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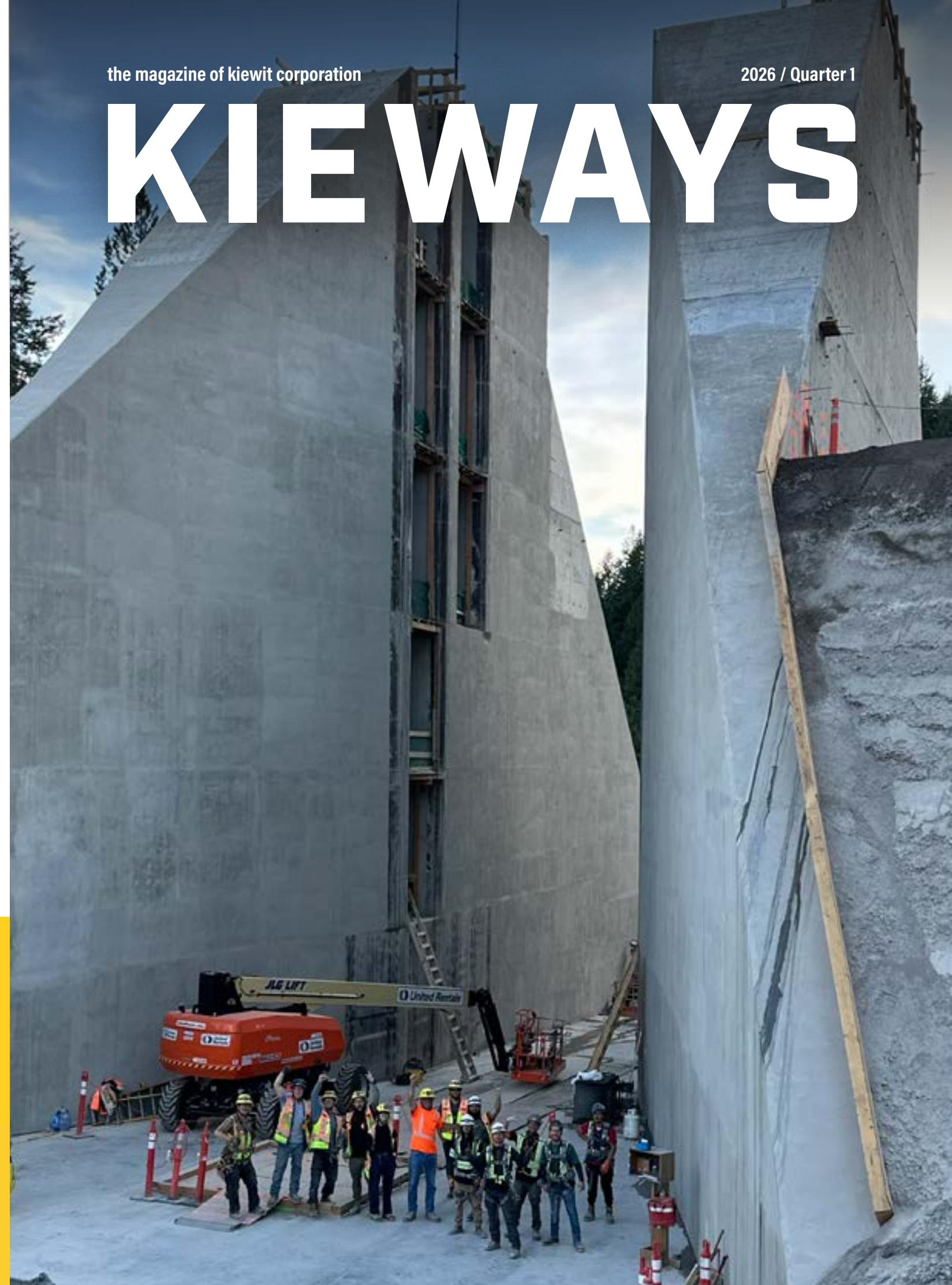


SINCE 1884

the magazine of kiewit corporation

2026 / Quarter 1

KIEWAYS





YEAR-ROUND ACCESS

Built in partnership with the Tlįcho government, the Tlįcho All-Season Road replaced a winter-only ice road, giving the remote community of Whati safe, year-round access to essential services.



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, Mexico and Guam. Kiewit offers construction and engineering services in a variety of markets including transportation; oil, gas and chemical; power; building; water; industrial; mining and marine. Kiewit had 2025 revenues of \$18.2 billion and employs 34,500 staff and craft employees.

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OUR MARKETS:



KIEWAYS

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**PAST PROVEN.
 FUTURE FOCUSED.**

This year, Kiewit marks 85 years of operations in Canada.

We began work in Canada in 1941, supporting energy infrastructure in the North. Since then, we have expanded across provinces and into multiple markets. Today, thousands of employees are delivering transportation systems, marine facilities, hydroelectric infrastructure, industrial projects and new nuclear developments that support Canada's economy and its communities.

Eighty-five years is a milestone worth recognizing. It's also a reminder of the responsibility that comes with sustained presence and performance.

