



Ames Construction, Inc.

3737 West 2100 South
West Valley City, UT 84120
801-977-8012 • Fax 801-977-8088



October 31, 2014

Mike McKee
Utah County Commissioner, SCIC Co-Chair
152 East 100 North
Vernal, UT 84078

Bruce Adams
San Juan County Commissioner, SCIC Co-Chair
P.O. Box 748
Monticello, UT 84535

Dear Mr. McKee and Mr. Adams:

Ames Construction, Inc. (Ames) is pleased to submit this letter of interest regarding the Six-County Infrastructure Coalition (SCIC), Solicitation of Interest in Public-Private Partnership.

Ames is a multi-faceted, heavy civil construction company with significant experience in successfully delivering design-build and P3 projects. Ames has established working relationships with many of the largest developers in the country. As SCIC identifies projects it wishes to pursue, Ames has the ability to put together the best team of developers, contractors and designers to fit the specific project.

An example of our experience in assembling the right P3 team is the US 36 Managed Lanes Toll Concession Project in Colorado. In 2012, the Colorado High Performance Transportation Enterprise (a division of the Colorado Department of Transportation) solicited Letters of Interest for this P3 project. Ames assembled a design-build team, led by Ames, which consisted of another national contractor as a joint venture partner and one of the nation's most prestigious highway design firms. We interviewed potential developers, and chose to team with one of Canada's largest P3 developers. Together we authored a proposal that was rated both technically superior and best value to the citizens of Colorado. This is a developer toll-risk project financed through FHWA TIFIA loans, conventional bonds and developer equity. This project is current 50% complete and will be finished on time in 2015.

About Ames

Ames Construction has delivered quality construction services to our customers for more than 50 years. We understand that our past success is a direct result of performing to the best of our ability—every day and on every project.

Ames Construction remains a family-owned enterprise, deeply rooted in a strong work ethic that values business relationships built on honesty, performance, and mutual trust. Working primarily as an earthwork contractor at the time of our founding in 1962, the company has grown to a full-service, heavy civil and industrial general contractor. Ames is ranked 83rd Overall in the 2014 Top 400 Contractors by Engineering News Record (ENR), and 20th in the publication's Top 20 Contractors in the Transportation Sector (*refer to Attachment B for other ENR ratings*).

An Equal Opportunity Employer

OFFICE IN: PHOENIX, ARIZONA • AURORA, COLORADO • BURNSVILLE, MINNESOTA • CARLIN, NEVADA

While maintaining corporate offices in Minnesota, Ames Construction, in 1982, began working in Utah at the Intermountain Power Project in Delta, Utah, for four years. In 1986 we were awarded our first project with Kennecott Utah Copper which initiated a continuous relationship ever since. Ames maintains a regional office in the Salt Lake City area serving the Utah and intermountain west. We will apply our experience with eastern Utah projects, such as Redleaf, to the work contemplated by SCIC. We have the staff, equipment, experience, and financial stability necessary to complete any heavy civil project—safely and with the highest of quality standards.

Ames Capabilities

Ames self-performs most major project work elements. This ensures better control of the work's progress, and allows greater flexibility of schedule and resources to accommodate any change in requirements from the customer. Our self-performance capabilities include:

- Aggregate Processing
- Blasting (Rock)
- Earthwork
- Excavation
- Soil-cement Construction
- Roadway and Highway Construction
- Railroad Construction
- Piping (underground & mechanical)
- Bridge Construction
- Structural Concrete
- Walls (MSE & noise abatement)
- Pile Installation
- Equipment Installation

Staff

Ames has more than 2500 supervisory, administrative, and craft personnel who have diverse skills and expertise to complete highly complex projects. *(Refer to Attachment C for examples.)*

Equipment

Ames Construction owns one of the largest fleets of heavy construction equipment in the industry and can accommodate rapid-response mobilization whenever project demands change. Our dedicated equipment repair and maintenance staff utilizes state-of-the-art computer systems to ensure our equipment operates at peak performance.

Experience

Ames has completed work using every contract procurement method, including Public-Private Partnership (P3). Procurement methods and example projects are listed below, with featured project descriptions included in Attachment C.

Public Private Partnership – Ames is a member of the design-build joint venture for the Eagle P3 Commuter Rail, Regional Transit District, Denver, Colorado, \$1.0 billion (Design-Build portion). Ames crews are performing all of the civil work for the project.

Design-Build (D-B) – Ames has completed, or has under construction, design build projects totaling nearly \$4 billion in value. **Featured:** I-15 CORE, UDOT, Utah County, \$1.1 billion; Bull Mountain Rail Spur, Global Rail Group, Yellowstone and Musselshell Counties, Montana, \$105 million; 11400 South on I-15, Utah Department of Transportation (UDOT), South Jordan, Utah, \$137 million

Construction Manager / General Contractor (CM/GC) – Ames has completed several CM/GC projects, also referred to as CMAR (Construction Manager At Risk). **Featured:** SR-193 Extension project, UDOT, Clearfield, Utah, \$31.9 million

Bid-Build (B-B) projects represent traditional procurement methods which comprise a large portion of our work. **Featured B-B projects by facility type are:**

- **Railroad** – Salt Lake City Intermodal Facility, UPRR, \$46 million; UPRR Railroad and Ditch Relocation, Kennecott Utah Copper, Magna, Utah, \$20 million;
- **Bridge Structure** – BNSF Swing Bridge Replacement, BNSF, \$72 million; US-6 Bridge Replacement at Milepost 200, UDOT, Utah County, \$20 million; UPRR Sunset Route, UPRR, \$120 million.
- **Dam Construction** – High Savary Dam and Reservoir, Wyoming Water Development Commission, Carbon County, Wyoming, \$23 million; Kennecott North Tailings Dam, Kennecott Utah Copper, Salt Lake County, Utah, \$165 million;
- **Large-Diameter Pipeline** – Provo Reservoir Enclosure, Provo River Water Users Association, Utah County, Utah, \$134 million; Spanish Fork Pipeline, Central Utah Water Conservancy District, Spanish Fork, Utah, \$14 million;
- **Airport Construction** – Denver International Airport, City of Denver and Denver County, Denver, Colorado, \$300 million; Minneapolis-Saint Paul International Airport Expansion, Minneapolis, Minnesota, \$86 million;
- **Power Generation** – Dry Fork Station Unit 1, Basin Electric Power Cooperative, Gillette, Wyoming, \$94 million.

Other Civil Projects – In addition to the above-featured projects, Ames has constructed both water and wastewater treatment plants, including utility installation of waterlines, sanitary sewer lines, storm drain, and casing for communication lines.

Financial Stability

Ames' contracting volume has averaged more than \$750 million in the last three years, and we have a bonding capacity of over \$1 billion. Financial references are provided in Attachment A, General Qualifications Statement.

Safety

Ames is an industry leader in safety. As shown in Attachment A, our 2013 corporate Recordable Incident Rate of 1.68 is more than 2.1 points below the industry average of 3.8. Our Western Region (Salt Lake) has a 2013 Recordable Incident Rate of 0.26.

Quality

Ames understands the principles and differences of Quality Control (QC) and Quality Assurance (QA). Our Quality Plan includes detailed descriptions of QC and QA so that the terms are used properly and tasks receive the necessary quality checks and assurances. The Ames Quality Philosophy is key to accomplishing a quality project and is based on these tenets:

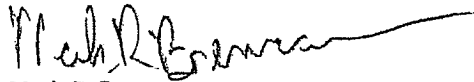
- Quality is built in, not added on
- Quality is the responsibility of each individual
- Quality is doing it right whether being watched or not
- Do it right the first time

Quality is planned and structured and cannot be an afterthought. Our Quality Plan is based on the principles that: 1) achieving quality is a line responsibility where each performer and supervisor is accountable for the work's quality, and 2) a quality organization is vigilant in its oversight of the work to give additional assurances that specified project requirements are met.

Ames is uniquely qualified to perform construction management, self-perform the vast majority of work envisioned in the solicitation, and assemble a team of construction and design professionals to facilitate SCIC's needs. Attachment A is our General Qualifications Statement, which demonstrates our broad range of experience and abilities that align with SCIC's P3 project requirements. Ames has established working relationships with many of the largest developers in the country. As SCIC identifies projects it wishes to pursue, Ames has the ability to put together the best team of developers, contractors and designers to fit the specific project.

We look forward to further correspondence and discussions regarding Utah's exciting future in the six-county region. Please contact the undersigned at (801) 977-8012 or; Tim Odell at (801) 420-0253, or Ross Gravette at (801) 232-1689 if you have questions or comments.

Sincerely,

A handwritten signature in dark ink, appearing to read "Mark R. Brennan", with a long, sweeping horizontal line extending to the right.

Mark R. Brennan
Regional President

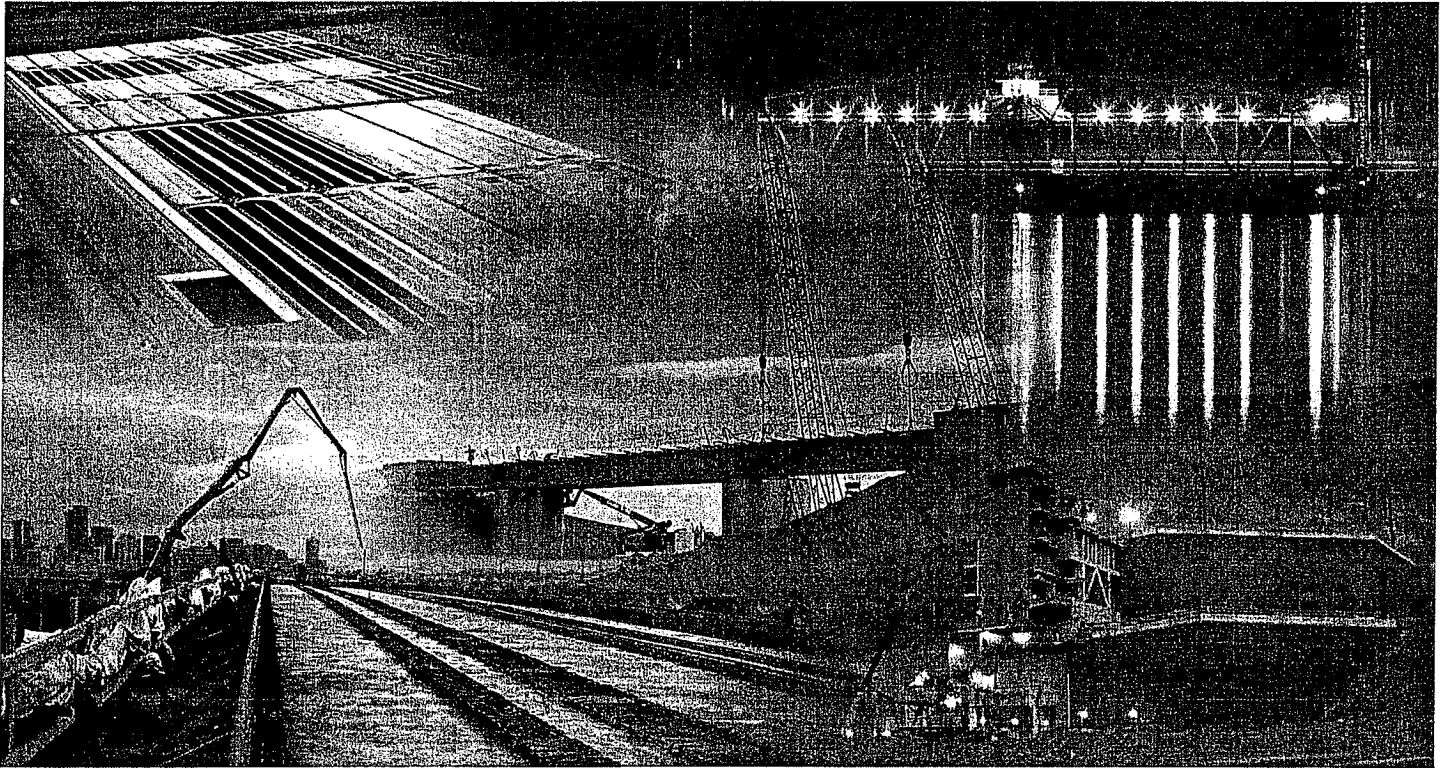
Attachment A

General Qualifications Statement



Ames Construction, Inc.®

General Qualifications Statement



Ames Construction, Inc.

