

INNOVATIVE SOLUTIONS



A Creative Approach



Central 70

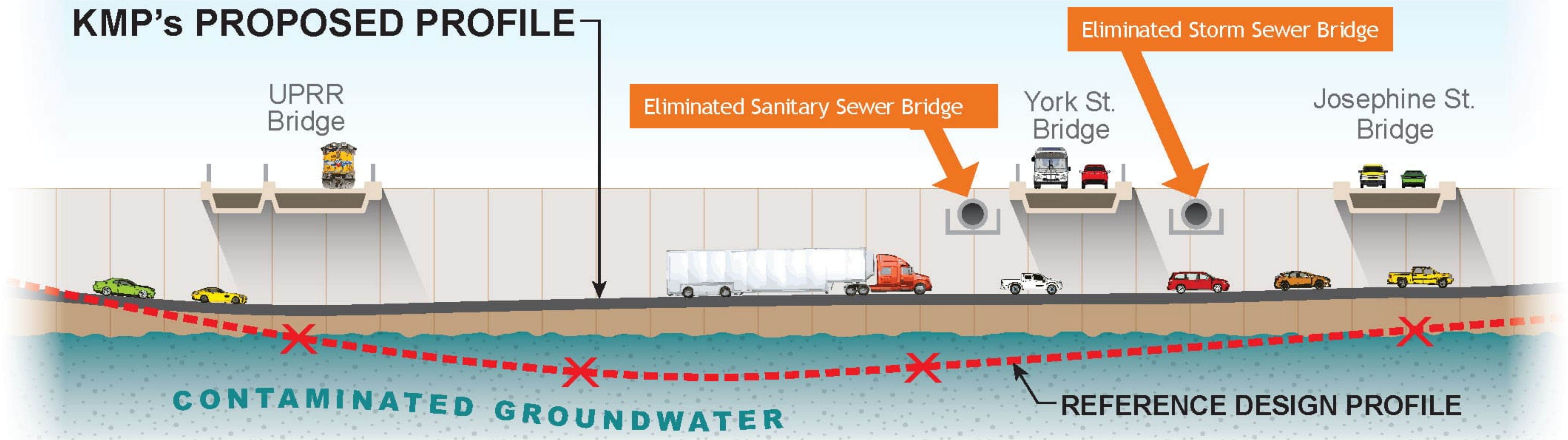


HOW DO YOU EXPAND and lower a highway that intersects a neighborhood, borders the steps of a school, serves 1,500 businesses, travels over three railroad lines, and carries 200,000 vehicles a day, all while minimizing impacts to the surrounding community and the traveling public?

