 3rd Street
La Crosse, Wisconsin 54601
608-784-6040 Fax: 608-784-6046

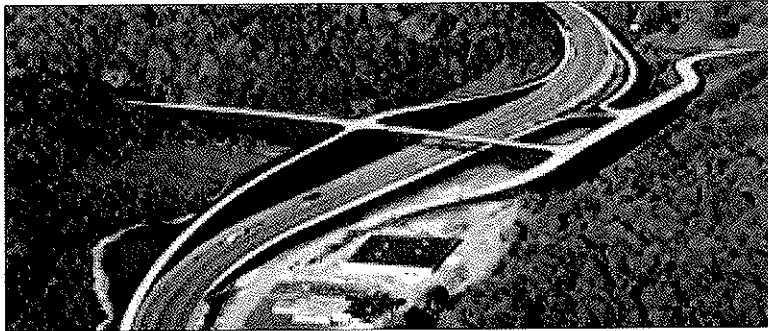
6501 Watts Road
Madison, Wisconsin 53719
608-273-6380 Fax: 608-273-6391

10700 W. Research Drive, Suite 155
Wauwatosa, Wisconsin 53226
262-790-0232 Fax: 262-790-0233
• *Greater Milwaukee metro area*



Past experience

Similar projects – Transportation

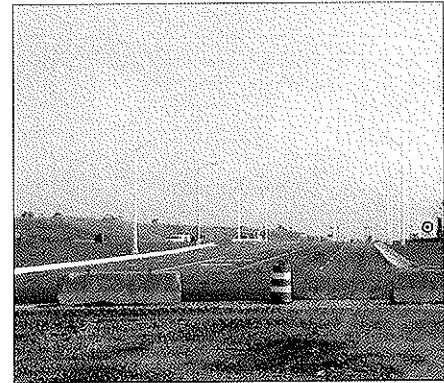


I-70 Interchange, interior access road and Cabela Drive Extension, Ohio County Development Authority – Ohio County, West Virginia

We were selected as part of a team to design a new interchange on Interstate 70 and an interior access road in Ohio County, West Virginia, for the private entity, the Ohio County Development Authority. This interchange was being considered to provide another access point to a rapidly growing retail/distribution development. The Highlands shopping, dining and entertainment complex is located at Cabela Drive (Exit 10) off I-70 just east of Wheeling, West Virginia. It has become one of the hottest retail developments in the tri-state area.

Our portion of the work includes the design of a new bridge over I-70, a 1.4-mile interior access road and construction inspection services. To minimize the impacts on I-70 traffic during construction and also to reduce the cost of erection, the steel plate girder structure will be designed simply supported for dead load and continuous for live load. The 1.4-mile access road includes grading, drainage, paving, signing and pavement markers. The total volume of excavation for this project is nearly three million cubic yards. This project has a construction cost estimated at more than \$40 million.

We were also responsible for many aspects of the roadway design and plan development for the preliminary and final design of a five lane Urban Collector to connect the new Highlands Interior Access Road to the existing Cabela Drive within the Highlands development. These projects, Cabela Drive Extension and Cabela Drive Extension #2, included grading, drainage, paving, lighting, signing and pavement markings. This five-lane segment is drained utilizing combination curb and gutter along each side of the roadway. These projects were constructed at a cost just over \$500,000.

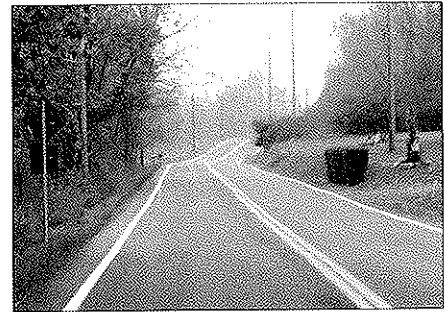


Past experience

Similar projects – Transportation

Cattle Pass, West Virginia Department of Transportation (WVDOT) – Berkeley County, West Virginia

We were selected by the West Virginia Department of Transportation (WVDOT) to design this 1,300-foot roadway widening project on busy State Route 51 in Berkeley County, West Virginia. This project was completed in 2009 and included the relocation of 1,200 linear feet of 6-inch water main including fire hydrants, water meters, valve boxes and other appurtenances for the Berkeley County Public Service Water District. The new water line was upgraded from a 6-inch diameter to a 16-inch diameter ductile iron pipe and lies adjacent to the new highway corridor. Portions of this project included the waterline relocation design, plan preparation, cost estimate and bid document preparation, obtaining the owner's written approval of the relocation, and preparing the Bureau of Public Health permit applications. We prepared the design of this water main along with construction drawings, permits and contract documents which required close coordination with the Berkeley County Public Service Water District.

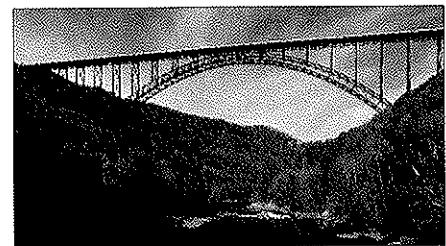


"RPM did these jobs for us and did very commendable work. Working with the folks at their firm has been a rewarding experience for us here in District 5."

*- Gary Klavuhn,
District Bridge Engineer,
WVDOH District 5*

The Summit Bechtel Family National Scout Reserve, Boy Scouts of America – Fayette County, West Virginia

The Summit Bechtel Family National Scout Reserve is a 10,600 acre world-class, national center of Scouting excellence in the New River Gorge region of West Virginia. The site will be home to a high-adventure base camp and national Scout leadership programs, as well as the permanent hosting spot for the National Scout Jamboree beginning in 2013 and 2019 World Scout Jamboree. With diverse program offerings and unique extreme sporting, The Summit will become a pinnacle of the Scouting experience.



We were in charge of the transportation design of this prominent project covering more than 15 miles of roadway design, 17 miles of pedestrian trail design and the design of a 600-foot, five-span concrete arch bridge over a recreational lake. The total construction cost for the transportation portion was estimated at more than \$30 million.

Past experience

Similar projects – Transportation

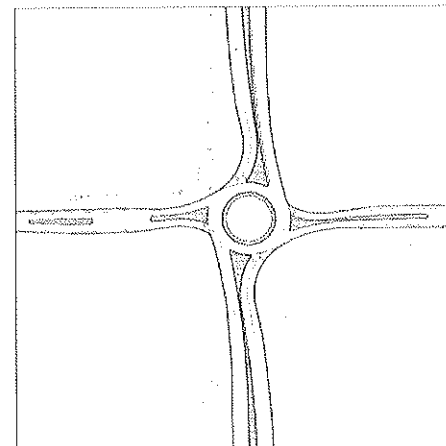
Aynor Overpass, South Carolina Department of Transportation – Aynor, South Carolina

We provided engineering services for the South Carolina Department of Transportation (SCDOT) Aynor Overpass Project funded by the Horry County One Cent Capital Projects Sales Tax. The new overpass will serve as the only uninterrupted thoroughfare that connects the two halves of Aynor, which are separated by US 501. This will allow local traffic and emergency services to travel directly from one side of town to the other without the tremendous delays associated with US 501 traffic. The project consists of new four-lane roadway that will span approximately two miles and a bridge overpass at US 501. Services include overall project management, road design and surveying for this \$46 million dollar project.



Roadway reconstruction, STH 83, Mukwonago-STH 59, WisDOT Southeast Region and Waukesha County – Wisconsin

Mead & Hunt is working with Wisconsin Department of Transportation (WisDOT) Southeast Region design staff on the STH 83 improvement project, which will update the current six-mile, rural two-lane facility to a divided four-lane transitional roadway. Elements being addressed include the horizontal and vertical alignments, proposed cross sections, drainage design, design study report (DSR), value engineering study, plan preparation, right-of-way plat, intersection layout, design of two single-lane roundabouts and CAICE design.



Capacity and access will also be improved to avoid restricting traffic flow as traffic increases along the STH 83, a necessity as projected traffic is expected to increase 60 percent by the design year 2029. Our team is developing a design that will improve the safety of STH 83, correcting issues such as insufficient stopping and intersection sight distance along with clear zone and horizontal curves. The project will improve the deficient horizontal and vertical alignments, improve intersections and mitigate safety. Three roundabouts will be implemented with the project. Four developments are approved within the project limits with more in the planning stages.

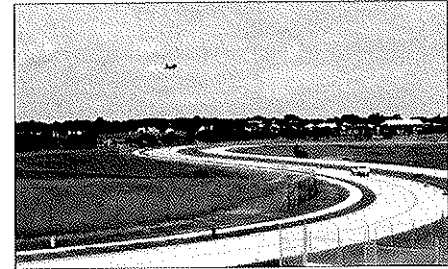


Past experience

Similar projects – Transportation

Relocation, South 6th Street, General Mitchell International Airport – Milwaukee, Wisconsin

The relocation of South 6th Street is a portion of the larger runway safety area (RSA) Improvements project at General Mitchell International Airport (GMIA), a joint-use airport with the Wisconsin Air National Guard. The purpose of this project is to bring General Mitchell International Airport GMIA runways into compliance with current Federal Aviation Administration (FAA) RSA design standards. The project includes several phases of construction with the first phase being the relocation of South 6th Street to accommodate the Runway 7R/25L extension.



GMIA's secondary Runway 7R/25L does not meet FAA RSA design standards. To correct this safety deficiency, it is proposed to shift the runway 539 feet west. This shift requires South 6th Street to be relocated on new alignment west outside the RSA and object free area for the runway. Utilities, both public and private, located within the existing South 6th Street right-of-way corridor, will be relocated to the new South 6th Street corridor along with proposed street lighting along this entire stretch. A new intersection with Air Cargo Way will be constructed. The airfield security fencing will be relocated adjacent to the new South 6th Street right-of-way. Two dry storm water basins and a new storm sewer system were designed as part of this project. The project also includes a new airfield service road around the perimeter of the object free area of the runway.

The project includes the following coordination, design and improvements:

- Coordination between FAA, Milwaukee County, City of Milwaukee and other stakeholders to achieve desired results
- Design for relocated South 6th Street
- Design for newly proposed Perimeter Road
- Design for realignment of Air Cargo Way to South 6th Street
- Design for new driveway entrance for the Amtrak facility
- Storm sewer design including hydraulic analysis and box culvert design
- Storm water management and associated storm water pond design
- Utility coordination
- Permit applications
- Right-of-way acquisitions, permits and coordination
- Parking lot modifications to the employee parking lot and Remote Parking Lot B
- Security fencing

Past experience

Similar projects – Utilities

Beech Fork Concrete Beam Bridge, Lavalette Public Service District – Wayne County, West Virginia

Responsibilities included the design of 100 linear feet (LF) of 6-inch waterline relocation for Lavalette Public Service District, obtaining the owner's written approval of the relocation, preparing the Bureau of Public Health permit applications, preparing 8.5- by 11-inch drawings, sequence of construction details and quantities below Ordinary High Water for the 404 Permit Application for the anticipated stream crossing.

Responsibilities also included the design of a sanitary sewer force main relocation for Northern Wayne County Public Service District. Also included was the design of the 245-foot sanitary sewer relocation, obtaining the owner's written approval of the relocation and preparing the Bureau of Public Health permit applications.

