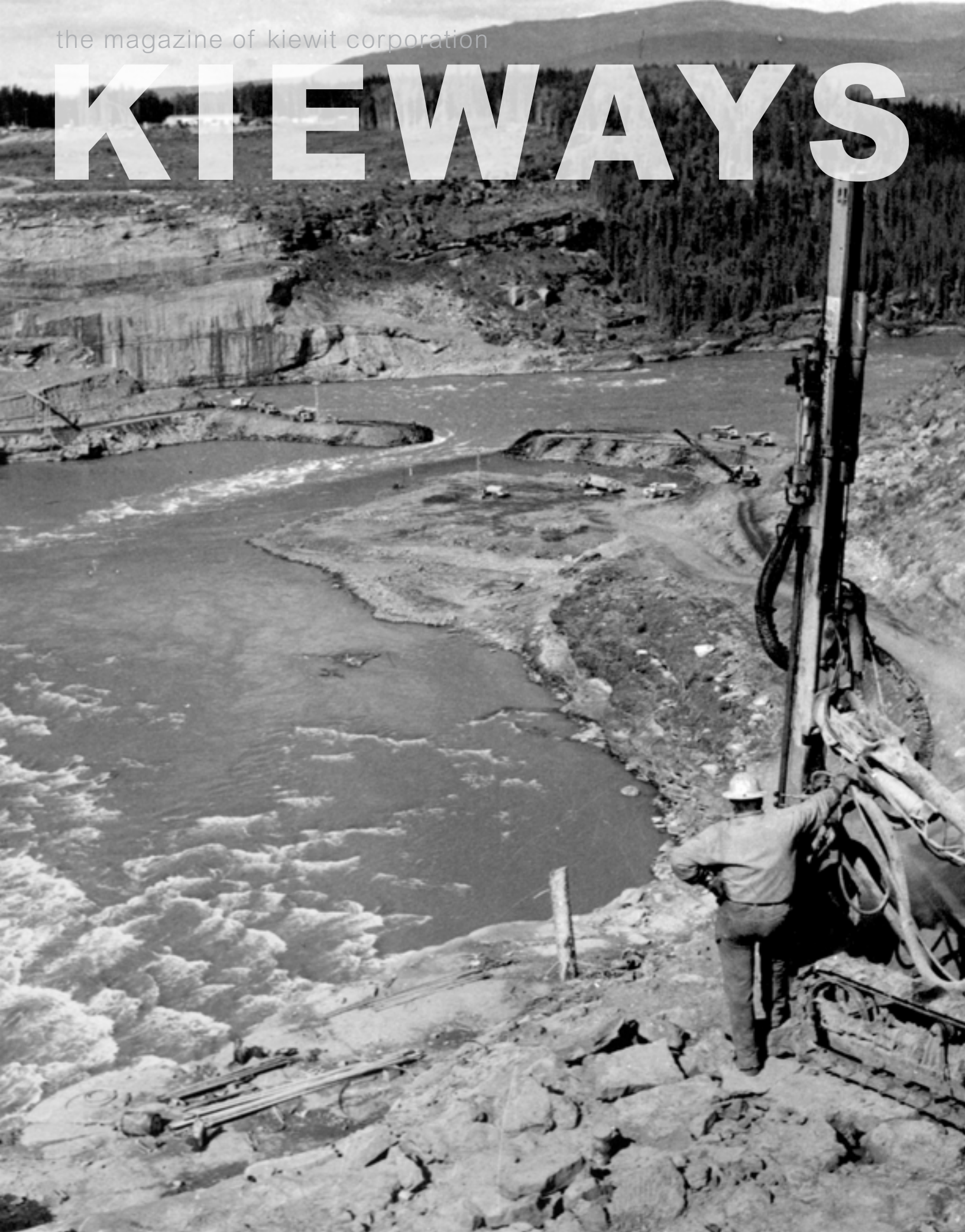


the magazine of kiewit corporation

# KIEWAYS





Kiewit is one of North America's largest and most respected construction and engineering organizations. With its roots dating back to 1884, the employee-owned organization operates through a network of subsidiaries in the United States, Canada and Australia. Kiewit offers construction and engineering services in a variety of markets including transportation; oil, gas and chemical; power; building; water/wastewater; and mining. Kiewit had 2015 revenues of \$9 billion and employs 22,000 staff and craft employees.

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Kieways is a quarterly magazine issued by Kiewit Corporation. To subscribe, go to [kiewit.com/kieways](http://kiewit.com/kieways).

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**A LIGHT RAIL TALE**

Upon completion, 10.5 miles of new light rail line will mean both greater independence for the city of Aurora, Colorado, and greater connectivity with the city of Denver. Read more on Page 6.



**CELEBRATING 75 YEARS IN CANADA**

We celebrate our 75th year of working in Canada with a throwback cover from a 1963 issue of Kieways. The black-and-white image was taken when Kiewit first started work on the original Portage Mountain Dam — now known as the W.A.C. Bennett Dam — in British Columbia. All these years later, Kiewit will return to Peace River to refurbish and update the aging dam.

It's just one of many projects we've worked on in Canada over the decades. Canada is part of our home, with offices and employees rooted in communities across the country. Starting on Page 12, we highlight our projects — where our work began in Canada and how it evolved through a timeline dating all the way back to 1941.

Speaking of history, Kiewit's 130-year-old commitment to passing the professional torch is still going strong today. On Page 5, find out about our latest efforts to inspire, train and develop tomorrow's industry leaders. We'll also introduce you to several Kiewit interns getting hands-on, real-world experience across Kiewit's diverse business markets (Page 20).

On Page 6, we head to the U.S. where Kiewit is leading a \$440 million light rail expansion project to connect a booming suburb to a major metropolitan city. The job is an extension of Kiewit's past transportation projects in the Denver area.

From the communities we serve to the careers we nurture, there's a common thread throughout the stories in this issue — our teams aren't just building work, but paving the way for a better future.



#### **HANDS-ON EXPERIENCE**

Starting on Page 20, read what Kiewit interns and co-ops have to say about working with the company.

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## **ON THE COVER**

### **12 75 YEARS AND COUNTING**

Kiewit celebrates 75 years in Canada this year. Learn how the company and the country have shaped each other over nearly eight decades.

