



# Town of Johnstown

## TOWN COUNCIL WORK SESSION

450 S. Parish, Johnstown, CO  
Monday, March 08, 2021 at 6:00 PM

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**MISSION STATEMENT:** *“The mission of the government of the Town of Johnstown is to provide leadership based upon trust and integrity, commitment directed toward responsive service delivery, and vision for enhancing the quality of life in our community.”*

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## AGENDA

### CALL TO ORDER

### AGENDA ITEMS

- [1.](#) Highway 60 & I-25 Aesthetic Improvements
- [2.](#) Gorilla Recycling Presentation
- [3.](#) Estes Avenue Area Storm Drainage Project
- [4.](#) Sanitary Sewer Interceptor Phase 2

### ADJOURN

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## AMERICANS WITH DISABILITIES ACT NOTICE

In accordance with the Americans with Disabilities Act, persons who need accommodation in order to attend or participate in this meeting should contact Town Hall at (970) 587-4664 within 48 hours prior to the meeting in order to request such assistance.

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# Town of Johnstown

## TOWN COUNCIL AGENDA COMMUNICATION WORK SESSION

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**AGENDA DATE:** March 8, 2021

**SUBJECT:** Highway 60 & I-25 Aesthetic Improvements

**ATTACHEMENTS:** 1. Presentation by BHA  
2. Spreadsheet of Rough Order of Magnitude (ROM)

**PRESENTED BY:** Matt LeCerf, Town Manager

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In September 2020, Town Council identified a final design for the aesthetic improvements for the I-25 and Hwy 60 interchange. This aesthetic improvement, which is designed to be a prominent gateway as visitors and residents enter into the Town of Johnstown, was conceptualized with a focus of being significant and both clearly recognized and identifiable. In preparation of constructions, funds were budgeted in FY2021 with an estimated cost of \$3.4 million. Recently, CDOT performed a Rough Order of Magnitude (ROM) for the project that has identified an approximant project cost of \$6.61 million.

Value engineering of the project is a possibility to get the project to a more reasonable total project cost. The presentation provided by BHA will discuss some of those alternatives to consider and the spreadsheet provided by CDOT is attached, if members of Council would like to review some of the finer detail costs of the project.

Also, for consideration and in preparation of tonight's meeting, Staff directed BHA to put additional concepts together that might more accurately reflect the FY 2021 budget. These designs have been included in this communication and will be presented and discussed by BHA. It is important to note that the final project cost of \$6.61 million may not be the ultimate cost. This is simply because of the fact that the actual contractor working on the job has not provided a final cost proposal which may also include negotiation of the construction components. Unfortunately, given the significant delta in the budget v. actual costs it would be pertinent to have a timely conversation about general directions.

Options for Town Council to consider are as follows:

1. Does Council desire to push forward with this project, do it once and do it right the first time?

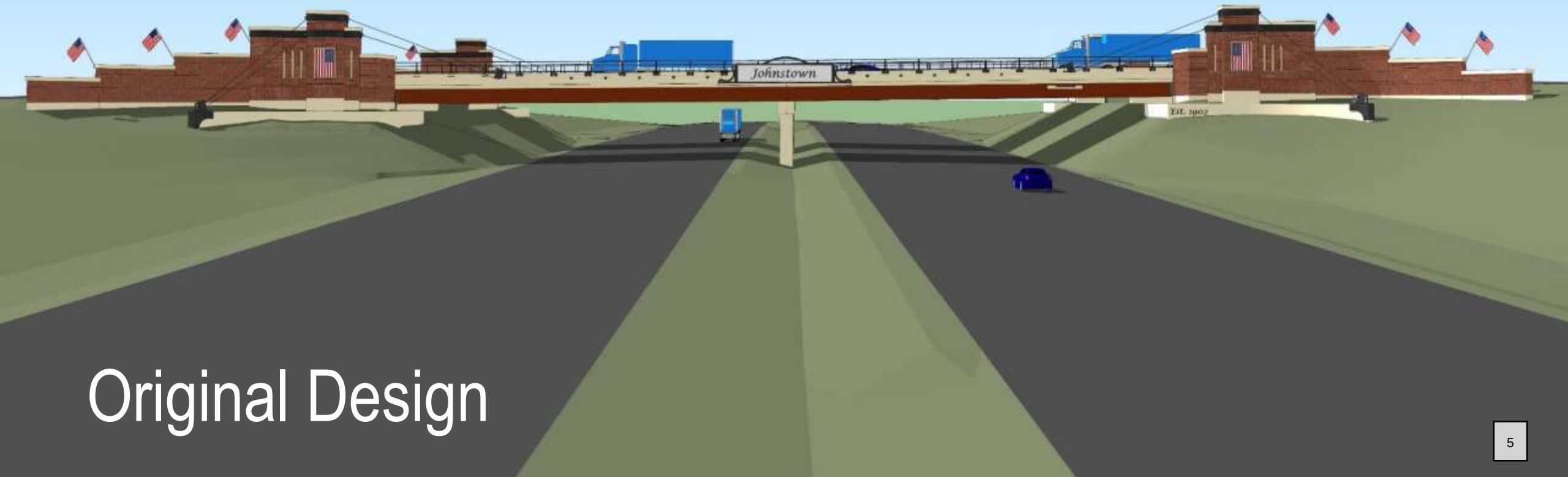
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2. Does Council desire to make adjustments based on some of the value engineering costs options presented?
3. Based on the other design options presented this evening, does Council want to scale back the design to better fit within the budget?

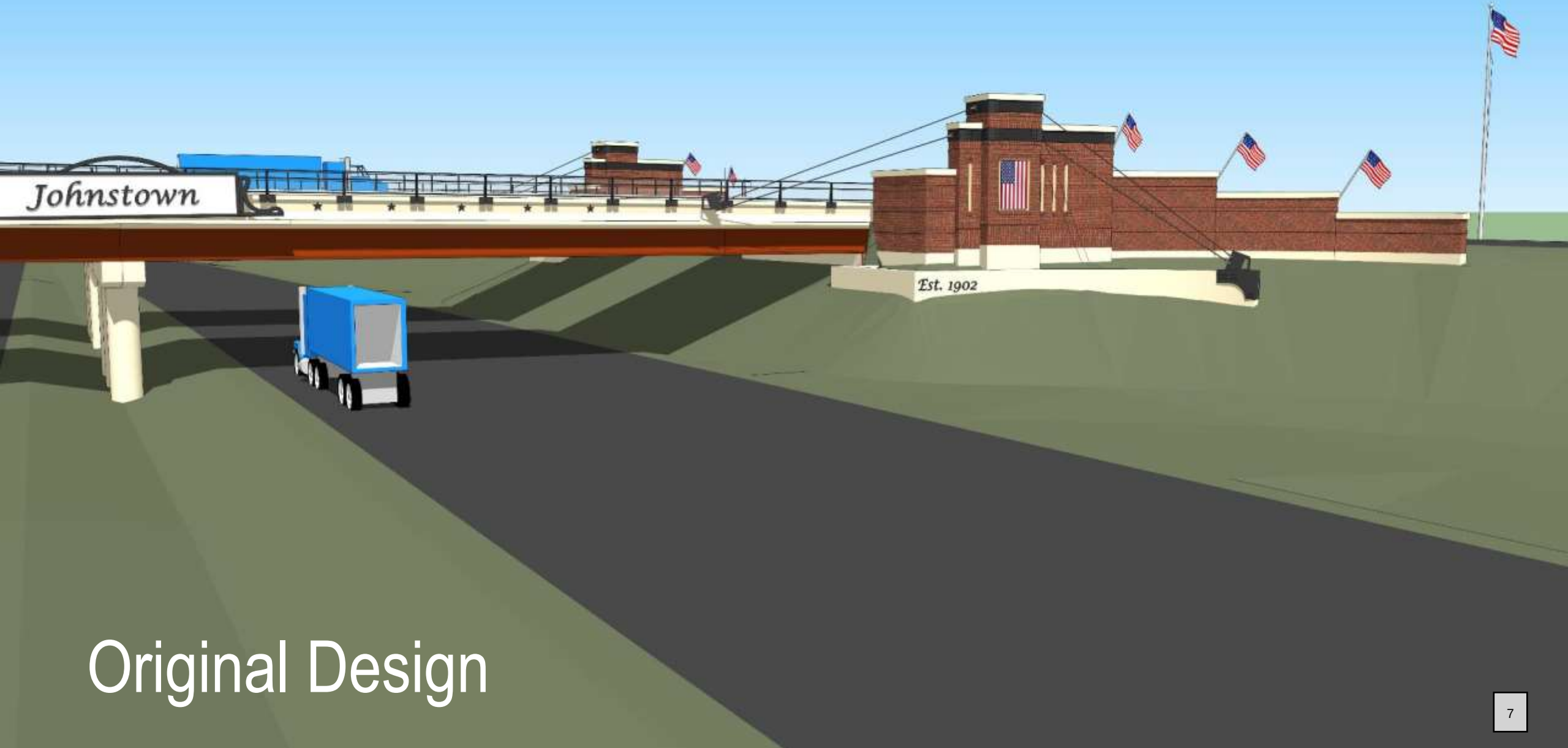
# Town of Johnstown Gateway Bridge



Original Design



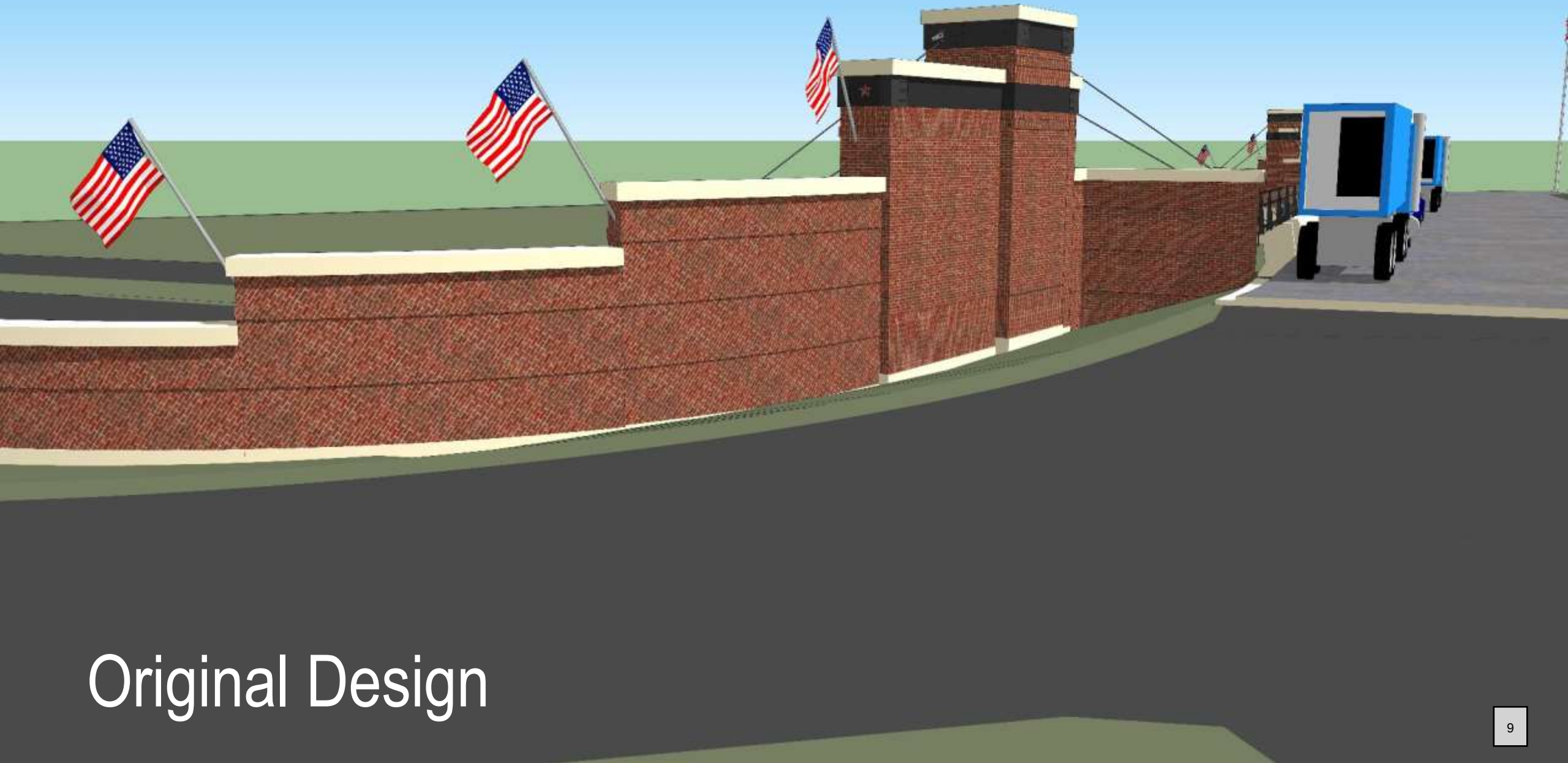
Original Design



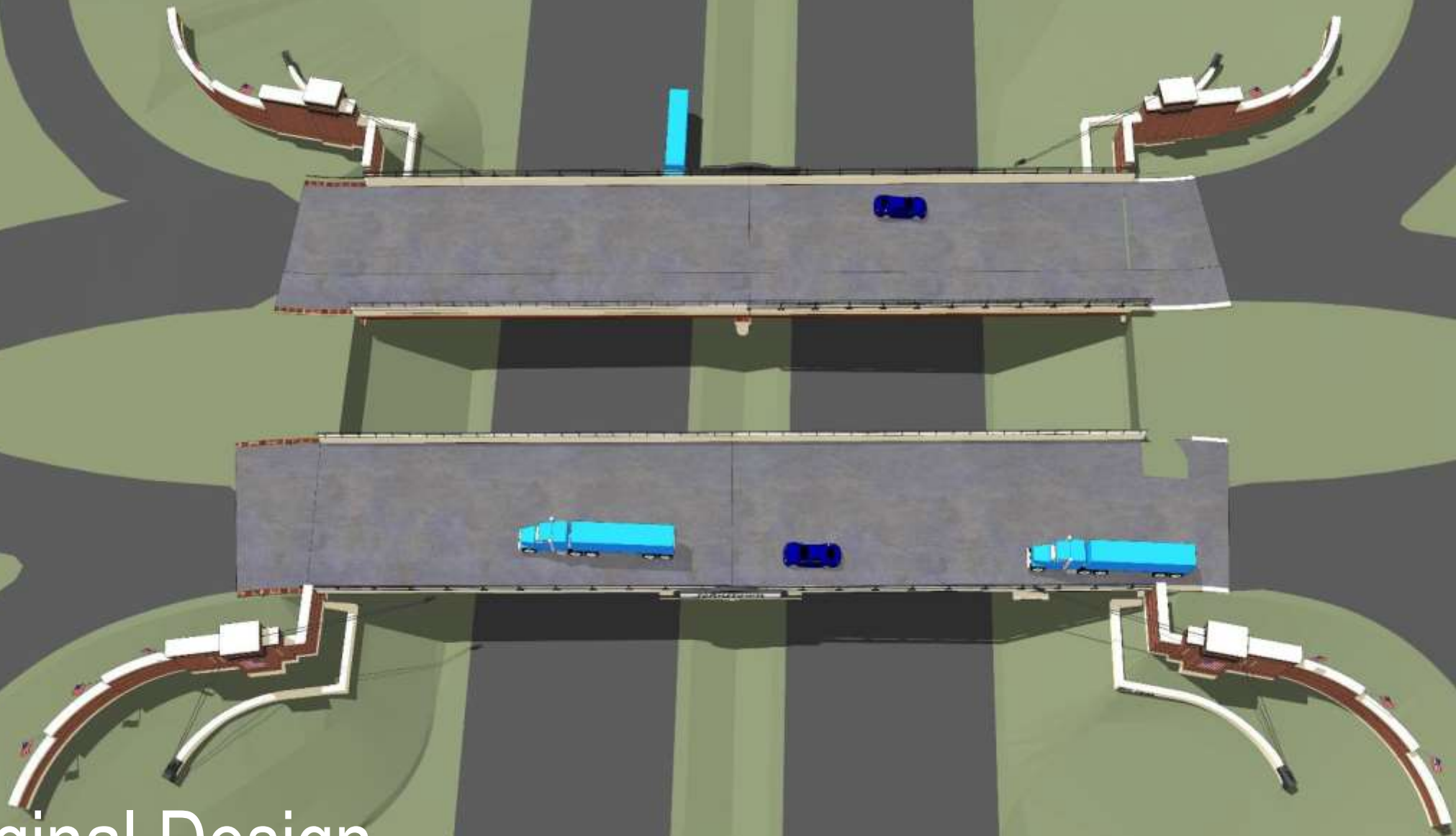
Original Design



Original Design



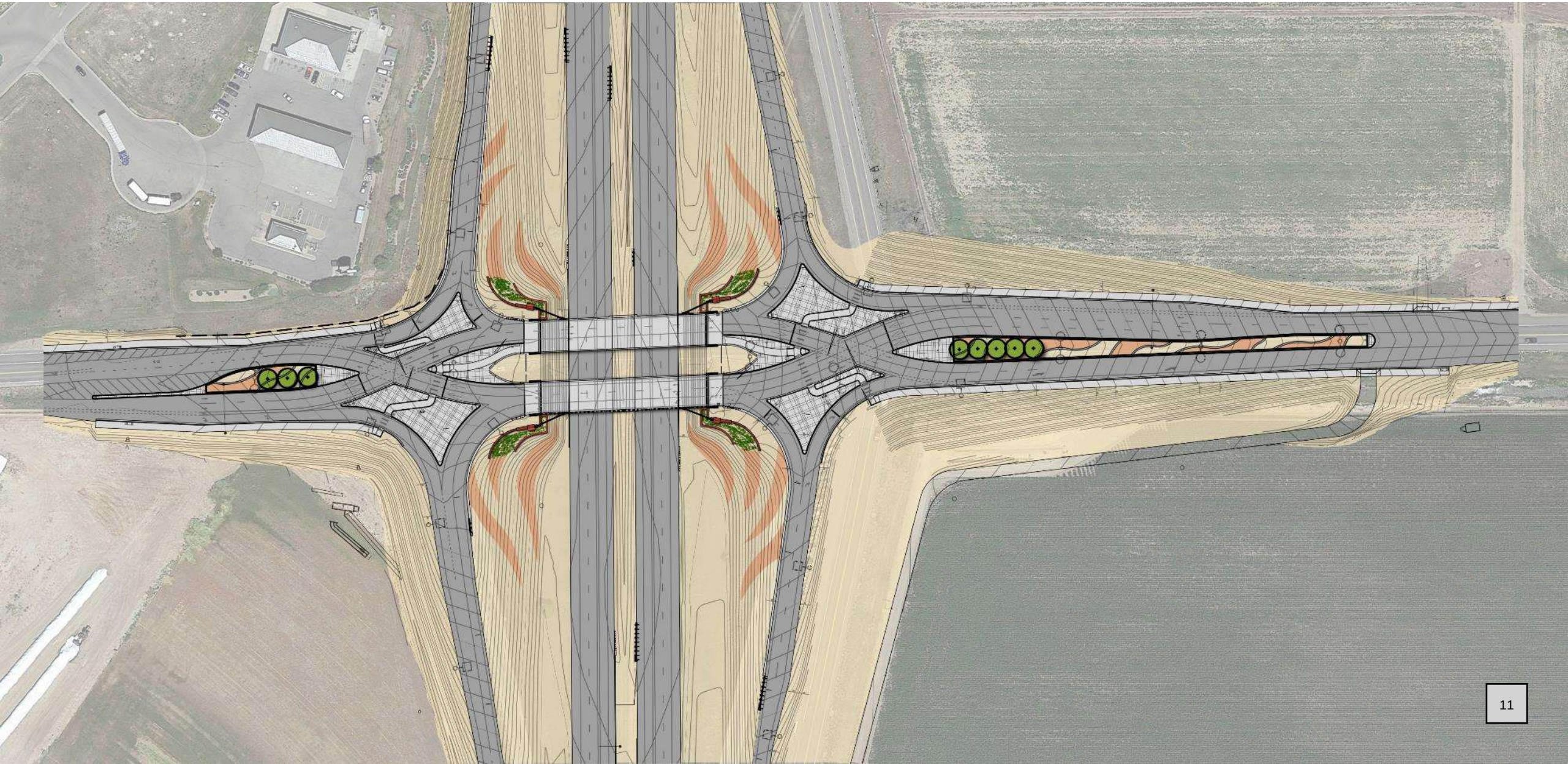
Original Design



Original Design

# Additional Improvements

Item 1.



