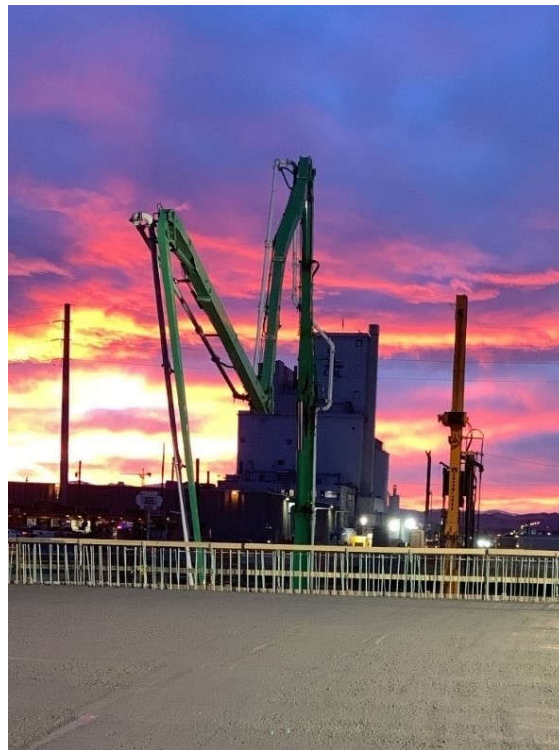




Quarterly Status Report

October 2021 through December 2021



PREPARED BY:



COLORADO
Department of Transportation

IN CONSULTATION WITH:



COLORADO
Department of Transportation
Statewide Bridge Enterprise

DATE: January 24, 2022

TO: Colorado Transportation Commission (TC)
Colorado High Performance Transportation (HPTE) Board of Directors
Colorado Bridge and Tunnel Enterprise (BE) Board of Directors

FROM: Robert Hays, Project Director, Central 70 Project

SUBJECT: Quarterly Update

PROJECT PROGRESS

This memo summarizes the status of the Central 70 Project across the following areas:

- Status of Design and Construction
- Status of Pre-Development Budget
- Status of Community Commitments

ACTION

No actions are requested at this time. This memo is for information purposes only.

BACKGROUND

Per the Amended and Restated Central 70 Project Intra-Agency Agreement (IAA) dated September 14, 2021, the Central 70 Project Director shall provide quarterly updates to the Transportation Commission, Colorado Bridge and Tunnel Enterprise (BE) Board of Directors, and the Colorado High Performance Transportation Enterprise (HPTE) Board of Directors through Final Acceptance.

MATTERS REQUIRING POLICY INPUT

None at this time.

COMPLETED MILESTONES THIS QUARTER

October 2021 through December 2021

- Temporary ramp to Steele Street opened to traffic from Eastbound (EB) I-70.
- Completed the concrete pour for the I-70 bridge deck over Brighton Boulevard.
- Continue working on punch list items and remaining incomplete work in Milestone 1 and Milestone 2B.
- Complete the construction of the box culvert from York Street to Union Pacific Railroad (UPRR).
- Placed UPRR in final track configuration on the bridge over I-70.
- York Street/UPRR crossing was reopened to traffic.
- Began soil cement and asphalt paving in the new EB I-70 mainline lanes from Colorado Boulevard to Brighton Boulevard.
- Completed the placement of Cover girders over the future EB I-70 lanes.

- Began placement of Mechanical, Electrical and Plumbing (MEP) systems at the Cover
- Began construction on the Fire Control Center (FCC) room for the EB I-70 lanes
- Began soil mixing for EB I-70 lanes from Clayton Street to UPRR for drainage and Fixed Firefighting System (FFFS) system drainage.
- Completed the majority of the east end concrete panel and repairs from Peoria Street to Pena Boulevard.
- Began construction on the far west end sign structures and roadway finishes.
- Opened EB Colorado Boulevard Off-Ramp from I-70.

