

Recent Construction Highlights

Flatiron Constructors Intermountain continued with constructing miscellaneous items on the eastbound structure. The following is a summary of the construction progress for the last month.



Figure 1 – EB Pedestrian Curb Construction – October 7, 2010: Following the main-span closure, pedestrian curb construction begins in earnest and the forms are staged for another 60' portion in Span 2 EB. The excavator behind Pier 3 EB (right) prepares for backfilling the floodwall, while the existing bridge Pier 4 (left) has yet to be removed.

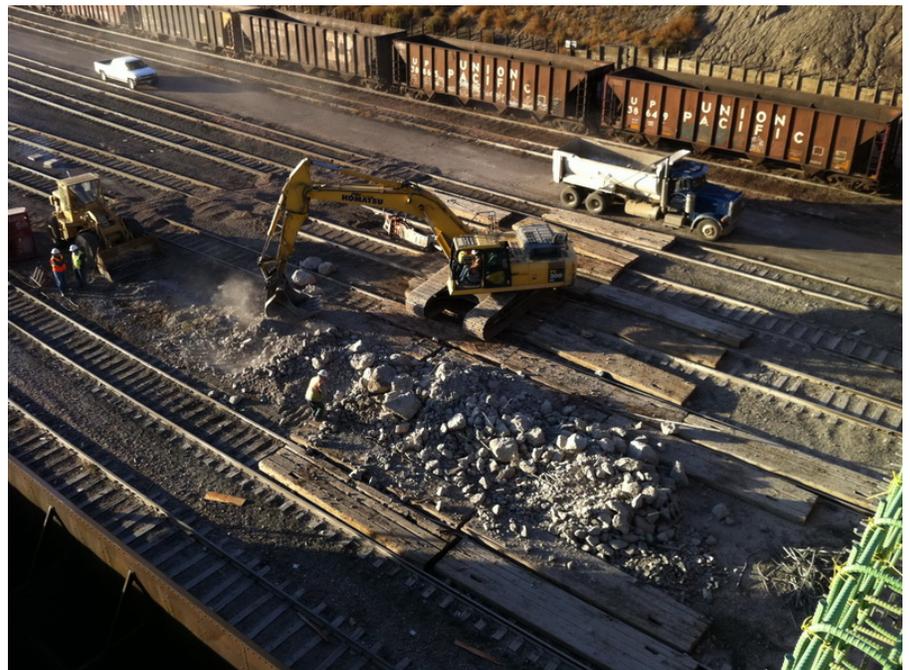


Figure 2 – Existing Bridge Demolition – October 14, 2010: The demolition sub-contractor is permitted access to remove the final pier within the Rail Yard. It has been several months since the other piers were removed, showing how successful Flatiron has been with construction of the new bridges spanning the entire UPRR tracks without delay.



Figure 3 – Abutment 1 EB Construction – October 21, 2010:

A worker installs the anchor bolts to complete installation for the expansion joint device at Abutment 1 EB.

Figure 4 – EB South Traffic Barrier Construction – October 28, 2010:
The ironworkers install the reinforcing for the south barrier in preparation for casting. The CDOT Type 7 (Special) barrier will be 3'-10" tall when complete.

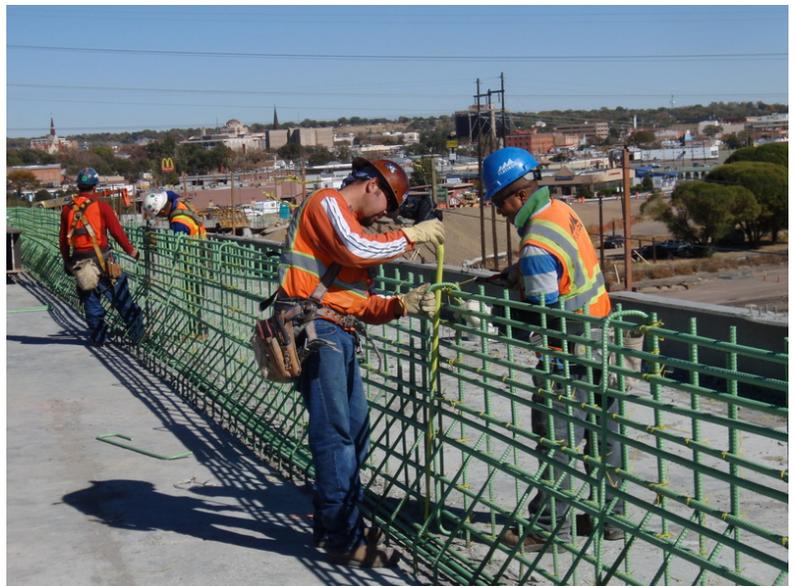




Figure 5 – Current Construction – October 29, 2010



Figure 6 – Design Rendering – 2006

Figures 5 & 6 above compare the current construction of the bridges against the computer generated renderings developed during the design phase, as seen from the west bluff looking north. The stain colors were modified from the original design by the City of Pueblo to the colors seen in Figure 5 and the pedestrian curb has yet to be stained.