2000 Ames Drive, Burnsville, MN 55306

Burnsville, MN Scottsdale, AZ Corona, CA Aurora, CO West Valley City, UT Carlin, NV Calgary, AB

Office Locations

Corporate Office

2000 Ames Drive
Burnsville, MN 55306

Phone: 952-435-7106
FAX: 952-435-7142

Contacts:

Raymond Ames, Tony Ames
Mike Kellen, Todd Goderstad, Roger McBride



Regional Offices

Midwest Region

2000 Ames Drive,
Burnsville, MN 55306

Phone: 952-435-7106
FAX: 952-435-7142

Contacts:

Ron Ames, Butch Trebesch, David Gatto

Southwest Region

8333 E. Hartford Drive,
Scottsdale, AZ 85255

Phone: 602-431-2111
FAX: 602-431-5952

Contacts:

John Ames, Jerry Miller

Western Region

3737 West 2100 South,
West Valley City, UT 84120

Phone: 801-977-8012
FAX: 801-977-8088

Contacts:

John Tripi, Tim Odell

Canadian Region

6715 8th Street. NE
Calgary, AB T2E7H7

Phone: 587-293-9677
FAX: 587-293-9778

Contacts:

Lorie Holte

Rocky Mountain Region

18450 East 28th Avenue,
Aurora, CO 80011

Phone: 303-363-1000
FAX: 303-363-4080

Contacts:

Robert Gillis, Vern Starkey

Southwest California Office

391 N Main Street
Corona, CA 92880

Phone: 951-356-1275
FAX: 951-549-9003

Contacts:

Jeff Geist, Jerry Miller

Western Satellite Office

P.O. Box 489,
Carlin, NV 89822

Phone: 775-754-2261
FAX: 775-754-6367

Contacts:

Gerald Openshaw

**For additional information, visit
AmesConstruction.com**

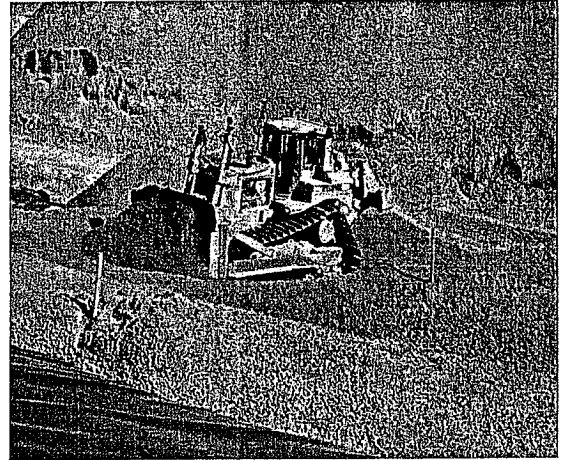
General Information

About Ames

For over 50 years Ames Construction has delivered quality construction services to our customers. Founded in 1962, and incorporated in 1963, Ames is a full-service heavy civil and industrial general contractor managed from corporate offices in Minnesota and six regional offices throughout the country.

A team driven organization, Ames Construction has worked on large and complex construction projects for customers in many industries. Our proven ability to provide quality work on time, and on budget, has earned the trust of many repeat clients.

Ames remains a family-owned enterprise, deeply rooted in a strong work ethic that values business relationships built on honesty, performance and mutual trust. Ames success is the direct result of top performance, every day on every project



Capabilities

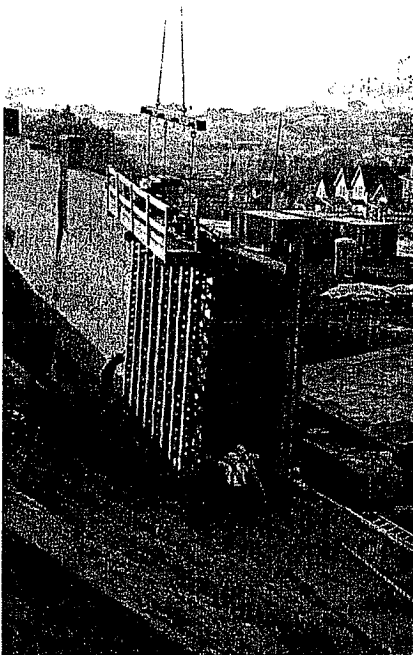
Ames employs over 2000 craft, supervisory and administrative personnel, to work on projects throughout the country. These talented workers move from project to project, ensuring that clients will receive the same superior level of service they have come to expect from Ames.

Ames self-performs most major work elements on projects to provide better control of the progress of the work, and greater flexibility to accommodate changing requirements from the customer. Our self-performance capabilities include:

- Aggregate Processing
- Blasting (Rock)
- Equipment Installation
- Pile Installation
- Soil-Cement Construction
- Walls (MSE & Noise Abatement)
- Bridge Construction
- Earthwork
- Excavation
- Roadway and Highway Construction
- Piping (underground & mechanical)
- Structural Concrete

CMGC - Design-Build & CMAR

Ames Construction has developed strategic relationships with national and regional design firms working within the markets we serve. Our experience includes working with design engineers in a design-build project delivery environment. The professional relationships Ames has forged allows us to provide complete design-build and turn key solutions to construction requirements. Ames is experienced in performing Construction Management at Risk projects, completing them in many market sectors to date.



Client Industries

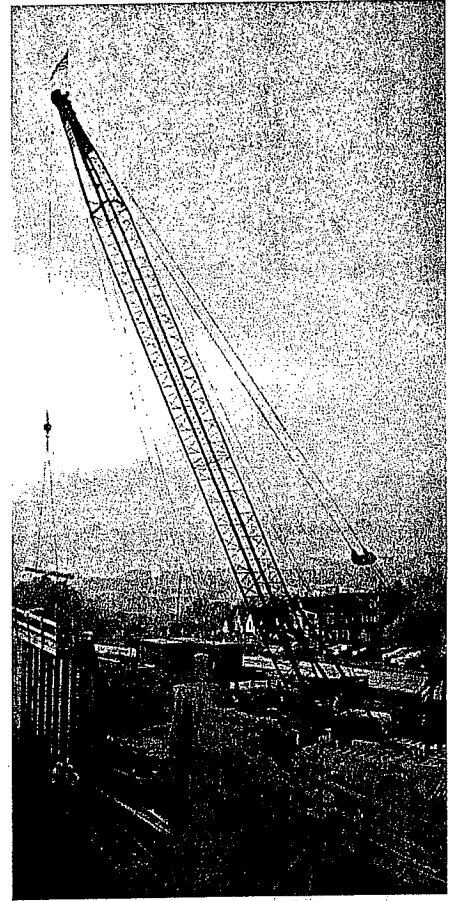
Ames list of client markets includes:

- Railroads
- Highways and Bridges
- Power
- Refineries
- Golf and Recreation
- Environmental Remediation
- Dams and Reservoirs
- Flood Control
- Airports
- Mining
- Renewable Energy
- Industrial
- Commercial Construction
- Water and Wastewater Treatment
- Pipelines
- Landfills and Solid Waste Disposal

Equipment

Ames Construction owns one of the largest fleets of heavy construction equipment in the industry. Our specialized construction equipment is routinely moved from project to project, and can be quickly dispatched to remote project sites. Our established relationships with equipment suppliers throughout the country, allows Ames to augment the existing fleet with additional equipment on an as needed bases.

From centralized regional shops and project site facilities, our maintenance personnel use state-of-the-art computer systems that track equipment utilization, maintenance and repair histories. When applied to our equipment maintenance program this data provides unparalleled levels of equipment availability.



Safety

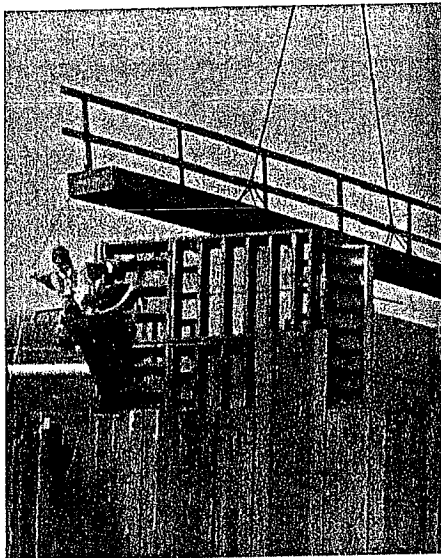
Ames Construction is committed to providing a safe working environment for all employees and members of the public affected by our work. Our project management team and experienced safety staff implements a comprehensive safety program for all employees. Each employee receives an initial safety orientation when hired and participates in regularly scheduled mandatory safety training sessions. Evidence of programs success is supported by annual statistics that consistently range better than industry averages.

Quality

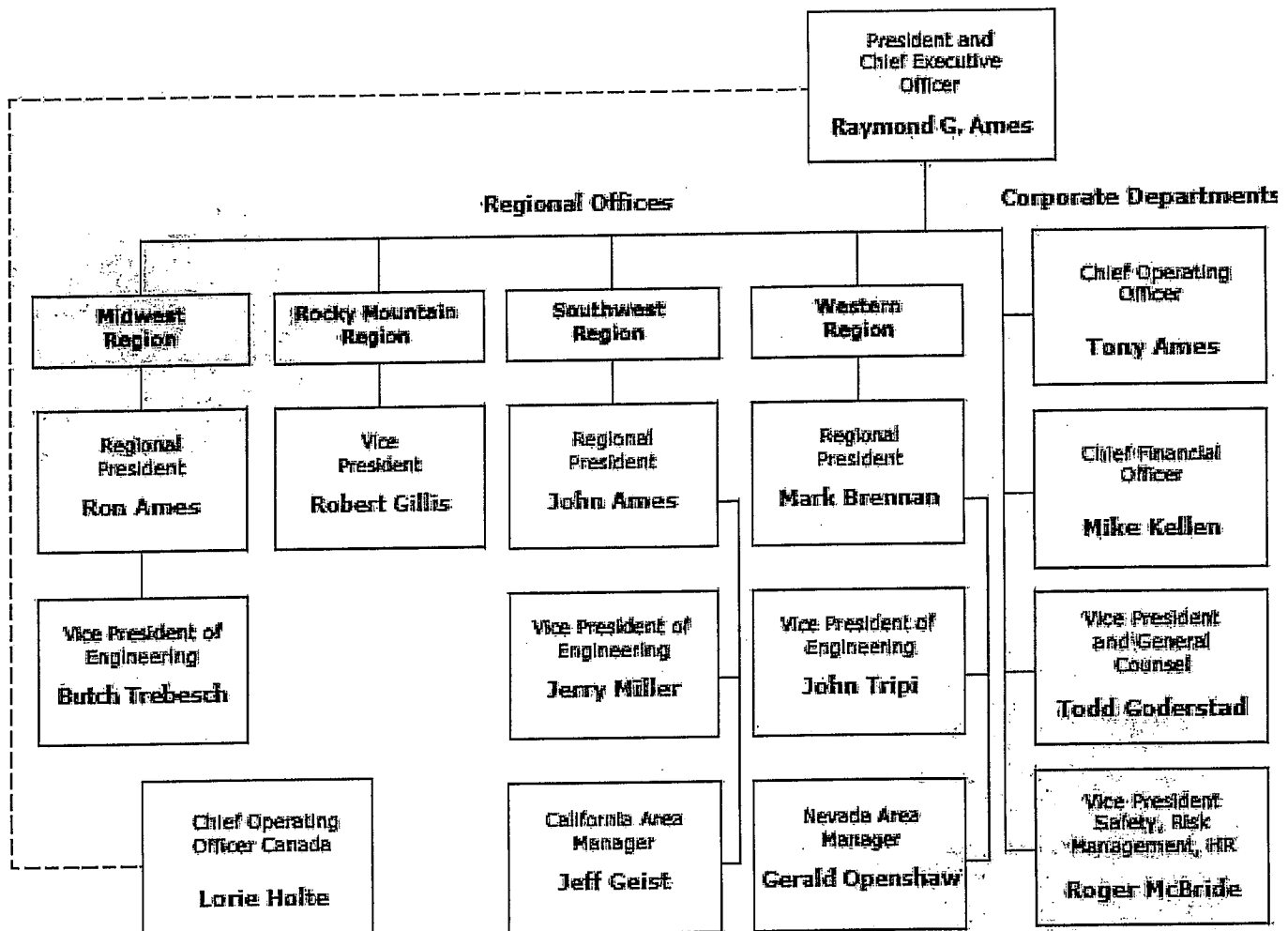
Ames Construction has a long history of providing a quality service. A commitment to quality originates with upper management, and permeates the entire Ames organization. All Ames employees understand that quality is an integral part of their job and just as important as safety and productivity.