UPCOMING MILESTONES

January 2022 through March 2022

- Continue work on bridge finishes for the I-70 bridge over Brighton Boulevard.
- Began replacing Stapleton Drive signage throughout the project limits in accordance with Transportation Commission directive.
- Continue working on punch list items and remaining incomplete work in Milestone 1 and Milestone 2B.
- Install jet fans on EB I-70 Cover.
- Continue construction of the City and County of Denver (CCD) portion of the Cover Building.
- Traffic switch for EB I-70 from Steele St to Colorado Blvd to begin tolling configuration and testing.
- Continue reconstruction of the Swansea parking lot and playground.
- Complete all portions of the UPRR bridge.
- Continue installation of the Intelligent Transportation Systems (ITS) devices east of Sand Creek and begin installing permanent fiber optic cabling from Node 1 to the Airport Road Node building.
- Complete construction of Airport Node building.
- Complete EB I-70 Cover deck pours and begin garden roof assembly waterproofing.
- Begin Cover retaining walls and miscellaneous concrete work.
- Continue construction of drainage, walls, utilities, roadway, and paving for future EB I-70.
- Continue construction of East 46th Avenue South, including roadway, utilities, and drainage.
- Complete construction of the intersection at York Street and East 47th Avenue.
- Completion of work in the Brighton East and West ponds.
- Continue placement of Mechanical, Electrical and Plumbing (MEP) systems at the Cover
- Completion of construction on the Fire Control Center (FCC) room for the EB I-70 lanes
- Continue soil mixing for EB lanes from Columbine Street to UPRR for drainage and Fixed Firefighting System (FFFS) system drainage.
- Continue the placement of wall panels from Colorado Boulevard to Brighton in EB lowered section as walls are completed.

- Complete various stormwater retention pond certifications from Brighton Boulevard to Peoria Street.
- Continue construction on the far west end sign structures and roadway finishes.
- Begin repairs to the York Street over I-70 bridge.
- Complete drainage crossing under the Regional Transportation District (RTD) and UPRR tracks at Colorado Boulevard.
- Complete remaining work at Safeway property adjacent to the Colorado Boulevard on-ramp to EB I-70.
- Begin review of As-Built plans for the east segment of the Project.

LAWSUIT UPDATE

All lawsuits associated with the Project to date have been resolved.

As part of the settlement agreement with the Sierra Club plaintiffs (Sierra Club, Elyria and Swansea Neighborhood Association, Chaffee Park Neighborhood Association, and Colorado Latino Forum), CDOT funded a health study of the Elyria-Swansea neighborhoods. The Colorado Department of Public Health and Environment (CDPHE) is leading this effort on behalf of the State. Currently CDPHE is working to get Colorado State University (CSU) under contract to perform the study.

ISSUES

Milestone 1 was previously achieved by KMP on December 9, 2019. The Enterprises issued a change order to KMP to correct drainage and cross slope issues on I-70 east of I-225 and this work is nearing completion, with only minor elements remaining to complete. KMP continues to work on remaining Milestone 1 punch list items with an anticipated completion in Summer 2022.

The Enterprises and KMP are in the process of implementing lessons learned from the Westbound (WB) I-70 Cover commissioning process for the Cover over EB I-70 (scheduled for summer 2022). The structure for the Cover over EB I-70 is nearing completion and installation of lighting, fire-life safety, and other systems has commenced. Engagement with the Denver Fire Department (DFD) is on-going.

The Enterprises, KMP, and the City and County of Denver continue to work through design and submittal comments on the Cover Top from Denver Parks and Recreation and other City entities. All parties continue to work together making progress towards resolution of these comments.

KMP is in the process of finalizing Revised Baseline Schedule 6 (RBS6) which re-sequences and accelerates the Work in the lowered section to achieve Substantial Completion in December 2022. The Enterprises will review this schedule upon submittal by KMP.

During the month of March 2020, a global pandemic (COVID-19) was declared by the World Health Organization (WHO). Federal, State, and Local leaders have all implemented mitigation

measures to reduce the spread of COVID-19. These measures have ultimately reduced physical contact and person to person interactions.

As of this Quarter, the impacts of COVID-19 have increased in the community with new variants spreading. Vaccinations are readily available, and all members of the project are encouraged to get vaccinated. At the project level, safety precautions such as face masks and social distancing continue to be implemented for all staff (regardless of vaccine status) to ensure the safety of all workers. Both KMP and the Enterprises are requiring all staff to work remotely if they are feeling ill, regardless of symptoms. KMP continues to update the Safety Management Plan for the project to address the current safety protocols. The Enterprises and KMP continue to use a hybrid model of operations (KMP staff has returned to the project office full time, while CDOT staff are working from the project office 3 days a week and limiting capacity to 50% or less). However, large project meetings have returned to a virtual format to minimize the potential for COVID-19 transmission.