# Johnstown Gateway Bridge

Town Design and Construction Budget for Interchange Enhancements **\$3.4M**

## Pricing based on 90% Construction Documents

|                                                               |                    |
|---------------------------------------------------------------|--------------------|
| CP#4 - Bridge Deck Extensions for Signs and Cable Anchors     | \$14,600           |
| CP#5 – Monuments, Fencing, Signs, Foundations, Earthwork      | \$5,371,800        |
| CP#5 – Lighting, Hardscape, Landscaping, Irrigation, Flagpole | \$1,264,700        |
| Credit from CDOT Base Project                                 | (\$63,000)         |
| <hr/>                                                         |                    |
| <b>Total Estimated Cost</b>                                   | <b>\$6,610,100</b> |

# Johnstown Gateway Bridge

## Monument Value Engineering Options

|                                                               |               |
|---------------------------------------------------------------|---------------|
| #1 Light Weight Monuments (no change to size/scale)           | (\$844,400)   |
| #2 Replace Masonry with Hand-Stained Brick Form liner Pattern | (\$579,500)   |
| #3 Simplify Monument Articulation                             | (\$362,200)   |
| #4 Light Weight Monuments and Reduce Size/Scale               | (\$1,206,600) |

### Notes

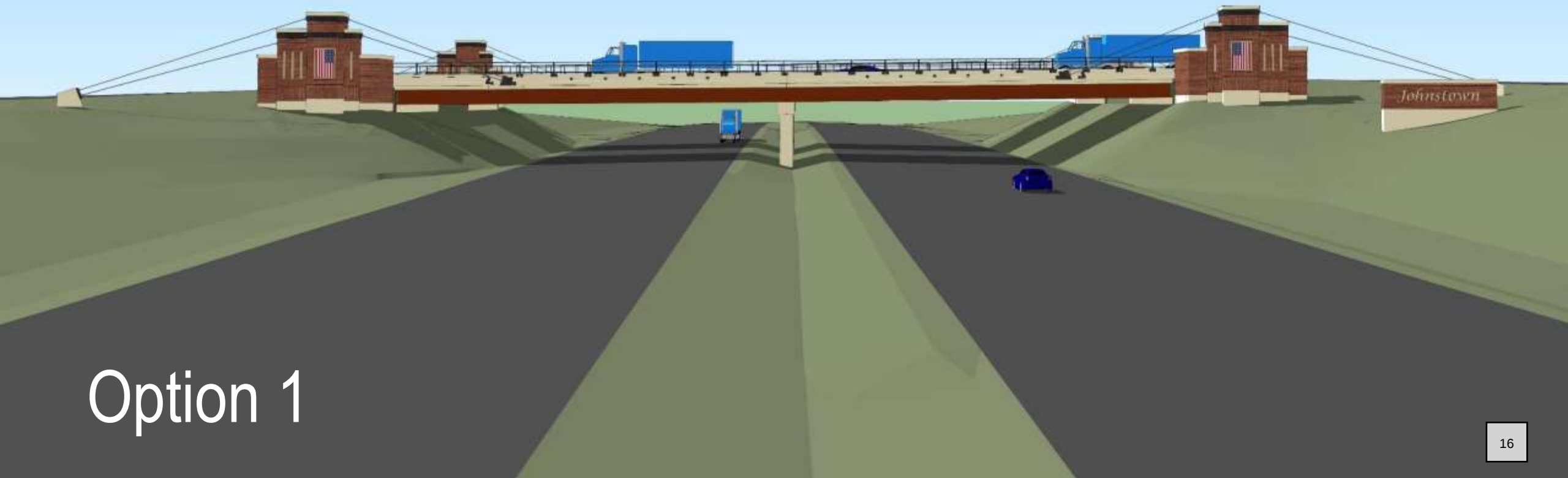
- #1 can be combined with #2 and #3
- #2 can be combined with #1, #3, or #4
- #3 can be combined with #1 and #2, cannot be combined with #4
- #4 can only be combined with #2

# Johnstown Gateway Bridge

## Other Value Engineering Options

|                                                    |                      |
|----------------------------------------------------|----------------------|
| #5 Eliminate Enhance Fencing on Bridge             | (\$102,000)          |
| #6 Eliminate Median Cover Material                 | (\$490,000)          |
| #7 Eliminate Lower Planter Walls                   | (\$715,000)          |
| #8 Eliminate Landscape and Irrigation Enhancements | (\$326,000)          |
| #9 Relocate Signs off of Bridge - required         | (\$64,000)           |
| #10 Eliminate 80' Flagpole                         | (\$28,000)           |
| <b>Total Savings for VE items #5 - #10</b>         | <b>(\$1,725,000)</b> |

# Revised Monument Concepts



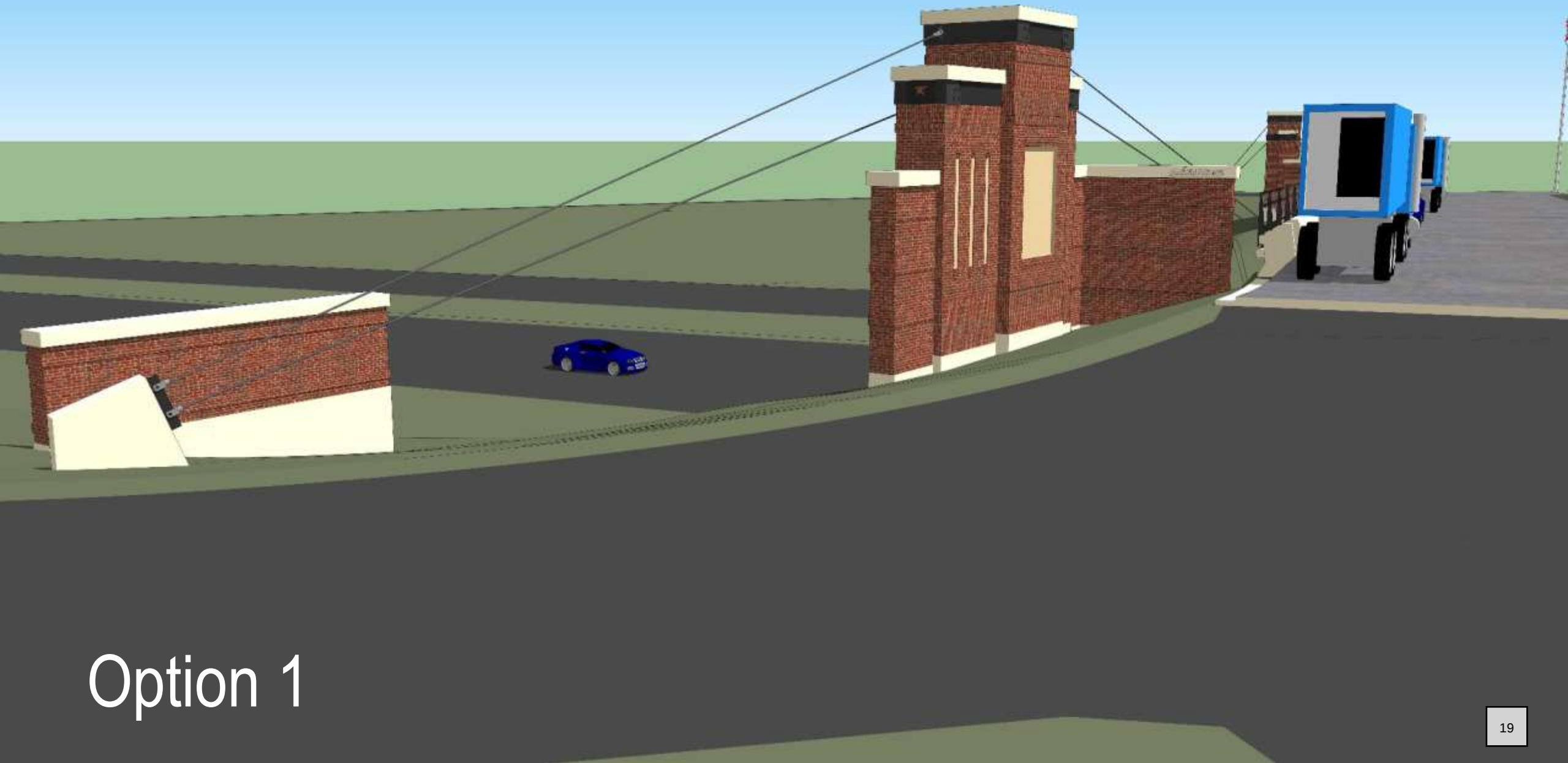
Option 1



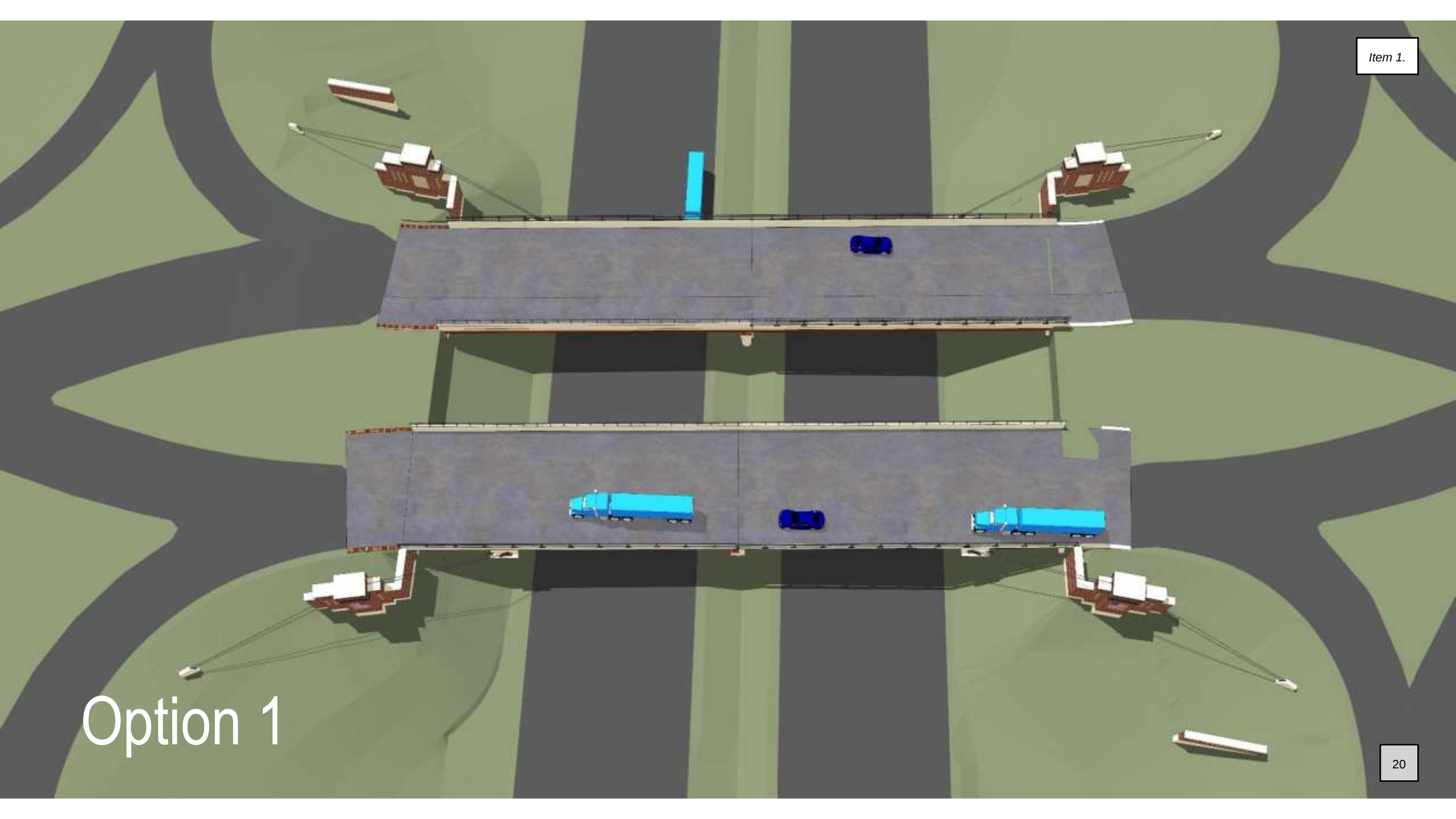
Option 1



Option 1



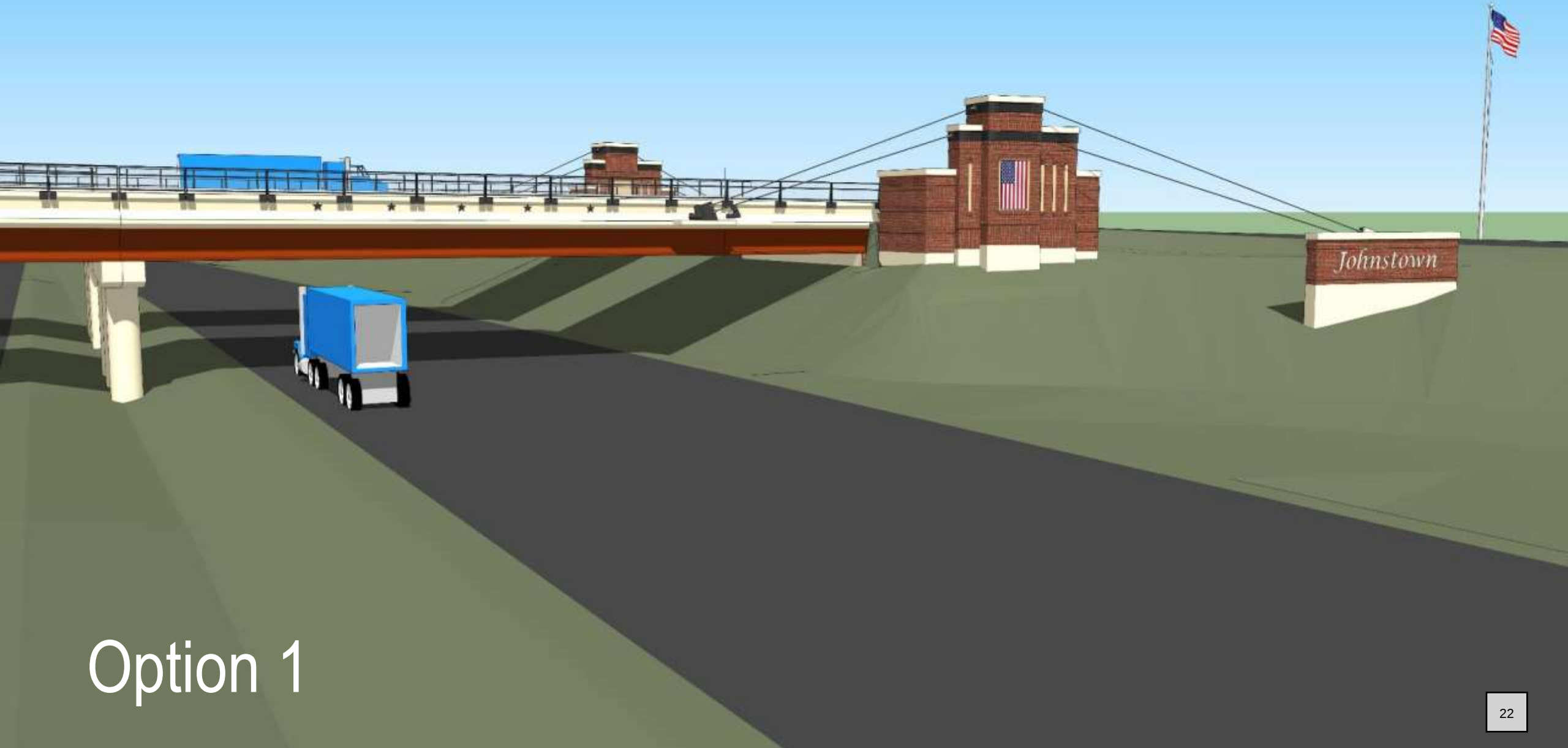
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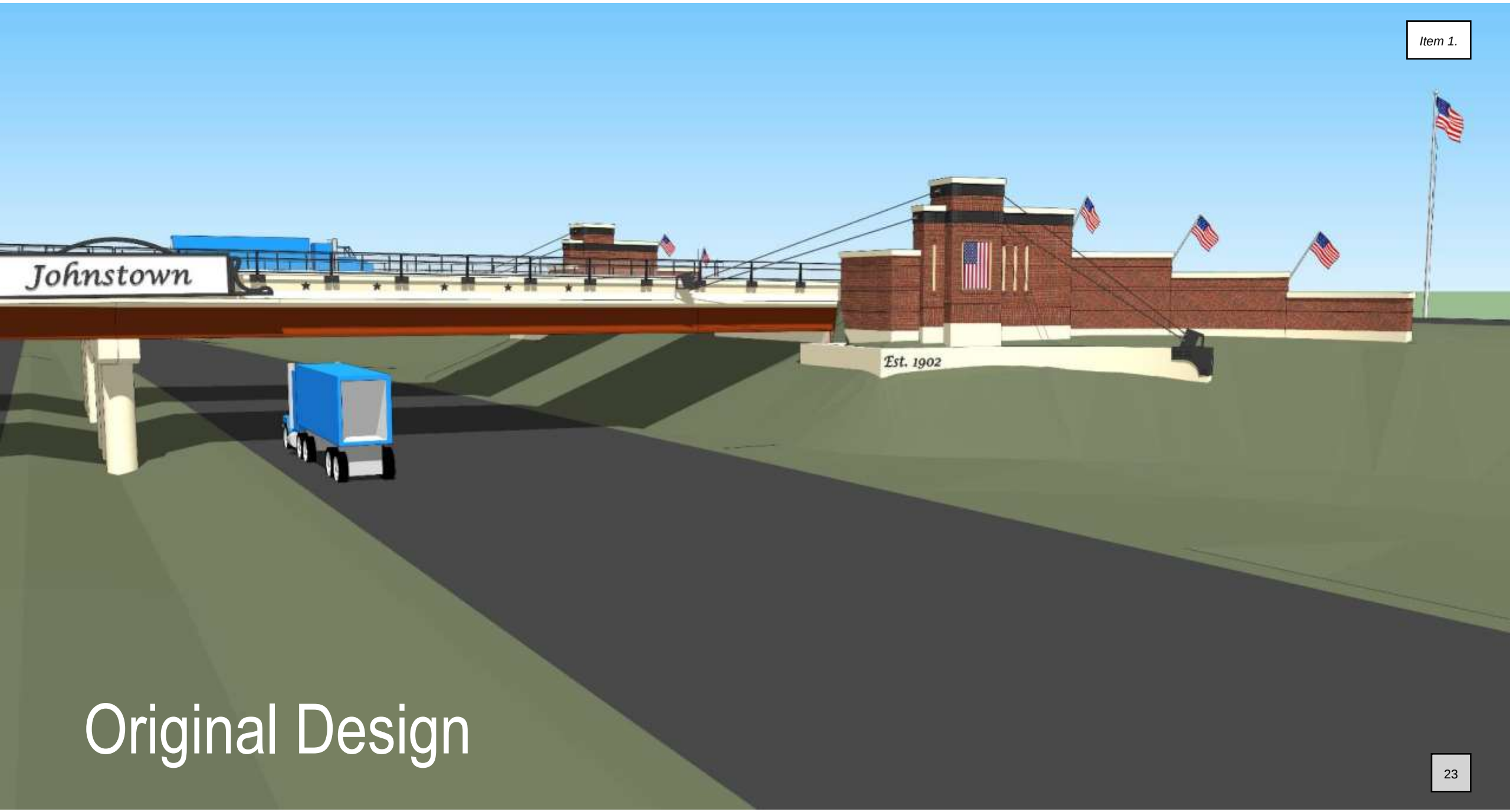
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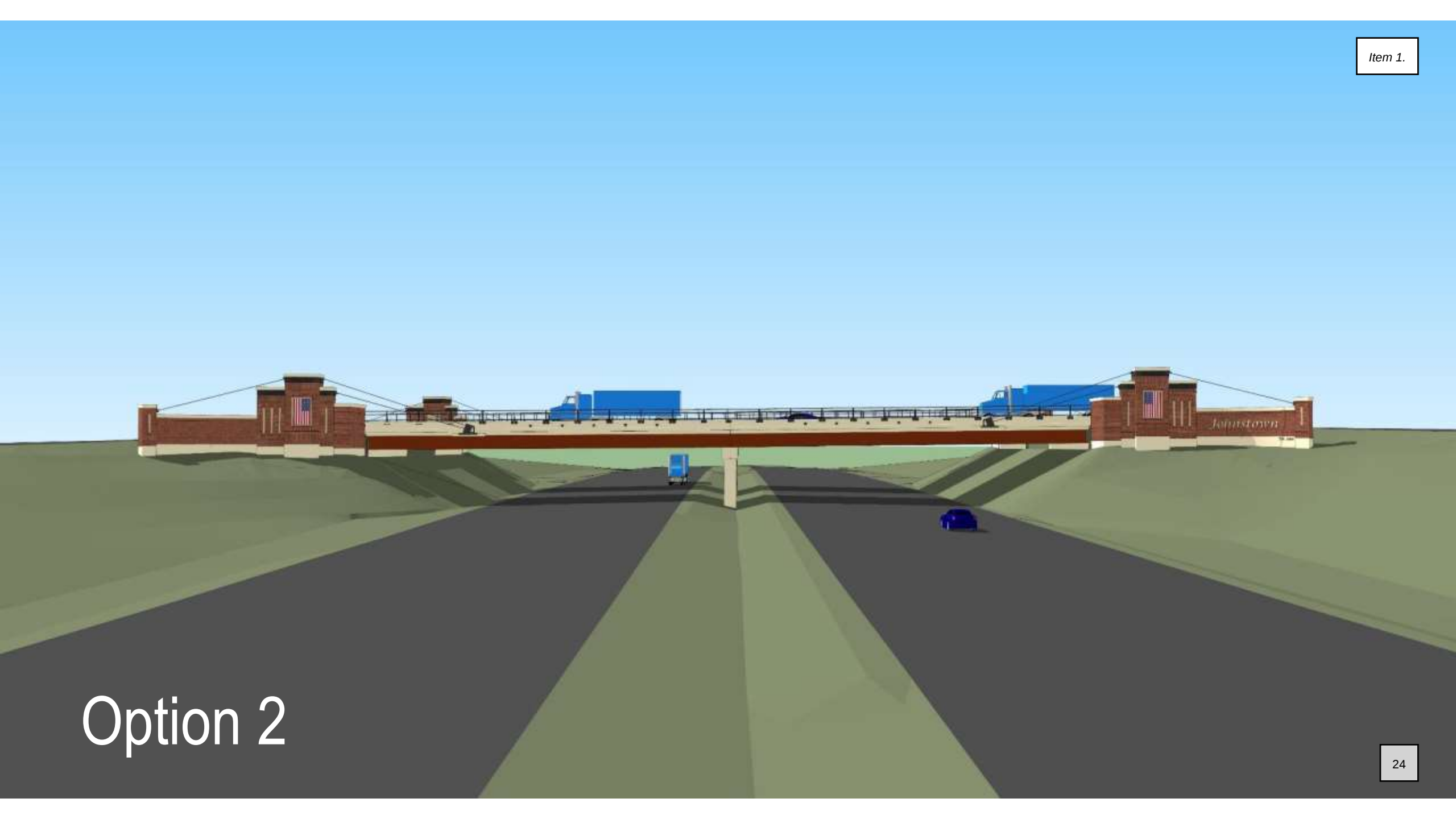
Option 1