Geographic Areas

Ames Construction has work experience and holds licenses and certifications throughout the United States. Our mobile work force has experience in climates ranging from the desert heat to frigid cold to high humidity and precipitation throughout the United States and overseas.



Ames Construction, Inc.



Financial Information

Bank Reference:

US Bank
US Bancorp Center
BC-MN-H03P
800 Nicollet Mall
Minneapolis, MN 55402 -7020

Mr. John Frazier
(612) 303-3720

Bonding/Insurance Reference:

Travelers Casualty & Surety Co.
Agent:
Cobb, Strecker, Dunphy and Zimmerman
150 S. Fifth St. - #2800
Minneapolis, MN 55402

Mr. Bruce Telander
(612) 349-2400

D & B Rating:

5A2

2013 Contracting Volume	\$723,000,000
2012 Contracting Volume	\$738,000,000
2011 Contracting Volume	\$808,000,000
2010 Contracting Volume	\$686,000,000
2009 Contracting Volume	\$707,000,000

Safety Program

Ames Construction recognizes the value of a safe and healthy work environment. All levels of management are committed to make the company's project sites accident- and incident-free.

The commitment to safety begins with top management, extends through all levels of supervision and is clearly communicated to all craft personnel. A comprehensive corporate safety program has been developed, and is implemented on all Ames Construction project sites.

The Ames staff of over 25 safety and health professionals works closely with each production team in the technical evaluation of each potential project. During construction, continual monitoring of the work environment by the safety and supervisory staff results in the identification and elimination of potential hazards, and assures full regulatory compliance.

Supervisors at all levels undergo frequent training to maintain and improve their safety management skills. All craft employees participate in weekly toolbox safety meetings, and task-specific safety briefings are provided to all employees at the beginning of each day.

Ames Construction is proactive in our approach to loss control. All candidates for employment are required to successfully pass a pre-employment substance abuse screening. Our Substance Abuse Policy also provides for post-accident and random screening. All new employees are required to participate in an introductory safety orientation. All employees are required to participate in regularly scheduled toolbox safety sessions and other safety training. The success of the Ames safety program is evidenced by the annual statistics compiled on accidents and injuries. Pertinent data for the past five years includes the following:



Safety Performance Statistics*:

	<u>2009</u>	<u>2010</u>	<u>2011</u>	<u>2012</u>	<u>2013</u>
Recordable Incident Rate	2.56	2.33	1.88	1.32	1.68
LWD Case Rate	0.63	0.21	0.32	0.15	0.56
Lost Work Day Rate	15.15	17.48	16.65	15.67	21.61
# Recordable Injuries/Illnesses	49	41	4	2	39
Total Manhours (X 1000)	3,911	3,849	4,372	4,083	4,083
Experience Mod Rate	0.85	0.84	0.77	0.76	0.75

*Safety Performance Statistics include both OSHA and MSHA incidents.

Quality Program

Ames Construction takes pride in the quality of its completed projects. This commitment to quality begins at the highest levels of corporate management, and permeates the entire Ames workforce. The importance of meeting the requirements of our customers is routinely emphasized to all Ames employees on each project. We realize that providing our customers with a quality product is a key factor in our continued success.

To assist all our employees in their responsibility to provide a quality product, Ames has developed a corporate Quality Assurance/Quality Control (QA/QC) manual. This manual encompasses all aspects of the construction process, from initial staking and clearing work to the final finishing and project closeout activities. It also addresses items such as document control, project documentation and quality records, which are crucial to the success of any QA/QC program.



On many projects, this corporate Quality manual is supplemented by a project-specific QA/QC plan that is developed to specifically incorporate the specific work activities, specifications, and the inspection/testing requirements of the individual project.

Knowledge of project requirements is critical to the success of any quality program. Prior to starting work, project managers and supervisory staff carefully review the project documents to identify material and procedure specifications, and quality control/documentation requirements.

Pre-work meetings are held with individual crews prior to starting a new work activity, to assure that each employee clearly understands the requirements of the work. Responsibilities are identified and assigned to a specific individual to assure accountability.

The efforts of our supervisory and management staff to assure a quality end product are usually supplemented by the services of an independent inspection and testing firm. This occurs even in cases where the Owner assumes responsibility for acceptance testing. The observations and test results generated by our independent consultants are used by our supervisors and managers to develop site-specific construction procedures which result in a satisfactory product, and for ongoing process control purposes once an acceptable procedure has been established.

The company's overall QA/QC program includes systems to assist our management staff in effectively tracking submittals, shop drawings, review status, requests for information, field changes, acceptance of work, quality deficiencies, corrective actions, quality reports and other information necessary for the successful completion of their assigned projects.

AMES CONSTRUCTION, INC.

2000 Ames Drive
Burnsville, MN 55306

Major Projects (over \$30,000,000) Currently Under Construction

Project Name	Location	State	Prime, Sub, or JV	Owner or General Contractor	Contract Amount
RTD Eagle P3 Design/Build	Denver Metro	CO	JV	Regional Transit District	\$1,187,057,627
US-36 Managed Lanes	Broomfield	CO	JV	Colorado Department of Transportation	\$234,718,988
Dresbach Bridge	La Crescent	MN	Prime	Minnesota Department of Transportation	\$187,543,071
Devil's Lake Dam & Roadway	Devil's Lake	ND	Prime	BJA and North Dakota Dept. of Transportation	\$141,871,088
Caltrans 91/215 Improvements	Riverside, San Bernardir	CA	Prime	Caltrans	\$132,848,563
Hwy 61 Mississippi River Bridge	Hastings	MN	JV	Minnesota Department of Transportation	\$132,664,763
Perris Valley Line	Riverside	CA	Prime	Riverside County Transportation Commission	\$132,202,739
CCLRT Minneapolis	Hennepin County	MN	JV	Metropolitan Council	\$121,554,000
Azusua Quarry	LA County	CA	Prime	Vulcan Materials	\$103,737,371
I35 E MN Pass	St. Paul	MN	Prime	Minnesota Department of Transportation	\$98,430,000
CC&V MLE2 Squaw Gulch VLF	Victor	CO	Prime	CC&V	\$96,223,086
Aragua Gulch Phase 5 Valley Leach Facility	Victor	CO	Prime	Anglogold Ashanti (Colorado) Corp.	\$79,728,000
CC&V High Grade Mill	Victor	CO	Prime	CC&V	\$66,053,949
UPRR Strauss Fueling	Santa Teresa	NM	Sub	Union Pacific Railroad	\$63,942,399
US-59 Douglas County	Lawrence	KS	Prime	Kansas Department of Roads	\$60,065,981
I-80 Waverly to Greenwood	Lincoln	NE	Prime	Nebraska Department of Roads	\$58,149,514
Track Realignment at Ocean Blvd & Pier F Support Track Long Beach	Long Beach	CA	Prime	Port of Long Beach	\$44,228,111
Glasgow Subdivision	Glasgow	ND	Prime	BNSF Railway	\$43,613,278
Kennecott Tailings Dam Construction	Magna	UT	Prime	Kennecott Utah Copper	\$39,300,000
BNSF Plattsmouth Missouri River Bridge	Plattsmouth	NE	Prime	BNSF Railway	\$36,862,596
Vikings Stadium	Minneapolis	MN	Sub	Mortenson	\$36,192,658
SR-303 Thomas-Camelback	Litchfield Park	AZ	Prime	Arizona Department of Transportation	\$31,450,018
SR-260 Doubtful Canyon	Gila County	AZ	Prime	Arizona Department of Transportation	\$30,613,353

May 2014

AMES CONSTRUCTION, INC.

2000 Ames Drive
Burnsville, MN 55306

Major Projects (over \$30,000,000) Completed in the Past Five Years

Project Name	Location	State	Prime Sub, or JV	Owner or General Contractor	Contract Amount	Date Completed
I-15 Corridor Expansion Project	Utah County	UT	JV	Utah Department of Transportation	#####	Dec-12
I-35W Crosstown Interchange	Minneapolis	MN	JV	Minnesota Dept. of Transportation	\$288,306,000	Dec-11
TH 212 Design/Build Project	Chaska	MN	JV	Minnesota Dept. of Transportation	\$237,893,000	Oct-10
Provo Canal Enclosure	Utah County	UT	Prime	Provo River Water Users Association	\$140,161,911	Apr-12
11400 South at I-15 Interchange	South Jordan	UT	JV	Utah Department of Transportation	\$137,756,000	Jan-11
UPRR-Sunset Route, Estrella to Stockham	Various AZ Counties	AZ	Prime	Union Pacific Railroad	\$120,686,000	Mar-09
Bull Mountain Rail Spur	Yellowstone County	MT	Prime	Global Rail Group, LLC	\$103,645,000	Aug-09
Drop 2 Storage Reservoir	Imperial County	AZ	JV	US Bureau of Reclamation	\$98,382,000	Sep-11
Climax Mine - 2010 Restart	Leadville	CO	Prime	Freeport McMoran Copper & Gold, Inc.	\$79,000,000	Jan-12
All American Canal	Imperial County	CA	JV	Imperial Irrigation District	\$76,657,000	Jan-09
L303 Lake Pleasant - I-17	Maricopa County	AZ	JV	Arizona Department of Transportation	\$74,318,000	Nov-11
Burlington Bridge Replacement	Burlington	IA	Prime	BNSF Railway	\$60,948,000	Feb-12
Dry Fork Station Unit 1-Substructure Work	Gillette	WY	Sub	Basin Electric Power Cooperative	\$58,915,000	Mar-10
Third Track - El Cajon Pass	San Bernardino	CA	Prime	BNSF Railway	\$48,420,000	Jul-08
Emergency Railroad Work	Fortesque	MO	Prime	BNSF Railway	\$45,844,000	Sep-11
Happy Valley Road Improvements	Peoria	AZ	Prime	City of Peoria	\$45,633,000	Nov-09
BNSF- Abo Canyon	Valencia County	NM	Prime	BNSF Railway	\$45,493,000	Jul-11
Highway 59 Bypass	Franklin County	KS	Prime	Kansas Department of Roads	\$45,188,000	Mar-09
Cortez Phase IV, Cell 4	Lander County	NV	Prime	Barrick-Cortez JV	\$39,528,656	Mar-14
STH 26 - Watertown Bypass	Watertown	WS	Prime	Wisconsin Department of Transportation	\$38,897,000	Dec-11
ND 22 Killdeer North	Killdeer	ND	Prime	North Dakota Dept of Transportation	\$33,090,148	Jun-12
BNSF Intermodal Facility	Memphis	TN	Prime	BNSF Railway	\$32,450,000	Apr-09
Rueter-Hess Dam BP#3 & PH II	Parker	CO	Sub	Parker Water & Sanitation District	\$31,615,000	Jan-12
San Juan Mine Closure	Pinal County	AZ	Prime	BHP Billiton Copper	\$31,575,000	Aug-10

References

City and County of Denver

Denver, Colorado
Aviation Department
Mr. Mike Steffens, Chief of Construction
(303) 342-2200

Rio Tinto Group

Kennecott Utah Copper
Magna, Utah
Ms. Paula Doughty,
Tailings and Water Service Manager
(801) 204-3501
Mr. Eric Franco,
Technical Manager, Tailings
(801) 204-3526

Newmont Mining Corporation

Carlin, Nevada
Mr. Bob Denham, General Manager
(775) 778-4058

American Engineering and Testing

St. Paul, Minnesota
Mr. Terry Swor, President
(651) 659-9001

Fluor Corporation

Greenville, South Carolina
Mr. Tuhr Barnes
Executive Director of
Infrastructure Business Development
(459) 398-7219

Utah Department of Transportation

Salt Lake City, Utah
Mr. Carlos Bracerias, Director
(801) 965-4030 and
Mr. Randy Park, Project Development
(801) 965-4022

City of Phoenix Aviation Department

Phoenix Sky Harbor Airport
Phoenix, Arizona
Mr. David Hensley
Deputy Director, Design & Construction
(602) 273-3338

Barrick Goldstrike Mines

Carlin, Nevada
Mr. Clark Burton, Construction Manager
(416) 778-8244

BNSF Railway Company

Albuquerque, New Mexico
Mr. Lewis Ruder, Manager of Engineering
(505) 767-6869

Alliant Energy

Madison, Wisconsin
Mr. Dave Herkert, Procurement Manager
(608) 458-0596

BHP Billiton

Tucson, Arizona
Mr. Scott Johnson, Project Manager
(520) 385-3951

Union Pacific Railroad

Omaha Nebraska
Mr. David Heineman, Assist Chief Engineer
(402) 544-5000

Arizona Department of Transportation

Phoenix, Arizona
Mr. Floyd Roehrich, Deputy Director for Policy
(602) 712-7391

Barrick Gold Corporation - Cortez

Carlin, Nevada
Mr. Casey Kelly, Construction Manager
(775) 397-4156

Alliant Engineering

Minneapolis, Minnesota
Mr. John Dillingham,
President
(612) 758-3080

HDR Engineering

Omaha, Nebraska
Mr. Mel Placilla,
National Director for Alternative Delivery
(714) 307-1629

