

# CENTRAL 70

The Central 70 Project is an iconic revitalization of a highway corridor that has exceeded its capacity, functionality and service life. The CDOT rebuild of the Gateway to Denver promotes community connectivity and enhances economic development. The network receives upgrades for roadway/ vehicle communication. **When completed, Central 70 will be the most technologically advanced stretch of highway in Colorado.** The CDOT, City and County of Denver, corridor communities, and other stakeholders/users have coalesced with a vision that will deliver decades of enhancements.

To ensure success for this endeavor Kiewit Meridium Partners (KMP) came together as unified, like-minded firms with shared core values and previous working relationships. With an established hometown presence in Denver and over 70 years of commitment to the Colorado market, Kiewit joined with Meridium, a long-term investor of infrastructure assets with a proven community involvement focus. KMP's collaborative approach ensures a successful delivery to exceed your Project Goals.

This Public Statement highlights explicit benefits to the community and CDOT.

## INVESTING IN THE COMMUNITY

- **KMP honors our commitment to the community with a charitable foundation and contributions exceeding \$1,000,000 over the Term.** Our Foundation aims to improve the quality of life with business investment, food access, scholarship programs, and education and social programs.

## NOBODY GETS HURT

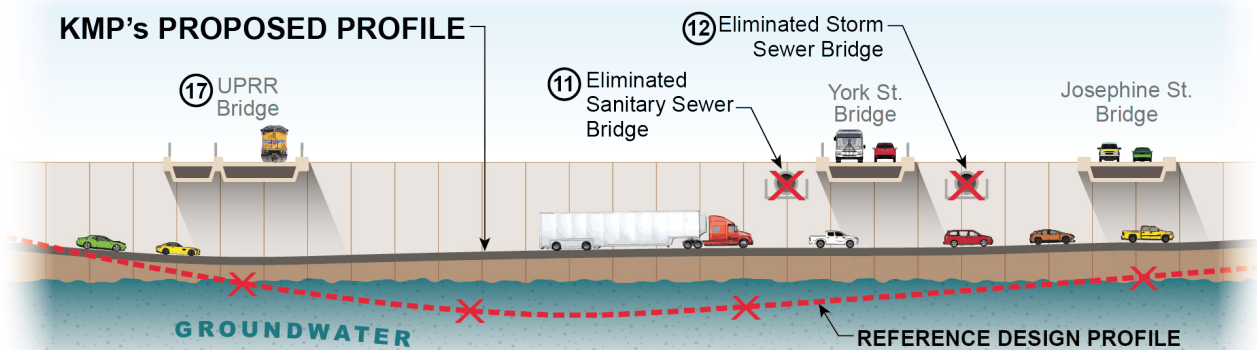
- Safety of people on the Project and those using the roadways and surrounding community is our most important priority.

## TECHNICAL SOLUTIONS – OPTIMIZATION

We incorporated 25 alternative technical concepts during our initial design enhancement.

- Our Operations and Maintenance professionals, including Meridium, Kiewit, and Jorgensen, supported design development of highly resilient asphalt pavement which reduces noise in the neighborhoods.
- We engaged the Denver Metro Area's two best consultants for railroad coordination and utility relocations to mitigate the greatest challenges of the Project.

- **Our Design raises the roadway profile, removing the community's great concern of exposure to groundwater. This also eliminates a pump station and water treatment plant.**



A great company has great people...never lose sight of that fact.”

–WALTER SCOTT, JR.

*Kiewit Chairman Emeritus and  
Colorado State University College of Engineering Namesake*

“I stand behind all that we do.”  
 —CHRIS HODGKINS  
 KMP Project Manager

**KMP'S LONG-TERM COMMITMENT TO EXCELLENCE**

- From early days in the state with an office on Colorado Boulevard, Kiewit has grown to be the premier local highway contractor with the largest equipment fleet and staff of construction professionals in the state. Kiewit has responded to CDOT's needs for over 70 years.

*Kiewit's first Denver office at 1950 S. Colorado Blvd. (circa 1944)*



- Meridiam has developed 10 Public Private Partnership projects in the US and differs from other developers through an investment horizon of 25 years, allowing a true buy-and-hold long-term partnership.