Option 1



Original Design



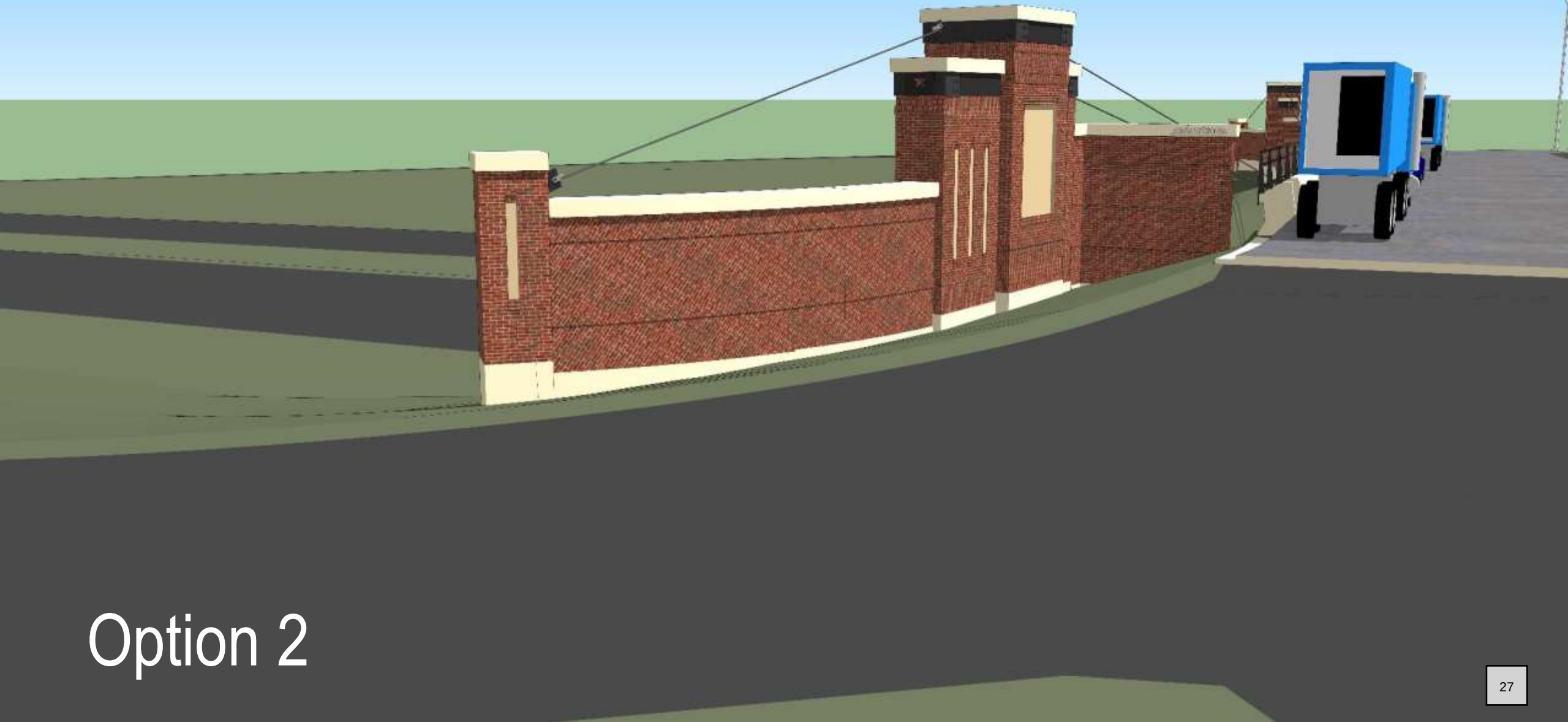
Option 2



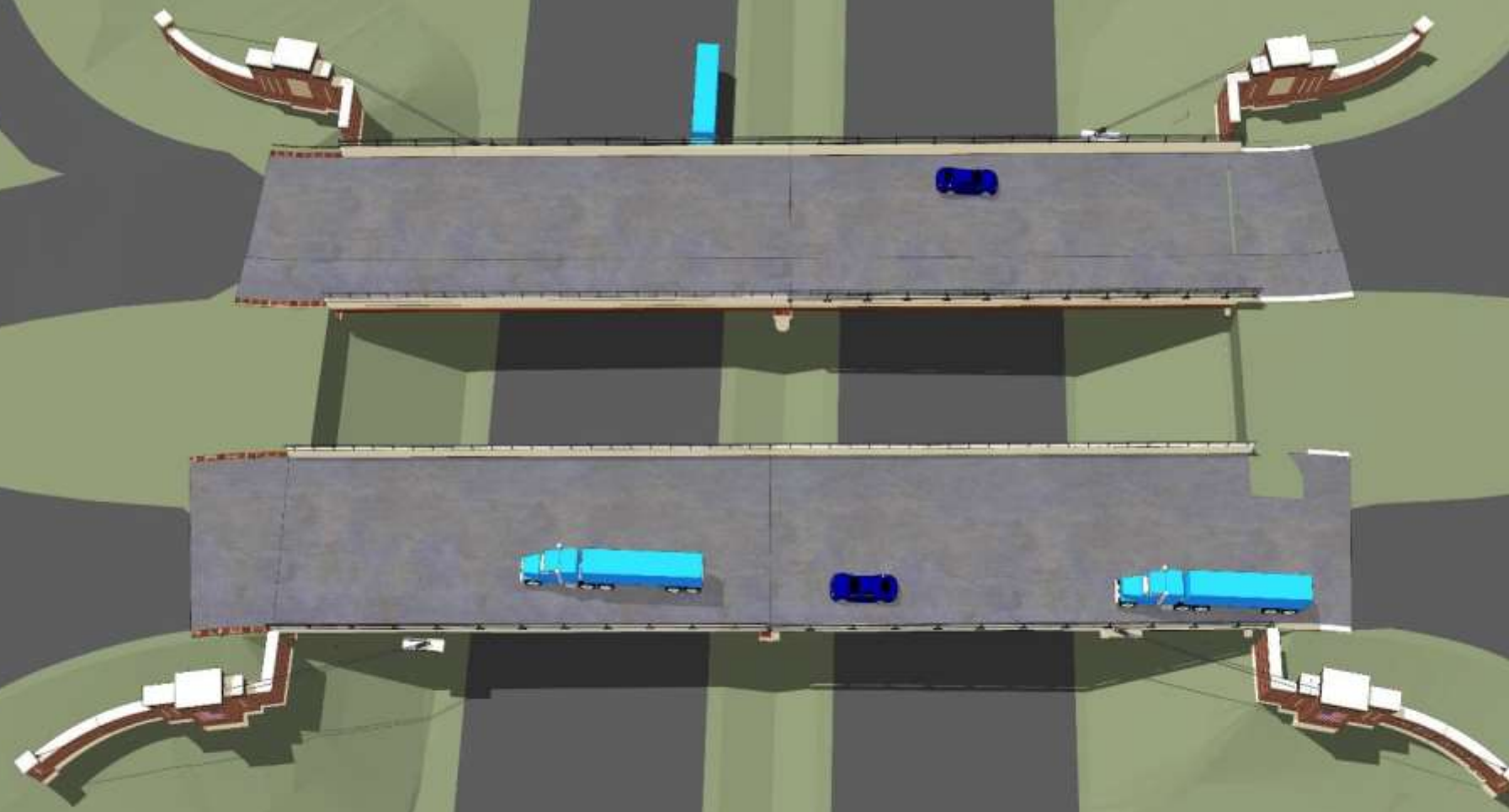
Option 2



Option 2



Option 2



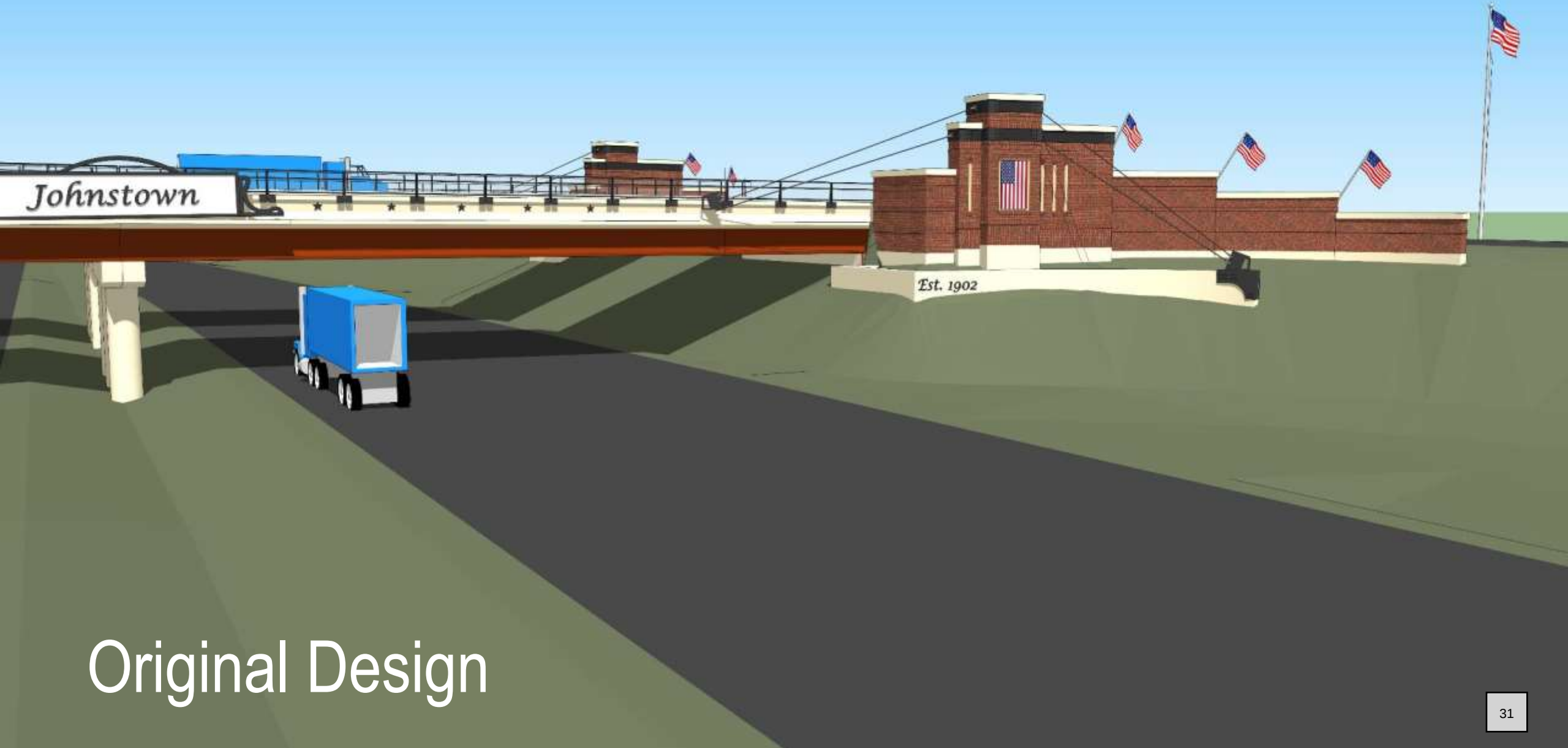
Option 2



Option 2



Option 2



Original Design



# Johnstown Gateway Bridge

## Revised Concepts for Bridge Monuments

|                                                         |             |
|---------------------------------------------------------|-------------|
| Town's Project Budget (Design & Construction)           | \$3,400,000 |
| Original Design Pricing                                 | \$6,610,000 |
| Option 1 – Monument with standalone signs at approaches | \$4,390,000 |
| Option 2 – Monument with integrated sign                | \$4,450,000 |
| Roughly \$1.2M over budget                              |             |

# Johnstown Gateway Bridge

## Value Engineering Options

|                                                                |             |
|----------------------------------------------------------------|-------------|
| Eliminate Enhanced Fencing on Bridges                          | (\$900,000) |
| Eliminate Cables and Cable Anchors                             | (\$85,000)  |
| Eliminate all Monument Lighting                                | (\$55,000)  |
| Eliminate Pedestrian Lighting on Bridge                        | (\$55,000)  |
| Eliminate 80' Flagpole & Associated Lighting                   | (\$35,000)  |
| Further Reduce Size/Scale of Monuments                         | (\$TBD)     |
| Replace Brick with Hand-Stained Precast Panels with Form Liner | (\$TBD)     |

# Questions or Comments?





# Town of Johnstown

## TOWN COUNCIL AGENDA COMMUNICATION WORK SESSION

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**AGENDA DATE:** March 8, 2021

**SUBJECT:** Gorilla Recycling Presentation

**ATTACHEMENTS:** Presentation

**PRESENTED BY:** Matt LeCerf, Town Manager

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At a recent Town Council meeting, Mayor Lebsack briefly discussed during the Mayor and Council reports a recent meeting he had with Gorilla Recycle. The meeting centered around a possible recycling center in the community. As part of the discussion, other Councilmembers expressed interest regarding the project and it was requested to have more information provided to Council at a reasonable time in the future. Accordingly, Gorilla Recycle will be present this evening to make a presentation on their project and programming and what this might look like in the Town of Johnstown. The attendees from Gorilla Recycle who will present and discuss their company program are:

- Frank Hernandez, CEO
- Dan Finnman, CFO

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# gorilla recycle

SUPERIOR RECYCLING, PURER COMMODITIES, A BETTER WORLD FOR ALL

# We are gorilla recycle

Introducing A New Industry Standard

Communities of **< 5000 households** in the USA need a sustainable solution to process and recycle material

Real world processes are needed to recover and repurpose **Post Consumer Resins & Paper** and keep it out of our environment

For **\$3.0 – 5.6 million**, Gorilla Recycle can provide a full circle, net zero carbon footprint G-Material Recycle Facility (MRF) with or without Solar

The potential market for new G-MRF's at only 20% successful sales rate, is over **\$2 billion** in these smaller/rural communities

Today, **#3 - #7 plastics** are landfilled or incinerated – There is a new domestic supply position for end market users of **+5 million tons**

# Contents



|                               |    |
|-------------------------------|----|
| Vision, Mission & Opportunity | 01 |
| Objectives                    | 02 |
| Recycling 101                 | 03 |
| Solar Power Plant             | 04 |
| Education/Awareness           | 05 |
| Collection                    | 06 |
| Processing                    | 07 |
| End Markets                   | 08 |
| Value Proposition             | 09 |
| Managing Risk                 | 10 |
| Summary                       | 11 |

# 1. VISION, MISSION & OPPORTUNITY

# Vision

Create Value from Contaminant Free Recycled Materials.