Attachment B

ENR Ranking



Ames Construction, Inc.®

Top 400 Contractors

Ranked #83 Overall

ENR THE TOP 400 CONTRACTORS

The Top 400 Contractors

RANK

2014 2013 FIRM

82	130	CHINA CONSTRUCTION AMERICA, Jersey City, N.J.†	2013 RE TOTAL
83	70	AMES CONSTRUCTION INC., Burnsville, Minn.	724.0
84	75	HATHAWAY DINWIDDIE CONSTRUCTION, San Francisco, Calif.	723.0
85	93	THE BOLDT CO., Appleton, Wis.	711.1
86	86	RYAN COS. US INC., Minneapolis, Minn.	710.8
			708.4





Ames Construction, Inc.®

Top 50 Dom Heavy Contractors

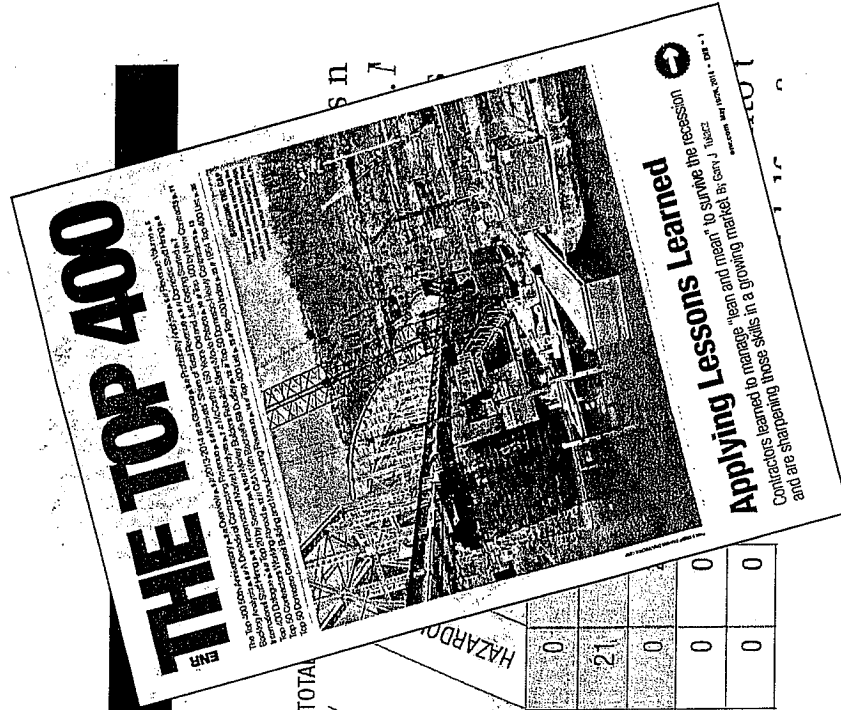
Ranked #20 Overall

ENR THE TOP 400 CONTRACTORS

The Top 50 Domestic Heavy Contractors

RANK
2014

	REVENUE IN \$ MIL.	TRANSPORTATION	SEWER	HAZARDOUS
18 STERLING CONSTRUCTION CO. INC.	580.0	96	0	0
19 PARSONS	573.1	54	3	21
20 AMES CONSTRUCTION INC.	555.0	75	0	0
21 RAILWORKS CORP.	552.0	100	0	0
22 THE TURNER CORP.	536.3	6	0	0





Ames Construction, Inc.®

Top 100 by New Contracts

Ranked #49 Overall

ENR THE TOP 400 CONTRACTORS

The Top 100 Contractors by New Contracts

RANK 2014		REVENUE IN \$ MIL.
10	BALFOUR BEATTY US	5,686.4
11	THE WALSH GROUP LTD.	5,580.0
12	KBR	5,346.6
13	CLARK GROUP	4,061.0
14	STRUCTURE-ONE	3,943.6
15	FOSTER WHEELER AG	3,855.5
16	DPR CONSTRUCTION	3,484.3

RANK 2014		REVENUE IN \$ MIL.
45	CLAYCO INC.	1,250.0
46	DAVID E. HARVEY BUILDERS INC.	1,248.0
47	PERFORMANCE CONTRACTORS INC.	1,200.0
48	TELLEPSSEN	1,200.0
49	AMES CONSTRUCTION INC.	1,169.0
50	OHL USA INC.	1,154.8
51	THE BECK GROUP	1,120.6



A **Ames Construction, Inc.®** *Top 20 by Sector: Transportation*

Ranked #20 Overall

ENR THE TOP 400 CONTRACTORS

The Top 20 Contractors by

2

TRANSPORTATION

Top 20 Revenue: \$44.14 Billion
Top 20 Market Share: 59.2%

RANK
2014 2013

16	13	GREAT LAKES DREDGE & DOCK CORP. LLC
17	14	AMERICAN BRIDGE CO. INC.
18	15	THE TURNER CORP.
19	16	STERLING CONSTRUCTION CO. INC.
20	17	AMES CONSTRUCTION INC.





Ames Construction, Inc.®

ENR Top 100 Design-Build Firms

Ranked #63 Overall

ENR THE TOP 100 PROJECT DELIVERY FIRMS

The Top 100 Design-Build

RANK 2014	RANK 2013	FIRM	TOTAL REV. (\$ MIL.)	DOMESTIC REVENUE	INTER- NATIONAL
61	36	OHL USA INC., New York, N.Y.	222.0	101.6	120.4
62	71	THE YATES COS. INC., Philadelphia, Miss.	219.1	183.3	35.8
63	40	AMES CONSTRUCTION INC., Burnsville, Minn.	217.0	217.0	0.0
64	86	HARPER CONSTRUCTION CO. INC., San Diego, Calif.	215.4	215.4	0.0
65	65	CADDELL CONSTRUCTION CO. LLC, Montgomery, Ala.	212.0	28.0	184.0



Attachment C

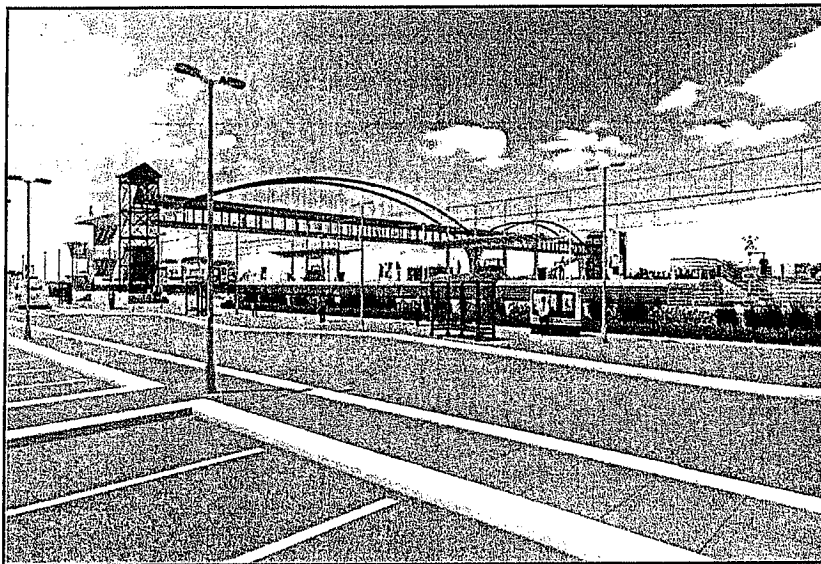
Project Detail Sheets



Ames Construction, Inc.®

EAGLE P3 COMMUTER RAIL DESIGN-BUILD PROJECT

Denver, Colorado



In June 2010, the Regional Transit District (RTD) selected Denver Transit Partners (DTP) as the preferred bidder for the Eagle project. As the Concessionaire on this public-private partnership (P3) contract, DTP will finance, design and construct the rail lines, stations and the vehicle maintenance facility, provide the rail transit vehicles, and operate and maintain the 25 kV electrified commuter rail system for a period of 40 years.

Ames and its joint venture partners are subcontracted to the Concessionaire for project design and construction. The \$1.0 billion design-build portion of the project includes over 36 miles of primarily double-track electric commuter rail lines, 13 stations with park-and-ride lots, and a major vehicle maintenance facility. The project's complexity presents many challenges, including coordination with six governing agencies while maintaining the schedule.

The Eagle Project includes the 23-mile line from Union Station in downtown Denver to the Denver International Airport, the 5.5-mile Northwest line running from Union Station to Westminster, and the 7.5-mile Gold Line from Ward Road in Wheat Ridge to connect with the NW line just north of the maintenance facility. The trains will make the trip from downtown Denver to the airport in about 35 minutes, including the stops at the intermediate stations.

Completion of major civil construction work is planned for the end of 2014, allowing time for installation of track and systems components, and the extensive testing and commissioning required before the lines can be put into revenue service.

Client

Regional Transit District (RTD)

Design Engineers

URS, HDR, HNTB, TCB, MK-Centennial and others (multiple contacts)

DTP Sponsoring Partners:

Fluor Enterprises Inc. and Macquarie Capital Group Ltd.

DTP Design-Build Partners

Fluor, Ames Construction and Balfour Beatty Rail

Project Duration

August 2010 – July 2016

Contract Value

\$1.0 billion (design-build portion)

Project Scope Details

- 1,300,000 CY of earthwork
- 1,000,000 SF of retaining walls
- 30 commuter rail bridges over streets, highways and freight rail tracks – one bridge is more than 4,000 feet long
- 13 commuter rail stations with Park-n-Ride and bus transfer facilities
- Extensive road reconstruction associated with 38 at-grade crossings
- 190,000-square-foot maintenance shop and operations building
- Nearly 1,000 utility conflict relocations
- Building demolition and cleanup of contaminated properties
- Close coordination with adjacent railroads and relocation of several miles of BNSF and UPRR tracks to accommodate space needed for construction of the commuter rail lines

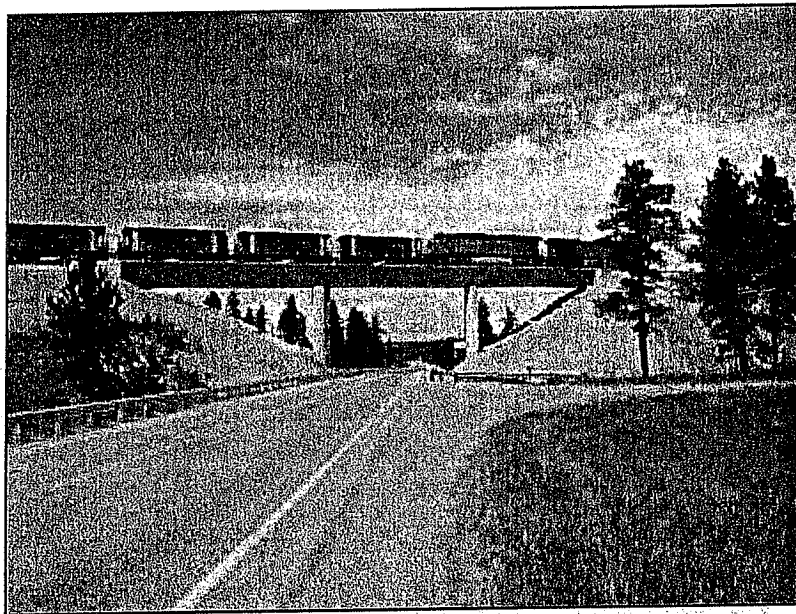
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BULL MOUNTAIN RAIL SPUR

Yellowstone and Musselshell Counties, Montana



Ames Construction was the design-build general contractor for this 36-mile long railroad spur that included construction of five bridges. Under a very aggressive schedule, Ames crews moved 9.6 million cubic yards of earthwork in 9 months.

Two bridges provide crossings for county roads over the rail spur and three bridges provide crossing for the rail spur over the top of highways. The new rail spur ties into existing BNSF Railway mainline tracks near Broadview, Montana.

This design-build project required close coordination between the construction forces and the design team to complete the design as scheduled to ensure there would be no disruptions to the construction schedule. The design team was provided a relatively narrow corridor (often only 300 feet wide), railroad grade restrictions (max. of 1.0% adverse grade), railroad curve restrictions, and a large number of county road and private road crossings that had to be maintained and improved.