“Meridiam and the entire port tunnel team...set out to do something amazing, and they did. It was a fantastic project for Miami and the entire Miami-Dade community.”  
 — JUAN KURYLA  
 Director, Port Miami

**COMMUNITY STEWARDSHIP**

For decades, Kiewit has focused on developing sustained relationships with Colorado stakeholders and the local business communities by regularly exceeding DBE goals, including surpassing the 25% DBE Goal on the I-225 project.

As a result, experienced Colorado subcontractors including multiple DBE and ESB firms are current team members. Demonstrating our commitment, KMP engaged exclusive DBEs such as Iron Woman and Villalobos, and also provided the opportunity to Denver Print Company, a MBE firm on the Project Corridor, to print a portion of the proposal which has been one of their larger projects.

- KMP will exceed DBE and ESB goals, maximizing relationships and developing new partnerships.
- Kiewit has the best training program in the state, which will be used in coordination with the neighborhood-based training center. This is the foundation for our commitment to workforce development.
- We hold ourselves accountable to executives of the DBE community through an established Diversity and Inclusion Council, exceeding CDOT's requirements.

**RIGHT PEOPLE**

- Our leadership team combines decades of intimate knowledge in the Denver Metro Area with the support of national experts in Public Private Partnerships, design build, operations, and maintenance.
- KMP includes Jorgensen as Lead Operator, who leverages their O&M experience from thousands of US lane miles.

- Our team diligently collaborated with CDOT through the procurement process to bring innovative and value-added solutions.
- We will continue our proactive relationship with CDOT to embrace a *Project First* philosophy. Collaboration is enhanced through joint participation of KMP, key stakeholders, and CDOT in design development and construction.

**ENVIRONMENTAL INTEGRITY**

- Our unique design solutions minimize exposure of hazardous materials.
- KMP conducts extensive investigations to confirm locations of hazardous substances. We identify certified RHM waste disposal sites.
- We follow a strict three-step rule for hazardous substances: 1) recognition and notification training, 2) correct handling, and 3) proper use.

“HCTRA serves over one million patrons per day. With the help of Roy Jorgensen Associates and its many dedicated employees we provide a cleaner, safer, and more viable transportation alternative to the traveling public.”  
 —DAVID GOLDBERG, PE  
 Facilities and Maintenance Engineer  
 Harris County Toll Road Authority

PUBLIC STATEMENT

### OPTIMIZED TRAFFIC MANAGEMENT, SCHEDULE, AND RENEWALS

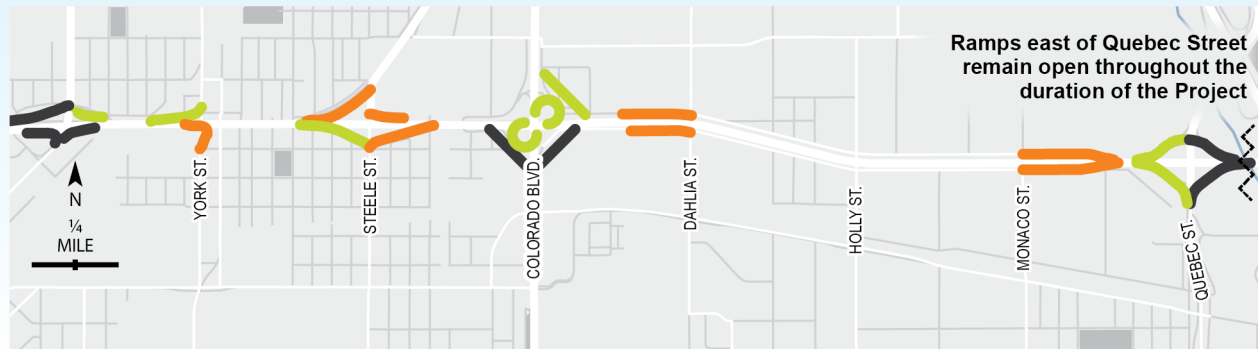
▪ **Traffic Management.** As shown in the figure below, we optimized eight CDOT-approved full ramp closures, reducing mainline traffic shifts, and improving workforce, traveling public, and community safety. Our extended use of existing traffic patterns enables safer and smoother travel, reducing accidents, improving

travel times, and **ensuring three lanes of traffic are maintained in each direction.** Our construction phasing only requires two mainline traffic switches.