Gerrardstown Bridge – Berkeley County, West Virginia

Responsibilities included the design of 125 LF of 6-inch main waterline relocation for Berkeley County Public Service Water District, obtaining the owner's written approval of the relocation, preparing the Bureau of Public Health permit applications and preparing 8.5- by 11-inch drawings, sequence of construction details and quantities below Ordinary High Water for the 404 Permit Application for the anticipated stream crossing.

Aronhalt Bridge – Grant County, West Virginia

Responsibilities included the design of 190 LF of 6-inch main waterline relocation for the Grant County Public Service District, obtaining the owner's written approval of the relocation and preparing the Bureau of Public Health permit applications.

WV Route 10, Man to Rita, WVDOT – Logan County, West Virginia

Our team was one of the lead designers responsible for many aspects of the design and plan development for a 4.2-mile section of four-lane corridor through mountainous terrain. This project was comprised of eight construction projects and one right-of-way project. This project had a total project construction cost estimates more than \$100 million that included major grading, cut and fill benches, paving, major and minor drainage, erosion and sediment control, including sediment basins, coordination with utilities, MSE walls, water and sewer line relocations, river hydraulics, causeway design, signing and marking design, MOT, NPDES permitting and many other aspects of civil engineering design. The design of several waterline relocations for the Logan Public Service District, obtaining the owner's written approval of the relocations and preparing the Bureau of Public Health permit applications were also part of this project.

Bentons Ferry Bridge – Marion County, West Virginia

This project included the design of a bridge replacement structure carrying County Route 64 over the Tygart Valley River and the CSX Railroad. Tasks on this project included minor grading, drainage, paving, gravity sewer line relocation and box culvert design. Also included was the design of the gravity sewer line relocation, obtaining the owner's written approval of the relocation and preparing the Bureau of Public Health permit applications.

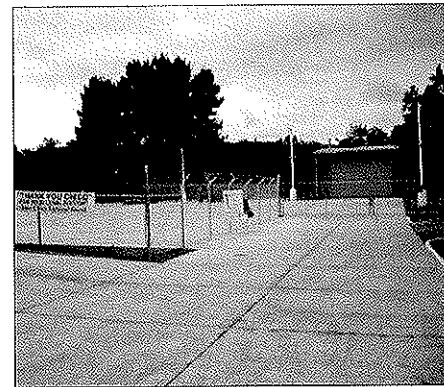
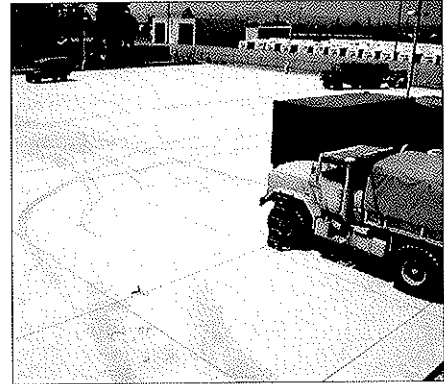
Past experience

Similar projects – National Guard

Army National Guard Modularity Project – Fairfield, Chico, Redding, Mount Shasta, Eureka and Pamona, California

As part of the transformation to Army Modular Force (AMF), the California Army National Guard (CA ARNG) began receiving additional equipment for its Combat Engineering units in Fiscal Year 2007. Near the end of Fiscal Year 2005, the former CA ARNG's Construction and Facilities Management Officer, retired Colonel Darryl Balco, applied for funds to improve and expand its equipment storage at the affected armories. However, the funding did not arrive at the CA USPFO until May of 2006. Construction contracts at six sites, totaling \$5.3 million, had to be executed by the end of FY06. Design-build was not possible because environmental review and clearance was not yet complete.

Using the local Indefinite Delivery/Indefinite Quantity (IDIQ) contract, the CA ARNG approached Mead & Hunt to devise a fast-track process to complete the design, environmental review and construction procurement by September 30, 2006. Mead & Hunt was awarded a design contract in late July and by September 15 had completed contract documents at six different sites for new pavements, site lighting, storm water drainage systems, fencing and other related improvements. Services included surveying, geotechnical investigations, local storm water regulatory conformance, cost estimating, design and completed contract documents. Simultaneously, the CA ARNG was working with the US Army Corps of Engineers (Sacramento and Mobile Districts) to use their 8A IDIQ and Performance Oriented Construction Activities (POCA) contracts to procure the construction work.



"Mead & Hunt has always done a wonderful job for us. Responsive, quick and efficient. It has been a pleasure working with them."

*- Retired COL Darryl Balco
Former Construction and Facilities
Management Officer
California Military Department*

**MEAD
HUNT**

Past experience

Similar projects – National Guard

Pavement projects – Volk Field Combat Readiness Training Center, Camp Douglas, Wisconsin

Volk Field Combat Readiness Training Center (CRTC) is a Department of Defense (DoD) training airfield located northwest of Madison, Wisconsin. Our team has been working with Volk CRTC for more than 25 years.

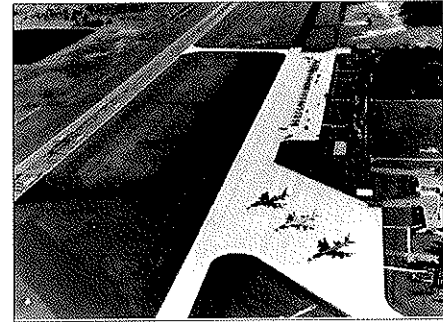
Repair Roads, Munitions Storage: This project consisted of the redesign of pavements and reconfiguration of access roads around the existing Munitions Storage complex. The existing roadways did not allow for proper maneuvering of semi-truck traffic in and out of the complex and existing pavements elevations did not allow for adequate site drainage. This inadequate drainage situation was hazardous for vehicles during icy conditions.

Portions of the existing pavements were milled and reinstalled to minimize costs and maintain sustainability goals. Pavements were widened to provide for a minimum of 24 feet to allow for more efficient semi-truck maneuvering where necessary. Asphaltic pavements were installed north of building 916 to provide an additional parking area for that building. Additional concrete pavements were added in the far southeast corner of the munitions area to allow semi-trucks more room to efficiently back into the loading dock. This area is used as a staging area for visiting units.

Base Roads: The Base Roads project was originally planned and designed as two separate projects. The first design consisted of reconstructing approximately 7,835 lineal feet of roadway along Williams Street and Madison Boulevard. The second design reconstructed 7,293 lineal feet of roadway along Wisconsin, Badger and Milwaukee roads.

This combined project provided for removing, pulverizing and relaying of the existing bituminous pavement, new curbs, gutters and culverts. Related to this roadway reconstruction and redesign, existing driveways along these roads were reconstructed and regraded to allow for better drainage.

This project encompassed a large portion of the roads at Volk Field and all roads were main thoroughfares for the base. The construction efforts were well-organized and phased and traffic was rarely affected. The newly design roadways and intersections allowed for new and larger military and commercial vehicles to navigate the base. With the completion of the Base Roads project, Military units and local personnel are now able to efficiently perform their training and work unimpeded by the constraints of the old roadways.



"I wish every A/E firm's work was of this quality."

*- Steven Freese,
National Guard Bureau,
Washington, DC
(on Mead & Hunt's work
at Volk Field CRTC.)*

Past experience

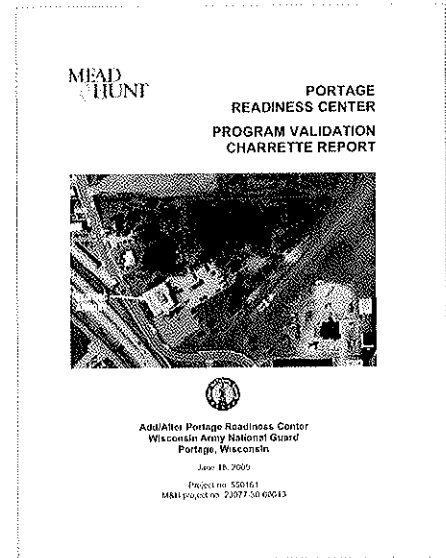
Similar projects – National Guard

Charrette, Portage Readiness Center – Portage, Wisconsin

This project consisted of preparing and executing a Project Programming Document Charrette (PPDC) including a parametric cost estimate for Portage Army Addition/Alteration. Mead & Hunt prepared the PPDC documents to confirm the project scope and costs and provide schematic design for the building and site. This process provided the Government with more detailed information to later establish a revised Department of Defense Form 1390/1391 cost and scope for future design criteria.

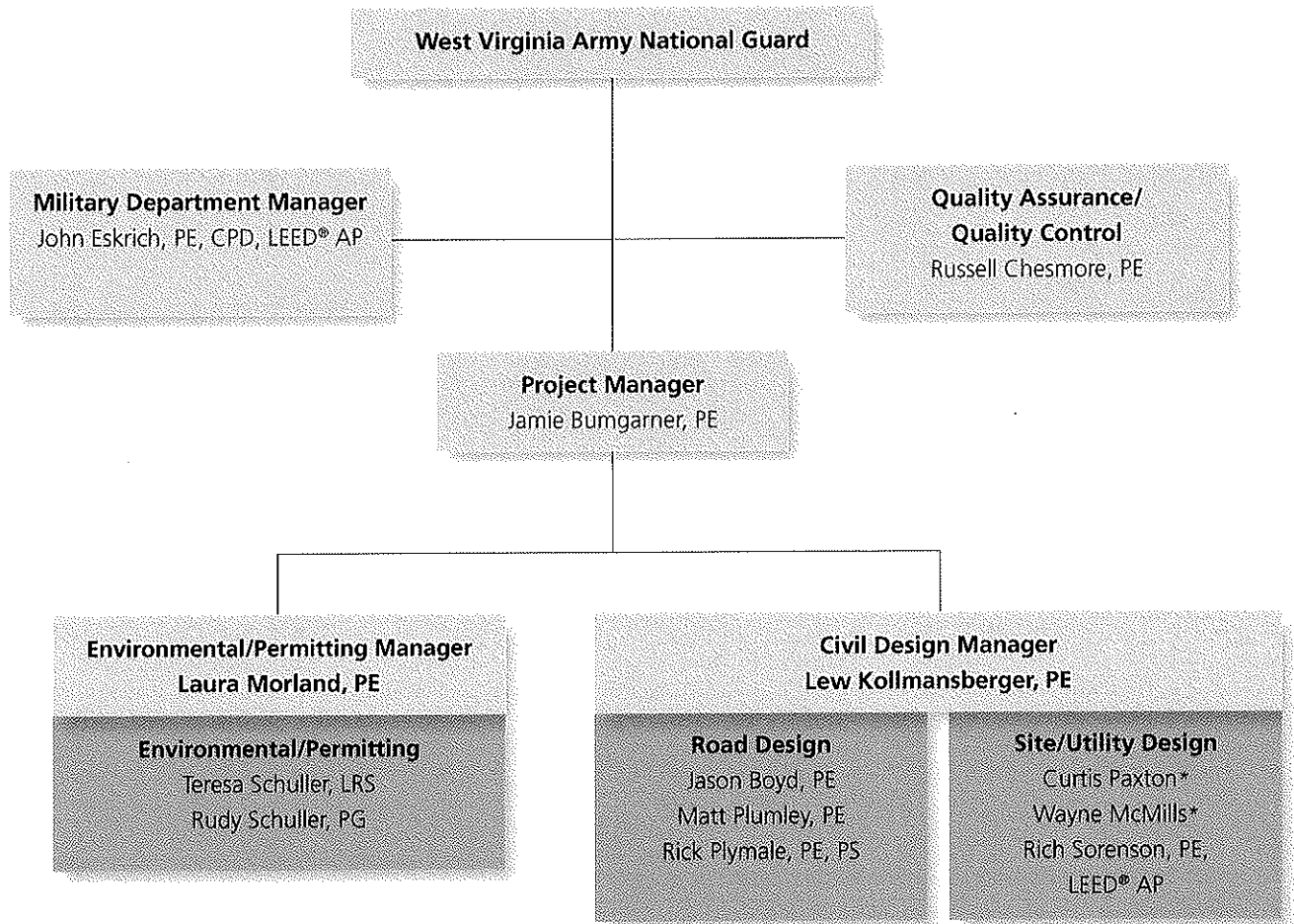
This facility is an Army National Guard Readiness Center located in Portage, Wisconsin. The original scope of the building authorized was 48,419 square feet including 3,965 square feet of unit storage space. During the charrette process, it was determined the building was only authorized for 45,401 square feet, reflecting the need for one less Unit Level Maintenance Training Bay and no Training Device/Simulation Center. An additional separate 19,602-square-foot space for unheated vehicle storage and a secured military vehicle parking area was also authorized. The final completed facility will provide space for assembly, maintenance training, classroom training and operations office functions. The facility would also incorporate cost effective energy conserving features into design, including energy management control systems and high efficiency motors, lighting and HVAC systems.