COVID-19 continues to be monitored by the Enterprises but has not impacted the project schedule at this time. KMP has indicated that some supply chain issues with raw materials for girders, ITS/CCTV equipment, and other project elements exist, but KMP to date has been able to either identify alternate suppliers or accommodate extended procurement timeframes within the project schedule.

Supervening Events (SE) are summarized in the table below (shading indicates the SE is closed). Only one SE (Recognized Hazardous Materials at Steele Street) has not been resolved at this time. KMP is waiting to complete the excavation in this location to determine the full limits of the impacted area but is not anticipating a financial or schedule impact to the Project.

SEN #	Description	Date Received from KMP	Type of SEN	Status
1	UPRR Agreement Delay, Request for Extension to Detailed Supervening Event Submission	04/25/2018	Comp Event	Resolved with 2 nd Amendment to the Project Agreement
2	UPRR Phase 0 Work Delay	03/23/2018	Comp Event	Resolved with 2 nd Amendment to the Project Agreement
3	UPRR Work Performance Schedule	03/23/2018	Delay Relief Event	Withdrawn by KMP
4	Section 232 Steel and Aluminum Tariffs	08/13/2018	Relief Event	Resolved with 2 nd Amendment to the Project Agreement
5	Swansea Asbestos Containing Material	07/07/2018	Comp Event	Change Order was executed on 09/03/2019
6	AP-83 Asbestos Containing Material	10/10/2018	Comp Event	Withdrawn by KMP
7	Sand Creek Bridge	11/20/2018	Comp Event	Change Order was executed on 05/06/2020
8	UPRR Crossing Diaphragm Spacing	12/17/2018	Delay Relief Event	Closed. Included in 2021 Memorandum of Settlement

SEN #	Description	Date Received from KMP	Type of SEN	Status
9	Structure E-17-FX Viaduct	12/17/2018	Comp Event	Withdrawn by KMP
10	UPRR Transverse Plate Welding	02/22/2019	Delay Relief Event	Closed. Included in 2021 Memorandum of Settlement
11	UPRR Underside Plate Welding	02/22/2019	Delay Relief Event	Closed. Included in 2021 Memorandum of Settlement
12	UPRR Drip Plates	02/22/2019	Comp and Relief Event	Withdrawn by KMP
13	UPRR Bearings	02/22/2019	Comp and Relief Event	Withdrawn by KMP
14	UPRR Impact Loading	02/22/2019	Delay Relief Event	Closed. Included in 2021 Memorandum of Settlement
15	UPRR Rebar Detailing	02/22/2019	Delay Relief Event	Closed. Included in 2021 Memorandum of Settlement
16	Severe Weather Event - Bomb Cyclone	03/27/2019	Relief Event	Withdrawn by KMP
17	UPRR Shoring	03/28/2019	Comp Event	Closed. Included in 2021 Memorandum of Settlement
18	UPRR Shoring Unexcused RR delay	03/28/2019	Delay Relief Event	Closed. Included in 2021 Memorandum of Settlement
19	AP-102 Hazardous Material	03/27/2019	Comp Event	Withdrawn by KMP
20	Reserved			Not submitted to Enterprises
21	UPRR Steel Notes	05/02/2019	Comp Event	Closed. Included in 2021 Memorandum of Settlement
22	UPRR Steel Notes Relief	05/02/2019	Delay Relief Event	Closed. Included in 2021 Memorandum of Settlement
23	Recognized Hazardous Material (RHM) 46 th and Steele Southwest Gore Asbestos	05/29/2019	Comp Event	Waiting on detailed SE submission by KMP
24	UPRR Crossing Diaphragm Spacing	06/14/2019	Comp Event	Closed. Included in 2021 Memorandum of Settlement. Related to SE Event 8
25	UPRR Transverse Plate Welding	06/19/2019	Comp Event	Closed. Included in 2021 Memorandum of Settlement. Related to SE Event 10
26	UPRR Underside Plate Welding	06/28/2019	Comp Event	Closed. Included in 2021 Memorandum of Settlement. Related to SE Event 11.
27	Reserved			Not submitted to Enterprises
28	Reserved			Not submitted to Enterprises
29	UPRR Impact Loading	06/28/2019	Comp Event	Closed. Included in 2021 Memorandum of Settlement. Related to SE Event 14.