Our partnerships with Indigenous communities are central to that responsibility. From the Tlįcho All-Season Road to ongoing work across the country, we are focused on early engagement, shared opportunity and long-term relationships. These partnerships are built on listening and follow-through. They create training, employment and business opportunities while delivering infrastructure that communities need and deserve.

That same sense of responsibility is guiding complex work like the Cheekeye Debris Flow Barrier in British Columbia. Built in an active debris flow path and designed for a one-in-10,000-year event, it requires technical rigor, commitment to safety and close coordination with the client and local partners.

Eighty-five years in Canada represents trust earned over generations. Maintaining that trust requires consistency — in the quality of our work, in the respect we demonstrate with our partners and in the commitments we keep. As we look ahead, our focus remains clear: Build work that strengthens communities, invest in partnerships that create lasting opportunity and approach every project with the discipline and accountability that defines who we are. That is how we will continue to earn our place in Canada for the decades ahead.

RICK LANOHA
 President and Chief Executive Officer



TRANSFORMING HIGHWAY 1

The largest transportation project in British Columbia at the time, the Port Mann/Highway 1 Improvement project widened 37 kilometres of the Highway 1 corridor, upgraded 12 interchanges and included a new 10-lane cable-stayed bridge crossing the Fraser River.

ON THE COVER

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PROTECTING WHAT LIES BELOW

Built in an active debris flow path, the Cheekeye Debris Flow Barrier is a one-of-a-kind structure and all that stands between a debris-prone mountain and the community below.

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A look back at the spans that set the bar. From North America's longest concrete arch bridge to a Guinness World Record holder, these past Kieways features revisit the moments when new records reshaped the skyline.

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KIEWIT'S 85 YEARS IN CANADA

For the past 85 years, Kiewit has helped build Canada and thousands of employees' careers.

KIEWIT NEWS

What began in 1884 with two hard-working brothers has grown into a construction and engineering industry leader. As a multibillion-dollar organization, Kiewit can tackle projects of all sizes in any market. Here's a brief collection of recent news and information from around the company.

BUILDING BENEATH THE NORTHERN LIGHTS

The longest night of 2025 offered a remarkable view of the aurora borealis at the Dehk'è Frank Channel Bridge Project in the Northwest Territories, Canada.

Working in some of the most remote locations, Kiewit teams continue delivering infrastructure communities rely on every day.



A NEW ERA IN ZOO MEDICINE

Kiewit partnered with Omaha's Henry Doorly Zoo and Aquarium to deliver the new 32,000-square-foot Bill and Berniece Grewcock Animal Hospital.

The facility replaces the zoo's 30-year-old hospital and supports the care of more than 39,000 animals. It includes an ICU, surgical and dental suites, treatment rooms, a clinical pathology lab, pharmacy and an animal diet kitchen.

The hospital also introduces the zoo's first CT



OUR VALUES IN ACTION

PEOPLE INTEGRITY EXCELLENCE STEWARDSHIP



GROSS RESERVOIR DAM RAISE NEARS THE FINISH LINE

Construction on the dam raise at the Gross Reservoir Expansion Project has reached a major milestone, with the dam raise now 95% complete and extending 109 feet above the original dam height.

Placement of roller-compacted concrete paused during the winter months due to freezing temperatures, with work set to resume this spring to complete the remaining 22 feet. Once finished, the expanded dam will nearly triple the reservoir's water storage capacity.

During the winter shutdown, crews continue work that can be safely performed, including mechanical and pipe installation inside the dam and construction of the stilling basin — a structure that slows and controls water released from the dam — at its base.

When complete, the dam will stand 471 feet tall, 131 feet higher than the original structure, with a crest stretching 2,040 feet from one side to the other.

scanner and endoscopy unit, along with specialized environments designed to meet the needs of diverse species.



A NEW POWER SOURCE FOR GEORGIA

Kiewit subsidiary TIC – The Industrial Company has been selected by Oglethorpe Power Corp. as the engineering, procurement and construction (EPC) partner for its new Monroe County combined-cycle power plant in Georgia.

The 1,425-megawatt natural gas facility will deliver reliable, efficient electricity to homes and businesses served by Oglethorpe Power's member cooperatives across the state. TIC is expected to mobilize in spring 2026, with commercial operation anticipated in 2029. At peak construction, the project is expected to support approximately 1,200 skilled workers.



REBUILDING A REGIONAL TREASURE

In December 2025, leaders from the U.S. Forest Service, the Commonwealth of Virginia and local communities gathered in Damascus, Virginia, to celebrate the groundbreaking for the restoration of the Virginia Creeper Trail, a beloved recreation corridor heavily damaged by Hurricane Helene in 2024.

Stretching more than 34 miles between Abingdon, Damascus and Whitetop Station, the trail is a popular destination for hiking, cycling and horseback riding, and plays an important role in Southwest Virginia's outdoor recreation economy.

The Forest Service awarded Kiewit Infrastructure South Co. the contract to lead the trail's full restoration. The work includes rebuilding historic trestles and bridges destroyed by the storm, restoring the trail surface and strengthening sections to better withstand future weather events. Hurricane Helene damaged 17 miles of trail and 30 of the trail's 31 trestles, with early debris removal and stabilization work laying the foundation for this phase of construction.

