

Scope of Work

Following is a list of general services that AshBritt will or can provide the City of Key West, along with a brief description of how these services will be accomplished. Additional operation and deployment information is delineated in our *Management, Response, Mobilization, and Communication Plans*, as well as our *Resource, Subcontracting, Technical Assistance, and Community Relations Plans*, touched upon throughout this proposal. Moreover, AshBritt maintains comprehensive *Quality Control, Health and Safety, and Special Environmental Control Plans*, along with a customized *Training Program*, all of which can be furnished upon request.

Each plan and all of our operating procedures have at their core the underlying principals of *Communication, Coordination and Cooperation*, with the overall goal of an expeditious, safe, quality, and cost-effective recovery. These are the keynotes to successful emergency disaster recovery. As a disaster event could potentially incapacitate the City of Key West, impairing the local economy and endangering residents further in the aftermath, AshBritt's mission becomes to act as an extension and surrogate to the City to ensure the rapid return first to safety then to normalcy. Though each event is different, the achievement of this goal is generally accomplished through the means laid out within this proposal.

■ ***Emergency Road Clearance***

AshBritt will initiate and conduct emergency road clearance of debris (first push) from pre-specified primary transportation routes as soon as it is safe (generally, within 12 hours or sooner). Street clearance is accomplished by removing large debris from roads and stacking it on public rights-of-way. Debris will not be collected during this stage. Mechanized rubber-tired lifting and pushing equipment and ground labor with chainsaws and other tools are used to complete this phase of work. AshBritt field supervisors will oversee this work, while continuing the "closer-look" damage survey. Crews will be instructed to protect to the extent practicable existing undamaged infrastructure.

Rapid road clearance is achieved through pre-planning and coordination with local authorities, local workforce and first response subcontractors. Critical pre-specified clearance routes are generally prioritized to target: first, access to hospitals, fire stations, police stations, designated public shelters, airports and other vital public facilities; second, access to essential public and private utility facilities and systems; third, clearance of major arteries; and, last, clearance of residential streets and byways.

This phase of the operation is typically completed within 72 hours after a declared disaster event. Depending on the magnitude of the disaster, however, full clearance could take up to four weeks.

■ ***Debris Removal from Public Property and Rights-of-Way***

Our prime task in a disaster recovery will be debris removal from public rights-of-way, as directed by the City. AshBritt will begin mobilizing personnel, materials, and equipment to or near the City as soon as a disaster event is deemed imminent. Arriving equipment will be directed to a central rally point for measurement and safety certification prior to assignment and deployment. All applicable information for hauling vehicles will be recorded on a detailed *Truck Measurement*

Record form (attachment). A photo will also be taken. A City Representative (CR) will oversee the process and approve each entry. Information recorded includes: vehicle tracking number; license plate; operating company; driver name; vehicle measurement; vehicle sketch; hauling capacity in cubic yards; and official signatures. A vinyl placard bearing the AshBritt logo and showing the vehicle tracking number and the calculated volume capacity will be adhered to the side of the vehicle.

Collection crews are deployed, generally within 48 hours, to pre-established zones. The initial damage assessment typically determines the areas with the greatest needs. We prioritize our crew assignments around these needs. We conduct strategic meetings with City management and all collection crews prior to dispatch. City management is apprised continually of all progress, and any special requests they have are appropriately addressed. Generally, all disaster generated debris on public property and public rights-of way, including debris placed on rights-of-way by residents, is eligible for collection. Ultimately, however, City representatives and FEMA will determine debris eligibility on the project. Given the typical diverse make-up of the debris stream, vegetative debris is segregated from non-eligible and other debris, to the best extent possible, at the loading site. Construction and demolition (C&D) debris, mixed debris, and other non-hazardous debris is further separated at the disposal site.

■ ***Debris Removal from Private Property***

Private property debris removal or right-of-entry (ROE) work is periodically authorized by FEMA for reimbursement under certain conditions. If a homeowner cannot reasonably achieve the remediation of hazards posing immediate threats to public health and safety, an ROE may be authorized. AshBritt can assist the City with the request for ROE, interpretation of the ROE eligibility criteria, ROE rules for the current disaster, and the documentation necessary to authorize work on private property. Note, the crew composition for ROE work differs from the crew composition for ROW debris collection. Crews generally consist of specialized personnel (chainsaw operators, climbers) and aerial reach equipment (bucket trucks, cranes). Demolition of entire structures is sometimes necessary. AshBritt is experienced in residential and commercial demolition and has been a member of the National Association of Demolition Contractors since 1996.

■ ***Household Hazardous Waste and White Goods Collection***

After a disaster event, the destruction of residences, residential garages and sheds or storage facilities will produce quantities of household hazardous waste (HHW¹) and/or white goods² that must be separated from storm-generated debris. AshBritt crews have been trained to identify HHW during ROW and ROE collection as well as TDSRS debris separation activities. All HHW and white goods will be segregated at the loading site and at the TDSRS. At the TDSRS such will be separated by type and stored in a containment area prior to proper disposal. Disposal will comply with all local, state and federal regulations and laws.

■ ***Hazardous Material Containment & Abatement***

Our *Specialty Environmental Services Division* can provide temporary containment of any storm-generated hazardous waste. AshBritt has a teaming agreement with Onyx Special Services that

¹ HHW includes hazardous materials such as household cleaners, paints, paint thinners, motor oils, gasoline, and pesticides. HHW may pose a threat to human health or the environment if it is not disposed of properly. HHW poses a threat because it exhibits one or more of the following characteristics: toxic, corrosive, ignitable and reactive.

² White goods comprise major household electrical appliances including: refrigerators, freezers, air conditioners, washers, dryers, dishwashers. These generally can be recycled, but special handling is required for units containing Freon.

includes the abatement of hazardous waste material. John Noble, AshBritt's COO, is an Environmental Engineer with a Masters Degree in Solid and Hazardous Waste Management. He personally supervises all remediation activities conducted by us and our teaming partners.

■ ***Hazardous Stumps and Fill Dirt***

All uprooted stumps on public rights-of-way exceeding 24 inches in diameter, but less than 18 inches in height including the root ball, identified as hazardous by the City, will be removed, loaded and transported to the TDSRS. A CR will inspect the stump and measure the diameter above the root ball. The stump measurement, specific point of origin (GPS coordinates), and any notes by the CR indicating the nature of the stump hazard must be added to the load ticket for proper documentation. These specialized crews will typically consist of heavy loading equipment (i.e., wheel loader, backhoe, crane, etc.), a lowboy trailer and a dump truck holding fill material.

Voids created by stump extractions will be filled with comparable and suitable material, usually purchased locally. Hazardous stumps located on private property can be removed by AshBritt under the private property right-of-entry program if directed by the City to do so. Ruts and depressions inadvertently caused by contractor equipment and voids created by stump removals will be filled with suitable material and reasonably compacted to grade.

■ ***Hazardous Leaning Trees and Hanging Limbs***

Hazardous leaning trees on public rights-of way will be identified, measured (diameter), and documented by the City. Crews will saw-cut as necessary to trim and truncate such trees to facilitate loading. Leaning trees on private property that are encroaching onto the ROW will be saw-cut at the private property when safe to do so. Only the encroaching portion will be removed. Hazardous trees on private property posing an immediate threat will be addressed on a per case basis as instructed by the City. Hazardous hanging limbs (hangers) on trees located in the ROW will be identified and documented by the City similarly. Generally, hangers are surveyed, located, assessed and logged for a special deployment of crews comprised of bucket trucks and climbers with chainsaws and all necessary personal protection equipment.

■ ***Temporary Debris Staging and Reduction***

All activities associated with massive debris clearance, removal, and ultimate disposal operations depend upon the availability of suitable temporary debris staging and reduction sites (TDSRS). Identifying these potential sites before a natural disaster will expedite and facilitate debris removal and subsequent volume reduction and disposal activities. If sites are not yet identified, an experienced AshBritt representative will assist the City in the identification and selection of potential TDSRS.

In congested urban areas where large, prototypical sites are unavailable, the use of multiple TDSRS, twenty-four hour operations, and immediate removal of separated and processed debris can help alleviate the constraints of smaller temporary disposal sites. AshBritt has proven success in establishing and managing single large and multiple small disposal sites.

Baseline Data. Prior to site preparation and activation, AshBritt will assist in establishing baseline data to document a site's pre-use condition. This entails taking ground or aerial video or photographs, noting important structures, fences, culverts and landscaping, analyzing random soil samples and ground water samples. We will evaluate the topography and soil/substrate conditions to determine the best layout for site

activities. And we will attempt to limit the modification of the site in order to minimize site closure and restoration costs.

Moreover, as part of our initial site assessment we will contemplate environmental factors such as noise, dust, smoke, erosion control, storm water runoff, wetlands, historic preservation, endangered species, and traffic and safety controls.

Site Plan. AshBritt will establish and submit for approval a site plan and operating procedures for the TDSRS. The plan and operating procedures will include: site preparation, including any clearing, grading, and erosion control; identification of ingress and egress; interior road system design, utilizing any existing roads; traffic flow and control; a roofed inspection tower, sufficient for a minimum of three inspectors to monitor incoming and outgoing loads (see tower diagram attachment); site layout and debris segregation plan, including separate bermed containment areas lined with impermeable material for the storage of HHW, ash, and fuel, “clean” debris area for woody debris and burnable C&D awaiting reduction, storage areas for metals and white goods, storage area for non-burnable debris awaiting transfer to final disposal, debris reduction area with appropriate set backs and safety zones for the type of reduction (burning or grinding); appropriate signs, cones, safety barriers and caution tape identifying safety zones; a first aid station; site security and fire prevention measures; activation date/time and daily hours of operation, and site management team with 24 hour contact numbers.

Debris Reduction. AshBritt can provide several debris reduction options. These include air curtain incineration and reduction by grinding. We consider logistical and environmental concerns, as well as the potential disposal outlets when deciding. For the City, reduction by grinding would be our recommended method. This involves using industrial tub or horizontal feed grinders powered by up to 1000 hp diesel engines. A grinder will process up to 400 cubic yards of clean woody debris per hour, reducing the volume by approximately 4 to 1.

Air curtain incineration is a method of burning clean vegetative debris. It is accomplished by constructing a pit, either digging below grade or building above grade (if a high water table exists), and by using a powerful blower unit. The blower will propel air at a velocity exceeding 120 mph, and will deliver 20,000 cubic feet per minute to the fire to create a “curtain effect”. The air traps smoke and small particles, circulating them to enhance combustion. Temperatures can exceed 2,500 degrees.

A single pit is capable of processing over 200 cubic yards of debris per hour at a 20 to 1 reduction. Several pits may be constructed at one reduction site to exponentially increase the aggregate reduction capacity. The resulting ash residue may be used as a soil additive by the local agricultural community or disposed in a landfill licensed by the State to accept ash.

Maintenance. AshBritt will maintain the TDSRS as necessary to ensure safety and minimize environmental impact. Normal maintenance will include: adding rock to roads for stabilization, modifying road system as needed, installing silt fences or berm systems to divert rainwater and protect areas from runoff and loss of topsoil, replace liners under stationary equipment, document and rectify any accidents, spills, or environmental mishaps that occur. Additionally, we will supply site security and appropriate fire prevention measures when necessary.

Site Closeout and Restoration. Each TDSRS will eventually be cleared of all debris and restored to its pre-disaster condition and use. AshBritt will test soil and ground water to compare to the pre-disaster baseline, verifying that no long-term environmental contamination is present. Our basic closeout steps are: remove all debris, stored material, and unnecessary equipment from the site; conduct an environmental assessment; develop a restoration plan; submit for review and approval by the City; execute the approved plan; obtain acceptance from the City and execute the site closure documents. Closeout and restoration is generally

completed within 30 days of receiving the last load of incoming debris.

■ ***Debris Disposal***

All debris collected by Ashbriitt during disaster recovery activities for the City will be disposed of in accordance with all applicable State, Federal and local laws, standards, and regulations. A description of the most common types of debris generated in recovery operations and the anticipated disposal method are detailed as follows.

Mulch from woody debris reduced by grinding – Potential beneficial uses include utilization as a fuel for industrial heating or cogeneration plants, land cover, and agriculture additive. If no beneficial use is available, mulch will be disposed of in a licensed landfill.

Ash from woody debris reduced by burning – Potential beneficial use as agricultural soil additive. If no beneficial use is available ash will be disposed of in a licensed landfill.

Construction and demolition material – This waste stream includes concrete, asphalt, gypsum, wood waste, glass, bricks, roofing tile, and asphalt roofing tile. Some of this material can be separated and recycled if recycling contractors are readily available and market conditions are favorable. C&D that cannot be recycled will be disposed of in a licensed landfill.

Metals – Most ferrous and non-ferrous metals are suitable for recycling. Metal maulers and shredders can be used to shred trailer frames, trailer parts, appliances and other items. Metal that cannot be recycled will be disposed of in a licensed landfill.

White Goods – Household appliances can be recycled as part of a metal recycling program and can be recycled for parts by used appliance dealers. Appliances that cannot be recycled will be disposed of in a licensed landfill. Prior to disposal certain appliances (freezers, refrigerators, coolers, AC units) will have CFC refrigerants and motor oil removed by a licensed contractor.

Soil – Collection of disaster generated debris; especially vegetation will include various amounts of soil. Careful debris separation at the TDSRS possibly including the use of screens can remove the soil, which will be stored onsite for backfilling ruts and voids created by stump removal. Remaining soil will be used in the TDSR site restoration.

Household Hazardous Waste – HHW may consist of common household cleaning supplies, pesticides, motor oil, lubricants, transmission and brake fluids, gasoline, anti-freeze, paints, propane tanks, oxygen bottles, and batteries. HHW will be separated from the general waste stream and stored in a lined containment area. Technicians will segregate incompatible chemicals and properly store or pack the waste for transportation to a facility specially permitted to accept hazardous waste.

Hazardous Waste – Hazardous waste will be contained, collected, containerized, manifested, and transported to a facility specially permitted to accept hazardous waste.

Additional Recovery Services

■ ***Dead Animal Collection***

AshBriitt is able to collect animal carcasses from public property and rights-of-way. AshBriitt will provide a special crew dispatched to the specific locations where remains have been identified to collect and dispose of the carcass as directed by the City.

■ ***Boat Recovery, Containment, & Disposal Program***

AshBriitt has designed a program that identifies and addresses the needs of boat stakeholders: owners, insurance companies, lenders, State agencies, and U.S. Coast Guard. Program steps are: removal and transport, containment and security, claiming and release, salvage and reduction and disposal.

■ **Special Environment & Marine Services**

As the types of potential threats to our client communities continue to increase AshBritt will continue to add response capability through internal diversity, acquisitions, and teaming agreements with recovery specialists who are experts in their field. AshBritt's additional recovery capability is detailed below:

Sewer and Catch Basin Clearing – Removal of storm generated sediment and debris from the storm water sewer system. This will aid in the prevention of secondary flooding. Clearing is normally accomplished using industrial vacuum trucks.

Marine Recovery – Includes underwater search and rescue, vessel recovery, underwater welding and salvage, debris removal from canals and waterways, deployment of divers, deployment of remote operated vessel (ROV), deployment of barge and landing craft as work platforms for equipment and supply transport.

Dredging – Includes mechanical and hydraulic dredging of canals, marinas and navigable waterways. AshBritt is a member of the Dredging Contractors of America.

Mass Decontamination – Including decontamination of buildings and facilities after the detection of biological or chemical agents.

Mold Abatement – Identification and remediation of mold in buildings and facilities

■ **Emergency Life-Support Services**

AshBritt is capable of providing a full range of post-event emergency services that may be critical for public health and welfare until normal services are restored. AshBritt can supply the following services: Emergency Water – supplies of water in gallon, 2-liter bottle, or bulk tanker can be delivered to a central distribution point in 24 hours; Emergency Ice – Supplies of bagged ice in 50 or 100lb bags can be delivered to a central distribution point in 24 hours; Mobile Kitchen and Shower Units – these units for disaster support workers can be delivered, set up, and powered by generators within 48 hours; Emergency Power Generation – temporary power generation for critical facilities can be delivered, set up, and maintained as long as the normal power supply is disrupted.

■ **Collection Zones and Multiple Passes**

AshBritt will prepare, as needed, or review and revise existing *collection zone maps* of the affected area. Crew assignments to zones will be made in coordination with the CR, prioritizing severely damaged, heavy debris volume areas. Generally, three coordinated and carefully managed passes through each zone is sufficient to remove all event-generated debris from the rights-of-way, but AshBritt forces will make additional passes as necessary to complete the cleanup. This methodology of debris collection affords residents and local agencies ample time to coordinate and arrange for ensuing debris placement onto City rights-of-way. Daily reports will be furnished to the City indicating each zone's status, including working crews, progress, and closed-out streets. City Representatives will closely inspect each zone after the third (or more) original pass, and will certify the zone clear of debris. Any deficiencies noted by the CR will be resolved immediately, using remaining general crews or our "hot spot" crews.

■ **Documentation and Reporting**

The City may chose to use the AshBritt load ticket (attachment) to record all loads of debris collected from public rights-of-way then transported to designated disposal site(s). AshBritt's load ticket captures 15 key data points described in the *Debris Management Guide (FEMA)*. The five-part load ticket allows all recovery participants to accurately document billable activities during the recovery project. All other forms used by AshBritt during the recovery process are in accordance with current FEMA requirements under the Public Assistance Program.

■ *Quality Assurance*

AshBritt employs Quality Control Supervisors to monitor the safety and quality of the operations in debris collection zones. QCs enforce FEMA guidelines for debris eligibility, safety, project work rules, compliance with applicable laws, timely follow-up to homeowner complaints and concerns, timely follow-up to City complaints and concerns. AshBritt also provides a team of experienced debris monitors to observe and provide guidance to AshBritt forces and subcontractors.

Our subcontractors are held accountable for repairing all damages as a result of negligence. We track all damage claims (deficiencies) through DIMS. As a rule, we will contact the person(s) making claims regarding damages within 24 hours of receiving said claim; information such as method of repair and timeline for completion will be discussed. All damages will be repaired expeditiously (generally, within 30 days). A signed unconditional release will be obtained upon the resolution of each property damage claim, which indemnifies the City and AshBritt from future actions associated with the claim. A *Deficiency Tracking Report* and copies of any releases obtained will be provided to City weekly (attachment).

We will be responsible for filling to grade with like material all surface damage, such as rutting and pavement damage attributed to our subcontractors. We will repair all damage caused by our equipment to existing grade, road shoulders, sidewalks, drainage, structures, trees, shrubs, grassed areas, etc.. We will preserve and protect, to the best of our abilities, all existing structures, infrastructures, vegetation on or adjacent to the area of work. We will repair or replace with like materials all damaged mailboxes on the same day that the damage occurs, to the best of our abilities.

■ *Safety, Quality & Environmental Control*

It is paramount to AshBritt to conduct our scope of services with the highest levels of safety, quality and environmental control from all employees and subcontracting partners. We have both extensive and comprehensive *Safety, Quality and Environmental Control* plans, which we would gladly furnish to the City if requested.

AshBritt considers safety and environmental concerns very seriously in any disaster recovery operation, and we have an impeccable record as a result. As stated earlier, during our management of Hurricane Katrina, MS, under the U.S. Army Corps of Engineers, we maintained a less than .01 percent of lost-time injuries to total-man-hours worked. Additionally, in managing over 43 temporary disposal sites, we had negligible environmental impacts. Given the scope of the mission, these statistics are truly extraordinary.

We pride ourselves on continually training our own personnel, as well as extending that knowledge to our subcontracting partners. And more important than any written plan, it is the diligence and vigilance that our safety managers and officers, and quality control personnel exhibit out in the field of operations that leads to our unparalleled achievements.

The plans collectively encompass some of these key aspects: safe work practices; accident prevention education; safe-certification of all operating equipment and follow-up inspections; debris transportation supervision by our QCs to prevent over-loading and falling debris; traffic control to include flag-persons and traffic maintenance devices to protect vehicular and pedestrian traffic; site security, fire protection and air monitoring; hazard identification and mitigation; activity hazard

analyses for operational tasks; respiratory protection procedures; accident investigation and reporting; noise mitigation; and emergency response actions.

■ *Community Relations*

AshBritt will assist the City of Key West with the public relations challenges that occur after a disaster event. We view ourselves as a partner with the City during the recovery effort, and we can play a significant role in the formulation of strategies with regard to public announcements, public appearances, commission meetings, and briefings.

The use of Public Service Announcements (PSA) and other audio, visual and written vehicles to inform the public of all ongoing and planned recovery activities is vital. AshBritt will assist in developing a Public Information Program if requested. As the time directly following a disaster is both traumatic and frenetic, it is wise to establish a program well in advance of an event. Vital information that should be disseminated includes: proper public debris placement and segregation, work and debris pickup schedules, citizen drop-off site locations (parks, etc.), and established hotline numbers for reporting damages and public safety hazards, and for requesting special pickups.

AshBritt has been successful in assisting many of our clients with professional consultation, supplied graphic materials, and fact sheets. Most recently, during the recovery efforts in Mississippi, we assisted the USACE and local communities with press releases and other announcements. Furthermore, in past projects, AshBritt's Chief Executive Officer, Randal Perkins, has participated in television and radio round table discussions of the recovery effort with governors, congressmen, and local officials.

■ *Annual Pre-Event Planning*

AshBritt will encourage the City of Key West to partake in annual pre-event planning and training. We, and ultimately the City, benefit from being able to lay a secure foundation for any future recovery effort. We also are able to develop a professional relationship and rapport with key members of the City's emergency operations staff. These planning and training sessions will allow us to address selections and evaluations for preliminary TDSR sites and formulation of or updates to debris collection zone maps and primary road clearance routes. Additionally, we will research and coordinate more definitely local subcontractor participation. Special considerations such as hazardous waste handling and other ancillary services that may be needed will also be addressed. Some of the detailed elements of our pre-event planning are outlined below:

Training

As previously stated, between the months of January and June, AshBritt staff and technical consultants will conduct on-site classroom training for key City personnel. These sessions are generally 6 to 8 hours in length with appropriate time for questions and answers. We attempt to customize the training to City needs, though some of key points that may be covered are:

- Review of potential disaster threats.
- Congressional actions in review and pertinent pending legislation.
- Current debris management environment.
- The *Public Assistance Program* and new FEMA guidance.
- Relationships of and for local government.
- Disaster recovery team (local and federal government, technical assistance contractor, debris contractor).

- Roles and responsibilities of City key staff members.
- Local government preparedness.
- Required and recommended elected body resolutions.
- Local government actions – mgt, administration, finance.
- Recovery meetings – applicants briefing, kick-off meeting.
- Benefits of action vs. reaction.

Local Subcontractors

Having qualified local subcontractors on the disaster recovery team is a clear benefit to both the City of Key West and AshBritt. They possess local logistic knowledge, are familiar to the local community, and can provide immediate assistance during the initial 24 hours mobilization. AshBritt identifies potential local subcontractors through several sources, including the local Chamber of Commerce, Florida Office of Supplier Diversity, FDOT DBE Directory, SBA, as well as recommendations from local trade associations, equipment dealers, and City personnel. Prior to being added to the disaster recovery team a potential local subcontractor must complete a thorough operational and financial review including:

- Initial structured telephone interview.
- Review of equipment list, work history, and capability.
- Review Dunn and Bradstreet Reports.
- Inspect on-site of facilities and equipment.
- Acquire insurance certificate listing AshBritt and the City as additional insured.
- Execute a *Subcontractor Agreement*.

TDSRS Selection, Planning, and Testing

AshBritt desires to participate in the review and selection of potential debris management sites (TDSRSs) whenever possible. A collaborative review and on site inspection is mutually beneficial to us and the City. It precludes potential operational and liability issues that can develop. Some of the selection criteria used by AshBritt for determining TDSRS practicality are:

Pros

- Acceleration and deceleration lanes on approach roads to TDSRS.
- Existing operable and usable road system.
- Level or semi-level topography.
- Existing water or well system.
- Available power utility.
- Adequate natural drainage for rainwater.
- 15 acre minimum (30 acre optimum).

Cons

- Existing trees or shrubs protected by State.
- Close proximity to residential subdivision.
- Evidence of chemical or potentially hazardous material in soil.
- Prior history of industrial occupation or land use.
- High water table; Flowing water, canal system, or natural lake abutting site.
- Existing buildings, sports fields, or appurtenances that require demolition

Prior to the occupation of any site designated as a TDSRS it is necessary to perform baseline testing of the site and investigate the land use for the preceding twenty-five years. The testing will determine the current water and soil quality. The land use investigation will determine any industrial use or occupation that could have a produced soil or water contaminates. The land use investigation is conducted primarily through an examination of City records for the subject parcel. Necessary baseline site tests are:

- TCLP Metals 1311/6010
- TCLP Volatiles 1311/8260
- TCLP Semi-Volatiles 1311/8270
- TCLP Pesticides 1311/8081
- TCLP Herbicides 1311/8151
- Volatiles EPA Method 8021

Disaster Response Plan

AshBritt generally plans for two types of disasters. The first type is the predictable—or somewhat predictable—threat. With these there is advanced warning and the ability to monitor and track the situation prior to the event. These include hurricanes, tropical storms, floods and ice storms. The second type is the completely unpredictable threat. These comprise tornadoes, earthquakes, tsunamis, other natural events and man-made disasters.

Our response to disasters post-event is typically uniform and consistent, as we follow established guidelines and standard operating procedures (SOP). Logistical circumstances often vary following major events, so specific actions are sometimes altered and adapted to meet the circumstance. The guiding principles of response management, however, generally remain the same.

For predictable events, we are afforded the valuable opportunity to pre-plan and prepare for a more rapid, coordinated and efficient mobilization. We are able to get the proverbial “ball rolling” and alert, activate, prepare and ready for deployment our management team, staff, reserve staff, consultants, subcontractors and suppliers. A number of important action steps are considered during the pre-event pre-planning phase.

The pre-planning phase includes, but is not limited to, the following steps:

Pre-Event Planning Summary

1. An AshBritt Principal will function as the Senior Operations Manager (SOM), the primary liaison with City and the project’s principal leader. 72 hours prior to an imminent, active tracking storm event the SOM will contact the City Debris Manger (CDM) to address these and other issues:
 - Standby personnel, reserves in the region.
 - Pre-assigned equipment in the region.
 - Client base and commitments in the region.
 - Anticipated special needs and other support and ancillary services.
 - Confirm landfill and transfer station locations, capacities and availability the region
 - Initial notification of primary “first response” subcontractors and teaming partners committed to AshBritt response missions.
 - If activated pre-event, the strategic “rally-point” staging of first responders to ensure the rapid deployment post-event, while protecting vital assets from the event.
2. Concurrently, our Disaster Response & Recovery Team (DRRT) will prepare, inventory and outfit the designated Emergency Response Trailer and/or Mobile Command Centers with all necessary equipment and supplies to meet the initial response project demands. These equipment and supplies include:
 - All office supplies as anticipated.
 - Project forms in sufficient quantities for a major event (both paper and digital).
 - Pre-printed AshBritt truck certifications.
 - Pre-printed AshBritt load hauling tickets.
 - Copy machine and fax machine (and backups)
 - Laptop computers and printers (as needed).
 - High speed scanners and single scanners.
 - Satellite dish(s) for internet service, wireless routers, accompanying equipment.
 - Other communications equipment.
 - Generators for temporary power.
 - Short term fuel supply (as needed).
 - Water, ice, MREs and perishables.
 - Sanitation equipment and supplies.
3. The DRRT, key personnel and standby crews are placed on a 24 hour alert.

Further details of our pre-event activities are included in our technical *Activation Plans* included below and our *General Template for Initial Mobilization & Response Plan Table* following in this section. These plans delineate the major guiding steps of our initial response, including alerting, notifying, coordinating and deploying all involved parties.

Post Event Actions Summary

1. Our SOM and Project Manager (PM), as well as other vital management personnel, will mobilize to the affected area within 6 hours of the conclusion of the event, but the SOM or PM will maintain constant communication, as practicable, with the CDM or other designated personnel. Upon arrival, our SOM and/or PM will immediately meet

with the CDM to discuss initial assessment and actions.

The first course of action is generally a field safety assessment to ensure emergency push operations will be conducted with minimal safety risks. The safety assessment is conducted as part of our initial damage assessment (this is typically cross-coordinated with other agencies and contractors). The initial assessment is generally accomplished by dividing the affected area into quadrants (or other major demarcated boundaries) and tallying the damage within each.

2. Once the damage assessment is complete, a preliminary recovery plan is prepared by the SOM and PM with input for priorities and expectations from the CDM. Consequently, resource needs are qualified and quantified; our SOM will then notify the Operations Manager at our corporate office to commence mobilization of restoration and cleanup crews, as well as any special environmental mitigation crews. Crews will prepare all equipment and assets for mobilization and readily deploy within six hours (6) of AshBritt receiving a Notice-to-Proceed (NTP).
3. The DRRT will be ordered to mobilize when the SOM and CDM and staff have concluded the rapid needs and initial damage assessment. The SOM has the authority to commit the DRRT based solely on his judgment, with or without an official NTP from the City CM.

Notice-to-Proceed (NTP) and Mobilization

1. Upon the issuance of an official NTP, the SOM will immediately mobilize the key personnel, equipment and assets that were pre-assigned during the pre-planning stage.
2. To ensure an immediate and efficient response, AshBritt will use its own and its coordinated local equipment from the affected area to conduct the initial emergency push and debris collection (if requested to assist).
3. Additional equipment and personnel will be mobilized to the affected area and will be ready to commence work, within 6 to 12 hours of the NTP. At a minimum, we will be fully operational for clearing debris to open emergency routes within 8 hours of NTP (depending on local conditions); we will establish adequate temporary storage site(s) and be ready to manage and receive debris within 24 hours of NTP; we will be fully operational for the reduction and disposal of debris within 72 hours of NTP; we will operate on an extended work schedule of 7 days per week from sunrise to sunset, or as safety permits (reduction operations may be conducted 24 hours per day, as deemed necessary and allowable).
4. The SOM, PM, and other key members of our DRRT will meet twice daily with the CDM and staff to discuss, amongst other recovery issues:
 - Emergency response services status; need to expand, contract or shift resources.
 - Recovery and cleanup status and progress.
 - Priority recovery issues and reassessments.
 - Priority zones, facilities or sensitive areas.
 - Public information dissemination.
 - Public concerns or feedback.
 - Environmental, safety and traffic control concerns.
 - Additional equipment or personnel needs.
 - Public Assistance process, when applicable.
 - Project reporting and accounting.