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## **ALSO INSIDE**

### **04 OUR MARKETS AND OUR VALUES**

Learn how our market diversity and commitment to our core values drive Kiewit's success.

### **06 A LIGHT RAIL TALE OF TWO CITIES**

By the end of the year, the I-225 project in Aurora, Colorado, known as the R Line, will add 10.5 miles to the Regional Transportation District's (RTD) planned 122-mile commuter and light rail expansion.

### **20 INTERNS OF KIEWIT**

Kiewit's interns and co-ops play an important part on teams across our company.

# OUR MARKETS

🏠 BUILDING
⚙️ MINING
🛢️ OIL, GAS & CHEMICAL
⚡ POWER
🚗 TRANSPORTATION
🚰 WATER/WASTEWATER

What began in 1884 with two hardworking brothers has grown into a Fortune 500 construction and engineering industry leader. As a multi-billion dollar organization, Kiewit can tackle projects of all sizes, in any market. Here are a few interesting facts about Kiewit.



On the **Cove Point LNG** project, about

**95,000 CUBIC YARDS**

of concrete have been poured to date — roughly the same amount as 7.12 miles of four-lane interstate highway.



## TO THE EXTREME

At the extreme limit of northern Québec, Kiewit began its development of the **Raglan Nickel Mine** in 1995 — the start of a long-standing relationship with the client and the local community. Learn more about Kiewit's 75-year history in Canada on Page 12.



## PARADISE FAMILY DAY

In June, more than 800 people attended the **TVA Paradise Combined Cycle** project's Family Day. Employees and their families toured the jobsite and enjoyed lunch, treats, face-painting and a sneak-peek inside the project's largest cranes.



## A LOOK BACK IN TIME

Completed in 1927, an addition to **Saint Joseph's Hospital** in Omaha, Nebraska, was Kiewit's first healthcare project. Kiewit's work in the healthcare market today ranges from multi-floor renovations of operating hospitals, to new specialty clinics, medical research laboratories, hospitals and medical campuses.



## IN THE HOMESTRETCH

Kiewit is nearing completion on the U.S. Army Corps of Engineers' **Folsom Phase IV** project in California. Kiewit also completed work on the first and second phases of the project.



The governments of Canada and Saskatchewan awarded Kiewit a contract to build

## TWO NEW HIGHWAY INTERCHANGES

near Warman and Martensville, Saskatchewan. The project, near Saskatoon, will make transportation in the area safer and is expected to be complete in 2019.



# OUR VALUES

PEOPLE | INTEGRITY | EXCELLENCE | STEWARDSHIP

For more than 130 years, Kiewit's culture has thrived on strong principles. From generation to generation, the torch has been passed down and carried by the company's leaders and workforce. Today, its core values — People, Integrity, Excellence and Stewardship — remain the company's cornerstone and are the way Kiewit runs its business.

## DEVELOPING A FUTURE WORKFORCE

Kiewit is committed to the training and development of not only its current workforce, but the industry's future workforce. Over the summer, many Kiewit employees helped organize and support events that introduce people to the lifelong and rewarding careers in construction.



## MAGIC CAMP

In June, Kiewit employees volunteered at Mentoring a Girl in Construction (MAGIC) Camp in Kansas City, Missouri. The free, weeklong camp is organized by the National Association of Women in Construction's (NAWIC) Kansas City Chapter. Journey-level tradeswomen, instructors from The Builder's Association Training Center and volunteers from organizations like Kiewit taught the 22 high school participants about safety, carpentry, concrete, painting, plumbing, electrical and welding.

## BUILDING CONSTRUCTION FUTURES

Several Building Construction Futures events were held this summer. In Colorado, Nebraska, Nevada, Texas and Washington, D.C., Kiewit employees partnered with nonprofit organizations like Girls Inc., Boys & Girls Club, Nontraditional Employment for Women (NEW) and Boys Town to teach participants about construction and engineering skills and career opportunities available. The events included jobsite tours, testimonials from Kiewit employees and hands-on learning activities.



# A LIGHT RAIL — TALE OF — TWO CITIES

Aurora's R Line Set to Debut

You could say Aurora, Colorado, leads a double life.

It's one of the original streetcar suburbs of Denver, with roots dating to 1891 when the town was called "Fletcher" and encompassed just four square miles of prairie. Today, Aurora is a thriving part of the Denver metropolitan area.

It's also a metropolis in its own right, with the third-largest population in the state and a ranking as the 54th most populous city in the United States according to the U.S. Census Bureau. It's home to more than 350,000 people who call it a place to live, work and play.

When it comes to getting around in Aurora, finding the right balance between being an independent town and a Denver suburb is important to city leaders. Residents need to have

access to destinations close to home yet still feel connected to the larger metro area and beyond

A new transportation project is helping Aurora do just that, thanks to the expansion of the area's light-rail system along the north-south Interstate 225 corridor.

## **10.5 MILES AND 8 NEW STATIONS**

The \$440 million project is being led by Kiewit Infrastructure Co. By the end of this year, the I-225 project — designated by the Regional Transportation District (RTD) as the R Line — will add 10.5 miles to the RTD's planned 122-mile commuter rail and light rail expansion.

"The project is coming full circle with our previous work in the Denver metro," said Pete Remington, Kiewit deputy project manager.

The R Line will connect with Nine Mile Station, which was part of Kiewit's contract on the Transportation Expansion Project, or T-REX, completed in 2006. As part of that project, the T-REX team built 19 miles of light rail line and 13 new stations, including Nine Mile.

The I-225 project is part of FasTracks, a transportation initiative aimed to make getting around easy and convenient for travelers in the eight-county Denver area. In 2016 alone, FasTracks will roll out 50.5 miles of new rail lines, including the R Line, as well as 18 miles of bus transit.

"The R Line is one of those last links that connects those two areas," Remington said. "It allows anybody to get to the airport or go downtown on the commuter rail."

Eight new stations — making for a total of 16 — will also add convenient access for commuters to the Aurora Town Center, University of Colorado Denver Anschutz Medical Campus, the new VA hospital and Denver Tech Center.