SEN #	Description	Date Received from KMP	Type of SEN	Status
30	UPRR Rebar Detailing	06/28/2019	Comp Event	Closed. Included in 2021 Memorandum of Settlement. Related to SE Event 15.
31	UPRR Drainage Review	08/22/2019	Comp Event	Closed. Included in 2021 Memorandum of Settlement.
32	UPRR Drainage Review	08/22/2019	Delay Relief Event	Closed. Included in 2021 Memorandum of Settlement. Related to SE Event 31.
33	UPRR Unreasonableness	08/22/2019	Comp Event	Closed. Included in 2021 Memorandum of Settlement.
34	UPRR Unreasonableness	08/22/2019	Delay Relief Event	Closed. Included in 2021 Memorandum of Settlement. Related to SE Event 33.
35	Fire Department Review	12/26/2019	Delay Relief Event	Closed. Included in 2021 Memorandum of Settlement.
36	Fire Department Review	12/26/2019	Relief Event	Closed. Included in 2021 Memorandum of Settlement. Related to SE Event 35.
37	Discovery of Recognized Hazardous Material – Dahlia & Stapleton ACM	01/31/2020	Comp Event	Withdrawn by KMP
38	Enterprises' Failure to Grant and Extension of Time	04/14/2020	Comp Event	Closed. Included in 2021 Memorandum of Settlement.
39	Swansea School Asbestos Containing Material – Phase 2	05/04/2020	Comp Event	Change Order was executed on 09/13/2021.
40	Shutdowns, Suspensions, Disruptions and Other Impacts Related to COVID-19	05/21/2020	Comp Event	Withdrawn by KMP
41	Shutdowns, Suspensions, Disruptions and Other Impacts Related to COVID-19	05/21/2020	Force Majeure, Delay and Relief Events,	Withdrawn by KMP
42	Discovery of Recognized Hazardous Material – 46 th & Jackson RHM	06/15/2020	Comp Event	Withdrawn by KMP
43	Discovery of Recognized Hazardous Material – 46 th & Pilot ACM	07/30/2020	Comp Event	Withdrawn by KMP

SCHEDULE STATUS

KMP reported that the Project is 84.5% complete through December 2021. Design is 100% complete and construction is 82.9%.

The Enterprises conditionally accepted Revised Baseline Schedule 5 (RBS5) in September 2021 which incorporated the new and revised Milestones into the project schedule. The schedule

information below reflects RBS5 and incorporates the new Substantial Completion date of February 16, 2023, that was captured in the Fourth Amendment to the Project Agreement. As mentioned previously, KMP is working on Revised Baseline Schedule 6 (RBS6) which would improve on the Milestone and Substantial Completion dates shown in RBS5. The Critical Path of the Project begins with the installation of the cover fire protection system for the EB I-70 Cover, followed by systems testing and cover systems commissioning. EB I-70 traffic is then placed into the future EB lanes of the lowered section in August 2022. After EB I-70 traffic is placed into the future EB lanes, median barrier construction will be completed east of Brighton Boulevard and west of Colorado Boulevard where temporary ramps are currently in place for the temporary I-70 head-to-head condition, and top lift paving will be performed in the WB I-70 lanes in the lowered section.

Following completion of this work, Punch List will be completed, and Substantial Completion will be achieved in late January 2023.

The table below provides a summary of the current status of the project Completion Milestones.

Event	Baseline Date	Forecast Date	Status
Commercial Close	11/21/2017	NA	Completed - 11/21/2017
Financial Close	12/21/2017	NA	Completed - 12/21/2017
NTP1	02/09/2018	NA	Completed - 02/09/2018
NTP2	06/01/2018	NA	Completed - 07/10/2018
NTP3 (Snow and Ice Control Services)	07/01/2018	NA	Completed - 07/18/2018
Payment Milestone 1 (Sand Creek Bridge to Chambers Road)	12/09/2019	NA	Completed 12/09/2019
Milestone 2A* (WB I-70 between Monaco and Colorado; outside bridge decks complete)	11/10/2020	N/A	Completed 11/05/2020
Milestone 2B* (Sta 2091+00 (Dahlia Street) to Sand Creek Bridge)	09/29/2021	N/A	Completed 09/29/2021
Payment Milestone 3* (UPRR Phase 4B, switch SY-112 to new bridge)	10/17/2020	N/A	Completed 10/17/2020
Payment Milestone 4A* (UPRR Phase 5)	09/26/2021	N/A	Completed 09/26/2021
Payment Milestone 4B* (Viaduct Demolition)	12/20/2021	N/A	Completed 09/29/2021
Payment Milestone 5A* (Cover Girders, EB Colorado Off-Ramp, EB I-70 Mass Excavation)	03/25/2022	02/03/2022	50 days