The following *Activation Plans* were developed as general operational guidelines to ensure we meet a rapid, coordinated response to any disaster that may affect our clients. The plan consists of three distinct levels of response depending upon the nature and predictable impact of the disaster event.

Level One Activation (L1) is in response to an *anticipated* event such as an approaching hurricane, 1000 miles or approximately three to four days out, with a projected path that could impact the City. At L1 activation the following actions are taken:

- The City Debris Manager is contacted by an AshBritt senior manager to discuss current emergency planning, potential evacuations, special needs, and to confirm emergency phone contacts.
- Telephone notification of L1 activation to all AshBritt Disaster Response Team members, employee reservists, independent compliance team, and subcontractors.
- Par levels of necessary disaster operation supplies verified.
- Initial response resource plan is formulated based on storm wind speeds, projected tides, and projected path.

- Review equipment inventory by stationed location and by operational status.

Level Two Activation (L2) is in response to a *predictable* disaster event such as a hurricane landfall, 500 miles or approximately thirty hours out, with a projected path impacting the City. At L2 activation the following actions are taken:

- The City Debris Manager is contacted by an AshBritt senior manager to discuss current emergency planning, plans for conducting initial damage assessment, special needs, and deployment staff to the EOC.
- Telephone notifications of L2 activation to all AshBritt Disaster Response Team members, employee reservists, independent compliance team, and subcontractors. All are ordered to prepare for a 24 hour post event response.
- Local lodging/accommodations contracts activated.
- Local and first responder subcontractors activated.
- Selected equipment recall for readiness inspection and safety check.
- Equipment transportation permits ordered.

Level Three Activation (L3) is in response to a *known* event or a request for immediate assistance from the CDM. AshBritt has been tasked to provide services and is on full alert status. At L3 activation the following actions are taken:

- Telephone notifications of L3 activation to all AshBritt Disaster Response Team members, employee reservists, independent compliance team, and subcontractors. Selected elements, as needed, are ordered to begin an immediate deployment to the City.
- AshBritt Disaster Response Team deploys to area.
- AshBritt assist, if requested, in conducting initial damage assessment.
- Equipment dispatch as required by the Debris Recovery Plan.

Important note: *Disaster Response Team requests take priority over all other operations in which AshBritt may be engaged. The senior Disaster Response Manager (SOM) is empowered to make any decisions necessary to ensure an effective recovery operation for City.*

Initial Response Sequence Outline

Pre-Deployment Actions:

- All Alert & Notification Phases
- Activate Communication Lines
- Track and Relay Storm Path Info
- Advance Management to EOC
- Ready Response Resources & Assets
- Confirm Mobilization “Rally Points”
- Commence Equipment & Asset Staging

Notice-to-Proceed Through 24 Hours:

- Mobilize First Responders & Reservist
- Preliminary Damage Assessment
- Detailed Safety Assessment
- Aerial & Ground Support
- Debris Quantity Estimations
- Revise or Establish Collection Zones
- Assignments for Emergency Push
- TDSRS Assessments & Planning
- Management & Subcontractor Coordination

24 Through 48 Hours:

- Emergency Push/Hazardous Material Containment (If applicable)
- Communication Systems
- TDSRS Development
- Development Debris Collection Plan
- Establish/Outfit Staging Area
- Vehicle & Equipment Certification
- QC Orientation, Deployment

48 Through 72 Hours:

- TDSRS Baseline Testing
- TDSRS Ready for Debris Storage
- Establish Temp Offices
- Worksite Safety Orientation
- ROW Crew Deployment
- Technical Guidance Team
- Public Information Assistance

72 Through 96 Hours:

- Local Subcontractor Coordination & Deployment
- Commence Multiple Scheduled Passes
- Reassess Need for Subcontractors
- Initiate Daily/Weekly Reporting
- Continue Assessment, Safety & Quality Control Measures
- Deploy Additional Field QCs as Needed

ROW Mobilization

The following schedules detail AshBritt’s commitment for crew deployment to the City of Key West. The quantity and type of crews to be deployed will be discussed several days prior to the event, and ultimately determined during the initial damage survey. Categories of Hurricanes are simply used as a “Benchmark” for disaster level; generally, events such as wide-spread ice storms, major tornados, civil unrest, or terrorist attacks will fall into the Category 1 and 2 Hurricane realms.

Category 1 & 2 Hurricanes:

(Spot Job/Small Events)

- 60% of crews within 24 hours of NTP
- 80% of crews within 48 hours of NTP
- 100% of crews within 72 hours of NTP
- 45% of crews within 48 hours of NTP
- 65% of crews within 72 hours of NTP
- 75% of crews within 96 hours of NTP
- 90% of crews within 1 week of NTP
- 100% of crews within 2 weeks of NTP

Category 3 Hurricane:

(Significant Events-Woody & Mixed)

- 50% of crews within 24 hours of NTP
- 65% of crews within 48 hours of NTP
- 80% of crews within 72 hours of NTP
- 100% of crews within 96 hours of NTP

Category 5 Hurricane:

(Catastrophic Event-Full Mgt)

- 20% of crews within 24 hours of NTP
- 40% of crews within 48 hours of NTP
- 60% of crews within 72 hours of NTP
- 70% of crews within 96 hours of NTP
- 80% of crews within 1 week of NTP
- 90% of crews within 2 weeks of NTP
- 100% of crews within 3 weeks of NTP

Category 4 Hurricane:

(Significant/Catastrophic Event-Full Mgt)

- 35% of crews within 24 hours of NTP

Note: Additional crews and equipment will be available if necessary and the decision to deploy additional resources shall be a mutual decision of AshBritt management and City. Crew deployment levels can be doubled every 48 hours if necessary.

Response Guarantee

Emergency Debris Clearance/Initial Damage Assessment

AshBritt, under a supplied plan, will provide all management, supervision, labor, and equipment to clear disaster related debris from roads and public complexes throughout the City (as applicable). Additionally, we will assist the City with its initial damage assessment. We will mobilize within two to six hours of the NTP, and to the best of our ability, complete this task within three to seven days following the event.

Furthermore, we will also assist the City in any pre-impact planning and coordination for imminent, predictable events by deploying our *Advance Execution Pre-Planning Team* to City’s EOC or other designated location. Furthermore, AshBritt will have one representative available twenty-four hours a day, seven days per week, by multi-communication channels once called upon to complete work as part of this contract.

Debris Removal/Temporary Staging Sites

AshBritt will mobilize all management and support staff to assist the City within one day and all personnel and the lion’s share of equipment within 48 to 96 hours, depending on the magnitude of impact and damage. We will coordinate with the City Debris Manger to establish priority areas. We will submit a “final” cleanup schedule and plan within five days following the day of the disaster.

This plan will include the projected number of hauling units and quantity of personnel and a safety action plan for all operations. Our operations will run seven days per week, twelve hours per day, at a minimum. Temporary debris storage sites will be established to accept debris within 24 to 96 hours following a NTP. If the disaster event dictates, we may work up to twenty-four per day, seven days per week to meet the debris reduction and processing production requirements.

Our *General Template for Initial Mobilization & Response Plan Table* is included on the following page. This table delineates the major mobilization actions from a period three days prior to landfall of an anticipated event to until deployment and activation of debris collection crews to the City five days after event strike.

Key West, Florida - Debris Estimation/General Management & Production Analysis

Scenario: Hurricanes CAT 1 through CAT 5, Wet Event

ROW Linear Analysis

Category	CAT 1	CAT 2	CAT 3	CAT 4	CAT 5
CYD Volume	51,688	206,751	671,941	1,292,194	2,067,511
Days (To Execute)	63	91	126	182	224
Required CYD per Day	8203	2,272	5,333	7,100	9,230
Avg. Load per Truck (CYD)	36	36	36	36	36
Required Loads per Day	23	63	148	197	256
Avg. Loads per Day/per Truck	5	5	6	6	6
Number of Trucks per Day (Avg.)	5	13	25	33	43

Required TDSRS* (Manual Assign) 2 2 4 5 7
 Minimum Acreage Per TDSRS (bnchmrk) (20 Acres) (20 Acres) (20 Acres) (20 Acres) (20 Acres)

Note: TDSRS sites greater than 30 acres would be ideal, though we are capable, and have had past success, in managing sites with lesser areas. Small sites are not preferred, as they increase operational and safety risks. 24 hour site operations may be warranted to maintain high production levels. *Required TDSRS are suggested numbers.

Geographical/Demographic Profile

Population (approx.)	24,629	
Total Area:	7.4 sq. mi.	Land Area: 5.9 sq. mi.
Water Area:	1.5 sq. mi.	Pers/sq mi: 4174.4 persons

Note: Estimations based on most recent census data.

Emergency Debris Clearance (Push Equipment Projections)

Category	CAT 1	CAT 2	CAT 3	CAT 4	CAT 5
Dump Truck 16-30 yd3 w/ Op	5	10	15	19	24
Skidsteer/Front End Loader, 3-5 yd3 w/Op	3	8	12	15	19
Chainsaw Labor w/ tools (2 man crew)	3	8	12	15	19
Crew Foreman w/ 1 ton truck	3	5	7	9	12
Track Hoe Excav, 2-3 yd3 w/ Op	3	4	6	8	10
Low Bed Trailer, 35 Ton, and Truck	3	4	6	8	10

Note: Supplemental equipment. Other and additional equipment will be used, as deemed necessary upon our initial damage assessment.

Management Personnel Profile

Position	CAT 1	CAT 2	CAT 3	CAT 4	CAT 5
Project Manager	1	1	1	1	1
Operations/Logistics Manager	0	0	1	1	1
Dumpsite Manager & Foremen (Per Shift)	3	3	5	6	8
QA/QC Compliance Manager	1	1	1	1	1
QA/QC Area Supervisors/Cert Techs	3	4	6	8	10
Field/Work Site Supervisors (QCs)	3	2	4	6	7
Data Manger/Clerical Coordinator	1	1	1	1	1
Administrative / Clerical Staff	1	2	4	5	8
Technical Assistance Senior	1	1	1	1	1
Technical Assistance Staff	1	1	1	1	1

Note: The response team is scaled accordingly based upon the magnitude of the event. The management team assigned will be dedicated to the recovery effort.

Estimated Debris Quantities, USACE Model (WET EVENT)

Storm	Veg %	Veg CYD	C&D %	C&D CYD	Total	+/-30% CYD
Category 1	95%	49,103	5%	2,584	51,688	15,506
Category 2	80%	165,401	20%	41,350	206,751	62,025
Category 3	65%	436,762	35%	235,179	671,941	201,582
Category 4	50%	646,097	50%	646,097	1,292,194	387,658
Category 5	35%	723,629	65%	1,343,882	2,067,511	620,253

Note: Approximations, based on various assumptions. The USACE estimation model has a +/- 30% margin of error.

Estimated Debris Quantities, USACE Model (DRY EVENT)

Storm	Veg %	Veg CYD	C&D %	C&D CYD	Total	+/-30% CYD
Category 1	95%	37,772	5%	1,988	39,760	11,928
Category 2	80%	127,231	20%	31,808	159,039	47,712
Category 3	65%	335,970	35%	180,907	516,878	155,063
Category 4	50%	496,998	50%	496,998	993,996	298,199
Category 5	35%	556,637	65%	1,033,755	1,590,393	477,118

Note: Approximations, based on various assumptions. The USACE estimation model has a +/- 30% margin of error.

Debris Stream Distribution

Debris Type	Vol-Cat 1	% Dist.	Vol-Cat 2	% Dist.
Vegetative (Clean Woody)	42,384	82.0%	155,063	75.0%
Burnable (requires sorting)	7,753	15.0%	37,215	18.0%
Soil	1,292	2.5%	12,405	6.0%
Metals	129	0.3%	1,034	0.5%
Landfilled	129	0.3%	1,034	0.5%
	51,688	100.0%	206,751	100.0%

Note: Approximations, based on various assumptions.

Assumption: Average Load per Truck (CYD): **36**

ROW Progress Analysis: Production Rates/Resources (Timelines)

Projected Resources		Assumption: 60 Day ROW Recovery (9 Weeks)						
Weeks (Days)	Weeks %Dist.	CYD	Loads Per Wk	Loads Per Day	Avg. Load Per Day/Trk	No. of Trks_/a	No. of Crews_/b	Est. Field Sups_/c
		51,688	36	7				3
1 (7)	15.0%	7,753	215	31	6.0	5	2	1
2 (14)-1 Pass	25.0%	12,922	359	51	7.0	7	2	1
3 (21)	18.0%	9,304	258	37	8.0	5	2	1
4 (28)	13.0%	6,719	187	27	7.0	4	1	1
5 (35)-2 Pass	9.0%	4,652	129	18	6.0	3	1	1
6 (42)	8.0%	4,135	115	16	5.0	3	1	1
7 (49)	5.0%	2,584	72	10	4.0	3	1	1
8 (56)-3 Pass	4.0%	2,068	57	8	3.5	2	1	1
9 (63)	3.0%	1,551	43	6	2.5	2	1	1
Averages:		5,743	160	23		5	4	1
		100.0%	Ratio Field Sups to Crews: 1:3					

ROW Progress Analysis: Production Rates/Resources (Timelines)

Projected Resources		Assumption: 90 Day ROW Recovery (13 Weeks)						
Weeks (Days)	Weeks %Dist.	CYD	Loads Per Wk	Loads Per Day	Avg. Load Per Day/Trk	No. of Trks_/a	No. of Crews_/b	Est. Field Sups_/c
		206,751	36	7				4
1 (7)	12.0%	24,810	689	98	7.0	14	5	2
2 (14)	23.0%	47,553	1,321	189	8.0	24	8	2
3 (21) -1 Pass	18.0%	37,215	1,034	148	8.0	18	6	2
4 (28)	13.0%	26,878	747	107	7.0	15	5	2
5 (35)	11.0%	22,743	632	90	7.0	13	4	2
6 (42)	7.0%	14,473	402	57	7.0	8	3	1
7 (49)	5.0%	10,338	287	41	6.5	6	2	1
8 (56)-2 Pass	4.0%	8,270	230	33	6.5	5	2	1
9 (63)	3.0%	6,203	172	25	6.5	4	1	1
10 (77)	2.0%	4,135	115	16	6.0	3	1	1
11 (77)	1.3%	2,584	72	10	5.0	2	1	1
12 (84)-3 Pass	0.5%	1,034	29	4	4.0	1	0	1
13 (91)	0.3%	517	14	2	3.5	1	0	1
Averages:		15,904	442	63		6	9	3
		100%	Ratio Field Sups to Crews: 1:4					

Notes:

a. Numbers and types of trucks will vary, as per crew composition and equipment resources discussed herein. Further, the declination of hauling trucks will probably not be as steep as illustrated here. AshBritt contractually obligates subs per recovery event, and does not allow "project jumping" when current assignments are incomplete.

b. Number of crews is based on the assumption of three (3) hauling trucks per crew for this analysis; crew composition may vary.

c. Estimated field supervisors are based on the presented ratio of supervisors to crews. These estimates do not account for AshBritt's QA/QC Compliance Manager, QA/QC Area Supervisors, Logistics/Operations Manager, and any Safety Supervisors, all of whom will have field supervisory roles.

TDSRS Requirements (Calculated)

	Total CYD	CV/Ac	Factor: 1.6			# of Sites	Sites/24 hr
			Acres	Req. Acres	Ave.Site Size		
Event 1 (Cat 1)	51,688	16117	3.2	5	20	1	1
Event 2 (Cat 2)	206,751	16117	12.8	21	20	1	1
Event 3 (Cat 3)	671,941	16117	41.7	67	20	2	1
Event 4 (Cat 4)	1,292,194	16117	80.2	128	20	4	2
Event 5 (Cat 5)	2,067,511	16117	128.3	205	20	6	3

Note: Generally, 60% of land Area to provide for roads, safety buffers, and HHW areas. No. of sites calculated takes this factor into account.

Debris Handling

Category	
Vegetative	Ground or ACI, depending on factors
C&D	Separated at sites; compacted; hauled to LF
Mixed	Segregated at sites, disposed appropriately
White Metals	Centralized, decontaminated, scrapped
Hazardous Waste	Segregated at curb/sites, disposed appropriately

Note: The size of the event should not affect the handling of the following materials. Separate programs may be implemented to address a large amount of haz mat/ris or "dirty" white goods, as under Event 2.

Note: Various assumptions are made regarding average loads per truck, average loads per day per truck and number of trucks. The above analysis should only serve to give an approximate indication of the progression of cleanup. This analysis is based on historical data from past cleanups. Cleanup could progress faster or slower based on a multitude of variables; each disaster event is unique.

Key West, Florida - Debris Estimation/General Management & Production Analysis

Scenario: Hurricanes CAT 1 through CAT 5, Wet Event

Assumption: Average Load per Truck (CYD): **36**

ROW Linear Analysis

Category	CAT 1	CAT 2	CAT 3	CAT 4	CAT 5
CYD Volume	51,688	206,751	671,941	1,292,194	2,067,511
Days (To Execute)	63	91	126	182	224
Required CYD per Day	820	2,272	5,333	7,100	9,230
Avg. Load per Truck (CYD)	36	36	36	36	36
Required Loads per Day	23	63	148	197	256
Avg. Loads per Day/per Truck	5	5	6	6	6
Number of Trucks per Day	5	13	25	33	43

Required TDSRS* (Manual Assign) 2 2 4 5 7
 Minimum Acreage Per TDSRS (bchmtrk) (20 Acres) (20 Acres) (20 Acres) (20 Acres) (20 Acres)
 Note: TDSRS sites greater than 30 acres would be ideal, though we are capable, and have had past success, in managing sites with lesser areas. Small sites are not preferred, as they increase operational and safety risks. 24 hour site operations may be warranted to maintain high production levels. *Required TDSRSs are suggested numbers.

Geographical/Demographic Profile

Population (approx.)	24,629				
Total Area	7.4 sq. mi.	Land Area:			5.9 sq. mi.
Water Area	1.5 sq. mi.	Pers/sq mi:			4174.4 persons

Note: Estimations based on most recent census data.

Emergency Debris Clearance (Push Equipment Projections)

Category	CAT 1	CAT 2	CAT 3	CAT 4	CAT 5
Dump Truck 16-30 yd3 w/ Op	5	10	15	19	24
Skidsteer/Front End Loader, 3-5 yd3 w/Op	3	8	12	15	19
Chainsaw Labor w/ tools (2 man crew)	3	8	12	15	19
Crew Foreman w/ 1 ton truck	3	5	7	9	12
Track Hoe Excav, 2-3 yd3 w/ Op	3	4	6	8	10
Low Bed Trailer, 35 Ton, and Truck	3	4	6	8	10

Note: Supplemental equipment. Other and additional equipment will be used, as deemed necessary upon our initial damage assessment.

Management Personnel Profile

Position	CAT 1	CAT 2	CAT 3	CAT 4	CAT 5
Project Manager	1	1	1	1	1
Operations/Logistics Manager	0	0	1	1	1
Dumpsite Manager & Foremen	3	3	5	6	8
QA/QC Compliance Manager	1	1	1	1	1
QA/QC & Site Supervisors/Cert Techs	3	4	6	8	10
Minimum Field Supervisors (incl QCs)	3	2	4	6	7
Data Manager/Clerical Coordinator	1	1	1	1	1
Administrative /Clerical Staff	1	2	4	5	8
Technical Assistance Senior	1	1	1	1	1
Technical Assistance Staff	1	1	1	1	1

Note: The response team is scaled accordingly based upon the magnitude of the event. The management team assigned will be dedicated to the recovery effort.

Estimated Debris Quantities, USACE Model (WET EVENT)

Storm	Veg %	Veg CYD	C&D %	C&D CYD	Total	+/-30% CYD
Category 1	95%	49,103	5%	2,584	51,688	15,506
Category 2	80%	165,401	20%	41,350	206,751	62,025
Category 3	65%	436,762	35%	235,179	671,941	201,582
Category 4	50%	646,097	50%	646,097	1,292,194	387,658
Category 5	35%	723,629	65%	1,343,882	2,067,511	620,253

Note: Approximations, based on various assumptions. The USACE estimation model has a +/- 30% margin of error.

Estimated Debris Quantities, USACE Model (DRY EVENT)

Storm	Veg %	Veg CYD	C&D %	C&D CYD	Total	+/-30% CYD
Category 1	95%	37,772	5%	1,988	39,760	11,928
Category 2	80%	127,231	20%	31,808	159,039	47,712
Category 3	65%	335,970	35%	180,907	516,878	155,063
Category 4	50%	496,998	50%	496,998	993,996	298,199
Category 5	35%	556,637	65%	1,033,755	1,590,393	477,118

Note: Approximations, based on various assumptions. The USACE estimation model has a +/- 30% margin of error.

Debris Stream Distribution

Debris Type	Vol-Cat 3	% Dist.
Vegetative (Clean Woody)	416,603	62.0%
Burnable (requires sorting)	120,949	18.0%
Soil	114,230	17.0%
Metals	13,439	2.0%
Landfilled	6,719	1.0%
	671,941	100.0%

Note: Approximations, based on various assumptions.

ROW Progress Analysis: Production Rates/Resources (Timelines)

Projected Resources		Assumption: 126 Day ROW Recovery (18 Weeks)						
Week (Days)	Week %Dist.	CYD	CAT 3		Avg. Load Per Day/Trk	No. of Trks /a	No. of Crews /b	Est. Field Sups /c
			Loads Per Wk	Loads Per Day				
		671,941	36	7			3	4
1 (7)	2.0%	13,439	373	53	6.0	9	3	1
2 (14)	6.0%	40,316	1,120	160	7.0	23	8	2
3 (21)	8.0%	53,755	1,493	213	8.0	27	9	3
4 (28)	10.0%	67,194	1,867	267	8.0	33	11	3
5 (35)	12.0%	80,633	2,240	320	8.0	40	13	4
6 (42)-1 Pass	13.5%	90,712	2,520	360	9.0	40	13	4
7 (49)	10.0%	67,194	1,867	267	8.0	33	11	3
8 (56)	9.0%	60,475	1,680	240	7.0	34	11	3
9 (63)	6.0%	40,316	1,120	160	6.0	27	9	3
10 (70)	4.2%	28,222	784	112	6.0	19	6	2
11 (77)	3.5%	23,518	653	93	6.0	16	5	2
12 (84)	3.0%	20,158	560	80	5.5	15	5	2
13 (91)-2 Pass	2.8%	18,814	523	75	5.5	14	5	2
14 (98)	2.5%	16,799	467	67	5.5	12	4	2
15 (105)	2.3%	15,119	420	60	5.0	12	4	1
16 (112)	2.0%	13,439	373	53	5.0	11	4	1
17 (119)	1.8%	11,759	327	47	5.0	9	3	1
18 (126)-3 Pass	1.5%	10,079	280	40	5.0	8	3	1
Averages:		37,330	1,037	148	6	21	7	2
	100%						Ratio Field Sups to Crews:	1:4

Notes:

a. Numbers and types of trucks will vary, as per crew composition and equipment resources discussed herein. Further, the declination of hauling trucks will probably not be as steep as illustrated here. AshBritt contractually obligates subs per recovery event, and does not allow "project jumping" when current assignments are incomplete.

b. Number of crews is based on the assumption of three (3) hauling trucks per crew for this analysis; crew composition may vary.

c. Estimated field supervisors are based on the presented ratio of supervisors to crews. These estimates do not account for AshBritt's QA/QC Compliance Manager, QA/QC Area Supervisors, Logistics/Operations Manager, and any Safety Supervisors, all of whom will have field supervisory roles.

TDSRS Requirements (Calculated)

Event	Total CYD	CY/Ac	Factor: 1.6		# of Sites	Sites/24 hr op.
			Acres	Req. Acres		
Event 1 (Cat 1)	51,688	16117	3.2	5	20	1
Event 2 (Cat 2)	206,751	16117	12.8	21	20	1
Event 3 (Cat 3)	671,941	16117	41.7	67	20	2
Event 4 (Cat 4)	1,292,194	16117	80.2	128	20	4
Event 5 (Cat 5)	2,067,511	16117	128.3	205	20	6

Note: Generally, 60% of land Area to provide for roads, safety buffers, and HHW areas. The # of sites calculated takes this factor into account.

Debris Handling

Category	Handling
Vegetative	Ground or ACL, depending on factors
C&D	Separated at sites; compacted; hauled to LF
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White Metals	Centralized, decontaminated, scrapped
Hazardous Waste	Segregated at curb/sites, disposed appropriately

Note: The size of the event should not affect the handling of the following materials. Separate programs may be implemented to address a large amount of haz mats or "dirty" white goods, as under Event 2.

Note: Various assumptions are made regarding average loads per truck, average loads per day per truck and number of trucks. The above analysis should only serve to give an approximate indication of the progression of cleanup. This analysis is based on historical data from past cleanups. Cleanup could progress faster or slower based on a multitude of variables; each disaster event is unique.

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Scenario: Hurricanes CAT 1 through CAT 5, Wet Event

Assumption: Average Load per Truck (CYD): 36

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Required Loads per Day	23	63	148	197	256
Avg. Loads per Day/per Truck	5	5	6	6	6
Number of Trucks per Day	5	13	25	33	43

Category	CAT 1	CAT 2	CAT 3	CAT 4	CAT 5
Required TDSRSs* (Manual Assign)	2	2	4	5	7
Minimum Acreage Per TDSRS (bchmtrk)	(20 Acres)	(20 Acres)	(20 Acres)	(20 Acres)	(20 Acres)

Note: TDSRS sites greater than 30 acres would be ideal, though we are capable, and have had past success, in managing sites with lesser areas. Small sites are not preferred, as they increase operational and safety risks. 24 hour site operations may be warranted to maintain high production levels. *Required TDSRSs are suggested numbers.

Geographical/Demographic Profile

Population (approx.)	24,629				
Total Area	7.4 sq. mi.	Land Area:	5.9 sq. mi.		
Water Area	1.5 sq. mi.	Pers/sq mi:	4174.4 persons		

Note: Estimations based on most recent census data.

Emergency Debris Clearance (Push Equipment Projections)

Category	CAT 1	CAT 2	CAT 3	CAT 4	CAT 5
Dump Truck 16-30 yd3 w/ Op	5	10	15	19	24
Skidsteer/Front End Loader, 3-5 yd3 w/Op	3	8	12	15	19
Chainsaw Labor w/ tools (2 man crew)	3	8	12	15	19
Crew Foreman w/ 1 ton truck	3	5	7	9	12
Track Hoe Excav, 2-3 yd3 w/ Op	3	4	6	8	10
Low Bed Trailer, 35 Ton, and Truck	3	4	6	8	10

Note: Supplemental equipment. Other and additional equipment will be used, as deemed necessary upon our initial damage assessment.

Management Personnel Profile

Position	CAT 1	CAT 2	CAT 3	CAT 4	CAT 5
Project Manager	1	1	1	1	1
Operations/Logistics Manager	0	0	1	1	1
Dumpsite Manager & Foremen	3	3	5	6	8
QA/QC Compliance Manager	1	1	1	1	1
QA/QC & Site Supervisors/Cert Techs	3	4	6	8	10
Minimum Field Supervisors (incl QCs)	3	2	4	6	7
Data Manager/Clerical Coordinator	1	1	1	1	1
Administrative /Clerical Staff	1	2	4	5	8
Technical Assistance Senior	1	1	1	1	1
Technical Assistance Staff	1	1	1	1	1

Note: The response team is scaled accordingly based upon the magnitude of the event. The management team assigned will be dedicated to the recovery effort.

Estimated Debris Quantities, USACE Model (WET EVENT)

Storm	Veg %	Veg CYD	C&D %	C&D CYD	Total	+/-30% CYD
Category 1	95%	49,103	5%	2,584	51,688	15,506
Category 2	80%	165,401	20%	41,350	206,751	62,025
Category 3	65%	436,762	35%	235,179	671,941	201,582
Category 4	50%	646,097	50%	646,097	1,292,194	387,658
Category 5	35%	723,629	65%	1,343,882	2,067,511	620,253

Note: Approximations, based on various assumptions. The USACE estimation model has a +/- 30% margin of error.

Estimated Debris Quantities, USACE Model (DRY EVENT)

Storm	Veg %	Veg CYD	C&D %	C&D CYD	Total	+/-30% CYD
Category 1	95%	37,772	5%	1,988	39,760	11,928
Category 2	80%	127,231	20%	31,808	159,039	47,712
Category 3	65%	335,970	35%	180,907	516,878	155,063
Category 4	50%	496,998	50%	496,998	993,996	298,199
Category 5	35%	556,637	65%	1,033,755	1,590,393	477,118

Note: Approximations, based on various assumptions. The USACE estimation model has a +/- 30% margin of error.

Debris Stream Distribution

Debris Type	Vol-Cat 4	% Dist.
Vegetative (Clean Woody)	749,473	58.0%
Burnable (requires sorting)	206,751	16.0%
Soil	284,283	22.0%
Metals	32,305	2.5%
Landfilled	19,383	1.5%
	1,292,194	100.0%

Note: Approximations, based on various assumptions.