# Mission

Provide an economically sustainable, full circle solution for the collection and processing of recovered waste materials in an environmentally conscious manner.

# Opportunity

In smaller and rural communities of < 5000 households or about 40 million people, do not have access to local recycling infrastructure. This leads to millions of tons of valuable resources being wastefully disposed.

# 2. OBJECTIVES

# Partnerships, Education, Sustainability

Item 2.



Partnerships driving action in small underserved communities without recycling programs through education and infrastructure



Inspire positive behavioral changes towards recycling across America's small/rural communities



The Gorilla Tour Bus On A Campaign to Educate and Showcase our Global Partners!



Reinvigorate and empower communities with a state-of-the-art, net zero carbon footprint, Turn-Key, Solar Power Plant, Gorilla Material Recycling Facility with majority of equipment from Sparta



# 3. RECYCLING 101

# Managing Contamination

Item 2.

Easy as 1-2-3



1. Ongoing, easy to understand educational campaign using simple terms and images, aimed at “Recycling Right”
2. State of the art sorting equipment:
  - TOMRA Autosort
  - Disc or Star Screens
  - Eddy Current
  - Electro Magnet
3. Educational program for all sorting staff



- The most important step in fighting contamination is getting the right materials in the bin...
- Then it's up to knowledgeable sorters and proper operation of equipment to ensure recovered materials are free from contamination meeting End Market bale specifications



**Result: Consistently Clean Products to Market for Sustainable Revenue Generation \$**

# 4. SOLAR POWER PLANT

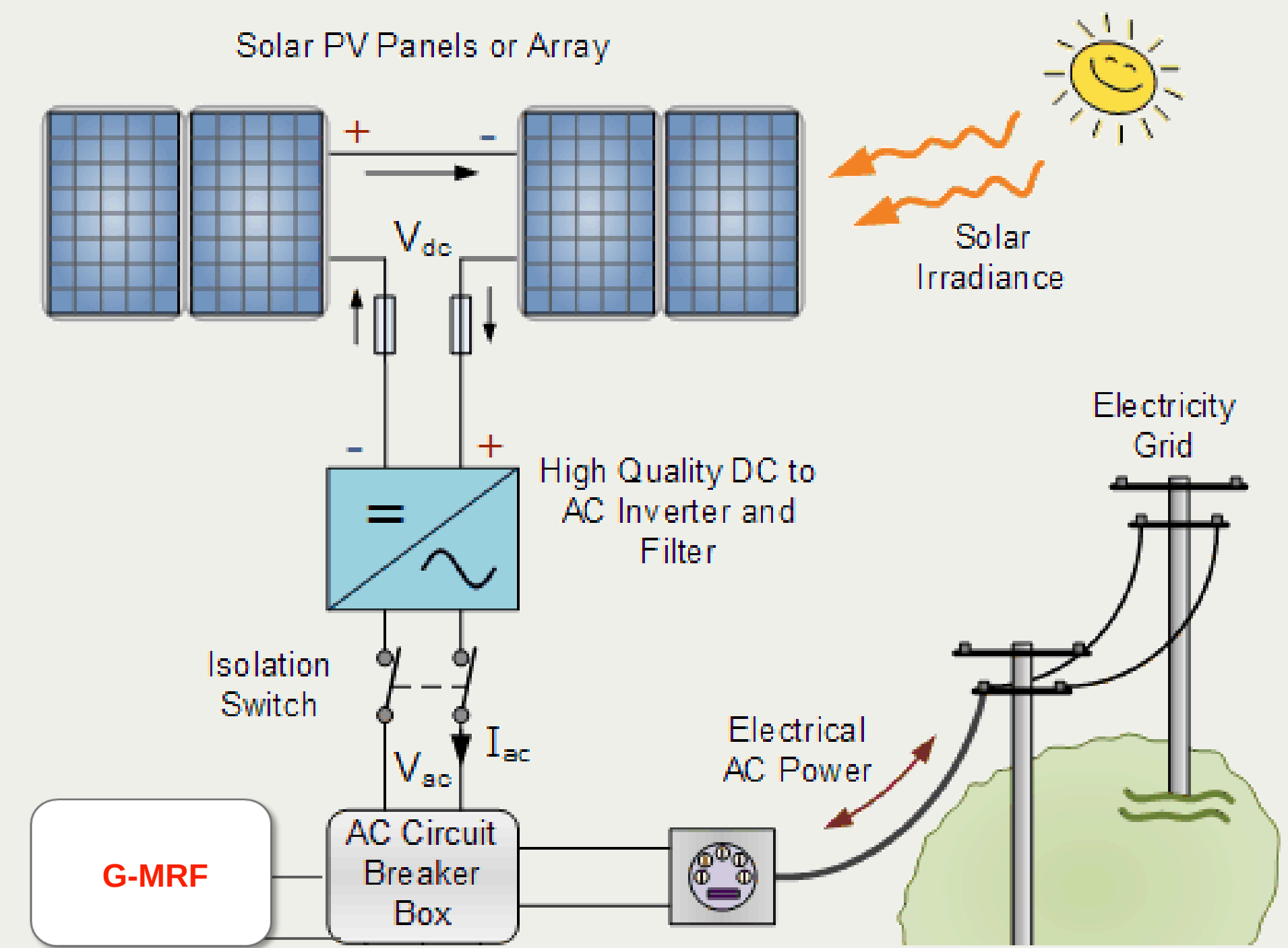
# Sustainable Solution



- Provide **sustainable** service and **revenue** to communities where recycling isn't readily available
- G-MRF will produce **cleaner**, more **useable** materials for sale to end markets using **Solar Power**

# Turnkey Solar Power

- We provide a fully integrated, turnkey solar power plants so you don't have to manage any aspect of development. Relying on our capabilities ensures the highest level of quality and reliability.
- We have a proven methodology.
- Our team has constructed or developed over 2.1 GW of solar projects, including > 200 projects of a similar or larger scope.
- We provide 2 solutions for onsite power generation.
- Design-Build: We construct; you pay-in-full at COD
- No CAPEX Solar: We construct; you purchase the power



Onsite Solar Power Generation - 101



# Project Options: G-MRF - Onsite Solar Power

## 1. Design/Build Solar Solution

Design / Build solar involves a site survey, bill analysis, executing a construction contract to build a fixed-tilt, ground mount solar array to power G-MRF facility. Customer can pay-in-full at utility commissioning.

## 2. No CAPEX Solar Solution

In circumstances where the offset cost-of-power is > \$0.08/kWh, rather than add \$400-\$600k to the cost of a G-MRF construction contract, we can engage in a NO CAPEX 20-year Solar Power Purchase Agreement (**PPA**) with municipal customers for PV power generated onsite.

### Design/Build Estimate: G-MRF Solar Array

| 300 kW GROUND MOUNT PV POWER PLANT                   | PIECES | ESTIMATE      |
|------------------------------------------------------|--------|---------------|
| 1. Pour-in-place ballasted solar Racking             | 24     | \$ 61,000.00  |
| 2. PV modules; mono-PERC 395Wp                       | 800    | \$ 120,000.00 |
| 3. DC-AC Inverters; 50kW – 420V 3P; string inverters | 6      | \$ 45,000.00  |
| 4. Balance-of-Systems; wire, conduit, combiners; SES |        | \$ 35,000.00  |
| 5. Design, Permitting & Construction                 |        | \$ 115,000.00 |
| 6. Contingency (5%)                                  |        | \$ 18,500.00  |
| TOTAL:                                               |        | \$ 394,500.00 |

These agreements are preferred by government and/or non-profit entities due to the following advantages:

- No upfront CAPEX required to construct a 6-figure renewable energy project
- Municipalities cannot monetize the 26% Solar Investor Tax Credit; At Sol, we have financing sources which can

# Assets & Liabilities: Design-Build vs No CAPEX Solar

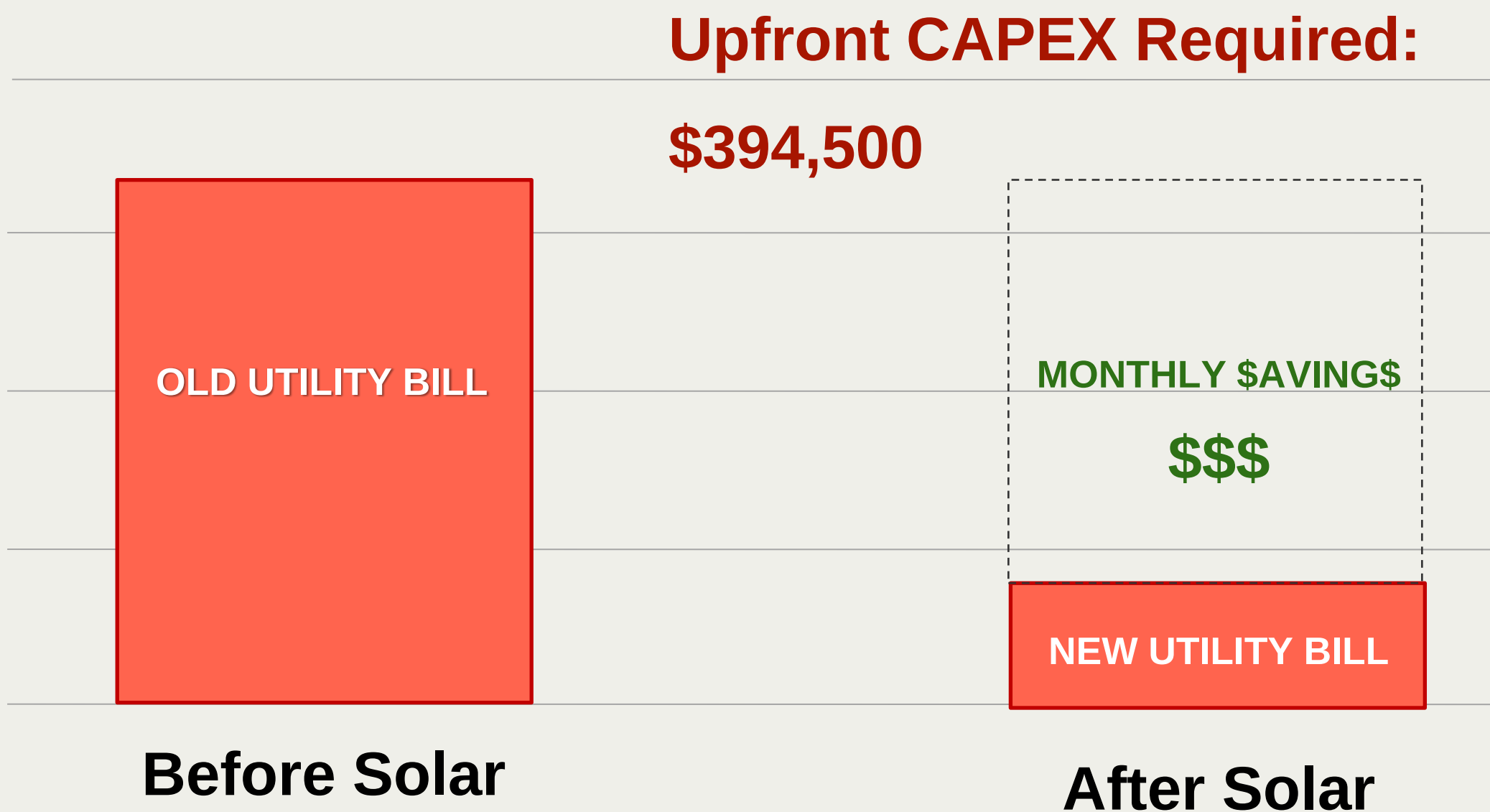
Item 2.

A 300kW solar power plant deployed with a G-MRF provides the following benefits:

- Generates up to 387,000 kWh of renewable energy per year
  - Provides up to 80% of the electricity required to operate a G-MRF with clean, renewable energy
  - Environmental benefits include the equivalent of removing 3,000 cars off the road
- Reduces monthly electricity costs to operate your G-MRF Facility; saving tens-of-thousands \$ over time
- Lock-in predictable, contracted electricity rates for the solar power generated onsite for 20 years

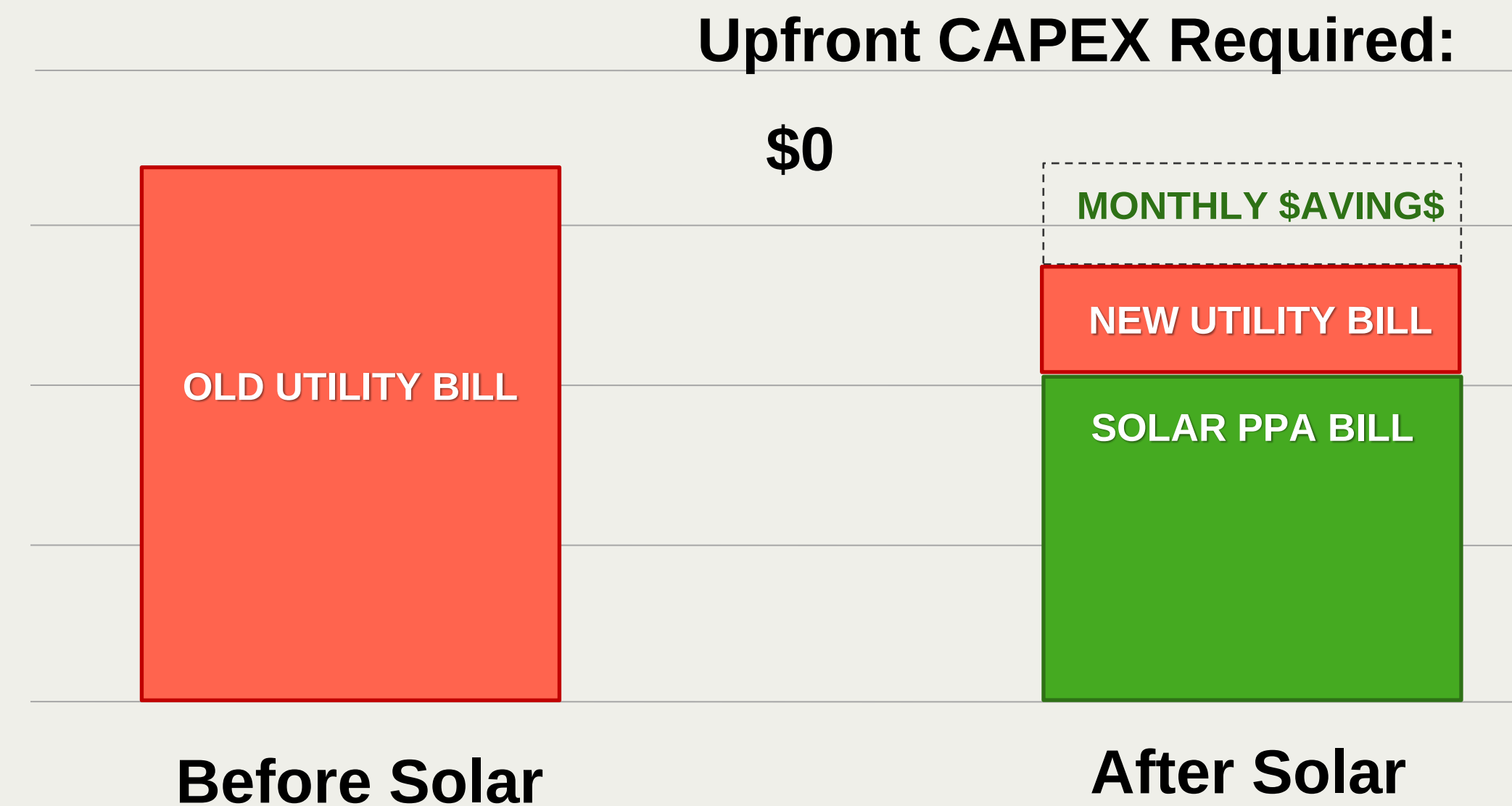
## Purchase Solar Power Plant

- Savings pay off cost of power plant in 6-7 years



## NO CAPEX 20-Year Solar PPA

- Lowers facility's monthly electricity Costs



# Preferred Solution: G-MRF - Onsite Solar Power

**Example: Cast-In-Place, ballasted solar is an ideal fixed-tilt solution for Brownfield Solar Arrays**

An ideal solution for capped landfills. Posts and electrical infrastructure don't penetrate the ground or membrane.

## ENERGY DENSITY PER ACRE

| ACRES | CAPACITY | kWh/YEAR    |
|-------|----------|-------------|
| 1     | 250kWp   | 316,000 kWh |

**300kWp Solar Array will require 1.25 acres.**



Las Virgenes-Triunfo Joint Powers Authority – 1,000kWp



# 5. EDUCATION / AWARENESS

# Global Awareness

The Recycle Tour Bus On A Campaign to Educate, Improve Awareness And Showcase our Global Partners!



# “Recycle Right” – A National Awareness Campaign

gorilla  
recycle



## RECYCLE

THANK YOU FOR RECYCLING THESE:



### Cans



### Paper



### Plastic



**Aluminum and Steel Cans**  
empty and rinse



**Cereal Boxes, Newspaper, Magazines and Mail, Flattened Cardboard & Paper Tubes**



**Kitchen, Laundry, Bath: Bottles and Containers**  
empty and replace cap

---

NO!



No Batteries or Electronics  
(drop-off only)



Do not Bag Recyclables  
(no garbage)



No Needles



No Tangles, Cords, Hoses or Chains



**YUCK**  
No Food or Liquid  
(empty all containers)

5555551234

Green City, Green City USA

GreenCityUSA.org

- Including Educational & Promotional tools
  - Available through accredited Non-Profits
  - Customizable to fit each program's needs
  
- Determine the G-MRF Service Area
  - Which communities utilize the MRF
  - What are the material specifications of the secondary markets

# Automated Roll-Out Carts – Industry Standard



**Grants available from The Recycling Partnership for new collection streams**

- 1. Increases community participation**
- 2. Accommodates higher levels of material collection**
- 3. Integrates well with fully automated trucks (Gorilla Packer Truck)**
- 4. Enhances customer service**



# 6. COLLECTION

# US patent: #9,555,964 - Gorilla Packer Truck

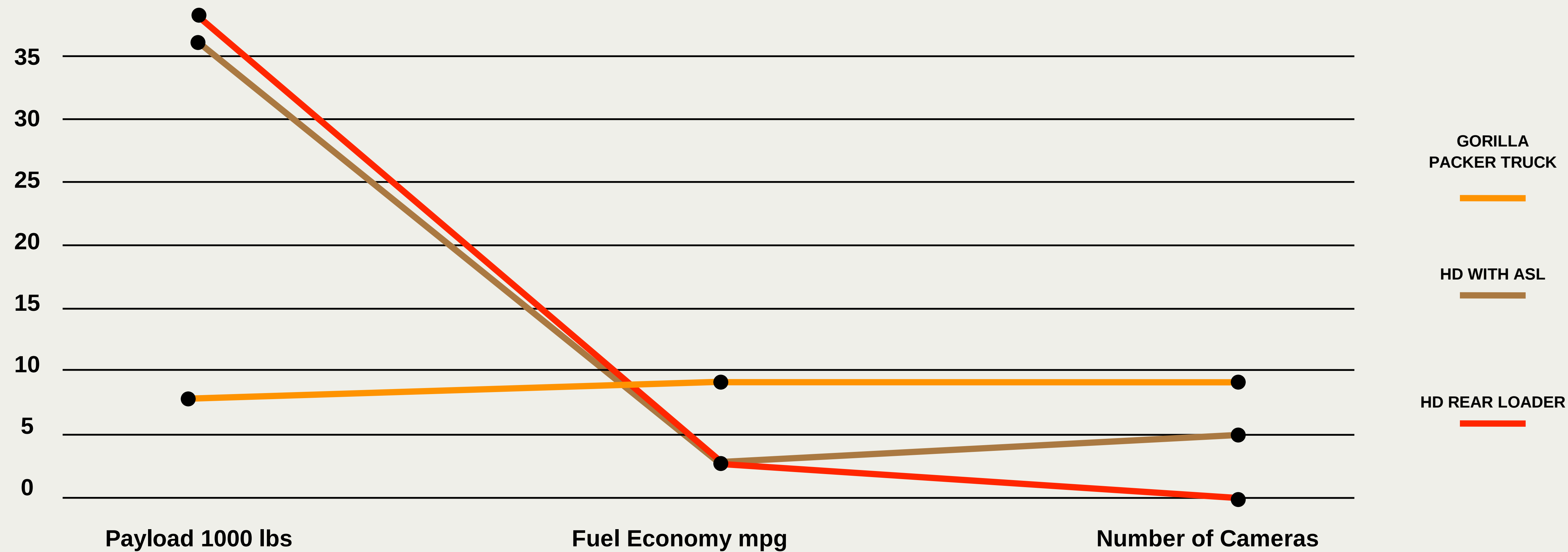
Item 2.