Payment Milestone 5B* (EB I-70 between Brighton Boulevard to Dahlia Street, UPRR Phase 6, WB I-70 SMA Paving)	10/28/2022	10/11/2022	17 days
Payment Milestone 6* (Cover Top, 46 th Avenue South)	11/23/2022	10/20/2022	34 days
Commence Intelligent Transportation System(s) (ITS)/Tolling Testing/Integration	02/15/2023	12/19/2022	58 days
Substantial Completion	02/16/2023	01/31/2023	16 days
Final Acceptance	07/29/2023	07/13/2023	16 days
Design/Build Phase Close-out**	01/29/2024	01/13/2024	16 days
*Modified as part of the Fourth Amendment to the Project Agreement. ** Completion of Final project documentation.			

BUDGET STATUS

The project budget reflects the 2021 Annual Update to the Financial Plan that was approved by FHWA in March 2021.

Enterprises Costs Estimate	Amount
Environmental Phase	\$40.7M
Procurement Phase	\$81.9M
Delivery Phase	\$61.2M
Miscellaneous Enterprise Reserve*	\$9.1M
ROW Phase	\$117.0M
Utility Phase	\$34.8M
Enterprises Construction Contingency	\$45.9M
Enterprises Construction Total	\$381.5M

*Included in Delivery Phase Amount

Included in the funds listed in the above table, the Enterprises have established an Enterprises Construction Contingency (funded by the Department and Colorado Bridge and Tunnel Enterprise) to cover additional costs due to Supervening Events and Change Orders during the construction phase of the Project. Per the Project Agreement, the Enterprises have the option of paying KMP for changes via a lump sum payment or by adjusting the annual availability payment. The current balance of this contingency fund is provided in the table below.

While this table currently indicates a negative balance for the Project Contingency at Substantial Completion, the Enterprises are in the process of reallocating funds from cost underruns in the Utility and Delivery Phases of the Project to supplement the Project Contingency. The Utility Phase of the Project has realized cost savings due to the Burlington Northern Sante Fe (BNSF) and UPRR railroad agreement actual construction costs being lower than originally estimated. The Miscellaneous Enterprise Reserve from the Delivery Phase is also anticipated to remain unused based on actual costs to date. The Enterprises currently forecast these cost underruns in the Utility and Delivery Phases to be around \$21 Million total and will

be available prior to the Settlement Agreement payments to KMP being due at Substantial Completion. The Project has sufficient budget to cover all identified costs.

Contingency	Amount (in millions)
Enterprises Change Order/Supervening Event Initial Contingency	\$45.9M
Executed Change Orders – Previous	\$26.7M
Executed Change Orders – Current Quarter	\$0.2M
Settlement Agreement	\$7.6M
2021 Settlement Agreement (Base)	\$12.5M
2021 Settlement Agreement (Incentive)	\$2.5M
Tolling Services Agreement (TSA) & Low-Income Tolling Administration Contribution to HPTE	\$5.0M
Remaining Enterprises Change Order/Supervening Event Contingency Balance	(\$8.6M)

CONTRACT CHANGE NOTICES

As of December 31, 2021, the Enterprises have executed (111) Change Orders, issued (69) Enterprise Change Notices, received (36) KMP Change Notices, issued (29) Directive Letters, received (40) Supervening Event Notices, received (38) Preliminary Supervening Event Submissions, and received (23) Detailed Supervening Event Submissions. The change orders executed to date have had a net cost of \$26.8 million to the Project.

No claims have been filed by KMP against the Project. In accordance with the 2021 Settlement Agreement, the Enterprises and KMP have terminated the process for the DRP to review the SEs related to the UPRR and withdrew the associated Notices of Reference.

