

REQUEST FOR PROPOSALS

Date: August 8, 2022

RE: Triview Metropolitan District - Northern Delivery System

1. Introduction/Invitation: The Triview Metropolitan District, a Title 32 Special District is a quasi- municipal government and political subdivision of the State of Colorado, is in the final design phase of a project to construct and install a project known as the Northern Delivery System (NDS). The NDS is a 16” potable transmission pipeline project that consists of approximately 25,000 feet of 16” water main including 1,560 feet of Horizontal Direction Boring Fusible PVC, 200 feet of Jack and Bore beneath State Highway 83, construction of a 4.0 MGD pump station, connection to yard piping near the District’s existing upper-level storage tank. The pipeline will be installed in both open fields, which must be reclaimed, and existing El Paso County roadways which will require road closures and detours, and full asphalt overlay upon completion of the pipe installation, as more fully described herein.

Notice of this Request for Proposals has been published in the Tri Lakes Tribune on August 17, 2022, and the Gazette on August 5, 2022.

2. Procedure for Submitting Proposals. Proposals must be submitted to **James McGrady, District Manager, Triview Metropolitan District, 16055 Old Forest Point, Suite 302, Monument, CO 80132**, who is acting as the owner’s representative for the District and is in the process of recommending a firm to serve as Construction Manager/General Contractor (“CMGC”) for the Project work to the Triview Metropolitan District Board of Directors.

For consideration, responders must submit their Proposal no later than September 1, 2022, at 10:00 a.m. MDT, by mail or hand carried to the address listed above, or by email to jmcgrady@triviewmetro.com. The District expects to award a contract to the firm that has the most qualifications to serve as the CMGC and brings the necessary qualifications to oversee and perform the tasks required for completion of this \$20,000,000 project by September 15, 2022. CMGC Services will commence upon award with the project expected to be completed by the end of the Third Quarter of 2024.

The District reserves the right to act in its best interest and may terminate, modify, or suspend the process, reject any or all Proposals, modify the terms and conditions of this selection process and/or waive informalities of any submission.

During the Project, the CMGC will likely be engaged under two separate contracts. While providing consulting services in response to this RFP during the design process, the CMGC will work under a professional services contract only (Phase 1) and must provide Rough Order of Magnitude Pricing (ROM) prior to October 12, 2022. When executing construction related services as a result of a negotiated scope and price, the CMGC will work under a construction contract (Phase 2).

3. Project Scope.

The CMGC involvement in the project is expected to begin upon award of the Phase 1 preconstruction contract. During preconstruction, the CMGC will be expected to provide detailed construction execution plan including schedule and detailed estimate of costs following the 75% design submission. This information will be reviewed by the project team, discussions will be held, and consensus reached regarding the execution, schedule and cost. The CMGC will then update this information following the 90% design submissions, and again discussions will be held, and consensus reached regarding the work at which time a Guaranteed Maximum Price (GMP) will be established. If a GMP acceptable to the District cannot be reached, the District will have the right to renegotiate or terminate the contract with the CMGC and will not have any obligation to proceed to Phase 2, construction of the Project.

(a) Scope of Services. The CMGC effort will consist of two phases:

- (i) Design / Preconstruction. Fee based (including estimator hourly rates) for constructability input and pricing of the work. Performance will be evaluated following 60%, and 90% design milestones with potential for the District to terminate the contract at each milestone if results are not satisfactory or schedule / cost cannot be agreed upon.

- (ii) Construction. It is expected that an agreed price will be negotiated following the 90% design constituting a single package or multiple packages. An overall GMP will be formed as a result and then a construction contract(s) will be executed. The Project team will remain in place during construction with continued open communication and teamwork.

(b) Scope of Construction. The Project will consist of the following:

- Installation of approximately 25,000-ft of 16-in C900 PVC including;
 - ~200-ft of 30-in Steel Casing Jack and Bore
 - ~1,560-ft of 16" Fusible PVC HDD Bore
- Installation of approximately 3,000-ft of 12-in C900 PVC
- Installation of valves, fittings, air/vac vaults, hydrants, and other necessary appurtenances.
- Tie-ins to existing potable water supply piping.
- Pressure testing and disinfection of potable pipeline in accordance with AWWA and District Specifications.
- Construction of a 4.0 MGD 1,500-sf single story booster pump station including, backfill and excavation, structural concrete foundation, metal building superstructure, process piping and valves, vertical lineshaft turbine pumps (3), electrical, mechanical, instrumentation and controls, and SCADA.

- Roadway repair and resurfacing including approximately 3.25 miles of installation of pipeline within County roadway. Installation shall include all traffic control, erosion control and B&Ps, asphalt removal and disposal, asphalt patching, milling and overlays, coordination of public notices for road closures and detours along Baptist Road, Roller Coaster Rd, and Old North Gate Rd.
 - El Paso County Public Works and Stormwater Permitting and Fees.
4. Schedule: The CMGC is expected to be selected and awarded a contract for Phase 1 on or about September 15, 2022. Preconstruction services is expected to start immediately following award. District anticipates project substantial completion and start-up to occur in early spring of 2024.
5. Proposal Format: Proposals should follow the format presented
- (a) **Cover Letter (1-page limit)**: Provide a cover letter that explains why the Proposal should be chosen and will provide the best value to the District. The letter must be signed by an Authorized Officer of the responding CMGC. If applicable, clearly define the proposing team members and major sub-contractors proposed. If the respondent is a Joint Venture the leader of the venture shall be clearly identified and expected participation percentages stated along with any previous history of working together.
 - (b) **Similar Project Experience**: Provide evidence of Proposers' experience on projects with a similar scope within the past five (5) years, for example: projects for other public agencies using a CMGC or other Integrated Project Delivery method and projects with a contract price exceeding \$20 million.
 - (c) **Traffic Management and Roadway Reconstruction**: Provide recent history of managing large projects in Public Right of Way and subsequent rehabilitation of road Surfaces including subgrade reconstruction.
 - (d) **Pump Station Construction**: Provide recent history of managing the installation of pump stations, lift stations, and other large water and wastewater facilities.
 - (e) **Storage of Pre-Ordered Materials**: The District anticipates preordering long lead items such as pipe, pumps, electrical equipment. Provide information on your ability to store pipe, pumps, electrical equipment in a secure location.
 - (f) **Public Information**: Provide information on recent experience developing project websites, publishing project press releases, participating in public meetings as needed.
 - (g) **Financial Statement**: Provide a recent financial statement relative to resources, including cash and bank credits available, most recent Certified and Audited Financial Statement, and a Noncertified and Audited Financial Statement no older than 3 months.