Safety and coordination remain priorities as construction moves forward. In January, Kiewit worked with local emergency services to conduct a mock rescue drill focused on preparedness and hands-on training. The exercise included the Damascus Volunteer Fire Department, the Abingdon Fire Department, and the Bristol, Virginia, Fire

Department Task Force 4 Technical Rescue Team, and reflects continued collaboration with local communities supporting the project.

As work progresses, Kiewit's team remains focused on safety, quality and collaboration, helping restore an important community asset that supports recreation, tourism and local economies across the region.



KIEWAYS Time Capsule

RECORD-BREAKING BRIDGES

From bustling city centers to remote wilderness areas, bridges stand as testaments to human ingenuity and the relentless pursuit of connection. Over the years, Kiewit has contributed to several record-breaking bridges unlike any before their time. This collection of Kieways articles revisits those milestone projects.

1963 | Verrazano-Narrows Bridge

WORLD'S LONGEST SUSPENSION BRIDGE

Upon completion, the Verrazano-Narrows Bridge, spanning the entrance to New York Harbor, was the world's longest suspension bridge. Kiewit worked on the Staten Island anchorage, which required approximately 137,000 cubic yards of concrete. The bridge stretches more than 2.5 miles, with a central suspension span of 4,260 feet. Today, the Verrazano-Narrows remains an iconic symbol of New York City and a landmark in bridge engineering.



Narrows Bridge Anchorages

New Verrazano-Narrows Bridge spanning the entrance to New York Harbor will be the world's longest suspension bridge.

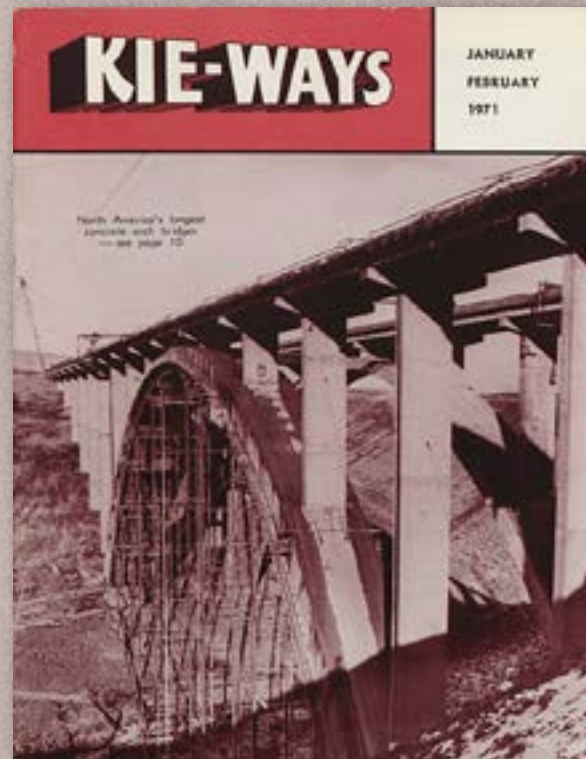
Approximately two years ago construction crews broke ground for the large blocks of concrete that will provide anchorages for the cables that will support the new bridge being constructed across the Narrows of New York Harbor. The



At the top of the page, a group of men in suits are standing together, likely project officials or engineers, during the construction phase of the bridge.

work to be performed for a joint venture of The Arthur J. Johnson Corporation and Park Square, New York City. With Johnson providing engineering and construction of the anchorages on the Staten Island side of the bridge and PCS providing the work at the Staten Island end, which included the bridge's two 137,000-cubic-yard concrete anchorages (including the approach structures) with the vertical suspension span being a full foot in length. It will become the world's longest suspension bridge — the longest arch being 40 feet greater than the Golden Gate Bridge in San Francisco.

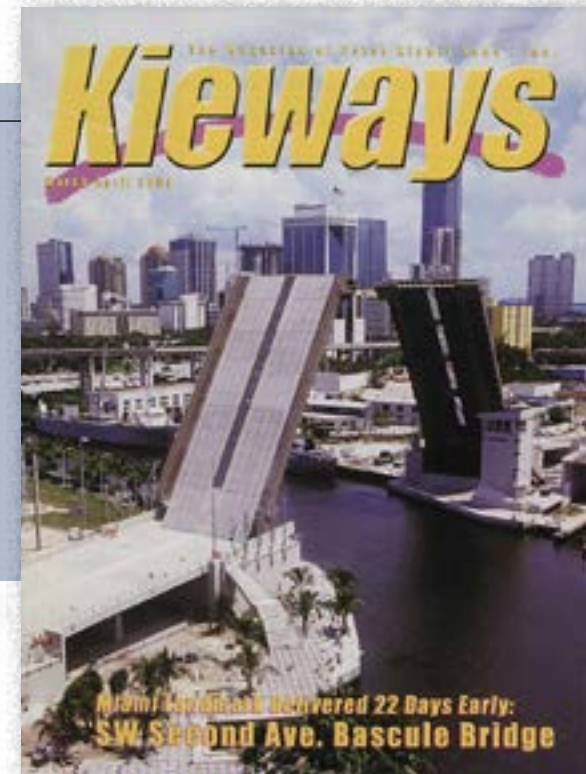
Right: Staten Island anchorage for the new bridge. Forward part for supporting the bridge spans are under construction.