- Our innovative collection vehicle is an industry first
- The patented design is an efficient, side-loader truck with an automated armature
- A one-person safe operation
- MSRP \$169K

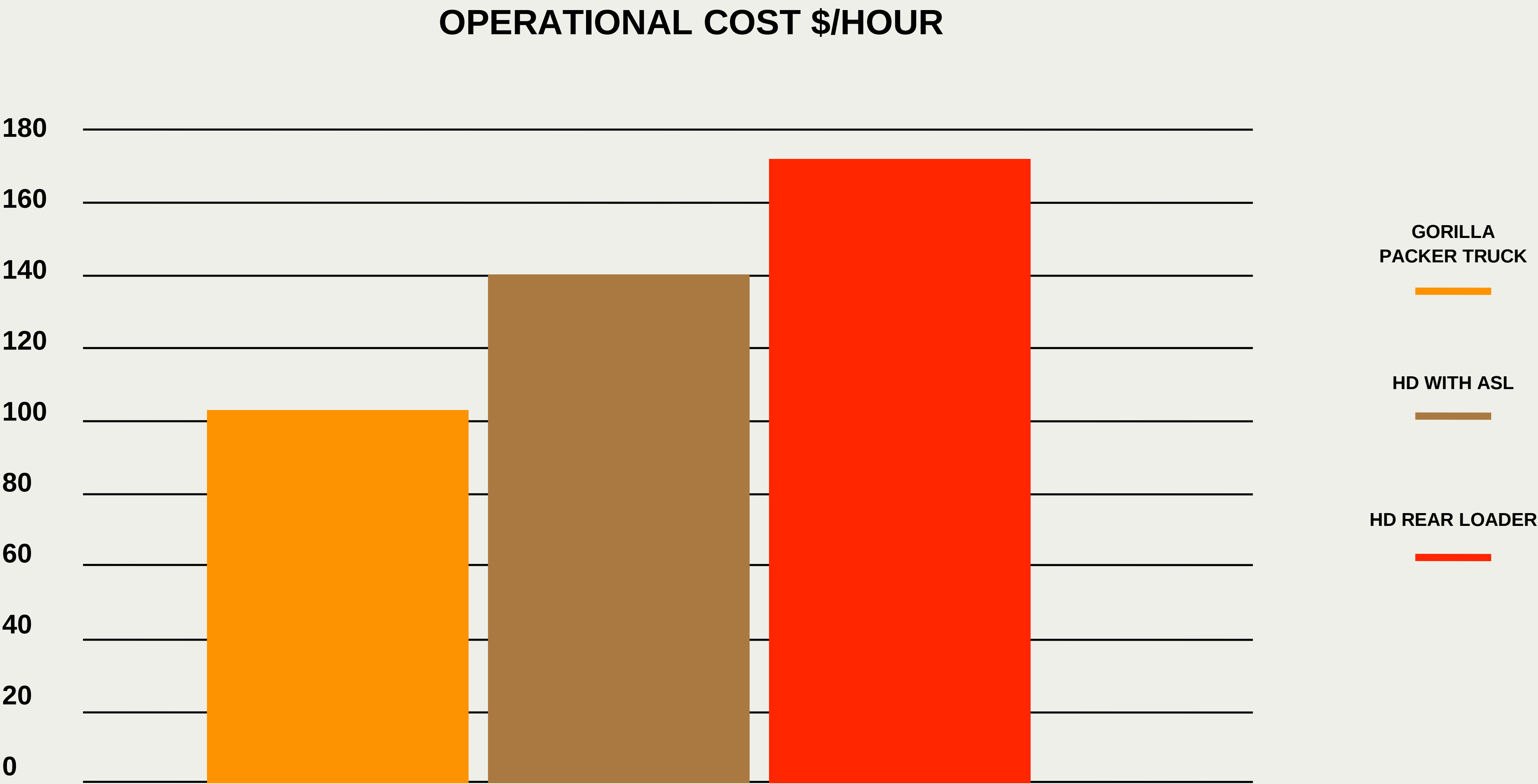
# Gorilla Packer Truck – Value Add

The solid waste industry is the 5th most dangerous job in the US. The Gorilla Packer Truck will be the safest in the industry



# Gorilla Packer Truck – Value Add (Cont'd)

Item 2.



# 7. PROCESSING

# Processing Considerations



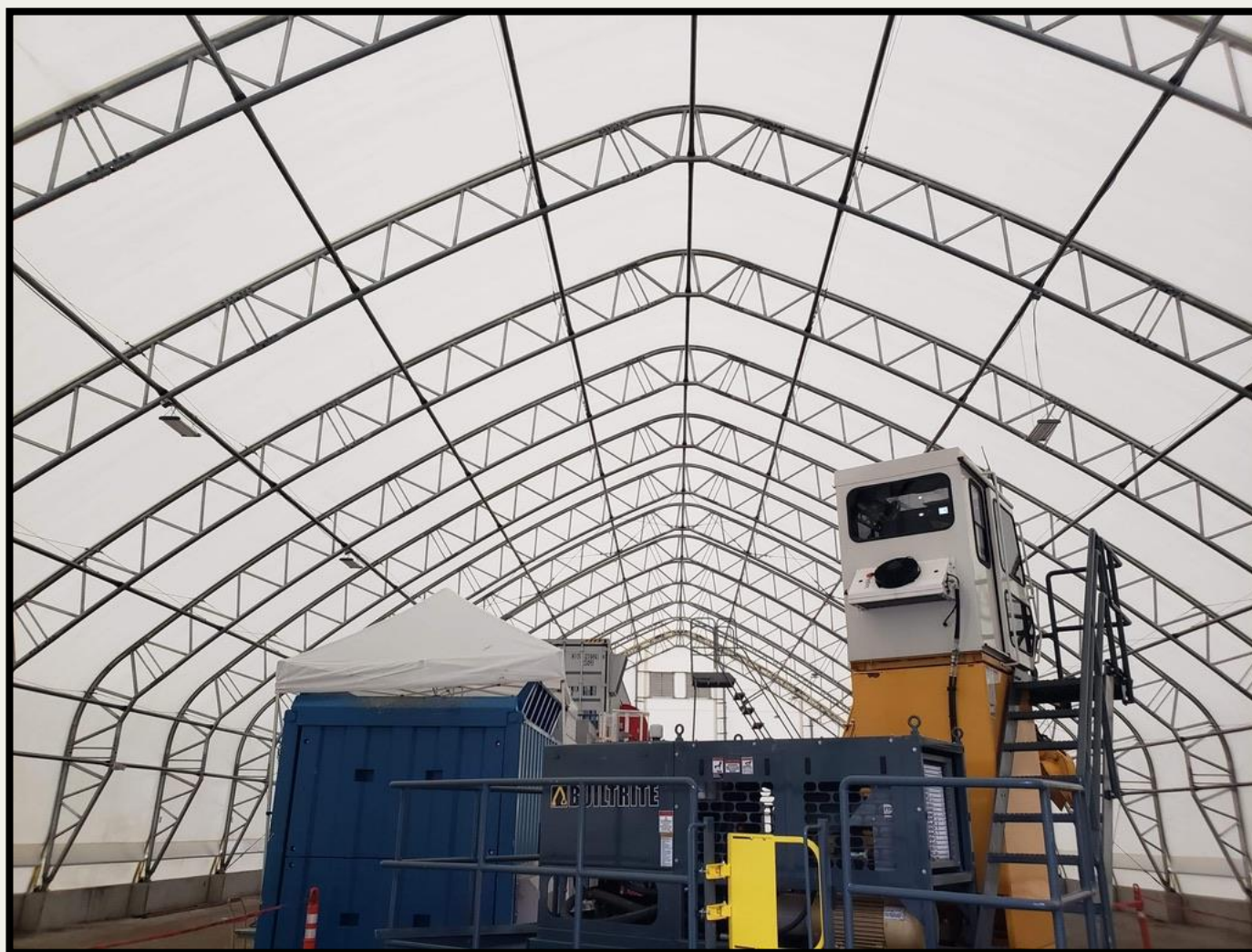
- G-MRF is **Customized** and **Expandable**
- Transportation and Related **Costs** – Distance to MRF
- **Underserved** Communities
- Distance to **Secondary Markets**
- **Education** and **Awareness** of Proper Recycling
- Multiple G-MRF Configuration – **HUB & SPOKE**

# Building Integrity

Item 2.



- **Custom** Made and Portable
- **Flame Retardant** Fabric
- **Installation** Included
- **Expandable**



- **25 Year** Guarantee
- **Cost** Effective
- **Key Work Areas**  
**Climatized**
- **Minimal Lighting** Req'd



# G-MRF - Design

## Years of Research

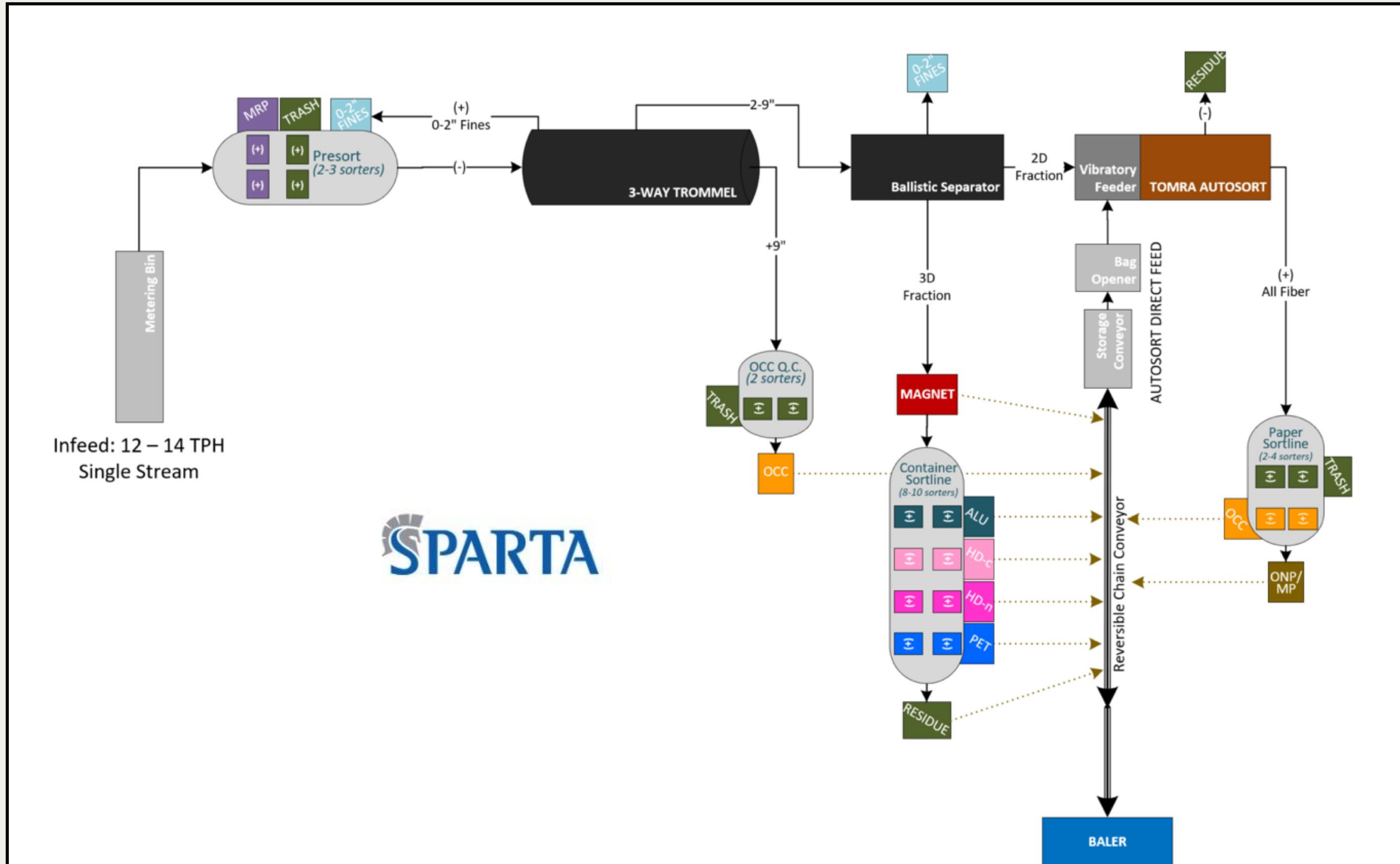


- Collaboration and Final Design by Sparta
- Consultation with the Big 4 and others:
  - Republic Waste Services
  - Van Dyk
  - Green Machine
  - BHS
  - American Baler
  - CP Global
  - Machinex
  - Kiverco (partnership/alliance)
- Design initially evolved from existing operational large MRFs
- Collaboration with Wendell Perkins (MRF Ops Leader/Designer) and Nick Doyle (Tomra Advisor)
- Further refinement with CEO of Stadler America - Matthew Everhart

# G-MRF - Customizable



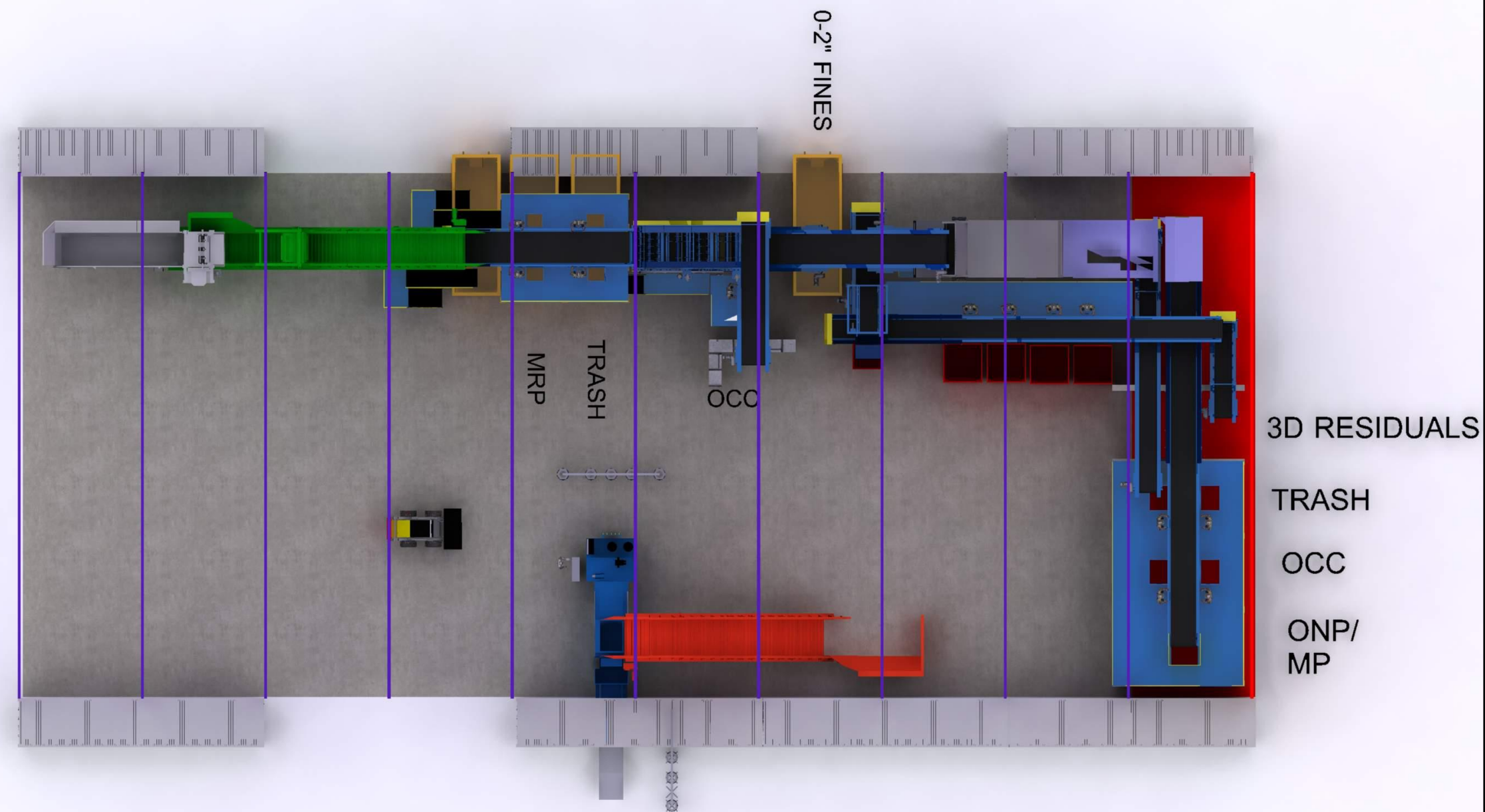
# G-MRF - A Better Model



- Scalable Design
- Process Flexibility
- Balanced Allocation of sorting resources - Automation vs Manual Labor
- Leveraging what is available in the industry - best of the best

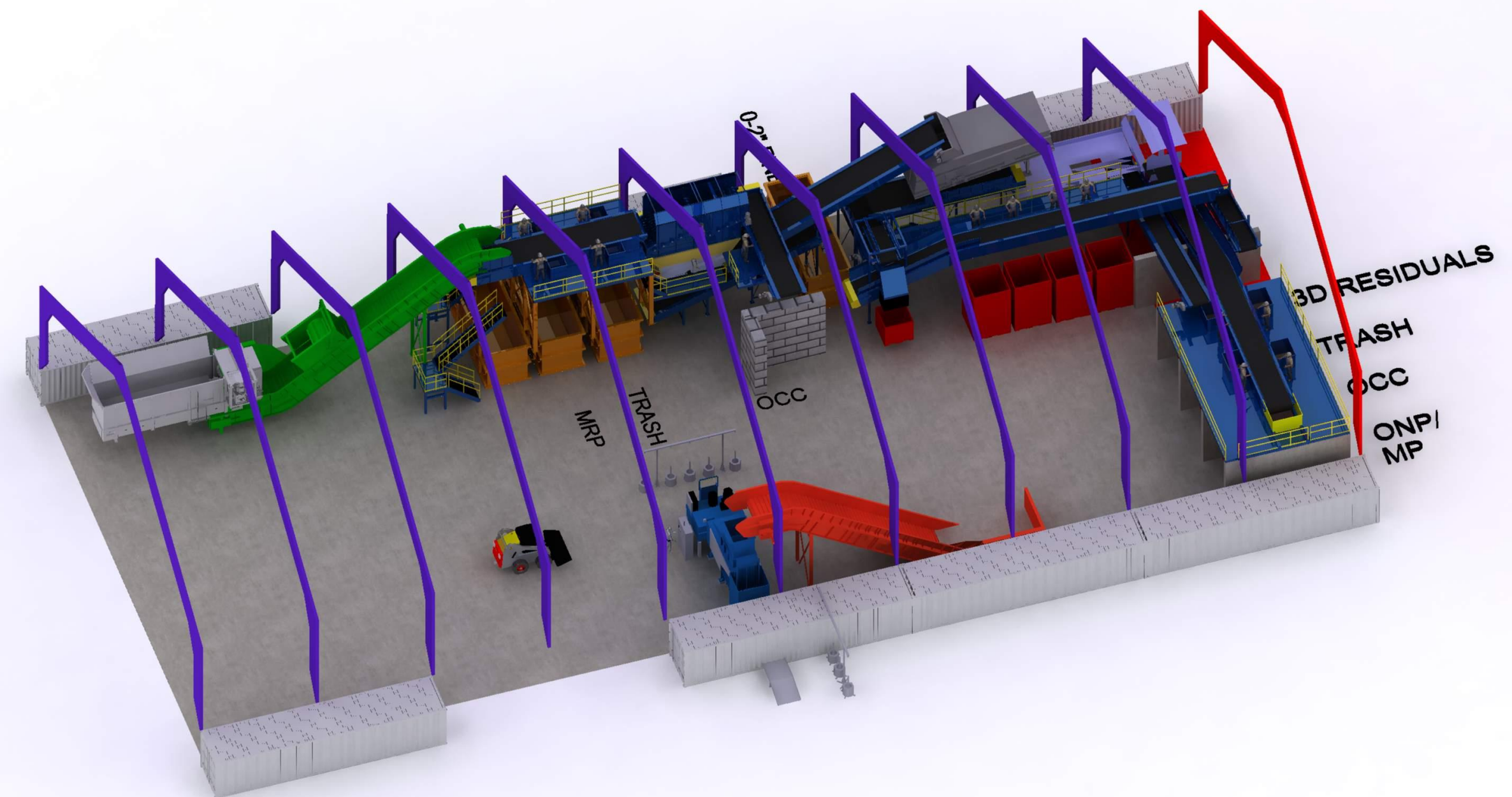
# G-MRF - A Better Model Cont'd

Item 2.