If a Joint Venture is proposed, then financial information shall be provided for both firms.

- (h) **Bonding Capacity:** Provide proof of minimum project specific bonding capacity of \$350M. Payment and Performance Bonds in the amount of each construction contract will be required. Also provide current single project and aggregate maximum bonding capacity.
- (i) **Insurance:** Builder's Risk, General Liability and other typical insurances will be required in amounts appropriate for the Project, including, specifically, \$25 million in umbrella liability coverage. Please also include Colorado Contractor's license number. The insurance requirements will be further finalized prior to issuing preconstruction and construction contracts. Lines of insurance coverage may include any or all of the following: Workers Compensation, Commercial General and Excess/Umbrella Liability, Contractor's Pollution Liability, Contractor's Professional Liability and Builders Risk.
 - (i) **Legal History:** Legal proceedings and judgments. List and briefly describe any pending or past (within five years) legal proceedings and judgments, or any contingent liability that could adversely affect the financial position or ability to perform contractual commitments to the District. If no such proceedings or judgments are listed, provide a statement to that effect from the respondent's general counsel. List all open legal proceedings for municipal or governmental owners in the United States.
 - (ii) **Completion of contracts.** Has the respondent failed to complete any contract, or has any contract been terminated due to alleged poor performance or default within the past five years? If so, describe the circumstances.
 - (iii) **Debarred from bidding.** Has the respondent been debarred within the past five years, or is it currently under consideration for debarment, on public contracts by the federal government or by any state or local government? If so, describe the circumstances.
- (j) **Safety Culture (2-page limit):** Provide narrative regarding Safety Culture and provide Experience Modification Rates & OSHA Reportable Incident Statistics for the last 4 fully years (2018 – 2022). If a Joint Venture is proposed, then safety information shall be provided for both firms. A reported EMR no greater than 0.45 is required for a proposal to be considered responsive.
- (k) **Project Specific Quality Assurance Program (2-page limit):** Identify all aspects of quality assurance at each project phase and describe the quality assurance efforts, testing frequencies, and standards to be applied.

(l) **Identify any issues, questions or additional information that is needed to develop a comfortable GMP (3-page limit).**

(m) **Standard Bid Supporting Documentation (Not included in page limit).**

(i) Proposer's Officials Data

(ii) Proposer's Colorado Contractors License Number

(iii) Subcontractors and Related Data

6. Evaluation of Proposals. Proposals will be evaluated based on:

Cover Letter: (i) explanation of firm(s) benefits to the Triview Metropolitan District and best value description; and (ii) clarity of firms(s) responsibilities.

(a) Financial and Safety:

(i) EMR Rate of 0.45 or less

(ii) Corporate and team financial metrics relative to industry standards

(iii) Apparent ability to meet bonding and insurance standards

(iv) Corporate and team safety metrics relative to industry standards

(v) Project specific safety information

(b) Project-specific quality assurance program.

(c) Project cost estimate based on project specific items and quantities.

(d) Any other criteria deemed material by the District.

The District may, but is not required to, impose a numerical valuation system in order to weigh criteria and rank Proposals.

7. Questions: Please direct all questions concerning this RFQ in writing to Mario DiPasquale, JDS-Hydro, a Division of RESPEC, 5540 Tech Center Drive, Colorado Springs, Colorado 80919 or emailed to Mario DiPasquale mdipasquale@jdshydro.com. No questions will be answered by phone, all questions must be in writing. **The deadline for receipt of written questions is August 23, 2022 at 10:00 a.m. MDT. No questions will be received after the deadline.** All questions and answers will be e-mailed as an RFQ Addendum by August 26, 2022



Triview
Metropolitan
District

September 6, 2022

Triview Metropolitan District

Attn: James McGrady

16055 Old Forest Point, Suite 302

Monument, CO 80132

RE: Triview Metropolitan District – Northern Delivery System

Dear James McGrady:

It is with great enthusiasm that Kiewit Infrastructure Co. (Kiewit) submits our Proposal for Construction Manager General Contractor (CMGC) Services for the Northern Delivery System Project (the Project or the NDS Project). We understand the importance of the NDS Project to the continued developmental expansion in the region.

Kiewit has worked on over 120 infrastructure CM/GC projects in the last 10 years, including closely collaborating with many municipalities in a preconstruction and construction environment to deliver complex projects under budget while meeting all project goals and expectations. We specialize in providing world-class solutions to projects of similar size and scope, including CMAR/CMGC projects with substantial pump station and pipeline construction, and our team brings current, relevant experience and lessons learned from projects like the Northwater Treatment Plant CMAR in Denver and the 24th Street Water Treatment Plant Rehabilitation CMAR in Phoenix.

We believe in the many collaborative benefits of the CMGC model and are eager to partner with Triview personnel throughout this process. We strongly feel the Project will benefit from the partnering, one team mentality, early and consistent cost certainty and performance, maximization of scope, and risk mitigation inherent in the CMGC model. Kiewit is uniquely positioned for this project as we have in-house water treatment build expertise in our construction management and constructibility support personnel that offer decades of proven experience in their specialty discipline. With capabilities in all construction scopes, Kiewit provides Triview the advantage of a leaner, focused preconstruction team focused on adding value and effectively planning the work. Our team has the ability to self-perform all project scopes to reduce risk and guarantee the critical path while committing to strategic subcontractor pricing in areas that can most benefit cost. Additionally, Kiewit will maximize the CMGC process through a complete transition of Kiewit project personnel from Preconstruction to Construction to allow full team integrity throughout the Project.