1971 | Fred G. Redmon Bridge

NORTH AMERICA'S LONGEST CONCRETE ARCH BRIDGE

The Fred G. Redmon Bridge, also known as the Selah Creek Bridge, is a twin-arch structure crossing the Yakima River in Washington state. Each span measures 550 feet and rises 325 feet above the streambed. With an overall length of 1,336 feet, it was the longest concrete arch bridge in North America at the time of its completion.



2004 | SW Second Avenue Bascule Bridge

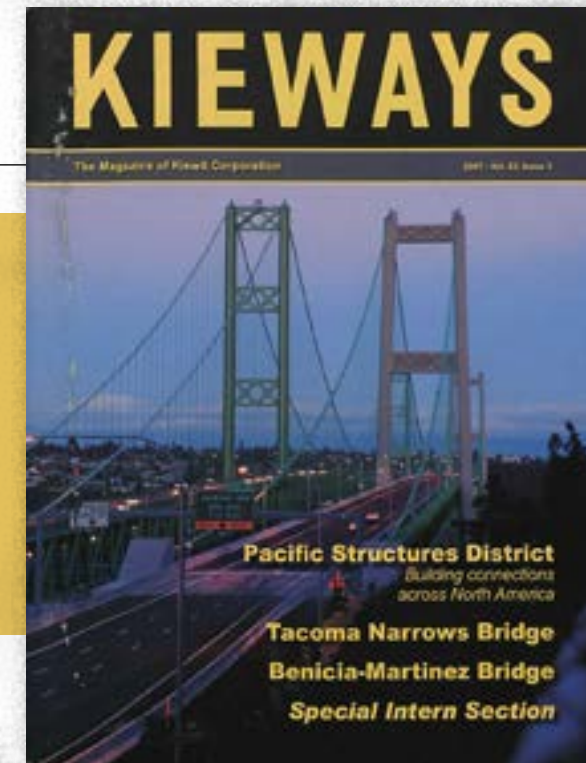
NATION'S THIRD LONGEST DRAWBRIDGE

Completed 22 days ahead of schedule, the SW Second Avenue Bascule Bridge in Miami, Florida, replaced an older drawbridge to improve both vehicular and marine traffic flow. At the time of its completion, it ranked as the fifth-longest bascule bridge in the world and the third-longest in the United States.

2007 | Tacoma Narrows Bridge

UNITED STATES' LONGEST SUSPENSION BRIDGE

The Tacoma Narrows Bridge, part of Washington State Route 16, was the longest suspension bridge built in the U.S. in more than 40 years. The bridge spans 5,400 feet and is 78 feet wide, with two 510-foot towers and a 2,800-foot main span from tower to tower. More than 50,000 people walked across the bridge to celebrate its grand opening in July 2007.



2013 | Port Mann Bridge

WORLD'S WIDEST BRIDGE

In March 2009, the joint venture of Kiewit and Flatiron was awarded the design-build contract for the \$2.7 billion Port Mann Bridge — the largest transportation infrastructure project in British Columbia history. When it opened in 2012, the 10-lane bridge was the second-longest cable-stayed span in North America and set a Guinness World Record as the world's widest bridge at 65 meters wide.

PROTECTING WHAT LIES BELOW

Near the base of Nch'kay, or Mount Garibaldi, the Squamish community, in western Canada, has lived for decades with the threat of large debris flows. These fast-moving surges of mud, water, trees and boulders can cascade down the river with little warning. The Cheekye River, whose name comes from the Skwxwú7mesh (Squamish Nation language) word for "muddy waters," has a long history of these events.

Because of the historical risk, development on the alluvial fan — the broad deposit of sediment formed where the river spreads out at the base of the mountain — had been restricted for years. Despite many existing homes and businesses on the fan being in harm's way, little had been done to reduce the risk. Squamish Sea to Sky Developments, a partnership between the Squamish Nation and local land development company Matthews West, owns just over 500 acres of this land.

"The land has been slated for development since the early 1980s but has been restricted until the debris flow hazard can be adequately managed. Existing homes, businesses, parks and other infrastructure surround the land and will also benefit from the project," said Jenni Chancey, senior project manager at Matthews West.

Initial development plans include building housing and supporting infrastructure. Doing so safely required a solution capable of withstanding a one-in-10,000-year debris flow event.

The Squamish Sea to Sky Developments team spent

more than a decade studying the hazard to identify a viable path forward for future development.

The result is a one-of-a-kind barrier, designed by BGC Engineering (BGC), anchored to a natural rock outcrop high in the mountains. While hidden from the communities below, the Cheekye Debris Flow Barrier will play a crucial role in protecting them.

PARTNERING AND PLANNING

Kiewit Construction Services ULC joined the effort in 2019 to support project development, assess constructability of BGC's designs and help determine what it would take to build such an unusual structure and innovative design in challenging terrain. Jesi Neill, Kiewit project sponsor, has been part of the project since that early phase. That early involvement proved essential as the project took shape.