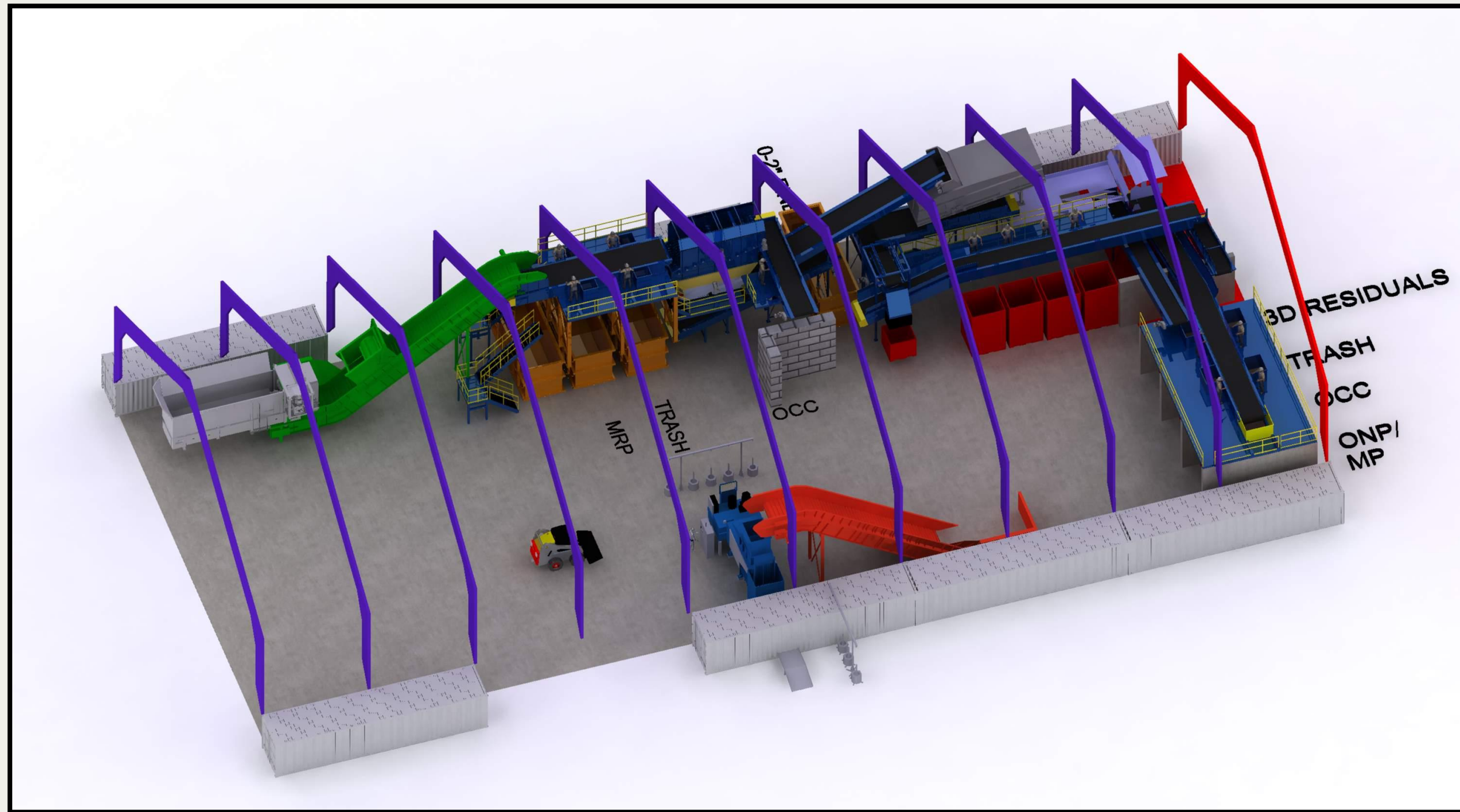
- Design customized to meet customer's needs
- Inside height required: 40'
- Climatized in critical areas only

- Balanced Manual and Auto Sorting for Minimum Contamination
- Fire Protection as Per Community Needs



# G-MRF – Scope & Performance

Item 2.



\* Depends on Op Costs, Initial Investment

## SCOPE

- In-feed Material: Commercial and Residential single stream
- Capacity: 2.5 - 14 tph (expandable to 20 tph)
- Manual Sorters: 5 – 12, Managers, Mechanic
- Total Area Required: +2.5 acres
- G-MRF on reinforced concrete foundation & climate controlled
- Optional Solar Power Plant – Diesel Gen Backup System/Electric Grid Backup
- G-MRF includes general contracting, commissioning and training

## PERFORMANCE PROJECTIONS

- Rate of Recovery: 93%
- System Uptime: >90%
- Net \$/processed ton: \$16.50
- Estimated ROI: 2.5 - 8.0 years\*

# G-MRF Recovery @ 10 tph of recyclables

| Recovered Material | % Recovered<br>(based on 20% of target market communities) |
|--------------------|------------------------------------------------------------|
| OCC                | 96%                                                        |
| ONP/Mixed Paper    | 96%                                                        |
| PET                | 92%                                                        |
| HDPE               | 91%                                                        |
| 3-7 Mixed Plastics | 96%                                                        |
| Ferrous Metal      | 80%                                                        |
| Non-Ferrous Metal  | 92%                                                        |
| Total              | 93%                                                        |

- **+5 million** tons of Mixed Plastics
- **+22 million** tons of recoverable materials
- **93% recovered** Material is outstanding compared to the national average of larger MRFs

# G-MRF - Summary

## GORILLA MRF ADVANTAGES - Customer Financial Modeling Available

- Timeline estimated at 120-150 days from start of construction
- Construction planning, commissioning and general contracting **all provided by Gorilla Recycle**
- Concrete design of **5000+ psi** to prevent deterioration and extended lifetime
- Manual sorting stations are heated and air conditioned
- **Fire prevention technology** applications that meet community needs
- MRF design is easily **expandable** to accommodate increased tonnage up to **20 tons per hour**



# 8. END MARKETS

# Recycled Plastic in Asphalt – Dow Solution

Item 2.

## Increasing plastic recycling rates is a hot topic

- Recycled plastic use in paving has bipartisan Congressional support
  - December 2019 - Congressional Plastics Solutions Task Force launched
  - Senate Environmental and Public Works Committee – draft language to fund research studies (Highway bill)
  - Save Our Seas 2.0 bill - draft language to fund research studies
  - Realizing the Economic Opportunities and Value of Expanding Recycling (RECOVER) Act - federal grants to states/municipalities to invest in recycling programs and infrastructure.
  - Recycling Enhancements to Collection and Yield through Consumer Learning and Education (RECYCLE) Act - grants to increase commercial/municipal recycling outreach and education
- AI, NAPA, AASHTO, and others have kicked-off work groups or funding projects



# RP's in Asphalt - Dow Solution (Cont'd)

## PROJECTS ARE PROLIFERATING – GLOBALLY!

\*Non-comprehensive list

In general – very few technical details regarding projects/technologies

- North America
  - MacRebur
  - ✓ Californ
- Asia-Pacific
  - Fulton Ho
  - (HDPE)
  - Downer E
  - printer ca
  - MacRebu
  - India – al
- EMEA
  - MacRebu
  - ✓ United
  - South Africa (Shisalanga Construction) – 400 m road in Durban ... 40k recycled 2L milk jugs (HDPE)

- Dow's approach is very different
- transparent – work with key stakeholders
  - target existing PG specifications
    - Texas → TXDOT PG70-22
    - Michigan → MDOT PG64-28P
  - process on existing equipment
  - targeted field projects to generate data

Use a compatibilizer (RET) to mitigate  
plastomer performance gaps

oil containers  
tles; 4.5+k



# Other Secondary Markets

| Recovered Materials     | Potential End Users                                                   |
|-------------------------|-----------------------------------------------------------------------|
| OCC                     | Newport Trading, Blackbridge Investments, Clean Tech, Georgia Pacific |
| ONP/Mixed Paper         | Newport Trading, Blackbridge Investments, Clean Tech, Georgia Pacific |
| PET                     | Newport Trading, Blackbridge Investments, Clean Tech, Georgia Pacific |
| HDPE                    | Newport Trading, Blackbridge Investments, Clean Tech, Georgia Pacific |
| 3-7 Mixed Plastics      | Newport Trading, Blackbridge Investments, Clean Tech, Georgia Pacific |
| Ferrous Metal           | Newport Trading, Blackbridge Investments, Clean Tech, Georgia Pacific |
| Non-Ferrous Metal       | Newport Trading, Blackbridge Investments, Clean Tech, Georgia Pacific |
| Mixed Glass and Rejects | LANDFILL                                                              |

# 9. VALUE PROPOSITION

# USA Census Study and Pipeline

Item 2.



Partners will have a considerable new  
USA supply position with previously  
landfilled material.

## Actual data from the USA Census Bureau:

- Households of 5000 or less by state Total Communities = 4361
- Target Communities in densely populated areas = 3401 located in East/West Coasts, Mid USA, Texas
- Market Pipeline basis: 3401 x 20 % x \$3.5 MM = +\$2.3 Billion

# G-MRF Sustainable Revenue

| Recovered NON-Contaminated Materials     | Potential End Users                                                   | \$/ton – Nat’l Avg Est |
|------------------------------------------|-----------------------------------------------------------------------|------------------------|
| OCC                                      | Newport Trading, Blackbridge Investments, Clean Tech, Georgia Pacific | \$40                   |
| ONP/Mixed Paper                          | Newport Trading, Blackbridge Investments, Clean Tech, Georgia Pacific | \$35-150               |
| PET                                      | Newport Trading, Blackbridge Investments, Clean Tech, Georgia Pacific | \$330                  |
| HDPE                                     | Newport Trading, Blackbridge Investments, Clean Tech, Georgia Pacific | \$295-415              |
| 3-7 Mixed Plastics                       | Newport Trading, Blackbridge Investments, Clean Tech, Georgia Pacific | \$20                   |
| Ferrous Metal                            | Newport Trading, Blackbridge Investments, Clean Tech, Georgia Pacific | \$125                  |
| Non-Ferrous Metal                        | Newport Trading, Blackbridge Investments, Clean Tech, Georgia Pacific | \$800                  |
| Mixed Glass* and Rejects                 | LANDFILL                                                              | \$(45.00)              |
| Monthly Gross Revenue @ 10 tons per hour |                                                                       | +/- \$147,000 GROSS    |

# 10. MANAGING RISK

# Risk Assessment

## RISKS

## RISK MANAGEMENT

Education  
Marketing

- Staffing
- Easily Communicated
- Educational Tools
- Community Acceptance

G-MRF

- Poor Management
- Inefficient Operations
- Recovery Process
- Quality Control

End Markets

- Transportation Costs
- Price Variance
- Lack of Markets
- Seasonality

Integration  
  
Operations  
Excellence  
  
Safety  
  
Community  
Awareness  
  
Revenue

- Scottee Newkirk to Lead
- Expert Partners/Staff
- Community Assessment Process
- Leverage National Campaigns

- Source From National  
Manufacturers
- Simple & Most Current  
Processes
- Operational Training

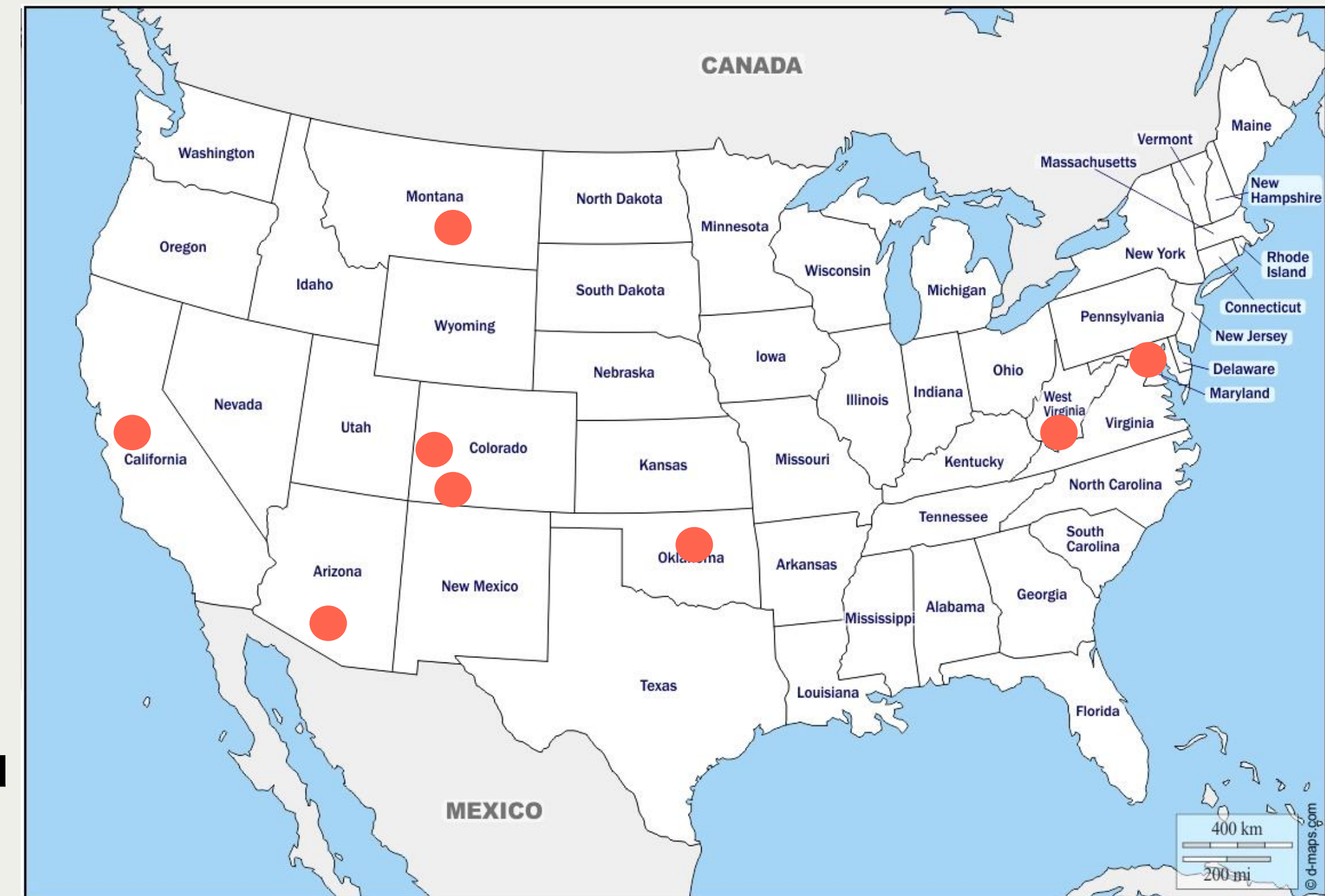
- Supply Chain Excellence
- End Market Evaluations/Flexibility
- Leverage Local OKC, Tulsa Mkts
- Evolving End User Markets

# 11. SUMMARY

# Potential Customers

Item 2.

1. Stillwater, Oklahoma – Population: 50,391, collecting but NO existing MRF, **PROPOSAL by Gorilla** to City of Stillwater, Contact: Chris Knight
2. Case Grande, Arizona – Population: 57,343, NO existing MRF, collect, bale and ship 28 miles to Phoenix, site of Gorilla Pilot Plants, Contact: Wendell Perkins  
Gorilla Truck/MRF Expert
3. Portola Valley, California - Population: 4,611 No existing MRF, partially serviced by area companies, Contact: Nick Doyle, Gorilla Recycle Advisor
4. Durango, Colorado – Population: 18,985, NO existing MRF, curbside pickup for recyclables and ship 214 miles to Albuquerque, New Mexico, Contact: Levi Lloyd  
Operations Manager
5. Billings, Montana – Population: 109,550, NO existing MRF, drop off locations in city, 4 year plan to add a MRF, Contact: Vestor Wilson Solid Waste  
Superintendent
6. Gunnison, Colorado and surrounding counties – Population: 80,957, NO existing MRF, current feasibility study to develop recycling, Contacts: Ellen Ross  
Sustainable Director, Elyse Casselberry Economic Director, Michelle Haynes  
Executive Director



**Other Potential Customers include 5 counties in West Virginia nominated per Mr. Steve Pilato and communities in Baltimore area nominated per Dr. Neil Seldman**

# Letter of Support



June 23, 2020|

Frank Hernandez  
Gorilla Recycling, LLC  
560 Pine Drive  
Windsor, Colorado 80550

To Whom It May Concern;

The Hefty EnergyBag<sup>TM</sup> program is an initiative to collect hard to recycle plastics, divert them from landfills and convert the materials into higher valued usages according to the EPA waste management guidelines. The program continues to grow and a positive increase in recyclables for any community using Gorilla Recycling's innovative collection and MRF design.

As the brand owner it is our intent to continue to develop and expand the program and we look forward to Gorilla Recycling's innovation and support in serving this ambitious goal.