Triview can be confident the Kiewit team has experience with industry-leading processes and procedures to enhance a partnership which will be built on collaboration and transparency with the project delivery team. We strongly believe that our team's experience, understanding, and approach to the CMGC process described in this proposal will exceed the goals for the NDS Project. We are enthusiastic about the opportunity to work with the Triview on this challenging and exciting project and look forward to your response to our proposal. Please contact me if you have any questions while evaluating our qualifications.

Respectfully,

Mike McDonald
Kiewit Infrastructure Co.
Mike.McDonald@Kiewit.com
(719) 491-3654





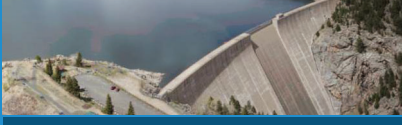

RECENT CMGC AND WATER PROJECT EXPERIENCE. The following projects showcase Kiewit's active and/or recently completed projects over \$20 million in value with similar scope elements to the NDS Project. The Kiewit team delivered each project (or is currently utilizing) an Integrated Project Delivery Method approach to ensure best value for our clients.

PROJECT, LOCATION	DETAILS	DESCRIPTION	BEST VALUE SERVICES
 <p>Northwater Treatment Plant CMAR, Golden, CO</p>	<p>Start: 01/2019 Completion: 10/2024 (anticipated) Budget: \$389M Owner: Denver Water Reference: Bob Mahoney, Director of Engineering, 303-628-6611</p>	<p>Near the Ralston Reservoir in Golden, Colorado, the new facility is on an 80-acre site and, upon completion, will have the capacity to initially treat 10 to 75 MGD and be expandable with accommodations for future unit processes such as ozonation, and granular activated (GAC) adsorption including the installation of over 17,000 sq-ft of 2.5" to 24" PVC. The Northwater Treatment Plant will consist of multiple independent conventional treatment trains, including high rate settling, dual-media filters, chlorine-based disinfection, and 20 million gallons of clearwell storage all developed in a Preconstruction GMP environment under the client's budget.</p>	<ul style="list-style-type: none"> During Precon., Kiewit collaborated with the design team and our in-house engineering/constructability professionals to enhance plant layout, foundations, and overall capacity to meet existing site and geotechnical conditions and maximize efficiency. Kiewit's team realized a significant refinement of scope and cost certainty in Precon., allowing for a single project-wide GMP under the client's budget. Kiewit led the organization of \$389 million from 30% design through current construction utilizing proven tools and processes, incorporating innovations, and analyzing/mitigating risk.
 <p>Broadway Road Water Campus Phase 1 PDB, Buckeye, AZ</p>	<p>Start: 01/2018 Completion: 12/2021 Budget: \$105M Owner: City of Buckeye Reference: Chris Williams, Division Manager, 623-349-6225</p>	<p>Expanding the City of Buckeye's potable water production capacity was critical to meeting the demands of one of the fastest growing cities in the U.S. This progressive design-build project is the largest capital improvement undertaking in the City's history. This multi-phased project consists of a water campus master plan, wells, and associated distribution systems. The water campus master plan and design report is initially built to 6 MGD with expandability to 8 MGD by adding a reverse osmosis system, and ultimately to 16 MGD. Major scope includes a new 4 million-gallon reservoir, construction of three new well sites, approximately 15,000 LF of transmission piping, a booster pump station, multiple surge tanks, and a pressure reducing station. Work also includes a treatment waste stream analysis to determine the most efficient disposal of plant effluent.</p>	<ul style="list-style-type: none"> The City of Buckeye had a preferred arsenic system supplier who they would typically engage on this project. After receiving initial quotes from the supplier, we recognized that potential savings could be gained by sending this item out to bid. Kiewit provided the client cost information supporting a competitive selection process which convinced the City to invite other subcontractors to bid on the arsenic system scope. Ultimately, the team selected a new supplier and saved the City over a million dollars.
 <p>River North (RiNo) CMGC Program, Denver, CO</p>	<p>Start: 10/2015 Completion: 10/2019 Budget: \$143M Owner: City and County of Denver Reference: Brian McLaren, Project Manager, 303-862-0265</p>	<p>Kiewit provided CMGC services and self-performed 30% of the work for this \$143M horizontal CMGC infrastructure program. To deliver best value, our team managed the RiNo Program overall, while self-performing two major construction phases of the project. Program scope across multiple work packages included roadway reconstruction, deep storm water installation, over 6,500-ft of 6" to 12" DIP, urban green infrastructure storm water management, remediation and abatement, structures, extensive railroad coordination with UPRR and Denver's RTD light rail, maintenance of traffic, and community relations. By utilizing RiNo's integrated construction program developed hand in hand with the City, Kiewit was able to successfully procure, coordinate and reconstruct 2 miles of urban arterial roadway while constructing an outfall and conveyance corridor to manage 100-year flows from the 39th Avenue channel, an existing 120" pipe, and 40th Ave corridor.</p>	<ul style="list-style-type: none"> Kiewit's cost management practices were highly utilized to maximize construction within the RiNo program budget. The project team was able to mitigate cost impacts resulting from utility conflicts, private developer interface, and design across the program footprint by providing the City with alternative technical concepts, accurate forecasts and prompt consequential analysis. These efforts saved \$16 million overall and allowed the City to add significant scope within the program while remaining within the bounds of the program budget.
 <p>24th Street WTP Rehabilitation CMAR, Phoenix, AZ</p>	<p>Start: 11/2018 Completion: 05/2020 Budget: \$20.8M Owner: City of Phoenix Reference: Christ Martinez, Deputy Plant Manager, 602-722-0164</p>	<p>Originally constructed in the 1950s, the 24th Street Water Treatment Plant is a conventional water treatment facility that has the capacity to treat 140 MGD per day. This project rehabilitated the flocculation basins, sedimentation basins, filter valves, raw water inlet pipe, aeration piping, main switchgear, and other electrical equipment. In addition, the project included replacing the chlorine scrubber, existing gate valves at the filter drain, and the existing flow meters on the filter effluent piping with new magnetic flow meters.</p>	<ul style="list-style-type: none"> The critical crossover work occurred in a short three month plant shutdown with a one month planning period prior to the shutdown. The remainder of the work was performed during regular plant operations after the shutdown period in which the plant remained fully operational. Kiewit fostered a strong working relationship with plant operators for close coordination to maintain schedule and plant serviceability.
 <p>R.M. Clayton WRC Headworks Improvements DB, Atlanta, GA</p>	<p>Start: 11/2015 Completion: 11/2017 Budget: \$53.6M Owner: City of Atlanta Reference: Scott Miller, PE, Facilities Section Manager, 404-597-2643</p>	<p>This fast-track progressive design-build project rehabilitated an aging headworks and bar screen system with a new 240 MGD headworks and grit removal structure at an existing, fully operational wastewater facility. Work involved a 45-foot-deeppexcavation in granite next to the existing facility, 30,000 CY of rock removal, 6,500 CY of structural concrete, a new HeadCell structure for grit removal, hydraulic improvements, bar-screen and screening equipment replacement, and drumscreen rehabilitation, along with duct bank and site electrical and controls work and major odor control system upgrades. The Kiewit and Brown and Caldwell design-build team organized and delivered the design in less than seven months and provided permitting, construction, commissioning, and startup services for the new and expanded headworks facility. The project was completed early, in just under 24 months, and was recognized with a 2018 DBIA National Award of Excellence for the project's success.</p>	<ul style="list-style-type: none"> The DB team worked diligently on constructability, phasing, and accelerating the original schedule to enhance project value. For example, when small rooms in the structure prevented pumps from being installed exactly as designed, the team re-sequenced an installation procedure, allowing the pumps to be installed as designed. Instead of using 12 channels that tend to clog and require increased maintenance and service, the team presented a more sustainable, cost-saving design of two channels, each feeding six headcell units. This solution required less concrete, making it more efficient to build and easier to maintain upon completion. All 12 headcells passed the strict, 95 percent, 106-micron test the first time.
 <p>US 34 Big Thompson Flood Repairs CMGC, Loveland, CO</p>	<p>Start: 09/2013 Completion: 06/2018 Budget: \$244M Owner: CDOT Reference: Mark Hamilton, RockSol PM, 720-556-8153</p>	<p>Kiewit reconstructed and widened this mountain road that was severely damaged by catastrophic flooding on a fast-track schedule. Kiewit worked closely with 19 stakeholders, CDOT, and the design team to maximize the project scope within the fixed construction budget. Kiewit's scope of work included over 200,000 CY of drill and shoot rock excavation, over 70,000 CY of riprap revetment with 400,000 CY of unclassified excavation, over 70,000 tons of asphalt paving, the construction of five resident-access bridges, and emergency geotechnical services. This project won numerous awards and was selected as Best Overall Project of the Year for 2018 by Engineering News Record while working over 400,000 manhours without a single safety incident.</p>	<ul style="list-style-type: none"> As part of preconstruction services, a "challenge team" of senior engineers and veteran builders was created that provided added value to the project scope through innovative, constructable, and cost-effective solutions. One outcome of the challenge team was implementation of a technique called soil-cement mixing to stabilize the fragile roadway that lacked natural bedrock in some areas. Crews drilled beneath the road to retrieve natural bedrock material, then mixed it with the concrete to create a 15-ft.-wide section of man made bedrock so that the river will not easily erode the road base, resulting in major cost savings and improved quality.