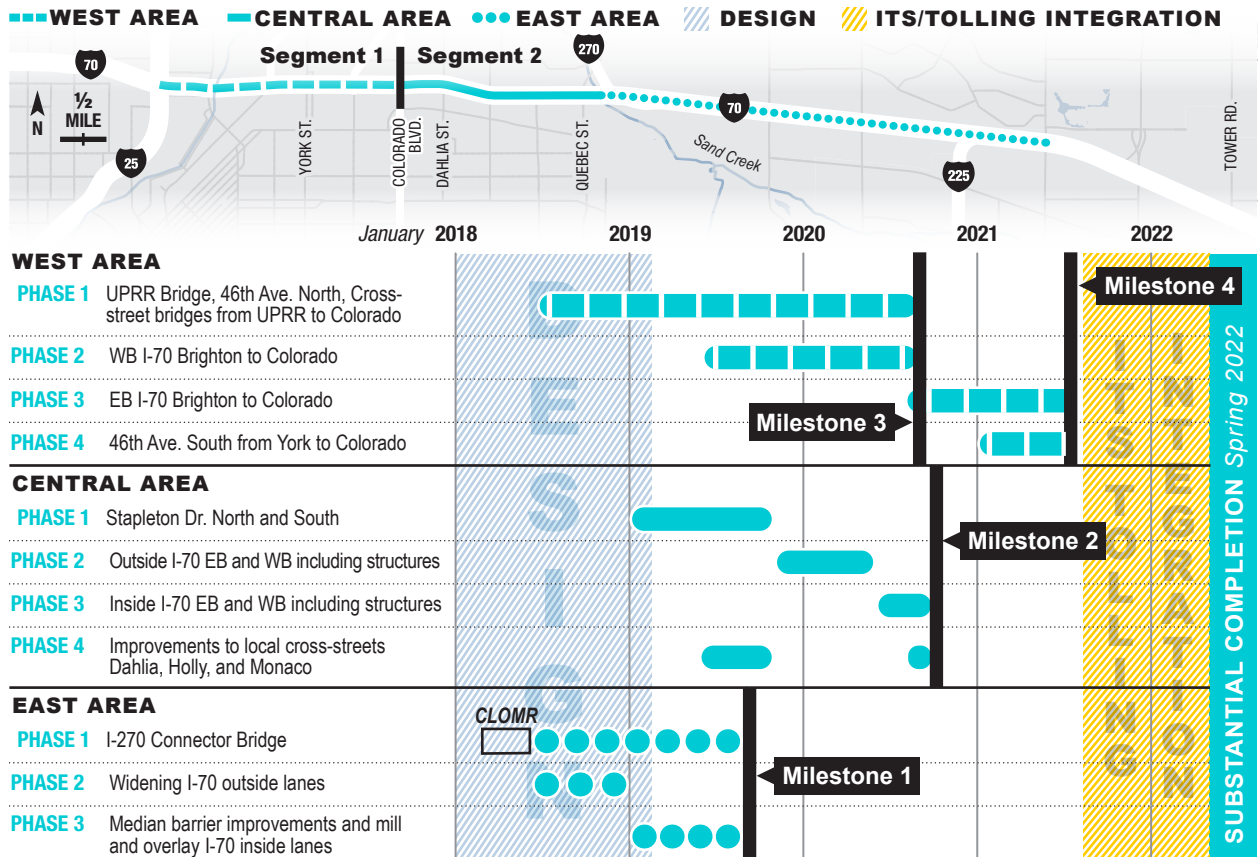
▪ **Schedule. Substantial completion is achieved ahead of the Project deadline, shaving half a year—a full construction season—off the schedule.** Our transparent, realistic schedule respects all CDOT's

#### Ramp Closures

— Optimized — PA Compliant — Remain Open



#### Construction Traffic Management Plan and Milestone Schedule



commitments and goals. Key items addressed include community needs, Swansea Elementary School access and safety, and timeframes for third party utility relocations. We based these durations on our institutional knowledge of the local utility providers.