Figure 7 – Current Construction – October 29, 2010

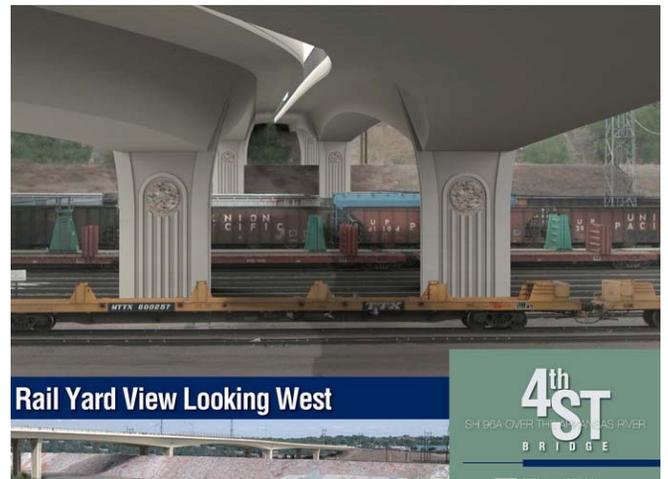


Figure 8 – Design Rendering – 2006

Similarly, Figures 7 & 8 compare the current construction of the bridges against the computer generated renderings looking west through the Rail Yard.

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Figure 9 – EB South Barrier Construction – November 2, 2010:

Byerly & Cosyleon, a Pueblo based sub-contractor, begins slip forming the south barrier at Abutment 6 EB. The entire 1122' of barrier was cast in just over 7 hours.

Figure 10 – EB North Barrier Construction – November 4, 2010:

The north traffic barrier is cast just two days later, as seen from the westbound structure. The steel tray attached to the slip-form was the Contractor's solution to prevent fresh concrete from falling into the Arkansas River, which is directly below the machine in this photo. A Hydra-platform in the background follows the slip-form machine and provides access to surface finish the barrier that cannot be reached from the deck.



Figure 11 – EB North Barrier Construction – November 4, 2010:

Several workers seal and broom finish the barrier surface immediately behind the slip-form machine. The entire 1135' of barrier took approximately 13.5 hours to cast, which was nearly twice as long as the south barrier. The operation is much slower mainly due to limited access for surface finishing.



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Substructure Construction	<u>To</u> <u>Date</u>		<u>Total</u>	<u>Unit</u>	<u>% Complete</u>
48" Diameter Drilled Shafts (Monuments)	4	of	4	Each	100%
48" Diameter Drilled Shafts (Abutments)	14	of	14	Each	100%
60" Diameter Drilled Shafts (Pier 2 & 5)	8	of	8	Each	100%
96" Diameter Drilled Shafts (Pier 3 & 4)	8	of	8	Each	100%
Type I Footings (Pier 2 & 5)	4	of	4	Each	100%
Type II Footings (Pier 3 & 4)	4	of	4	Each	100%
3'-6" Piers (Pier 2 & 5)	4	of	4	Each	100%
7'-1" Piers (Pier 3 & 4)	4	of	4	Each	100%
Abutments	2	of	2	Each	100%

Superstructure Construction	<u>To</u> <u>Date</u>		<u>Total</u>	<u>Unit</u>	<u>% Complete</u>
Westbound					
End Span CIP Westbound	2	of	2	Each	100%
Abutment Diaphragm Westbound	2	of	2	Each	100%
Pier Diaphragm Westbound	2	of	2	Each	100%
Pier Table Westbound	2	of	2	Each	100%
Cantilever 3 Segments Westbound	22	of	22	Each	100%
Cantilever 4 Segments Westbound	20	of	20	Each	100%
Closure Segments Westbound	3	of	3	Each	100%
Eastbound					
End Span CIP Eastbound	2	of	2	Each	100%
Abutment Diaphragm Eastbound	2	of	2	Each	100%
Pier Diaphragm Eastbound	2	of	2	Each	100%
Pier Table Eastbound	2	of	2	Each	100%
Cantilever 3 Segments Eastbound	22	of	22	Each	100%
Cantilever 4 Segments Eastbound	20	of	20	Each	100%
Closure Segments Eastbound	3	of	3	Each	100%



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Project Milestone Dates

Milestone Event	April 2008 Baseline Finish Date	Actual
Project Award	October 18, 2007	October 18, 2007
Notice to Proceed	November 8, 2007	November 8, 2007
Form and Pour First Segment – W3-1E	November 19, 2008	February 16, 2009
Form and Pour First Closure – Span 2 WB	May 19, 2009	August 14, 2009
W4-10E Post Tension	October 20, 2009	November 19, 2009
Span 4 WB Closure Form/Rebar/Pour	November 2, 2009	December 16, 2009
Span 3 WB Closure Form/Rebar/Pour	November 13, 2009	January 7, 2010
E3-1E Pour	February 01, 2010	December 29, 2009
Shift Traffic to New WB Structure	February 17, 2010	April 15, 2010
Bridge Demolition - Remove Bridge Deck	*April 20, 2010	May 23, 2010
Install Last Drilled Caissons – Pier 5 EB	*May 14, 2010	May 17, 2010
Form and Pour Span 5 EB Bottom Slab/Webs/Diaphragms	*August 9, 2010	July 27, 2010
Form and Pour Last Segment – E4-10E	*July 27, 2010	July 30, 2010
Form and Pour Last Closure – Span 3 EB	*October 26, 2010	September 30, 2010
Complete Structure and Final Traffic Configuration	*December 28, 2010	

All items are based on the April 2008 Baseline Schedule, unless accompanied by an asterisk. See below for description. All dates represent the “Finish” of the activity, unless otherwise noted. Refer to the October 2009 Project Updates for previous milestone dates.