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CMGC LEADERS. In addition to our Integrated Project Delivery experience over \$20 million in the past 5 years outlined on the previous page, the table below further details Kiewit’s regional CMGC experience, including transportation efforts and an ongoing CM/GC reservoir program. These projects highlight a project and partnering first approach, providing value-added solutions as a CM in Preconstruction and yielding benefits in cost and schedule savings, enhanced constructability, increased durability and longevity, and optimized maintainability.

PROJECT, LOCATION	DETAILS	DESCRIPTION
 <p>SH-7 CMGC, Lyons, CO</p>	<p>Timeline: 08/2021 – 11/2022 Value: \$35M Owner: CDOT</p>	<p>Includes the permanent repair of the roadway caused by the St. Vrain River’s flooding near Lyons, CO. Kiewit successfully completed the preconstruction phase, negotiated the GMP, and construction began in 09/2021. During design, the team worked together to develop a river revetment innovation that shifted the riprap further from the river, which allowed a significant reduction in over-excavation and a reduction in riprap, saving the client \$10 million.</p>
 <p>West Vail Pass CMGC, Vail, CO</p>	<p>Timeline: 08/2021 – 06/2023 Value: \$120M Owner: CDOT</p>	<p>This project includes interstate improvements on I-70 from Vail to the east for 10 miles to improve safety and operations. This roadway has a high traffic volume with 11.6% trucks, so traffic management and phasing are essential to maintain. The scope of work includes shoulder widening, auxiliary lanes, trail relocation, bridge replacement, wildlife fencing, an anti-icing system, and reconstruction of a truck ramp. The preconstruction phase is currently underway and will complete in early 2022, with all GMP negotiations occurring at the 90% design level.</p>
 <p>Jackson Creek Parkway CMGC, Monument, CO</p>	<p>Timeline: 06/2019 – 07/2020 Value: \$7M Owner: Triview Metropolitan District</p>	<p>This project widened a narrow two-lane road into a four-lane separated parkway with a decorative and landscaped center median, multiple intersections, turn lanes, bike lanes, curb and gutter, sidewalks, and a new storm drain system. Heavy traffic through the area was managed with a strategic MOT phasing plan, resulting in minimal traffic impacts, and all work was completed in ten months. The Kiewit team worked with the designer to alter the storm drainage system saving time while lowering the overall cost to the client.</p>
 <p>Glade Reservoir CMGC, Bellvue, CO</p>	<p>Timeline: In Preconstruction Value: \$600M Owner: NISP</p>	<p>Preconstruction for a future greenfield build of an 18-million-cubic-yard earthen rockfill dam, existing utility tie-ins, and future need for relocation of seven miles of CDOT Hwy 287. Kiewit’s diverse construction capabilities have provided maximum value in multiple trades encompassing transportation and water storage. Glade is a perfect example of how a combination of qualified subcontracted scope and self-performance reviewed through Kiewit’s lens of self-perform capability leads to the lowest CM/GC cost for our clients.</p>
 <p>Gross Reservoir CMGC, Nederland, CO</p>	<p>Timeline: 12/2021 – 05/2027 Value: \$500M Owner: Denver Water</p>	<p>During preconstruction for the Gross Reservoir project for Denver Water in Boulder County, the Kiewit team performed an in-depth schedule and operation analysis of the dam concrete placement method. Initially, the design split the dam placement sections into three zones, which complicated placement methods, sequencing, and work scheduling. The innovation of a single-width placement from abutment to abutment through alternative means and methods saved the project approx. \$52 million and produced a shorter schedule.</p>
 <p>E-470 Widening CMGC, Aurora, CO</p>	<p>Timeline: In Preconstruction Value: \$200M Owner: E-470 Toll Authority</p>	<p>Kiewit is providing CMGC services to the E-470 Authority for 11 miles of widening west of DIA, including Peña Blvd and the new 38th Ave Interchange. During preconstruction, which is still ongoing, the constructibility team developed an iterative solution allowing for optional scope elements within the budget and a planned construction completion six months early.</p>