### A GAME CHANGER FOR AURORA

In the area surrounding the project, where a large number of residents rely on public transit to get around, RTD's light rail system provides a crucial service. In fact, compared

with other areas in the FasTracks region, this area has the highest need for public transportation.

Especially important to Aurora commuters and the businesses that serve them is that the R Line will travel through the heart of the city.

"This is really the first rail line that will provide connectivity to that city as part of the metro region," Kiewit Project Engineer Michael Massman said. "This is a big deal to the local municipality. The line will bring people into the city center."

RTD Construction Manager Chris Hinton agreed. "This is really a game changer for Aurora. It gives the city the chance to be recognized and connected to the rest of the community as a major urban center."

That dovetails well with an urban-renewal project underway that's designed to bring new and refurbished retail, real estate, administrative offices and street improvements to downtown Aurora.

### BRINGING COMPLETION BACK ONLINE

In addition to the traditional design-build aspects of this



## Sharing the road just got a lot easier

Ever since trains and cars have shared the roadways, motorists have had to bide their time waiting at crossings for trains to pass.

But what if the train could actually sense the presence of cars and pedestrians on the road and adjust its speed — even hold the train — to lessen the impact on traffic at rail crossings?

That's the idea behind TSP, or transit signal priority. It's a newer concept for transportation systems and one that's gaining traction, especially in urban areas.

With Kiewit's help, RTD is implementing a made-to-order version of the technology for the first time on the I-225 project.

"What's nice about this system is that the software and hardware are customized for each specific intersection so pedestrians and the motoring public see the least amount of disruption from the train," said Jeremy Stutzman, Kiewit interface manager.

"The level of complexity with the software and hardware is a first, not only in Aurora but in the United States."

To set the parameters, designers do a traffic volume study to determine what kind of demand an intersection has for pedestrians and vehicles.

Then Kiewit tests the system to see how it will operate — running the scenario hundreds of times until the team finds the best balance on the system and the least impact on traffic as possible.

Testing then moves to a lab-like simulation board that resembles a video game. The team studies groups of intersections and tests them as a whole to determine how they work in concert with one another.

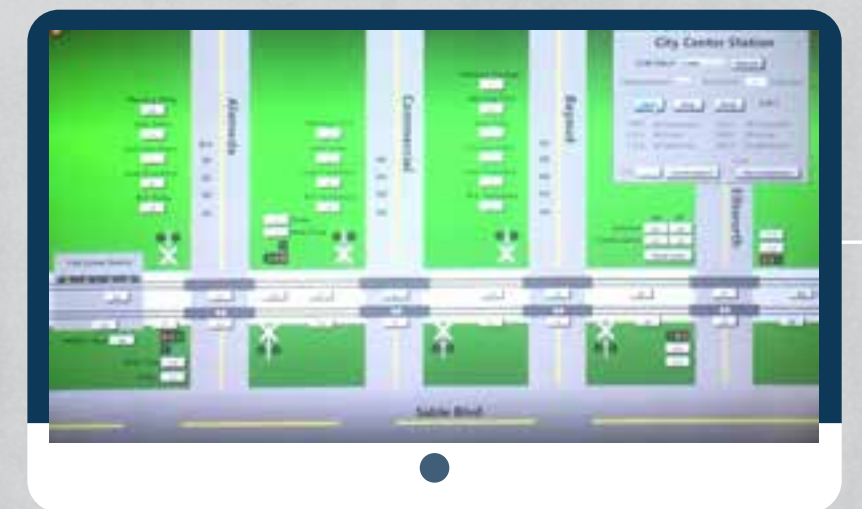


Next, the process goes on location, where field equipment is installed and tested again. The final step: testing with live trains running at full speed.

And when the trains are officially up and running, the system will still be keeping a close eye on how it's operating. Kiewit has customized "health monitoring" for the equipment that will report a continual status from the field back to the RTD control center.

Stutzman said the project is a great example of specialists in the area, as well as RTD and the City of Aurora, working together on an innovative solution.

"We were able to get experts from around the country, representing five or six companies, working as a collaborative team to produce the most state-of-the-art product that RTD and the City of Aurora could ask for."



Train & Traffic Interface Simulator software allows the I-225 project to run traffic scenarios at crossings along the new light rail line.

## By the Numbers: I-225/R Line Snapshot

**\$440**  
million design-build contract

**\$130**  
million committed to Small Business Enterprise (SBE) firms

**255**  
total craft (150) and staff (105) employees at peak construction, as well as several hundred subcontractor employees

**17**  
total at-grade vehicle crossings, and 3 at-grade pedestrian crossings

**10.5**  
miles of light rail, along with 8 stations and 1,800 parking spaces



project, Kiewit also created a not-so-typical solution to a budgetary concern.

When the recession caused tax revenue to decrease and construction costs to spike, the owner needed to consider pushing off significant portions of the entire FasTracks project — including sections of the R Line — until 2042.

“We submitted an unsolicited proposal that included a banking partner to provide a financial solution,” said Massman. “It was structured in a way that allowed the owner to work within its existing debt constraints.”

That solution made the difference between pushing completion of the entire R Line from years down the line, to bringing it online at the end of 2016. RTD ultimately entered into a separate funding agreement with the bank from Kiewit’s proposal.

### TAKING CHANGES IN STRIDE

The project has also posed physical changes that have challenged the team, says Remington.

Originally, the line was designed to run through a multi-hospital medical campus. Because of concerns about electricity and vibration from the light rail train interfering with sensitive research equipment used in the facilities, the plan was changed to realign the route.

This, as well as two other major alignment shifts, set in motion a domino effect that impacted the right-of-way acquisition and related intersections, not to mention the location of utilities on the route.

While those changes don’t appear to be large on paper, especially when things are only moving a few hundred feet, it meant starting the process again from scratch in many cases.

Kiewit took the challenges in stride.

“Our team was flexible and worked with the client to mitigate the extent of these impacts,” Massman said.

“We’re never satisfied and we always make sure to align with RTD’s goals,” added Remington. “I think our ability to make sure we meet the client’s expectations has allowed us to go ahead and keep the project on schedule.”

Hinton remembers the alignment change as a “make-it-or-break-it” event that he said “could have easily killed the project. The willingness of the Kiewit team to adapt and work with RTD on a solution saved it.”