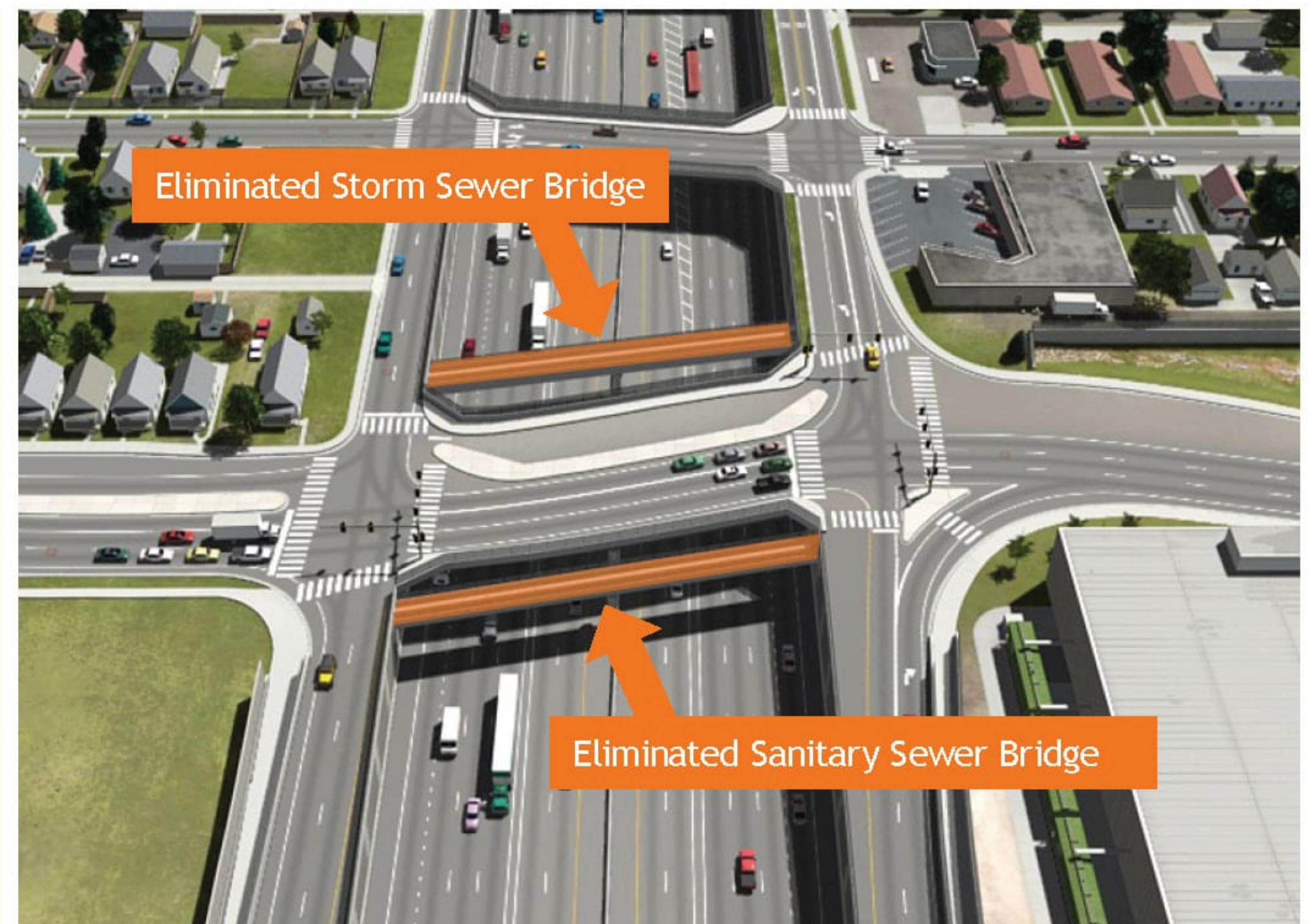
This was the question CDOT posed when requesting proposals for the largest infrastructure project in CDOT's history. Kiewit Meridiam Partners (KMP) — a joint venture composed of leading investor Meridiam and key contractor Kiewit Development Company — won the project based on their innovative approach to minimize disruptions and environmental impacts, invest in the local community, and ensure consistency and stability for the traveling public.

Now in practice, this approach includes building 46th North Avenue and the northern half of the lowered section first, so I-70 traffic can be moved off the viaduct and onto the completed portion of the project while the viaduct is taken down and the other half of the lowered section is built.