TRAFFIC MANAGEMENT AND ROADWAY RECONSTRUCTION

Kiewit has extensive experience working on transportation and roadway projects involving advanced public right of way management, including in the Colorado Springs region. Kiewit has a long standing, good relationship with El Paso County. A majority of the pipeline alignment will be within County right of way and near the center of Roller Coaster Road, Old Northgate, and Baptist Road. It will be crucial that the CMGC work with the County and Triview to develop a traffic control plan that optimizes constructibility while minimizing impacts to motorists and residents. Kiewit currently has a large roadway mill and overlay project in the area with the County and is working with them along with our Public Information (PI) team to do the same thing. It will also be important that the CMGC understands the County requirements and is able to provide a pavement section that meets their needs while lowering cost to Triview. We have already begun comparing roadway resurfacing costs to the County's degradation and traffic control impact fees in efforts to reach a cost sharing agreement with the County. Below are some recent examples of projects that our local team has built in El Paso County involving traffic management and roadway reconstruction:



2C2 Overlay, Colorado Springs, CO

This \$6.5 million project for the City of Colorado Springs consisted of resurfacing streets throughout Colorado Springs. Traffic management was required for 14 streets throughout the length of the operations. All work was completed in 60 calendar days with seasonal constraints during the fall of 2021. Kiewit's in-house PI team engaged with each neighborhood through a website, hot line phone number, and door to door fliers to notify home owners and businesses of upcoming work. The PI effort was a huge success with zero complaints from residents in the area. Several public meetings were held to inform the residents and the adjacent middle school of the upcoming work, along with impacts and changes to traffic and pedestrian patterns.



El Paso County Fountain Mesa Road, Fountain, CO

This \$2 million project consisted of full removal of an existing intersection and installation of a new roundabout with improved storm water drainage. All work was completed while the intersection remained operational. Full depth reconstruction of the subgrade was required. This El Paso County project was successfully constructed during the winter months to ensure the County's public obligations were met.




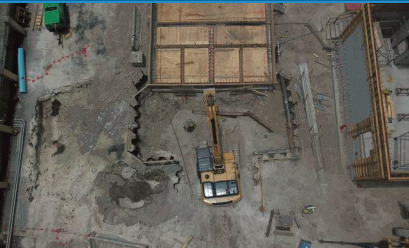
McLaughlin Old Meridian Roundabout, Falcon, CO

This \$5 million project for El Paso County consisted of full depth reclamation of McLaughlin and New Meridian, installation of a new roundabout, storm drainage installation and lighting. Access to businesses, residences, and the fire station were maintained at all times and close coordination with neighboring commercial and residential properties were required to mitigate impacts to local and commuter traffic. Kiewit worked with the County's geotechnical engineer to design a sub grade stabilization system for poor and saturated soils. This approach eliminated the need to remove the soil while avoiding conflict with underground utilities.



PUMP STATION CONSTRUCTION

Kiewit companies have successfully completed 54 CMGC/CMAR water and wastewater projects and has over 70 years of experience designing and building water treatment facilities. Below are some examples of recent projects that included pump stations or other similar scope elements to the NDS Project.

PROJECT, LOCATION	DETAILS	DESCRIPTION
 <p>Waikapoki WWPS Upgrade, Honolulu, HI</p>	<p>Timeline: 08/2017 - 09/2019 Value: \$7M Owner: City and County of Honolulu</p>	<p>This project upgrades the existing Waikapoki Wastewater Pump Station from 1.3 MGD to 2MGD. The (2) existing 40 hp wastewater pumps will be replaced with (2) 34 hp dry pit submersible pumps with all new suction and discharge piping. The wet well concrete interior requires repair and modification for the new suction piping. A new 12 kV is also to be installed with new DB totaling 700 LF. A temporary bypass system is required to be installed to facilitate the work.</p>
 <p>PS 106 Rehab, Hialeah, FL</p>	<p>Timeline: 08/2017 – 09/2018 Value: \$5.5M Owner: City of Hialeah</p>	<p>This project involved upgrading one master submersible wastewater pump station and demolishing the existing facilities pumps, piping, electrical instrumentation, and structures. Site restoration and improvements were made, including pavement, fencing, and lighting. The scope of work also included the installation and maintenance of required temporary utilities including the bypass pumping, as well as pumps and motors, variable panel frequency drives, piping, valves, generator, fuel storage tanks, slabs, and vaults.</p>
<p>RP-1 Mechanical Restoration, Ontario, CA</p>	<p>Timeline: 09/2019 – 07/2021 Value: \$6.8M Owner: Inland Empire Utilities Agency</p>	<p>Work consisted of all materials, labor, tools, equipment, apparatus, facilities, transportation, and incidentals necessary to furnish, deliver and install RP-1 Mechanical Restoration and Improvements to include: Replace pumping equipment and mechanical piping in two buildings; improve sludge pumping facilities at DAF Thickener 3 and the Digester Sludge Transfer Pump Station No.1.</p>
<p>Leonard WTP HSPS BP 8.2 Structural, Leonard, TX</p>	<p>Timeline: 09/2019 – 08/2021 Value: \$12M Owner: Garney Construction</p>	<p>This project provides structural and architectural construction of a 75-mgd high service pump station serving the new Leonard Water Treatment Plant. The scope includes earthwork, installing 84-in. underslab and yard pipe, structural concrete (including 40-ft.-high walls), miscellaneous metals, embeds, bridge crane installation, precast concrete, structural steel, and cast-in-place roof structure. When complete, Leonard WTP will treat up to 75 mgd of raw water from the new Lower Bois d'Arc Creek Reservoir.</p>
<p>CERP BBCW Pump Station S-709, Palm Beach, FL</p>	<p>Timeline: 06/2020 – 06/2022 Value: \$8M Owner: USACE Jacksonville District</p>	<p>This project consisted of the construction of 1 small pump station and associated levee/canal work.</p>
<p>Miramar Pump Station Rehabilitation, San Diego, CA</p>	<p>Timeline: 06/2017 - 06/2018 Value: \$3.7M Owner: San Diego Water County Authority</p>	<p>Kiewit was contracted to perform a rehabilitation on an existing pump station with new pumps, valves, piping, ventilation, and electrical and control systems.</p>