As the project moves into the home stretch, the Kiewit and RTD teams are looking forward to taking their inaugural ride.

For the Aurora commuters poised to step on the light rail platforms for the first time, the opening of the R Line will be a big leap into a well-connected future. And for a town once known as a streetcar suburb, that’s an important step in defining how much Aurora has grown into a significant Colorado hub. ❌

1. Track was placed down the center of Exposition Avenue to create a downtown urban environment. 2. Crews place ties along Fitzsimons Parkway. The Fitzsimons stations will service patients and employees of the Fitzsimons Medical Campus, CU Anschutz Medical Center and the U. S. Department of Veterans Affairs Eastern Colorado Medical Centers. 3. Mass. Electric Transportation Company fabricated and installed all of the OCS systems in a nearby warehouse to provide the client with cost savings. 4. The Florida Station includes a pedestrian bridge over I-225 and connects the station to the Aurora Medical Center on the opposite side of the highway.

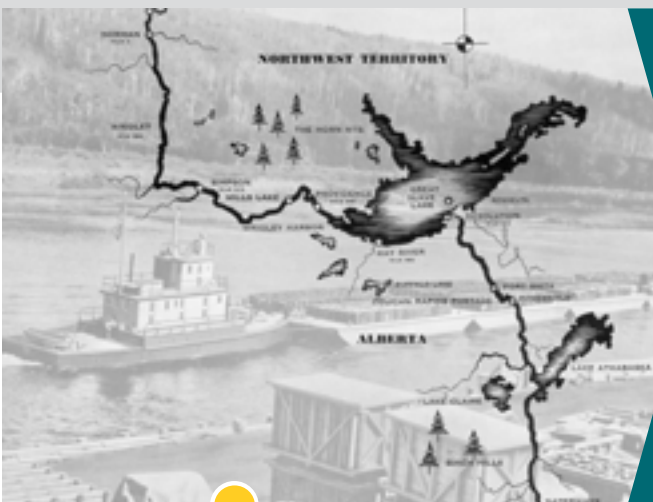
# 75 YEARS AND COUNTING

## Kiewit's True North Timeline

Kiewit began its legacy in Canada in 1941 with a construction project typical of the country: large-scale and remote. Seventy-five years later, the tradition continues with projects stretching from coast to coast. Kiewit has been a part of landmark projects like the Hibernia Oil Platform, a turning point in the development of Newfoundland and Labrador's crude-oil industry. It was the province's first offshore oil project and Canada's largest at the time. Kiewit has contributed to hydroelectric-power developments that deliver electricity to millions of Canadians. The organization's people have worked on iconic structures like

the Welland Canal, an important piece of transportation infrastructure that connects the Great Lakes to the Atlantic Ocean. They've helped shape the country's urban landscape too, leaving their mark in major metropolitan centers like Vancouver with the Port Mann Bridge, and most recently in Montréal with the Turcot Interchange.

What follows is a timeline that features select Kiewit projects in Canada. It is not an exhaustive list, but rather a highlight reel of Kiewit's contribution to the country and an expression of how Canada has helped shape Kiewit.



“The Norman Wells Oil Refinery and Pipeline project was the beginning of an important relationship with an energy client we work with to this day. It was also a reflection of the positive, productive relationship between the United States and Canada that continues to thrive and allows cross-border companies, like Kiewit, to be successful.”

— David Claggett, senior vice president of Markets & Strategy, Kiewit Energy Group Inc.



### 1941

Kiewit enters the Canadian market with the **Norman Wells Oil Refinery and Pipeline**. The company is hired by the U.S. Army Corps of Engineers to mobilize and transport all equipment and supplies needed to build a crude-oil pipeline from an oil refinery in Norman Wells, Northwest Territories, to the Alaskan coast.

### 1948

Kiewit mandates that all craft workers must wear hard hats while on the job as part of its pioneering safety focus and commitment.

### 1953

The first project in eastern Canada begins on Baffin Island. As part of the **NORAD Early Warning System**, Kiewit installs antennae towers to help defend North America against Russia during the Cold War, along with military housing in Goose Bay, Newfoundland and Labrador.

### 1959

Queen Elizabeth II attends a ribbon-cutting ceremony to officially open the **Deas Island (George Massey) Tunnel**. Peter Kiewit — pictured above, back row left — takes this opportunity to shake her hand at his first of two meetings with the Queen — pictured above, front row center.

St. Lawrence Seaway opens to commercial shipping, providing transportation for ocean-going vessels from Lake Superior to Montréal, Québec.

## 1940

## 1950

## 1960

### 1947

The Leduc #1 well in Alberta unlocks the country's most prolific conventional oil reserves and is responsible for oil and gas exploration and development across western Canada.

### 1949

Kiewit opens its first office in Canada (as an extension of the Seattle District) in Vancouver, British Columbia.

Newfoundland enters the Dominion of Canada as the tenth province.

### 1951

Canadian census records population of 14 million people.

### 1954

Kiewit's office in Vancouver, British Columbia, becomes its official "home base" in Canada.

### 1957

The **Deas Island (George Massey) Tunnel** project is the first of its kind in North America and second in the world. Kiewit constructs the tunnel that runs underneath the Fraser River connecting Richmond to Delta, British Columbia. The project is presented the Centennial Safety Award by the British Columbia Department of Labour.