KMP's PROPOSED PROFILE

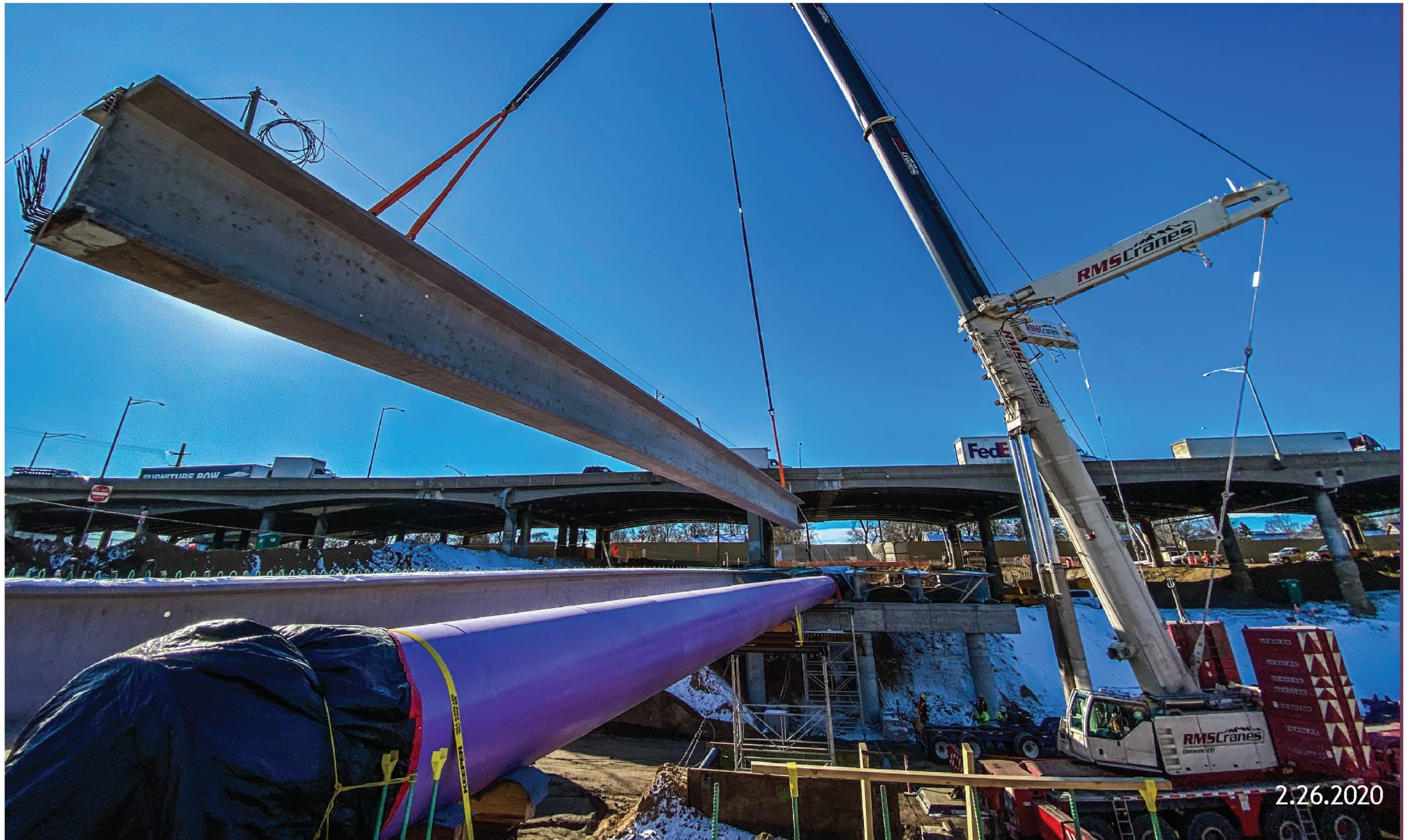


Kiewit Meridiam Partners proposed a number of ways to build efficiencies into the project such as raising the highway above the potentially contaminated groundwater and combining utility crossings with bridges.