STORAGE OF PRE-ORDERED MATERIALS

Due to the current long lead times and volatile pricing for materials, it may become necessary to pre-order and take delivery of mechanical and electrical components, pipe, valves, and other building materials. It is not uncommon for owners to issue a Limited Notice To Proceed (LNTP) to the CMGC to procure the equipment and materials ahead of time. Kiewit has extensive experience doing so and has tremendous buying power with national agreements in place with most material suppliers. We will be able to negotiate the lowest pricing for the permanent materials required. Often, to get the lowest price, vendors may require us to take delivery of the equipment and materials before its required to be installed.

Equipment or materials that may need to sit for long periods of time before installation are identified through our advanced planning efforts. Often, these materials require special storage and preservation conditions that are defined in the vendor's operation and maintenance manual. Particularly in the case of sensitive engineered equipment often found in our pump station and water treatment plant work, Kiewit has extensive experience protecting these permanent materials in appropriate shelter from the elements and if necessary in climate controlled storage. Kiewit strictly adheres to the correct care and maintenance instructions to maintain the materials and prevent damage.

Warehousing of pre-ordered materials typically includes consumables and other non-mechanical items required for the project, or other items or materials with a long lead time. The material storage and handling guidelines for warehousing include locating the storage as close as possible to the point of use. For the NDS Project, Kiewit has two large storage locations located in or near Colorado Springs. The facilities are kept gated and locked. These facilities were successfully used to store long lead items on numerous local projects, including for the Colorado Springs Pedestrian Bridge Project. One of Kiewit's storage areas consists of over 200 acres in Fountain, CO with easy access to I-25 and currently contains a large inventory of Kiewit's crane and foundation equipment. The area is gated, under surveillance and secure with the ability to load/unload materials and equipment at anytime.

Warehouses are typically located on high ground to allow for drainage in the event of heavy rains or other severe weather. Inside, all aisles and travel ways are sized to accommodate the requirements of the equipment being handled. All items are positioned or stacked to minimize potential damage or accidents within the warehouse.



Triview
Metropolitan
District

PUBLIC INFORMATION

Kiewit Infrastructure Co. brings an extensive amount of Public Information experience to their projects. With multiple in-house Public Information professionals, our philosophy is to meet or exceed our client's expectations through diligent efforts to keep all Project Stakeholders informed. Examples of Kiewit's in-house Public Information efforts include but are not limited to:

- **Developing Project Websites and Social Media Pages**

- ▶ Utilizing all mediums available to communicate project information is key to Kiewit's PI strategy. Our experience covers projects of all size, scope and location. Whether it be a webpage on a client website or a Facebook page, we consolidate all important project information and updates to best communicate with everyone involved.

- **Writing Project Press Releases**

- ▶ Clearly and efficiently writing press releases is a large component to Kiewit's successful PI approach. From events to road closures/delays, our goal is to inform all possible outlets of the Project's next steps. Having a well-educated audience is important to maintaining a clean and incident free relationship with the traveling public.

- **Participation in public meetings**

- ▶ In order to stay involved in the communities we work in; Kiewit has project personnel attend local public meetings so that we can remain knowledgeable of local happenings as well as communicate our involvement in the community. We aim to leave any area we work in better than when we arrived.

On the NDS Project, we understand the concerns local residents and motorists may have with our impact. There will be many questions about how we will minimize traffic impacts, keep access open for local residents and reduce detour travel times for motorists. As previously mentioned, we will develop detailed traffic management plans with approval through El Paso County and communicate those with the public. Local residents will be contacted before work begins with daily coordination when we affect their access. VMS boards will notify motorists of closures and restrictions and a hotline phone number will be posted on project information signs for people to call and get updates. The hotline will be monitored daily and responses will returned within 24 hours.

We also understand the importance of protecting the environmental features throughout the corridor. People will be concerned about how we will protect trees, ensure adequate erosion control, not damage private property, and how soon reclamation will be complete. They will also be concerned about our impact to Fox Run Park. Our PI plan and message will include responses for these concerns and we will be proactive to address the communities worries. Our goal is to limit complaints and resolve issues without Triview or El Paso County having to get involved.



PUBLIC INFORMATION SUCCESS

Kiewit has recently utilized the above mentioned PI efforts on numerous projects of varying scopes and sizes across Colorado, including the CDOT SH-7 Permanent Flood Repairs project in Lyons. This project takes place in a narrow mountain corridor with numerous residents who needed access throughout construction and road closures. This required PI efforts that went above and beyond to ensure all residents and businesses who

access the corridor were kept informed on construction activities. Along with utilizing all of the PI efforts mentioned above, the Kiewit PI team supported the local community by coordinating with the post office and school bus frequently, speaking with residents inside the closure daily, donating food to the local community for Thanksgiving, adopting several families affected by the construction for Christmas and buying them presents, and driving informative handouts to the houses within the project limits.