Regards,

Paul Benvenuti  
Sales Director, Hefty EnergyBag<sup>TM</sup>  
Reynolds Consumer Products

# Future of Plastics

Frank/Dave/Scottee,

Great talking with you all a few days ago. I just wanted to reemphasize part of our conversation and around Dow's focus on development and use of recycled product. This is a large growth area for Dow and will continue to be for the foreseeable future. As brand owners demand increased use of recycled product in their final products, Dow will act to meet those needs directly or through partnerships. Dow's Sustainability goals include, by 2030 enabling 1 million metric tons of plastic to be collected, reused or recycled through its direct actions and partnerships. Additionally by 2035, Dow will close the loop by enabling 100% of Dow products sold into packaging applications to be reusable or recyclable. To support these goals, one key example is that Dow signed a partnership with Avangard in January 2020 to develop Dow's first PCR-based products in North America (<https://www.dow.com/en-us/news/dow-avangard-innovative-advance-plastic-circularity.html>). This is just one example and the beginning of a journey.

One of the drivers for increased use of recycled plastic in this space is the Ellen MacArthur Foundation. This foundation is focused on driving a circular economy with brand owners. Members who are part of the Ellen MacArthur Foundation are companies like, SC Johnson, IKEA, Google, Unilever, BlackRock, etc. These companies have signed an agreement to help develop and support a circular economy with specific goals driven around creating a new life for plastic waste. According to Ellen MacArthur Foundation, today only 14% of plastic packaging globally is collected for recycling after use. You can find more details here: <https://www.ellenmacarthurfoundation.org/>

# Future of Plastics (Cont'd)

Item 2.

Lastly, as I mentioned, the initial drive was from the packaging space but this has now been expanding to more industrial sectors such as construction. In the attached report (from ODI - <https://www.odi.org/publications/17361-phasing-out-plastics-construction-sector>) you will find details describing the growing use of plastics in construction but at the same time indicating concern over the high usage of plastic and trying to find ways to reduce the use of virgin plastic. One of the key things that can and will likely change this industry is the use of recycled plastic product.

The movement towards recycled plastic is just starting and the demand for it is quickly growing. We have a long way to go to meet our goal of closing the loop and enabling 100% of Dow products sold into packaging applications to be reusable or recyclable by the year 2035. **Therefore, we at Dow are supportive of Gorilla Recycling's initiatives around creating and delivering a circular economy.**

Thanks for your discussion and support in this space. Please let me know of any questions or additional thoughts.

Best regards,

*Nishant Karamchandani*

Marketing Manager – Infrastructure

Packaging & Specialty Plastics

The Dow Chemical Company

1254 Enclave Parkway

Houston, TX 77077

Tel: 281-966-4144 Mobile: 989-488-8951



# Meet The Team



**FRANK HERNANDEZ**  
**GORILLA RECYCLE CEO**

Frank has over 35 years of experience in the petrochemical industry with The Dow Chemical Company and consulting companies. Experience includes areas of manufacturing, sales, supply chain management and business strategy development. The challenge will be to lead the Gorilla Recycle team to a successful startup and insure stability and growth with sound investments and partnerships.



**SCOTTEE NEWKIRK**  
**GORILLA RECYCLE FOUNDER**

Scottee is the designer of the light-weight patented recyclable refuse collection vehicle that will be manufactured and sold by Gorilla Recycle. He's a US Marine Corp veteran with significant experience as a promotor, engineer and product designer. His diverse background and strong entrepreneurial skill set has led to the success of several startup companies. Scottee will be the "Bus Driver" for GORILLA, on tour promoting our G-MRF and collector products at industry events while targeting smaller communities for recycling clinics.



**DAVE FINNMAN**  
**GORILLA RECYCLE CFO**

Dave is a graduate from University of Northern Colorado, Business-Finance College. His corporate career extends over 30 years in the tax departments of 3 major corporations. Mr. Finnman also oversaw the tax compliance requirements by his staff. This included filing annual property tax returns in a myriad of jurisdictions throughout the U.S., and paying the resultant property tax bills.

# Meet The Team



**NICK DOYLE**  
**COMMERCIAL ADVISOR**

**Bucknell University, Lewisburg, PA  
2010 Bachelor of Arts, Human  
Geography International Relations  
Innovative business development and  
system Integration professional with  
an emphasis on Post Consumer  
Recycled (PCR) resources. Design and  
implement unique market development  
strategies to target new and existing  
verticals. Ability to convert operational  
inefficiencies into profit driven  
solutions. Dedicated to advancement  
of the circular economy.**



**CHRISTINE MILLER**  
**COMMERCIAL ADVISOR**

**Over a decade of experience in identifying  
and solving rural municipal waste stream  
issues. Supervising curbside recycling  
collection and processing for over 50  
rural Wisconsin communities. She also  
has experience working closely with  
secondary buyers to ensure the  
customers utilizing the local MRF are  
“Recycling Right” through fun and  
inspiring educational campaigns. Fox  
Valley Technical College, Appleton, WI,  
with a degree in Natural Resources, and a  
current Board member of the Associated  
Recyclers of Wisconsin.**

# MEET THE TEAM



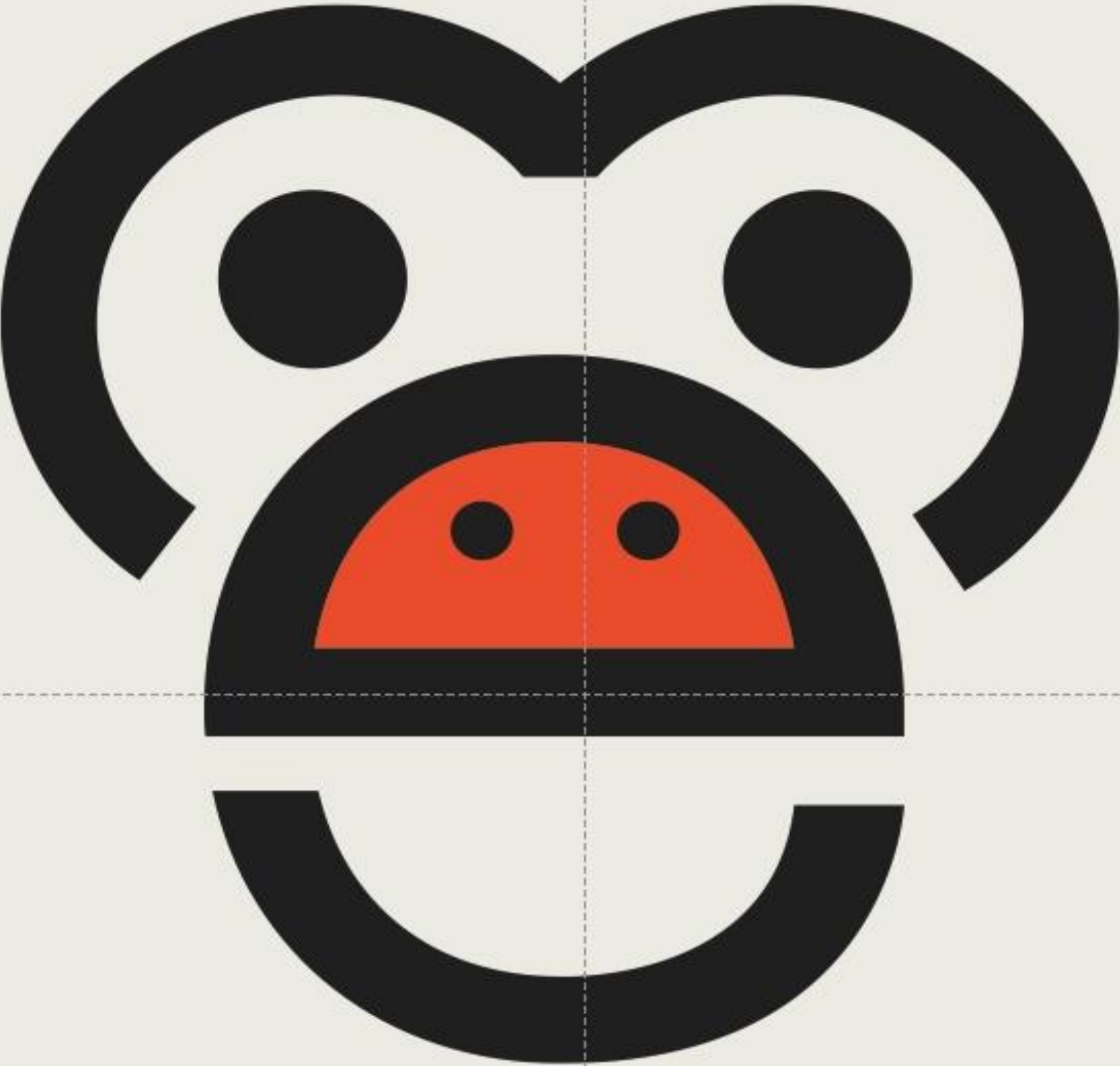
**LUKE BINGHAM**  
**GORILLA RECYCLE COO**

**Luke's 30 year career in CAD, GIS, Solid Modeling and programming has spanned the areas of surveying, commercial development and industrial design. His desire for efficiency and effectiveness combine to create a model for excellence. He will be charged with building our G-Mrf's and plasticized roadway projects and ongoing administration of the facilities.**



**WENDELL PERKINS**  
**GORILLA RECYCLE**  
**LEAD ENGINEER**

**Wendell is the Gorilla Packer Truck Engineer, Research and Product Development Coordinator. Experience includes 39 years in various positions with major refuse vehicle companies as a design and manufacturing engineer. He holds several patents throughout his career. Wendell will be the lead engineer for Gorilla Packer Trucks and Gorilla Material Recycle Facilities.**



Frank Hernandez - CEO  
[frankohernandez@hotmail.com](mailto:frankohernandez@hotmail.com)  
713.446.6530  
Scottee Newkirk - Founder  
[rsnewkirk@gmail.com](mailto:rsnewkirk@gmail.com)  
480.299.0608

THANK YOU



# Town of Johnstown

## TOWN COUNCIL AGENDA COMMUNICATION WORK SESSION

---

**AGENDA DATE:** March 8, 2021

**SUBJECT:** Estes Avenue Area Storm Drainage Project

**ATTACHEMENTS:** General Project Area Map

**PRESENTED BY:** Marco Carani, PW Director

---

The Town in 2020 completed design for the Estes Avenue Area Storm Drainage Project. The need for this project was due to localized flooding in the area. In September, 2020 Council was presented with a presentation by the Tait Engineering, the design engineer for the project providing a status and general overview of the projects planned improvements. As part of this project, the Town anticipated applying for a DOLA grant to supplement the project cost, which is estimated and budgeted at \$2,692,750. The grant the Town would pursue would be for a Tier II, \$1 million grant. Funds were budgeted and appropriated by Council in FY 2021.

The project involves the installation of a 36-inch stormwater line with multiple inlets to catch surface water in order to minimize flooding, as well as the replacement of asphalt to help direct surface flows to street gutters. The project also includes upsizing two 6-inch sewer lines to 8 inch that are located on Estes Ave. and in the alley between Fremont and Estes Ave. The reason for including the sewer line construction was to provide the cost benefit of updating all underground utilities at once prior to repaving the construction limits for the Stormwater Project. The water lines in this area were replaced ten years ago and do not need to be replaced. Expenditures were allocated as follows by fund for the project:

| Fund           | Amount Allocated | Anticipated Ending Fund Balance |
|----------------|------------------|---------------------------------|
| Sewer          | \$200,000        | \$45,229,227**                  |
| Street & Alley | \$800,000*       | \$9,280,032                     |
| Storm Drainage | \$1,693,750      | \$966,554                       |
| TOTAL          | \$2,692,750      | \$2,692,750                     |

\*Includes the \$1 million grant

\*\*Includes Sewer Project Bond

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P: 970.587.4664 | 450 S. Parish Ave, Johnstown CO | F: 970.587.0141

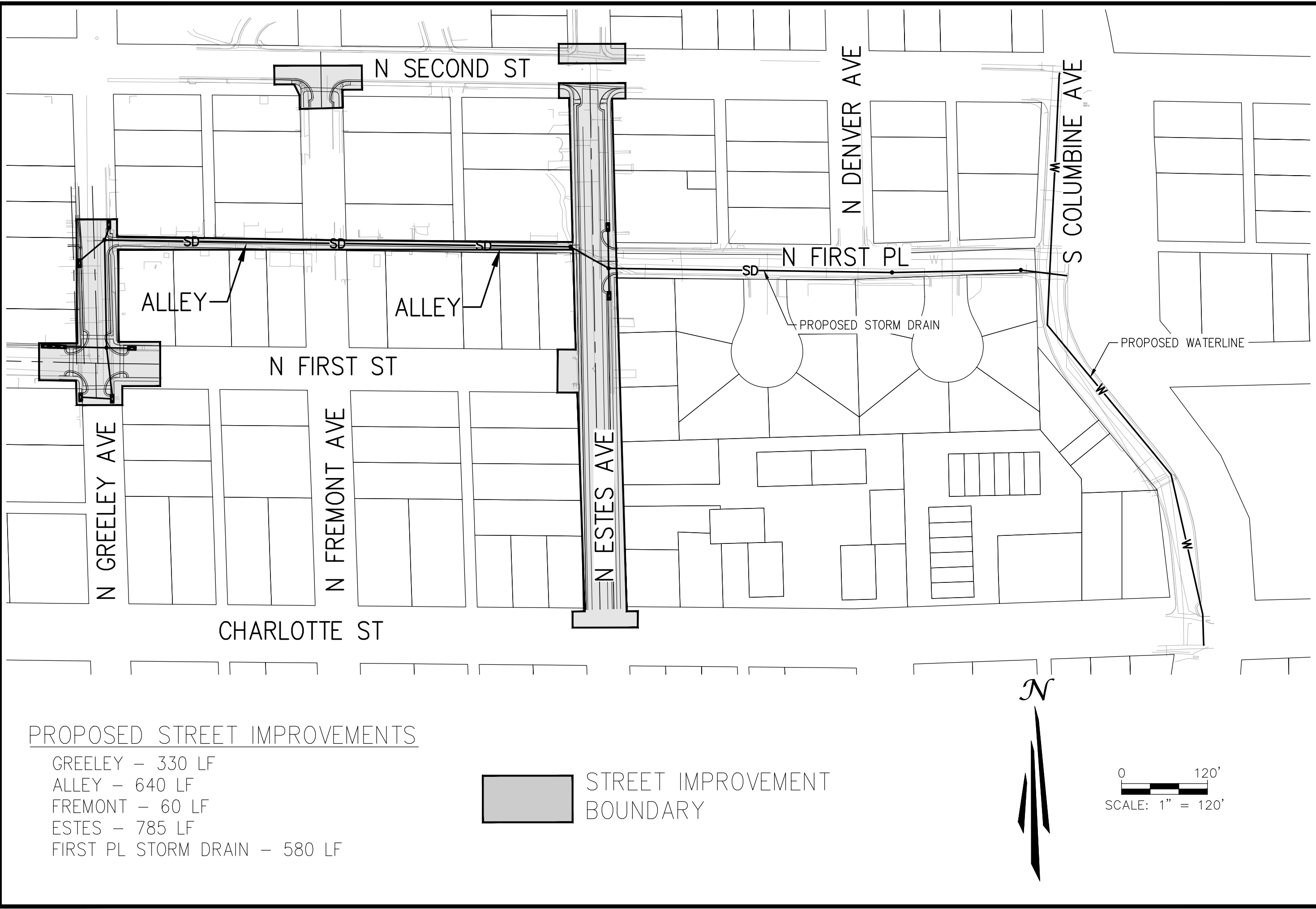
As mentioned, Staff planned to apply for a Tier II grant from DOLA totaling \$1 million for this project. DOLA changed the period of the grants and the upcoming grant cycle is due September 2021 which would be awarded December 2021. Assuming a successful grant application, this would mean we would not be eligible to bid this project until about 1 year from this time. Consequently, Staff is asking Council if they would like to move this project forward using existing funds. If Council desires to move forward and accomplish this project during Spring/Summer of 2021, we can bid the project out by the end of the month. Based on estimated costs, this would change the fund balances of Town funds. Those changes would be as follows:

| Fund           | Amount Allocated | Anticipated Ending Fund Balance |
|----------------|------------------|---------------------------------|
| Sewer          | \$200,000        | \$45,229,227**                  |
| Street & Alley | \$800,000        | \$8,280,032*                    |
| Storm Drainage | \$1,693,750      | \$966,554                       |
| TOTAL          | \$2,692,750      | \$2,692,750                     |

\*Change in Street & Alley Fund Balance

\*\*Includes Sewer Project Bond

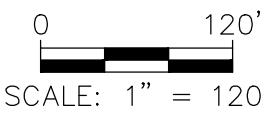
As we look to the September 2021 grant cycle, we have a number of other projects that would qualify based on timing. Most notably, the Charlotte Avenue improvement project which we plan to recommend to Council a design firm at the beginning of April. Staff is requesting direction from Council on how to proceed on the Estes Avenue Storm Project – pursue the grant option or proceed now with the assumption that other grant cycles will have other project we can submit for funding consideration.



PROPOSED STREET IMPROVEMENTS

- GREELEY - 330 LF
- ALLEY - 640 LF
- FREMONT - 60 LF
- ESTES - 785 LF
- FIRST PL STORM DRAIN - 580 LF

 STREET IMPROVEMENT  
BOUNDARY



|                                                                                                                         |         |
|-------------------------------------------------------------------------------------------------------------------------|---------|
| Item 3.                                                                                                                 |         |
| DRAWN                                                                                                                   | DATE: 0 |
| CHECK                                                                                                                   | DATE: 0 |
| DATE: 0                                                                                                                 | JOB NO  |
| 6143 East County Road 16<br>Loveland, CO 80537                                                                          |         |
| P: 970.413.1447<br>www.tait.com                                                                                         |         |
| ENGINEERING ENVIRONMENTAL BUILDING AND<br>SINCE 1964                                                                    |         |
| San Luis Obispo<br>Santa Barbara<br>Santa Monica<br>San Francisco<br>Seattle<br>Portland<br>Denver<br>Dallas<br>Atlanta |         |
| OLD TOWN STREET & DRAINAGE OVERVIEW                                                                                     |         |
| OLD TOWN<br>TOWN OF JOHNSTOWN                                                                                           |         |
| 1                                                                                                                       | 91      |





# Town of Johnstown

## TOWN COUNCIL AGENDA COMMUNICATION WORK SESSION

---

**AGENDA DATE:** March 8, 2021

**SUBJECT:** Sanitary Sewer Interceptor Phase 2

**ATTACHEMENTS:** Preliminary Sanitary Design Alternative (3)

**PRESENTED BY:** Marco Carani, PW Director

---

Phase 2 design of the CMaR interceptor project is underway. Initially and as presented in July 2019, the most appropriate design alternative appeared to be to the east of Clearview lift station and gravity feed the sewer line east on Centennial Drive. The gravity line would ultimately tie in the new lift station on CR 46.5 (Phase 1 awarded March 1, 2021). This construction accommodates collection areas including Johnstown Village (Mallard Ridge), the new High School site and areas west of Clearview.

Upon preliminary submittal from the Granary and initial interest of development from the Sauers' property south of the planned high school, Town Staff and our contract engineer team, IMEG evaluated additional alternatives to be able to supply service to them more effectively, as well as other parcels to the south of CR 46.

Attached are 3+ alternatives that have been evaluated and are briefly described below. Also included are preliminary cost estimates for each of the options.

Option 1: This project would include the original construction of the intended line that runs parallel to the GWRR. To accommodate additional land to the south it would add a lift station at WCR 46.5 and WCR 13. Finally, it would also include an interceptor to accommodate Riverbend and a few areas immediately south of WCR 17 and WRC 46.

Option 1 Cost: \$10,473,000. Without the Riverbend line \$8,513,000

Option 2: This project would establish a new interceptor at WCR 13 and WCR 46 and run east to WCR 17, then travel predominately north to the new lift station as approved in Phase 1. Also, to eliminate the Clearview Lift Station, a line would be constructed from the lift station and travel east to WCR 15, then head south to the new line construction on WCR 46.