ROW Progress Analysis: Production Rates/Resources (Timelines)

Projected Resources		Assumption: 182 ROW Day Recovery (26 Weeks)					
Week (Days)	Week %Dist.	CAT 4		Avg. Load Per Day/Trk	No. of Trks /a	No. of Crews /b	Est. Field Sups./c
		Loads Per Wk	Loads Per Day				
		1,292,194	36	7		5	4
1 (7)	2.0%	25,844	718	103	6.0	17	3
2 (14)	6.0%	77,532	2,154	308	7.0	44	9
3 (21)	7.0%	90,454	2,513	359	8.0	45	9
4 (28)	9.0%	116,297	3,230	461	8.0	58	12
5 (35)	11.5%	148,602	4,128	590	8.0	74	15
6 (42)	11.0%	142,141	3,948	564	9.0	63	13
7 (49)	9.0%	116,297	3,230	461	8.0	58	12
8 (56)	7.5%	96,915	2,692	385	7.0	55	11
9 (63)	6.5%	83,993	2,333	333	6.0	56	11
10 (70)	5.2%	67,711	1,881	269	6.0	45	9
11 (77)	4.0%	51,688	1,436	205	6.0	47	7
12 (84)	3.0%	38,766	1,077	154	6.0	26	5
13 (91)	2.6%	33,597	933	133	5.5	24	5
14 (98)	2.5%	32,305	897	128	5.5	23	5
15 (105)	2.3%	29,074	808	115	5.0	23	5
16 (112)	2.0%	25,844	718	103	5.0	21	4
17 (119)	1.8%	22,613	628	90	5.0	18	4
18 (126)	1.5%	19,383	538	77	5.0	15	3
19 (132)	1.3%	16,152	449	64	5.0	13	3
20 (140)	1.1%	14,214	395	56	5.0	11	2
21 (147)	0.8%	9,691	269	38	4.0	10	2
22 (154)	0.8%	9,691	269	38	4.0	10	2
23 (161)	0.7%	8,528	237	34	4.0	8	2
24 (168)	0.5%	6,461	179	26	4.0	6	1
25 (175)	0.4%	5,169	144	21	4.0	5	1
26 (182)	0.3%	3,230	90	13	4.0	3	1
Averages:		49,700	1,381	197	6	29	6
	100%						Ratio Field Sups to Crews: 1:4

Notes:

a. Numbers and types of trucks will vary, as per crew composition and equipment resources discussed herein. Further, the declination of hauling trucks will probably not be as steep as illustrated here. AshBritt contractually obligates subs per recovery event, and does not allow "project jumping" when current assignments are incomplete.

b. Number of crews is based on the assumption of three (3) hauling trucks per crew for this analysis; crew composition may vary.

c. Estimated field supervisors are based on the presented ratio of supervisors to crews. These estimates do not account for AshBritt's QA/QC Compliance Manager, QA/QC Area Supervisors, Logistics/Operations Manager, and any Safety Supervisors, all of whom will have field supervisory roles.

TDSRS Requirements (Calculated)

Event	Total CYD	CY/Ac	Factor: 1.6		# of Sites	Sites/24 hr op.
			Acres	Req. Acres		
Event 1 (Cat 1)	51,688	16117	3.2	5	20	1
Event 2 (Cat 2)	206,751	16117	12.8	21	20	1
Event 3 (Cat 3)	671,941	16117	41.7	67	20	2
Event 4 (Cat 4)	1,292,194	16117	80.2	128	20	4
Event 5 (Cat 5)	2,067,511	16117	128.3	205	20	6

Note: Generally, 60% of land Area to provide for roads, safety buffers, and HHW areas. The # of sites calculated takes this factor into account.

Debris Handling

Category	Handling
Vegetative	Ground or ACI, depending on factors
C&D	Separated at sites; compacted; hauled to LF
Mixed	Segregated at sites, disposed appropriately
White Metals	Centralized, decontaminated, scrapped
Hazardous Waste	Segregated at curb/sites, disposed appropriately

Note: The size of the event should not affect the handling of the following materials. Separate programs may be implemented to address a large amount of haz mats or "dirty" white goods, as under Event 2.

Note: Various assumptions are made regarding average loads per truck, average loads per day per truck and number of trucks. The above analysis should only serve to give an approximate indication of the progression of cleanup. This analysis is based on historical data from past cleanups. Cleanup could progress faster or slower based on a multitude of variables; each disaster event is unique.

Key West, Florida - Debris Estimation/General Management & Production Analysis

Scenario: Hurricanes CAT 1 through CAT 5, Wet Event

Assumption: Average Load per Truck (CYD) 36

ROW Linear Analysis

Category	CAT 1	CAT 2	CAT 3	CAT 4	CAT 5
CYD Volume (Estimated)	51,688	206,751	671,941	1,292,194	2,067,511
Days (To Execute)	63	91	126	182	224
Required CYD per Day	820	2,272	5,333	7,100	9,230
Avg. Load per Truck (CYD)	36	36	36	36	36
Required Loads per Day	23	63	148	197	256
Avg. Loads per Day/per Truck	5	5	6	6	6
Number of Trucks per Day	5	13	25	33	43

Required TDSRSs* (Manual Assign) 2 2 4 5 7
 Minimum Acreage Per TDSRS (bchmrc) (20 Acres) (20 Acres) (20 Acres) (20 Acres) (20 Acres)
*Note: TDSRS sites greater than 30 acres would be ideal, though we are capable, and have had past success, in managing sites with lesser areas. Small sites are not preferred, as they increase operational and safety risks. 24-hour site operations may be warranted to maintain high production levels. *Required TDSRSs are suggested numbers.*

Geographical/Demographic Profile

Population (approx.)	24,629				
Total Area	7.4 sq. mi.	Land Area:		5.9 sq. mi.	
Water Area	1.5 sq. mi.	Pers/sq mi:		4174.4 persons	

Note: Estimations based on most recent census data.

Emergency Debris Clearance (Push Equipment)

Category	CAT 1	CAT 2	CAT 3	CAT 4	CAT 5
Dump Truck 16-30 yd3 w/ Op	5	10	15	19	24
Front End Loader, 3-5 yd3 w/Op	3	8	12	15	19
Chainsaw Labor w/ tools (2 man crew)	3	8	12	15	19
Crew Foreman w/ 1 ton truck	3	5	7	9	12
Track Hoe Excav, 2-3 yd3 w/ Op	3	4	6	8	10
Low Bed Trailer, 35 Ton, and Truck	3	4	6	8	10

Note: Supplemental equipment. Other and additional equipment will be used, as deemed necessary upon our initial damage assessment.

Management Personnel Profile

Position	CAT 1	CAT 2	CAT 3	CAT 4	CAT 5
Project Manager	1	1	1	1	1
Operations/Logistics Manager	0	0	1	1	1
Dumpsite Manager & Foremen	3	3	5	6	8
QA/QC Compliance Manager	1	1	1	1	1
QA/QC & Site Supervisors/Cert Techs	3	4	6	8	10
Minimum Field Supervisors (incl QCs)	3	2	4	6	7
Data Manger/Clerical Coordinator	1	1	1	1	1
Administrative /Clerical Staff	1	2	4	5	8
Technical Assistance Senior	1	1	1	1	1
Technical Assistance Staff	1	1	1	1	1

Note: The response team is scaled accordingly based upon the magnitude of the event. The management team assigned will be dedicated to the recovery effort.

Estimated Debris Quantities, USACE Model (WET EVENT)

Storm	Veg %	Veg CYD	C&D %	C&D CYD	Total	+/-30% CYD
Category 1	95%	49,103	5%	2,584	51,688	15,506
Category 2	80%	165,401	20%	41,350	206,751	62,025
Category 3	65%	436,762	35%	235,179	671,941	201,582
Category 4	50%	646,097	50%	646,097	1,292,194	387,658
Category 5	35%	723,629	65%	1,343,882	2,067,511	620,253

Note: Approximations, based on various assumptions. The USACE estimation model has a +/- 30% margin of error.

Estimated Debris Quantities, USACE Model (DRY EVENT)

Storm	Veg %	Veg CYD	C&D %	C&D CYD	Total	+/-30% CYD
Category 1	95%	37,772	5%	1,988	39,760	11,928
Category 2	80%	127,231	20%	31,808	159,039	47,712
Category 3	65%	335,970	35%	180,907	516,878	155,063
Category 4	50%	496,998	50%	496,998	993,996	298,199
Category 5	35%	556,637	65%	1,033,755	1,590,393	477,118

Note: Approximations, based on various assumptions. The USACE estimation model has a +/- 30% margin of error.

Debris Stream Distribution

Debris Type	Vol-Cat 5	% Dist.
Vegetative (Clean Woody)	1,075,106	52.0%
Burnable (requires sorting)	310,127	15.0%
Soil	578,903	28.0%
Metals	62,025	3.0%
Landfilled	41,350	2.0%
	2,067,511	100.0%

Note: Approximations, based on various assumptions.

ROW Progress Analysis: Production Rates/Resources (Timelines)

Projected Resources		Assumption: 280 Day ROW Recovery (52 Week)					
Week (Days)	Week %Dist.	CYD	CAT 5		No. of Trks /a	No. of Crews /b	Est. Field Sups /c
			Loads Per Wk	Loads Per Day			
		2,067,511	36	7		5	4
1 (7)	2.0%	41,350	1,149	164	5.0	33	7
2 (14)	3.5%	72,363	2,010	287	7.0	41	8
3 (21)	5.5%	113,713	3,159	451	7.0	64	13
4 (28)	7.0%	144,726	4,020	574	7.0	82	16
5 (35)	8.0%	165,401	4,594	656	8.0	82	16
6 (42)	7.5%	155,063	4,307	615	8.0	77	15
7 (49)	7.0%	144,726	4,020	574	8.0	72	14
8 (56)	6.5%	134,388	3,733	533	8.0	67	13
9 (63)	6.0%	124,051	3,446	492	8.0	62	12
10 (70)	5.0%	103,376	2,872	410	8.0	51	10
11 (77)	4.5%	93,038	2,584	369	8.0	46	9
12 (84)	3.5%	72,363	2,010	287	8.0	36	7
13 (91)	3.0%	62,025	1,723	246	8.0	31	6
14 (98)	2.8%	57,890	1,608	230	8.0	29	6
15 (105)	2.6%	54,597	1,517	217	8.0	27	5
16 (112)	2.5%	52,423	1,456	208	7.0	30	6
17 (119)	2.4%	49,620	1,378	197	7.0	28	6
18 (126)	2.3%	47,553	1,321	189	6.0	31	6
19 (133)	2.2%	45,485	1,263	180	6.0	30	6
20 (140)	2.1%	43,418	1,206	172	6.0	29	6
21 (147)	2.0%	41,350	1,149	164	6.0	27	5
22 (154)	1.9%	39,283	1,091	156	6.0	26	5
23 (161)	1.7%	35,148	976	139	6.0	23	5
24 (168)	1.5%	31,013	861	123	6.0	21	4
25 (175)	1.4%	28,945	804	115	6.0	19	4
26 (182)	1.2%	24,810	689	98	6.0	16	3
27 (189)	1.0%	20,675	574	82	5.0	16	3
28 (196)	0.9%	18,608	517	74	5.0	15	3
29 (203)	0.9%	18,608	517	74	5.0	15	3
30 (210)	0.5%	10,338	287	41	5.0	8	2
31 (217)	0.5%	10,338	287	41	5.0	8	2
32 (224)	0.3%	5,169	144	21	5.0	4	1
Averages:		64,433	1,790	256	7	36	7
		100%				Ratio Field Sups to Crews: 1:4	

Notes:

a. Numbers and types of trucks will vary, as per crew composition and equipment resources discussed herein. Further, the declination of hauling trucks will probably not be as steep as illustrated here. AshBritt contractually obligates subs per recovery event, and does not allow "project jumping" when current assignments are incomplete.

b. Number of crews is based on the assumption of three (3) hauling trucks per crew for this analysis; crew composition may vary.

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Event	Total CYD	CY/Ac	Factor: 1.6		# of Sites	Sites/24 hr op.
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Event 4 (Cat 4)	1,292,194	16117	80.2	128	20	4
Event 5 (Cat 5)	2,067,511	16117	128.3	205	20	6

Note: Generally, 60% of land Area to provide for roads, safety buffers, and HHW areas. The # of sites calculated takes this factor into account.

Debris Handling

Category	Handling
Vegetative	Ground or AC1, depending on factors
C&D	Separated at sites; compacted; hauled to LF
Mixed	Segregated at sites, disposed appropriately
White Metals	Centralized, decontaminated, scrapped
Hazardous Waste	Segregated at curb/sites, disposed appropriately

Note: The size of the event should not affect the handling of the following materials. Separate programs may be implemented to address a large amount of haz mat/rls or "dirty" white goods, as under Event 2.

Note: Various assumptions are made regarding average loads per truck, average loads per day per truck and number of trucks. The above analysis should only serve to give an approximate indication of the progression of cleanup. This analysis is based on historical data from past cleanups. Cleanup could progress faster or slower based on a multitude of variables; each disaster event is unique.

The following discussion illustrates the general methods and technical approach of our disaster response and recovery services (scopes of work). Brief explanations and experience statements are included where applicable. AshBritt is uniquely qualified and experienced to provide the City Key West, Florida with all of these services, as well as other more specialized services, as outlined in the *Additional Support Services* narrative.

As touched upon, AshBritt maintains comprehensive *Quality Control, Safety & Health* and *Special Environmental Monitoring Plans*, along with customized training programs. Documentation from our comprehensive plans is available upon request; select documentation from these plans is included at the end of this Section. These materials serve to augment the overviews presented below. Each of our plans and all of our operating procedures has at their core the underlying principals of communication, coordination and cooperation, with the overall goal of an expeditious, safe and cost-effective recovery. These are the keynotes to successful emergency disaster response and recovery. All of our services and operations comply strictly to the Occupational Safety and Health Administration (OSHA) and Environmental Protective Agency (EPA) rules, regulations and requirements for maintaining a safe and environmentally responsible work site.

All of our services and operations comply strictly to the Occupational Safety and Health Administration (OSHA) and Environmental Protective Agency (EPA) rules, regulations and requirements for maintaining a safe and environmentally responsible work site. Further, we ensure that all recovery work is performed and documented in conformity with all established Federal Emergency Management Agency (FEMA), Florida Division of Emergency Management (FDEM), Federal Highway Administration (FHWA), and all other applicable federal, state and local authority guidelines for debris removal eligibility requirements.

Generally, debris that may be eligible for clearance and removal includes: trees, other vegetative debris, sand and gravel, building wreckage, vehicles, vessels, personal property, and others. To be eligible for FEMA assistance, such removal must be necessary to do one of the following: 1) Eliminate immediate threats of life, public health, and safety; or 2) Eliminate immediate threats of significant damage to improved public or private property; or 3) Ensure economic recovery of the affected community to the benefit of the community-at-large. AshBritt forces will only handle debris in the areas duly designated by the City.

Lastly, as an important function of complying with state and local environmental and business regulations, AshBritt will secure all necessary licenses and permits applicable to the recovery work, and will conduct our operations in coordination with all local agencies and authorities. Applicable licenses and permits may include: a general contractors license, City business licenses, temporary land-use permits, land use variances, grading permits, waste processing permits, recycling operations permits, water and air quality permits, fire department permits, traffic permits, hazardous waste permits, coastal commission land-use permits, National Environmental Policy Act (NEPA) compliance permits, as well as others. Overall, all of our operations, including all subcontracted work, will be completed in accordance with all federal, state and local laws, as applicable.

Scope of Services/Work Summaries

■ *Post-Event Initial Actions Overview (Mobilization & Planning)*

Generally, within hours following a disaster event, an AshBritt senior manager and other key personnel will meet with City appointed representatives. This meeting will serve as a valuable opportunity for City representatives and AshBritt management to develop, beyond our pre-event strategies, a clear, specific approach to proceed with the recovery at hand as efficiently, safely and cost-effectively as possible.

Specifically, the meeting will help to reinforce and establish, at a minimum, priorities for our scope of work, estimates of resources to execute the recovery, priority areas for response and clean-up, confirmation of locations and site plans for temporary disposal sites, proposed lines of communications, assignment of inspectors, specific work and safety rules and hours of operation. Further, project submittals, periodic reporting, public relations guidance and planning for public announcements and notices, as well as any review of applicable FEMA (and other) guidelines and regulations will be discussed.

During this critical time, AshBritt will make available our company aircraft, vehicles, personnel and other resources to assist the City with their rapid needs and immediate damage assessment. Should there be a need AshBritt will coordinate the mobilization of emergency supplies and temporary shelter and facilities (described in further detail in the following subsection).

■ ***Emergency Road Clearance (Push)***

AshBritt will mobilize immediately to initiate and conduct, under a supplied plan, emergency road clearance of debris (“first push”) from pre-specified primary transportation routes as soon as it is safe to enter work zones (generally, within 6 to 12 hours or sooner). Street clearance is basically accomplished by removing large debris from public roads and complexes and stacking it on public rights-of-way (ROW). Generally, debris will not be collected during this stage, though under certain circumstances debris removal may be conducted.

The primary goal here is to create immediate safe passage for emergency response vehicles and equipment. Mechanized rubber-tired lifting and pushing equipment and specialized ground labor with chainsaws and other hand tools are used to complete this phase of work. We will use our own equipment and tools as well as local subcontractors who are under standby contract with us. Estimates from the initial damage survey will determine the required response necessary to facilitate a rapid recovery. We will escalate equipment and crew sizes to the appropriate level to execute this task. Based on the initial survey, crews will be deployed to areas with the greatest damage and need. The triage method of deployment will apply under all scenarios, ensuring that emergency routes are expeditiously cleared to minimize safety hazards and risks to public health.

Rapid road clearance is achieved through pre-planning and coordination with the local authorities, the local workforce and first response subcontractors. Critical pre-specified clearance routes are generally prioritized to target: first, access to hospitals, fire stations, police stations, designated public shelters, airports and other vital public facilities; second, access to essential public and private utility facilities and systems; third, clearance of major arteries; and last, clearance of residential streets and byways.

AshBritt senior management and field supervisors will oversee this critical phase of the recovery, while continuing to assess the damage via “closer-look” surveys. Crews will be instructed to protect to the greatest extent possible existing undamaged City infrastructure. Any damage that occurs will be documented, reported to the City Debris Manger (DM) and rectified in a timely manner. Crews will also be mandated not to interfere to the best of their abilities with the disaster response activities of any governmental agencies or public utility. Further, they will be instructed and drilled to segregate debris to the greatest extent possible, while minimizing the obstruction of driveways, side streets or utilities of any kind.

During this phase, crews will be required to work a minimum of 12 hours per day, though we may arrange for longer schedules if the work is warranted. This phase of the operation is typically completed within 72 working hours (3 to 7 ten hour days) after a declared disaster event. Depending on the magnitude of the disaster, however, full clearance could take up to four weeks. Regardless, we will make a concerted effort to complete this task in the most expeditious manner, ensuring that the City maximizes its reimbursement for this phase of work.

Lastly, we will report daily to the City all sub-contractors, certified equipment numbers, volumes of trucks and equipment in use, as well as the number of working personnel. These reports will include daily and cumulative hourly statistics on the number of hours worked clearing debris. The cumulative and daily statistic totals for each equipment type will be reported separately. We will ensure all reporting submitted to the City representative is audit quality.

■ ***Debris Loading General Protocols***

To safely and efficiently remove and collect eligible storm generated debris from public property and public rights-of-way, AshBritt employs the following protocols and processes for efficient recovery operations:

Collection Equipment

Trucks and trailers used for debris collection will be inspected for safety prior to being certified. Repair of any safety deficiencies are required prior to certification and assignment. Trucks and trailers are required to have tailgates that secure the load and prevent debris from falling from the vehicle during transport (please see attached illustration).

Truck Measurements and Signage

Truck certifications/measurements will be conducted by City representatives (or contracted monitoring agent) at a location approved by the City DM. Measurements of the height, width, and length of the truck or trailer bed are taken and recorded. Sideboards or other extensions to the bed are allowable provided they meet all applicable rules and regulations, cover the front and both sides, and are constructed in a manner to withstand severe operating conditions. The sideboards will be constructed of 2” by 6” boards or greater and will not extend more than two feet above the metal bed sides and are subject to approval by the City DM. Metal sideboards may also be accepted. All sideboards are subject to approval by the City DM.

If a truck either adds or subtracts sideboards the vehicle *must* be re-measured and a new truck number issued. The old truck number will be permanently retired. Once trucks are rated by the City DM, the project QC/Compliance Manager will be responsible to report any adjustments of the sideboards to City representatives. Extensions are subject to acceptance or rejection by the City DM or other representative. Truck loading will comply with local Florida Department of Transportation (FDOT) rules and regulations including weight limitations and the tarping/covering of truckloads.

Detailed information regarding each vehicle is recorded on the *Truck Measurement Record* form (please see attached sample). Each entry will be initialed by the City representative and QC field personnel signifying their participation and agreement with the process and results.

The minimum information recorded on the *Truck Measurement Record* form will include:

1. Trailer number as assigned for the current project by AshBritt.
2. License plate number of the haul vehicle.
3. Operating company (either AshBritt or a subcontractor).
4. Type of work the truck/trailer will be performing.
5. Name of the driver of the vehicle.
6. Measurements in feet of the height, width, and length of the truck or trailer bed. For accuracy partial feet are converted to decimals.
7. Volume capacity in cubic yards of the truck or trailer bed.
8. Initial of the Field Monitor (or City rep) and AshBritt QC representative.

Trucks or other equipment designated for use under this contract for the purpose of transporting debris will be equipped with one sign (vinyl placard), attached to the driver's side. Signs will be provided by us (please see attached sample). Signs will be a minimum of 12" X 16", be approved by the City DM, and will prominently display the following information:

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

The capacity is recorded in indelible red ink and the remaining information written in indelible black ink.

A series of digital photos of the truck or trailer are taken prominently displaying the City sign and capacity. The *Truck Measurement Record*, the digital photos and other appropriate support documentation are combined in a notebook to create the *Master Truck Record* (examples are included herein). The original is maintained in AshBritt's field office with a copy provided to the City and the City inspection tower inspectors. The tower inspectors should compare the information in the *Master Truck Record* to the truck number and capacity as posted on the truck or trailer to ensure accuracy.

AshBritt does *not* accepted hand-loading of trucks and trailers as an approved procedure as it creates opportunities for load "irregularities" and hand-loading crews rarely carry appropriate commercial insurance, workers compensation, and licensing necessary to meet AshBritt's subcontractor guidelines.

Collection Process

Collection crews will systematically traverse the streets within their assigned area and collect eligible debris from the rights-of-way. Crews are instructed with regard to the following guidelines:

- Operators will perform an inspection of their vehicles and equipment prior to starting work each day. Operators will record the inspection on an inspection form. The form must remain in the vehicle at all times and be produced upon demand by AshBritt management or any government authority.
- Crew foremen will verify that all personnel on the crew are in PPE appropriate to their scheduled duties
- Crews will position appropriate traffic control personnel and devices as directed.
- Collection activities will normally begin on the street and at the point that they were concluded the previous day.
- Crews will collect debris only from the ROW taking great care to protect as practicable as possible the existing infrastructure.
- Crews will collect all debris and will make a reasonable effort not to commingle vegetative and C&D or mixed

debris. White goods should be segregated and left for separate collection.

- Crews will collect all large debris on each pass and will leave the work area with only small debris remaining. Small debris is defined as debris that can only be collected by hand or with hand tools.
- Crews are instructed to schedule collections around schools on the weekend if possible and avoid areas around schools Mon-Fri between the hours of 7:00 to 9:30 AM and 1:30 to 3:00 PM.
- Care will be taken to ensure that debris does not hang over the vehicle sides or extend more than 24 inches above the sides. Any such debris will be trimmed or removed prior to leaving the loading area.
- Debris weight distribution will be maintained during the loading process.
- When warranted by the debris stream, white goods crews may be deployed for the specific task of collecting all eligible white good debris.

Private Contract Work

All employed crews, during any recovery in the City Key West, will be prohibited from soliciting or accepting offers from citizens or others to conduct any private work within the designated work area. Under no circumstances will crews be allowed to mix debris hauled for others with debris hauled under this contract. Any crews found to be working for anyone other than AshBritt during the term of the contract will be immediately terminated and a written deficiency report will be provided in a timely manner to the City DM, as necessary.

■ **Debris Hauling General Protocols**

For vehicles and operators to safely and efficiently transport debris from the loading site (curbside or other) to the temporary or permanent disposal site, off-load the debris and return to the debris loading site, AshBritt utilizes and enforces, as needed, the following process:

Rules of the Road

Drivers are expected to abide by the rules of the road as follows:

- Ensure that debris is not hanging over the vehicle/trailer sides and does not extend more than 24" above the load prior to leaving the loading site.
- Obey all traffic rules, posted and non-posted speed limits.
- Wear seat belts at all times.
- Follow routes that avoid schools and other congested areas.
- Use turn signals.
- Use headlights and fog lights in any low light environment.
- Avoid interstate highways if possible when transporting debris.
- Use extreme caution when entering and exiting the dumpsite, especially when merging with traffic.

DOT Temporary Orders

Historically, state DOT regulations are lifted or modified to allow for an expeditious response for equipment to be mobilized into an affected area.

- If permit requirements have been lifted for vehicles participating in the recovery effort, review to ensure compliance with emergency temporary orders (i.e., tarping of loads, oversize signs, markings, flags, escorts)
- Insurance and safety requirements may NOT have been waived.
- Verify Maximum gross vehicle weight limit for vehicles with 5 weight bearing axles.
- Verify Maximum gross vehicle weight limit for vehicles with 4 weight bearing axles.
- Verify max Height/Width limit extensions.
- Verify DOT contact at the Permit Division for routing instructions.

Dumpsite Procedures

- Reduce speed to 10 MPH while at the dumpsite.
- Obey all signs and traffic control personnel.
- Approach the tower with caution.
- Stay in the vehicle except when opening/closing tailgate and/or operating boom.
- Avoid other traffic in the off-load area.
- Ensure that vehicle is on flat ground (+/- 5 degrees) and brake is engaged prior to raising the dump bed or operating the boom.
- Do not exit vehicle with dump bed raised.
- Ensure that dump bed is lowered, tailgate is closed and/or boom is secured before exiting the off-load area.
- Follow signs to exit dumpsite.
- Approach the exit tower with caution.

■ **Debris Removal from Rights-of-Way and Public Property**

Our primary or overwhelming objective for the City in the wake of a disaster-debris generating event will be the debris collection and removal from the public rights-of-way (ROW) and other City property. As expressed, AshBritt will begin mobilizing personnel, materials, and equipment to or near the City as soon as a disaster event is deemed imminent. Arriving equipment will be directed to a central “rally point” for measurement and safety certification prior to assignment and deployment.

All applicable information for hauling vehicles will be recorded on a detailed *Truck Measurement Record* form (see attachment herein). A digital photo will also be taken. The City Debris Manager will oversee the process and approve each entry. Information recorded will include: vehicle tracking number; license plate; operating company; driver name; vehicle measurement; vehicle sketch; hauling capacity in cubic yards; and official signatures. A vinyl placard bearing the AshBritt logo and showing the vehicle tracking number and the calculated volume capacity (in indelible ink) will be adhered to the side of the vehicle.

Collection crews are deployed, generally within 48 hours, to pre-established zones. The initial damage assessment typically determines the areas with the greatest needs. We prioritize our crew assignments around these needs. We will conduct strategic meetings with City management and all collection crews prior to dispatch. City management is apprised continually of all progress, and any special requests they may have are swiftly and appropriately addressed. Generally, all disaster generated debris on public property and public rights-of-way, including debris placed on rights-of-way by residents, is eligible for collection. Ultimately, however, the City DM and FEMA will determine debris eligibility on the project.

Given the typical diverse make-up of a debris stream, vegetative debris is segregated from non-eligible and other debris to the best extent possible at the loading site per debris segregation protocols as presented above. Construction and Demolition (C&D) debris, mixed debris, and other non-hazardous debris is separated further at the disposal site. All debris will be mechanically loaded and reasonably compacted; as expressed, we do not permit hand loading, except under extenuating circumstances, with granted permission from the City DM

Debris collection and hauling is the most important aspect of disaster recovery operations, after all immediate public health and safety hazards have been abated. Collection crews are highly visible to the public and the potential for damage to private property is greatest during this phase. It is critical that work is conducted in the most efficient method possible. Following proven operating guidelines and procedures, as delineated above and later in this Section, ensures that the public receives the best service in the most economical manner.

■ **Debris Removal from Private Property (Right-of-Entry)**

Private property debris removal or right-of-entry (ROE) work is periodically authorized by FEMA for reimbursement under certain, special conditions. If a homeowner cannot reasonably achieve the remediation of hazards posing immediate threats to public health and safety, an ROE may be authorized. The process of authorization generally entails the completion of an application by the rightful owner, or authorized agent, of the said property. This application will contain as a matter of course a hold harmless indemnification for all parties involved and a duplication of benefits clause.

AshBritt can assist the City with the requests for ROE work, interpretation of the ROE eligibility criteria, ROE rules for the current disaster, and the documentation necessary to authorize work on private property. We have a long history of assisting communities and their residents with this often time cumbersome process. In fact, we are more qualified and intimately familiar with ROEs than any other contractor in our industry, as we were responsible for managing and completing an unprecedented number for our Mississippi recovery mission. The crew composition for ROE work differs from the crew composition for ROW debris collection. Crews generally consist of specialized personnel (chainsaw operators, tree climbers and arborists) and aerial reach equipment (bucket trucks, winches and cranes). Depending on the potential hazard, engineers may also be brought in to mitigate any further damage.

Additionally, demolition of entire structures is sometimes necessary. AshBritt is experienced in residential and commercial demolition and has been a member of the *National Association of Demolition Contractors* since 1996. Below is a table listing some of our isolated demolition experience. Further, as is outlined in Section N, of the over 29,000 ROEs we completed for the Mississippi mission, over 3,000 thousand entailed demolition work for both

Transite¹ and Non Transite containing properties. Importantly, our own and all of our subcontracted demolition crews and employees with exposure to hazardous materials were required to successfully complete the *Compliance Solution* 40 hour HAZWOPER course, which we sponsored.

Select AshBritt, Inc. Demolition Experience Table.