Additional site challenges that were addresses as part of this project were physical security measures that included providing the maximum feasible standoff distance from roads, parking areas and vehicle unloading areas when standoff distance could not be maintained. Outside supporting facilities would include military and privately-owned vehicle parking, fencing, sidewalks, outside lighting, access roads, wash platform and fuel storage and dispensing systems.



Expertise of your team

Organizational chart



* Current or former West Virginia National Guard member

Expertise of your team

Resumes

Jamie Bumgarner, PE Project Manager

Education

MBA, Business Administration, Marshall University
BS, Civil Engineering, West Virginia University
AAS, CADD, West Virginia State College
Certificate in Financial Planning, Florida State University

Registration

Licensed Professional Engineer – West Virginia, Ohio, South Carolina, Maryland, Virginia and Pennsylvania

Jamie Bumgarner brings nearly 13 years of civil engineering experience to this project. As a project manager, roadway engineer and hydraulic engineer, Jamie has performed various duties associated with the preparation of plans, specifications and estimates for various projects including: drainage design, roadway design, right-of-way plan preparation, geometric layout, utility relocation design, maintenance of traffic, permitting, signing and marking, plan preparation/presentation and detailed quantity/cost estimates.

Specific drainage design experience includes: hydrologic procedures, pavement/deck drainage, inlet spacing computations, channels, culverts, storm drains, erosion and sediment control ponds, storm water management, hydraulic river analysis utilizing HEC-RAS, preparation of Hydrology and Hydraulics (H&H) reports and evaluating scour at bridges and temporary construction access/causeway design including riprap sizing.

Related projects

The Summit Bechtel Family National Scout Reserve, Boy Scouts of America – Fayette County, West Virginia

Jamie was the project manager for the transportation design of this prominent project covering more than 15 miles of roadway design, 17 miles of pedestrian trail design and the design of a 600-foot, five-span concrete arch bridge over a recreational lake. The National Scouting Center, which will also include a high-adventure base and summer camp, the Boy Scouts of America reviewed and decided on a 10,600-acre location atop Garden Ground Mountain, near Glen Jean in Fayette County. The total construction cost for the transportation portion was estimated at more than \$30 million.

Cabela Drive Extension, Ohio County Development Authority – Ohio County, West Virginia

Jamie served as one of the lead designers responsible for many aspects of the roadway design and plan development for the preliminary and final design of this project.

The five-lane Urban Collector was designed to connect the new Highlands Interior Access Road to the existing Cabela Drive within the Highlands development and near Triadelphia, West Virginia. This 800-foot-long project included grading, drainage, paving, lighting, signing and pavement markings. Combination curb and gutter was used along each side of this five-lane roadway. The project had a total construction cost of more than \$500,000.

Cattle Pass Bridge, West Virginia Department of Transportation (WVDOT) – Berkeley County, West Virginia

Jamie worked as the roadway project manager, lead roadway engineer and hydraulic engineer for this bridge replacement project. His responsibilities included completion of the roadway design, construction plan and right-of-way plan preparation, permit documents, the hydraulic analysis using HY-8 and the preparation of a final hydraulic report.



Expertise of your team

Resumes

Jamie Bumgarner, PE, continued

West Virginia Route 10, Man to Rita, WVDOT – Logan County, West Virginia

As one of the lead designers, Jamie was responsible for many aspects of the roadway design and plan development for the preliminary and final design of a 4.2-mile section of divided arterial through mountainous terrain. This project was comprised of eight construction projects and one right-of-way project with a total construction cost estimated at more than \$100 million. In addition, this project had major grading including cut and fill benches, paving, major and minor drainage, erosion and sediment control that included sediment basins, coordination with utilities, mechanically stabilized earth walls, water and sewer line relocations, river hydraulics, causeway design, signing and marking design, maintenance of traffic, National Pollution Discharge Elimination System (NPDES) permitting and many other aspects of roadway design.

I-64 Widening, Nitro to Crooked Creek, WVDOT – Putnam County, West Virginia

Jamie was a design team member for the preliminary design of a 3.64-mile section of freeway widening and bridge replacement on Interstate 64 including detailed typical section layout, maintenance of traffic, grading, major and minor drainage, utility relocations, pavement marking, design study report preparation and NPDES permitting.

Corridor H, Scherr to Forman, WVDOT – Grant County, West Virginia

Jamie was a design team member for the preliminary design of a 2.3-mile section of divided arterial through mountainous terrain including preliminary right-of-way and construction plan development. Tasks included major and minor drainage design, erosion and sediment control including sediment basins, roadside design and watershed map preparation detailing disturbed forest lands for various agencies.

Elkins Bypass, US 219 to Canfield, WVDOT – Randolph County, West Virginia

Jamie worked as a design team member for the preliminary and final design of a 2.5-mile section of divided arterial and interchange including right-of-way and construction plan development. This section extended a new alignment in mountainous terrain from US 219 to US 33. Tasks included were grading design with cut and fill benches, major and minor drainage and erosion and sediment control including sediment basin design with multi stage pipe inlet structure.

Western Parkway Improvements, Maryland State Highway Administration (MDSHA) – Charles County, Maryland

Jamie was responsible for an H&H study for a new stream crossing using two 12-foot precast box culverts. This design required peak discharge estimations using NRCS TR-55, culvert design utilizing FHWA HY-8 and floodplain analysis using HEC-RAS.

Hamilton Road culvert, MDSHA – Charles County, Maryland

Jamie was responsible for a H&H study to provide options for improving the capacity of an existing stream crossing and eliminate or lower flood elevations in an adjacent community. This design required peak discharge estimations using NRCS TR-55, culvert design utilizing FHWA HY-8 and floodplain analysis using HEC-RAS.

Danese Public Service District Waterline Feasibility Study, WVDEP – Fayette County, West Virginia

Jamie was project manager and lead civil engineer responsible for the engineering services necessary to investigate the area's current water supply and determine whether pre-law mining has affected the water supply to the area. The required services included performing mine map research, conducting interviews of residents in the area, obtaining water samples from residents in the area, overseeing laboratory testing of the samples and preparing reports summarizing the conclusions of the study.

Expertise of your team

Resumes

John Eskrich, PE, CPD, LEED® AP Military Department Manager

Education

BS, Mechanical Engineering, Iowa State University

Registration

Licensed Professional Engineer – Wisconsin

Certified in Plumbing Design – National

Leadership in Energy and Environmental Design (LEED®) Accredited Professional (AP)

John Eskrich has nearly 24 years of experience in project management, mechanical engineering, specifications, field inspection, planning and cost estimating. He specializes in managing multi-discipline professional services projects. His experience is focused in military facilities, including the issues of joint civilian-military airfields. Due to the long-term nature of his position, he has been involved in managing facility design projects for all of the following projects; control tower, main gate, CATS/CATM, squadron operations, secured storage and briefing areas, readiness center, vehicle maintenance, aircraft maintenance, aircraft storage (including high expansion foam systems), fueling systems, corrosion control, fire training facilities, munitions complex, troop training facility, communications facility, mailroom, dining hall and small arms range. His management experience also includes site infrastructure, utility, GIS, storm water and master planning projects.

John's approach to project management is focused on establishing clear goals at the outset of a project and utilizing thorough and effective communication to align the work of Mead & Hunt with the client's goals and expectations. He has received extensive training in the effective delivery of professional engineering services and uses this training to provide a high level of project management in order to coordinate a team's expertise and capabilities for our clients' benefit.

John's past responsibilities also included designing plumbing, fire protection and fuel systems; preparing drawings and specifications; conducting field inspections and surveys; providing opinions on construction costs; issuing contract documents to governing agencies for review; reviewing submittals; conducting construction observation; providing final inspection and punch lists; and coordinating record drawings for submission to clients.

Related projects

Replace squadron operations facility, Volk Field Combat Readiness Training Center (CRTC) – Camp Douglas, Wisconsin

John was the project manager for a new joint-use squadron operations facility. The project included replacing three aging, undersized and disjointed facilities. The new facility is 14,400 square feet and houses the command post, wing operations center, survivability recovery center and general command and control functions. Great attention was paid to user input and assuring that the circulation and layout accommodated the exercise functions of

visiting units. The building was designed to meet current Anti-Terrorism/Force Protection (AT/FP) requirements. In addition, this project incorporated SiperNET and a SCIF room in accordance with JAFAN 6/9. LEEDs points evaluation and consideration were incorporated. The cost of this project was \$6 million.

Replace vehicle maintenance facility, Volk Field CRTC – Camp Douglas, Wisconsin

John was the project manager for the replacement of the existing maintenance facility, which was converted to cold storage under this project. The new facility is approximately 3,400 square feet and has three bays for maintenance of heavy duty equipment and preparation of



Expertise of your team

Resumes

John Eskrich, PE, CPD, LEED® AP, continued

targets for range. Special considerations were made to the heavy duty monorail between bays, strengthen concert floor and durable surface and exterior skin patterned in conformance with range requirements. Maximum contract cost (MCC) was \$678,000.

Replace site utilities, Wisconsin Air National Guard (ANG) Camp Williams – Camp Douglas, Wisconsin

John was the project manager for the replacement of the water supply piping, storm sewers and sanitary sewer system for the Camp Williams portion of Volk Field. This project involved replacing deteriorating infrastructure in an existing complex area. The project was done in phases to maintain the function of the area.

Fuel dispensing system, Wisconsin Division of Facilities Development – Madison, Wisconsin

John provided the concept report on the upgrade of the JP-8 fuel dispensing system at the Army Aviation Support Facility (AASF) Dane County Regional Airport and West Bend Airport.