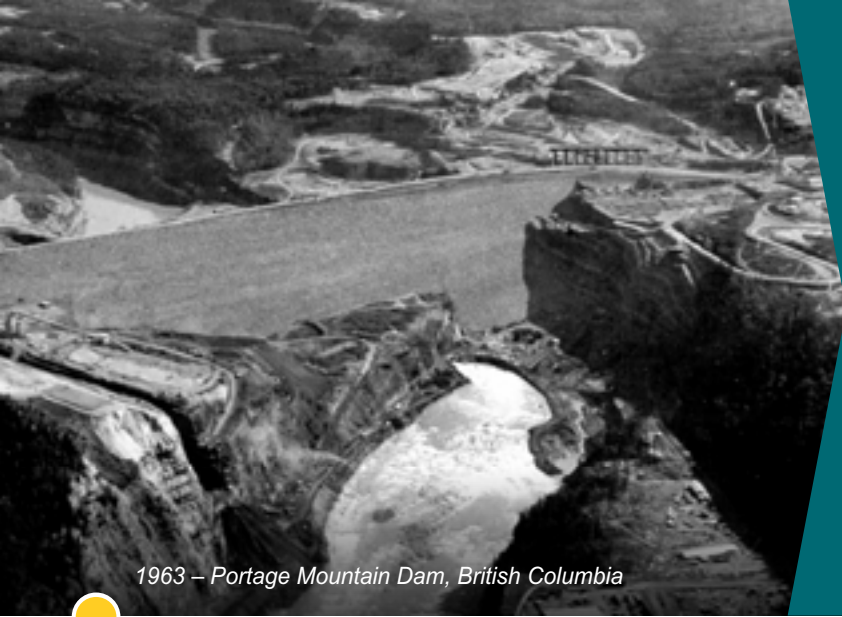


### 1962

The TransCanada Highway opens, stretching coast to coast, making it one of the world's longest national highways.

- Kiewit History
- Canada History





1963 – Portage Mountain Dam, British Columbia

“ The Portage Mountain Dam (W.A.C. Bennett Dam) and its facilities are important pieces of energy infrastructure in British Columbia, supplying more than one-quarter of the province’s total hydroelectric generating capacity. We are proud to have been a part of its original construction and proud to have the opportunity to help restore it. ”

— Ryan Tones, senior vice president,  
Peter Kiewit Infrastructure Co. (Western Canada)



1983 – Nipawin Dam, Saskatchewan

**1963**

Work begins on the **Portage Mountain Dam (W.A.C. Bennett Dam)** on the Peace River near Port Hope, British Columbia. Fifty-three years later, Kiewit will revisit the project and perform upgrades and refurbishments to the original structure, which is still considered one of the province’s greatest engineering achievements.



Welland Canal project employees represented the company well on the *PKS Canadiens* hockey team.

**1968**

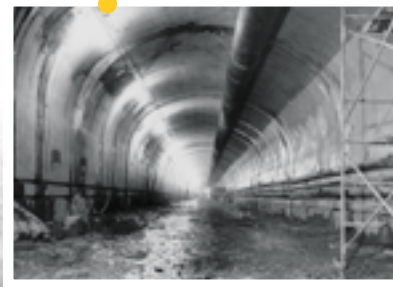
Kiewit is hired to perform work on the iconic **Welland Canal**, excavating a total of 20 million cubic meters of material. Work is completed over the next two years and offers ships a safe detour from Lake Erie, around Niagara Falls to Lake Ontario.

**1967**

Canada celebrates its 100th birthday with parties and building projects across the country. The cornerstone event for Canada’s centennial celebration is World Expo ‘67 held in Montréal, Québec.

**1964**

Kiewit is hired to perform tunnel work for the new **Metro de Montréal**, Montréal’s subway system.



**1970**

**1969**

The **Official Languages Act** is enacted, making English and French the two official languages of Canada

**1972**

Canada launches the world’s first geostationary domestic satellite, the **Anik A-1**.

**1975**

The **James Bay Hydroelectric Complex** consists of a main dam and 29 dykes of various sizes that close the reservoir. Kiewit constructs 16 of these dykes as part of the Duncan Dykes, the company’s first major contract in northern Québec.



**1977**

Kiewit constructs the technically challenging embankment across the **Eastmain River** as well as the spillway — which is blasted from the bedrock and is three times the height of Niagara Falls — as part of additional work at the **James Bay Hydroelectric Power Development**.

**1978**

Again as part of the **James Bay Hydroelectric complex**, Kiewit works on the LG-3 intake structure, and LG-4 dam and powerhouse. Completion of LG-3 and LG-4 in 1984 marks the end of Phase 1 of the project.

**1982**

The **Canadian Charter of Rights and Freedoms** comes into effect, recognizing certain fundamental freedoms, as well as democratic, mobility, legal, equality and linguistic rights.



**1983**

Kiewit performs work on the **Nipawin Dam**, which is the second largest hydroelectric dam in Saskatchewan.

**1980**

**1980**

Kiewit offices in Edmonton and Montréal are opened.

“O Canada” is adopted as Canada’s national anthem.

**1976**

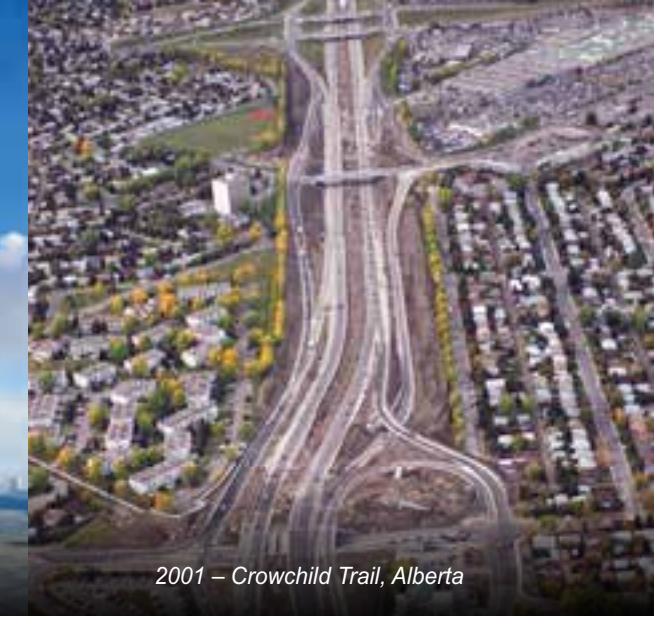
Montréal hosts the **Summer Olympic Games**, the first to be hosted by Canada and the only Summer Olympic Games to be held in the country.

Designed to withstand the harshest oceanic conditions on earth, Hibernia's gravity base structure is built with 18-inch thick concrete outer walls. After six years in the making, Hibernia pumped its first oil in 1997.

1994 – Hibernia, Newfoundland and Labrador



2000 – Diavik Diamond Mine, Northwest Territories



2001 – Crowchild Trail, Alberta



**1991**

Hydroelectric work in northern Québec continues as Kiewit helps build the powerhouse for **La Grande-1 generating station** on La Grande Rivière before it empties into James Bay.