Client & Location	PM	Client Contact	Project Description	Contract Value
U.S. Army Engineer District Mobile Pensacola, FL	Randy Perkins	Ms Sue Speights (334) 441-5599	Removal of Abandoned Property and Bldg Maint. (365 Dwellings) DACW01-99-D-0002	\$367,548.00
U.S. Army Engineer District Mobile Ft. Rucker, AL	John W. Noble	Mr. Don Skipper (334) 255-3612	Indefinite Quantity Contract Demolition of WWII era Bldgs Contract: DACA01-99-D-0018	\$1,698,754.00
U.S. Army Engineer District Mobile Ft. Rucker, AL	John W. Noble	Mr. Don Skipper (334) 255-3612	Indefinite Quantity Contract Demolition of WWII era Bldgs Contract: DACA01-95-D-0065	\$2,243,434.00
Directorate of Contracting Contracting Division Ft. Jackson, SC	John W. Noble	Mr. Bob Walls (803) 751-7704	Demolition of WWII era Buildings @ Ft. Jackson DABT47-98-C-0006	\$344,070.00
AOIC Facilities Support Facilities MCAS Cherry Point MCAS, NC	John W. Noble	Majorie Sadler (252) 466-4531	Demolition of 15 Buildings & one 1.5 million gallon AST N62470-97-C-2699	\$315,000.00
U.S. Army Engineer District Mobile Ft. Rucker, AL	John W. Noble	Ms Sue Speights (334) 441-5599	Removal of UST and Installation of (3) ASTs with piping 9725-63-1-006-1	\$381,839.00
Directorate of Contracting Contracting Division Ft. Jackson, SC	John W. Noble	Mr. Jim Stubbs (803) 751-2592	Demolition of WWII era Buildings @ Ft. Jackson Contract: DABT47-95-C-0052	\$208,150.00
U.S. Army Engineer District New York Ft. Sandy Hook, NJ	Randy Perkins	Mr. Glenn Smith (908) 571-1594	Demolition of Concrete Bunkers @ Ft. Sandy Hook Contract: DACA51-94-C-0047	\$372,000.00

■ **Household Hazardous Waste and White Goods Collection**

After a disaster event, the destruction of residences, residential garages and sheds or storage facilities will produce quantities of household hazardous waste (HHW²) and/or white goods³ that must be separated from storm-generated debris. AshBritt crews have been trained to identify HHW during ROW and ROE collection as well as TDSRS debris separation activities.

All HHW and white goods will be segregated at the loading site and at the TDSRS. At the TDSRS such will be separated by type and stored in a containment area prior to proper disposal. Disposal will comply with all local, state and federal regulations and laws. Additionally, we can assist the City in establishing and setting up “citizen drop sites” for the collection of such materials. We will take all precautions to prevent the release of such materials into the environment by providing impermeable, lined storage areas at such sites. Then, if required by the City, we will properly dispose of the materials and remediate such sites.

For our Mississippi mission, approximately 25,000 white goods were segregated, decontaminated, baled and recycled or disposed of lawfully. Additionally, any HHW collected as part of our dream stream was properly contained at our temporary storage sites and lawfully disposed of in permitted landfills. Other items within the debris stream that required special handling included e- waste (i.e., computers, TVs and other electronic items), lawn mowers (and fuel) and tires (customarily not part of the eligible debris stream). We collected and disposed of these under the applicable project guidelines and rules.

■ **Hazardous Material Containment & Abatement**

Our *Special Environmental Services Division* can provide temporary containment of any storm-generated hazardous waste. AshBritt has a stand-by teaming agreement with Veolia Environmental Services that includes the abatement of hazardous waste material. Veolia Environmental Services is one of the largest and most experienced providers of hazardous material solutions in the world.

¹ Asbestos containing material.

² HHW includes hazardous materials such as household cleaners, paints, paint thinners, motor oils, gasoline, and pesticides. HHW may pose a threat to human health or the environment if it is not disposed of properly. HHW poses a threat because it exhibits one or more of the following characteristics: toxic, corrosive, ignitable and reactive.

³ White goods comprise major household electrical appliances including: refrigerators, freezers, air conditioners, washers, dryers, dishwashers. These generally can be recycled, but special handling is required for units containing Freon.

Additionally, AshBritt has partnered with WRS Infrastructure & Environmental, Inc., a Tampa, Florida based firm with over 20 years experience in the areas of environmental engineering, consulting, hazardous waste remediation, and infrastructure development. Since 1983, they have completed over 10,500 related projects. Most recently for us, they assisted with our Collier Co. recovery efforts after Hurricane Wilma. They were responsible for the cleanup of four petroleum discharges caused by debris during the storm. They conducted the following for the project: Free Product Recovery, Contamination Assessment Reports, Initial Remedial Actions, Remedial Action Plans, Contaminated Soil Excavation Removal, Transportation and Disposals Groundwater Monitoring, and Site Restoration.

John Noble, AshBritt's COO, is an Environmental Engineer with a Masters Degree in *Solid and Hazardous Waste Management*. He personally supervises all remediation activities conducted by us and/or our teaming partners. Furthermore, as stated above, our equipment operators and field personnel are OSHA certified and have completed the HAZWOPER training.

■ ***Hazardous Waste and Waste Spills Reporting***

Upon occurrence and when applicable, AshBritt will report to the City all identified hazardous materials or any hazardous waste spills. We will fully remediate and clean all hazardous materials or waste spills that occur during operations at no additional cost to the City. We will take immediate containment actions, as necessary, to minimize the effects of any spills or leaks. These activities will be in full accordance with applicable federal, state, and local laws and regulations.

AshBritt will report any and all spills to the Florida Department of Environmental Protection (FDEP) and the City immediately following discovery. We will then submit a written follow-up report to the City no later than 7 days after the initial report. The written report, at a minimum, will include the following:

- Description of the material spilled (including identity, quantity, manifest number, etc.).
- Determination as to whether or not the amount spilled is EPA/FDEP reportable, and when and to whom it was reported.
- Exact time and location of spill, including description of the area involved.
- Receiving stream or waters.
- Cause of incident and equipment and personnel involved.
- Injuries or property damage.
- Duration of discharge.
- Containment procedures initiated.
- Summary of all communications the Contractor has had with press, agencies, or government officials other than City.
- Description of cleanup procedures employed or to be employed at the site, including disposal location of spill residue.

■ ***Hazardous Stumps Extraction and Fill Dirt***

All uprooted, eligible stumps on public right-of-ways larger than 24 inches in diameter measured 24 inches in height above ground including the root ball, identified as hazardous by the City, will be removed, loaded and transported to the TDSRS.

A DM or representative will inspect the stump and measure the diameter above the root ball. The stump measurement, specific point of origin (GPS coordinates), and any notes by the DM indicating the nature of the stump hazard must be added to the special stump load ticket for proper documentation. A photographic record is encouraged. Proper documentation for eligible hazardous stumps is paramount for FEMA reimbursement. AshBritt will strictly comply with FEMA Recovery Policy - RP95 23.11, Hazardous Stump Extraction and Removal Eligibility, with respects to all hazardous stump removal from approved property.

Our specialized crews will typically consist of heavy loading equipment (i.e., wheel loader, backhoe, crane, etc.), a lowboy trailer and a dump truck holding fill material. Voids created by stump extractions will be filled with comparable and suitable material, usually purchased locally. Ruts and depressions inadvertently caused by contractor equipment and voids created by stump removals will be filled with suitable material and reasonably compacted to grade. For our Mississippi mission, alone, we extracted approximately 24,000 hazardous stumps, while backfilling over 40,000 voids.

■ ***Hazardous Leaning Trees and Hanging Limbs***

Hazardous leaning trees on public right-of-ways will be identified, measured (diameter), and documented by the City. Crews will saw-cut as necessary to trim and truncate such trees to facilitate loading. Leaning trees on private property

that are encroaching onto the ROW will be saw-cut at the private property when safe to do so. Only the encroaching portion will be removed.

Hazardous trees on private property posing an immediate threat will be addressed on a per case basis. Under an executed waiver and hold harmless agreement, we will remove trees and limbs that have fallen on homes or are threatening to fall on homes as a result of a disaster. Hazardous hanging limbs (“hangers”) on trees located in the ROW will be identified and documented by the City similarly. Generally, hangers are surveyed, located, assessed and logged for a special deployment of crews comprised of bucket trucks and climbers with chainsaws and all necessary personal protection equipment. We will provide sufficient field supervision and quality control for this phase of work.

This phase of work will be conducted in an orderly progression, and we will not move from one designated area to another designated area prior to completion of work and to receiving authorization. We will not enter onto private property during performance of this contract prior to receipt of an executed right-of-entry (ROE).

■ **Temporary Debris Staging and Reduction**

All activities associated with massive debris clearance, removal, and ultimate disposal operations depend upon the availability of suitable temporary debris staging and reduction sites (TDSRS). Identifying these potential sites before a natural disaster will expedite and facilitate debris removal and subsequent volume reduction and disposal activities. If sites are not yet identified, an experienced AshBritt representative will assist the City in the identification and selection of potential TDSRS.

In congested urban areas where large, prototypical sites are unavailable, the use of multiple TDSRS, twenty-four hour operations, and immediate removal of separated and processed debris can help alleviate the constraints of smaller temporary disposal sites. AshBritt has proven success in establishing and managing single large and multiple small disposal sites.

- **Baseline Data.** Prior to site preparation and activation, AshBritt will assist in establishing baseline data to document a site’s pre-use condition. This entails taking ground or aerial video or photographs, noting important structures, fences, culverts and landscaping, analyzing random soil samples and ground water samples. We will evaluate the topography and soil/substrate conditions to determine the best layout for site activities. And we will attempt to limit the modification of the site in order to minimize site closure and restoration costs. Moreover, as part of our initial site assessment we will contemplate environmental factors such as noise, dust, smoke, erosion control, storm water runoff, wetlands, historic preservation, endangered species, and traffic and safety controls.

- **Site Plan.** AshBritt will establish and submit for approval a site plan and operating procedures for the TDSRS. The plan and operating procedures will include: site preparation, including any clearing, grading, and erosion control; identification of ingress and egress; interior road system design, utilizing any existing roads; traffic flow and control; a roofed inspection tower, sufficient for a minimum of three inspectors to monitor incoming and outgoing loads; site layout and debris segregation plan, including separate bermed containment areas lined with impermeable material for the storage of HHW, ash, and fuel, “clean” debris area for woody debris and burnable C&D awaiting reduction, storage areas for metals and white goods, storage area for non-burnable debris awaiting transfer to final disposal, debris reduction area with appropriate set backs and safety zones for the type of reduction (burning or grinding); appropriate signs, cones, safety barriers and caution tape identifying safety zones; a first aid station; site security and fire prevention measures; activation date/time and daily hours of operation, and site management team with 24 hour contact numbers.

- **Debris Reduction.** AshBritt can provide several debris reduction options. These include air curtain incineration and reduction by grinding. We consider logistical and environmental concerns, as well as the potential disposal outlets when deciding. For the City, reduction by grinding would be our recommended method. This involves using industrial tub or horizontal feed grinders powered by up to 1000 hp diesel engines. A grinder will process up to 400 cubic yards of clean woody debris per hour, reducing the volume by approximately 4 to 1.

- **Maintenance.** AshBritt will maintain the TDSRS as necessary to ensure safety and minimize environmental impact. Normal maintenance will include: adding rock to roads for stabilization, modifying road system as needed, installing silt fences or berm systems to divert rainwater and protect areas from runoff and loss of topsoil, replace liners under stationary equipment, document and rectify any accidents, spills, or environmental mishaps that occur. Additionally, we will supply site security and appropriate fire prevention measures when necessary.

- **Site Closeout & Restoration.** Each TDSRS will eventually be cleared of all debris and restored to its pre-disaster condition and use. AshBritt will test soil and ground water to compare to the pre-disaster baseline, verifying that no long-term environmental contamination is present. Our basic closeout steps are: remove all debris, stored material, and

unnecessary equipment from the site; conduct an environmental assessment; develop a restoration plan; submit for review and approval by the CDM; execute the approved plan; obtain acceptance from the CDM and execute the site closure documents. Closeout and restoration is generally completed within 30 days of receiving the last load of incoming debris.

■ **Debris Management & Disposal**

All debris collected by AshBritt during disaster recovery activities for the City will be disposed of in accordance with all applicable state, federal and local laws, codes, standards, and regulations. A description of the most common types of debris generated in recovery operations and the anticipated disposal method are detailed as follows.

- *Mulch from woody debris reduced by grinding* – Potential beneficial uses include utilization as a fuel for industrial heating or cogeneration plants, land cover, and agriculture additive. If no beneficial use is available, mulch will be disposed of in a licensed landfill.
- *Ash from woody debris reduced by burning* – Potential beneficial use as agricultural soil additive. If no beneficial use is available ash will be disposed of in a licensed landfill.
- *Construction and Demolition material* – This waste stream includes concrete, asphalt, gypsum, wood waste, glass, bricks, roofing tile, and asphalt roofing tile. Some of this material can be separated and recycled if recycling contractors are readily available and market conditions are favorable. C&D that cannot be recycled will be disposed of in a licensed landfill.
- *Metals* – Most ferrous and non-ferrous metals are suitable for recycling. Metal maulers and shredders can be used to shred trailer frames, trailer parts, appliances and other items. Metal that cannot be recycled will be disposed of in a properly licensed landfill.
- *White Goods* – Household appliances can be recycled as part of a metal recycling program and can be recycled for parts by used appliance dealers. Appliances that cannot be recycled will be disposed of in a licensed landfill. Prior to disposal certain appliances (freezers, refrigerators, coolers, AC units) will have CFC refrigerants and motor oil removed by a licensed contractor.
- *Soil & Silt* – Collection of disaster generated debris, especially vegetation will include various amounts of soil and/or silt. Careful debris separation at the TDSRS possibly including the use of screens can remove the soil and silt, which will be stored onsite for backfilling ruts and voids created by stump removal. Remaining soil and silt will be used in the TDSR site restoration.
- *Household Hazardous Waste* – HHW may consist of common household cleaning supplies, pesticides, motor oil, lubricants, transmission and brake fluids, gasoline, anti-freeze, paints, propane tanks, oxygen bottles, and batteries. HHW will be separated from the general waste stream and stored in a lined containment area. Technicians will segregate incompatible chemicals and properly store or pack the waste for transportation to a facility specially permitted to accept hazardous waste.
- *Hazardous Waste* – Hazardous waste will be contained, collected, containerized, manifested, and transported to a facility specially permitted to accept hazardous waste.

Additional Debris Management Detailed Information:

Hazardous, Toxic, Radiological Waste (HTRW) - Any labeled hazardous waste, bio-hazardous waste, or other contaminated waste that positively has originated from a commercial building or business will be left in place for removal by others and the City DM will be notified. However, if directed to do so, AshBritt will remove and dispose of all labeled hazardous waste, bio-hazard waste, or other contaminated waste (such as thermostats containing mercury) through the use of a licensed Hazardous, Toxic, Radiological Waste (HTRW) contractor. Such waste will be disposed of in a landfill licensed to receive the waste being delivered. Removal, transportation, and disposal of such waste by a licensed HTRW contractor will be paid for under a separate line item for HTRW removal and disposal. AshBritt will be responsible for the methods of handling and transporting HTRW from the site and will be informed of all laws pertaining to the handling of hazardous materials. All HTRW will be delivered to collection points defined by the City or State. In recognition of the fact that there may be unmarked abandoned containers in the debris stream, AshBritt will utilize established guidelines presented later in this section.

White Goods - Loading and hauling of white goods will be performed when declared as eligible debris. White goods will be divided into two categories: 1) Non-refrigerant containing and 2) Refrigerant containing. Refrigerant containing white goods have two sub-categories: a) Clean, and b) Dirty. Typically, clean refrigerant containing white goods are air conditioning units, but may also include empty refrigerators and freezers. Dirty refrigerant containing white goods consist of refrigerators and freezers in which food products and contents are still remaining inside.

The collection methods used for this debris will be dependent on the category. For non-refrigerant white goods, collection procedures will be as above. White goods categorized as containing refrigerant will be collected in such a manner that the refrigerant system will not be breached (i.e., the coils or condenser should not be ruptured or broken). All necessary precautions will be taken in collecting dirty refrigerant containing white goods so that their contents will not be spilled. If not already sealed, units will be bound to prevent spillage by securing tape, ratchet straps, rope, or similar materials to minimize the spilling of contents. Units will be picked up using ½ to 1 ton pickup trucks or van trucks with installed lift gates or ramps. Units will be loaded onto these trucks with the aid of appliance dollies. Units will be securely strapped into place to prevent spillage and hauled to a facility designated by the City.

Management and processing of white goods will also be dependent on the category. For non-refrigerant white goods, this material will be segregated into the recyclable metals pile. White goods categorized as containing refrigerant will have the refrigerant evacuated, per EPA regulatory requirements for Freon reclamation, prior to being segregated into the recyclable metal pile. Refrigerant containing white goods that are dirty will be cleaned prior to the evacuation process (see *Putrefied Foods* discussion). These metals will then be compacted into bales and transported to the nearest recycling facility as long as recyclable market remains positive (see *Recycling Plan* discussion).

Electronic Waste - Electronic Waste debris, or E-Waste, will be collected, sorted and separated for final disposition. E-Waste presents an environmental and health and safety concern owing largely to the toxicity of substances from the constituent parts if not processed properly. Crews and QC Site Managers will be provided with a list of E-Waste materials for reference during recovery operations. CRTs, monitors, circuit boards, computer components & peripherals and batteries are examples of debris that can be classified as E-Waste. Please refer to our reduction & recycling discussion below for E-Waste recycling options. The following guidelines will be utilized in managing the materials and preparing for transport to a recycling facility.

- Provide Gaylord or similar type boxes, pallets and stretch wrap, labor to presort, pack and load materials.
- Pack electronics into Gaylords (which can be double stacked).
- Load in to transport Trailers – Two rows in length double stacked in height.
- TVs over 25" Diagonally – Stack and securely wrapped (with Stretch wrap) on pallet no higher than 4 ft - (this will allow to be stacked on top of Gaylord Box).
- Big Screens (2 per pallet): Place on Pallets back to back and securely wrapped (with Stretch wrap)–No more than 6 pallets per trailer (to maximize trailer weight).

Putrefied Foods - This debris stream is most likely to be encountered as part of the dirty refrigerant containing white goods. General methods of collection and transportation are addressed above. AshBritt has developed an extensive, comprehensive plan that addresses safety and operational requirements based on past experience, which covers all facets from collection, transport, decontamination, management and disposal, including contingency operations. AshBritt will prepare a task specific site plan for the handling of this debris.

Tires - Debris management operations for this type of debris will be conducted as mentioned above. Regulations with respect to the final disposition will be adhered to according to the specific area of operation. Please refer to our Recycling Plan discussion below for recycling alternatives. We will prepare a task specific site plan for the handling of this debris.

Gasoline Powered Tools - Small engine machines such as lawn mowers and weed trimmers are examples of this type of debris. These products may contain both Hazardous Materials (oil and gas) as well as recyclable metal. AshBritt's process for this debris parallels the white good process outline above. Please refer to our Recycling Plan discussion below for recycling alternatives. AshBritt will prepare a task specific site plan for the handling of this debris.

NEPA Compliance - The National Environmental Policy Act (NEPA) establishes national environmental policy and goals for the protection, maintenance, and enhancement of the environment. It also provides a process for the City to implement these goals. AshBritt will execute operations of its assigned tasks in such a manner and extent to which is practicable that will minimize any significant affect to the environment. AshBritt will provide information relevant to its operations to the City and assist as directed for the purpose of assisting in the environmental assessments, analysis, and impact statements. AshBritt's plan for compliance includes, but is not limited to the following considerations:

Natural Environment

- Terrestrial Ecology
- Wetlands and Aquatic Ecosystems
- Coastal Zone Management
- Marine Mammals

- Plants (Natural and Invasive Species)
- Threatened and Endangered Species

Physical Environment

- Groundwater
- Surface water (lakes, streams, rivers)
- Soils
- Topography

Human Environment

- Air quality
- National Pollutant Discharge Elimination System (NPDES) – Storm water runoff
- Land use – Zoning
- Demographics
- Cultural and historical resources
- Environmental Liability

■ **Recycling Plan Overview**

As is widely known, major catastrophic disaster events such as Category 4 and 5 hurricanes, will yield massive and unwieldy amounts of diverse debris. It is important when planning for the disposition of disaster debris to remain environmentally conscious and to maximize to the greatest extent possible the diversion of debris from disposal in landfills. With sufficient pre-planning more options and greater opportunities are made available for the potential to recycle or to find beneficial uses for a greater percentage of the disaster debris stream. Though a challenging goal, maximizing diversion will minimize landfill space utilization, recover usable resources, conserve natural resources and potentially reduce costs of the overall recovery. Upon award, AshBritt will refine its recycling plan and reach out to local recycling businesses and non-profits to find available markets for potentially recyclable materials. Additionally, we will continually monitor and develop those relationships.

AshBritt, Inc. is dedicated to assisting its clients with the development or review of strategic local recycling plans. Our goal is to devise a reasonable, area-specific plan that can be readily implemented and realized. The foundation of our strategy and approach is delineated below, where we address vegetative and C&D debris, white goods, metals, tires, and e-wastes, amongst other materials.

Upon an NTP we will refine our strategy to propose realistic targets by debris category for achievable recycling and reuse. These goals will be relative to the total estimated debris stream for the event. In addition, if feasible and applicable for any recovery mission, a strategy may be proposed to negotiate an amount of any gains in revenue from recycling or reuse alternatives to be returned to the client as a cost offset. As expressed above, AshBritt will follow best management practices in reducing all disaster generated debris to maximize the potential for recycling and beneficial use.

Recycling of Disaster Debris

AshBritt is fully capable of and prepared to maximize diversion of recyclable material generated from disasters. The degree of separation and recycling depends on:

- Quality and quantity of debris.
- The existence and proximity of recycling programs. Large quantities may overwhelm local markets.
- The availability of markets and practical end-uses.
- Politically necessary expedience of recovery may reduce priority given to recycling.
- Cost associated with the separation of recyclable material.

AshBritt has vast experience in recycling debris and is operationally prepared to do so. Following an event, a key individual is identified on the AshBritt team who has responsibility to:

- Act as a liaison with City representatives to determine strategy and goals.
- Educate employees and subcontractors.
- Determine process at curbside; assist with Public Information Plan.
- Identify locations and process at Temporary Debris Storage and Reduction Sites (TDSRS).
- Identify recycling markets.

The type and degree of event will dictate the quality and type of recyclable material. The material that may be recycled and its beneficial use are:

- *Asphalt* – Can be recycled to new asphalt pavement or used as clean fill on or off site if regulations allow.
- *C & D* – Divert as much as possible from this category with metals being smelted and other materials segregated for recycling or disposal.
- *Concrete/Aggregate* – Crushed concrete, rubble, masonry can be used as an aggregate for use as a base or fill material. Larger sections of concrete can be used as materials for reefs, to armor shorelines and for bank stabilization for erosion control (Riprap).
- *Earth* – Screening debris at the TDSRS reduces the amount of earth that would be deposited in landfills. Earth is also expensive to transport.
- *Electronic Waste (E-Waste)* – Will be collected separately at the curbside and brought to the TDSRS for packing in Gaylord or similar boxes for transportation to a recycling facility.
- *Metals* – Recycle by selling scrap to dealer who will smelt the metal for reuse.
- *Roofing Materials* – Can be used as an aggregate in asphalt pavements. Must be free of asbestos.
- *White Goods* – Separated at the curbside and transported to the TDSRS. Freon to be extracted and recycled while putrid waste will be removed and disposed of. White good to be transported to recycling facility.
- *Woody Material* – Material can be reduced by grinding and chipping. The mulch can be used as a fuel in biomass boilers/cogeneration plants, as a soil enhancement in agricultural applications and commercial resale (composting). Mulch used in agricultural applications must be free of paper, plastics and dirt (ten percent or less contamination). There is a benefit to solely reducing the material as it has a decreased impact on the landfill. The material can also be burned and the ash utilized for soil enhancement in agronomic applications. Further, mulch can be used in land applications as a stabilizer or for erosion control.
- *Tires* – Segregate tires at curbside for transport to TDSRS for storing. Transport bulk to recycling facility for use as material in asphalt, floor tiles, hoses, landscaping material, playground material and countless other applications.

Material can be segregated at the curbside, residential drop off sites and at a TDSRS. Source segregation is key to avoiding contamination and increasing product marketability.

- *Curbside Segregation* - A key component to maximize source segregation at the curbside is for the governing authority to provide Public Service Announcements (PSA) to the residents. The “Picking Up the Pieces” illustration and guideline provided herein is ideal for educating residents in the different types of debris and how to segregate those at the curbside. Some HHW may be recyclable (e.g. paint, batteries, compressed gas) while other materials have to be disposed of pursuant to local, state and federal law.
- *Debris Segregation Crews* - AshBritt will deploy debris segregation crews (DSG), when applicable and necessary, to maximize curbside segregation. AshBritt has the capability to segregate debris at the curbside. Hand salvaging will yield more recyclable materials, although time required to do so may be more than traditional processes. By using specialized trailers with individual bins, HHW can be collected curbside and kept out of the waste stream.
- *Residential Drop-off Sites* - By providing residents with a drop off site, debris can be more easily segregated with bins and containers for specific materials. This also reduces transportation expenses while removing hazardous material from the curbside. This supplements other programs and also reduces transportation expenses while providing pro-active residents the ability to clean up on their schedule. This also tends to enhance public relations by providing residents with alternatives. Sufficient QC monitors would be stationed at the sites to ensure that only eligible debris would be accepted.
- *TDSRS Segregation* – Segregating debris at the curbside will significantly improve the overall reduction capability at the TDSRS. By further segregating debris at the TDSRS, resources can be concentrated in the segregation process. The segregation is performed in a location that is away from the general public and can be customized for expediting this process. Although segregation is more difficult to achieve as the debris has been co-mingled by the time it arrives at the TDSRS certain materials can be recycled prior to ultimate disposal (e.g. ferrous and non-ferrous metals, etc.) Spotters can be used at the TDSRS but only as a last line of defense.

Once the easily salvageable material has been removed, the remaining debris is reduced and brought to a landfill for disposal.

To improve the efficiency of source separation and overall recycling success of the recovery, AshBritt will assist the City with a Public Information campaign that encourages residents to properly place and separate debris at the curb for contractor pickup. Following are the anticipated debris categories:

Household Garbage	Construction	Vegetation	HHW	White Goods	Electronics
Bagged Trash	Building Materials	Tree Branches	Oils	Refrigerators	Televisions
Discarded Food	Drywall	Leaves	Batteries	Washers and Dryers	Computers
Packaging papers	Lumber	Logs	Pesticides	Freezers	Radios
	Carpet		Paints	Air Conditioners	Stereos
	Furniture		Cleaning Supplies	Stoves	DVD Players
	Mattresses		Compressed Gas	Water Heaters	Telephones
	Plumbing			Dishwashers	

■ **Reporting**

Various production and other operational reports will be supplied to the City throughout the course of the recovery. For instance, daily production reports will be submitted to the City by close of business each day and weekly summary reports of aggregate daily data will be submitted at each week end. The various reports will contain, at a minimum, the following information:

1. Contractor’s Name/Report Date.
2. Location of completed work, of work for next day.
3. Equipment/Personnel Certification data.
4. Daily and cumulative hours for each piece of equipment and crew (Emergency Clearance/Other).
5. List of roads that were cleared (Emergency Clearance/ROW multi-passes).
6. Number of crews/personnel (including number of trucks and loading equipment).
7. Types and numbers of equipment assets used.
8. Daily and cumulative totals of debris removed, by category and type.
9. Daily and cumulative totals of debris processed, to include method(s) of processing and disposal location(s).
10. Daily estimate of hazardous waste debris segregated, and cumulative amount of hazardous waste placed in the designated holding area.
11. Number of hazardous trees, hanging limbs, stumps removed.
12. FEMA, FHWA and other work segregated.
13. Right-of-entry tracking/completion (as applicable).
14. Problems encountered or anticipated.
15. Safety/Quality Control deficiencies (damage)
16. Safety/Quality Control training, certifications.

We will submit additional reports (and work summaries) to the City as we deem useful, or as may be requested. All reports will be supplied in electronic format, and they may be customized to meet ad hoc purposes. More detailed information regarding our procedures for documenting and reporting is presented in Section 2d.

For the purposes of federal audit (or other) requirements, we will maintain all logs, reports, records, truck certifications, debris load tickets, and Agreement correspondence in both hard copy and digital scan for a period of not less than three (3) years.

■ **Sectoring, Multiple Passes & Closeout**

AshBritt will prepare, as needed, or review and revise existing *collection zone/area* maps of the affected area. Crew assignments to zones will be made in coordination with the City, prioritizing severely damaged, heavy debris volume areas.

AshBritt is able to offer the GIS tracking of debris collection progress via digital layering map applications. This greatly enhances the efficiency of field operations. Basically, through coordination with City representatives, City debris monitoring company, our QA/QC field personnel, our subcontractors, and our DIMS tracking data, we are able to update jurisdiction zone street maps to track the progression of debris collection passes. We make this data readily available to City representatives.

Multiple passes, the process in brief:

Generally, three coordinated and carefully managed collection passes through each zone is sufficient to remove all event-generated debris from the right-of-ways, but AshBritt forces will make additional passes as necessary to complete the cleanup. To the greatest extent practicable, we will fully and thoroughly clean areas upon each successive pass, not leaving any debris behind which may delay or snag production efforts.

The only debris that may be unattended would be debris requiring special handling, such as hazardous materials or stumps or trees. These may require specialized crews different from those used for general ROW collection. These

crews, however, will follow the same methodology of “clean as you go” with respects to their specialized tasks.

This methodology of debris collection affords residents and local agencies ample time to coordinate and arrange for ensuing debris placement onto City right-of-ways. Daily reports, both GIS and manual, can be furnished to the City indicating each zone’s headway status, including numbers of working crews, debris removal progress, and listings of closed-out streets.

City representatives will closely inspect each zone after the third (or final) complete pass, and will certify the zone as “all clear” of debris. Any deficiencies noted by the DM will be resolved immediately, using remaining working zone crews or our “hot spot” crews.