Munitions maintenance and storage complex, Truax Field ANG Base – Madison, Wisconsin

John was the project manager for the munitions maintenance and storage complex. He was responsible for managing the delivery of the architecture and engineering (A-E) services for the project book, airspace study, Federal Aviation Administration (FAA) 7460 permit, Type A and Type B designs. The scope of this \$5.3 million construction project includes an administration building, a munitions maintenance and inspection facility, two munitions storage igloos, a segregated storage building and site and utility infrastructure.

Addition/Alter Base Civil Engineering (BCE) Facility Building 701, General Mitchell International Airport – Milwaukee, Wisconsin

John was the program manager for this project that involved a 3,300-square foot addition and 14,400-square-foot alteration of the existing BCE facility (Building 701). This facility supports the base engineering administration, engineering maintenance shops and associated support services. Alterations made to the building included much needed improvements and expansions of staff toilet/locker areas, office, break room and tool rooms. Expansion of the building included the addition of two general assembly multi-purpose classrooms. The cost of this project was \$1.8 million.

Addition/alter corrosion control Building 304, Wisconsin ANG – Milwaukee Wisconsin

John was the program manager for this project that involved the conversion of an existing nose dock style hangar (Building 304) to a full KC-135R maintenance hangar which houses the complete aircraft, including the tail section and refueling boom. When construction is complete, the hangar will allow for the full environmental protection of the aircraft to allow for complete inspection, maintenance and repair at an ANG base (ANGB). This maintenance complex was the third major upgrade or addition phase in the Base Master Plan developed by Mead & Hunt. The project helps the base fulfill its mission requirements in a northern climate. Included was mechanical, electrical, communications systems, HVAC and electrical lighting were updated with more energy efficient systems. This building addition was 7,741 square feet, the alteration was 25,790 square feet and the project cost \$3.8 million.

Expertise of your team

Resumes

Russell (Rusty) Chesmore, PE Quality Assurance/Quality Control

Education

BS, Civil Engineering, Iowa State University

Registration

Licensed Professional Engineer – Florida, Georgia, Iowa, Michigan, Minnesota, Oregon, Tennessee, Texas, Washington and Wisconsin

As manager of Transportation Services, Rusty Chesmore manages and provides quality assurance for transportation projects. He oversees the development of approximately 30 bridge and roadway projects per year and is responsible for project development from preliminary contract negotiation to planning, design and construction management.

Rusty has extensive experience in agency, utility and railroad coordination, roadway and bridge plan preparation, right-of-way plat review, addressing public concerns, coordinating information distribution and preparing and reviewing plans, specifications and estimates (PS&E), as well as environmental documents. He has managed projects that involved resident relocation, wetland and park mitigation, historical impacts, community issues and extensive public involvement.

In addition, Rusty has considerable experience in the use of computer software for geometric highway layout and structural and hydraulic bridge design.

Related projects

Urban roadway design, Bridge Road, City of Monona – Monona, Wisconsin

Rusty managed the design of this urban reconstruction project that involved a new pavement structure, curb, gutter and storm sewer. The project team improved an intersection and flattened one curve to increase traffic safety. Two public informational meetings were held for this project.

Rural highway design, CTH DR – Green County, Wisconsin

Rusty managed the rehabilitation of a two-lane rural highway, which connects STH 59 and 69 and provides access to the city of Monroe industrial park. The project team added a right-turn lane on STH 59 and passing lanes at the STH 59 intersection and the 29th Avenue intersection. When it was found that the existing pavement structure lacked sufficient base course, Rusty considered several options and decided that the pavement structure should be built up with virgin base course and new pavement

after the existing asphalt was pulverized and re-laid as base course. This was done in one operation and required little excavation, saving the client approximately \$100,000.

Urban and rural highway design, STH 21, Angelo Bypass, Wisconsin Department of Transportation (WisDOT) – Monroe County, Wisconsin

Rusty managed the design of 2.8 miles of STH 21 near the city of Sparta. The project team designed major improvement to an intersection and the construction of an urban roadway with a storm sewer. As project manager, Rusty faced challenges including the construction of three new bridges and a frontage road along with the relocation of STH 21 approximately 150 feet to the south. Rusty also oversaw the preparation of a comprehensive Environmental Assessment and coordinated several public information meetings to mitigate project impacts that included the relocation of five residences and the involvement of one acre of wetlands, seven acres of farmland and four hazardous materials sites.



Expertise of your team

Resumes

Rusty Chesmore, PE, continued

Urban and rural highway design, CTH E/ Juneau Street – Dodge County and Village of Hustisford, Wisconsin

Rusty managed the CTH E project that consisted of four miles of rural resurfacing and 0.78 miles of urban reconstruction. The rural resurfacing consisted of pulverizing and relaying asphaltic pavement and resurfacing. The existing intersections were analyzed for safety considerations and upgraded to meet current design standards. Concrete rumble strips were added to one hazardous intersection to alert drivers to the stop condition. A three-foot section of shoulder was paved to accommodate bicycles. The existing roadway permanent signing and posts were also replaced with new signs.

The urban section of CTH E, Juneau Street, involved converting 3,250 feet of rural cross section into an urban cross section in addition to reconstructing 900 feet of existing urban cross section. Curb and gutter, storm sewer, sidewalks, sanitary sewer and water mains were replaced as well as extended. Several alignment alternatives were reviewed to develop a design alignment that would not require the purchase of additional permanent right-of-way. The existing profile was adjusted to provide improved drainage characteristics and to better match in with the surrounding terrain. The project also included the addition of on-street parking, designing extra capacity into the storm sewer to accommodate future connections, decorative street lighting and the strategic use of minor retaining walls to preserve significant trees and the attractive nature of the residential street. The project involved special design considerations for a historical parcel.

Rural highway design, STH 80, WisDOT – Iowa County, Wisconsin

Rusty managed the design of this four-mile highway reconstruction project that improved safety by widening the roadway and improving the vertical and horizontal alignments, while minimizing impacts to side roads, driveways and residential yards. The project also involved designs for a replacement bridge over Underwood Creek and a Type II environmental report. Rusty coordinated two public information meetings in order to involve local residents and to discuss impacts to their property. The design of under-road cattle passes for three dairy farms also greatly increased safety; these farmers had formerly led their cattle across STH 80 twice daily for milking.

Urban roadway design, Aviation Drive and Discovery Boulevard, Sioux Gateway Airport – Sioux City, Iowa

Rusty managed this \$1.2 million project to design Aviation Drive, a four-lane primary-entrance road into the Sioux Gateway Airport and Discovery Boulevard, a two-lane street that connects the airport entrance with the city's business park. Both roads are concrete with curb and gutter, storm sewer and raised medians and are heavily landscaped with brick pedestal entrance signs, trees, flower beds, an irrigation system and multiple flag poles. In addition, Rusty's team provided traffic control plans, utility coordination, storm water management, signage plans and street lighting.

Expertise of your team

Resumes

Laura Morland, PE Environmental/Permitting Manager

Education

BS, Civil Engineering, Purdue University

Registration

Licensed Professional Engineer

Laura has more than 20 years of experience, including 14 years as project manager and team member of surface water and environmental projects. She develops hydrologic and hydraulic models for Flood Insurance Studies, flood-plain management plans, stream restorations, bridge replacements, Federal Energy Regulatory Commission (FERC) hydropower licensing and dam safety studies. She is familiar with the most commonly used surface water computer models for quantity and quality. Laura performs calibration and frequency analyses. Laura's experience includes resident engineering services, hydraulic and hydrologic studies/design for storm water and flood mitigation and participation in Environmental Assessments. Projects include a storm water study for the Wisconsin Air National Guard at General Mitchell International Airport (GMIA) and wetland mitigation for the Dane County Regional Airport which incorporated off-site stream restoration. She develops monitoring programs for regulatory compliance. In addition, she has participated in numerous feasibility studies.

Related projects

Hydraulic studies, GMIA Air National Guard Base (ANGB) – Milwaukee, Wisconsin

Laura performed hydraulic studies to determine a course of action to mitigate the frequent flooding that occurs at the WI ANGB's auxiliary facility on the west side of the airport. The project required coordination with GMIA, the Southeastern Regional Planning Commission and Milwaukee Metropolitan Sewerage District. The study included calibration of an historic event with HEC-RAS model, evaluation of potential mitigation and recommendations with cost estimates.

Environmental assessment, Dane County Regional Airport – Madison, Wisconsin

Laura was the project manager for the environmental assessment and preliminary engineering for a \$28 million safety area compliance project. The project included developing a comprehensive mitigation plan for more than 30 acres of wetland impact.

Runway Safety Area improvement study, GMIA – Milwaukee, Wisconsin

Laura served as project manager for a multi-phase project to bring the Airport's two longest runways' safety areas into compliance with Federal Aviation Administration

(FAA) standards. Part one was a planning study to identify technically feasible alternatives to bring its three non-compliant runways into FAA compliance. Part two was an environmental assessment to identify a preferred alternative which received a FONSI in 2008. Part three is the design phase. The FAA Great Lakes Region awarded Laura and two other Mead & Hunt staff an Outstanding Environmental Documentation Award for this complex project which includes a substantial public outreach component.

Technical analysis of Lake Michigan water supply withdrawals, US Army Corps of Engineers (USACE), Chicago District – Chicago, Illinois

Laura performed an uncertainty analysis on the water metering systems of 10 City of Chicago and five suburban pumping stations. The analyses required identifying sources of error and determining the level of uncertainty of the total volume pumped on an hourly and yearly basis. Project results included investigating back up metering components existed. This project is part of a study by the USACE to simplify the Lake Michigan Diversion Accounting process.



Expertise of your team

Resumes

Teresa Schuller, LRS Environmental/Permitting

Education

MS, Chemistry, West Chester University

BS, Chemistry, Eastern Illinois University

Registration

Licensed Remediation Specialist, LRS 174 – West Virginia

Teresa Schuller has 30 years of experience in environmental research as well as state and consulting experience. As an analytical chemist, her research has included organic and inorganic compounds fate and degradation in soil, surface water, sediment and ground water. Teresa has also conducted environmental and Occupational Safety and Health Administration training.

She has managed manual preparations that include pollution, prevention and control (PPC); spill, prevention, control and countermeasure (SPCC); spill response and ground water protection plan. She has prepared Regulation 13 air applications for various industries and Title V applications for landfills as well as Tier II and III air submissions for industries. Teresa managed and prepared US Army Corps of Engineers (USACE) permits for a variety of projects while assisting concrete and timber industries with storm water permitting and discharge monitoring report compliance. In addition, Teresa has been responsible for permitting and construction management of housing authority redevelopment projects and an energy sector-compressor station.

Teresa possesses 14 years of experience in applicable risk assessment work, conducting and managing more than 100 various types of risk assessments for industry and PRP committees. Teresa managed, prepared and defended Comprehensive Environmental Response, Compensation and Liability Act (CERCLA) and Resource and Conservation Recovery Act (RCRA) risk assessments.

Related projects

Environmental Site Assessment (ESA), Confidential Client– West Virginia

Teresa conducted Phase I ESAs for the purchase of 250- and 280-acre tracts of land in southern West Virginia.

ESA, Boy Scouts of America – Fayette County, West Virginia

Teresa conducted Phases I and II ESAs for an 11-acre sawmill property as part of the purchase for the Boy Scouts of America project. She provided management of the field team, laboratory, driller and asbestos subcontractors.