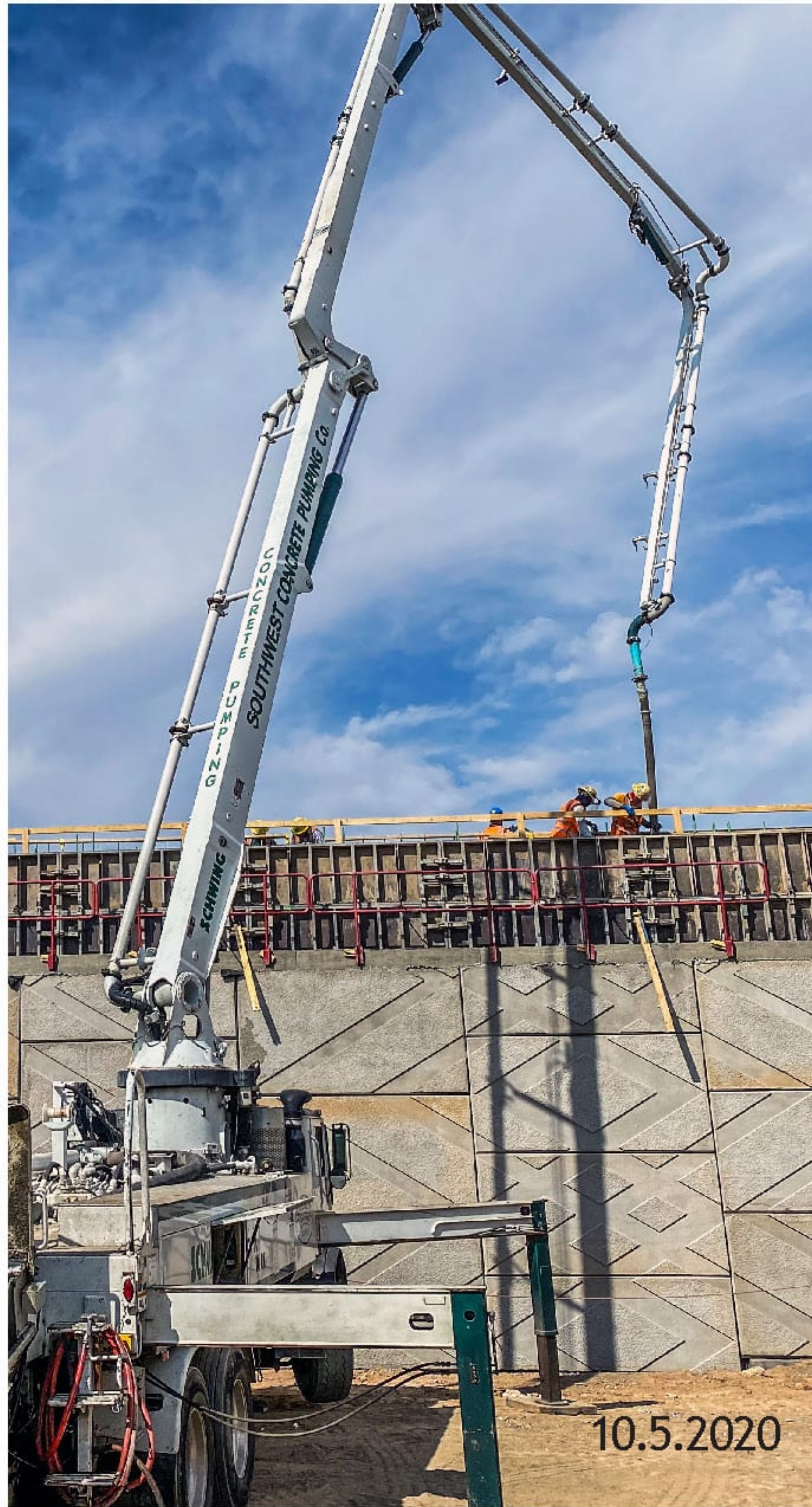




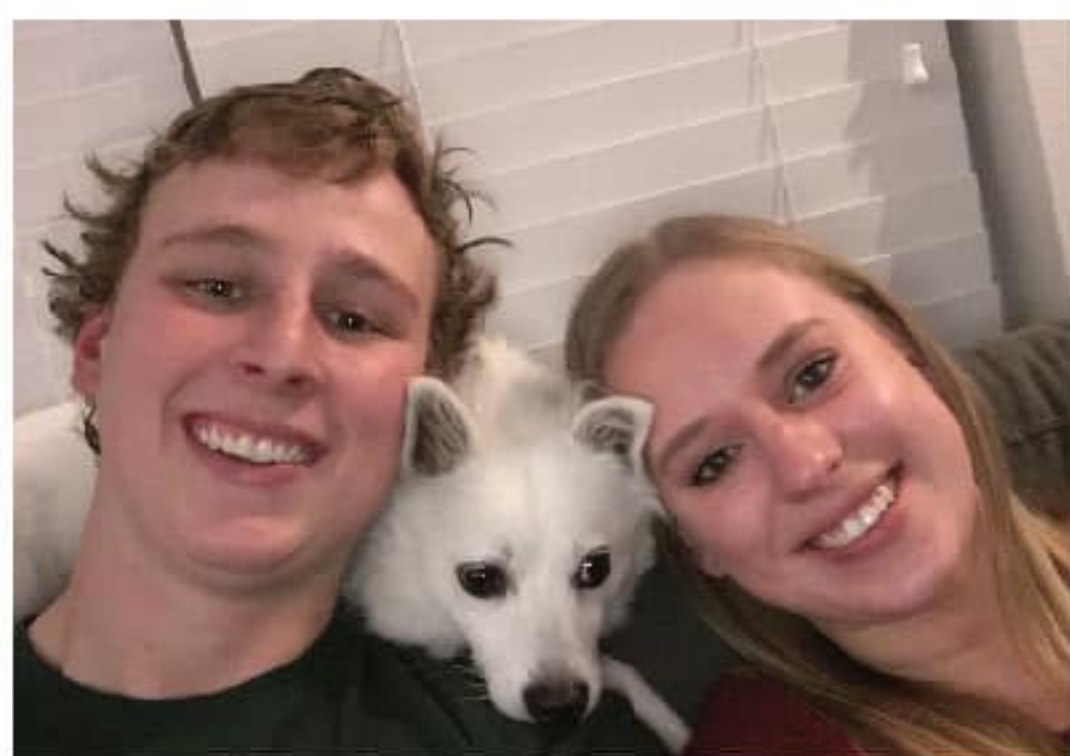
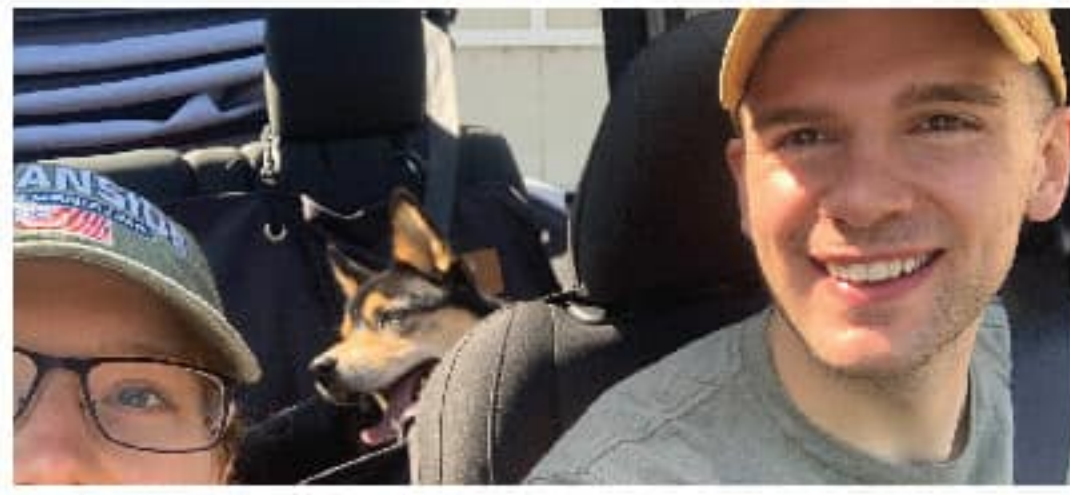
Kiewit Vice President of Project Development, Joe Wingerter, speaking at the Central 70 contractor selection event in August 2017.