The 9.6 million cubic yards of earthwork was completed between September 2008 and April 2009 during an unusually cold Montana winter. The project worked 24/7, keeping the fills "live" to prevent long-term exposure to freezing temperatures. Three million cubic yards of rock required blasting. One rock cut was 14,000 feet long and up to 70 feet deep.

The completed rail spur allows the client to rail ship high tonnages of coal in unit trains from its newly developed underground coal mine and coal preparation plant.

Client

Global Rail Group, LLC

Designer

TranSystems

Contract Value

\$105 million

Project Duration

July 2008 – August 2009

Project Scope Details

- 9,600,000 cubic yards of earthwork
- 3,000,000 cubic yards of rock blasting
- Processed onsite materials to produce 382,000 tons of sub-ballast
- 36 miles of track including:
 - 87,000 precast concrete ties
 - 380,000 lf of 136# CWR rail
 - 210,000 tons of ballast
- Construction of five bridges
 - 3-span precast concrete girders
 - Cast-in-place footings, piers, abutments and decks

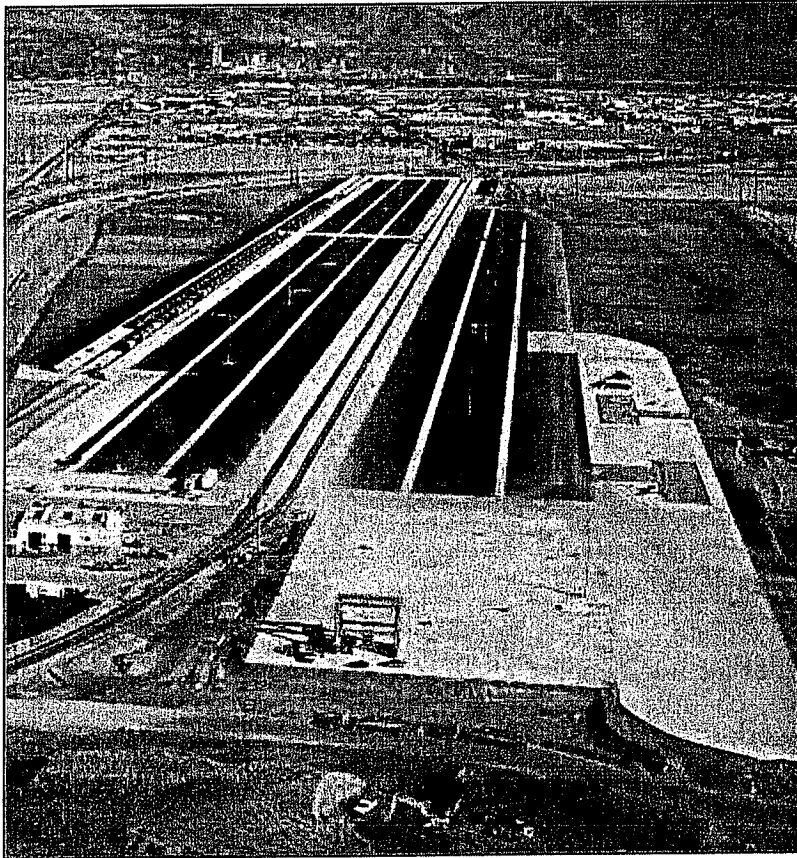
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SALT LAKE CITY INTERMODAL FACILITY

Salt Lake City, Utah



Ames was the general contractor for this turnkey construction project of a new Union Pacific Railroad (UPRR) intermodal facility on the edge of Salt Lake City.

The scheduled spring start was delayed, pushing the earthwork construction into the winter months. The wet conditions and cold temperatures made it difficult to keep fills unfrozen and the embankment construction within specifications. Ames crews worked around the clock to make up for the delayed start.

The anticipated volume of landfill material that crossed the site quadrupled, resulting in the need for four times as much imported granular fill, which threatened the project's economic viability. Ames proposed using dynamic compaction to consolidate the soft soils, then stabilize the area with geogrid-reinforced fill prior to covering the area with the planned concrete and asphalt paving. Dynamic compaction was critical to bringing the project back onto the original completion schedule and keeping the project costs within budget.

Client

Union Pacific Railroad

Design Engineer

Union Pacific Railroad

Project Duration

October 2004 - April 2006

Contract Value

\$46 million

Project Scope Details

- 560,000 CY of embankment earthwork
- 170,000 tons of aggregate placement
- 105,000 LF of yard piping
 - 6" to 42" storm sewer
 - 4" to 36" sanitary sewer
 - 6" to 10" fire water piping
 - 2" compressed air piping
- 260,000 SY of concrete paving (54,000 CY)
- 146,000 SY of asphalt paving (127,000 tons)

Noteworthy Details:

Challenging work scheduled around an active rail mainline

Part of the site was constructed over an existing landfill, requiring 760,000 square feet of dynamic compaction to avoid additional excavation and backfill.

Building construction included:

- Administration Building
- Maintenance Shop
- Wastewater Treatment Facility
- Automated Fueling Facility
- Locomotive Repair Facility
- High Volume Compressor Station

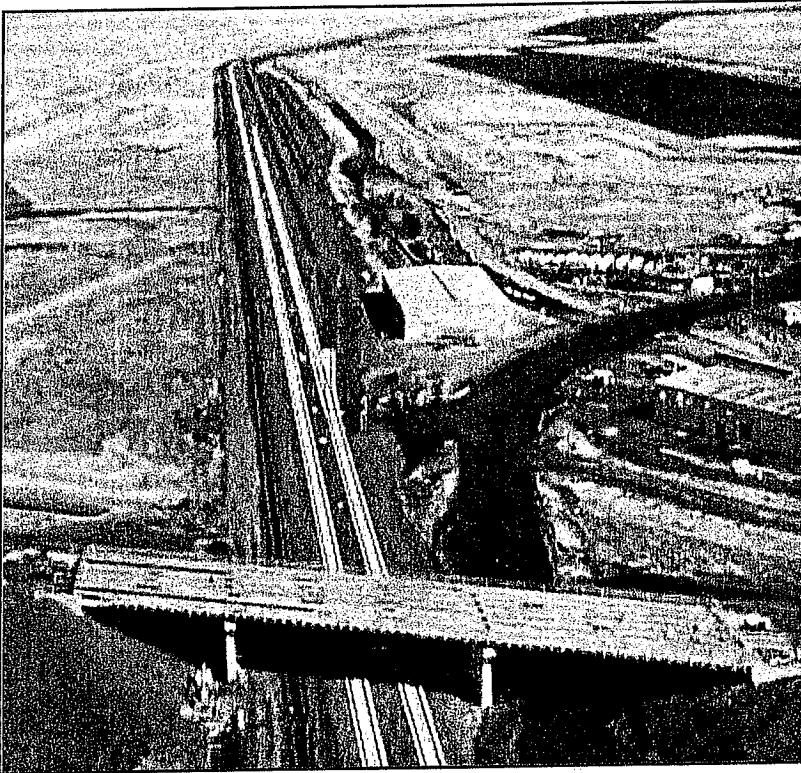
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Ames Construction, Inc.®

UP RAILROAD AND DITCH RELOCATION TAILINGS MODERNIZATION FACILITY

Magna, Utah



Ames Construction relocated 26 miles of mainline, spur and siding track for the Union Pacific Railroad to accommodate modifications to Kennecott Utah Copper's tailings impoundment facilities near Salt Lake City, Utah.

Crews placed fill over significant thicknesses of compressible lake-deposited sediment adjacent to the Great Salt Lake. After completion of the embankment, subballast material was placed to prepare the area for track and ballast installation.

Other project work included construction of a new three-span highway bridge over the tracks, and relocation of nine miles of fiber-optic lines, requiring extensive coordination with the railroad and utility agencies. Construction operations were planned and executed within a narrow corridor to comply with agreements negotiated between the owner and various regulatory agencies related to wetland and other environmental protection issues.

Due to the depth of compressible materials, earthwork operations were carefully orchestrated to provide suitable access for heavy equipment across the relatively unstable subgrade. Wick drains were installed to speed consolidation of the sediments in the areas of deeper fill at the bridge abutments.

Client

Kennecott Utah Copper

Design Engineer

MK - Environmental Services
Division

Project Duration

April 1996 - September 1997

Contract Value

\$20 million

Awards

- No lost-time accidents
- Kennecott Safety Award
- MK Safety Award
- AGC Safety Award

Project Scope Details

- 1,600,000 CY of earthwork
- 160,000 tons of subballast aggregate placement
- 3,900 CY of structural concrete
- Ames completed this work approximately six weeks head of the owner's already aggressive schedule

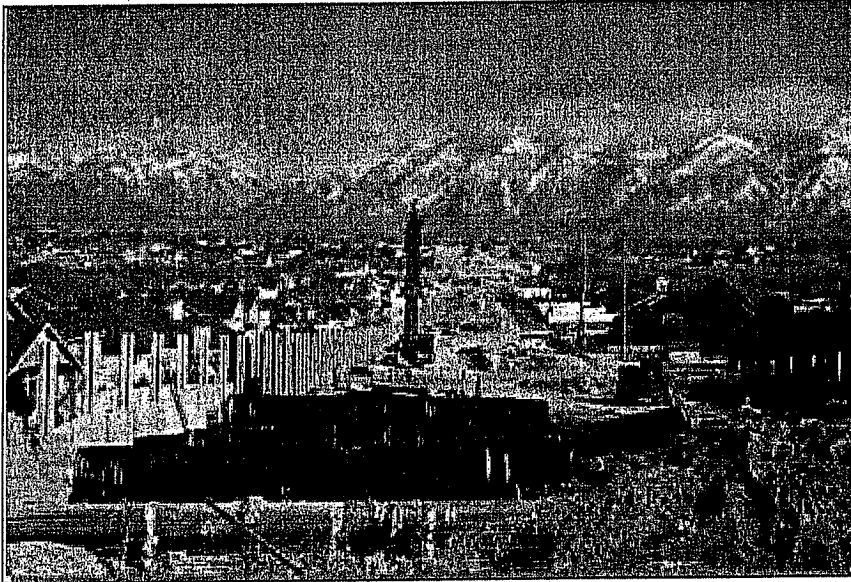
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Ames Construction, Inc.®

11400 SOUTH AT I-15 INTERCHANGE

South Jordan, Utah



Commercial and residential growth in South Jordan had increased dramatically during the 1990s and 2000s, severely impacting local traffic corridors throughout the city. In the mid-2000s, millions of dollars were allocated for improvements.

This design-build Joint Venture project was the most significant of improvements made to major arterials throughout the city and included construction of a new Single Point Urban Interchange (SPUI) at I-15 and 114th South. The project called for reconstructing the freeway from 106th to 123rd, adding auxiliary lanes, and rebuilding the entire pavement section. 114th South was completely rebuilt from I-15 to Bangerter Highway. The project included bridge construction over the existing rail line, a traffic bridge, and a pedestrian bridge over the Jordan River.

Due to the project's urban location, significant maintenance of traffic efforts were required and the design-build team provided right-of-way acquisition services. With more than 200 affected properties within the right-of-way, the timing and success of the property acquisitions was critical to maintaining the project's schedule. The Ames team sponsored a public involvement program to keep communities informed and solicit feedback.

The team encountered several unique challenges, including a 33-inch high-pressure water line, a new 42-inch sewer line, and multiple relocations of high-voltage distribution lines.