COMMITMENT TO PROJECT

- » Create team cohesion, collaboration and trust with the City and Burns & McDonnell
- » Design and construction team coordination during Preconstruction
- » Customize scope and phasing packages, develop and implement value engineering solutions, and ensure best value
- » Transparent development of GMP
- » Identify/review opportunities for value engineering

TEAM MEMBER INFO

Education/Training: B.S., Construction Management, University of Nebraska, Lincoln

Years of Experience: Kiewit: 20
Industry: 20

Has Worked with: Travis Baumgartner, Boyd Dunham, Alex Kocher, Andrew Ulrich

Reference: Gary Hansen, Resident Project Representative - Prairie Waters Treatment, (303) 829-5358



MAX McCLEAN PRECONSTRUCTION MANAGER

Max has spent the past 20 years building and managing water and wastewater facility construction and has served in both project and field management roles. He ensures the project-wide benefits of Preconstruction are gained to the fullest extent by taking ownership of the primary cost model, innovation alternatives, scheduling, and leading project task force meetings. Max will utilize the knowledge he has gained on his recent Northwater Treatment Plant CMAR project in leading cost management, establishing a budget early, and, along with our estimating team, continually updating the cost model as the design evolves. He will conduct formal reviews at each design milestone that will include a comprehensive review of each discipline as we strive to achieve best value for the City.

RELEVANT PROJECT EXPERIENCE

Preconstruction Estimator and General Superintendent, Northwater Treatment Plant CMAR, Denver Water Department, Golden, CO, \$389 Million

This \$389 million project will replace the aging Moffat WTP with a new, modern 75 MGD plant at a greenfield location in Golden, CO. This 75MGD project has rapid mix chemical pretreatment, flocculation, sedimentation, and granular media filtration. Max collaborated with the client's design team, Kiewit's in-house engineering, and constructability professionals to improve constructibility of design, reduce cost, and maximize efficiency for Denver Water while adopting a GMP under the client's budget.

Chief Estimator and Field Engineer, Peter D. Binney Water Purification Facility, City of Aurora Utilities Department, Aurora, CO, \$193 Million

This facility utilizes some of the most advanced water treatment technology available and treats up to 50 MGD. Located on 80-acres north of the Aurora Reservoir, the facility uses softening, advanced UV oxidation, filtration, and granulated activated carbon absorption. Max was responsible for establishing and maintaining project control and layout of all roads, structures, mechanical, and civil work. In addition, he created and supervised the lift drawing program, coordinating submittal information and subcontractors to capture all information on one lift drawing, greatly improving quality and virtually eliminating rework.

Field Engineer, J.D. Phillips Water Reclamation Plant, Colorado Springs Utilities, Colorado Springs, CO, \$64 Million

This new water reclamation plant has a treatment capacity of 20 MGD and meets expanding EPA regulations to accommodate the area's increasing population and reduce demand on the current wastewater collection and treatment system. Scope included a new headworks facility, three primary sedimentation tanks with associated pipe/equipment gallery and aeration basins/tanks, and a new non-potable pump station building. Most construction of the below-grade structures and process tanks are cast-in-place reinforced concrete. Max was responsible for establishing and maintaining project control and layout of two of the largest structures on the project. He created and supervised lift drawings for his structures from submittal information and subcontractors to capture all information on one lift drawing, greatly improving quality and virtually eliminating rework.



Tony Selvage **Grading / Drainage Superintendent**

YEARS OF EXPERIENCE: 28 YEARS

YEARS WITH KIEWIT: 4 YEARS

EDUCATION: ARCHITECTURE AND PLANNING COURSES, PIKES PEAK COMMUNITY COLLEGE, 1987

OTHER SPECIALIZED EXPERIENCE/TRAINING

- Confined Space Certified
- Traffic Control Supervisor Certified
- OSHA Competent Certified
- OSHA Excavation Safety Trained
- Erosion Control Supervisor Certified
- Natural Gas Installation Certified
- MSHA Training

PROFESSIONAL EXPERIENCE:

Tony is a Superintendent with more than 25 years of experience overseeing all phases of multimillion-dollar construction, infrastructure, superfund, and environmental projects for government and private-sector clients. His experience includes managing crews of up to 150 for highway and bridge projects, pipeline construction, underground utilities, residential buildings, and a variety of other construction and demolition projects. He has previous experience working on City of Colorado Springs and Colorado Department of Transportation projects throughout his career.

PROJECT EXPERIENCE:

Superintendent, Duckwood Road Crossing, City of Fountain, Fountain, CO, \$3.2 Million

This project is part of the city's Moving Fountain Forward Initiative and an integral part of Fountain's efforts to institute a quiet zone, reducing train noise within the city. The project includes the construction of a new access location along Highway 85/87 (across from Fountain Creek Regional Park to the east) and a traffic light and railroad crossing.

Tony was involved with initial site set-up and planning. He scheduled and supervised all earthmoving, fine grading, and drainage work. He assisted in the coordination and monitoring of all sub-contractor work to completion.

Superintendent, US 24 Passing Lane South of Peyton, Peyton, CO, \$3.7 million

This project included adding two passing lanes eastbound and westbound for 1.5 miles, regrading existing slopes and upgrading drainage.

Tony managed two Kiewit civil crews (dirt and pipe), coordinated subcontractor work and updated the three-week schedule every week.



Superintendent, US 34 Big Thompson Canyon Permanent Repairs, CDOT, Loveland, CO, \$195 Million

The project repaired the severe damage caused to US 34 during the flood of 2013. Kiewit performed drill and shoot operations where the roadway was shifted onto bedrock. Around 200,000 CY of material was blasted and hauled away—some of the material being sorted and sized for use as rip rap, topsoil, and road base in future packages. Culverts and two mainline bridges were constructed to protect the roadway from future overtopping during flood events and reconstructing the pavement to the current 50 MPH design speed (45 MPH posted).

Tony was responsible for overseeing and scheduling guardrail and HMA paving operations. He coordinated with traffic control for day and nighttime work activities and safety. Tony coordinated with the project team to update the three week and 90-day schedules.