■ **Hot Spot Crews**

AshBritt has found it effective during past recovery efforts to assign one or more dedicated response crews, or *hot spot* crews. These crews will respond to exigent recovery needs. Typically, we use our own expert operators and equipment, as they are generally more accountable and diligent than hired subcontractors. These crews are most useful at the inception and at the close-out of debris recovery efforts; however, we will keep them on-call throughout the entirety of the operation. As we maintain a “clean as you go” policy, hot spot crew responses are typically reserved for emergency and special circumstances.

These crews are generally the last on the job, responding to *punch list* items and final cleanup requests. We highly encourage notifications from clients of urgent pick-up and debris obstruction safety matters, as it supplements our own surveying efforts. To assist in the identifying urgent dispatch matters, we urge our clients to establish a debris hotline to field and log reports. We can assist the City by establishing our own hotline and assigning responsibility to our Quality Assurance and Quality Control Supervisor. We will field calls for urgent pickups, damage claims, citizen drop site locations and general recovery information and log and respond accordingly.

■ **Crew Composition**

The composition of debris collection crews necessary for a recovery operation is determined by the type and magnitude of the specific disaster event. Ice storms, tropical storms, and Category 1 hurricanes produce a debris stream of almost entirely vegetative material. The higher winds associated with a Category 2 hurricane will add whole trees, roofing material, signage, and light building material to the debris stream. Floods, tornados and Category 3, 4, and 5 hurricanes will create a debris stream that includes entire structures, building materials, silt, sand, household furnishings, appliances, household hazardous waste, and personal property. To execute an efficient recovery operation the composition of collection crews deployed must be appropriate to the composition of the debris stream.

Debris Type	Appropriate Collection Equipment
Vegetative Material	Self-loading Grapple Trucks
Light Const. Material	Self-loading Grapple Trucks
Whole Trees, C&D, Mixed Debris	Self-loading Grapple Trucks
Mixed Debris	Towed Knuckle-boom Loaders
Silt, Sand	Rubber Tire Front End Loaders
Hazardous Attached Stumps	Backhoe/Mini Loaders, Lowboy Trailer
Leaning Trees/Hangers	Bucket Trucks/Self-loading Grapple Trucks

Self-loading Grapple Trucks are the most versatile equipment available. With a crane lift capacity of 7000 lbs., the unit has the ability to handle C&D as well as light vegetation and mixed debris. They can be used to self-load and self-transport, or to load other vehicles for transport. The grapple design limits damage to homeowner property and properly maintained they create no damage to primary or secondary roads. They require no special permitting and can be driven to any location on the Atlantic or Gulf Coast within 24 hours and can begin work immediately.

Towed Knuckle-boom Loaders are converted logging equipment and are very effective in handling whole trees, C&D, and heavy materials. They are towed by a tractor and used to load trailers for the transport of debris. Rubber Tire Front End Loaders are effective at loading C&D, mixed debris, silt and sand into transport trailers. Owing to the versatility and mobility of the Self-loading Grapple Truck, AshBritt maintains a fleet of more than fifty (50) company-owned or contracted trucks, which are available for immediate deployment. Having significant dedicated first response resources

allows AshBritt to ensure that the City can expect an immediate deployment of appropriate equipment whenever and wherever they are needed.

The crew composition for AshBritt's response team has been developed through years of experience and assessment. The typical crew composition as detailed below offers the highest degree of professionalism, safety, and efficiency available in the emergency services industry.

Type No. 1 – Appropriate for collection of all types of debris:

- Self-loading Grapple Truck
- Push Machine: (Skid Steer Loader or Bobcat)
- Additional Haul Vehicles: (Number and size of trucks shall be assigned to crews depending on haul distance to the TDSR site)
- Bucket Trucks (as applicable)
- Saw men/Laborers/Flagmen
- Crew Foreman

Type No. 2 – Appropriate for collection of all types of debris:

- Multiple (3-5) Self-Unloading Dump Trucks/Trailers
- Rubber-Tired Front End Loader/Tele-handler or other mechanical loading equipment
- Push Machine: (Skid Steer Loader or Bobcat)
- Additional Haul Vehicles: (Number and size of trucks shall be assigned to crews depending on haul distance to the TDSR site)
- Bucket Trucks (as applicable)
- Saw men/Laborers/Flagmen
- Crew Foreman

Type No. 3 – Appropriate for heavy debris stream materials:

- Towed Knuckle-boom Loader w/ rotating grapple
- Push Machine: (Skid Steer Loader or Bobcat)
- Additional Haul Vehicles: (Number and size of trucks shall be assigned to crews depending on haul distance to TDSR site)
- Bucket Trucks (as applicable)
- Saw men/Laborers/Flagmen
- Crew Foreman

■ **Other Operation Considerations**

Unexploded Ordinance: If any collection crews identify unexploded ordinance, ammunition, weapons, or explosives (UXO), they will immediately stop work and notify their supervisor. The QC Supervisor will immediately identify the UXO, quarantine the area, remain on site and notify the following authorities:

Bureau of Alcohol, Tobacco, and Firearms (ATF):

- (800) ATF-GUNS
- (800) 283-4867

Once the QC Supervisor arrives on site they will release the crew to continue work on another street.

Cadaver Recovery and Identification: For major catastrophic events, cadaver recovery and identification may be required during response operations. Crews will strictly adhere to stringent guidelines and protocols owing to the sensitive nature of the loss and for consideration of notifying surviving family members.

The following guidelines will be followed while working in *all* areas and/or sectors identified by the City as requiring cadaver operations. Each collection crew will employ *on the ground* spotters. These persons will be made up of the following:

- AshBritt QC personnel
- ESF – 9 Search and Rescue personnel
- ESF – 16 Law Enforcement personnel

They are responsible for watching the debris pile and identifying any potential human remains. The spotters will not be distracted by talking on the cellular telephone while performing their duties. If the spotter and crew foreman believe they have identified human remains they will notify the following persons immediately:

- AshBritt QC Site Manager
- City – QA Supervisor
- City – City DM
- ESF 9 – Search and Rescue
- ESF 16 – Law Enforcement

Once identification of remains has been made the crew will move to another area and continue with debris collection operations. The Spotters will remain at the site until the authority having jurisdiction arrives to secure and remove remains. All crews are forbidden from discussing the location, status, composition, sex, and especially name of the deceased. Any contractor found to be passing this information on or gossiping about what they have seen will be *immediately* dismissed from the job. Proper next of kin notification procedures will be conducted by the responsible authority.

Asbestos Containing Material: Known or suspect asbestos containing material will be segregated from other debris and disposed of by a licensed asbestos contractor. Asbestos containing materials will be disposed of in a landfill licensed to accept and dispose of asbestos containing materials. Materials that should be segregated include but are not necessarily limited to: floor tiles, roofing shingles, linoleum, ceiling tiles, transite (exterior) shingles, concrete or flooring covered with mastic or flooring adhesive, pipe and/or boiler insulation, ceiling and/or wall texture, and stippled or blown on surfacing materials.

■ ***Other Considerations: Labor, Equipment, Safety & Permits***

AshBritt will supervise and direct all work and tasks using skillful labor and proper, lawful equipment. Under the contract, we will be responsible for the procurement, the timely payment and the compensation for all materials, personnel, taxes, and fees necessary to perform required scope of work. We will employ experienced and qualified local subcontractors, and pre-screen such to ensure quality.

Our custom is to pay all of our subcontractors and suppliers in a timely fashion and in accord with contractual payment terms. Our Subcontract Agreement (Contract) will contain a clause that stipulates the weekly compensation schedule for services provided. There is customarily a one week lag upon commencement of work; thereafter, upon proper invoicing, subcontractors are paid weekly. All subcontractors are required to sign a *Release of Lien* with each payment. These can be forwarded to City representatives upon request. AshBritt, by far, has the best reputation in the industry for prompt reconciliation and payment of subcontractors. This statement is validated by countless testimonies of subcontractors who have worked for multiple firms. We go as far as supplying both paper and electronic file invoices to assist our subcontractors with their billing procedures and ease their administrative burden.

We will ensure the safety, through our safety program and procedures, of all employed personnel and equipment. We will operate in accordance with all state and local statutory requirements, and obtain all necessary licenses and permits to perform work, while determining which are required for given scopes of work. We will submit to the City copies of all permits acquired. AshBritt will quickly effect any corrective actions owing to any notices of violations issued against us or any of our subcontractors for unlawful or for improper actions or operations. Such corrections will not cost the City.

During recovery operations, we will not, nor will we allow our subcontractors, to store equipment and/or vehicles on public property without the consent and approval of the City. Furthermore, we will not allow overnight parking or camping on public property. Upon project completion, we will remove or have removed all abandoned equipment used on the project from public and/or private property. We will address any subsequent issues with responsible subcontractors.

■ ***Traffic Control***

AshBritt will be responsible for control of pedestrian and vehicular traffic in work areas. We will provide all flag persons, signage, equipment, and other devices necessary to meet federal, state, and local requirements. The traffic control personnel and equipment will be in addition to the personnel and equipment required for other operational aspects. At a minimum, as the size and scope of the project warrants, we will supply the following types and quantities of equipment:

- 300 each – Safety Cade Type II Barricades with flashing lights

- 150 each – DOT Black Base 36" traffic cones with two (2) each reflective bands
- 150 each – Diamond Grade 8 gauge Aluminum 36" x 36" Stop signs
- 150 each – Fourteen Gauge 2" x 2" x 1¼" square pre-drilled poles
- 150 each – A-Frame stands for 36" signs

Furthermore, we will post a minimum of one flag person to direct traffic at each entrance and/or exit of all work sites. Traffic control will conform to the Federal Highway Administration, Manual on Uniform Traffic Control Devices, latest edition, and the Florida Department of Transportation (FDOT) Roadway and Traffic Design Standards, latest edition. All equipment and materials utilized will be in accordance with FDOT regulations.

We will provide the City, as necessary, with copies of certifications for the conduct of traffic control operations on roads.

■ ***Public Information Support***

As a function of our management plan, AshBritt will assist the City Key West with the public relations challenges that occur after a disaster event. We view ourselves as a full-service partner during the recovery effort, and we can play a significant role in the formulation of strategies with regard to public information and announcements, public appearances, commission meetings, and briefings.

The use of Public Service Announcements (PSA) and/or other audio, visual and written vehicles to inform the public of all ongoing and planned response and recovery activities is critical. AshBritt will assist in developing a public information program if requested. As the time directly following a disaster is both traumatic and frenetic, it is prudent to establish a program well in advance of an event. Strategies for this campaign can be discussed and formulated during our annual pre-planning and training sessions, and easily reviewed and rehearsed throughout the off-season.

Vital information that should be disseminated includes: proper public debris placement and segregation, work and debris pickup schedules, citizen drop-off site locations (parks, fields, etc.), and established hotline numbers for reporting damages and public safety hazards, and for requesting special pickups. As a rule, any valid dissemination of information is better than no information flow at all, and regular updates are important to the progress of recoveries. It is the best interest of the City and its residents to have the most current and accurate information regarding the recovery effort from inception to completion.

With our past experience and tracking systems, we are able to generate accurate, valuable information throughout the course of any recovery to ensure that the public is kept informed of all salient information. AshBritt has been successful in assisting many of our clients with professional consultation, supplied graphic materials, and fact sheets. Most recently, during the recovery efforts in Mississippi, we assisted the USACE and local communities with press releases and other announcements.

Furthermore, on past projects, AshBritt's CEO, Randy Perkins, has participated in television and radio round table discussions with governors, congressmen, and local officials regarding in-progress recovery efforts. With his years of experience in managing disaster-debris recoveries, he has a keen insight into the many challenges and nuances that arise with respects to the public and political perceptions following major disasters.

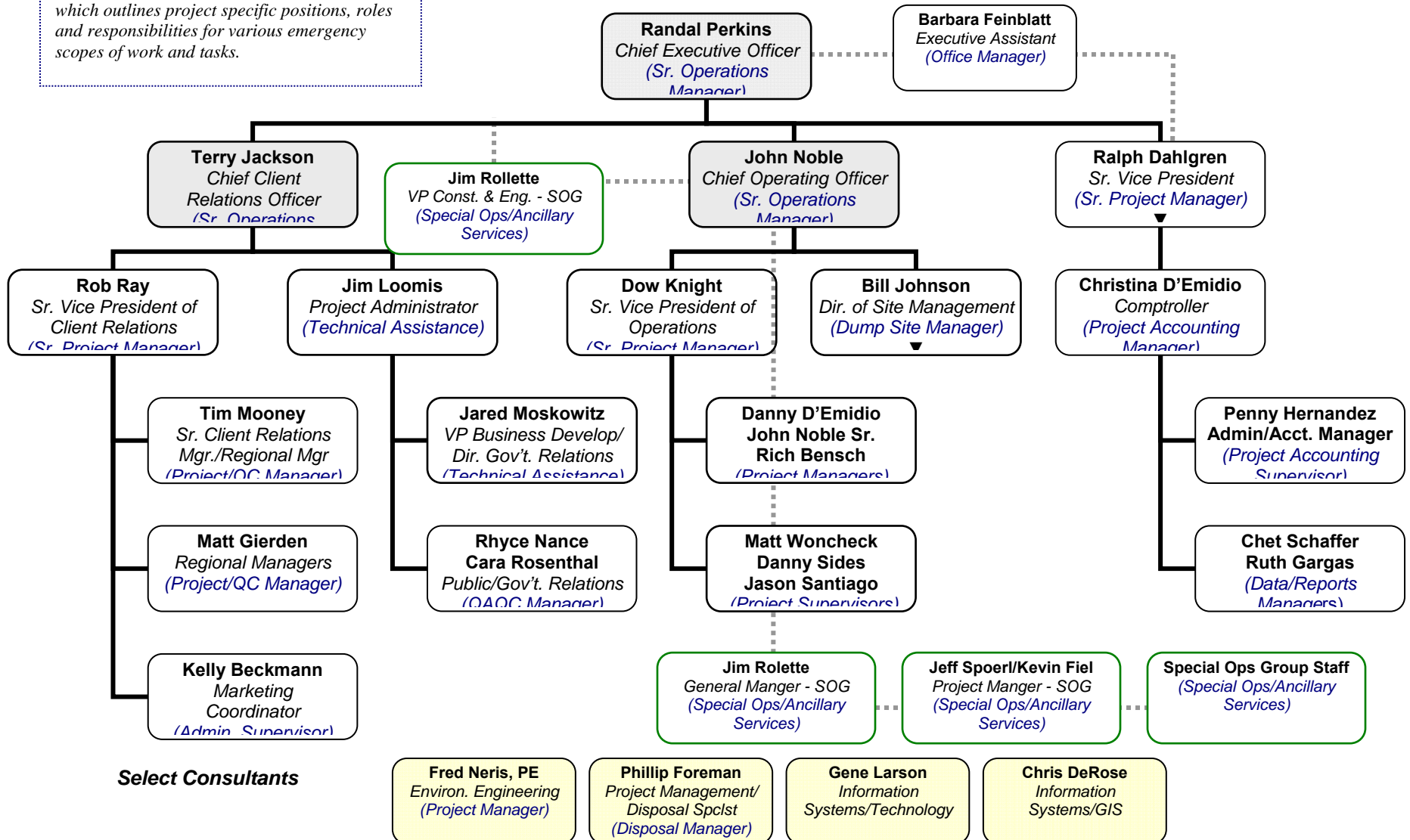
AshBritt –Organizational Chart

Rob Ray will be the Primary Contract Liasion regarding daily Operational Issues

DGS Management Team

(By Title & Project Role)

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



Randal R. Perkins

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RECENT EXPERIENCE

AshBritt, Inc 1992 to Present

Pompano Beach, Florida

Chief Executive Officer: Direct organization to attain marketing, operational and administrative objectives. Lead team during disaster recovery operations. Meet with clients in support of marketing and operational goals. Liaison with government officials.

Hurricane Ike, September 2008

Southeast Texas

Directed company operations for 12 municipalities in Southeast Texas. Building restoration and ancillary services provided in addition to debris removal services.

Hurricane Dolly, July 2008

Hidalgo County Texas

Directed company operations in support of Hidalgo County. Extensive requirements for water relocation equipment including pumps and vacuum trucks. Removed in excess of 600,000 cubic yards of debris.

Hurricane Katrina, August 2005

Mississippi and Louisiana

Directed company operations in both states as part of the USACE contract. Removed in excess of 21million cubic yards of disaster debris. Primary liaison with government official.

Hurricane Wilma, October 2005

Florida

Provided disaster recovery services to 22 clients in South Florida. Managed, allocated and negotiated with subcontractors and final disposal sites to the benefit of our clients. Operations included right-of-way debris removal TDSRS site management, debris recycling and disposal. Additional services included waterway debris removal and supplying ancillary services including generators, fuel and restoration services.

Hurricane Ivan, September 2004

Escambia County, Florida

Led efforts to clear roadways and commence the debris removal operations. Liaison with government officials. Removed in excess of two million cubic yards of vegetation and C & D. Removed disaster debris from three waterways.

Hurricane Charley, August 2004

Charlotte County, City of Orlando, Orange County

Overall leadership of collection, transportation, and disposal of vegetative and construction & demolition debris. Liaison with government officials. Processed over 1,250,000 cubic yards of vegetative waste while compacting and reducing over 650,000 cubic yards of construction & demolition debris. Installed temporary roofing repairs on the 35,000 square foot Emergency Operations Center to ensure continuous use with zero down time during operations.

Certificates and Licenses:

IS 100 Intro to the Incident Command System (ICS 100)

IS 700 National Incident Management System (NIMS), an introduction

U.S. Army Corps of Engineers – Construction Quality Management for Contractors

Community Involvement:

Board of Directors, International Best Buddies

Member, Alonzo Mourning Charities

State of Florida Governor's Autism Task Force

Chairman, 2009 Broward County Red Cross

John W. Noble, Jr.

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Recent Experience

AshBritt, Inc., Pompano Beach, Florida

Chief Operating Officer: Responsible for leading and managing the organization's operations. Duties include but are not limited to; bid research, estimating, subcontractor coordination, equipment selection and acquisition, project management, invoicing, and reporting. Responsible for the management of all Senior Project Managers and Project Managers. Responsible for all design and engineering activities. Responsible for all company quality control and safety functions. Following is a list of clients and jobs that are part of the contracts mentioned above.

Chief Operations Officer for:

Twelve Different County Government and Municipal Government Contracts, Texas

August 2009 Hurricane Ike Recovery – Debris Collection, Temporary Debris Site Management, Debris Reduction, Debris Disposal, Hazardous Tree Mitigation, Contaminated White Goods Remediation, White Goods Collection and Recycling, and other services.

Hidalgo County, Texas

July 2009 Hurricane Dolly Recovery – Debris Collection, Site Management, Debris Reduction, Emergency Water Relocation, Hazardous Tree Mitigation, FEMA Technical Assistance and Government Relations.

United States Army Corps of Engineers, Mississippi Valley Division, Vicksburg, Mississippi

August 2005 - 2006 Hurricane Katrina Recovery – Debris Collection, Temporary Debris Site Management, Debris Reduction, Debris Disposal, Hazardous Tree Mitigation, Building Demolition, Contaminated White Goods Remediation, White Goods Collection and Recycling.

Senior Project Manager for:

Collier County, Florida

October 2005 Hurricane Wilma Recovery – Debris Collection, Site Management, Debris Reduction, Emergency Power Generation, Emergency Diesel Fuel Containment and Remediation, Hazardous Tree Mitigation, FEMA Technical Assistance and Government Relations.

City of Sebastian, Florida

September 2004 Hurricane Frances/Jeanne Recovery – Debris Collection, Site Management, Debris Reduction, FEMA Technical Assistance and Government Relations.

City of Fort Pierce, Florida

September 2004 Hurricane Frances/Jeanne Recovery – Debris Collection, Site Management, Debris Reduction, Beach Sand Removal, Transportation and Disposal, FEMA Technical Assistance and Government Relations.

Saint Lucie County, Florida

September 2004 Hurricane Frances/Jeanne Recovery – Debris Collection, Site Management, Debris Reduction, Roofing, Hazardous Tree Mitigation, FEMA Technical Assistance and Government Relations.

Education

University of Florida, Gainesville, Florida

Masters of Engineering, Solid and Hazardous Waste Management.

Research Assistantship: Radon Gas Mitigation in New House Construction.

United States Military Academy, West Point, New York

Bachelor of Science, Engineering Management – Civil Engineering

Professional Qualifications

IS-00700 National Incident Management System (NIMS)

IS-00100 Intro to the Incident Command System (ICS 100)

Certified Pollutant Storage System Contractor, License Number: PC C056744

State of Florida Board of Professional Engineers – Engineer Intern # 1096ET126

40 Hour Hazardous Waste Operations and Emergency Response

8 Hour Annual Refresher Hazardous Waste Operations and Emergency Response

U.S. Army Corps of Engineers – Construction Quality Management for Contractors

U.S. Army Ranger School

U.S. Army Sapper Leadership Course

U.S. Army Airborne School/Air Assault School

Terrance Michael Jackson

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Recent Experience

AshBritt, Inc

Pompano Beach, Florida

Chief Marketing Officer: Disaster Division marketing strategy and budget oversight; Client Relations; design and maintenance of operating systems; human resource systems management; direct administration of major field projects.

Hurricane Ike, September 2008

Galveston, Texas

Project Manager: Operational and Administrative control of the disaster recovery project following the landfall of Hurricane Ike on Galveston Island. Conducted debris removal from public property, developed and operated multiple disposal sites performing debris reduction by grinding, Established a robust environmental waste collection, categorization, and disposal program under the TCEQ guidelines. Conducted numerous environmental containment and remediation projects related to damage caused by the massive tidal surge.

Hurricane Katrina, August 2005

Mississippi

Operations Manager: Administrative control and oversight of AP/AR, data entry operations for the state. Supervised subcontractor invoice reconciliation and payments, produced data to support periodic billing to the USACE. Supervised and directed Safety Management staff in 15 jurisdictions throughout the state, designed safety protocols for state operations to support the 385-1-1 USACE Safety Manual.

Hurricane Frances, Hurricane Jeanne 2004

Brevard County

Project Manager: Operational and Administrative control of the disaster recovery project following the landfall of Hurricanes Frances and Jeanne on the Florida coast. Conducted debris removal from public property, developed and operated multiple disposal sites, debris reduction by grinding and incineration.

Hurricane Isabel, 2004

Chowan County, NC, Edenton, NC & Elizabeth City, NC.

Project Manager: Operational and administrative control of storm debris collection project following the Hurricane Lili. Activities included debris collection, development and operation of debris management sites.

Education

Florida International University, Miami, FL

Business Administration, Continuing Education 1985

University of Houston, Houston, TX

Bachelor of Business Administration, 1977

Professional Qualifications

NIMS ICS 100 and ICS 700 certificates

Society of American Military Engineers

Associate Member

National Association of Demolition Contractors

Associate Member

Dredging Contractors of America

Associate Member

Ralph Dahlgren

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Experience

AshBritt Inc., Pompano Beach, FL

October 2004 – Present

Managing Vice President

- Manage all processes related to legal, insurance and bonding functions
- Management of disaster related debris removal, site management and residual disposal
- Lead administrative efforts of organization including human resources, accounting, facilities and communication
- Financial and administrative control of storm collection and debris disposal including data entry, client invoicing and subcontractor invoice reconciliation.
- Liaison with clients, subcontractors and monitoring firms
- Member of U.S.A.C.E. Safety Pays Committee for Jacksonville District 2008/2009

Walt Disney World Corporation, Orlando, FL

January 1996 – October 2004

Disney's Hilton Head Island Resort General Manager

- Responsible for entire operation of 15 acre resort
- Increased guest satisfaction ratings year over year
- Member, Leadership Hilton Head Class
- Shelter Cove Harbor Board of Directors

Manager, Destination Disney On-Site

- Proposed, supported and developed an integrated, seamless and hassle-free guest and luggage transportation service between Walt Disney World and Orlando International Airport, Disney's Magical Express.
- Partnered with the Greater Orlando Aviation Authority, Federal Aviation Administration, Transportation Security Administration and airlines to implement an enhanced airport arrival and departure experience.
- Enhanced services include themed motor coach transportation with video edutainment, resort check-in at the airport, elimination of the need to claim luggage upon arrival at the airport and off-site airline check-in.
- Managed pro forma development and analysis. Guest transfers are forecast at 2.5 million annually resulting in \$40 million in incremental revenue.

Manager, Ground Services

- Managed the Disney Cruise Line Ground Service operation from pre development to launch including business plan, service levels and staffing.
- Developed, negotiated and executed comprehensive third party service agreements for guest and luggage transportation. Guest transportation negotiations resulted in third party purchasing and managing a fleet of forty-five Disney Cruise Line themed motor coaches costing \$14 million.
- Partnered extensively with Walt Disney World Resort Operations team to ensure that the combined Walt Disney World Resort and Disney Cruise Line experience was seamless to the guest.
- Established, tracked and forecasted departmental financial annual operating plan. Results were consistently below budget while transfer sales revenue exceeded forecast.
- Directly responsible for management of 145 employees.
- Earned certificate from Lloyd's Register to perform International Safety Management audits. Key contact for Safety Management System processes and standards.

EDUCATION

University of Florida, Gainesville, Florida
Masters of Business Administration

Florida International University

Bachelor of Business Administration, Marketing/Sales

PROFESSIONAL QUALIFICATIONS

NIMS 100 Certification

NIMS 700 Certification

Anti-Terrorism Certification- Level 1

U.S. Army Corps of Engineers-Construction Quality Management for Contractors Certification

“Dow” Charles E. Knight

*AshBritt, Inc. - 565 East Hillsboro Boulevard, Deerfield Beach, Florida 33441
954-545-3535 W ▪ 954-818-4416 C ▪ dow@ashbritt.com*

Summary of Recent Experience

2003 - Present

AshBritt, Inc.

Pompano Beach, Florida

Vice-President, Operations and Logistics: Responsible for maintaining operational readiness for all prepositioned disaster response contracts. Directs all activities of assigned operations personnel, subcontractors and vendors. Ensures contractual compliance in areas of technical approach, quality control and safety, for all active contracts. Provides operations technical review of bid proposals including pricing assistance. Provides guidance for all marine related activities. Directly reports to Chief Operations Officer.

Hurricane Ike, 2008

City of Galveston, TX/ City of Pasadena, TX/ City of Jersey Village, TX/ City of Brazoria, TX/ City of Liverpool, TX

Senior Project Manager: Overall project operational responsibility for collection, transportation, and disposal or recycling of vegetative, construction & demolition, household hazardous waste and e-waste debris following hurricane. Setup and deployed 75 crews throughout the project areas. Sourced, setup, and operated 5 temporary debris sites for storm generated debris.

Hurricane Dolly, 2008

Hidalgo County, TX

Senior Project Manager: Overall project operational responsibility for collection, transportation, and disposal or recycling of vegetative, construction & demolition, household hazardous waste and e-waste debris following hurricane. Setup and deployed 65 crews throughout the project areas. Sourced, setup, and operated 5 temporary debris sites for storm generated debris.

Hurricane Katrina, 2005-2006

US Army Corps of Engineers – Task Force Hope Mississippi Hancock County, Mississippi/Pass Christian, Mississippi

Senior Project Manager: Overall project responsibility for collection, processing and disposal of storm debris from the Southwest coast of Mississippi. Successful collection and processing of over 6.5 million cubic yards of storm debris. Performed over 13,000 Right's of entry, demolished over 2,700 homes, collected 15,000 refrigerators containing more than 1,200 tons of spoiled foods, pumped out and filled over 250 swimming pools. Directly responsible for managing 500 subcontractors and Quality Control staff of 400 personnel. Charged with contract compliance and fiscal responsibility.

Education

1989 - 1993

United States Merchant Marine Academy

Kings Point, New York

BS, Marine Transportation. Minored in Marine engineering.

1 year of work experience on board Heavy-lift, Ro-Ro, Container, and Tanker vessels.

Professional Qualifications

Federal Emergency Management Agency

IS-100 (ICS 100) Introduction To Incident Command System,

IS-700 National Incident Management System (NIMS), An Introduction

Joint Interagency Training Center – West

Consequence Management Disasters Course

U.S. Navy – Enterprise Safety Applications Management System for CNRF

Job Hazard Analysis Training

Robert W. Ray

Residence: 10511 Long Leaf Ln., Wellington, FL 33414

954.545.3535 p • 954.301.2425 f • 954-868-9502 c • email: rray@ashbritt.com

Experience

AshBritt, Inc. Pompano Beach, FL

Chief Marketing Officer [2007- Present]: Responsible for leading and managing the organization's Marketing Department. Duties include but are not limited to; training & overseeing a nationwide marketing staff that is responsible for networking with potential clients as well as interacting with contracted clients on a daily basis. Other responsibilities include the maintaining of client relationships after contract activation, oversight of our authoring and submittal process when responding to a Request for Proposal from potential clients, contract negotiations, contract amendments, planning & oversight of AshBritt's training program provided to each of our 1st position clients.

Recent Accomplishments would include:

Management and maintenance of (13) separate County Government & Municipal Government contracts in the State of TX that were activated during the 2008 Storm Season due to Hurricane Dolly and Hurricane Ike. These contracts included the following services: Debris Collection, Debris Reduction, Temporary Debris Site Management, Debris Disposal, Debris Recycling, Hazardous Tree Mitigation, Contaminated White Goods Remediation, Household Hazardous Waste Collection & Disposal, E-Waste Collection & Disposal, Emergency Power Generation, Building Restoration & Drying, Document Restoration, Flood Water Relocation and providing Temporary Buildings for storage and office space. The activation of these contracts resulted in the processing of approximately 2,150,000 cubic yards of vegetative as well as construction & demolition debris.