Client
UDOT

Designer
HDR

Project Duration
December 2008 – December 2010

Contract Value
\$137 million

Awards
2011 DBIA RMR Design-Build
Project of the Year
2011 DBIA RMR Design-Build
Transportation Award

Project Scope Details

- 300,000 CY of earthwork
- 1,200,000 tons of aggregate processing and placement
- 92,000 LF of 24" to 48" ADS SD pipe
- 3,400 LF of 24" to 48" RCP SD pipe
- 8,600 LF of 42" sewer pipe
- 2,000 LF of welded steel mortar lined pipe
- 180,000 SF of retaining walls
- 31,500 SF of sound/noise walls
- 108,000 CY of concrete paving

Bridge Details

SPUI Bridge – 215 ft x 181 ft
single-span concrete spliced girders

Railroad Bridge – 115 ft x 90 ft
single-span precast concrete girders

Jordan River Bridge –
407 ft x 104 ft three-span steel
girders

Jordan River Pedestrian Bridge –
200 ft x 17 ft prefabricated truss

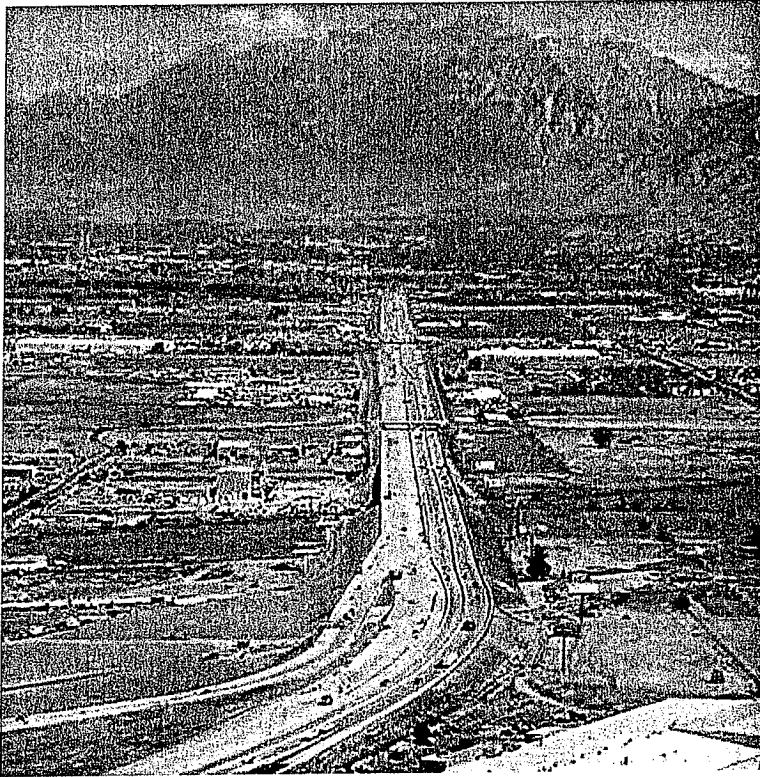
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I-15 CORRIDOR EXPANSION (I-CORE) DESIGN/BUILD PROJECT

Utah County, Utah



Ames was the lead civil contractor in a JV team (Provo River Constructors) on the I-15 CORE project, Utah's first "fixed price/best design" project delivery method. The massive rebuild of a 24-mile section of Interstate I-15 added two lanes in both directions and replaced or restored 63 bridges; the entire project was designed and built in less than three years.

The design included an innovative rotary interchange and a diverging diamond interchange. At the peak of construction, Ames had over 600 craft and supervisory personnel on the project. All lanes of traffic, carrying a daily average of 150,000 vehicles, were maintained through the construction zone.

To help meet the construction schedule, Accelerated Bridge Construction (ABC) methods were used to erect four of the project's 58 permanent bridges. Newly constructed bridges were moved into place using Self-Propelled Modular Transporters (SPMTs).

The work was completed a month ahead of schedule and \$14 million under budget.

Client

Utah Department of Transportation

Designers

Fluor-HDR Global Design

Consultants:

- Jacobs Engineering (sub)
- Michael Baker (sub)
- Kleinfelder West (sub)

Project Duration

January 2010 – December 2012

Contract Value

\$1.1 Billion

Awards

Recipient of more than a dozen awards & recognition, including:
2013 DBIA Transportation Project,
National Design-Build Award
2013 WASHTO, Best Use of
Innovation Award

Project Scope Details

Aggregate Production and Placement

- Granular borrow: 1.6 million tons
- Common borrow: 900,000 tons
- Road base: 300,000 tons
- Open grade base course: 1 million tons
- MSE wall backfill: 1.2 million tons
- Concrete aggregates: 2.1 million tons

Major Scope Items

- 3.8 million SY of asphalt paving
- 2.8 million SY of PCC paving
- 50 miles of 4" highway edge drain pipe
- 1 million SF of MSE walls
- 320,000 SF of sound walls
- 430,000 LF of storm drain piping
- 3.2 million CY of earthwork

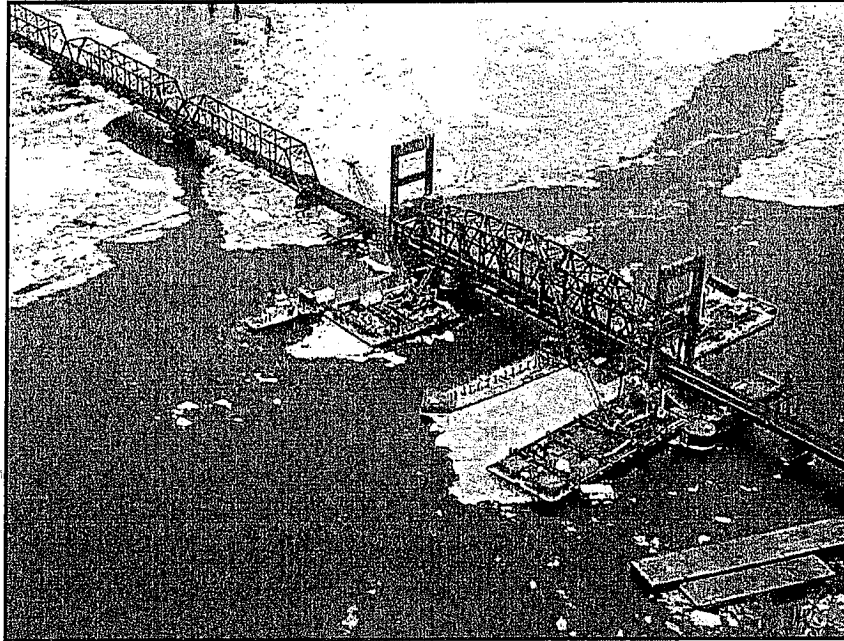
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BNSF – Swing Bridge Replacement

Burlington, Iowa



This Ames Construction project included removal and replacement of an existing 360-foot swing span with a new vertical lift span. The process involved building two new piers and placing 140-foot towers around the existing bridge. The center pivot pier was then removed to open the navigation span to 350 feet. (The old swing span is listed as the worst bridge on the Mississippi River for collisions.) During construction, train (approximately 30 a day) and tugboat traffic (approximately 12 a day) was maintained without interruption.

The new lift span truss was built on 4, 40-foot x 195-foot, barges just downstream of the existing bridge. The new truss weighs 2,500 tons and dimensionally is 370 feet long, 65 feet tall and 36 feet wide.

Ames crews successfully floated out the old swing span, floated in the new truss span and cleared the tracks for traffic within the 30 hour allotted window.

Client

Burlington Northern Santa Fe

Designer

HNTB Corporation

Project Duration

September 2009 – December 2011

Contract Value

\$72.million

Project Scope Details

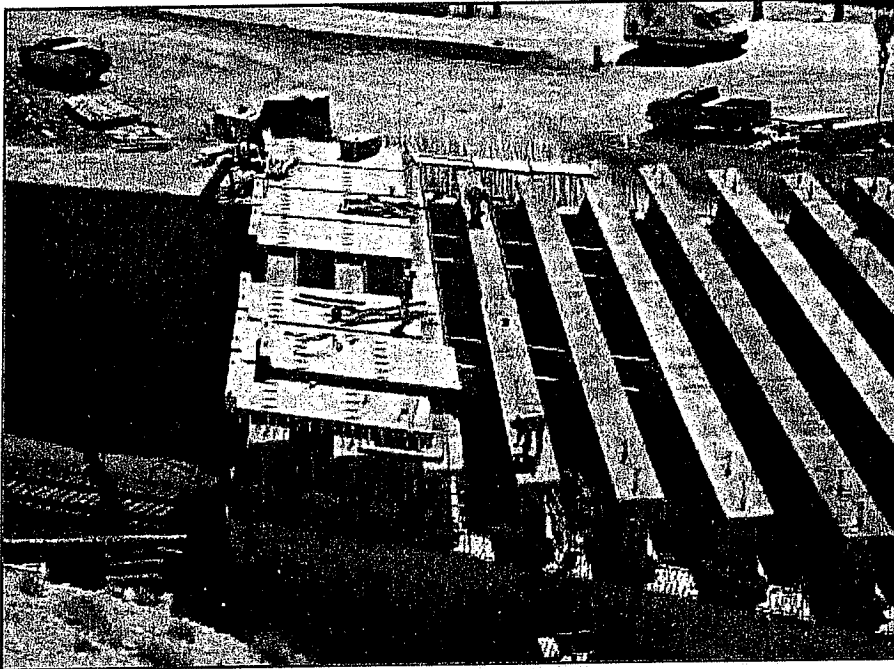
- Pier cap construction on 11' diameter drilled shafts
- Pier foundation consists of 8-drilled shafts, 11 feet in diameter
- Lift span steel truss of 360 linear feet
- 7042 cubic yards of structural concrete
- 7,615,000 tons of structural steel
- Lift towers weigh 1,000 tons each
- Lift span weighs 2,500 tons
- Misc. steel in walkways, tower and elevator platforms and existing truss modifications weigh 130 tons



Ames Construction, Inc.®

US-6 MILEPOST 200 BRIDGE REPLACEMENT

Utah County, Utah



For this UDOT project, Ames Construction crews replaced two bridges, widened one mile of roadway and performed the demolition of a pre-existing bridge. The project was constructed in a narrow roadway corridor adjacent to and above an operating UPRR double-track rail line, with no disruptions in service.

This was the first project in Utah to use Accelerated Bridge Construction (ABC), an innovative technique employing extensive use of precast concrete structural elements that are brought to the site ready for installation, thus reducing traffic congestion and improving safety to the construction workforce and traveling public.

Construction for both new bridges used precast concrete elements for the abutments, beam girders and deck panels. Prefabrication of these major elements was performed in a controlled off-site environment, avoiding the space and access limitations that the jobsite presented. This resulted in improved constructability, increased quality, lower costs and a shortened schedule.

Ames crews worked 82,000 man-hours on this project and achieved on-time completion with no lost time accidents, and no recordable injuries from either Ames Construction or its subcontractors.

Client

UDOT

Designer

UDOT

Project Duration

July 2007 – September 2009

Contract Value

\$20 million

Awards

Best Transportation Project of 2009, *Intermountain Contractor Magazine*, a McGraw-Hill publication

Project Scope Details

- 230,000 CY of earthwork
- 265,000 tons of aggregate processing
- 272,000 CY of aggregate placement
- 1,350 LF of HDPE (ADS) pipe 6" to 24" diameter
- 32,000 SF of retaining walls
- 3,000 CY of structural concrete
- 78 tons of structural steel
- 22,000 tons of asphalt paving

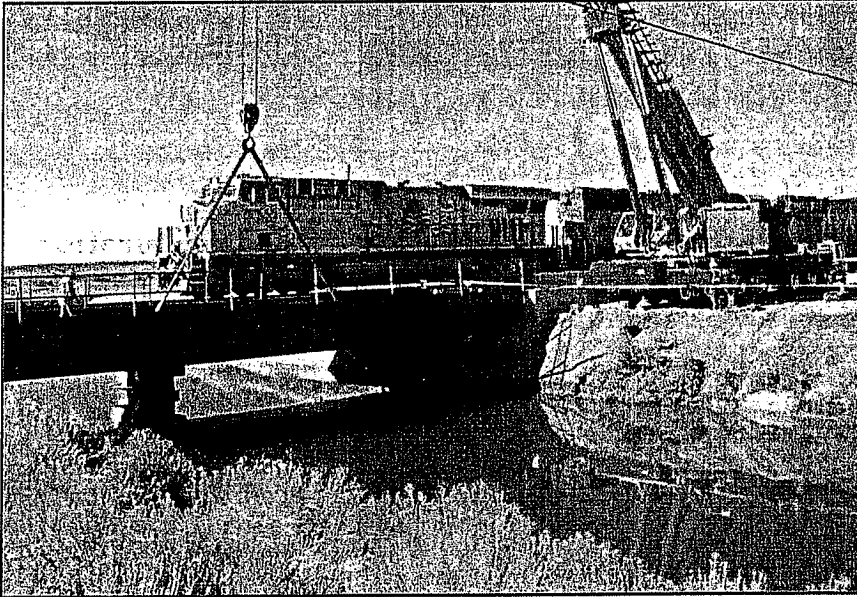
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UPRR – Sunset Route

Maricopa, Pinal and Pima Counties, Arizona



Ames Construction was the general contractor on this second mainline construction project along the UPRR Sunset Route through Maricopa, Pinal and Pima Counties in Arizona.