Site Remediation, West Virginia Division of Highways (WVDOH) – Various locations, West Virginia

Teresa handled site remediation oversight for three WVDOH facilities, including CAP preparation, groundwater monitoring, ORC applications and soil excavation with underground storage tank removals.

Expertise of your team

Resumes

Teresa Schuller, LRS, continued

ESA, Charleston Public Housing – Charleston, West Virginia

Teresa conducted a multi-site Department of Housing and Urban Development (HUD) Phase I ESA for Charleston Public Housing. The Phase I ESAs were completed in conformance with the scope and limitations of the Veteran Affairs - Environmental Compliance Method and American Society for Testing and Materials Standard E1527-05. She conducted an environmental evaluation and Phase I site assessment of a former school for the proposed Douglass Center retirement housing renovation project. The project was funded in part by HUD and involved analytical sampling for lead paint and asbestos throughout the three-story building. The analytical data and remediation recommendations were presented to the client in a report.

Property Transfer/Due Diligence Site Assessments, Various Clients – Various Locations

Teresa served as manager and senior auditor for more than 1,500 property transfer/due diligence site assessments. Clients included major telecommunications companies, banks, public companies and industry.

ESA, Huntington Senior Center – Huntington, West Virginia

Teresa provided an environmental evaluation and Phase I site assessment of the former Westmoreland School in Huntington, West Virginia. She conducted analytical sampling for asbestos and provided recommendations for remediation for what is now the Huntington Senior Center. This project was funded in part by HUD.

Waterline Extension Site Assessment, County Commissions, RDAs, West Virginia American Water Company and the West Virginia Development Office – West Virginia

Teresa conducted Phase I site assessment and preparation of HUD forms for several waterline extension projects.

Mergers and Acquisitions, Various Clients – Various Locations

Teresa managed and conducted more than 300 multi-faceted domestic and international mergers and acquisition projects with Environmental Health and Safety compliance audits on tight schedules and budgets.

Wetland Permitting, Various Clients – Various Locations

Teresa managed wetland permitting and mitigation aspects of projects for commercial and residential developers.

Industrial Client Projects, Various Clients – Various Locations

Teresa managed and prepared more than 100 projects related to focused, cleanup level risk assessments, RCRA or CERCLA for industrial clients. She also performed Tier II, Form R preparation, Regulation 13 air permitting and minor modifications to Title V permit for several industrial clients.

Concrete and Timber Client Projects, Confidential Client – Various Locations

Teresa prepared storm water sampling, analysis and DMR preparation for several concrete and timber companies.

Cease and Desist Orders, Private Citizen

Teresa assisted a private citizen with cease and desist orders from the West Virginia Division of Environmental Protection (WVDEP) and USACE related to filling in a stream. The project involved oversight of Environmental Services & Consulting (ES&C) plans and a survey team, as well as coordination with WVDEP and USACE personnel.

Expertise of your team

Resumes

Rudy Schuller, PG Environmental/Permitting

Education

MS, Geology, Wright State University
BS, Geology, Youngstown State University

Registration

Professional Geologist - Pennsylvania

Rudy Schuller brings more than 33 years of diverse geologic, site remediation, strategic environmental management and regulatory compliance experience in Comprehensive Environmental Response, Compensation and Liability Act (CERCLA), Resource Conservation and Recovery Act, Clean Air Act and Clean Water Act. He has 15 years of experience in environmental consulting and seven years as partner and branch manager with P/L responsibilities, where duties included strategic planning, marketing/sales, budgeting and staff development. Rudy offers a full range of environmental services both locally and internationally for local clients. He has been responsible for meeting the requirements of an Environmental Protection Agency (EPA) Superfund Administrative Order of Consent, with activities including characterization and remediation at more than 240 large facilities and thousands of smaller sites. He also has five years' experience working in environmental research and has served as the manager of 12 engineers, geologists and biologists.

Related projects

Branch Manager, Principal, ERM, Inc. – Pennsylvania and Ohio

Rudy was responsible for staff of up to 15 professionals, including engineers, geologists and scientists serving facilities and corporate offices in western Pennsylvania and northeastern Ohio. Projects included site remediation, site assessments, audits, risk assessments, Resource Conservation and Recovery Act Facility Investigations, industrial hygiene and safety audits and air quality studies.

Superfund, Confidential Client – Pennsylvania, Delaware and New Jersey

Rudy was primarily responsible for the overall direction and project management of Superfund Amendments and Reauthorization Act/CERCLA/Remedial Investigation Feasibility Studies (RI/FS) at Superfund sites in Pennsylvania (three sites), Delaware (one site) and New Jersey (one site) for industrial clients. He was responsible for day-to-day scheduling of up to 20 technical staff, budgeting, reporting and interfacing with both clients and regulatory agencies. Rudy provided geochemical risk expertise to groundwater/soil studies.

Underground Injection Control Program, United States Environmental Protection Agency (USEPA) – Kentucky and Ohio

Rudy served a project manager responsible for projects in the USEPA's Underground Injection Control Program including 40-hour training to EPA technical personnel on groundwater geochemistry and sampling techniques and a major study of surface water impacts from oil/water separators in Kentucky oil field. He was project manager for an RI/FS at a highly publicized Superfund site in Ohio. Rudy was responsible for day-to-day scheduling of up to ten technical staff, budgeting, reporting and communicating with clients.

Solubility and Behavior of Contaminants, Illinois Geologic Survey – Champaign, Illinois

Rudy conducted research into the mechanisms controlling the solubility and behavior of contaminants from solid and hazardous wastes, groundwater monitoring protocols and the use of lysimeters for studying contaminant behavior in the vadose zone. He participated in the publication and/or presentation of more than 30 papers related to this research. All projects were totally funded by outside agencies.



Expertise of your team

Resumes

Lew Kollmansberger, PE Civil Design manager

Education

BS, Civil Engineer, South Dakota State University

Registration

Licensed Professional Engineer – Iowa, Minnesota and Wisconsin

Radioactive Materials License - Wisconsin

As a senior project engineer, Lew Kollmansberger performs civil site design for military, industrial and commercial developments and redevelopments. His design experience includes grading and drainage plans, utility extensions, storm water management plans, erosion control, pavement design, geotechnical engineering and specification preparation. Lew is experienced with government and regulatory agency reviews and permit process and is aware of the importance of communication between the reviewers, the designer, the owner and the contractor.

Lew has experience with construction materials such as concrete, asphalt and aggregates and has provided mix designs and geotechnical designs for many types of projects. Lew has supervised and trained technicians and engineers in the areas of soils, materials and civil site design. Lew serves as a primary and assistant instructor for soils and materials testing courses at the University of Wisconsin – Platteville for the Highway Technician Certification Program.

Related projects

Repair road, munitions storage, Volk Field Combat Readiness Training Center (CRTC)

– Camp Douglas, Wisconsin Lew was project manager on this project, which consisted of the redesign of pavements and reconfiguration of access roads around the existing Munitions Storage complex. The existing roadways did not allow for proper maneuvering of semi-truck traffic in and out of the complex and existing pavements elevations did not allow for adequate site drainage.

Road and drainage design, Volk Field CRTC – Camp Douglas, Wisconsin

Lew designed the drainage and performed quality assurance for plans of an approximate three mile road reconstruction project. He also prepared specifications and performed construction management.

Troop training facility, Wisconsin Air National Guard, Volk Field Air National Guard Base (ANGB) – Camp Douglas, Wisconsin

Lew was responsible for civil site design, including geotechnical earthwork analysis, storm water drainage and pavement design for a new training dormitory facility and parking lot.

POL facility upgrade, Wisconsin Air National Guard, Volk Field ANGB – Camp Douglas, Wisconsin

Lew designed a pavement joint and drainage plan for petroleum off loading (POL) area at this ANGB.

Upgrade composite maintenance support complex, General Mitchell ANGB – Milwaukee, Wisconsin

Lew performed geotechnical analysis and foundation designs for separate north and south additions to a KC-135 aircraft maintenance hangar. The 39,000-square-foot building addition serves to consolidate avionics, jet engine repair, survival equipment repair, hydraulics testing, NDI testing, repair and reclamation and ISO maintenance functions to one facility. Lew also provided quality assurance for utilities and site grading design.

Expertise of your team

Resumes

Lew Kollmansberger, PE, continued

Replace squadron operations facility Volk Field Combat Readiness Training Center (CRTC) – Camp Douglas, Wisconsin

Lew performed quality assurance for utilities and site grading design for the a new squadron operations facility. The new facility is 14,400 square feet in size and houses the command post, wing operations center, survivability recovery center and general command and control functions. These four basic components, as well as the air crew mass briefing area, form the basic components of the facility.

Dane County wetland mitigation bank – Little Rice, Wisconsin

Lew provided geotechnical analysis and piling design for a new bridge crossing the Willow Dam. The dam is a FERC-regulated high-hazard structure creating the Willow Flowage, a 6,300-acre reservoir at the confluence of three tributaries of the Wisconsin River. The project included bridge and roadway design, dam modifications design, analysis of flood hydraulics of the dam and spillway, geotechnical analyses of the dam and retaining walls and dikes, handicapped trail design compliant with the standards of the Americans with Disabilities Act (ADA) and fence, gate and stairway design.

Roadway reconstruction, CTH A, Wisconsin Department of Transportation – Lake Delton, Wisconsin

Mead & Hunt provided engineering services for the reconstruction of CTH A and refilling of the Lake Delton after flood waters overtopped the bank of Lake Delton and washed away the narrow strip of land separating the lake from the Wisconsin River. The 267-acre lake emptied into the river and destroyed a section of CTH A, which ran atop the narrow strip of land. The fast-track project involved preparing final design, plans and specifications for CTH A, an emergency cofferdam and a 30-foot-high, 400-foot-long engineered embankment. The project team prepared the design and contract documents in three months and construction support was completed within 11 months of the lake draining. Lew was responsible for

approving the foundation for the embankment fill and developing a fill and compaction procedure for the new highway support/embankment construction.

Geotechnical oversight, Horizon Wind Energy, Lost Lakes Wind Farm – Dickinson County, Iowa

Lew performed management and geotechnical review of soil investigations for 61 turbine wind farm in Northern Iowa. He did quality control for the transportation plan, drawings and storm water management. Specifications for public and private roads were also prepared, as was culvert design for three large drainage way crossings.

Geotechnical oversight, Horizon Wind Energy, Mitchell and Howard Counties – Iowa and Wisconsin

Lew performed management and geotechnical review of soil investigations for a 183 turbine wind farm in northern Iowa. He did quality control for the transportation plan, drawings and storm water management. Specifications for public and private roads and culvert design for three large drainage way crossing were also prepared.

Utility replacements and extension, Village Hustisford – Hustisford, Wisconsin

Lew was the project manager for the sanitary sewer and water extension design along CTH E which was a WisDOT project.

Utility replacement design, Sherman Avenue (STH 106) – Fort Atkinson, Wisconsin

Lew was project manager for a sanitary sewer and watermain replacement design of more than 5,000 feet in length. The project involved an urban reconstruction with two blocks through a downtown business district. Some of the sewer was shallow and required insulation and some of the sewer was up to 23 feet deep.