Superintendent, Glade Run Recreation Area Trail Improvements, San Juan County, Farmington, NM, \$700,000

Project consisted of a single procurement source contract to provide a turn-key solution to allow for the design and construction of over 8 miles of new mountain bike and OHV trails within the Glade Run Recreation Area outside Farmington, NM. Project required Design-Builder to have all new trail areas cleared by archeologist and for a designer to develop proposed trails routes. Primary client was San Juan County (SJC) but daily coordination was completed by team with the Bureau of Land Management (BLM) who manages the Glade Run Recreation Area and was a 3rd party beneficiary of project. Minimizing impact to surround area was an important requirement by SJC and BLM to make the proposed trails as natural as possible. One of these proposed trails would be a constructed as a mountain bike flow trail which contained multiple berms, jumps, and other obstacles to challenge trail users. These features were constructed out of native earthen material found on site. Signage was also installed to mark all of new trails. Five miles of existing mountain bike trails were rehabilitated along with the construction of a 2,700 SY base course parking lot.

Superintendent, C-470 Express Lanes Project, CDOT, Highlands Ranch, CO, \$276 Million

Tony was the Grading Superintendent and managed seven grading crews and multiple subcontractors. His responsibilities included promoting the safety culture, coordinating traffic control, utility locates, potholing and verifying all identified utilities within the work zone and eliminating any design conflict with existing utilities.

Superintendent/Field Supervisor, US 36 Express Lanes Project, CDOT, Denver, CO, \$497 Million*

Tony was the Excavation and Grading Supervisor reconstructing new portions of the roadway including concrete and asphalt grading preparation, and all other aspects of the highway improvements. He coordinated work within the traffic phasing to accommodate traffic shifts as needed.

**completed with previous employer*

PREVIOUS EMPLOYMENT:**Superintendent (2016 – 2018), Flatiron Construction, Denver, CO, \$200M**

Tony was the Grading Superintendent for the C-470 Express Lane Project for CDOT. He managed six grading crews, two surveyors, and subcontractors. His responsibilities included promoting the safety culture, coordinating all utility locates, potholing and verifying all identified utilities within the work zone and eliminating any design conflict with existing utilities. He coordinated daily all traffic control needs and set up for day and night time earthwork operations. Tony coordinated earthwork subgrade prep and finish for asphalt paving and concrete paving operations. He was also responsible for layout with GPS TRIMBLE system, machine control, scheduling, budgeting, and executing plans and specifications.

Superintendent and Field Supervisor (2013 – 2016), AMES Construction, Denver, CO

Tony was the Excavation and Grading Supervisor on the US 36 Express Lanes Project. This project reconstructed new portions of US Highway 36, including concrete and asphalt grading preparation, and all other aspects of the highway improvements. He coordinated work within the traffic phasing to accommodate traffic shifts as needed.



Tony served as the Grading Supervisor on the CC&V High Grade Mill and Valley Leach Facility. This project included installation and repaired HDPE pipe within the mine site from 30", 12" and 8" HDPE. He also served as a Superintendent on various BNSF Railroad siding projects from Denver to Fort Morgan, building up to 4 miles of railroad siding for the BNSF.

Project Superintendent and Pipeline Foreman (2009 – 2013), Hamon Contractors, Inc., Denver, CO, \$19M

Tony was the Pipe Foreman on the State Highway 16 project in Fountain. Scope included removing and installing new water mains, tie into existing water mains, installing RCP pipe from 18" to 60" diameter pipe and precast concrete structures.

Tony was the Project Superintendent for the Parker and Arapahoe Road Flyover. The project included rerouting and installing new water mains storm drain systems and sanitary sewer lines to facilitate the new design, coordinating with multiple municipalities utility work, traffic shifts, and impacts to the traveling public. An entire detour of Parker Road was built to accommodate the new bridge over Arapahoe Road. Tony coordinated all major traffic shifts for all phases of the project. \$18 Million

Tony was the Project Superintendent for the North Hancock T-GAP Bridge and Roadway Improvement project. The scope of work included newly installed water main and bore under the Templeton Gap floodway, roadway improvements from 4th Street to Nichols Blvd, new bridge over the T-GAP floodway to Portal Park. \$15 million

Project Superintendent on eight different bridge decks along the I-70 corridor from Golden to Havana Street. Tony coordinated all day and night time operations including traffic control, milling, trucking, paving and all concrete bridge repairs while under strict timelines to complete the work to minimize impacts to the traveling public.

Project Superintendent on the Delta Alternate Truck Route in Delta, Colorado. Scope included removing and reinstalling new water, sanitary sewer, and storm drain lines to facilitate the new roadway and alignment within the City of Delta. The project included two new bridges, MSE walls, traffic control, and subcontractor's scopes of work.

Project Superintendent and Field Operations Manager (2004 – 2009), Planet Pipeline, LLC, Colorado Springs, CO

Tony worked on underground utilities and pipeline construction projects. He was responsible for daily field operations, equipment maintenance, schedule, and employee safety and training. Projects included new residential developments water, sanitary sewer, and storm drain within the city of Colorado Springs and Fountain.

Project Superintendent for the City of Las Animas sewer renewal project which included removing and reinstalling and reconnecting existing sewer mains within the city, building a new sanitary sewer lift station, all within active roadways.

Project Superintendent and Pipeline Foreman (1994 – 2004), Pate Construction, Inc., Pueblo, CO, \$11M

Pipeline Foreman on numerous new residential developments, including new water mains, sanitary sewer mains, storm drain lines and structures within the Cities of Colorado Springs, Fountain, Pueblo, and Monument.

Pipeline Foreman on two City of Colorado Springs fire flow projects installing temporary water service while existing water mains were being removed and reinstalled within active roadways. Union Blvd from Airport to Fountain Blvd. and Saturn Drive and Green Star drive off Skyway Blvd to Arcturus Dr.

Pipeline Foreman in Canon City for 9000 LF of new 18" sanitary sewer main in existing neighborhoods excavating 20' deep in narrow residential neighborhoods within the Lincoln Park area.

Project Superintendent on the Pueblo Board of Water Works Raw water line. Project included three miles of 66" welded steel pipe, one mile of 78" welded steel pipe, and one mile of 84" welded steel pipe. The majority of the work took place along the Arkansas River, included one crossing of the Arkansas River and three large concrete valve vault structures. Dewatering setup and maintaining within the new pipe alignment.