Operations Manager

AshBritt, Inc., Pompano Beach, FL

[Hurricane Katrina 2005-2006]- Operations Manager for State of Mississippi Recovery Operations. Responsible for coordinating and organizing subcontractor operations in relation to hurricane debris collection, removal and processing in 15 Counties and 1 City. Assisting in the coordination of over 1,000 subcontractors in order to accomplish the debris removal and processing task. Also responsible for Administrative oversight in our Regional Field Office. Other responsibilities include but are not limited to Directing activities of Project Managers, negotiate agreements with Subcontractors, negotiate Operational Arrangements with the U.S. Army Corps of Engineers on a weekly basis.

[Hurricane Katrina 2005]- Senior Project Manager Miami Beach, FL hurricane debris collection and processing. Managed more than 30 debris collecting trucks on a daily basis and oversaw the processing and removal of all vegetative and C&D debris as it was collected at the Temporary Debris Storage Site.

[Hurricane Katrina 2005]- Senior Project Manager Oakland Park, FL hurricane debris collection and processing. Managed more than 10 debris collecting trucks on a daily basis and oversaw the removal of all vegetative and C&D debris as it was collected at the Temporary Debris Storage Site.

Education

Culpeper County High School, Culpeper, VA

September 1986 to June 1989

Graduated in the top 2.5% of class of 396 individuals.

Graduate member of the National Honor Society 1986-1989

Graduate member Who's Who Among American High School Students Top 1% Nationally 1989.

Professional Qualifications

NIMS 100 Certification

NIMS 700 Certification

DOD-Anti-Terrorism Certification- Level 1

U.S. Army Corps of Engineers-Construction Quality Management for Contractors Certification

William B. Johnson

AshBritt, Inc.
565 East Hillsboro Boulevard
Deerfield Beach, Florida 33441
(954) 973-9200 (W)

Summary of qualifications

1999 - Present

AshBritt, Inc.

Pompano Beach, Florida

Senior Project Manager/Dumpsite Manager: Responsible for managing special projects for the organization. Specifically in the area of solid waste and disaster debris collection, transportation, reduction, and disposal. Served as the Project Manager and Senior Dumpsite Manager in Jackson County, MS for AshBritt's debris recovery task under the USACE Hurricane Katrina Debris mission. Most recently served as Project Manager for Hurricane Ike in Orange, TX under FEMA.

1997 - 1999

Waste Management, Inc.

Pompano Beach, Florida

Divisional Vice President: Responsible for leading and managing the organization's Refuse Collection Division and recycling plant in Broward County, Florida. Managed the commercial accounts of our subsidiary, ***Environmental Waste Systems Inc.*** Planned and managed the routes and collection of over 7000 monthly sites. Duties included, but not limited to, bid research, estimating, subcontractor coordination, equipment selection and acquisition, project management, quality control, and reporting.

1979 - 1997

Browning Ferris Inc.

West Palm Beach, Florida

Vice President: Responsible for the operations of over 250 employees and 125 route trucks in the West Palm Beach area. Managed an annual budget of over 30 million dollars. Planned and managed the refuse collection of over 50,000 residential accounts and over 7,000 commercial accounts. Managed the maintenance and safety program for the organization and maintained a 98% vehicle operational readiness rate.

1972 - 1979

Johnson Brothers Consolidated Waste Inc.

Miramar, Florida

Owner: Formed a garbage collection company and built three commercial routes and three construction debris routes. Sold organization to Industrial Waste Services, Inc.

1969 - 1972

United States Army

Ft. Leonard Wood, Missouri

Specialist 5: Heavy Equipment operator. Served 18 months in Vietnam.

Education

Miami Springs Senior High School - *Miami Springs, FL*

Professional Qualifications

40 Hour Hazardous Waste Operations and Emergency Response Certified

Construction Quality Management for Contractors - Certified USACE

National Incident Management System - Certified FEMA

Matthew J. Gierden

3281 Antica St.
Fort Myers, FL. 33905
Cell: (239) 229-5829
Email: mattgierden@gmail.com

Summary of qualifications

2003 - Present

AshBritt, Inc.

Pompano Beach, Florida

Business Development & Senior Marketing Specialist: Responsible for Marketing, presenting annual disaster preparedness seminar training to municipalities and government representatives, quality control & project management.

Hurricane Ike-2008, Hardin County, Texas

Senior Project Manager, responsible for all activities with developing Hardin Counties recovery operations. The recovery operation included over 50 trucks and the development of 1 30 acre temporary disposal locations. As Project Manager my duties involved directing over 20 employees and 15 subcontractors. We collected over 300,000 cubic yards within 6 weeks.

USACE-Hurricane Katrina-2005: Jefferson Parrish, Louisiana

Senior Project Manager, responsible for all activities with developing Jefferson Parrish's recovery operations. The recovery operation included over 500 trucks and the development of 3 100 acre temporary disposal locations. As Project Manager my duties involved directing over 75 employees and 105 subcontractors. In addition I coordinated a base camp that provided over 10,000 meals in 4 weeks after Katrina made landfall. This project exceeded 4 million in Revenue.

U.S. Army Corps of Engineers-Hurricane Katrina-2005

Forrest & Lamar Counties, Mississippi

Senior Project Manager, responsible for overseeing the City of Hattiesburg, Forrest & Lamar Counties. These duties involved quality control & safety, contract compliance, invoice processing & assisting local officials with the process of recovering from Katrina. The magnitude of these two counties grew to over 4 million cu/yds of debris collected, cut trees on more than 5000 properties damaged by the hurricane and demolished over 150 structures. Total Revenues generated for this project exceeded 110 million.

Assisted in the overall project management:

- City of Coral Gables- Hurricane Katrina-2005, *Coral Gables, Florida*
- Charlotte County-Hurricane Charley-2004, *Charlotte County, Florida*
- City of Boca Raton-Hurricane Jean & Frances-2004, *Boca Raton, Florida*
- Manatee County-Hurricane Jean & Frances-2004, *Manatee County, Florida*

1999-2003

Education

Mishawaka High School

Mishawaka, Indiana

Professional Qualifications

NIMS-ICS Certifications IS-100, 200, 230, 700, 800.A

David Karrass Effective Negotiating Professional Certification

USACE-Construction Quality Management for Contractors Certification

FEMA Disaster Management Certification

OSHA Certified 40-Hour Hazwoper; 8-Hour First Responder

FEMA's Historical Preservation Certification - IS 253

DOD-Anti-Terrorism Certification- Level 1

Tim Mooney

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

Work: 954-545-3535 Cell: 954-270-4555

Summary of Qualifications**AshBritt - Senior Client Relations Manager, 2004 to Present**

- Overall responsibility for client maintenance and developing new relationships for future sales growth.
- Oversee all conference and industry association organizations throughout Florida including but not limited to APWA, SWANA, FEPA and FCCMA.
- Point person for organization's minority and small business development.
- Lead all company planning of special activities and events.

Tropical Storm Fay, 2008

Senior Project Manager for Brevard County recovery operations. Debris removal and managed two TDSRS sites.

Hurricane Wilma, 2006

Senior Manager responsible for clients in Cooper City and Davie, FL for collection, transportation, and disposal of all vegetative and construction debris. Assisted the Public Works directors in Emergency Road Clearing of down trees throughout city roads and extensive damage to city parks as well.

Hurricane Katrina, 2005

Senior Quality Control (QC) for all clients affected in South Florida.

Hurricane Charley, 2004

Senior Quality Control (QC) Supervisor participated in all daily county meeting to standardize updates on progress of all debris removal.

Education

Broward College

Fire Academy

Emergency Medical Training

Professional Certification

U.S.A.C.E. - Construction Quality Management for Contractors Certification

NIMS 100 Certification

NIMS 700 Certification

DOD - Anti-Terrorism Level 1

Supervisor Safety Training

Daniel Demidio

Experience	1992–Present	AshBritt, Inc.	Pompano Beach, FL
	Project Manager/Equipment Operator		
	<ul style="list-style-type: none">▪ Project Manager of the cities of Brazoria and Liverpool, Texas, following Hurricane Ike (2008).▪ Project Supervisor of Precinct 1 in Hidalgo County, Texas, following Hurricane Dolly (2008).▪ Project manager of the City of Pass Christian, Mississippi, following Hurricane Katrina (2005). Managed 100 trucks and 50 ROE crews in demolitions of houses as well as the removal of 1.5 million cubic yards of storm debris.▪ Project manager of St. Charles Parish, St. James Parish, and Ascension Parish in Louisiana following Hurricane Katrina (2005). Managed crews in the removal of over 100,000 cubic yards of debris.▪ Manager of the Oak Grove dumpsite in Escambia County, Florida, following Hurricane Dennis (2005). Operated tub grinder and processed over 150,000 cubic yards of debris.▪ Project manager of the City of Port St. Lucie after Hurricane Frances (2004). Managed the removal of over 500,000 cubic yards of storm debris using 100 trucks and tree crews.		
	1990–1992	Bodkins Construction	Davie, FL
	Supervisor/Equipment Operator		
	<ul style="list-style-type: none">▪ Night shift supervisor for processing using Diamond Z tub grinder after Hurricane Andrew.▪ Rubber tired front-end loader operator for various construction projects.▪ Bulldozer operator for various construction projects.		
Education	1982–1986	Miramar High School	Miramar, FL
Certifications	<ul style="list-style-type: none">▪ OSHA 40 Hazardous Waste Operations and Emergency Response Training▪ Class A Commercial Drivers License▪ DOT Traffic Safety Course Certification▪ U.S. Army Corps of Engineers-Construction Quality Management for Contractors Certification▪ FEMA NIMS ICS-100 Introduction to the Incident Command System▪ Mechanic/Welder		

JOHN W NOBLE Sr, CPA

4991 Bacopa Ln South #601 St Petersburg, Fl 33715 Phone 954 914 9073

OBJECTIVE: To assist in a financial or management function in the recovery from a disaster.

BUSINESS EXPERIENCE:

Ashbritt Environmental - Under the direction of Ashbritt, Managed the recovery from tornado damage in Lake County Florida for D&J. This included coordinating with Lake County Emergency Management Team and Monitoring Firm, debris collection, collection site management, collection site cleanup and proper debris disposition.

Assisted in the management of the Hancock County, Mississippi, Katrina debris removal, including coordinating the relationship and compliance with the Corps of Engineers and FEMA procedures and regulations. Completion of our phase of the disaster recovery by removing and properly disposing of 6 million cubic yards of hurricane debris, and demolishing and removing 10,000 unreparable homes, within one year of the disaster. 2006 through present
Assisted and later was the local manager directing the removal of 2.6 million cubic yards of debris from Charlotte County, Florida resulting from hurricane Charlie. - 2004 through 2006

Noble Research Inc. - As President directed the development of procedures for the recruitment of business management, accounting, and medical personnel. Managed all business aspects of the operation. This included the training of the president and owner of MedBest Recruiting in all recruiting practices. - 1992 through 2004

BayCycle Recycling - Manager and later President and owner of the development of a recycling company which reviewed and selected practices which were economically feasible. This included developing a direct working relationship with Exxon Polymer Division and attracting their investment of substantial funds in recycling in the Tampa Bay area. Developed and were issued two patents applicable to effective recycling strategies. - 1988 through 1992

Robert Half of Tampa, Inc. and Accountemps - As President and owner built a franchised recruiting business from one office in Tampa to seven offices covering Central Florida, North Carolina, South Carolina, and Alabama. Developed Accountemps in our franchised area which became the fourth largest temporary agency in the USA. Elected by the other franchisees to a 6 person advisory council which advised Bob Half on national and international advertising, dispute resolution and business issues. - September 1974 through October 1987

General Development Corporation, Lang Engineering, Miami Elevator, Inc. and Mesta Machine Company - Performed Financial, Accounting and Business Management functions. With Lang Eng. this included developing financing packages and marketing projects for the construction of agricultural rice milling machines and storage terminals in Central and South America. Developed and were awarded the Construction of a \$115 million Sugar Mill in the savannas 150 miles north of Abidjan, Ivory Coast, Africa. - 1967 through 1974

Touche Ross & Company - Performed bookkeeping, accounting, audit, tax reporting, compliance and advisory functions of a CPA. - 1964 through 1967

EDUCATION: Thiel College BS Accounting **MILITARY:** Marine Reserves

OTHER: Certified Public Accountant – PA

MEMERSHIPS: Kiwanis Club

Institute of Management Accountants

President, Kiwanian of the Year

Chapter President-4th in the Nation in competition

USF Advisory Council

National VP-Most awards of any VP

Richard Bensch

Objective	To continue to gain experience in the construction industry through working numerous jobs in positions of increased responsibility.		
Experience	1994–Present	AshBritt, Inc.	Pompano Beach, FL
	Project Supervisor/Equipment Operator		
	<ul style="list-style-type: none">▪ Project manager of the City of Jersey Village in Texas following Hurricane Ike.▪ Supervisor and equipment operator of the Lox Road debris processing site in Parkland in Florida following Hurricane Wilma in 2005.▪ Supervisor and equipment operator at the debris processing site in Coral Gables, Florida, following Hurricane Katrina in 2005.▪ Equipment operator at the Oak Grove dumpsite in Escambia County, Florida, following Hurricane Dennis (2005). Operated tub grinder and processed over 150,000 cubic yards of debris.▪ Supervisor of processing site in Boca Raton, Florida following Hurricane Frances in 2004.▪ Equipments operator on the 38th Street Canal Dredging Project in Miami in 2004.▪ Processed over 100,000 cubic yards of debris following the Sumter, South Carolina, ice storm in 2004.▪ Operator of tub grinder in Hampton, Virginia following Hurricane Isabel. Processed over 800,000 cubic yards of debris.▪ Operator of chipper trucks for removal of citrus canker trees from private property.▪ Operator of clam trucks for debris removal after ice storms in Texarkana, Texas, and Ponca City, Oklahoma.▪ Tub grinder operator of processing all burnable debris after the May 3, 1999, Oklahoma City F5 tornado.▪ Equipment operator conducting demolition of a 1.5 million gallon fuel tank using an excavator with a shear at the Marine Corps Air Station in Cherry Point, North Carolina.▪ Equipment operator at debris processing site in Dekalb County, Georgia. Processed over 1,000,000 cubic yards of tornado debris. Conducted building demolition of condemned houses.▪ Equipment operator for building demolition at Ft. Rucker, Alabama. Demolished 25 buildings with no change orders or accidents.▪ Equipment operator for the National Parks Service clear and grub operation for the Everglades National Park. Removed non-indigenous plants and trees over a 160 acre site. Reduced the debris into mulch using a Morbark tub grinder.▪ Equipment operator for tracked excavator for demolition projects at Ft.		

Jackson, South Carolina.

- Tub Grinder operator for debris cleanup operations for the City of Raleigh, North Carolina following Hurricane Fran.

1990–1994 South Florida Water Mgmt. District Davie, FL
Equipment Operator

- Mowed right of ways along interstates and roads.

1987–1990 Florida Lift Stations Medley, FL
Equipment Operator

- Ran equipment to fabricate lift stations.

1986–1987 Statewide Sod Davie, FL
Equipment Operator

- Operated a loader, dozer, and rubber tire backhoe.
- Completed final grading and house slabs for Lennar Homes.

Education 1984–1988 Miramar High School Miramar, FL

Certifications

- DOT Traffic Safety Course Certification
- Class B Commercial Drivers License
- FEMA NIMS ICS-100 Introduction to the Incident Command System
- Mechanic/Welder

JASON HAYNIE

FUNCTIONAL SUMMARY

- Strong Analytical Thinking (Strategic Thinking, Thinking Systematically, Problem Solving)
- Strong Leadership (Visioning, Commitment, Decisive, Persuading, Influencing)
- Strong Coaching (Motivating, Providing Feedback, Developing Others)
- Strong Communication Skills (Listening, Speaking, Writing, Inquiring)
- Vast experience with contractor and subcontractor supervision.
- Ability to adapt quickly to new circumstances and information.
- Will travel and work extended shifts.
- Above average computer skills

EMPLOYMENT

September 2008 to present: **AshBritt Inc.**

Field Supervisor

- Supervision of others
- Supervision of contractors and crews
- Management of operations to include logistics, time management, direction of crews
- Management of operations to maintain compliance with local, state, and Federal regulations and guidelines including FEMA, DOT, EPA, etc.

2007-2008 **STS, Inc.**, Marietta GA

Damage Prevention Specialist

- Computer knowledge and skills
- Time management
- Safety
- Commercial vehicle and equipment maintenance
- Technical Process knowledge

2006 - 2007 **American Standards Maintenance**

Atlanta, Georgia

Area Manager, Georgia/ South Carolina/ Alabama

Kurt Moulton, supervisor 409-338-6568

- Responsible for management and supervision of others (several small groups)
- Customer satisfaction through product and process knowledge
- Computer knowledge and skills
- Commercial vehicle and equipment maintenance

2005 - 2006 **AshBritt, Inc.**

Hancock County, MS

Compliance Manager/ Field Supervisor

Dow Knight, supervisor 954-818-4416

- Storm Debris removal management after Hurricane, including the following:
- Safety of 200+ Hauling contractors, including their trucks and equipment
- Debris Storage and processing site safety and contractor management
- Making sure of our compliance with F.E.M.A., D.O.T., E.P.A., and O.S.H.A. regulations
- Accident and incident investigation and reporting

2004 - 2005 **PBS&J**

Orlando, FL

Field Supervisor

Ken Gosdin, supervisor 770-487-2369

- Supervision of daily operations of field and tower monitors, truck certification, and close out of completed areas in the recovery efforts of Hurricanes Charley, Frances, Ivan, and Jeanne
- Coordination of contractor, sub contractor, and monitor efforts
- Liaison between the prime contractor and F.E.M.A. officials to stay within F.E.M.A., O.S.H.A., and D.O.T. guidelines
- Accident and incident investigation and reporting

1999 - 2004 **Bellsouth**

Marietta, GA

Facilities Technician (Cable Repair)

- My responsibilities included testing, repairing, troubleshooting, maintaining and installing telephone and data service using the following skills:
- Ariel work, as well as underground and open pit work
- Compliance with company and O.S.H.A. safety
- Driving and maintaining a company vehicle and equipment
- Extensive use of computers, networking, and customer relations skills
- Contractor supervision was also a large part of my responsibilities.
- Accident and incident investigation and reporting

1997 - 1998 **M&M Equipment Company**

Birmingham, AL

Parts Manager/ Purchasing Agent

- Responsible for parts inventory and cataloging for the heavy equipment fleet
- purchase orders, direct sales to customers, internal sales to the rental fleet
- parts identification, telephone and advanced computer skills.

PERSONAL

- High School Diploma, with some college coursework complete
- Married, 3 children
- Excellent health
- Honorably Discharged Veteran, Louisiana National Guard
Military Mechanic, all phases of wheeled vehicle maintenance

Christina Demidio

Experience	2008–Present	AshBritt, Inc.	Pompano Beach, FL
	Accounting Administrator		
	<ul style="list-style-type: none">▪ Enter all payables into Timberline▪ Reconcile operational reporting to subcontractor invoices▪ Process subcontractor invoices for payment▪ Lead the data entry and invoicing personnel		
	2004–2008	AshBritt, Inc.	Pompano Beach, FL
	Project Administrator		
	<ul style="list-style-type: none">▪ Handled all invoicing and subcontractor files for over 300 subcontractors in the Hancock and Pass Christian projects in Mississippi following Hurricane Katrina (2005-2007). Assisted the project managers in all administrative duties.▪ Scanned and uploaded all tickets for the state of Louisiana following Hurricane Katrina (2005). Assisted with subcontractor invoices and contracts.▪ Scanned and uploaded all tickets for Hurricane Dennis in Escambia County, Florida (2005). Assisted with invoicing.▪ Data entry for Hurricane Ivan in Escambia County, Florida (2004).		
	2004–2005	Pensacola Opera Center	Pensacola, FL
	Accompanist		
	<ul style="list-style-type: none">▪ Accompanied professional opera vocalists for various events.▪ Accompanied voice camps.		
	2004–2005	Pensacola Little Theatre	Pensacola, FL
	Accompanist		
	<ul style="list-style-type: none">▪ Piano 1 in productions such as <i>Chicago</i>, <i>Ragtime</i>, <i>Chorus Line</i>, and <i>Hello Dolly</i>.▪ Rehearsal Accompanist for <i>Hello Dolly</i>.		
	2001–2003	Pensacola Christian College	Pensacola, FL
	Graduate Assistant		
	<ul style="list-style-type: none">▪ Taught piano lessons at Pensacola Christian Academy.▪ Assisted the professors in undergraduate English lectures, History lectures, and Strings classes.▪ Accompanied 7 Masters Voice Recitals and Masters Voice Lessons.▪ Rehearsal accompanist for <i>HMS Pinafore</i>.▪ Dining Room Supervisor responsible for over 4,000 college students and dining room employees.		
	1993–2001	Prochem Scientific	McClure, PA

Administrative Assistant

- Assisted in office responsibilities such as 10,000 piece mailings, answering phone calls, typing quotes, and other administrative duties.

Education 1997–2003 Pensacola Christian College Pensacola, FL

- Master of Science in Music Education (piano proficiency)
- Bachelor of Science in Music Education (piano proficiency)

Certifications

- FEMA NIMS ICS-100 Introduction to the Incident Command System

AshBritt Disaster Response Division Resource Availability

Equipment Description	AshBritt Owned	Contracted to AshBritt	AshBritt Leased	Total Avail in 72 Hours
Truck, Pickup	50	50	25	125
Dump Trucks (10-50 yd ³)	0	100	0	100
Tractor/Trailer, Dump (20-70 yd ³)	4	100	0	104
Loader, Knuckleboom (Barko 160A)	0	18	0	18
Self-Loading Grapple Truck (30-60 yd ³)	14	40	0	54
Loader, Front End (7-12 yd ³)	4	15	5	24
Loader, Mini (Bobcat, Cat, Various)	5	20	4	29
Truck, Chipper (30 yd ³)	12	9	0	21
Chipper (18" Rotary Disc)	14	12	0	26
Chainsaws (Husqvarna, Stihl, 14-20" bars)	Unlimited	Unlimited	0	Unlimited
Excavators (Cat 320, 325, 330)	2	10	5	17
Loaders, Rubber Tire (Multi-terrain)	4	15	1	20
Loader, Tracked (3-6yd ³)	0	10	2	12
Grader, Motor (12-14' base width)	0	2	0	2
Truck, Water	0	6	4	10
Dozer (6-31 yd ³ blade capacity)	2	7	5	14
Air Curtain Burner (McPherson)	2	5	0	7
Tub Grinder (Morbark/Diamond Z)	4	8	0	12
Tractor/Trailer (Live Floor, 90-130 yd ³)	12	150	0	162

Note: This Chart indicates the equipment immediately available to AshBritt either through direct ownership, lease, or through the resources of subcontractors that are contractually committed to AshBritt. Through national account preferred status AshBritt has the capability to double these totals every 48 hours if necessary.

**CERTIFICATE OF LIABILITY INSURANCE**

DATE (MM/DD/YYYY)

12/17/2012

THIS CERTIFICATE IS ISSUED AS A MATTER OF INFORMATION ONLY AND CONFERS NO RIGHTS UPON THE CERTIFICATE HOLDER. THIS CERTIFICATE DOES NOT AFFIRMATIVELY OR NEGATIVELY AMEND, EXTEND OR ALTER THE COVERAGE AFFORDED BY THE POLICIES BELOW. THIS CERTIFICATE OF INSURANCE DOES NOT CONSTITUTE A CONTRACT BETWEEN THE ISSUING INSURER(S), AUTHORIZED REPRESENTATIVE OR PRODUCER, AND THE CERTIFICATE HOLDER.

IMPORTANT: If the certificate holder is an ADDITIONAL INSURED, the policy(ies) must be endorsed. If SUBROGATION IS WAIVED, subject to the terms and conditions of the policy, certain policies may require an endorsement. A statement on this certificate does not confer rights to the certificate holder in lieu of such endorsement(s).

PRODUCER Commercial Lines - (561) 655-5500 Wells Fargo Insurance Services USA, Inc. 2054 Vista Parkway, Suite 400 West Palm Beach, FL 33411	CONTACT NAME: Curtis Weaver PHONE (A/C, No, Ext): 561-655-5500 E-MAIL ADDRESS: curtis.weaver@wellsfargo.com	FAX (A/C, No): 561-655-5509
	INSURER(S) AFFORDING COVERAGE	
INSURED AshBritt, Inc & Southeast Equipment 565 East Hillsboro Blvd. Deerfield Beach, FL 33441	INSURER A: Nautilus Insurance Company	NAIC # 17370
	INSURER B: Great Divide Insurance Company	NAIC # 25224
	INSURER C:	
	INSURER D:	
	INSURER E:	
	INSURER F:	

COVERAGES**CERTIFICATE NUMBER:** 5294311**REVISION NUMBER:** See below

THIS IS TO CERTIFY THAT THE POLICIES OF INSURANCE LISTED BELOW HAVE BEEN ISSUED TO THE INSURED NAMED ABOVE FOR THE POLICY PERIOD INDICATED. NOTWITHSTANDING ANY REQUIREMENT, TERM OR CONDITION OF ANY CONTRACT OR OTHER DOCUMENT WITH RESPECT TO WHICH THIS CERTIFICATE MAY BE ISSUED OR MAY PERTAIN, THE INSURANCE AFFORDED BY THE POLICIES DESCRIBED HEREIN IS SUBJECT TO ALL THE TERMS, EXCLUSIONS AND CONDITIONS OF SUCH POLICIES. LIMITS SHOWN MAY HAVE BEEN REDUCED BY PAID CLAIMS.

INSR LTR	TYPE OF INSURANCE	ADDL INSR	SUBR WVD	POLICY NUMBER	POLICY EFF (MM/DD/YYYY)	POLICY EXP (MM/DD/YYYY)	LIMITS	
A	GENERAL LIABILITY <input checked="" type="checkbox"/> COMMERCIAL GENERAL LIABILITY <input type="checkbox"/> CLAIMS-MADE <input checked="" type="checkbox"/> OCCUR <input checked="" type="checkbox"/> Blanket Additional Insured <input checked="" type="checkbox"/> Blanket Waiver of Subrogation GEN'L AGGREGATE LIMIT APPLIES PER: <input type="checkbox"/> POLICY <input checked="" type="checkbox"/> PROJECT <input type="checkbox"/> LOC			ECPO1532245-11	5-22-2012	5-22-2013	EACH OCCURRENCE	\$ 1,000,000
							DAMAGE TO RENTED PREMISES (Ea occurrence)	\$ 100,000
							MED EXP (Any one person)	\$ 5,000
							PERSONAL & ADV INJURY	\$ 1,000,000
							GENERAL AGGREGATE	\$ 2,000,000
							PRODUCTS - COMP/OP AGG	\$ 2,000,000
							PROFESSIONAL/POLLUTIO	\$ 1,000,000
B	AUTOMOBILE LIABILITY <input checked="" type="checkbox"/> ANY AUTO <input type="checkbox"/> ALL OWNED AUTOS <input checked="" type="checkbox"/> HIRED AUTOS <input checked="" type="checkbox"/> Blkt Add'l Insr <input type="checkbox"/> SCHEDULED AUTOS <input checked="" type="checkbox"/> NON-OWNED AUTOS <input checked="" type="checkbox"/> Blkt WOS by c			BAP1532245-11	5-22-2012	5-22-2013	COMBINED SINGLE LIMIT (Ea accident)	\$ 1000000
							BODILY INJURY (Per person)	\$
							BODILY INJURY (Per accident)	\$
							PROPERTY DAMAGE (Per accident)	\$
								\$ Blkt WOS by contact
B	UMBRELLA LIAB <input checked="" type="checkbox"/> OCCUR EXCESS LIAB <input type="checkbox"/> CLAIMS-MADE <input checked="" type="checkbox"/> DED <input type="checkbox"/> RETENTION \$ 0			FFX1532248-11	5-22-2012	5-22-2013	EACH OCCURRENCE	\$ 10,000,000
							AGGREGATE	\$ 10,000,000
								\$
B	WORKERS COMPENSATION AND EMPLOYERS' LIABILITY ANY PROPRIETOR/PARTNER/EXECUTIVE OFFICER/MEMBER EXCLUDED? (Mandatory in NH) If yes, describe under DESCRIPTION OF OPERATIONS below	Y/N N	N/A	WCA1532247-11	5-22-2012	5-22-2013	<input checked="" type="checkbox"/> WC STATUTORY LIMITS <input type="checkbox"/> OTHER	
							E.L. EACH ACCIDENT	\$ 1,000,000
							E.L. DISEASE - EA EMPLOYEE	\$ 1,000,000
							E.L. DISEASE - POLICY LIMIT	\$ 1,000,000

DESCRIPTION OF OPERATIONS / LOCATIONS / VEHICLES (Attach ACORD 101, Additional Remarks Schedule, if more space is required)

Debris Management

CERTIFICATE HOLDER

The City of Key West
 All Departments, Agencies, Boards and COmissions
 Officers, AGents, Servants, and Employees
 PO Box 1409
 Key West, FL 33041

CANCELLATION

SHOULD ANY OF THE ABOVE DESCRIBED POLICIES BE CANCELLED BEFORE THE EXPIRATION DATE THEREOF, NOTICE WILL BE DELIVERED IN ACCORDANCE WITH THE POLICY PROVISIONS.

AUTHORIZED REPRESENTATIVE

ATTACHMENT A
DISASTER RESPONSE SERVICES
UNIT PRICE BID FORM

Bid costs are inclusive of all related expenses including, but not limited to, contract administration, technical assistance to the City, personnel training and certification, TDMS management, services for security, safety and traffic management, and associated actions necessary for implementation of debris management operations by the Contractor as defined in the Contract.

BID FROM:

Company: AshBritt, Inc.

Address: 480 S. Andrews Ave., Suite 103

Pompano Beach, FL 33069

Phone/ Fax: 954-545-3535/954-545-3585

to furnish all materials, equipment and labor and to perform all work in accordance with the Contract Documents for construction of: **Disaster Response Services, Provider RFP No. 09-007**, located at various locations within CITY OF KEY WEST, Florida.