QUALITY

KMP is responsible for implementation and maintenance of an effective quality program to manage, control, document and ensure KMP compliance with all obligations and requirements in the Central 70 Project Agreement. The Enterprises implement the quality oversight program to monitor KMP's quality program but are not responsible for implementation of KMP's quality program. However, the Enterprises retain the responsibility for acceptance of the work based on the assessment and test results of the quality oversight program summarized below.

Owner Verification Testing: Other than as detailed in the Enterprises' Quality Report to the Federal Highway Administration (FHWA), the Enterprises' Owner Verification Testing (OVT) program has statistically verified and validated that all materials placed by KMP are in full conformance with Project Agreement requirements.

Independent Assurance Testing (IAT): The Enterprises' IAT program tests each OVT and Independent Quality Control (IQC) tester for each test procedure at least once per year. The Enterprises have determined that all Owner Verification and KMP IQC testers are qualified to test on the Project through September 2021.

Construction Verification Inspections (CVI): The Enterprises’ CVIs evaluate KMP compliance with Project Agreement (PA) requirements by assessing a risk-based percentage of their Construction Work. All non-conforming work identified by the Enterprise is resolved through KMP’s nonconformance report closure process. From October 2021 through December 2021, the Enterprises’ conducted 122 CVIs, yielding a 100 percent overall conformance percentage. For the entire project through December 2021, the Enterprises’ have conducted 2,420 CVIs, yielding a 95 percent overall conformance percentage. KMP continues to perform well for permanent construction work such as Electrical/ITS, Structures, Walls, Roadway, Earthwork, Cover, and Utilities. KMP has substantially improved their implementation of temporary work, as the Department has seen a notable reduction in Nonconformance Notices issued in 2021. All nonconforming construction work identified by either KMP or the Enterprises has been properly addressed through the Nonconformance Reports (NCR) process.

Project Management Process Audits: The Enterprises’ Project Management Process Audits evaluate KMP compliance with the PA and processes prescribed in KMP’s approved Management Plans. From October 2021 through December 2021, the Enterprises’ conducted 19 process audits, yielding a 90% percent overall conformance percentage (excluding civil rights audits). For the entire Project through December 2021, the Enterprises’ conducted 664 process audits, yielding a 90 percent overall conformance percentage (excluding civil rights audit). Notable and outstanding process quality issues for this reporting period are presented below.

Element	Process	Issue	Status
Construction Quality Management	Cover MEP Systems – Requirements Traceability Matrix (RTM)	On 06/03/2021 the Enterprises requested that KMP develop a corrective action plan to address systemic Nonconforming Work related to Schedule 10, Section 12.22 traceability and management of the Cover MEP System requirements.	In August 2021, the Department Approved KMPs corrective action plan to address this issue. The Department feels that the RTM task force has put KMP back on track. To close the corrective action, KMP must demonstrate successful implementation of the plan by holding successful Pre-Activity Meetings for the upcoming Cover MEP work on the south bore. The Department expects that this will be closed in early 2022. OPEN

Element	Process	Issue	Status
Construction Quality Management	As-Built Verification for Invert Elevations of Drainage Structures	KMP found that multiple drainage structures along the Fixed Firefighting Suppression drainage system were out of tolerance, leading to negative flow. In September 2021, KMP notified the Department that they do not have records verifying the invert elevations of all the other drainage structures that they had placed on the Project.	In September 2021, the Department Approved KMPs corrective action plan to address this issue. KMP plans to go back and re-survey all invert elevations for previously placed structures. They will also revise the PC Drainage checklist to ensure that they document invert elevations before building on top of the structures. OPEN
Operations and Maintenance	Maintenance Management Plan (MMP)	In October 2021, the Department issued a nonconformance notice showing that KMP was not performing Cover Systems Inspections per the frequencies prescribed in the MMP/ Tunnel Operations, Maintenance, Inspection and Evaluation Manual (TOMIE).	As of the end of November 2021, KMP has caught up with all the missing inspections. For closure of the CAR, KMP needs to continue conducting all inspections for three more months. Department expects that this will be closed in early 2022. OPEN
Operations and Maintenance	Operations and Maintenance Quality Management Plan (OMQMP)	KMP issued a corrective action to address the OMQMP and discrepancies between what was detailed in the plan and what has been implemented in the field. This Corrective Action was developed in response to various deficiencies in implementation observed in the field.	For Closure, KMP needs to resubmit the OMQMP and then properly implement the plan for a quarter. As of December 2021, KMP has still not resubmitted the OMQMP. Department expects that this Corrective Action will be open through the spring of 2022.