As part of **Vancouver's Skytrain light rail system**, Kiewit works on the **Whalley Station's** substructure, guideway beams and superstructure.

Canada's Goods and Services Tax (GST) goes into effect.

**1994**

Kiewit puts its offshore expertise to good use on the **Hibernia** project in Newfoundland and Labrador.

The **North American Free Trade Agreement (NAFTA)** between the United States, Canada and Mexico comes into effect.

**1997**

Kiewit builds the **Outlook Bridge** that carries provincial Highway 15 across the South Saskatchewan River in Saskatchewan.

The **Confederation Bridge** opens, linking Prince Edward Island to Canada's mainland.

**2000**

The **Diavik Diamond Mine**, located 222 kilometers south of the Arctic Circle in the Northwest Territories, is Canada's largest diamond mine in terms of carat production. Kiewit mobilizes what is equivalent to a small community before dyke construction and dewatering of the open pit mine begins.

Again contributing to **Metro Vancouver's Skytrain light rail transit system**, Kiewit constructs the **Lougheed Skytrain Station**.

**2002**



Producing nickel and copper, the **Voisey's Bay Mine** in Newfoundland and Labrador requires significant infrastructure to support the mine and its operations. Kiewit performs work on the mine area, mill site, port site and permanent airstrip and docking facility with a team consisting of Innu, Inuit and Métis aboriginal groups, 16 trade unions and numerous local partners.



Kiewit builds 13,000 tons of topside modules for the **White Rose** project at the Cow Head and Marystown shipyard facilities in Newfoundland and Labrador.

**2003**

Kiewit installs 21,000 meters of rail and associated infrastructure to extend the **Montréal Metro** to Laval, Québec.

**1989**

The **Free Trade Agreement** between Canada and the United States comes into effect. The pact — later expanded through **NAFTA** — would profoundly alter the economic relationship between Canada and the United States.

**1988**

The **Winter Olympic Games** are held in Calgary, Alberta. The Games are remembered nearly as much for its underdogs (Eddie "The Eagle" Edwards and the Jamaican bobsled team) as it is for its legacy of transforming Canada into an elite winter sports nation.

**1990**

**1990**

Kiewit constructs the docking facility for the **Maid of the Mist**, the boat that ferries visitors to the base of the falls, in Niagara Falls, Ontario.

**1992**

The **Toronto Blue Jays** are the first Canadian team to win the **World Series**. They repeat in 1993.



**1995**

At the extreme limit of northern Québec, Kiewit begins development of **the Raglan Nickel Mine**. It is the start of a long-standing relationship with the client and the local community.

**1999**

The Arctic territory of **Nunavut** is carved out of the eastern portion of the Northwest Territories.

**2000**

**2001**

Kiewit completes road widening, constructs three interchanges, upgrades the utility infrastructure, builds sound and retaining walls and prepares a section for future light rail extension on **Crowchild Trail** in Calgary, Alberta. The road is a 31.5-kilometer-long major thoroughfare that carries 60,000 vehicles per day.

Kiewit constructs the **Arrows Lake Generation Station** in Castlegar, British Columbia, meeting regularly with local residents, local and regional government, First Nations and joint venture partners to address stakeholder concerns and to ensure the community is benefiting from the project.



2006 – A-25 Bridge and Highway, Québec

“ Kiewit has proudly been a part of several world-class oil sands projects along with other conventional oil and gas projects in the Western Canada Sedimentary Basin. We have helped to safely and responsibly deliver energy to all Canadians while being an important contributor to the nation’s economy. ”

— Alex Saltarelli, president of Operations, Kiewit Energy Canada Corp.



2009 – Kearl Oil Sands, Alberta



2011 – Hebron GBS, Newfoundland and Labrador

## 2006

The **A-25 bridge and highway** is Québec’s first public-private partnership (P3) in the transportation market. Kiewit builds the extension to improve public transportation between Montréal and the North Shore, and to provide an alternative route for freight transportation.

Kiewit completes the last phase of a six-year contract by supplying the cranes needed for the offloading and construction of windmills at the **Cartier Wind Energy** project in Québec.

## 2009

Kiewit begins work on the **Froth Treatment Facility and Flare Silo** at the **Kearl Oil Sands** in Fort McMurray, Alberta. Kiewit’s involvement with the project continues to this day as work on the expansion phase nears completion.

Kiewit begins work on the **Gateway Project** in Vancouver, British Columbia — the largest transportation infrastructure project in the province’s history. The 10-lane **Port Mann Bridge** is the second longest cable-stayed bridge in North America and one of the widest bridges in the world.



## 2011

Kiewit starts work on the stand-alone gravity based structure (GBS) for the **Hebron** oil platform in Newfoundland and Labrador.

Kiewit begins construction on the **Kokish Hydroelectric** project near Port McNeill on Vancouver Island, British Columbia.

At the northernmost tip of Québec, Kiewit builds five diesel tanks on the **Nunavik Nickel** project at Deception Bay.

## 2014

Ganotec Inc. and Ganotec West partner on the **Nabiye** project near Cold Lake, Alberta, providing all material and services for seven crude oil tanks at one of the largest and longest running thermal in situ heavy oil operations in the world.

Kiewit begins work on the **Waterloo Light Rail Transit** system in Kitchener-Waterloo, Ontario, the biggest infrastructure project in the region’s history.

Kiewit begins rebuilding the **Turcot Interchange**, an essential transportation link within the city of Montréal, Québec, with more than 300,000 vehicles per day in traffic volume.



## 2007

Census data puts Canada’s population at 32.9 million.

**Kiewit Energy Canada Corp.** is formed with its headquarters located in Calgary, Alberta.

Kiewit acquires **Ganotec**, extending the company’s reach in heavy industrial construction in Canada.

## 2008

Kiewit acquires TIC Canada (now Ganotec West).

## 2010

### 2010

The **Lower Mattagami River Project** is the largest hydroelectric power generation initiative in nearly 40 years in northern Ontario. Kiewit constructs a new station and adds to three other power generation stations along the river, increasing the province’s energy generation capacity to power up to 440,000 additional homes.