To: *CITY OF KEY WEST
ATTN: CITY CLERK
525 Angela St.
P.O. Box 1409
Key West, FL 33041*

- 1.0** The undersigned Bidder proposes and agrees, if this Bid is accepted, to enter into a Contract with City in substantially the form as the Sample Contract included in the Bidding Documents to perform all Work and any Additional Services as specified or indicated in the Bidding Documents at the unit prices and within the times indicated in this Bid and in accordance with the other terms and conditions of the Bidding Documents.

2.0 Bidder accepts all of the terms and conditions of the Invitation to Bid and Instructions to Bidders, including without limitation those dealing with the disposition of Bid security. The Bid will remain subject to acceptance for **90** days after the Bid opening, or for such longer period of time that Bidder may agree to in writing upon request of City.

3.0 In submitting this Bid, Bidder represents, as set forth in the Contract, that:

A. Bidder has examined and carefully studied the Bidding Documents, the other related data identified in the Bidding Documents, and the following Addenda, receipt of all, which is hereby acknowledged.

Addendum No.	Addendum Date
_____	_____
_____	_____
_____	_____

- B. Bidder has visited the Site and become familiar with and is satisfied as to the general, local and Site conditions that may affect cost, progress, and performance of the Work.
- C. Bidder is familiar with and is satisfied as to all federal, state and local Laws and Regulations that may affect cost, progress and performance of the Work.
- D. Bidder has correlated the information known to Bidder, including location of City in relation to any proposed final disposal sites, information and observations for City's Debris Separation/Reduction and Temporary Debris Management Sites obtained from visits to the Site, any reports and drawings identified in the Bidding Documents, and all additional examinations, investigations, and data provided with the Bidding Documents.
- E. Bidder has given the City written notice of all conflicts, errors, ambiguities, or discrepancies that Bidder has discovered in the Bidding Documents, and the written resolution thereof by the City is acceptable to Bidder.
- F. The Bidding Documents are generally sufficient to indicate and convey understanding of all terms and conditions for the performance of the Work for which this Bid is submitted.

4.0 Bidder further represents that this Bid is genuine and not made in the interest of or on behalf of any undisclosed individual or entity and is not submitted in conformity with any agreement or rules of any group, association, organization or corporation; Bidder has not directly or indirectly induced or solicited any other Bidder to submit a false Bid; Bidder has not solicited or induced any individual or entity to refrain from bidding; and

Bidder has not sought by collusion to obtain for itself any advantage over any other Bidder or over City.

- 5.0 Bidder acknowledges that there are no quantities guaranteed, and Unit Cost information is solely for the purpose of comparison of Bids, and final payment for all Unit Price Bid items will be based on actual services provided, determined as provided in the Contract Documents.
- 6.0 Bidder acknowledges that all unit costs include any necessary insurance and bonds.
- 7.0 The Bidder accepts all liability for improper disposal of solid waste, including debris, construction and demolition debris, hazardous waste, chipping or mulching, infectious waste, white goods disposal, and recycling.

TABLE A – Time and Materials

Heavy Equipment	Size or Type	U / M	Unit Price
<i>Operators Included</i>			
Skid Steer Loader	Bobcat	Hour	\$75.00
Backhoe	Cat 416	Hour	\$85.00
Wheel Loaders	Cat 950	Hour	\$140.00
Wheel Loaders	Cat 966	Hour	\$150.00
Wheel Loaders	Cat 980	Hour	\$175.00
Tracked Loaders	Cat 955	Hour	\$145.00
Towed Loader w/ Tractor	Prentice 210	Hour	\$150.00
Self Loading Knuckle boom Truck	25-35 CY Body	Hour	\$145.00
Self Loading Knuckle boom Truck	35-45 CY Body	Hour	\$167.00
Dozer	Cat D4	Hour	\$105.00
Dozer	Cat D5	Hour	\$115.00
Dozer	Cat D6	Hour	\$150.00
Dozer	Cat D7	Hour	\$175.00
Dozer	Cat D8	Hour	\$215.00
Excavators	Cat 320	Hour	\$124.00
Excavators	Cat 325	Hour	\$140.00
Excavators	Cat 330	Hour	\$161.00
Tractor w/ Box Blade	80 Hp	Hour	\$65.00
Motor Grader	Cat 120G	Hour	\$129.00
Crane	30 Ton	Hour	\$225.00
Bucket Truck	Up to 50' reach	Hour	\$150.00
Bucket Truck	50' to 75' reach	Hour	\$175.00
Trash Transfer Trailer w/ Tractor	110 yard	Hour	\$134.00
Street Sweeper	Vacuum Type	Hour	\$81.00
Water Truck	2000 gallon	Hour	\$91.00
Stump Grinder	Vermeer 252	Hour	\$91.00
Chipper w/ 2 man crew	Morbark Storm	Hour	\$134.00
12-Foot Tub Grinder	Morbark 1200	Hour	\$425.00
13-Foot Tub Grinder	Morbark 1300	Hour	\$475.00

Equipment Transport w/ Tractor	50 Ton	Hour	\$130.00
Truck Mounted Winch		Hour	\$95.00
Personnel	Size or Type	U / M	Unit Price
Superintendent w/ Pickup Truck	Individual	Hour	\$75.00
Supervisor w/ Pickup Truck	Individual	Hour	\$70.00
Safety or QC Manager w/ Pickup Truck	Individual	Hour	\$65.00
Mechanic w/ Truck and Tools	Individual	Hour	\$75.00
Climber w/ Gear	Individual	Hour	\$85.00
Operator w/ Chainsaw	Individual	Hour	\$45.00
Laborer w/ Tools	Individual	Hour	\$32.50
Traffic Control Personnel	Individual	Hour	\$30.00
Ticket Writers	Individual	Hour	\$30.00
Clerical	Individual	Hour	\$35.00
Administrative Assistants	Individual	Hour	\$40.00

TABLE B – DEBRIS COLLECTION AND REDUCTION SERVICES

The Contractor will provide all services and expenses necessary for debris pickup and hauling, processing of debris at the TDMS, and final disposal for a fixed unit price as identified below. This cost is inclusive of all related expenses including contract administration, technical assistance to the City, personnel training and certification, TDMS management, services for security, safety and traffic management, and associated actions necessary for implementation of disaster response services and operations by the Contractor as defined in the Contract.

Hauling for final disposal shall be unit price for the total cost of moving the debris from the TDMS to the final disposal site. The closest landfill that normally accepts C&D and Mixed materials is in Miami Dade County approximately 130 miles North of Key West, Florida. Proposers should assume a 200-mile haul in their unit price proposal. All Key West City, and FDEP approved TDMS sites are within 10 miles of any location inside of Key West.

Disposal cost (tipping fees) will be the responsibility of the Contractor. The Contractor will pass through the Disposal Cost to the City with no mark up or charge for services. Contractor may be required to set up temporary certified scales to weigh outbound waste. Weight tickets must be reconciled to disposal weight tickets.

DESCRIPTION OF SERVICES	UNIT OF MEASURE	UNIT PRICE
Collection and Processing		Dollars
Vegetative Debris (Includes Seaweed) Collection	Per Cubic Yard	\$12.95
Construction and Demolition Debris Collection	Per Cubic Yard	\$14.25
White Goods Collection	Each	\$75.00
Mixed Debris Collection	Per Cubic Yard	\$12.95
TDMS Management, Processing and Loading	Per Cubic Yard	\$4.75

Sand Screening and Placement	Per Cubic Yard	\$9.75
CFC Removal from Compressors	Each	\$85.00
Hazardous Waste Collection and Disposal	55 Gallon Drum	\$625.00
Hauling for Final Disposal		Dollars
Hauling from TDMS to Final Disposal Site <200 Miles	Per Cubic Yard	\$16.75
Dead Animal Carcass Hauling and Disposal	Per Pound	\$4.25
Tree Debris Removal		Dollars
Hangers Removal	Per Tree	\$155.00
Hazardous Tree Removal (Leaners)		
<12" to 24"	Per Tree	\$125.25
>25" to 48"	Per Tree	\$250.50
>49" to 72"	Per Tree	\$395.00
> 72"	Per Tree	\$525.00
Hazardous Stump Removal (Ground Not Less Than 8" Below Grade)		Dollars
<6" to 12" (per cubic yard)	Per Stump	\$0.00
>13" to 24" (per cubic yard)	Per Stump	\$0.00
>25" to 48"	Per Stump	\$385.00
>49" to 72"	Per Stump	\$525.00
> 72"	Per Stump	\$650.00
Stump Backfill	Per Hole	\$85.00
Miscellaneous Services		Dollars
Demolition of Structures Wood Structures	Per Square Foot	\$2.95
Demolition of Concrete Structures	Per Square Foot	\$3.75
Video Record of pre-and post-TDMS site	Each	\$1,500.00
Phase I Environmental Audit	Each	\$4,500.00
TDMS Site Restoration Grading	Per Square Yard	\$1.50
Topsoil TDMS Site Restoration	Per Cubic Yard	\$1.40
Sod TDMS Site Restoration	Per Square Yard	\$4.75
Debris Removal from Canals and Waterways	Per Cubic Yard	\$125.00
Restoration of Canal Banks and Slopes	Per Liner Foot	\$75.00
Sod Restoration of Canal banks and Slopes	Per Square Yard	\$6.95

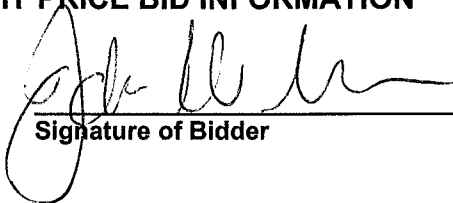
Fire Suppression Support (per hour, w/operator)	Each Unit	\$295.00
Motor Vehicles Removal (from right-of-way) Including Towing to TDMS	Each	\$671.00
Motor Vehicles Removal (from canal) Including Towing to TDMS	Each	\$1,342.00
Boat Removal (from right-of-way) Including Towing to TDMS	Linear Foot	\$180.13
Emergency Potable Bottled Water (Pallet of .5 Litter 24/Cases)	Cost Per Case	\$9.90
Emergency Delivery of Ice (Full Truck Load 10 lbs Bags)	Cost Per Truck Load	\$30,140.00
Mobile Kitchen Facility to provide 10-100 meals per day	Each Unit	\$11,220.00
Mobile Kitchen Facility to provide 101-200 meals per day	Each Unit	\$11,550.00
Mobile Kitchen Facility to provide 201-300 meals per day	Each Unit	\$12,925.00
Mobile Kitchen Facility to provide 301-400 meals per day	Each Unit	\$14,520.00
Mobile Laundry Facility (per week) (Note: One-time mob/set up \$5,500.00)	Each Unit	\$9,240.00
Mobile Restroom/Shower Facility (Note: Sanitary for 500, showers for 300-with service-water)	Each Unit	\$126,195.00
Mobile Fueling Facility (Note: 12,000 gal w/operator, per hour)	Each Unit	\$395.00
Mobile Satellite Communications Facility (Note: \$7,150.00 one time delivery-pickup cost)	Each Unit	\$2,000.00
Mobile Automated Ticket Issue and Tracking System (HallPass or Equivalent)	Each Unit	\$345.00
Emergency Portable Power Generators *		Dollars
>25KW	Each Unit	\$19,459.00
>50 KW	Each Unit	\$19,459.00
>100KW	Each Unit	\$22,143.00
>250KW	Each Unit	\$38,500.00
>500KW	Each Unit	\$50,160.00
*Note: Monthly rates.		

- a. Week minimum. Includes labor; does not include groceries (billed cost-plus 23.0%).
- b. Additional \$1,375.00 per day for training module; additional \$1,545.00 per day-per DMS HPS Support; Additional \$1,545.00 per day equipment cert-site support.
- c. Monthly rates

Portable Dewater Pump 6"	Each Unit	\$137.90
Manhole and Catch Basin Cleaning	Each Catch Basin	\$1,615.00
Storm Drain Piping Cleaning	Per Linear Foot	\$35.00

CONFIRMATION SIGNATURE OF UNIT PRICE BID INFORMATION

John W. Noble, AshBritt, Inc.
Name of Bidder


Signature of Bidder

Title

8.0 Bidder's Information:

The BIDDER states that he is an experienced CONTRACTOR and has completed similar Work within the last five years. This information has been provided on Attachment D- Contractor's Qualifications Statement.

9.0 Bidder accepts the provisions of the Sample Contract.

10.0 The Bidder is familiar with the terms used in this Bid and the meanings indicated.

BID SUBMITTED on 20 May, 2009.

State Contractor License No. CGC060313 (exp. 8/31/10) . (If applicable)

License Type: General Contractor

If Bidder is:

An Individual

Name (typed or printed): N/A

By: _____ (SEAL)
(Individual's signature)

Doing business as: _____

Business address: _____

Phone No.: _____ FAX No.: _____

A Partnership

Partnership Name: N/A _____ (SEAL)

By: _____
(Signature of general partner – attach evidence of authority to sign)

Name (typed or printed): _____

Business address: _____

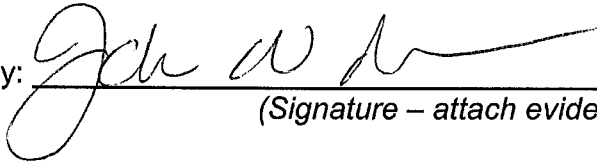
Phone No.: _____ FAX No.: _____

A Corporation

Corporation Name: AshBritt, Inc. (SEAL)

State of Incorporation: Florida

Type (General Business, Professional, Service, Limited Liability): General Contractor

By: 
(Signature – attach evidence of authority to sign)

Name (typed or printed): John W. Noble

Title: Chief Operating Officer

(CORPORATE SEAL)

Attest: 
(Signature of Corporate Secretary)

Business address: 480 S. Andrews Ave., Suite 103

Pompano Beach, FL 33069

Phone No.: 954-545-3535 FAX No.: 954-545-3585

Date of Qualification to do business is 10/28/1992.
Qaul Bus. License No.: QB26117 (exp. 8/31/09)

State of Florida

Department of State

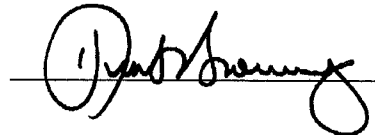
I certify from the records of this office that ASHBRITT, INC. is a corporation organized under the laws of the State of Florida, filed on October 28, 1992.

The document number of this corporation is P92000000600.

I further certify that said corporation has paid all fees due this office through December 31, 2012, that its most recent annual report was filed on January 6, 2012, and its status is active.

I further certify that said corporation has not filed Articles of Dissolution.

Given under my hand and the Great Seal of Florida, at Tallahassee, the Capital, this the Sixteenth day of January, 2012



Secretary of State



Authentication ID: 500218482835-011612-P92000000600

To authenticate this certificate, visit the following site, enter this ID, and then follow the instructions displayed.

<https://efile.sunbiz.org/certauthver.html>



STATE OF FLORIDA

DEPARTMENT OF BUSINESS AND PROFESSIONAL REGULATION

CONSTRUCTION INDUSTRY LICENSING BOARD
1940 NORTH MONROE STREET
TALLAHASSEE FL 32399-0783

(850) 487-1395

NOBLE, JOHN WILLIAM JR
ASHBRITT INC
565 E HILLSBORO BLVD
DEERFIELD BEACH FL 33441

Congratulations! With this license you become one of the nearly one million Floridians licensed by the Department of Business and Professional Regulation.

Every day we work to improve the way we do business in order to serve you better. For information about our services, please log onto www.myfloridalicense.com.

Our mission at the Department is: License Efficiently, Regulate Fairly. We constantly strive to serve you better so that you can serve your customers.



STATE OF FLORIDA AC# 6311795
DEPARTMENT OF BUSINESS AND PROFESSIONAL REGULATION

PCC056744 08/28/12 118194479

CERT POLLUTANT STORAGE SYS CONTR
NOBLE, JOHN WILLIAM JR
ASHBRITT INC

IS CERTIFIED under the provisions of Ch.489 FS
Expiration date: AUG 31, 2014 L12082802987

DETACH HERE

THIS DOCUMENT HAS A COLORED BACKGROUND • MICROPRINTING • LINEMARK™ PATENTED PAPER

AC# 6311795

STATE OF FLORIDA

DEPARTMENT OF BUSINESS AND PROFESSIONAL REGULATION
CONSTRUCTION INDUSTRY LICENSING BOARD

SEQ# L12082802987

Table with 3 columns: DATE, BATCH NUMBER, LICENSE NBR. Row 1: 08/28/2012, 118194479, PCC056744

The POLLUTANT STORAGE SYSTEMS CONTRACTOR
Named below IS CERTIFIED
Under the provisions of Chapter 489 FS.
Expiration date: AUG 31, 2014

NOBLE, JOHN WILLIAM JR
ASHBRITT INC
565 E HILLSBORO BLVD
DEERFIELD BEACH FL 33441

RICK SCOTT
GOVERNOR

KEN LAWSON
SECRETARY

DISPLAY AS REQUIRED BY LAW

ASHBRITT, INC.

Financial Statements

Year Ended December 31, 2011

ASHBRITT, INC.

Financial Statements
Year Ended December 31, 2011

Contents

Independent Auditors' Report.....	1-2
Financial Statements	
Balance Sheet.....	3
Statement of Income	4
Statement of Changes in Shareholders' Equity.....	5
Statement of Cash Flows	6
Notes to Financial Statements.....	7-13
Supplemental Schedules	
Consolidating Balance Sheet	15-16
Consolidating Statement of Income.....	17

MELAMED & KARP, P.A.

CERTIFIED PUBLIC ACCOUNTANTS
12460 WEST ATLANTIC BOULEVARD
CORAL SPRINGS, FLORIDA 33071

AMERICAN INSTITUTE OF
CERTIFIED PUBLIC ACCOUNTANTS
FLORIDA INSTITUTE OF
CERTIFIED PUBLIC ACCOUNTANTS

TELEPHONE 954-757-3333
TOLL FREE 877-888-9666
FACSIMILE 954-757-3399

Independent Auditors' Report

The Shareholders of
AshBritt, Inc.

We have audited the accompanying balance sheet of AshBritt, Inc. (an S Corporation), as of December 31, 2011, and the related statement of income, changes in shareholders' equity and cash flows for the year then ended. These financial statements are the responsibility of the Company's management. Our responsibility is to express an opinion on these financial statements based on our audit.

We conducted our audit in accordance with auditing standards generally accepted in the United States of America. Those standards require that we plan and perform the audit to obtain reasonable assurance about whether the financial statements are free of material misstatement. An audit includes examining, on a test basis, evidence supporting the amounts and disclosures in the consolidated financial statements. An audit also includes assessing the accounting principles used and significant estimates made by management, as well as evaluating the overall financial statement presentation. We believe that our audit provides a reasonable basis for our opinion.

As discussed in *Note 2* to the financial statements and presented in the unaudited supplemental schedules to the financial statements, the Company has elected to exclude the accounts of its wholly-owned subsidiaries and variable interest entity ("VIE") from the financial statements referred to above. The inclusion of these entities is required by accounting principles generally accepted in the United States of America.

In our opinion, except for the effects of omissions of the wholly-owned subsidiaries and VIE as discussed in the preceding paragraph, the financial statements referred to in the first paragraph present fairly, in all material respects, the financial position of AshBritt, Inc. as of December 31, 2011, and the results of its operations and its cash flows for the year then ended in conformity with accounting principles generally accepted in the United States of America.

Our audit was conducted for the purpose of forming an opinion on the financial statements as a whole. The consolidating balance sheet and consolidating statement of income are presented for purposes of additional analysis and is not a required part of the financial statements. Such information is the responsibility of management and was derived from and relates directly to the underlying accounting and other records used to prepare the financial statements. The information, except for Ashbritt Haiti Holdings, LLC, has been subjected to the auditing procedures applied in the audit of the financial statements and certain additional procedures, including comparing and reconciling such information directly to the underlying accounting and other records used to

prepare the financial statements or to the financial statements themselves, and other additional procedures in accordance with auditing standards generally accepted in the United States of America. In our opinion, the information is fairly stated in all material respects in relation to the financial statements as a whole.

Melamed & Karp, P.A.

Melamed & Karp, P. A.

April 13, 2012

ASHBRITT, INC.

Balance Sheet
December 31, 2011

Assets

Current assets:

Cash and cash equivalents	\$ 18,729,885
Contract receivables	131,937,090
Related party note, current portion	4,010,510
Note receivable, current portion	133,807
Interest receivable	185,199
Other current assets	119,224

Total current assets 155,115,715

Property and equipment, net 443,096

Other assets:

Deposits	596
Employee advances	1,195,608
Due from related parties	2,848,728
Note receivable, less current portion, related party	1,642,437
Note receivable, less current portion	866,225
Advances to shareholder	1,882,689
Investments, related party	26,274,784

Total other assets 34,711,067

Total assets \$ 190,269,878

Liabilities and shareholders' equity

Current liabilities:

Line of credit	\$ 20,000,000
Accounts payable	38,719,684
Accrued expenses	36,585,953
Due to related parties	74,914
Advances from shareholders	12,705,763

Total current liabilities 108,086,314

Shareholders' equity:

Common stock, \$1 par value, 7,500 shares authorized; 1,240 issued and outstanding	1,240
Additional paid-in capital	5,599,702
Retained earnings	76,582,622

Total shareholders' equity 82,183,564

Total liabilities and shareholders' equity \$ 190,269,878

ASHBRITT, INC.

**Statement of Income
For the Year Ended December 31, 2011**

Contract revenues earned	\$ 158,771,622
Cost of contract revenues	<u>94,132,690</u>
Gross profit	<u>64,638,932</u>
Selling, general and administrative expenses:	
Consulting	3,211,387
Employee leasing costs	1,977,801
Professional fees	1,274,724
Other office expense	1,137,777
Travel and entertainment	635,906
Insurance expense	437,438
Office expense	246,596
Contributions	237,537
Business development	115,499
Rent expense	148,418
Trade shows	131,707
Computer expense	65,225
Telephone expense	51,950
Employee retirement plan	49,688
Depreciation and amortization	20,478
Training and seminars	<u>6,741</u>
Total selling, general and administrative expenses	<u>9,748,872</u>
Income from operations	<u>54,890,060</u>
Other income (expense):	
Loss on related party investment	(2,602,525)
Loss on forgiveness of debt	(5,395,531)
Interest income	599,133
Loss on disposal of assets	(697,807)
Interest expense	<u>(14,929)</u>
Total other expense	<u>(8,111,659)</u>
Income before income tax expense	46,778,401
State income tax expense	<u>951,280</u>
Net income	<u>\$ 45,827,121</u>

See Independent Auditors' Report & Notes to Financial Statements

ASHBRITT, INC.

**Statement of Changes in Shareholders' Equity
For the Year Ended December 31, 2011**

	<u>Common Stock</u>	<u>Additional Paid-in Capital</u>	<u>Retained Earnings</u>	<u>Total</u>
Balance at December 31, 2010	\$ 1,240	\$ 5,599,702	\$ 29,981,161	\$ 35,582,103
Net income	-	-	45,827,121	45,827,121
Contributions	-	-	774,340	774,340
Balance at December 31, 2011	<u>\$ 1,240</u>	<u>\$ 5,599,702</u>	<u>\$ 76,582,622</u>	<u>\$ 82,183,564</u>

ASHBRITT, INC.

Statement of Cash Flow
For the Year Ended December 31, 2011

Cash flows from operating activities:

Net income	\$ 45,827,121
Adjustments to reconcile net income to net cash used in operating activities:	
Depreciation and amortization	408,202
Loss on disposal of assets	697,807
Loss on related party investment	2,602,525
Loss on forgiveness of debt	5,395,531
Changes in operating assets and liabilities:	
Contract receivables	(129,979,769)
Related party accounts receivable	2,844,673
Interest receivable	142,659
Other current assets	(15,496)
Employee advances	2,950
Due from related parties	(2,215,798)
Note receivable, related party	(2,513,485)
Note receivable	(1,000,032)
Accounts payable	37,846,049
Accrued expenses	31,883,172
Net cash used in operating activities	<u>(8,073,891)</u>

Cash flows from investing activities:

Investment in subsidiary	(1,525,292)
Purchase of property and equipment	(204,332)
Disposal of property and equipment	1,953,233
Payments on notes receivable	1,315,085
Net cash provided by investing activities	<u>1,538,694</u>

Cash flows from financing activities:

Proceeds from line of credit	20,000,000
Capital contributions	774,340
Repayments of long-term debt	(23,158)
Advances from shareholders, net	(3,944,113)
Net cash provided by financing activities	<u>16,807,069</u>
Net increase in cash and cash equivalents	10,271,872

Cash and cash equivalents

Beginning	8,458,013
Ending	<u>\$ 18,729,885</u>

Supplemental disclosures of non-cash flow information:

Cash paid for income taxes	<u>\$ 34,289</u>
----------------------------	------------------

See Independent Auditors' Report & Notes to Financial Statements

ASHBRITT, INC.

Notes to Financial Statements December 31, 2011

Note 1. Nature of Operations and Summary of Significant Accounting Policies

Nature of operations

AshBritt, Inc. (AshBritt) is primarily engaged in debris removal from natural disasters and demolition. The work is performed under fixed unit price, cost-plus-fee and fixed-price contracts. These contracts are undertaken by AshBritt alone or in partnership with other companies through joint ventures.

Five Star Air Charter, LLC. (Five Star), a wholly-owned subsidiary operates an air charter service.

Foxy Air (CJ-SOV-1407) LLC. (Foxy), ABFD, LLC. (ABFD), and ABSS Aviation, LLC. (ABSS), also wholly-owned subsidiaries own and lease airplanes of which AshBritt is the primary lessee of the planes. In January 2011, AshBritt sold its common stock in ABSS; a loss on the investment in ABSS was recognized in 2011.

AshBritt Haiti Holdings, LLC (Holdings), wholly-owned subsidiary, owns 50% of Haiti Recovery Group, Ltd. (HRG). As more fully described in *Note 2*, the accounts of Five Star, Foxy, ABFD, ABSS and Holdings have been excluded from consolidation.

Hillsboro 56, LLC (the "Affiliate") is related through common ownership and management control. In accordance with FASB ASC 810-10-25 (formerly Fin 46 (R)), *Consolidation of Variable Interest Entities*, the Affiliate was determined to be a variable interest entity. The accounts of the Affiliate have also been excluded from consolidation. See *Note 2*, for additional disclosure.

Summary of Significant Accounting Policies

Basis of accounting

The financial statements are prepared on an accrual basis in accordance with accounting principles generally accepted (GAAP) in the United States of America.

Use of accounting estimates

The preparation of financial statements in conformity with GAAP requires management to make estimates and assumptions that affect the reported amounts of assets and liabilities as well as the disclosures of contingent assets and liabilities at the date of these financial statements. Management's use of estimates also affects the reported amounts of revenues and expenses during the reporting period. Actual results could differ from these estimates.

Cash and cash equivalents

For financial statement purposes, the Company considers all highly-liquid investments that are readily convertible to cash or that have maturity of three months or less when purchased to be cash equivalents.

ASHBRITT, INC.

Notes to Financial Statements December 31, 2011

Note 1. Summary of Significant Accounting Policies (Continued)

Fair value of financial instruments

The Company's financial instruments consist primarily of cash and cash equivalents, accounts receivable, accounts payable, and long term debt. The carrying value of cash, accounts receivable, and accounts payable approximate fair value due to the short-term nature of the instruments. The amounts shown for long term debt approximate fair value since the interest rates are at current market rates. The line of credit contains a variable market interest rate and adjusts frequently.

Accounts receivable

Accounts receivable are carried at original invoice amount and written off when deemed uncollectible. The Company reviews receivables for collectability and records a bad debt expense if the receivable is considered to be uncollectible. Based on management's evaluation of accounts receivable at the end of 2011, no allowance account was deemed necessary. The Company did not have bad debt expense for the year ended December 31, 2011.

Property and equipment

Property and equipment is recorded at cost and depreciated on a straight-line basis over the estimated useful lives of the respective assets as follows:

	<u>Estimated Useful Lives in Years</u>
Furniture and fixtures	5-10
Machinery and equipment	5-10
Computer equipment and software	3-5
Transportation equipment	5-8
Leasehold improvements	10*

*Leasehold improvements are amortized over the lesser of the estimated useful live of the leased property or the lease term.

The cost of assets sold or otherwise disposed of and the accumulated depreciation thereon are eliminated from the accounts and the resulting gain or loss is reflected in income except for assets traded where no cash is received. Expenditures for maintenance and repairs are charged to income as incurred; replacements and betterments that extend the useful lives are capitalized.

Long lived assets

In accordance with generally accepted accounting principles, long loved assets, such as property and equipment are reviewed on an ongoing basis for impairment based on comparison of carrying value against undiscounted future cash flows. If impairment is identified, the assets' carrying amounts are adjusted to fair value. There were no such adjustments during 2011.

ASHBRITT, INC.

Notes to Financial Statements December 31, 2011

Note 1. Summary of Significant Accounting Policies (Continued)

Revenue and cost recognition

Revenues

Cost-plus-fee

Revenues on cost-plus-fee contracts are recognized on the basis of costs incurred during the period plus the fee earned, measured by the cost-to-cost method. Revenues from fixed-price contracts are recognized on the percentage-of-completion method, measured by the percentage of total cost incurred to date to the estimated total cost for each contract. This method is used because management considers total cost to be the best available measure of progress on these contracts. Due to the inherent uncertainties in estimating costs, it is at least reasonably possible that the estimates used will change within the near term.

Fixed unit price

Revenues from fixed unit price contracts are recognized at the unit price when the work is completed. Many of the Company's fixed unit price contracts for disaster recovery are contracted with government agencies and municipalities. These contracting agencies require reconciliations of the units invoiced for the services performed. Retroactive adjustments are made periodically based on third party monitoring reconciliations. Management estimates and records these adjustments to reflect consideration of the reconciliation results. Actual results could differ from these estimates. Recorded estimates are revised when final reconciliation adjustments become available.

There were no open jobs as of December 31, 2011.