The Cheekye River is an important part of the surrounding ecosystem, connecting to high-value fish-bearing habitats downstream. The designers needed to provide a solution that would reduce debris flow risk while maintaining environmental integrity, preserving the river's natural behaviour and minimizing long-term impacts.

The barrier stands 27 metres tall and includes a controlled slot designed to function only during large debris flow events.

"The slot down the middle of the structure is designed to allow the river and small-scale debris to pass

through but blocks the catastrophic debris events that would be harmful to humans and infrastructure downstream," said Neill.

SELF-PERFORMED SOLUTIONS

On either side of the slot, large abutments made from 53,500 cubic metres of roller-compacted concrete (RCC) support the structure. RCC is a dry concrete mix that is batched, placed in lifts and compacted with heavy equipment.

To support construction in the remote environment, Kiewit crushed RCC aggregate on site and batched both traditional concrete and RCC using an on-site plant.

"We chose to set up a batch plant on site because hauling concrete up the mountain roads in the winter would be



Crew members place roller-compacted concrete for the left abutment of the Cheekye Debris Flow Barrier.

challenging," Neill said. "This allowed us to continue working through the winter without shutting down."

This approach also reduced deliveries along a heavily used mountain biking corridor, minimizing disruption to the surrounding community and reducing the project's overall environmental footprint.

RCC REFINED

From early design through construction, the Kiewit team provided construction-focused input to BGC to refine the RCC plan.

"We wanted to challenge the status quo on mix designs, placement techniques and equipment," said James Goggans, Kiewit planning manager.



1. Structure crews use jump forms to construct the cast-in-place walls that form the barrier's centre slot. The slot allows the river and small-scale debris to pass through while helping protect downstream communities during major debris flow events. 2. Field Engineer Karan Jain receives training on concrete quality control testing. Two years later, Jain serves as project engineer, one of many team members who grew into expanded roles over the life of the project.

That collaboration led to several innovations. One involved using a skid-steer brush attachment to green-cut RCC lifts, replacing the traditional water-based method. The change eliminated runoff concerns and further protected the river running through the site.

Another innovation adopted a concept used on Kiewit's work at Oroville Dam in California, replacing traditional formwork with mechanically stabilized earth-style wire baskets to create vertical RCC faces. The approach improved safety by eliminating the need to set forms on steep slopes and increased production efficiency.

"These are techniques our people will take into future projects," Goggans said. "Many of our staff and craft are leaving this project with RCC experience that will be essential going forward."

A PROJECT THAT BUILT PEOPLE

Beyond RCC experience, the project gave team members exposure across a wide range of disciplines.

"The team had the opportunity to be exposed to earthworks, drill and shoot, crushing, river diversions, concrete forming, rebar, concrete batching and pouring, RCC batching and placement, surveying, QC testing and reclamation," said Goggans.

Neill said that people development was one of the most rewarding aspects of the project.

"One of the best parts of the job was being able to develop so many great people," she said. "Whether that means our field engineers growing into first-time superintendents and project engineers or developing superintendents into construction managers."

That leadership approach did not go unnoticed. Neill was nominated for the 2025 Peter Kiewit Excellence in Management Award, the company's highest internal recognition for project management.

BUILDING WHERE THE MOUNTAIN STILL MOVES

Constructing the barrier required constant awareness of the environment. The site sits in an active debris flow path, and the team experienced three debris flow events during construction.

"When you're working in a debris flow path, your diligence to safety protocols is essential," Neill said.

The team monitored weather, mountain conditions and river activity. Cameras and specialized alarm systems provided immediate evacuation alerts when conditions changed.

"These are techniques our people will take into future projects. Many of our staff and craft are leaving this project with RCC experience that will be essential going forward."

JAMES GOGGANS
Kiewit Planning Manager

"We put significant focus on emergency evacuation protocols on the project, and to date, there have been no issues during any evacuation alerts," Neill said.

The construction of this barrier also required a two-phased river diversion so crews could build each section of the barrier safely. A key milestone was achieved in July 2025 when the river was diverted through the centre slot for the first time, marking the halfway point of construction and allowing downstream development to begin.

STRONGER TOGETHER

The two-year, \$130 million project is over 90% complete, has had no recordable injuries and is forecasted to be completed under budget and ahead of schedule. Collaboration across all parties played a significant role in that outcome.

"I've worked on many projects where the relationship between the construction team and the owner team was 'good enough,' but Cheekeye has been different," Goggans said. "The relationship between all teams involved has been amazing."

That shared commitment shaped how the team approached the work and what it meant to them.

"The positive relationship with the client enabled effective teamwork throughout the project," Neill said. "It always felt like everyone was driving in the same direction, toward the same goals. This collaboration and teamwork created an environment where people were excited to come to work

and be part of building such an incredible project for the local community."

Chancey said that the pride Kiewit had was evident throughout construction.

"We always felt good when we met members of the Kiewit team, from field engineers to superintendents and executives who came in for big meetings," she said. "It's just been great. We've thoroughly enjoyed their professionalism and getting to know them outside of the job."