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Option 2 Cost: \$9,763,000

Option 2A: This option is the same as Option 2 with the exception of the sewer line running down WCR 15. Instead, the line would run through the Granary subdivision (see red line alternative).

Option 2A Cost: \$8,164,000

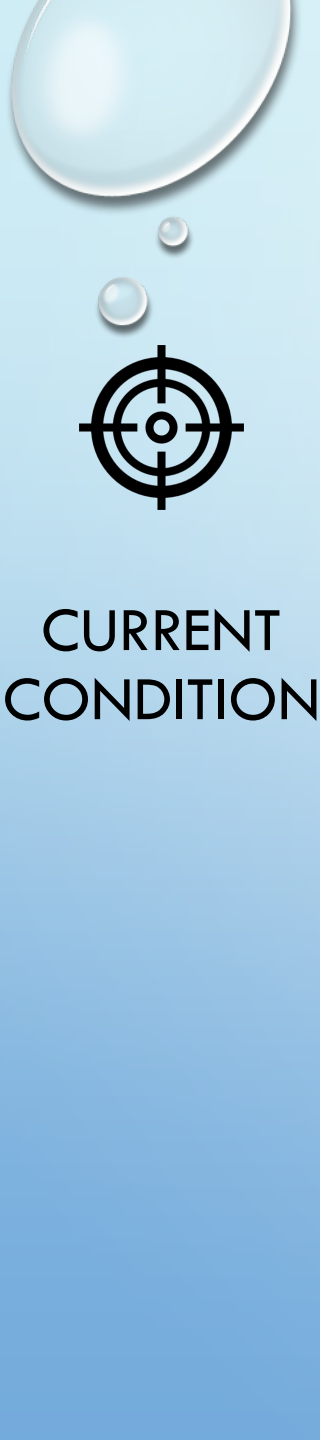
NOTE on Options 2 and 2A: The section labeled as Riverbend extension is subject to soil conditions as it parallels the Little Thompson. If conditions are not satisfactory, it could change the project cost by approximately \$600,000 having to run the line up Parish Avenue for more appropriate construction conditions.

Option 3: This project alternative would establish a new interceptor at WCR 13 and WCR 46 and run east to WCR 17, then travel predominately north to the new lift station as approved in Phase 1. It would also include the section eliminating the Clearview Lift Station and running a sanitary line to connect into Centennial Drive as originally contemplated in the July 2019 conceptual plans.

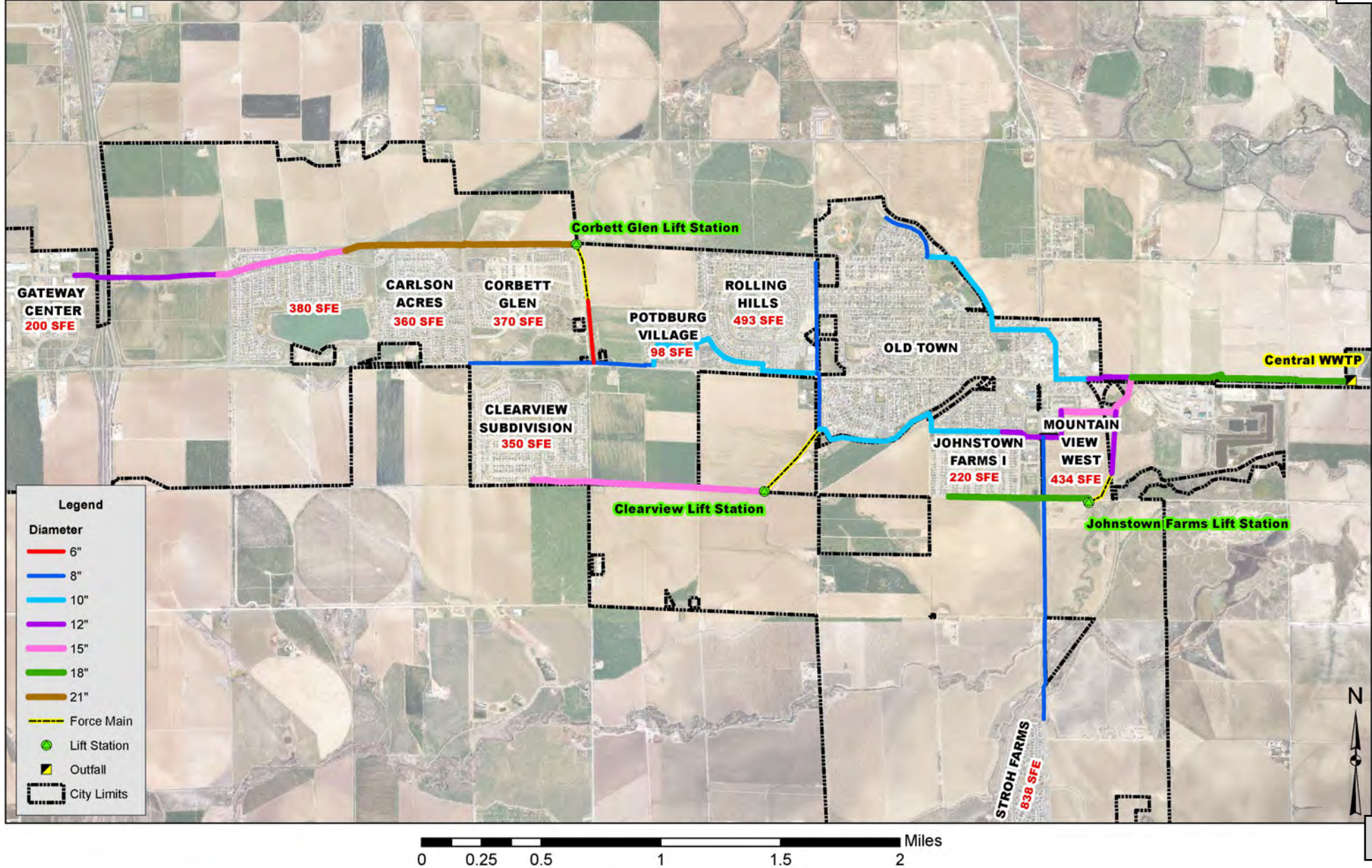
Option 3 Cost: \$9,799,000

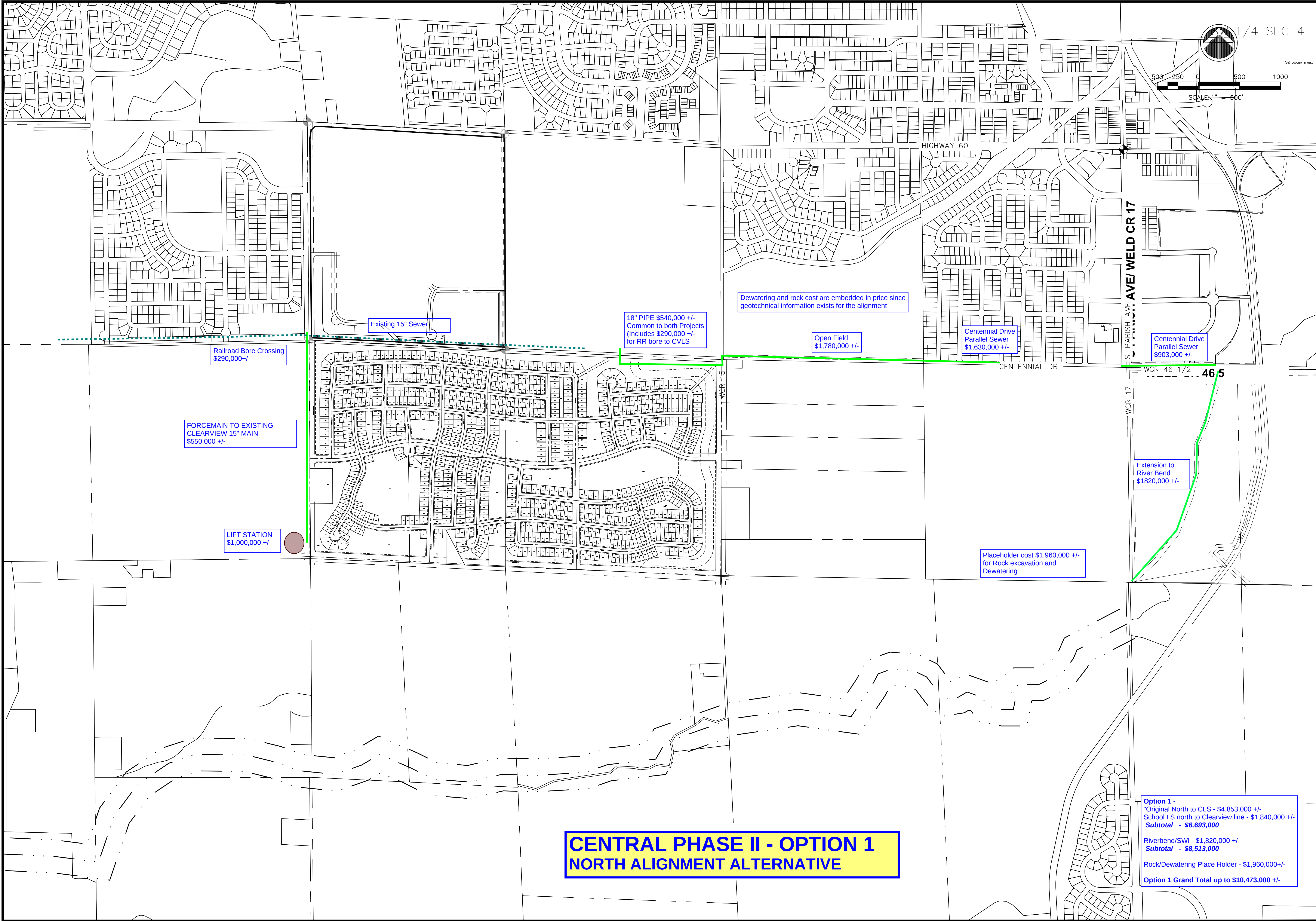
Initially, the cost for this project as approved in FY 2021 is \$5,000,000 for construction of this project section. While the estimates provided based on the alternatives will go up considerably, it will also be offset with the additional reasonable access of the sanitary sewer to an additional roughly 400 acres of land that otherwise may have only been developed with the inclusion of lift stations into the system – a design feature we are trying to avoid given the maintenance costs of these facilities. Furthermore, with the recent adoption of the Regional Sewer Fee, this added cost will be offset by the additional revenue generated in the to be developed acres.

Staff recommendation as part of this discussion is to continue forward with alternative 2A.



**Wastewater System  
Existing Conditions**





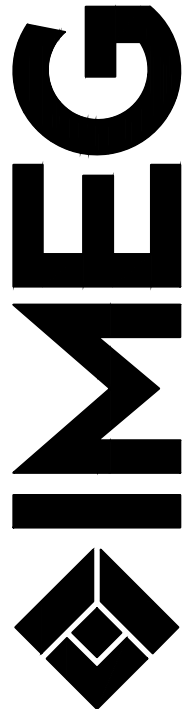
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CENTRAL PHASE II - OPTION 1  
NORTH ALIGNMENT ALTERNATIVE

Option 1 -  
\*Original North to CLS - \$4,853,000 +/-  
School LS north to Clearview line - \$1,840,000 +/-  
Subtotal - \$6,693,000  
Riverbend/SWI - \$1,820,000 +/-  
Subtotal - \$8,513,000  
Rock/Dewatering Place Holder - \$1,960,000 +/-  
Option 1 Grand Total up to \$10,473,000 +/-

REVISIONS

| No. | DESCRIPTION | DATE |
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IMEG  
3314 MILWAUKEE AVE. N.E.  
ABERDEEN, SD 57401  
PH: 605.225.3484  
www.imegcorp.com

CENTRAL SEWER EXPANSION PHASE 2  
TOWN OF JOHNSTOWN, CO

SERVICE AREA ANALYSIS

IMEG Project No:  
19000966.02

File Name:  
19000966.02 Service Area  
alternatives.dwg

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Field Book No:

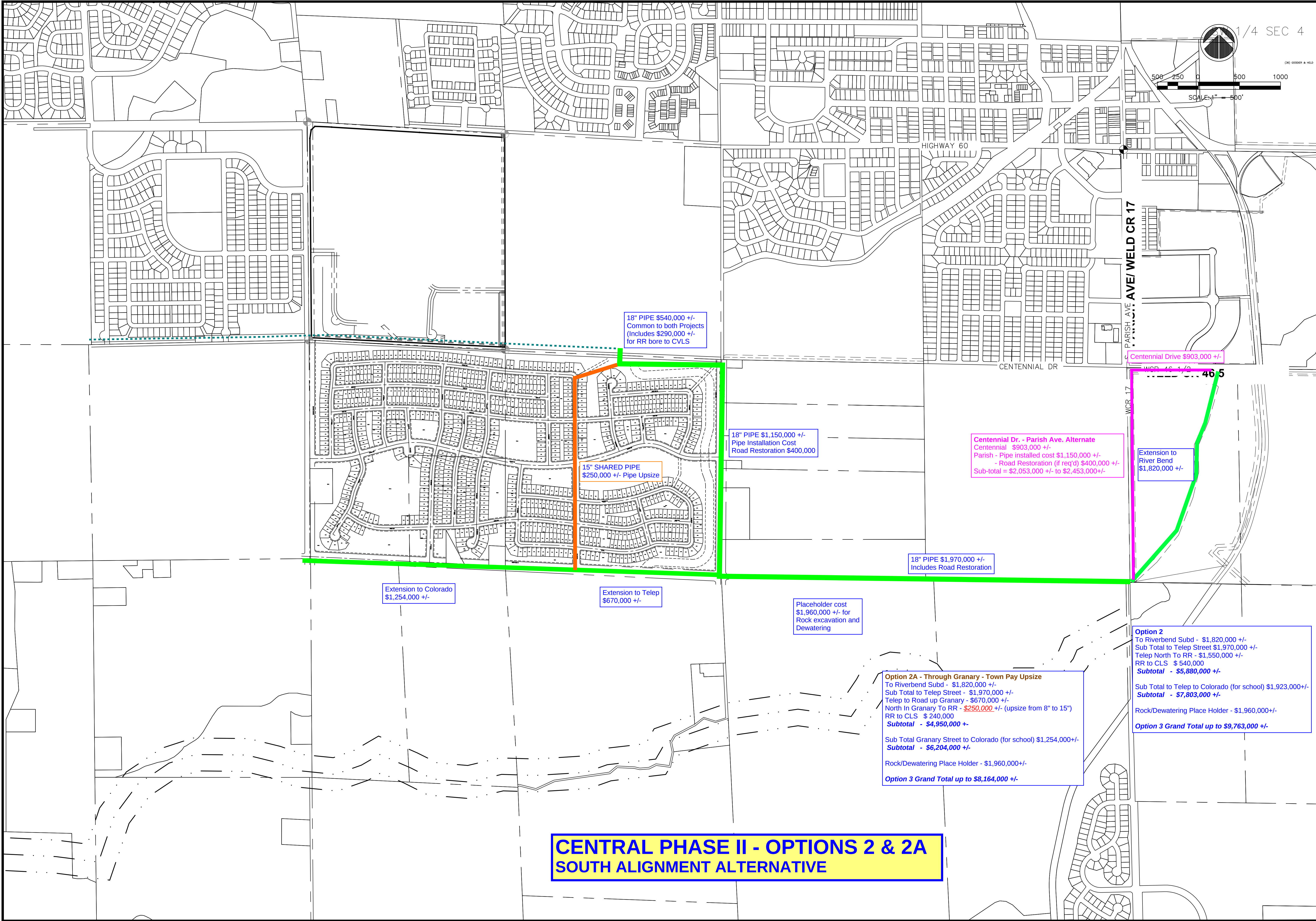
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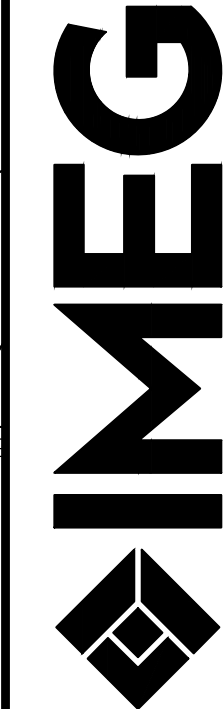
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G03

Sheet # of TBD



| REVISIONS |             |
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CENTRAL SEWER EXPANSION PHASE 2

TOWN OF JOHNSTOWN, CO

SERVICE AREA ANALYSIS

|                                                            |
|------------------------------------------------------------|
| IMEG Project No:<br>19000966.02                            |
| File Name:<br>19000966.02 Service Area<br>Alternatives.dwg |
| © COPYRIGHT 2021<br>ALL RIGHTS RESERVED                    |
| Field Book No:                                             |
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| Checked By: ***                                            |
| Date: 01/31/2021                                           |
| G03                                                        |
| Sheet # of TBD                                             |

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### CENTRAL PHASE II - OPTION 1 NORTH ALIGNMENT ALTERNATIVE

#### Option 1 -

"Original North to CLS - \$4,853,000 +/-  
School LS north to Clearview line - \$1,840,000 +/-  
**Subtotal - \$6,693,000**

Riverbend/SWI - \$1,820,000 +/-  
**Subtotal - \$8,513,000**

Rock/Dewatering Place Holder - \$1,960,000+/-

**Option 1 Grand Total up to \$10,473,000 +/-**

Sept 2020 - Connell Est. Const = \$4,516,309  
Jan 2021 - Connell Est. Const. = \$5,018,601  
DELTA = \$ 502,292

### CENTRAL PHASE II - OPTION 2 SOUTH ALIGNMENT ALTERNATIVE

#### Option 2

To Riverbend Subd - \$1,820,000 +/-  
Sub Total to Telep Street \$1,970,000 +/-  
Telep North To RR - \$1,550,000 +/-  
RR to CLS \$ 540,000  
**Subtotal - \$5,880,000 +/-**

Sub Total to Telep to Colorado (for school) \$1,923,000+/-  
**Subtotal - \$7,803,000 +/-**

Rock/Dewatering Place Holder - \$1,960,000+/-

**Option 3 Grand Total up to \$9,763,000 +/-**

### CENTRAL PHASE II - OPTION 2A SOUTH ALIGNMENT ALTERNATIVE

#### Option 2A - Through Granary - Town Pay Upsize

To Riverbend Subd - \$1,820,000 +/-  
Sub Total to Telep Street - \$1,970,000 +/-  
Telep to Road up Granary - \$670,000 +/-  
North In Granary To RR - \$250,000 +/- (upsized from 8" to 15")  
RR to CLS \$ 240,000  
**Subtotal - \$4,950,000 +/-**

Sub Total Granary Street to Colorado (for school) \$1,254,000+/-  
**Subtotal - \$6,204,000 +/-**

Rock/Dewatering Place Holder - \$1,960,000+/-

**Option 3 Grand Total up to \$8,164,000 +/-**

### CENTRAL PHASE II - OPTION 3 COMBINED NORTH-SOUTH ALIGNMENT ALTERNATIVE

#### Option 3

Total to Clear View LS to JF I \$2,126,000 +/-  
To Riverbend Subd - \$1,820,000 +/-  
Sub Total to Telep Street \$1,970,000 +/-  
**Subtotal - \$5,916,000 +/-**

Sub Total to Telep to Colorado (for school) \$1,923,000+/-  
**Subtotal - \$7,839,000 +/-**

Rock/Dewatering Place Holder - \$1,960,000+/-

**Option 3 Grand Total up to \$9,799,000 +/-**