Design Verification Reviews (DVR): The Enterprises’ DVRs evaluate KMP compliance with PA requirements by assessing KMP’s design plans and other deliverables. From October 2021 through December 2021, the Enterprises’ conducted 34 DVRs yielding a 93 percent overall conformance percentage. For the entire Project, the Enterprises conducted 1,241 reviews, yielding an 85 percent overall conformance percentage. All noncompliant design identified by the Enterprises is resolved prior to KMP releasing the plans for construction. Additionally, KMP and the Enterprises issue NCRs for design issues that are identified during performance of construction work. The nonconforming design is then resolved prior to construction acceptance. Since there has not been any known noncompliant design incorporated into the permanent work, there are not any notable design issues identified by the Enterprises and/or KMP for this reporting period.

MAINTENANCE/TRAFFIC ISSUES

The focus of routine maintenance work for this reporting period included flexible and rigid pavement patching, fence repair, vegetation control, litter control, sweeping cycle, traffic services inspections, guardrail repair, graffiti removal, single-post and multi-post sign repair and resolution of any safety critical or hazardous defects which occurred during the reporting period.

The construction assessment team has been performing weekly assessments of the Maintenance of Traffic (MOT)/Method(s) of Handling Traffic (MHT) setups. Any issues are being communicated with and addressed by KMP.

SAFETY ISSUES

KMP had one recordable event for this quarter, bringing the total to 12 for the project. “Play of the Day” meetings are held daily, and safety topics are discussed with the crews. KMP performs after-incident investigations and discusses root cause and preventative measures for each incident. KMP continues to perform “Safety Adventures” where a discipline goes and audits an operation daily and discusses their findings during the “Play of the Day” meeting. These include best practices, lessons learned and issues that were found.

Safety Patrol responded to 1,090 events during this reporting period. This total includes 248 crash/incidents.

CIVIL RIGHTS STATUS

Small Business Disadvantaged Business Enterprise (DBE)/ Emerging Small Business (ESB) Goals

Design Status through the 4th Quarter 2021: KMP’s DBE goal for the design is 11.6% (\$7.03 million). KMP has commitments to DBE design firms of 12.89% (\$7.81 million) and payments to DBE design firms of 12.40% (\$7.50 million); the commitment amount exceeds the KMP DBE goal for the design period. KMP’s ESB goal for the design period is 3.0% (\$1.8 million). KMP has commitments to ESB design firms of 9.17% (\$5.55 million) and payments to DBE design firms of 9% (\$5.45 million); the commitments and payments exceed the ESB goal for design for the Project.

Construction Status through the 4th Quarter 2021: KMP’s DBE goal for the construction is 12.5% (\$92.9 million). KMP has commitments to DBE construction firms of 17.55% (\$130.5 million) and payments of 15.93% (\$118.5 million); this exceeds the KMP DBE goal for the construction period. KMP’s ESB goal for the construction period is 3.0% (\$22.3 million). KMP has commitments to ESB construction firms of 10.02% (\$74.5 million) and payments of 7.80% (\$57.97 million); this exceeds KMP’s ESB goal for construction for the Project.

Workforce Development Program and Goals

The WORKNOW program combines construction workforce training and supportive service programs into one coordinated program. The Central 70 Project is a founding partner of WORKNOW. For further information on the WORKNOW Program please go to: <https://worknow.org/accomplishments-to-date/>

During the COVID-19 crisis, coordination with WORKNOW regarding virtual outreach increased. WORKNOW continued providing services to both employed and laid off construction workers, while enacting proper health mitigation measures. In partnership with WORKNOW, the Central 70 team developed a workforce presentation that has been shared during virtual Community Office Hours and other virtual hiring events

KMP and its subcontractors have enrolled local hires for both professional services and construction. They have enrolled 689 local hires to date. This quarter, KMP met the Local Hire Goal by recording 939,453 Local Hire hours with more than 50% of those hours completed by New Hires. KMP is now tracking additional New Hire hours to achieve the additional New Hire financial incentive.

KMP has enrolled 265 On-the-Job Training (OJT) participants since inception. To date, 390,693 OJT hours have been reported. Based on hours reported, the OJT Goal of 200,000 hours has been met.