The project consisted of adding more than 110 miles of second mainline track beside the existing line, winding through seven cities, three counties and the Ak-Chin Indian reservation. A huge undertaking, Ames worked closely with UPRR and representatives from all of these areas to coordinate the construction and get approval for building 40 at-grade road crossings. A total of 54 new bridges were constructed along the length of the project.

Due to a permitting issue, the project could not be built straight through from one end of the line to the other. To avoid delays, Ames crews skipped construction of the structures that were not yet permitted and returned to complete them once permits were issued.

With most of the project located along the freeway corridor between Phoenix and Tucson, this was a high-visibility project for the UPRR that included work in several environmentally sensitive areas. Ames hired an environmental engineering company to conduct studies and monitor construction activities to ensure that the project was in compliance with all regulations and avoided disturbance of both the desert environment and the area wildlife.

Client

Union Pacific Railroad

Designer

HDR Engineering, Inc.

Project Duration

November 2007 - March 2009

Contract Value

\$120 million

Project Scope Details

- 1,250,000 CY of earthwork
- 990,000 tons of aggregate processing and placement
 - 830,000 tons subblast
 - 160,000 tons rip rap
- 15,415 LF of 36" to 84" corrugated steel pipe
- 22,891 LF of 36" to 84" Jack and bore seamless steel pipe
- Jack and bore: 547 individual jacks under existing track
- 514 tons of structural steel
- 6,636 CY of structural concrete with 377 cast-in-place headwalls at pipe culvert locations with multiple large-diameter pipes

Bridges

- 54 bridges, most two- and three-span, precast railroad bridges on H-pile foundations with precast caps; several five- and six-span
- 40 at-grade crossings

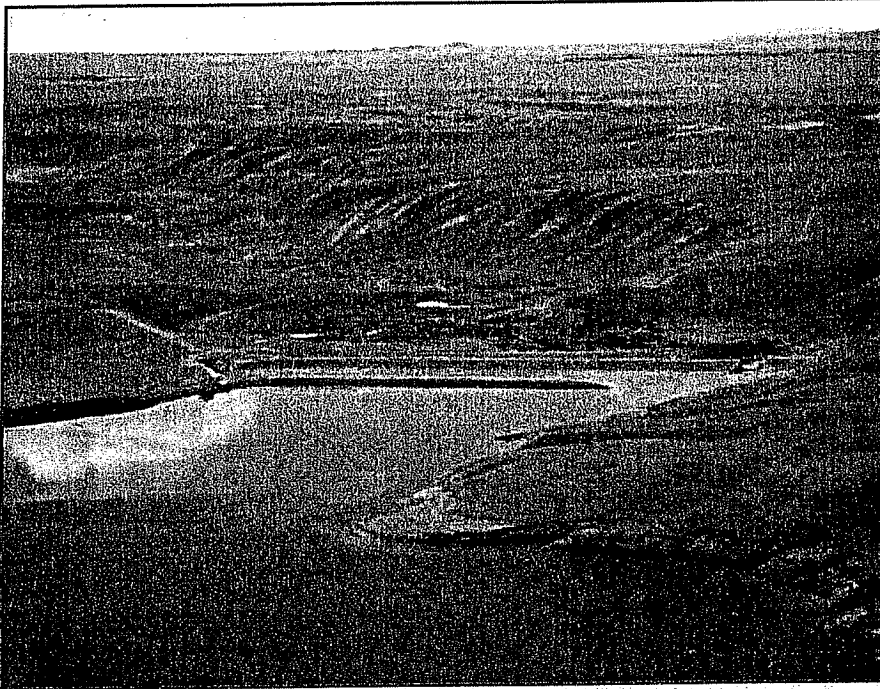
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HIGH SAVERY DAM PROJECT

Carbon County, Wyoming



Ames Construction was the prime contractor on this expansive new dam construction project located in a remote area of Wyoming.

Access to the isolated job site was difficult. Located 45 minutes from the nearest town, crews traveled over dirt roads surfaced with sharp-edged gravel the often punctured tires. The road also crossed the Continental Divide, causing nearly impassable barriers from the wind and snow. A four-wheel drive, 15-passenger van was converted to a tracked vehicle, replacing the tires with custom track attachments. Although the conversion significantly reduced the speed of the vehicle, crews could get to the site through whiteouts and six-foot drifts.

The large accumulation of snow in the winter also had an effect on the project in spring. The melting snow pack surrounding the area would increase the flow in the streams that fed the reservoir. Water flow ranged from eight cubic feet per second to a raging 1,200 cubic feet per second—for weeks at a time—and streamed through the middle of the job site.

The contract included the zoned earth-fill dam, the primary spillway, on-site batching and placement of concrete for the new outlet tunnel, and construction of the inclined intake structure. Given the remote site, Ames produced as much material on site as possible.

Client

Wyoming Water Development
Commission

Design Engineer

States West Water Resources Corp.

Project Duration

May 2001 – October 2003

Contract Value

\$23 million

Project Scope Details

- 2,371,000 cubic yards of earthwork
 - Topsoil stripping and placement
 - Excavation to mitigation areas
 - Zoned embankment on dam included construction of:
 - Mitigation areas around dam
 - Approach roads
 - Roadway embankment on county roads
 - Miscellaneous structural excavation and backfill
- 16,200 cubic yards of aggregate processing and placement
- 2,375 linear feet of 18" to 36" diameter CMP pipe
- 801 linear feet of mechanical piping
- 16,212 cubic yards of structural concrete

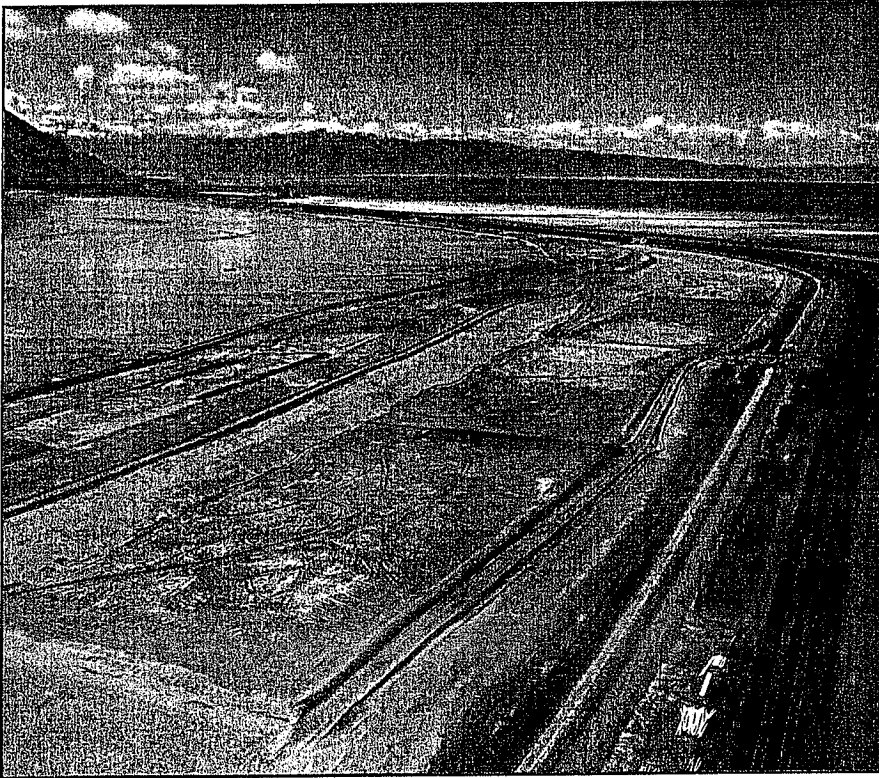
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KENNECOTT UTAH COPPER NORTH TAILINGS DAM

Salt Lake County, Utah



The Kennecott Utah Copper North Tailings Dam project represents a major expansion that is adding more than seven miles to an existing tailings dam. Kennecott generates mill tailings from its copper/molybdenum concentrator, and transports these tailings in slurry form via a 17-mile long pipeline to the North Tailings Dam.

At the project start, crews were challenged to get the proper material compaction, which caused a quicksand-like effect that repeatedly bogged down the equipment. After trying several different solutions that worked in the short term, the Ames team began using large articulated agricultural tractors outfitted with six tires per axle. The tractors were able to stay on top of the sand and moved at a traveling speed that allowed crews to keep up with material flow.

Operations on this massive project, which are projected to span a total of 19 years, runs 24 hours per day, 7 days a week, 365 days per year. Compacted slurry tailings placement in the dam occurs about nine months out of every year.

Client

Kennecott Utah Copper, an operating company of Rio Tinto

Project Duration

May 1998 - March 2017

Contract Value

\$165 million

Project Scope Details

To date as of August 2014:

- 15-year continuous construction project
- 190 million CY of dam construction
- 550,000 LF of 20" diameter spiral-wound steel spigot pipe
- 100,000 LF of 28" diameter HDPE overflow pipe (removal and reinstallation)
- 100,000 LF of 12" diameter rubber-lined steel pipe (removal and reinstallation)

Noteworthy:

As of January 2014 the project had worked 0.7 million man-hours without a recordable incident and 1.3 million man-hours without a lost-time injury.

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Ames Construction, Inc.®

PROVO RESERVOIR CANAL ENCLOSURE

Salt Lake and Utah Counties, Utah



Ames Construction was the general contractor on the Provo Reservoir Canal Enclosure, formerly known as the Murdock Canal. The project was designed to fully enclose a 21-mile section of the irrigation canal in a 126-inch-diameter welded steel pipeline that extends from Provo to Lehi, Utah. The pipeline significantly reduces the seepage and evaporation losses associated with the canal, allowing for conservation of the West's most valuable resource—water. Enclosing the canal increased safety for local residents and saves 8,000 acre-feet of water per year.

The project was constructed in a relatively narrow right-of-way in an urban environment that required continual coordination with several municipalities, governmental agencies, adjacent landowners, homeowners and businesses. The pipeline crossed hundreds of wet and dry utilities, which required relocation. Work also included construction of multiple road crossings and installation of electrical systems, Supervisory Control and Data Acquisition (SCADA), and fiber-optic control systems.

The majority of the project was completed in the spring of 2012, allowing for manual operation of the enclosed canal. The final work was completed in the fall, with the finished pipeline able to carry more than 400 million gallons of water daily.

Client

Provo River Water Users Association

Designer

CH2M Hill

Project Duration

September 2010 – May 2012

Contract Value

\$138 million

Project Scope Details

- 102,145 LF of 126"-dia. welded carbon steel pipe, 7/16" wall thickness, with 35 mils of polyurethane coating inside and outside
- 121,000 CY of flowable fill
- 45,000 CY of structural concrete
- 5200 LF of 12" to 24" steel and ductile iron mechanical piping
- Three 48" and one 24" plunger valves, and six 48" gate valves

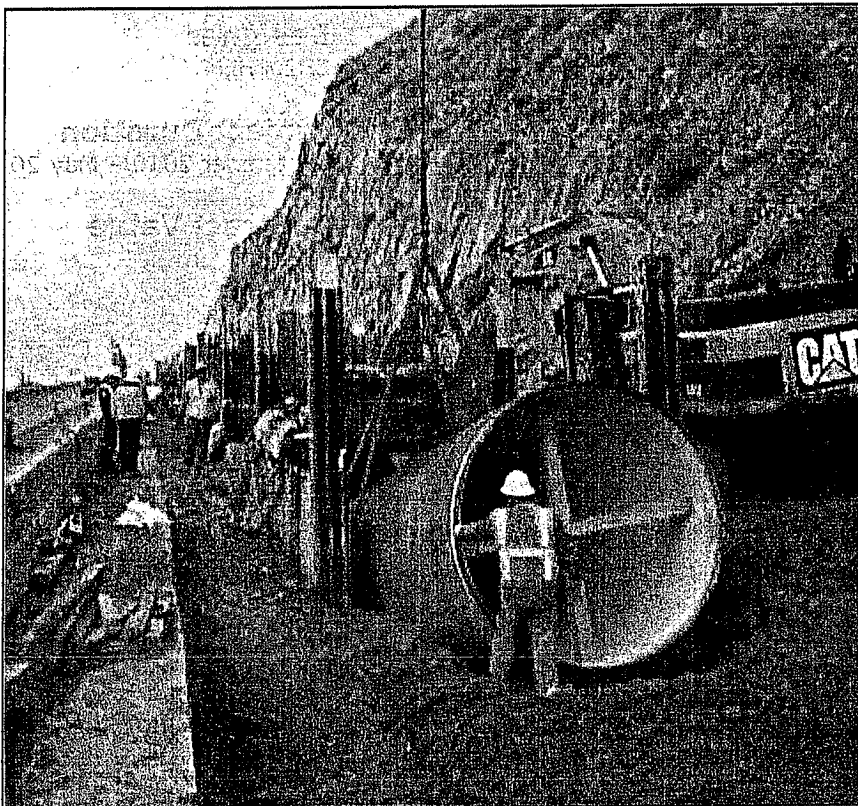
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SPANISH FORK CANYON PIPELINE – REACH 3

Spanish Fork, Utah



Client

Central Utah Water Conservancy
District

Designer

CH2M Hill and Central Utah Water
Conservancy District

Project Duration

May 2009 – June 2010

Contract Value

\$14 million

Project Scope Details

Supply and installation of:

- 10,100 LF of 96"-dia. cement-mortar-lined steel pipe with welded joints
- 1,326 LF of 30"-dia. HDPE pipe
- 21,000 CY of flowable fill (Controlled Low Strength Material)

Ames Construction was the general contractor for this buried large-diameter pipeline project that is an integral part of the Utah Lake Drainage Basin Water Delivery System.