PEACE OF MIND, BUILT TO LAST

The team will soon turn the Cheekeye Debris Flow Barrier over to the District of Squamish for long-term operation and maintenance. Even as final site reclamation continues, the structure already represents long-awaited peace of mind for the communities below and a foundation for future growth. For the team that built it, delivering that sense of security is a point of deep pride.

"This project is a powerful example of what can be accomplished through true teamwork and collaboration," Neill said. "Working together so closely allowed us to deliver an impactful solution for this community. It's a reminder that we really are stronger together." **K**

KIEWIT'S 85 YEARS IN CANADA

In 2026, Kiewit proudly marks its 85th year of building in Canada.



The company's Canadian story began in 1941 in the North, supporting construction of the Norman Wells Oil Refinery and Pipeline. In 1949, Kiewit opened its first Canadian office in Vancouver, establishing a permanent presence in the country. From those early roots, the company expanded across regions and markets, building the relationships, workforce and operational capacity required to serve clients coast to coast to coast. For the past 85 years, Kiewit has delivered complex projects across transportation, energy, marine, water, industrial and emerging sectors that support a changing economy.

"Diversifying our markets has made us a stronger, more resilient business," said Ryan Tones, president of Peter Kiewit Sons ULC. "Our teams have built hydroelectric facilities, ports and marine infrastructure, highways and transit systems, pipelines and power facilities, and essential water and wastewater systems that protect communities and natural resources. Our investment in our Marine Yard on the West Coast and our continued growth in water, wastewater and mining, reflect our commitment to serving Canada's evolving infrastructure needs and creating long-term opportunities for our people and partners."

Today, Kiewit employs more than 4,000 people across Canada, including a strong and growing craft workforce. Positioned across the country, these teams are building on decades of experience while preparing for Canada's next chapter.

The following timeline captures recent highlights and illustrates Kiewit's continued growth and investment across Canada.

MODERN MILESTONES



2014

TURCOT INTERCHANGE

The KPH Turcot partnership, consisting of Kiewit and Parsons, begins work on the design-build reconstruction of Montréal's Turcot Interchange and three connecting interchanges.

The project relocates major highway lanes and active rail lines, using 3D imaging to plan complex work and incorporate more than 50 temporary detours. The project was completed in 2020.

2014

WATERLOO LIGHT RAIL TRANSIT

Kiewit begins work on the Waterloo Light Rail Transit system in Ontario, the largest infrastructure project in the region's history.

2015

MAYO B HYDROPOWER FACILITY EXPANSION

Kiewit completes the expansion of the Mayo B hydropower facility in the remote Yukon Territory, a key part of Yukon Energy Corporation's plan to boost renewable energy and reduce diesel reliance. The project successfully triples the dam's energy output from 5 megawatts to approximately 15 megawatts.

2018

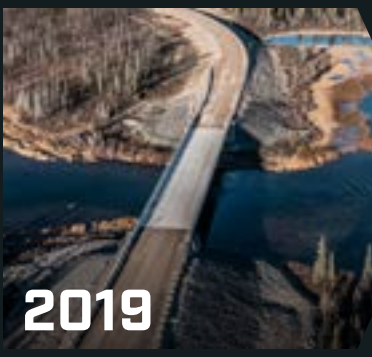
PROPANE DEHYDROGENATION PROJECT

Kiewit fabricates and performs on-site integration of 170 pipe-rack modules for Canada's first integrated propane dehydrogenation and polypropylene complex in Strathcona County in Fort Saskatchewan, Alberta.

TŁIČHƆ ALL-SEASON ROAD

Work begins on the Tłı̨chƆ All-Season Road project. This 97-kilometre all-season gravel highway replaces a winter-only ice road and provides the remote community of Whatı̨ in the Northwest Territories with safe, year-round access to essential services.

As project developer and design-builder, Kiewit works in partnership with the Tłı̨chƆ Government. The Tłı̨chƆ All-Season Road project includes four bridges and multiple water-crossing structures. The project also involves geotechnical work, drainage, traffic management and wildlife management during construction and operations.



2019

CHEEKEYE DEBRIS FLOW BARRIER

Kiewit begins early contractor involvement on the Cheekeye Debris Flow Barrier project, one of the world's largest debris mitigation structures.

Work officially begins in 2023 and continues into 2026. Upon completion, the barrier will protect more than 1,300 new homes and existing communities from catastrophic debris flows originating from Mount Garibaldi. Learn more about this ongoing project on Page 8.

2019



MARINE YARD

Kiewit begins planning the build-out of its industrial waterfront property along the Fraser River in Coquitlam, British Columbia, into a modern marine facility. The property was purchased in 2021, and upgrades to the site, which has been industrial since the 1800s, support future regional infrastructure projects and meet current environmental and engineering standards.

2021

TRANS MOUNTAIN EXPANSION PROJECT – SPREAD 5B

Kiewit starts work on Spread 5B of the Trans Mountain Expansion Project, one of the most technically challenging sections of the pipeline, in the Coquihalla–Hope region of British Columbia. The approximately 85 kilometre segment crosses steep mountainous terrain and requires complex construction solutions, including extensive trenchless crossings, tunnelling and work in remote, environmentally sensitive areas.