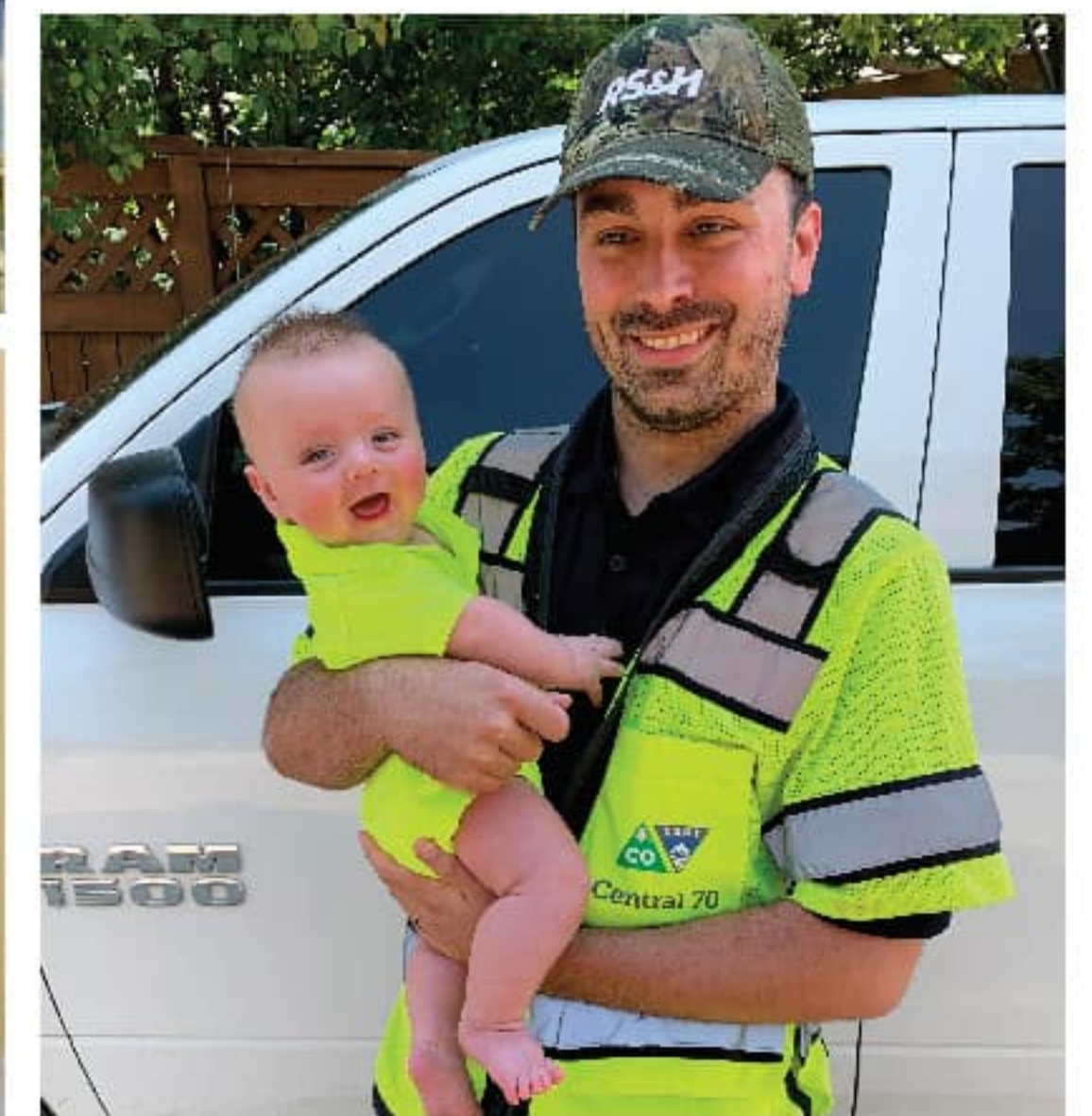
Construction on Central 70.



Construction on Central 70.



Faces of Central 70.



Faces of Central 70.