Expertise of your team

Resumes

Jason Boyd, PE Road Design

Education

MBA, Business Administration, Marshall University
BS, Civil Engineering, West Virginia University

Registration

Licensed Professional Engineer – West Virginia

Jason Boyd brings nearly 12 years of civil engineering experience to this project. As a project manager/roadway/hydraulic engineer, Jason has performed various duties associated with the preparation of plans, specifications and estimates for various projects including: drainage design, roadway design, right-of-way plan preparation, geometric layout, utility relocation design, maintenance of traffic (MOT), permitting, signing and marking, plan preparation/presentation and detailed quantity/cost estimates.

Jason's specific drainage design experience includes: hydrologic procedures, pavement/deck drainage, inlet spacing computations, channels, culverts, storm drains, erosion and sediment control ponds, storm water management, hydraulic river analysis utilizing HEC-RAS, preparation of hydrology and hydraulics reports, evaluation of scour at bridges and temporary construction access/causeway design including riprap sizing.

Related projects

The Summit Bechtel Family National Scout Reserve – Fayette County, West Virginia

Jason was the roadway lead design engineer for this project. His responsibilities included many aspects of the roadway design and construction plan development for the preliminary and final design of more than 15 miles of roads and 17 miles of trails for this very high profile and prestigious project. This project involved grading, paving, drainage, erosion and sediment control, coordination with other consultants, signing and marking design, MOT, National Pollutant Discharge Elimination System (NPDES) permitting and many other aspects of roadway design.

Leon Thru Girder Bridge, West Virginia Department of Transportation (WVDOT) – Mason County, West Virginia

Jason served as roadway project manager and the lead roadway/hydraulic engineer for this project. His responsibilities included client communications, sub consultant coordination, completion of the roadway design, plan preparation, waterline relocation, NPDES and Health Department permit documents, bridge hydraulic analysis using HEC-RAS and the preparation of a final hydraulic report.

Corridor H, Bismarck to Forman, WVDOT – Grant County, West Virginia

Jason worked as roadway project manager and the lead roadway engineer for the final design of a 2.39-mile section of divided/undivided arterial through a mountainous terrain and the ecological sensitive area of Greenland Gap. This project had total construction cost estimates of more than \$55 million and included major grading including cut and fill benches, paving, major and minor drainage, erosion and sediment control including sediment basins, coordination with utilities, mechanically stabilized earth (MSE) walls, waterline relocations, hydraulics, causeway design, signing and marking design, MOT, NPDES permitting and many other aspects of roadway design.

I-81 Tabler Station Connector, WVDOT – Berkeley County, West Virginia

As one of the lead designers responsible for many aspects of the roadway design and construction plan development for the preliminary and final design of the 1.55-mile Tabler Station Connector Road, Jason dealt with modification of ramps, replacement of an overpass bridge and design



Expertise of your team

Resumes

Jason Boyd, PE, continued

study of an industrial access road. This project included grading, paving, minor drainage, erosion and sediment control, coordination with utilities, water and sewer line relocations, signing and marking design, MOT, NPDES permitting and many other aspects of roadway design.

Jones and Laughlin Overpass Bridge, WVDOT – Berkeley County, West Virginia

As roadway project manager and the lead roadway engineer for this project, Jason's responsibilities included client communications, subconsultant coordination, completion of the roadway design, plan preparation and NPDES Permit.

West Virginia Route 10, Man to Rita, WVDOT – Logan County, West Virginia

As a design team member, Jason was responsible for many aspects of the roadway design and plan development for the preliminary and final design of a 4.2-mile section of divided arterial through mountainous terrain. This project was comprised of eight construction projects and one right-of-way project. This project had total project construction cost estimates of more than \$100 million and involved major grading including cut and fill benches, paving, major and minor drainage, erosion and sediment control, including sediment basins, coordination with utilities, MSE walls, water and sewer line relocations, river hydraulics, causeway design, signing and marking design, MOT, NPDES permitting and many other aspects of roadway design.

I-64 Widening, Nitro to Crooked Creek, West Virginia DOT – Putnam County, West Virginia

Jason was a design team member for the preliminary design of a 3.64-mile section of freeway widening and bridge replacement on Interstate 64 including detailed typical section layout, maintenance of traffic, grading, major and minor drainage, utility relocations, pavement marking, design study report preparation and NPDES permitting.

Corridor H, Scherr to Forman, West Virginia DOT – Grant County, West Virginia

Jason was a design team member for the preliminary design of a 2.3-mile section of divided arterial through mountainous terrain including preliminary right-of-way and construction plan development. Tasks included, but were not limited to major and minor drainage design, erosion and sediment control, including sediment basins, roadside design and watershed map preparation detailing disturbed forest lands for various agencies.

Elkins Bypass, US 219 to Canfield, West Virginia DOT – Randolph County, West Virginia

Jason was a design team member for the preliminary and final design of a 2.5-mile section of divided arterial and interchange including right-of-way and construction plan development. This section extends a new alignment in mountainous terrain from US 219 to US 33. Tasks included, but were not limited to grading design including cut and fill benches, major and minor drainage, erosion and sediment control, including sediment basin design with multi stage pipe inlet structure.

Bentons Ferry Bridge, WVDOT – Marion County, West Virginia

Jason was a design team member for the roadway portion of the design of a bridge replacement structure carrying County Route 64 over the Tygart Valley River and the CSX Railroad. Tasks on this project included minor grading, drainage, paving, sewer line relocation and box culvert design.

Peytona Truss Bridge, WVDOT – Boone County, West Virginia

Jason was a design team member for the roadway portion of the design of a new bridge structure carrying WV Route 3 over the Big Coal River. This project involved minor grading, drainage design and right of way plans. Estimated total project construction costs of more than \$1.7 million.

Expertise of your team

Resumes

Matt Plumley, PE Road Design

Education

BS, Civil Engineering, West Virginia University Institute of Technology

Registration

Licensed Professional Engineer – West Virginia

Matt Plumley has more than five years of civil engineering experience. He has assisted project managers in various civil engineering services including the preparation of construction plans, right-of-way plans, erosion and sediment control, environmental permits, maintenance of traffic, signing and pavement markings and utility relocation plans. He also has performed calculations necessary for roadway design, drainage design, earthwork, pavement, signing and pavement markings and detailed cost estimates.

Matt's specific drainage design experience includes hydrologic procedures, pavement/deck drainage, channels, culverts, storm water management, hydraulic river analysis utilizing HEC-RAS, preparation of hydrology and hydraulics (H&H) reports, evaluation of scour at bridges and temporary construction access/causeway design including riprap sizing.

Related projects

Edwight Truss Bridge, West Virginia Department of Transportation (WVDOT) – Raleigh County, West Virginia

Matt was one of the lead designers on this project that consisted of a two-lane bridge relocation on County Route 3/2 over Marsh Fork. The new bridge was a 128-foot-long, simple-span steel plate girder. He was responsible for the development of construction plans, roadway quantities, pavement design, right-of-way plans, retaining wall layout, United States Army Corps of Engineers (USACE) and National Pollutant Discharge Elimination System (NPDES) permit documents, a hydraulic analysis report utilizing HEC-RAS and a detailed cost estimate.

Bartley Branch Road Bridge, WVDOT – McDowell County, West Virginia

Matt was one of the lead designers responsible for the development of construction plans, roadway quantities, pavement design, maintenance of traffic, right-of-way plans, culvert and ditch design, waterline relocation, USACE and NPDES permit documents, a hydraulic analysis report utilizing HEC-RAS and a detailed cost estimate. This project consisted of upgrading a 0.5-mile, one-lane private road to a two-lane road owned and maintained by the

West Virginia Division of Highways. This project involved the replacement of a 14-foot concrete slab bridge with a three-sided structure over Bartley Creek.

Tarico Heights Bridge, WVDOT – Berkeley County, West Virginia

Matt was one lead designers responsible for the development of construction plans, roadway quantities, pavement design, right-of-way plans, maintenance of traffic, culvert and roadway ditch design, temporary causeway analysis utilizing HEC-RAS, USACE and NPDES permit documents and a detailed cost estimate. This project consists of a two-lane bridge relocation on County Route 26 over Mill Creek. The new bridge is a 257-foot-long, two-span steel girder structure.

Cattle Pass Bridge, WVDOT – Berkeley County, West Virginia

Matt assisted in the development of construction plans, roadway quantities, pavement design, maintenance of traffic, right-of-way plans, culvert design, waterline relocation and NPDES permit documents. This project consisted of a two-lane, 0.25-mile roadway and culvert upgrade along West Virginia State Route 51.



Expertise of your team

Resumes

Matt Plumley, PE, continued

Beech Fork Concrete Beam Bridge, WVDOT – Wayne County, West Virginia

Matt assisted in the development of construction plans, roadway quantities, right-of-way plans, pavement design, water/sewer line relocations and NWP and NPDES permit documents. This project consisted of a two-lane bridge replacement on West Virginia Route 152 over Beech Fork. The bridge is a 141-foot-long, simple-span steel plate girder. The project required the use of a temporary detour/structure for maintenance of traffic during construction of the proposed bridge. The construction cost for this project was \$1.6 million.

Lucille Stalnaker Bridge, WVDOT – Gilmer County, West Virginia

Matt assisted in the development of construction plans, roadway quantities, pavement design, right-of-way plans, retaining wall layout and NWP and NPDES permit documents. This project consists of a two-lane bridge relocation on County Route 17 over Little Kanawha River. The new bridge is a 233-foot-long, three-span rolled beam structure. The construction cost for this project was \$1.8 million.

Appalachian Corridor H, WVDOT – Grant County, West Virginia

Matt assisted in drainage analysis, earthwork and roadway quantity calculations, the development of construction plans, signing and paving plans and right-of-way plans. This project involved a four-lane facility with depressed median and a two-lane connector to West Virginia 93. The project had a total roadway length of 2.0 miles. The winning construction bid for the grading contract was \$6.4 million. The project included unique peat moss and sand filter design throughout to protect the adjacent sink holes in the area.

Honey Creek Bridge replacement, WVDOT – Fayette County, West Virginia

This project involved the replacement of a two-lane bridge at its exact location and alignment on WV 16 over Honey Creek. Matt assisted in earthwork and roadway quantity

calculations and performed various drafting of plans, cross sections and profiles. The estimated construction cost was \$1.2 million.

Mt. Gay Bridge replacement, WVDOT – Logan County, West Virginia

This project is currently under design and involves a four-lane bridge replacement with a raised median over Island Creek. Matt assisted in earthwork, roadway quantity and drainage calculations along with the development of construction plans, signing plans and right-of-way plans.

Midkiff Truss Bridge replacement, WVDOT – Lincoln County, West Virginia

This project is currently under design and consists of a two-lane bridge replacement on County Route 48 over the Guyandotte River. Matt assisted in the development of the geometric design, construction plans, ditch and culvert design, roadway quantities and right-of-way plans.

US 82, Centreville Bypass, Alabama Department of Transportation (ALDOT) – Bibb County, Alabama

This project consisted of the development of a 5.5 mile four-lane bypass with a depressed median and a partial cloverleaf interchange. Matt assisted in the development of preliminary construction plans which included cross sections, profiles, erosion control plans and signing and pavement marking plans. He also performed necessary hydraulic analysis for pipes and median and roadside ditches. The estimated construction cost of this project was \$36.7 million.