2021

BIG BAR SALMON HABITAT RESTORATION

The Big Bar Salmon Habitat Restoration project is completed. After a massive landslide reshaped the area and brought fishing by local First Nations communities to a halt on the Fraser River in British Columbia,

Kiewit was awarded an emergency contract to restore the salmon habitat. Despite extreme winter conditions in the remote canyon, Kiewit successfully removed 14,000 cubic metres of debris by building an 800-metre access road. The scope grew to include the construction of a technical fish ladder and a natural fishway, ultimately clearing the blockage, restoring fish passage and supporting salmon recovery.



2021

2021 SOUTHWEST CALGARY RING ROAD

The Southwest Calgary Ring Road project, co-led by Kiewit Development Co. (KDC) using a design-build-finance-operate-maintain (DBFOM) delivery model, is completed. This crucial link in Calgary's 101-kilometre ring road system involved the construction of 13 miles of new six- and eight-lane divided highway, 14 interchanges, 47 bridges, a road flyover, railway crossing, culvert set, tunnel and three river crossings, significantly improving regional connectivity. Work began on the project in 2016.



2020

G3 GRAIN EXPORT TERMINAL

Kiewit completes the G3 Grain Export Terminal in North Vancouver, the first new grain export terminal at the port since the 1970s. Delivered under an engineering, procurement and construction contract, the project features 48 silos and a seven-mile rail loop track designed to unload three 150-car trains simultaneously while in continuous motion, drastically improving supply chain efficiency for Canadian agricultural exports. Work began on the project in 2016, and Kiewit self-performed about 80% of the work, accounting for more than 1 million direct work hours.



2020

LITTLE LONG DAM SAFETY PROJECT

Kiewit begins work on the Little Long Dam Safety Project for Ontario Power Generation near Kapuskasing. Kiewit proposes and delivers an alternative engineering solution that integrates four additional gates into the existing structure. The final upgrades increase the dam's discharge capacity to three times the amount of Niagara Falls and result in over \$100 million in contracts awarded to Indigenous businesses.



WAABAN CROSSING

Kiewit completes construction of Waaban Crossing. This two-lane signature bridge, spanning 1.2 kilometres, includes a walking and biking path and connects the City of Kingston, Ontario, across the Cataraqui River. This project is the first linear infrastructure project in North America delivered under an integrated project delivery contract.

2022

UNION STATION ENHANCEMENT PROJECT

After a two-year development phase, Kiewit was selected to move forward with the Union Station Enhancement Project in Toronto, the first major infrastructure project in Canada to be procured using the alliance contracting model. Part of Metrolinx's GO Expansion program, the project includes the expansion of rail, platforms, and below-grade concourses at Union Station, North America's second-busiest rail station.

2022

WOODFIBRE LNG

Kiewit begins work on the proposed Woodfibre LNG Project, a liquefied natural gas (LNG) facility southwest of Squamish, British Columbia, to produce 1.5 to 2.1 million tonnes of LNG per year for global export via marine vessels.

2022

EVR LINE CREEK AND DRY CREEK REVERSE OSMOSIS HIGH-DENSITY SLUDGE TREATMENT PROJECTS

Kiewit enters a master services agreement with Elk Valley Resources (EVR) to provide early contractor involvement, engineering, procurement and construction services for two water treatment facilities, part of EVR's broader water treatment program. Completion is scheduled for 2026.

2023



2021

B.C. HIGHWAY REINSTATEMENT PROGRAM HIGHWAY 5

Severe rainfall triggers catastrophic flooding and landslides, crippling key transportation corridors across British Columbia, including the Coquihalla Highway. A 200-person Kiewit team mobilizes immediately to support emergency response and restore access.

In 2024, Kiewit returns as designer and joint venture constructor for Highway 5 under British Columbia's first transportation alliance contract, delivering six permanent bridges under budget and ahead of schedule, with strong inclusion of local and Indigenous businesses. The project earns multiple engineering and construction awards, including Kiewit's first Canadian engineering honour from the Transportation Association of Canada.

DARLINGTON NEW NUCLEAR PROJECT

Kiewit Nuclear Canada Corporation begins work on the Darlington New Nuclear Project as part of the integrated project delivery team for Ontario Power Generation. Kiewit's role includes constructing North America's first small modular reactor (SMR), a GE-Hitachi BWRX-300, and establishing the framework for future SMR deployments across Canada.

2025

YVR NORTH RUNWAY PROGRAM

Kiewit begins the North Runway Program at Vancouver International Airport, which includes a complete asphalt overlay, drainage improvements and installation of new LED runway edge lighting. Kiewit built the original North Runway in 1996.

2025



30 YEARS AT RAGLAN NICKEL MINE

Kiewit marks 30 years of operations at Raglan Nickel Mine in Nunavik, northern Québec. Since 1995, work has been delivered by Kiewit-Nuvumiut, a joint venture between Kiewit and the local Inuit company, Nuvumiut Development Corporation.

2025

NEW AWARDS AND MARKET EXPANSION

In 2026, Kiewit is awarded the Arlington Bridge deconstruction project in Winnipeg, strengthening the company's presence in Manitoba.

The company is also awarded its first Canadian drinking water treatment project in Cranbrook, British Columbia.