Construction was performed in a very narrow right-of-way in a canyon. One side of the work bordered a major highway that had to remain open to traffic, while the other side was adjacent to steep canyon walls. The project used a 300-foot-long slide rail shoring system to maintain and safeguard the excavations.

Each section of the 96"-diameter pipe was 40 feet long and weighed 54,000 pounds.

This project was partially funded by the American Recovery and Reinvestment Act of 2009.

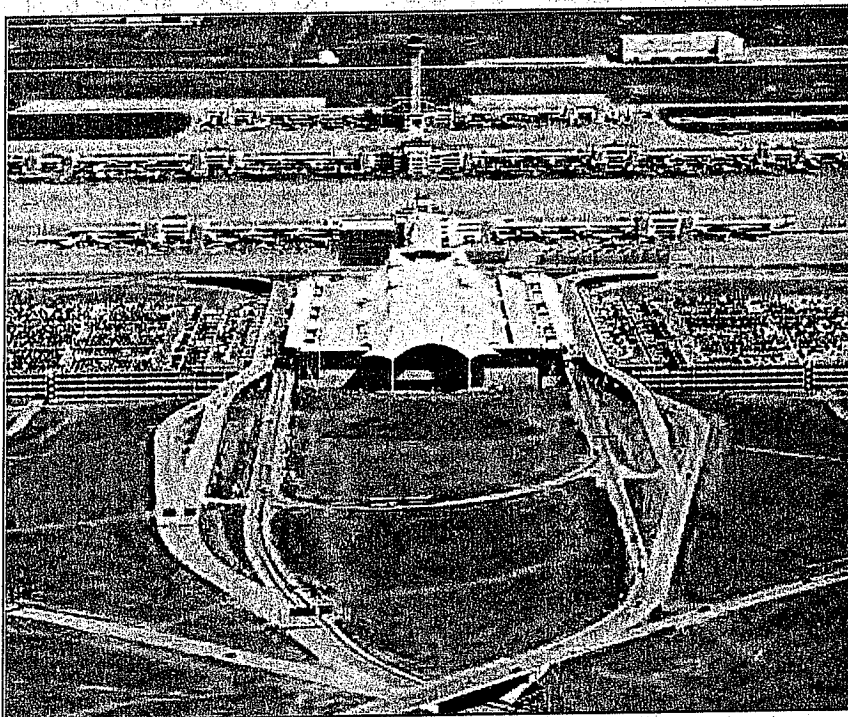
INSTALLING TRUE CONFIDENCE. DELIVERING SUCCESS.



Ames Construction, Inc.®

DENVER INTERNATIONAL AIRPORT

Denver, Colorado



On November 13, 1989, Ames Construction broke ground on what would come to be referred to as "the world's first superhub," featuring a 16,000-foot international runway. The finished Denver International Airport would be several times larger than the existing Stapleton Airport with room to grow.

The initial contract required that Ames Construction move 36 million cubic yards of dirt in 17 months—an extremely aggressive schedule by any measure. More than 300 Ames employees worked nonstop, seven days a week, 24 hours a day, setting a pace unequaled by other contractors on the project by moving the first 30 million cubic yards of dirt in just 10 months.

Work performed by Ames crews included earthwork and installation of sanitary sewer, storm sewer box culverts and construction of eight bridges on the circulation road system surrounding the terminal. The company's on-site batch plant and transit mix trucks provided flowable backfill to the Ames pipe crews and underground contractors working at the site.

Ames maintained an active presence until conclusion of the site work in 1994, successfully completing six major contracts as a prime contractor and over forty additional contracts as a subcontractor.

Client

City and County of Denver

Design Engineers

URS, HDR, HNTB, TCB, MK-Centennial and others (multiple contacts)

Construction Manager

Project Management Team
(Greiner/MK)

Project Duration

November 1989 - August 1994

Contract Value

\$300 million
(Initial construction contracts)

Project Scope Details

- 130,000,000 CY of earthwork
- 475,000 LF of underground pipe
- 12" to 120" diameter
- Several 6 x 6 to multi-barrel
- 12 x 12 box culverts
- 80,000 CY of structural concrete
- 8 circulator road bridges
- 400,000 CY of flowable pipe backfill

Expansion projects, prime contractor, include:

- Initial grading of the proposed sixth runway
- Construction of new wetland mitigation areas

Expansion projects, grading & utility:

- Commuter parking lot
- Air cargo apron/taxiway expansion project
- Relocation of the parking revenue facilities to the main terminal parking

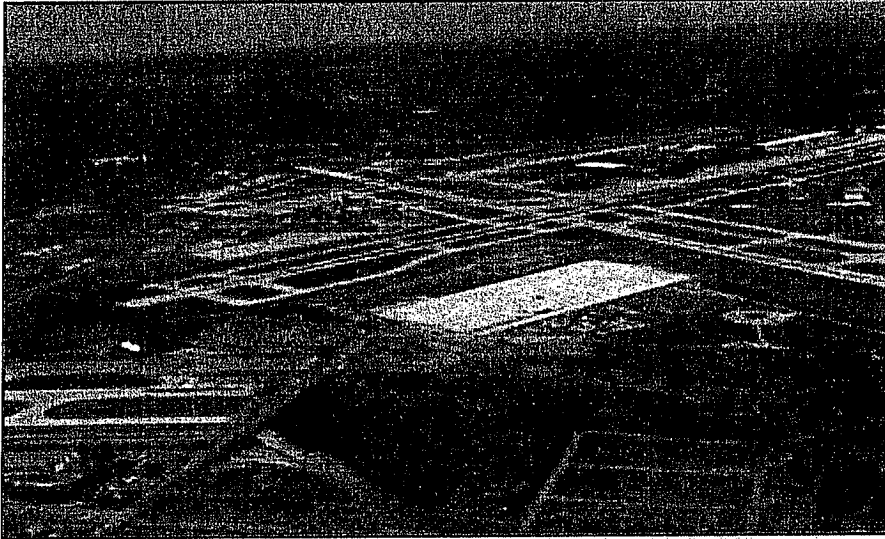
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Ames Construction, Inc.®

MINNEAPOLIS-ST. PAUL INTERNATIONAL AIRPORT EXPANSION

Minneapolis, Minnesota



Ames Construction held nine major contracts, and served as a subcontractor on several additional contracts, during the course of the Minneapolis-St. Paul International Airport expansion. The work included major expansions to the terminal, concourses and parking facilities, construction of the new 17-35 runway, and complete reconstruction of the main inbound/outbound road system of the terminal approach. One contract required work on an infield access tunnel that included the approach retaining walls and the arched entrance.

In addition to new construction, the scope of work included removal of an existing runway, many underground utility facilities, contaminated soil remediation, bedrock excavation and dewatering. Much of the existing pavement that was removed was crushed and processed for reuse as engineered fill or aggregate base course material in the new construction.

Most of the work occurred within the active Aircraft Operations Area of the airport, requiring tight security and close coordination with airport operations personnel and traffic control.

Client

Metropolitan Airports Commission

Design Engineer

TKDA, BRW, Architectural Alliance,
HNTB, Kraus Anderson

Construction Manager

TKDA, Kraus Anderson

Project Duration

October 1999 – December 2001

Contract Value

\$86,000,000

Awards

As appropriate

Project Scope Details

- 4,800,000 CY of earthwork
- 185,000 CY of rock excavation
- 440,000 tons of aggregate processing
- 195,000 tons of aggregate placement
- 90,500 LF of underground pipe - 12" to 96" diameter
- 7,000 LF of 8 x 8 box culverts (precast)
- 4,800 LF of 9 x 10 box culverts (precast)
- 6,000 CY of structural concrete (drainage structures)
- 5,000 LF of mechanical piping (jet fuel lines)
- 20,000 SY of asphalt paving
- 400,000 SY of concrete paving - 8" to 20" thick aircraft pavement
- 245 rock bolt installation for the tunnel wall approach

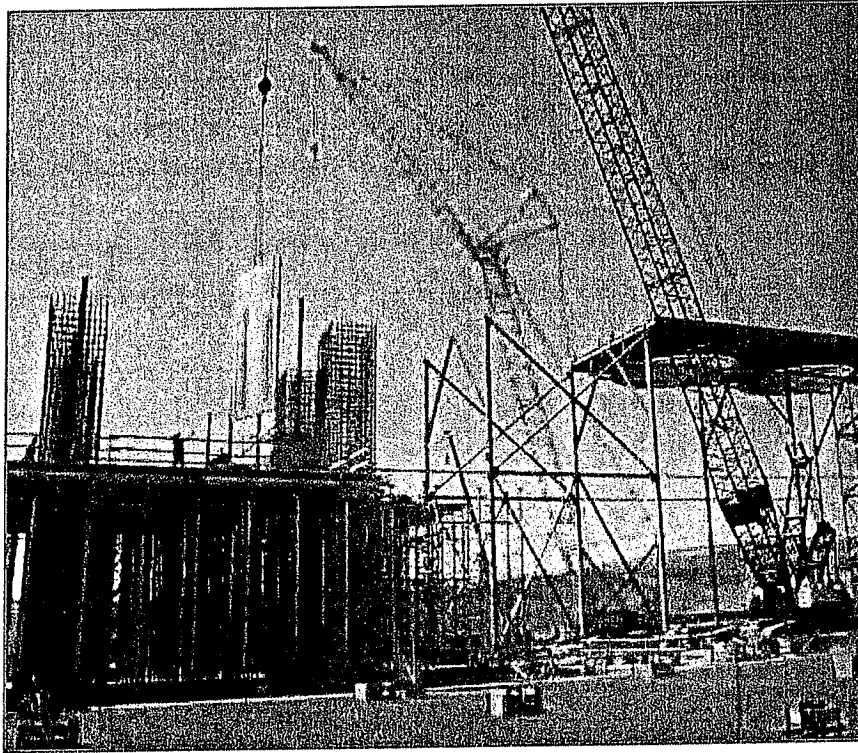
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DRY FORK STATION UNIT 1 SITE WORK AND SUBSTRUCTURE CONSTRUCTION

Gillette, Wyoming



Ames was awarded two contracts for this 480 MW coal-fired power plant in Gillette, Wyoming. The first contract at the 150-acre site was for site preparation and included construction of the entrance and site roads, installation of erosion control facilities and drainage structures.

The second contract included the concrete substructure and construction of underground electrical duct banks, and installation of mechanical piping and storm sewer systems.

Completion of this project involved the combined efforts and resources from three of Ames' regional offices to perform the initial site preparation, substructure and foundation contracts under accelerated construction schedules.

The power plant began commercial operation in November 2011. The station uses pulverized coal (PC) technology and the latest generation of pollution control technologies, resulting in very low emissions.

Client

Basin Electric Power Cooperative

Design Engineer

Sargent & Lundy, LLC

Project Duration

October 2007 - March 2010

Contract Value

\$94,000,000

Site Preparation

- 1,500,000 cubic yards of earthwork
- 40,000 cubic yards of aggregate processing and placement
- 2,000 linear feet of 36 to 66" CMP pipe

Foundations & Substrate Concrete

- 137,000 cubic yards of earthwork
- 2,000 cubic yards of rock excavation
- 52,000 tons of aggregate placement
- 5,400 linear feet of CHDPE storm sewer pipe
- 75,000 linear feet of mechanical piping
- 14 x 73 H-Pile (4,200 each, or 282,000 linear feet)
- 45,000 square feet of HDPE liner
- 66,000 cubic yards of structural concrete
- 75,000 cubic yards of ready mix concrete production

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End of Response to Solicitation Request