MITIGATION/COMMUNITY COMMITMENTS STATUS

As of the date of this report, all the identified Record of Decision (ROD) mitigation measures are either in progress or completed.

The ROD included 146 mitigation commitments to be completed as part of the project. The mitigation commitments are being completed in conjunction with the construction work and are being tracked by the Enterprises and KMP in the Monthly Environmental Status Report (ESR). Reevaluation #12 added one mitigation measure for impacts that may occur due to maintenance, emergency or other circumstances during the operations and maintenance period to the 4-acre recreation area on top of the lowered section. There are no additional Reevaluations in process at this time. This Project is unique in that the core feature of the project—lowering the highway and constructing a Cover/park that will link the two sides of the community back together—was developed to address Environmental Justice (EJ) concerns that arose from original highway construction back in the 1960s. In addition to the Cover and park, the Central 70 Project includes other unique EJ mitigations such as the recognition of the importance of the Swansea Elementary School as a community center. These mitigations include two new early childhood education classrooms, a new heating and air conditioning (HVAC) system, new exterior windows and doors, a relocated and renovated main entrance and administration offices, and a new playground at the Swansea Elementary School. The table below provides the status of the EJ mitigations.

Mitigation	Status	Notes
Targeted assistance to crucial businesses to remain in the neighborhood.	Complete	Assistance was provided to all businesses that were displaced by the project per the Uniform Act. All impacted businesses have been completed and reestablished in their new location per the Uniform Act. KMP will continue the Community Outreach for businesses within the project area.
Provide funding to assist displacees with financial counseling and procurement of financing.	Complete	Funding has been provided through Community Resources and Housing Development Corporation (CRHDC)
Provide before, during, and after environmental sampling to assure the project has not caused re-contamination of residential properties.	Complete	Pre-construction soil sampling on seven residential properties was completed in June 2018. During construction soil sampling on seven residential properties was completed in August 2020.
Mitigate noise and dust impacts by providing residents living adjacent to the project new storm windows, furnace filters, and air conditioning units.	Complete	Assessments and installations of improvements were completed on 03/14/2019. Ongoing warranty work and energy credits will continue through the Construction Period.
Fresh Food Access – Provide \$100,000 to Denver Office of Economic Developments Globeville Elyria-Swansea (GES) Healthy Food Challenge.	Complete	The Enterprises transferred funds to the City and County of Denver in early November 2018; an initial report was received by the Enterprises in July 2019.
Provide \$2M in funding to support affordable housing in Elyria and Swansea neighborhoods.	Complete	The Enterprises transferred funds to Brothers Redevelopment in late November 2018; quarterly reports began in 2019.
Monetary Incentive for Managed Lanes	In Progress	HPTE finalizing details of GES low income program.
Swansea Elementary Phase 1	Complete	Retrofit school building with new classrooms, windows, doors, and HVAC system
Swansea Elementary Phase 2	Complete	Modify outdoor areas around school to provide playground, parking, and access roads during construction period.
Swansea Elementary Phase 3	Complete	Construct temporary outdoor features including playground, parking, and access roads.
Swansea Elementary Phase 4	Design Complete	To be constructed by KMP along with the Cover. Anticipated to complete in 2022.

COMMUNITY ENGAGEMENT

The Enterprises, supported by KMP, is responsible for communicating with citizens, the media, public officials and other stakeholders regarding the Project. Public information efforts

continue to take a two-pronged approach by focusing outreach on commuters and residents through various social media outlets, ongoing presentations and check-in calls. The Public Information (PI) team has continued using various outreach tools to alert the public about upcoming traffic and construction impacts.

The PI team wrapped up the year with a Year in Review fact sheet and press release highlighting the milestones and accomplishments of 2021. Nearly 650 hours were spent in business and community outreach throughout the year. To date, nearly 2.3 million cubic yards of dirt have been excavated and 635,853 tons of asphalt have been placed. This information was distributed through CDOT press releases, social media and the project website.

In keeping with the spirit of giving back to the community during the holidays, the Central 70 Project team partnered with the Samaritan House, a ministry located near Dahlia Street, to collect coats and blankets for those in need. In addition, the team donated more than 50 items to the Toys for Tots program.

The team continued a hybrid of in-person and virtual community office hours, with Chips & Chat and Coffee & Chat remaining virtual due to the increased participation compared to when the meetings were held in person prior to COVID-19.