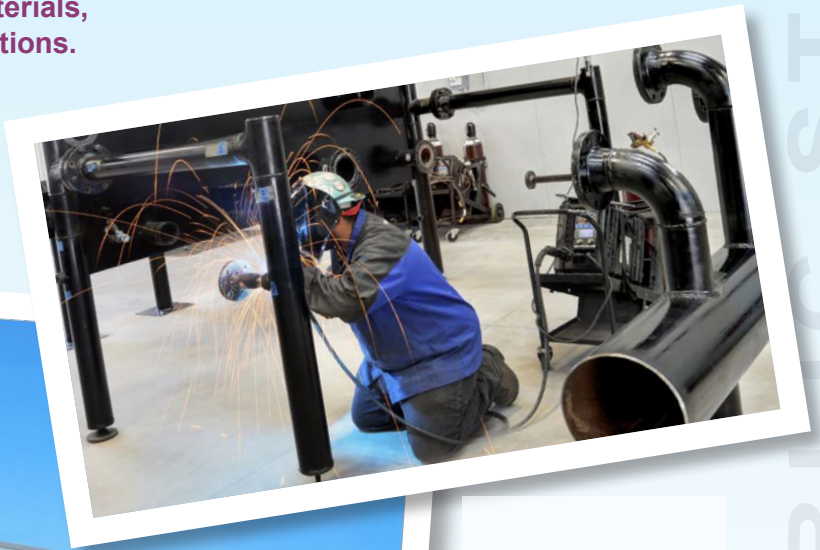
- **Durability.** We provide a reliable asset for 30 years and reduced future costs for CDOT by engaging O&M professionals early in our design development. For example, robust pavement design (our designs 33 and 43, see page 6) and phenolic fiberglass conduits for the Cover provide durability and minimize the impact of maintenance interventions.
- **Renewal Milestones.** Our Renewal Schedule includes Routine Maintenance with pavement surface renewal and strengthening and resurfacing of the Operating Period.
- **Future Proofing.** Kiewit and Parsons Brinckerhoff are actively participating in Smart Road technology. We will work directly with CDOT, manufacturers, and universities to **integrate up to \$5M in effective construction value for products, materials, and other intelligent highway innovations.**
- **Minimizing Impacts.** Our pavement design facilitates shorter construction durations and decreased construction traffic which will

minimize traffic impacts to the traveling public during construction. Implementation of this pavement design also reduces long-term impacts to the neighborhood by reducing roadway noise.

- **Technical Innovation.** Additionally, through optimized phasing of construction, our schedule allows the Columbine and Clayton Street bridges to be built concurrently in one summer season, minimizing impacts to Swansea Elementary School.

### PROFESSIONALS PROVIDE THE COMMUNITY WITH PROJECT INFORMATION

- KMP team members have lived and worked in the Swansea, Elyria, and Globeville communities for many years.
- The KMP team is invested in the community, and we are familiar with their needs and interests.



*Our commitment to workforce development includes our best-in-class training facility and CDOT's neighborhood workforce training center.*

## COMMUNICATION PRINCIPLES

- Use tools specifically tailored for the community for early and continuous communication with the public and stakeholders.
- Communicate transparently with simple, clear, and accurate information.
- Provide timely response to public input with appropriate adaptations to our Project communications approach.

## COMMUNITY ENGAGEMENT

- Invest \$1,000,000 in the community we live in through our Foundation over the term.
- Engage the community in Cover park decor selections.
- Collaborate with Registered Neighborhood Organizations to name the Cover park to honor local legends, as was done for the Bruce Randolph School. Follow the Denver Parks and Recreation Policy for Naming of Parks and Recreational Facilities.

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“To me, sincere interest means genuine concern for a person’s well-being. We should develop the habit of going out of our way to do things for others.”

—PETER KIEWIT

*former Kiewit President and Chairman*

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## Department Benefits

### Risk Mitigation

- Raised road profile eliminates concerns with contaminated groundwater
- Detail analysis of utility relocations achieved roadway realignment and schedule certainty
- Advanced drainage design during procurement
- Full 3D model of existing/proposed utilities developed for clash detection

### Quality Design Optimizing Life Cycle

- Revised geometry reduces the number of drainage inlets to maintain
- Raised road profile eliminates groundwater’s ability to undermine pavement foundations and reduces maintenance costs
- Onsite drainage pump station relocated closer to Project Limits reduces community impact

### Reducing Community Impacts

- Optimized 8 of 16 full ramp closures
- Only 2 major traffic switches
- Project designed within Project ROW
- Raised profile eliminates 4,000 truckloads of material from I-70 mainline

### Local Knowledge

- Institutional utility expertise
- In-depth understanding of local construction requirements
- Local P3 lessons learned
- Unique understanding as local residents
- Signatory to all major unions
- Immediate availability of local staff