The **Winter Olympics Games** are held in British Columbia. Both the Canadian men’s and women’s hockey teams win Olympic gold. Canada wins 14 gold medals.

## 2016

### 2012

Kiewit designs and builds innovative new structures that reduce the number of spill gates from 97 to seven on the Winnipeg River in **Pointe du Bois**, Manitoba.

Kiewit constructs two tunnels on the **Toronto-York Spadina Subway Extension** from the City of Toronto into York Region — the first 1,540 meters long and the second 1,185 meters long.



### 2016

Kiewit celebrates its **75th anniversary** in Canada. The company’s success and longevity is attributed to its ability to go where the work is, even in a country as vast as Canada. The evolution of the company is rooted in doing good work, committing to the highest of standards, and building a stronger organization — and country — for future generations.

## 2004

Kiewit begins work on the **Sea-to-Sky Highway**, from Vancouver to Whistler, British Columbia, in preparation for the 2010 Winter Olympic Games. Along with 65 kilometers of highway upgrades requiring 450,000 tons of asphalt, 48 new bridges and structures are built.



“Ganotec is a proud member of the Kiewit family and just like any family, each sibling brings something unique to the table. In our case, Ganotec is a bilingual district headquartered in Québec, a province with a culture all its own. At Ganotec projects throughout the country, we provide a unique perspective that has been shaped by our culture.”

— Sebastien Larivée, president, Ganotec Inc.



# INTERNS OF KIEWIT



Amber Reiff —  
Kosciuszko Bridge, New York, N.Y.  
Purdue University

Step into the boots of a Kiewit intern or co-op and who knows where they'll take you. While their assignments are varied — a hospital for veterans in Colorado, a complex interchange in Montréal, a state-of-the-art liquefied natural gas facility in Maryland, and many more across North America and Australia — each of these men and women become an important part of Kiewit's business. Fully integrated into

project or office operations, they get a hands-on feel for what it's like to support some of the most important energy and infrastructure projects being designed and constructed today. Keep reading to learn more about the wide-ranging, exciting experiences of Kiewit interns and co-ops in their own words — and how aspiring talent can get on board today.

## Ridge Sandler — Kiewit Offshore Services, Ingleside, Texas Texas Tech University

"Here at Kiewit Offshore Services in Ingleside, Texas, working around and helping erect one of the biggest offshore oil rigs in the world is an incredible experience to say the least. With Appomattox weighing in at over 35,000 tons (70,000,000 pounds), our yard here does very heavy and strategically planned out lifts. The coolest thing I was able to experience happened halfway through my internship when six massive cranes synchronously floated the power module lower deck that weighed in at more than 1,074 tons (2,149,000 pounds) onto the skidway. This is a big step in the progress of the construction of the rig, now allowing the rest of the module to be stacked up accordingly."





*Daphnée Gendron — Turcot Interchange, Montréal, Québec  
École de technologie supérieure*

*“This is my first internship with Kiewit and I have been assigned to the Turcot project in Montréal as a field engineer. It’s nothing like my previous internships for other companies. Here we need to be resourceful and autonomous; if you’re not, you’ll learn quickly enough! I learned a lot about the steps and procedures that go into a specific operation as well as how to manage my time and priorities. We were taught in school that teamwork is the key to improving and finding solutions. We can really see this is true on the Turcot project. All these skills that Kiewit has taught me have given me the opportunity to improve in my life outside of the field.”*

*Wesley Ginnick —  
Cove Point LNG Expansion,  
Lusby, Maryland  
Pennsylvania College of Technology*

*“Interning at Cove Point, one of the largest projects ever undertaken by Kiewit, has given me seemingly unlimited opportunities to learn and grow through hands-on experience. Whether I was completing a steel take-off, housekeeping walks or production studies, I wasn’t considered ‘just an intern’ but rather an integral part of the team responsible for delivering a once-in-a-lifetime project.”*



**WHAT TYPES OF INTERNSHIPS AND CO-OPS ARE AVAILABLE AT KIEWIT?**

Kiewit hires for a variety of positions throughout the organization. Some of those positions include:

- Field engineer
- Design engineer
- Estimating
- Safety
- Quality
- Business management
- Environmental
- Equipment
- Procurement

**WHERE ARE INTERNSHIPS AND CO-OPS LOCATED?**

Kiewit’s operations stretch from coast to coast in the United States and Canada, and so do its internship and co-op opportunities. Positions are available in office locations and

on project sites, whether it’s on a transportation project in some of the largest cities in North America, an energy jobsite in rural parts of the United States or Canada, or in the home office in Omaha, Nebraska, where Kiewit has been headquartered since 1884.

**WHEN ARE INTERNSHIPS AND CO-OPS AVAILABLE?**

Kiewit hires interns and co-ops year-round.

**WHAT’S A KIEWIT INTERNSHIP OR CO-OP LIKE?**

Definitely not ordering coffee or stapling paper all day. An internship or co-op is a sneak peak of what it’s like to be a full-time employee. Supervisors give their interns as much responsibility as they can take on, including assignments that can impact the bottom line. Interns are an important



1. Michael Music (University of Toledo) — shown helping with the disassembly of a 300-ton crane — said the most valuable lessons he learned while interning on the Border West Expressway in Texas had to do with safety, teamwork and honesty. 2. Amelia Cecchini (Oregon State University) said that as an engineer intern on the U.S. Department of Veterans Affairs Eastern Colorado Medical Center project in Colorado, “I was thrown right into everything from the start and have been given so many opportunities to prove what I’m capable of. My mentors have done an incredible job of helping me learn new things every single day.” 3. “From working in the field with crews to working in the office with project managers, Kiewit has taught me first-hand that it takes every single person working together to build things right the first time,” said Sarah Hedberg (Purdue University), who worked on the Permanent Canal Closures & Pump Stations project in Louisiana. “At the same time, none of what we’re building matters if we aren’t working safe.”