2026

NICOMEN RIVER BRIDGE REPLACEMENT PROJECT

Kiewit completes the design and construction of the Nicomen River Bridge Replacement in British Columbia, replacing a structure damaged by 2021 floods. Delivered through an alliance model between Kiewit and the British Columbia Ministry of Transportation and Transit, the new two-lane bridge provides safer, more reliable travel.

2025

DEHK'È FRANK CHANNEL BRIDGE REPLACEMENT

Kiewit is delivering the Dehk'è Frank Channel Bridge Replacement Project along Highway 3 in the Northwest Territories in partnership with the Tłı̄chǫ Nation. This project represents Kiewit's second delivery with the Tłı̄chǫ Nation, involving the replacement of the existing bridge to improve safety and long-term reliability in a remote northern environment.

2025



2024 TRANS MOUNTAIN EXPANSION PROJECT - LOWER MAINLAND

Kiewit completes construction of the Lower Mainland section of the Trans Mountain Expansion Project in British Columbia. As part of the Kiewit-Ledcor Trans Mountain Partnership (KLTP), Kiewit's scope included Spread 7B, the submarine crossing of the Fraser River, Burnaby Mountain Tunnel, Burnaby Terminal, Sumas Terminal and Westridge Marine Terminal. Burnaby Mountain Tunnel was recognized in 2023 with the Canadian Project of the Year Award by the Tunnelling Association of Canada.

2025 MAYO ROCK SLOPE REMEDIATION AND SURGE TANK REPLACEMENT

Kiewit returns to Mayo to deliver the Mayo Rock Slope Remediation and Surge Tank Replacement Project at the Mayo Hydro Facility in Mayo, Yukon, for Yukon Energy Corporation. The project includes stabilizing a crucial rock slope and replacing the MH0 surge tank, requiring specialized geotechnical construction methods in a remote northern environment.



2026 16TH CONSECUTIVE WIN, BEST WORKPLACES

Kiewit is named one of Canada's Best Workplaces by the Great Place to Work® Institute for the 16th year in a row. Based on employee feedback, the recognition reflects the strength of Kiewit's workplace culture and the company's commitment to its core values — People, Integrity, Excellence and Stewardship — demonstrated by employees across Canada each day.

"We are proud to continue being one of the best places to work," said Patrick Lamarre, president of Kiewit Canada Group Inc. "Our culture is built on investing in our people and creating an environment where they can build meaningful careers. That includes developing young talent, creating opportunities across our engineering and construction business and fostering a forward-looking culture that embraces innovation and emerging technologies, including artificial intelligence. By investing in Canadian talent and emphasizing stewardship in everything we do, we strengthen our workforce and create lasting value for the clients and communities we proudly serve."

85 YEARS IN CANADA

Kiewit celebrates 85 years of building in Canada. With a growing presence across regions and markets, the company continues to expand its capabilities and invest in the people who will lead the next era of work.

"Our history in Canada is defined by the trust we've earned and the relationships we've built," said Alex Saltarelli, president, Kiewit Construction Services ULC. "We're proud of the legacy behind us, and we're focused on building the next chapter by maintaining strong partnerships, developing our people and delivering work that will serve communities for generations to come."



Indigenous relationships

Canada is home to three distinct groups of Indigenous peoples: First Nations, Inuit and Métis, each with unique histories, languages and cultural practices.

Kiewit is committed to building and maintaining strong relationships with Indigenous communities through cultural understanding and economic, employment and training opportunities. All staff in Canada participate in annual Indigenous awareness training to better understand cultural perspectives, historical context and best practices for engagement.

One of Kiewit's proudest accomplishments was the successful delivery of the Tłı̄chǫ All-Season Road in the Northwest Territories. The 97-kilometre highway replaced a winter-only ice road, providing the remote Tłı̄chǫ Nation community of Whatì with year-round access to essential services. North Star Infrastructure, a partnership between Kiewit and the Tłı̄chǫ Government, along with the Government of Northwest Territories, received Canadian Council for Public-Private Partnership's 2025 Gold Award in Environmental, Social and Governance, setting a benchmark for resilient, inclusive infrastructure in Canada. It was the first public-private partnership project with a First Nation equity partner in Canada, ensuring Indigenous participation and reinvestment of returns into the local community. The Tłı̄chǫ Kiewit General Partnership was also recently awarded a new project, the Dehk'è Frank Channel Bridge.

Partnerships like these have played a meaningful role in the company's 85-year history in Canada and continue to shape how it delivers work across the country.

"We're grateful for our longstanding relationships with Indigenous communities across Canada. From the Tłı̄chǫ Nation in the Northwest Territories to the Moose Cree First Nation in northern Ontario, the Inuit in northern Quebec and the Kitsumkalum First Nation on the west coast of British Columbia, Indigenous nations are a major part of Kiewit reaching our 85-year milestone in Canada. These partnerships strengthen our work and reflect who we are," said Jean-Pierre Gauthier, senior vice president, Peter Kiewit Sons ULC. **K**



OPEN THE TIME CAPSULE

Scan the QR code to explore the full digital timeline and view exclusive historical photos that capture the company's earliest work and partnerships in Canada.