US 80, US 11 to SR 17, ALDOT – Sumter County, Alabama

This project consisted of a 5.4 mile existing two-lane roadway to a four-lane roadway with a depressed median. Matt assisted in the development of preliminary construction plans which included cross sections, profiles, erosion control plans, pavement marking plans and driveway horizontal and vertical alignments. He also performed necessary hydraulic analysis for median and roadside ditches. The estimated construction cost of this project was \$28 million.



Expertise of your team

Resumes

Rick Plymale, PE, PS Road Design

Education

MBA, West Virginia Graduate College
BS, Civil Engineering, West Virginia Institute of Technology

Registration

Licensed Professional Engineer – West Virginia, Pennsylvania, Florida, Ohio, North Carolina,
Kentucky, Georgia and Virginia
Surveyor – West Virginia

Rick Plymale has more than 26 years of bridge and roadway design, site development, surveying and construction inspection experience, ten years of which was acquired while an employee of the West Virginia Department of Transportation (WVDOT). Rick was also responsible for all the transportation projects completed in the Northern Region for RPM Engineers. He has served as project manager on numerous projects, ranging from major four-lane highways and large bridges to bridge inspection projects.

Related projects

Interstate 64, I-64 Eastbound Kanawha River Bridge (approach spans), Steel Alternative, WVDOT – Kanawha County, West Virginia

Rick is the principle-in-charge and works closely with the WVDOT, Federal Highway Administration and the prime consultant in preparing plans for this major crossing of the Kanawha River between South Charleston and Dunbar. The design includes the curved steel plate girder approach spans for this structure. The West Approach is a 982-foot-long four-span structure and the East Approach is a 210-foot-long simple-span structure. The approach spans are being designed with the 2005 Interim (LRFD Curved Girder) from the American Association of State Highway and Transportation Officials (AASHTO) LRFD Bridge Design Specifications.

WV Route 10, Man to Rita, WVDOT – Logan County, West Virginia

Rick served as project manager for the design of a four-mile section of a new four-lane highway near Man, WV. The Man Bridge is a 2,200-foot-long curved, welded plate girder twin structures designed using high performance steel.

I-64 design study, WVDOT – Putman County, West Virginia

As project manager on a five-mile design study for the widening of I-64 from Nitro to Winfield, West Virginia, Rick managed eight structures, one Kanawha River structure and two major interchange designs.

Milton Covered Bridge – Cabell County, West Virginia

Rick was the project manager for the restoration of a historic structure. The project included the design of new foundations and abutments and a complete analysis and design of the historic superstructure.

Hall Bridge, WVDOT – Barbour County, West Virginia

As project manager, Rick led the design of a three-span, prestressed concrete structure for the WVDOT. The structure carries County Route 46/1 over the Buckhannon River.

Peytona Bridge, WVDOT – Boone County, West Virginia

Rick was the project manager for the design of a two-span, steel plate girder structure for the WVDOT. This structure carries WV Route 3 over the Big Coal River.

Expertise of your team

Resumes

Rick Plymale, PE, PS, continued

Elkins Bypass, US219 to Canfield, WVDOT – Randolph County, West Virginia

Rick was the project manager for the design of a two-mile section of new highway near Elkins, West Virginia, for the WVDOT. The project includes several structures.

Benton's Ferry Bridge Replacement, WVDOT – Marion County, West Virginia

As project manager, Rick led the design of a 520-foot-long prestressed concrete structure for the WVDOT. The structure carries County Route 64 over the Tygart Valley River and the CSX Railroad tracks.

Corinth Bridge, WVDOT – Preston County, West Virginia

Rick was the lead bridge engineer for the design of a three-span, 200-foot-long steel structure over the CSX railroad for the WVDOT.

Philippi Covered Bridge, WVDOT – Barbour County, West Virginia

Rick was the lead bridge engineer for the renovation of an historic covered bridge for the WVDOT with a project cost of approximately \$5 million.

Covered Bridge Study – West Virginia

Rick worked as the project review engineer for the development of a condition survey of all covered bridges remaining in West Virginia.

Robertsburg Bridge, West Virginia Department of Highways (WVDOH) – Putnam County, West Virginia

Rick served as lead bridge engineer for the design of a 170-foot-long, two-span concrete structure over Eighteen Mile Creek for the WVDOH. The structure consisted of prestressed concrete beams and integral abutments.

Hacker Valley Truss Bridge, WVDOH – Webster County, West Virginia

Rick was the lead bridge engineer for the design of a 135-foot-long, single-span steel prefabricated truss bridge over the left fork of the Holly River for the WVDOH.

Parsons Ford Bridge, WVDOH – Hardy County, West Virginia

As lead bridge engineer, Rick led the design of a 360-foot-long, four-span steel structure over the south branch of the Potomac River for the WVDOH.

Hokes Mill Bridge, WVDOH – Greenbrier County, West Virginia

Rick was the lead bridge engineer for the design of a 160-foot-long, two-span curved steel structure over Second Creek for the WVDOH.

Dry Branch Bridge, WVDOH – Kanawha County, West Virginia

Rick worked as bridge engineer for the design of a 160-foot-long, two-span concrete structure over Cabin Creek for the WVDOH.

Nallen Bridge, WVDOH – Nickolas County, West Virginia

Rick served as design engineer for the design of a 310-foot-long, four-span steel structure over the Meadow River for the WVDOH.

Bartow Bridge, WVDOH – Pocahontas County, West Virginia

Rick was the lead bridge engineer for the design of a two-span, 120-foot-long, steel structure over the east fork of the Greenbrier River for the WVDOH.

Lower Pursley Bridge, WVDOH – Tyler County, West Virginia

Rick was the lead bridge engineer for the design of an 85-foot-long, single-span concrete structure over Pursley Creek for the WVDOH. The design included prestressed concrete beams and integral abutments.

Short Creek Bridge, WVDOH – Brooke County, West Virginia

As lead bridge engineer, Rick led the design of a 115-foot-long, single-span steel structure with integral abutments for the WVDOH.

Expertise of your team

Resumes

Curtis Paxton Site/Utility Design

Military experience

Served in the West Virginia Army National Guard- 1092nd Combat Engineer Battalion – March 1991-August 2004, Veteran- Operation Iraqi Freedom- Deployed February 2003-May 2004, Awards- AAM, ASR, NDSM, ARCAM and ARCOM

Curtis Paxton has more than 15 years of experience related to the surveying and AutoCAD field. He has served as survey manager and survey party crew chief on various surveys including boundary, ALTA/ACSM land title surveys, condemnation surveys, West Virginia Division of Highways (WVDOH) design projects, GPS aerial control, topographical, construction and building layouts, wireless communications projects, sewer and waterline extensions, construction layout and topographic site surveys.

Related projects

Design Surveys, WVDOH – West Virginia

Curtis served as survey party crew chief, project manager and survey manger on a variety of roadway and bridge design projects for the WVDOH. Representative projects include:

- East Huntington Bridge Survey
- WV Route 9 in Martinsburg
- Grade Road in Martinsburg
- Flowing Springs Road in Charleston
- Corridor G 6 lane upgrade in Charleston

Bridge Surveys, WVDOH – West Virginia

Curtis served as survey party crew chief, project manager and survey manger on a variety of bridge design projects for the West Virginia Division of Highways, Curtis worked on projects such as:

- Leon Bridge
- Ed White Bridge
- Bartley Branch Bridge
- Hartland Bridge

Site Design Surveys – West Virginia

Curtis served as survey party crew chief and survey manager on a variety of site development and design projects for a variety of clients including:

- Thomas Memorial Hospital
- Greenbrier County Hospital
- Gilbert Middle and High Schools
- Tri-State Greyhound Park
- Doddridge County High School
- Princeton Elementary School

Transmission Line Surveys, Rocksprings Coal Company – Wayne, WV

Curtis served as project manager for the site layout and easement plats for the Rocksprings Coal Company. The project extended approximately 3.7 miles.

Expertise of your team

Resumes

Wayne McMills Site/Utility Design

Education

BS, Civil Engineering, WVU Institute of Technology

Military experience

West Virginia Army National Guard: Troop B 1-150th ARS- Current member with 20 years military service, Veteran:
Operation Iraqi Freedom-Deployed Dec 2008- an 2010

Wayne has more than ten years of experience as a civil design/survey technician on a variety of projects to include: boundary surveys, ALTA/ACSM surveys, GPS control networks, topographic mapping, construction and building layouts, roadway design and corridor modeling, development of erosion and sediment control plans, site grading and surface modeling and wireless communications projects.

Related projects

East Huntington Bridge Survey, West Virginia Department of Highways (WVDOH) – Huntington, West Virginia

Wayne served as a civil/survey design technician on roadway/bridge design projects for the West Virginia Department of Highways. Services included GPS survey reduction, verification of field survey data, property boundary research and survey control networks.

Hartland Bridge, West Virginia Department of Highways (WVDOH) – Clay, West Virginia

Wayne served as a civil/survey design technician on roadway/bridge design projects for the West Virginia Department of Highways. Services included GPS survey reduction, verification of field survey data, property boundary research and survey control networks.

Survey design, Boy Scouts of America – Glen Jean, West Virginia

Wayne served as civil/survey design technician. Services included topographic base mapping, alignment studies, roadway design and corridor modeling, construction stakeout and plan production.

Site design projects, Various clients – Various locations

Wayne served as civil/survey design technician on a variety of site design projects. Services included topographic base mapping, boundary mapping, site grading and surface modeling, GPS survey reduction, survey control networks and construction stakeout. Representative projects include:

- Bible Center Church, Charleston WV
- Tri-State Greyhound Park, Cross Lanes WV
- Thomas Memorial Hospital, South Charleston, WV
- Princeton Elementary School, Princeton WV
- WVDEP Offices, Kanawha City WV
- Fifth-Third Bank (Virginia Street), Charleston WV

Expertise of your team

Resumes

Rich Sorensen, PE, LEED® AP Site/Utility design

Education

BS, Civil and Environmental Engineering, University of Wisconsin – Madison

Registration

Licensed Professional Engineer – Wisconsin

Leadership in Energy and Environmental Design (LEED®) Accredited Professional (AP)

Richard Sorensen has more than 27 years of professional experience in the field of civil engineering and site design. He has designing experience with grading plans, underground detention, bio-retention, site drainage, pervious pavement, parking lots, curb and gutter, water and sewer lines, storm sewer, culvert design, earthwork, cross sections, drainage and erosion control plans. As a project manager, Rich has simultaneously managed a variety of contracts including low bidder, best value, indefinite delivery and small business contracts. He has conducted topographic, route and construction surveys and is specifically experienced with cross sections, centerline, earthwork measurements and material quantities measuring. Rich has also served as a Contracting Officer Representative (COR) for various projects, inspecting bituminous and concrete paving, road construction portland cement work, seal coat/slurry seal, crack seal, sewer/water line installation, road sign installation, concrete base patching, soil testing, guard rail installation and fencing. In addition, Rich has been involved in land use planning, city planning, project needs research and scope development and oversight of master plan documents and design guides. Rich's extensive background has given him a deep and diverse skill set to apply in his work as a site designer for Mead & Hunt.