Costs

Contract costs include all direct costs and those indirect costs related to contract performance. Selling, general and administrative costs are charged to expense as incurred. Provisions for estimated losses on uncompleted contracts are made in the period in which such losses are determined. Changes in job performance, job conditions and estimated profitability, including those arising from contract penalty provisions, and final contract settlements may result in revisions to costs and income and are recognized in the period in which the revisions are determined.

Advertising costs

The Company expenses the cost of its nondirect-response advertising costs as incurred. The total advertising costs included in the accompanying statement of income for 2011 was \$7,804.

Income taxes

Under the provisions of the Internal Revenue Code, the Company has elected to be taxed as an "S" Corporation. Under such elections the taxable income and credits are passed through to the individual shareholders; therefore there are no provisions for income taxes in the accompanying consolidated financial statements.

ASHBRITT, INC.

Notes to Financial Statements December 31, 2011

Note 1. Summary of Significant Accounting Policies (Continued)

Uncertain tax positions

The Company has adopted FASB ASC 740-10-25, *Accounting for Uncertainty in Income Taxes*. The position would not be sustained if examined by the taxing authority. The Company continually evaluates expiring statutes of limitation, audits, proposed settlements, changes in tax law and new authoritative rulings.

The Company's evaluation on December 31, 2011 revealed no uncertain tax positions that would have a material impact on the financial statements. The 2008 through 2011 tax years remain subject to examination by the IRS. The Company does not believe that any reasonably possible changes will occur within the next twelve months that will have a material impact on the financial statements.

Note 2. Departure from Generally Accepted Accounting Principles

For operational purposes, including bonding, contract proposals and financing, the Company is required to present the operations of AshBritt, Inc. separately from entities that would require consolidation under generally accepted accounting principles. As such, the Company has elected to exclude the accounts of its wholly-owned subsidiaries and companies meeting the criteria of variable interest entities. The consolidating schedules are included in the supplemental schedules to the financial statements. The balances and results of operations of Holdings have not been audited.

Note 3. Related Party Transactions Not Disclosed Elsewhere

In 2010, the Company contracted with Holdings to advance funds for equipment and other start-up costs in the form of a note receivable totaling \$13,183,902. The receivable bears interest at a rate of 6% and is payable over a 5 year period in equal monthly installments of \$254,882. During 2011, the Company agreed to forgive \$5,320,531 of the note. At December 31, 2011, the remaining balance on the note totaled \$5,652,947. Accrued interest and receivable at December 31, 2011 was \$185,199 and total interest income and expense was \$537,459.

At December 31, 2011, the Company had a net intercompany receivable of \$322,920 from its wholly-owned subsidiary, Five Star. Five Star and Foxy had an intercompany balance of \$1,226,000 at December 31, 2011.

Hillsboro 56 owed \$2,029,843 to the Company at December 31, 2011 related to the acquisition of the building.

The Company loaned a total of \$275,000 to a company related through common ownership. The amounts were non-interest bearing and have no stated repayment terms. The Company also has a receivable totaling \$61,490 for this related party at December 31, 2011. No payments have been received.

At December 31, 2011 the Company had a receivable of \$84,561 due from an entity whereby a shareholder is acting President.

ASHBRITT, INC.

Notes to Financial Statements December 31, 2011

Note 3. Related Party Transactions Not Disclosed Elsewhere (Continued)

Employee advances totaled \$1,195,608 as of December 31, 2011. The advances are non-interest bearing and have no stated repayment date.

Intercompany investments of \$26,274,784 are valued at cost, in its wholly-owned subsidiaries, Foxy, Five Star and ABFD (Refer to *Note 2*).

During 2011, the Company paid related parties for services provided totaling \$1,007,798.

At December 31, 2011 net advances to shareholders were \$1,882,689 and advances from shareholders were \$12,705,763. The advances are non-interest bearing and have no stated repayment terms. No payments were received or paid subsequent to year-end through the report issue date.

Note 4. Property and Equipment

Property and equipment consisted of the following at December 31, 2011:

Furniture and fixtures	\$ 38,564
Machinery and equipment	660,695
Computer equipment and software	263,354
Transportation equipment	2,255,992
Leasehold improvements	91,051
Less accumulated depreciation	<u>(2,866,560)</u>
Total property and equipment, net	<u>\$ 443,096</u>

Depreciation expense totaled \$408,202 for the year ended December 31, 2011 of which \$387,724 was recorded in cost of contract revenues and \$20,478 is recorded in selling, general and administrative expenses.

Note 5. Note Receivable

During 2011, the Company sold the assets and common stock of ABSS for \$1,953,230. The Company extended a note receivable totaling \$1,100,000 for the sale. The note earns interest at 7% and is payable monthly maturing in February 2014 whereby a balloon payment is due. The balance on the note at December 31, 2011 was \$1,000,032. Interest income for the year totaled \$61,674.

Future principal payments to be received are as follows for the years ended December 31:

2012	\$ 133,807
2013	143,480
2014	722,745
2015	-
2016	-
	<u>\$ 1,000,032</u>

ASHBRITT, INC.

Notes to Financial Statements December 31, 2011

Note 6. Line of Credit

On December 20, 2011, the Company entered into a Line of Credit agreement with a financial institution. Under the loan agreement, the lender agrees to advance the Company a maximum of \$20,000,000 secured by substantially all of the assets of the Company. The Line bears interest of 2.546% and matures on December 31, 2012. The outstanding balance at December 31, 2011 was \$20,000,000. The Line is guaranteed by a shareholder of the Company. The Company made a \$10,000,000 payment on the Line in April of 2012, as disclosed in *Note 10*.

Note 7. Commitments and Contingencies

Leases

The Company leases office space under an operating lease with Hillsboro 56. The lease term started in July of 2011 expires in June of 2016. The Company gained operational access to the office space 4 months prior to the lease term. In accordance with GAAP, the Company has straight-lined rent expense and recognized deferred rent. Deferred rent at December 31, 2011 was \$35,775. Total office rent expense was \$132,908 for the year ended December 31, 2011.

Future minimum rental commitments are as follows:

<u>Year ended December 31,</u>	
2012	\$ 120,000
2013	120,000
2014	120,000
2015	120,000
2016	<u>60,000</u>
	<u>\$ 540,000</u>

Legal claims

From time to time, the Company is a party to business disputes arising in the normal course of its business operations. The Company's management believes that none of these actions, standing alone, or in the aggregate, is currently material to the Company's results of operations or financial condition.

Note 8. Concentrations of Risks

The Company considers customers that make up more than 10% of total revenue to be major customers. During 2011, the Company had two customers with revenues of approximately \$136 million or 86% of total revenues.

The Company may be subject to credit risk due to its cash balances which are placed with high credit-quality financial institutions. In November 2008, the Federal Deposit Insurance Corporation ("FDIC") temporarily increased coverage to \$250,000 for substantially all depository accounts and temporarily provides unlimited coverage for certain qualifying and participant non-interest bearing accounts. The

ASHBRITT, INC.

Notes to Financial Statements December 31, 2011

Note 8. Concentrations of Risks (Continued)

increased coverage is scheduled to expire on December 31, 2013, at which time it is anticipated that amounts insured by the FDIC will return to \$100,000. From time to time, the Company may have amounts on deposit in excess of the FDIC limits. Management believes the Company is not exposed to any significant credit risk on cash. The Company's main operating account is a non-interest bearing account therefore all of the Company's bank balances at December 31, 2011 were covered by the FDIC.

Note 9. Pension Plan

On January 1, 2008, the Company adopted a pension plan (the Plan) pursuant to §401(k) of the Internal Revenue Code which covers substantially all employees who are 21 years old and have completed one year of service with the Company. Participants may contribute up to 75% of pretax compensation as a salary deferral not to exceed the maximum allowed under Internal Revenue Service limits. In addition, participants over 50 may elect to make a catch-up contribution up to the maximum allowed under Internal Revenue Service limits.

The plan provides that the Company may make a discretionary matching contribution based on participant deferrals of up to six percent of compensation, but the match may not exceed four percent of compensation, and also a discretionary employer contribution. In addition, the Plan includes a "safe harbor" provision whereby the Company will match the participant deferral amount up to three percent of compensation for each payroll period plus fifty percent of any deferral between three and five percent of compensation. The Plan also provides for an additional discretionary qualified employer contribution for all non-highly compensated participants.

Participants are immediately fully vested in their salary deferrals, any Company contributions for safe harbor and qualified employer contributions and amounts transferred from other retirement accounts. The discretionary match and discretionary employer contributions vest at the rate of twenty percent each year after the first year, so the participant is fully vested in these accounts after six years. If a participant reaches the normal retirement age of 65, becomes disabled or dies, all funds become fully vested. If a participant terminates employment before becoming fully vested, the non-vested amounts are forfeited.

The forfeited funds may be reallocated to the participants as an additional contribution, used to reduce employer contributions or used to pay plan expenses.

During 2011, the Company contributed \$49,688 on behalf of participants.

Note 10. Subsequent Events

Subsequent events were evaluated through the date of the Independent Auditors' Report which is the date the financial statements were available to be issued. In April 2012, the Company paid down \$10,000,000 on the Line of Credit.

**ASHBRITT, INC.,
SUBSIDIARIES AND AFFILIATE**

Supplemental Schedules

December 31, 2011

**ASHBRITT, INC.,
SUBSIDIARIES AND AFFILIATE**

**Consolidating Balance Sheet
December 31, 2011**

Assets	AshBritt	Five Star	Foxy	ABSS	ABFD	Hillsboro 56	(Compiled) Holdings	Eliminations	Consolidated
Current assets:									
Cash and cash equivalents	\$ 18,729,885	\$ 1,200	\$ 576	\$ -	\$ -	\$ 33,413	\$ 89,707	\$ -	\$ 18,854,781
Restricted cash	-	(5,100)	-	-	-	-	-	-	(5,100)
Contract receivables	131,937,090	-	-	-	-	-	-	-	131,937,090
Accounts receivables	-	-	-	-	-	30,158	4,030	-	34,188
Related party note, current portion	4,010,510	-	-	-	-	-	-	(4,010,510)	-
Note receivable, current portion	133,807	-	-	-	-	-	-	-	133,807
Interest receivable	185,199	-	-	-	-	-	-	(185,199)	-
Other current assets	119,224	36,445	-	-	-	-	25,998	-	181,667
Total current assets	155,115,715	32,545	576	-	-	63,571	119,735	(4,195,709)	151,136,433
Property and equipment, net	443,096	12,236	12,196,082	-	6,945,125	1,948,418	10,872,035	-	32,416,992
Other assets:									
Deposits	596	53,377	-	-	-	-	-	-	53,973
Employee advances	1,195,608	-	-	-	-	-	-	-	1,195,608
Note receivable, less current portion	866,225	-	-	-	-	-	-	-	866,225
Related party note receivable, less current portion	1,642,437	-	-	-	-	-	-	(1,642,437)	-
Due from related parties	2,848,728	(147,290)	1,904,593	-	-	-	-	(4,140,571)	465,460
Advances to shareholder	1,882,689	-	-	-	6,823	-	-	-	1,889,512
Intercompany investments	26,274,784	-	-	-	-	-	-	(26,274,784)	-
Total other assets	34,711,067	(93,913)	1,904,593	-	6,823	-	-	(32,057,792)	4,470,778
Total assets	\$ 190,269,878	\$ (49,132)	\$ 14,101,251	\$ -	\$ 6,951,948	\$ 2,011,989	\$ 10,991,770	\$ (36,253,501)	\$ 188,024,203

(Continued)
See Independent Auditors' Report

**ASHBRITT, INC.,
SUBSIDIARIES AND AFFILIATE**

**Consolidating Balance Sheet (Continued)
December 31, 2011**

	Ashbritt	Five Star	Foxy	ABSS	ABFD	Hillsboro 56	(Compiled) Holdings	Eliminations	Consolidated
Liabilities and shareholders' equity									
Current liabilities:									
Line of credit	\$ 20,000,000	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 20,000,000
Accounts payable	38,719,684	114,920	-	-	-	-	1,452,905	-	40,287,509
Customer deposits	-	41,244	-	-	-	-	-	-	41,244
Accrued expenses	35,639,942	4,543	43,089	-	-	-	204,386	(189,691)	35,702,269
Accrued taxes payable	946,011	-	-	-	-	-	-	-	946,011
Advances from shareholders	12,705,763	-	-	-	-	-	-	-	12,705,763
Related party note, current portion	-	-	-	-	-	-	4,010,510	(4,010,510)	-
Intercompany balances	74,914	1,357,221	-	-	-	2,029,843	-	(3,461,978)	-
Current liabilities	108,086,314	1,517,928	43,089	-	-	2,029,843	5,667,801	(7,662,179)	109,682,796
Long-term liabilities	-	-	-	-	-	-	1,642,437	(1,642,437)	-
Related party note, less current portion	-	-	-	-	-	-	1,642,437	(1,642,437)	-
Total long term liabilities	-	-	-	-	-	-	1,642,437	(1,642,437)	-
Total liabilities	108,086,314	1,517,928	43,089	-	-	2,029,843	7,310,238	(9,304,616)	109,682,796
Shareholders' equity:									
Common stock, \$1 par value, 7,500 shares authorized; 1,240 issued and outstanding	1,240	-	17,848,025	2,602,525	6,945,125	-	-	(27,395,675)	1,240
Additional paid-in-capital	5,599,702	4,301,023	-	-	-	-	-	(4,301,023)	5,599,702
Retained earnings	76,582,622	(2,145,289)	-	-	-	-	-	2,145,289	76,582,623
Member's equity	-	(3,722,794)	(3,789,863)	(2,602,525)	6,823	(17,854)	3,681,531	779,613	(5,665,069)
Noncontrolling interest in equity	-	-	-	-	-	-	-	1,822,911	1,822,911
Shareholders' equity	82,183,564	(1,567,060)	14,058,162	-	6,951,948	(17,854)	3,681,531	(26,948,885)	78,341,407
Total liabilities and shareholders' equity	\$ 190,269,878	\$ (49,132)	\$ 14,101,251	\$ -	\$ 6,951,948	\$ 2,011,989	\$ 10,991,769	\$ (36,253,501)	\$ 188,024,203

See Independent Auditors' Report

**ASHBRITT, INC.,
SUBSIDIARIES AND AFFILIATE**

**Consolidating Statement of Income
For the Year Ended December 31, 2011**

	Ashbritt	Five Star	Foxy	ABSS	ABFD	Hillsboro 56	(Compiled) Holdings	Eliminations	Consolidated
Contract revenues earned	\$ 158,771,622	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 4,771,867	\$ -	\$ 163,543,489
Rent revenues	-	1,664,045	600,000	8,000	7,258	56,400	-	(1,007,798)	1,327,905
Total revenues	158,771,622	1,664,045	600,000	8,000	7,258	56,400	4,771,867	(1,007,798)	164,871,394
Cost of contract revenues	94,132,690	-	-	-	-	-	4,254,289	-	98,386,979
Cost of rent revenues	-	2,317,321	1,786,290	18,899	-	38,037	-	(615,258)	3,545,289
Total costs of revenues	94,132,690	2,317,321	1,786,290	18,899	-	38,037	4,254,289	(615,258)	101,932,268
Gross profit	64,638,932	(653,276)	(1,186,290)	(10,899)	7,258	18,363	517,578	(392,540)	62,939,126
Selling, general and administrative expenses	9,748,872	179,752	36,000	-	435	36,217	2,803,930	(392,540)	12,412,666
Income from operations	54,890,060	(833,028)	(1,222,290)	(10,899)	6,823	(17,854)	(2,286,352)	-	50,526,460
Other income (expense):									
Loss on related party investment	(2,602,525)	-	-	-	-	-	-	2,602,525	-
(Loss) income on forgiveness of debt	(5,395,531)	-	-	-	-	-	5,320,531	-	(75,000)
Interest income	599,133	-	-	-	-	-	-	(537,459)	61,674
Loss on disposal of assets	(697,807)	-	-	(7,198)	-	-	-	-	(705,005)
Interest expense	(14,929)	-	-	(7,198)	-	-	(547,436)	537,459	(24,906)
Other expense	(8,111,659)	-	-	(7,198)	-	-	4,773,095	2,602,525	(743,237)
Income before income tax expense	46,778,401	(833,028)	(1,222,290)	(18,097)	6,823	(17,854)	2,486,743	2,602,525	49,783,223
State income tax expense	951,280	-	-	-	-	-	-	-	951,280
Net income (loss)	45,827,121	(833,028)	(1,222,290)	(18,097)	6,823	(17,854)	2,486,743	2,602,525	48,831,943
Less: net income attributable to the minority interest	-	-	-	-	-	-	-	(1,225,518)	(1,225,518)
Controlling interest in net income	\$ 45,827,121	\$ (833,028)	\$ (1,222,290)	\$ (18,097)	\$ 6,823	\$ (17,854)	\$ 2,486,743	\$ 1,377,007	\$ 47,606,426

See Independent Auditors' Report

AshBritt, Inc. Litigation Statement & Summary

AshBritt, Inc. Claims, Arbitrations, Administrative Hearings, and Lawsuits (Past 5 Years as of December 14, 2012)

Source: Moskowitz, Mandell, Salim & Simowitz, P.A., Ft. Lauderdale, FL

Date Served	Pleading	Case Name/ Subject Matter Description	Case ID	Status	Project Name, If any:
02/28/11	Stokley's First Supplement to Original Petition in Intervention	Tomac of Florida, Inc. v. Orange County, Texas and Ashbritt, Inc., et al. (primary suit resolved); Ashbritt indemnified by Tomac) Subcontractor claim	Cause No. B-009433-C Dist. Court, 163rd Jud. Dist., Orange County, TX	Stokley Intervention Pending/ Ashbritt indemnified by Tomac/ Primary suit settled	Ike/Orange County, Texas
02/11/11	Summons and Complaint	JGT, Inc. v. Ashbritt, Inc. Subcontractor claim	Case No. 11-cv-60329-DLG USDC, S. Dist. Florida	Resolved	Katrina/Mississippi
02/10/11	Summons and Complaint	Lideres Group, Inc. d/b/a Advanced Industrial Services v. Ashbritt, Inc. Subcontractor claim	Case No. 11-CV-0215 Dist. Court, 10th Jud. Dist., Galveston County, TX	Resolved	Haiti Recovery
11/17/10	Summons and Complaint	Lewis Lucke, LLC v. Ashbritt, Inc., et al. Consulting fee claim	D-1-GN-10-003945 Dist. Court, 261st Jud. Dist. Travis County, TX	Resolved	Haiti Recovery
11/02/10	Petition for Declaratory Relief	Ashbritt, Inc. v. School Board of Broward County Declaratory Relief	Case No. CACE201043869-18 17th Jud. Cir., Broward County, FL	Pending	Hurricane Wilma
07/16/10	Summons and Amended Complaint	Minuteman Wood Recycling, Inc. v. Ashbritt, Inc. Subcontractor claim for retainage	1:10-cv-00314-HSO-JMR USDC, S. Dist. Mississippi, So. Div.	Resolved	Katrina/Mississippi
02/02/10	Summons and Complaint	Bronco Boring, LLC d/b/a Bronco Disaster Relief v. Ashbritt, Inc. Subcontractor claim for retainage	Case No. CACE2010-004387-18 17th Jud. Cir., Broward County, FL	Resolved	Hidalgo County, Texas
01/16/10	Summons and Complaint	Michael's Tree & Loader Service LLC vs. Robert E. Graves and Ashbritt, Inc. Subcontractor claim for retainage	Case No. 2:10-cv-10-KS-MTP, USDC, S. Dist. of Mississippi, Hattiesburg Div.	Resolved	Katrina/Mississippi
01/15/10	Complaint	Ashbritt, Inc. v. Broward County, Florida and Bergeron Emergency Services, Inc. Bid protest	Case No. CACE2009-047186-13 17th Jud. Cir., Broward County, FL	Concluded	Request for Proposal #20080505-0-WRS-01
12/28/09	Bid Protest	Ceres Environmental Services, Inc. v. USA; Ashbritt, Inc. as Intervenor Bid protest	Case No. 1:09-cv-00886-MCW, US Court of Federal Claims	Concluded	Bid Protest of ACI Contract
09/16/09	Fifth Amended Complaint	R.M. Shows Construction Co., Inc. v. Ashbritt, Inc. and Federal Insurance Co.	09-20458-Graham/Torres USDC, S. Dist. Florida, Miami Div.	Concluded	Katrina/Mississippi
08/28/09	Complaint	Ashbritt, Inc. vs. Fish & Fisher, Inc., Subcontractor claim for retainage	Case No. 1:09-cv-61357-Moreno USDC, So. Dist. Mississippi, So. Div.	Judgment Entered/ Bankruptcy Pending	Katrina/Mississippi
06/22/09	Complaint	Rhino Construc. Co. v. Ashbritt, Inc. and Federal Ins. Company Subcontractor claim for retainage	Case N. 1:09cv381 WJG-JMR USDC, So. Dist. Mississippi, So. Div.	Resolved	Katrina/Mississippi
06/22/09	Complaint	Garrett Construc. Co. v. Ashbritt, Inc. and Federal Ins. Company Subcontractor claim for retainage	Case No. 1:09cv379 WJG-JMR USDC, So. Dist. Mississippi, So. Div.	Resolved	Katrina/Mississippi
06/22/09	Complaint	JGT, Inc. v. Ashbritt, Inc. and Federal Ins. Company Subcontractor claim for retainage	Case No. 1:09cv380 WJG-JMR USDC, So. Dist. Mississippi, So. Div.	Concluded	Katrina/Mississippi
02/17/09	Summons and Complaint	Ed Kasanjian v. USA Disaster Recovery, Inc.; Ashbritt, Inc.; Sean Bentson; and Does 1 thru 10	Case No. CIVRS900872 Superior Court, State of California, County of San Bernardino	Resolved	Katrina/Louisiana
11/01/08	Bid Protest	Ashbritt, Inc. v. Dept. of Transportation	Case No. 08-5356BID, Div. of Admin. Hearings, Florida	Resolved	FDOT
11/17/08	Writ of Garnishment	Michael Crowe Trucking, LLC v. Ashbritt Environmental Services, Inc. Subcontractor's subcontractor seeking garnishment of retainage withheld from subcontractor	Civil Action No: 251-08-4677-COV, Hinds County Court, MS	Resolved	Katrina/Mississippi
09/16/08	Summons and Complaint	Marshall Aviation, LLC v. Ashbritt Environmental Services, Inc. Suit for damages for use of an aircraft	Case No. 08-CA-011208, Hillsborough County, FL	Resolved	None
07/27/08	Complaint	ADD Consulting, LLC v. Ashbritt Subcontractor claim for retainage	Case No. 08-3802, USDC, Eastern Dist., LA	Resolved	Katrina/Louisiana
07/15/08	Complaint	Clear River Construction Co. v. Ashbritt Subcontractor claim for retainage	Civil Action No. 3:08CV427 DPJ-JCS, USDC, SD, MS	Resolved	Katrina/Mississippi
07/02/08	Letter re: Collection Activity	Charys Holding Company and Crochet & Borel Services, Inc. v. Ashbritt Environmental Services, Inc. Subcontractor claim for retainage	Case No. 08-10289, US Bankruptcy Court, Delaware	Resolved	Katrina/Mississippi

AshBritt, Inc. Litigation Statement & Summary

AshBritt, Inc. Claims, Arbitrations, Administrative Hearings, and Lawsuits (Past 5 Years as of December 14, 2012)

Source: Moskowitz, Mandell, Salim & Simowitz, P.A., Ft. Lauderdale, FL

Date Served	Pleading	Case Name/ Subject Matter Description	Case ID	Status	Project Name, If any:
06/26/08	Complaint, Req. for Admissions, Interrogatories, Req for Production	City of Petal, Mississippi, v. Ashbritt, Inc. Suit for damages by City for use of fire department at debris site	Civil Action No. C108-0095, Cir. Ct., Forrest County, MS	Resolved	Katrina/Mississippi
04/09/08	Summons and Complaint	J. Caldarera & Co., Inc. vs. Parish of St. Charles and Ashbritt, Inc. Subcontractor claim for retainage	No. 67,404-E, Div. E, St. Charles Parish, LA	Resolved	Katrina/Louisiana
04/04/08	Summons and Complaint	Ron Webb and Ligu-Chem v. Ashbritt Environmental Services, Inc. Suit for damages to property resulting from clean-up activity	Case No. 2006-00,317, Cir. Ct., Jackson County, MS	Resolved	Katrina/Mississippi
03/14/08	Pre-hearing Statement of Claimant	Peter Schnaedelback, Jr. Claim for worker's compensation	Claim Number 07-09836-J-8505-C, MS Worker's Compensation Committee	Concluded	Katrina/Mississippi
02/25/08	Summons and Complaint	Wayne Ford v. Ashbritt, Inc. Suit for damages to property resulting from clean-up activity	Case No. 1:08CV55 LG-RHW, USDC, SD, MS	Resolved	Katrina/Mississippi
12/17/07	Summons and Complaint	Michaelle M. Lynch d/b/a ENVIROsmart v. Ashbritt, Inc. Subcontractor claim for retainage	Case No. 4:07-CV-3934-TLW, Florence Div. Dist. Court, South Carolina	Resolved	Katrina/Mississippi
05/03/07	Summons and Complaint	Steve Lambert v. Ashbritt Environmental Services, Inc. Negligence claim	Case No. 2007-92, Cir. Ct., Smith County, MS	Pending	Katrina/Mississippi
03/14/06	Summons and Complaint, and Notice of Hearing	Danny & Debra Smith v. Ashbritt Environmental Services, Inc. Suit for damages to property resulting from clean-up activity	Civil Action No. 2006-0050, Chancery Court, Walthall County, MS	Pending	Katrina/Mississippi

AshBritt, Inc. Current Contracts (150 Miles of Key West, FL)

Client	ClientStreetNumber	ClientStreet	ClientCity	State	Type	Region	Location	Population	ContractType	Contact_1	Phone_1	Title	email
Cooper City, City of	9070	SW 51st St	Cooper City	FL	City	FL-SE	Broward County	30074	EMG_Debris	Jim Boman	(954) 434-2300	Director of Public Works	PublicWorks@coopercityfl.org
Coral Springs Improv. District	10300	NW 11th Manor	Coral Springs	FL	District	FL-SE	Broward County	0	EMG_Debris	Dan Daly	(954) 753-0380		csid@fladistricts.com
Dania Beach, City of	100	W Dania Beach Blvd	Dania Beach	FL	City	FL-SE	Broward County	28425	EMG_Debris	Leo Williams	(954) 324-3743	Public Services Director	lwilliams@ci.dania-beach.fl.us
Lauderdale Lakes, City of	4300	NW 36th St	Lauderdale Lakes	FL	City	FL-SE	Broward County	32216	EMG_Debris	Danny Holmes	(954) 535-2815	Director of Public Works	danh@lauderdalelakes.org
Pompano Beach, City of	100	W Atlantic Blvd	Pompano Beach	FL	City	FL-SE	Broward County	100058	EMG_Debris	Russell Ketchem	(954) 786-4030	Recycling Manager	russell.ketchem@copbfl.com
South Florida Water Management	3301	Gun Club Rd	West Palm Beach	FL	Authority	FL-SE	Broward County	0	EMG_Debris	Dorothy Bradshaw	(561) 686-8800	Procurement	
Weston, City of	2500	Weston Rd Ste 101	Weston	FL	City	FL-SE	Broward County	62088	EMG_Debris	Brad Kaine	(954) 410-7269	PW Director	BKaine@westonfl.org
Lauderhill, City of	5581	W Oakland Park Blvd	Lauderhill	FL	City		Broward County			Chuck Feranda	(954) 730-3000	City Manager	citymanager@laudhill-fl.com
Collier County FL	3327	Tamiami Trail East	Naples	FL	County	FL-SW	Collier County	309425	EMG_Debris	Dan Rodriguez	(239) 732-2508	Solid Waste	DanRodriguez@colliergov.net
Collier County School District	5775	Osceola Trail	Naples	FL	District	FL-SW	Collier County	1000	EMG_Debris	Dan Rodriguez	(239) 732-2508	Solid Waste	DanRodriguez@colliergov.net
Everglades, City of	3339	Tamiami Trail East	Naples	FL	City	FL-SW	Collier County	655	EMG_Debris	Dan Rodriguez	(239) 732-2508	Solid Waste	DanRodriguez@colliergov.net
Marco Island, City of	50	Bald Eagle Dr	Marco Island	FL	City	FL-SW	Collier County	16233	EMG_Debris	Timothy Pinter	(239) 389-5018	Public Works Director	tpinter@cityofmarcoisland.com
Naples, City of	380	Riverside Circle	Naples	FL	City	FL-SW	Collier County	24181	EMG_Debris	Dan Mercer	(239) 213-4712	Director Public Works	
Coral Gables, City of	2800	72nd Ave	Miami	FL	City	FL-SE	Miami-Dade County	44604	EMG_Debris	Dan Keyes	(305) 460-5130	Director Public Service	publicservice@coralgables.com
Key Biscayne, Village of	88	W McIntyre St	Village of Key Biscayne	FL	Village	FL-SE	Miami-Dade County	10500	EMG_Debris	John C Gilbert	(305) 365-5514	Village Manager	jgilbert@keybiscayne.fl.gov
Miami Beach, City of	1700	Convention Center Drive	Miami Beach	FL	City	FL-SE	Miami-Dade County	90000	EMG_Debris	Gus Lopez	(307) 673-7490	Procurement Director	guslopez@miamibeachfl.gov
Miami Gardens, City of	1515	NW 167th	Miami Gardens	FL	City	FL-SE	Miami-Dade County	109200	EMG_Debris	Pam Thompson	(305) 622-8031	Procurement Director	pthompson@miamigardens-fl.gov
Sunny Isles Beach, City of	18070	Collins Ave	Sunny Isles	FL	City	FL-SE	Miami-Dade County	18747	EMG_Debris	Rick Conner	(305) 792-1928	City Manager	
Surfside, Town of	9293	Harding Ave	Surfside	FL	Town	FL-SE	Miami-Dade County	5775	EMG_Debris	Bill Evans	(305) 861-4863	Public Works Director	bevans@townofsurfsidefl.gov