*Joshua Levine — Bingham Tunnel Rehabilitation, South Jordan, Utah  
Virginia Tech*



*“As a soon-to-be commissioned Army officer, the responsibilities and experiences that I am exposed to here as a field engineer intern at the Bingham Tunnel Rehab project are curiously familiar to those that I will encounter in the military. During my rotations through business, safety and field-engineering operations, I have noticed that strong leadership, systematic planning, logistical efficiency and risk management are just some of the similarities between successful management of construction projects and military operations. Overall, I believe that my experiences here will better prepare me for my career in the Army as well as other future careers in the private sector.”*

*John Johnson (pictured on Page 25) — Equipment, Lenexa, Kansas  
Pittsburg State University*

*“The coolest thing I’ve done as an equipment engineer intern was to help in the assembly of the 2014 Manitowoc MLC650 with the variable positioning counterweight that is at the Allen Combined Cycle Project in Memphis. This crane, along with its little sister, the MLC300, will be used to pick 800,000-pound heat recovery steam generator (HRSG) modules. This crane was assembled with 223 feet of main boom, 20 parts of line in the block, and 360 tons of counterweight hanging off the back.”*

part of Kiewit’s teams and work alongside experienced industry professionals, many of whom started their Kiewit careers as an intern or co-op. Employees are encouraged and expected to help interns and co-ops acclimate to Kiewit’s business and culture by answering questions, giving advice and providing ample opportunities to gain valuable hands-on experience.

**CAN INTERNSHIPS AND CO-OPS TURN INTO A FULL-TIME CAREER WITH KIEWIT?**

The goal of Kiewit’s internship and co-op program is to recruit individuals who are a long-term fit for the organization. Every year, Kiewit offers full-time positions to those who demonstrate a commitment to the organization’s core values, a strong work ethic and a desire to build on the company’s success. The mentality at Kiewit is “hire to retire.”

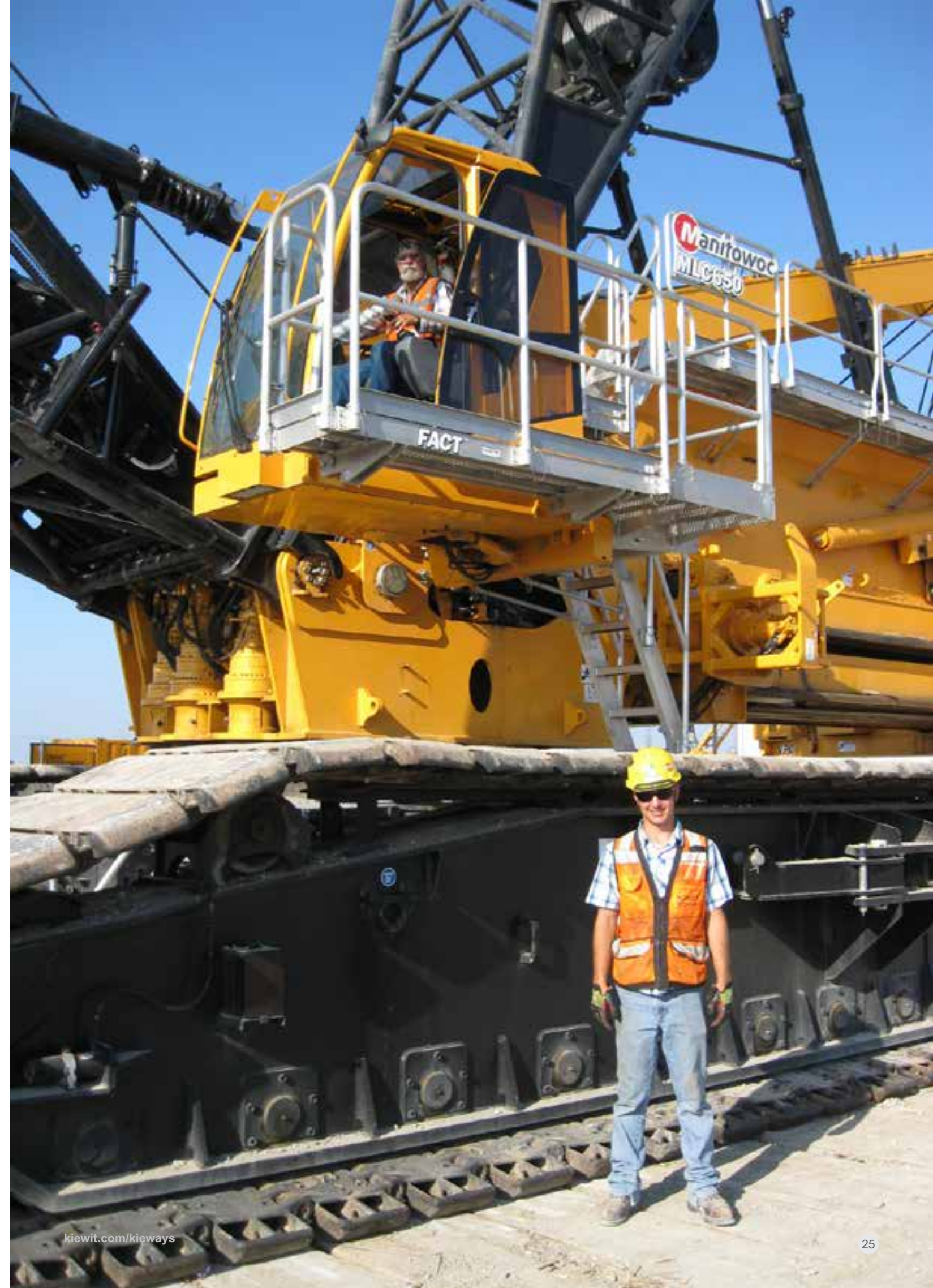
**WHAT STANDS OUT IN AN APPLICATION?**

There are many different skills and experiences that hiring managers look for when selecting the best candidates, some of those include:

- Leadership roles and skills
- Active involvement in campus organizations
- Experience in a construction or labor role
- Knowledge about the Kiewit organization
- Ability to hit the ground running, learn new things and take on many different challenges

**HOW CAN SOMEONE LEARN MORE AND APPLY?**

Many resources are available for interested candidates. To learn more about the organization, you can: attend an info session or career fair; talk to a professor with knowledge about or exposure to Kiewit; check out Kiewit’s social media pages on Facebook, Twitter and LinkedIn; or talk to a previous Kiewit intern or current employee. You can find complete job descriptions and exactly how to apply on [kiewitjobs.com](http://kiewitjobs.com). 📄





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