Related projects

Master Planning/Project Manager – Fort McCoy, Wisconsin

As an installation master planner, Rich supported the Wisconsin Army National Guard (WI ARNG) in siting and installation approvals of the WI ARNG Training Academy and the WI ARNG Maintenance Facility. (Performed with another firm.)

Replace troop quarters, Volk Field Combat Readiness Training Center (CRTC) – Camp Douglas, Wisconsin

Rich is the LEED® professional in charge of our design effort to assure we achieve the site civil credits and prerequisites for the Sustainable Site LEED points for this LEED Silver project. He assured that siting/orientation of the facility met Air National Guard standards. Rich was also responsible for meeting storm water management requirements and coordinating all building utilities, including geothermal well siting. This 140-person two-story billeting

facility will be located next to an existing 280 person facility which is equipped with training rooms and classrooms. Special considerations for incorporating anti-terrorism/force protection (AT/FP) requirements in the civil design will resolve existing conflicts with newer regulations and existing facility during the design of this project.

Replace Fire Station, General Mitchell Air National Guard Base (ANGB) – Milwaukee, Wisconsin

Rich is the site and civil design engineer for the design of the new 128th Air Refueling Wings fire station. This project comes directly out the master plan performed by Mead & Hunt. Important factors include response time, living conditions of the responders and proper sizing and configuration for vehicles. The fact that this project is so critical to the safety of the men and women and the mission support for this project is a high priority project for the WI ANG. The current master contract cost for this project is \$8.0 million.



Expertise of your team

Resumes

Rich Sorensen, PE, LEED® AP, continued

Construct GOX cart storage, General Mitchell International Airport ANGB – Milwaukee, Wisconsin

Because of the unique aspects of the regulations surrounding the enclosure GOX carts. Rich has served as the site design and civil engineer. Because of the northern environment the protection of this equipment is a much-needed addition to General Mitchell.

Addition/Alter to Vehicle Maintenance Complex, Building 324, Volk Field CRTC – Camp Douglas, Wisconsin

Rich served as the site design and civil engineer for this project includes two additions to a vehicle maintenance facility. The function of the building is to provide a facility designed for maintenance to vehicles assigned to the Base, including tenant organizations. Functional space area is provided for lubrication, inspection, general repair and replacement of major parts. Other space includes administrative area, dispatch, classroom and parts storage. Our design concept is to architecturally integrate to additions totaling 1,560 square feet into cohesive design. The expected cost for this project is \$640,000.

Aircraft Support Equipment Facility, Building 509, Volk Field CRTC – Camp Douglas, Wisconsin

This project involves connecting two facilities, building 504 and building 509. Both buildings will be remodeled with a new infill structure to connect the buildings. The combination of these facilities will create a single structure for the Aircraft Support Equipment. The facility is designed for maintenance of powered aircraft support equipment. The maintenance shop is used to inspect, maintain, repair and service this support equipment. The project will combine office, shop and storage into one 8,027-square-foot facility that will be attached to the rear of a hangar. Rich served as the site design and civil engineer for this project. The expected cost for this project is \$1.4 million

Related projects with other firms

Strategic Weapons Systems – Crane, Indiana

Rich provided quality control for the weapons and navigation systems. He also provided audits on various projects and quality defining reports.

Storm water design, Lauterbach, Inc. – Sussex, Wisconsin

Rich submitted documentation to gain a Silver certification for this large printing company. His storm water design work included the use of bio-retention and pervious pavement to achieve the storm water quantity and quality points.



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 CHARLESTON, WV
 25311-1099 304-341-6368

DATE PRINTED	TERMS OF SALE	SHIP VIA	F.O.B.	FREIGHT TERMS
12/14/2010				

BID OPENING DATE: 01/25/2011 BID OPENING TIME 01:30PM

LINE	QUANTITY	UOP	CAT NO	ITEM NUMBER	UNIT PRICE	AMOUNT
0001	1	JB		906-00-00-001		
ARCHITECT/ENGINEERING SERVICES, PROFESSIONAL						
EXPRESSION OF INTEREST (EOI)						
THE WEST VIRGINIA PURCHASING DIVISION, FOR THE AGENCY, DIVISION OF ENGINEERING & FACILITIES, WV ARMY NATIONAL GUARD, IS SOLICITING EXPRESSIONS OF INTEREST FOR PROFESSIONAL ARCHITECTURAL ENGINEERING DESIGN SERVICES FOR AN ACCESS ROAD, UTILITY UPGRADES AND ROUGH SITE GRADING TO THE CHARLESTON ARMORY COMPLEX, PER THE FOLLOWING BID REQUIREMENTS AND THE ATTACHED SPECIFICATIONS.						
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.						
CANCELLATION: THE DIRECTOR OF PURCHASING RESERVES THE RIGHT TO CANCEL THIS CONTRACT IMMEDIATELY UPON WRITTEN NOTICE TO THE VENDOR IF THE COMMODITIES AND/OR SERVICES SUPPLIED ARE OF AN INFERIOR QUALITY OR DO NOT CONFORM TO THE SPECIFICATIONS OF THE BID AND CONTRACT HEREIN.						
TECHNICAL QUESTIONS CONCERNING THIS SOLICITATION MUST BE SUBMITTED IN WRITING TO TARA LYLE VIA MAIL AT THE ADDRESS SHOWN IN THE BODY OF THIS EOI, VIA FAX AT 304-558-4115, OR VIA EMAIL AT TARA.L.LYLE@WV.GOV.						

SEE REVERSE SIDE FOR TERMS AND CONDITIONS

SIGNATURE <i>[Signature]</i>	TELEPHONE 304.345-6712	DATE 1/24/11
TITLE PRINCIPAL / V. PRESIDENT	FEIN 39.0793822	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).



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

Request for Quotation

RFO NUMBER
DEFK11024

PAGE
2

ADDRESS CORRESPONDENCE TO ATTENTION OF:
TARA LYLE
304-558-2544

VENDOR



400 Tracy Way, Suite 200
 Charleston WV 25311

28
 NG

SHIP TO

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
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BID OPENING DATE: 01/25/2011 BID OPENING TIME 01:30PM

LINE	QUANTITY	UQP	CAT. NO.	ITEM NUMBER	UNIT PRICE	AMOUNT
<p>DEADLINE FOR ALL TECHNICAL QUESTIONS IS 01/06/2011 AT THE CLOSE OF BUSINESS. ANY TECHNICAL QUESTIONS RECEIVED WILL BE ANSWERED BY FORMAL ADDENDUM ISSUED BY THE PURCHASING DIVISION AFTER THE DEADLINE HAS LAPSED.</p> <p style="text-align: center;">NOTICE</p> <p>A SIGNED BID MUST BE SUBMITTED TO:</p> <p style="padding-left: 40px;">DEPARTMENT OF ADMINISTRATION PURCHASING DIVISION BUILDING 15 2019 WASHINGTON STREET, EAST CHARLESTON, WV 25305-0130</p> <p>THE BID SHOULD CONTAIN THIS INFORMATION ON THE FACE OF THE ENVELOPE OR THE BID MAY NOT BE CONSIDERED:</p> <p>SEALED BID</p> <p>BUYER: -----TL/32-----</p> <p>RFQ. NO.: -----DEFK11024-----</p> <p>BID OPENING DATE: -----01/25/2011-----</p> <p>BID OPENING TIME: -----1:30 PM-----</p>						

SEE REVERSE SIDE FOR TERMS AND CONDITIONS

SIGNATURE	TELEPHONE	DATE
TITLE	FEIN	ADDRESS CHANGES TO BE NOTED ABOVE

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

Request for Quotation

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TARA LYLE 304-558-2544

VENDOR



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LINE	QUANTITY	UOP	CAT. NO.	ITEM NUMBER	UNIT PRICE	AMOUNT
PLEASE PROVIDE A FAX NUMBER IN CASE IT IS NECESSARY TO CONTACT YOU REGARDING YOUR BID: 304-345-6714 ----- CONTACT PERSON (PLEASE PRINT CLEARLY): Jamie Bumgarner ----- ***** THIS IS THE END OF RFQ DEFK11024 ***** TOTAL: _____						

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

Request for Quotation

RFQ NUMBER
DEFK11024

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ADDRESS CORRESPONDENCE TO ATTENTION OF:
TARA LYLE 304-558-2544

VENDOR



400 Tracy Way, Suite 200
 Charleston WV 25311

SHIP TO

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01/11/2011				

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<p>VENDOR MUST CLEARLY UNDERSTAND THAT ANY VERBAL REPRESENTATION MADE OR ASSUMED TO BE MADE DURING ANY ORAL DISCUSSION HELD BETWEEN VENDOR'S REPRESENTATIVES AND ANY STATE PERSONNEL IS NOT BINDING. ONLY THE INFORMATION ISSUED IN WRITING AND ADDED TO THE SPECIFICATIONS BY AN OFFICIAL ADDENDUM IS BINDING.</p> <p style="text-align: center;"> SIGNATURE mead & hunt, inc COMPANY 1/24/2011 DATE </p> <p>NOTE: THIS ADDENDUM ACKNOWLEDGEMENT SHOULD BE SUBMITTED WITH THE BID.</p> <p>REV. 09/21/2009</p> <p style="text-align: center;">END OF ADDENDUM NO. 2</p>						
0001	1	JB		906-00-00-001		
ARCHITECT/ENGINEERING SERVICES, PROFESSIONAL						

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

Request for Quotation

RFQ NUMBER
DEFK11024

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1

ADDRESS CORRESPONDENCE TO ATTENTION OF
TARA LYLE
304-558-2544

RFQ COPY

Mead & Hunt

400 Tracy Way, Suite 200
 Charleston WV 25311

DIV ENGINEERING & FACILITIES
 ARMORY BOARD SECTION
 1707 COONSKIN DRIVE
 CHARLESTON, WV
 25311-1099 304-341-6368

VENDOR

SHIP TO

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01/11/2011				

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ADDENDUM NO. 1						
1. QUESTIONS AND ANSWERS ARE ATTACHED. 2. ADDENDUM ACKNOWLEDGMENT IS ATTACHED. THIS DOCUMENT SHOULD BE SIGNED AND RETURNED WITH YOUR BID. FAILURE TO SIGN AND RETURN MAY RESULT IN DISQUALIFICATION OF YOUR BID.						
EXHIBIT 10						
REQUISITION NO.: DEFK11024						
ADDENDUM ACKNOWLEDGEMENT						
I HEREBY ACKNOWLEDGE RECEIPT OF THE FOLLOWING CHECKED ADDENDUM(S) AND HAVE MADE THE NECESSARY REVISIONS TO MY PROPOSAL, PLANS AND/OR SPECIFICATION, ETC.						
ADDENDUM NO.'S:						
NO. 1						
NO. 2						
NO. 3						
NO. 4						
NO. 5						
I UNDERSTAND THAT FAILURE TO CONFIRM THE RECEIPT OF THE ADDENDUM(S) MAY BE CAUSE FOR REJECTION OF BIDS.						

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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 exceeds 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 SIGNATUREVendor's Name: Mead & Hunt, Inc.Authorized Signature:  Date: 1/21/2011State of West VirginiaCounty of Kanwaha, to-wit:Taken, subscribed, and sworn to before me this 21 day of January, 2011.My Commission expires October 27, 2013, 20 .

AFFIX SEAL HERE

NOTARY PUBLIC 