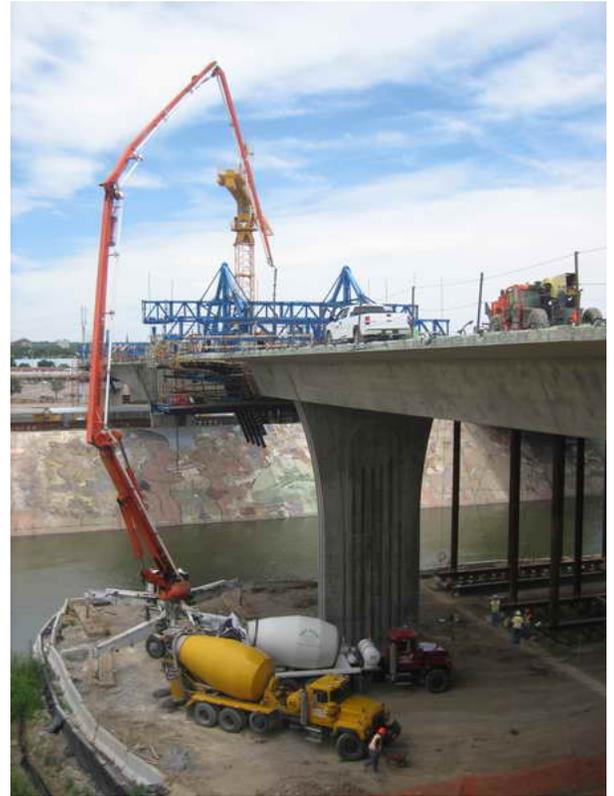


**Recent Construction Highlights**

Flatiron Constructors Intermountain completed construction at Cantilever 3 WB with the casting of Segment W3-11W. Construction continued with placing the top slab at Span 1 EB CIP Superstructure, falsework installation and forming and reinforcing at Pier Table 4 EB, grouting at Cantilever 3 WB, and placing the top slab portion of Pier Table 3 EB. The following is a summary of the construction progress for the last month.

**Figure 1 – Cantilever 3 WB Segmental Construction – June 17, 2009:**

The concrete pump places concrete for Segment W3-11W to complete Cantilever 3 WB. Following form traveler and counterweight removal, strongbacks will be installed to lock the cantilever tips together and Flatiron will begin forming Span 2 WB.



**Figure 2 – Pier Table 3 EB Construction – June 18, 2009:**  
The top slab concrete is placed at Pier Table 3 EB.

**Figure 3 – Pier Table 3 EB Construction – June 18, 2009:**

Pier Table 3 EB top slab requires a blockout in the wing to accommodate the location of the tower crane.

Flatiron intends moving the tower crane to construct Cantilever 4 WB, move the tower crane back to construct Cantilever 3 EB, and move the tower crane back to Pier 4 to construct Cantilever 4 EB. The wing blockout will be poured back at the same time Span 2 EB closure is made and the five transverse tendons will be stressed. Several #9 longitudinal reinforcing bars were added by the Contractor to resist the tensile forces at this location.

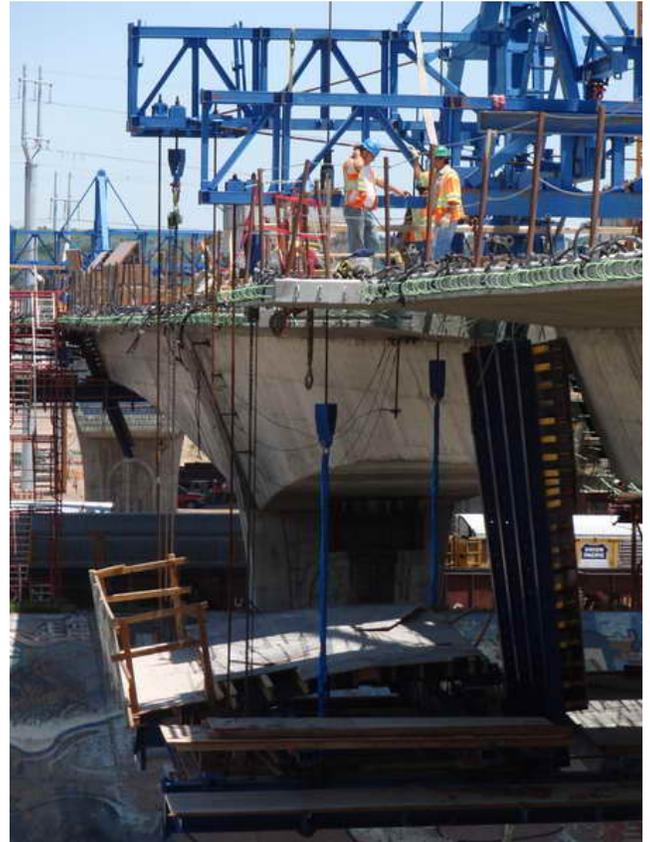


**Figure 4 – Cantilever 3 WB – June 19, 2009:**

Steve Fultz (FIGG) greets the Governor of Colorado, Bill Ritter, with CDOT Representatives Karen Rowe (Right) and Dean Sandoval (Left). Governor Ritter made a visit to the project as part of a recent bill signed to increase funding for transportation related projects in Colorado.

**Figure 5 – Cantilever 3 WB Segmental Construction –  
June 24, 2009:**

After lowering the deck drive to the maximum depth with the chain falls, workers install PT bars and straps to the lower deck drive for removal. The deck drive is supported off existing holes in the deck and the front transverse truss and is lowered in 5” increments with PT bar jacks. The bump out in the wing in Span 1 WB is the pedestrian overlook.



**Figure 6 – Cantilever 3 WB Segmental Construction –  
June 24, 2009:**

The lower deck drive is set down on temporary dunnage adjacent to Pier 2 WB. The core form was disassembled inside the girder and removed through a temporary construction access hatch located in the top slab.

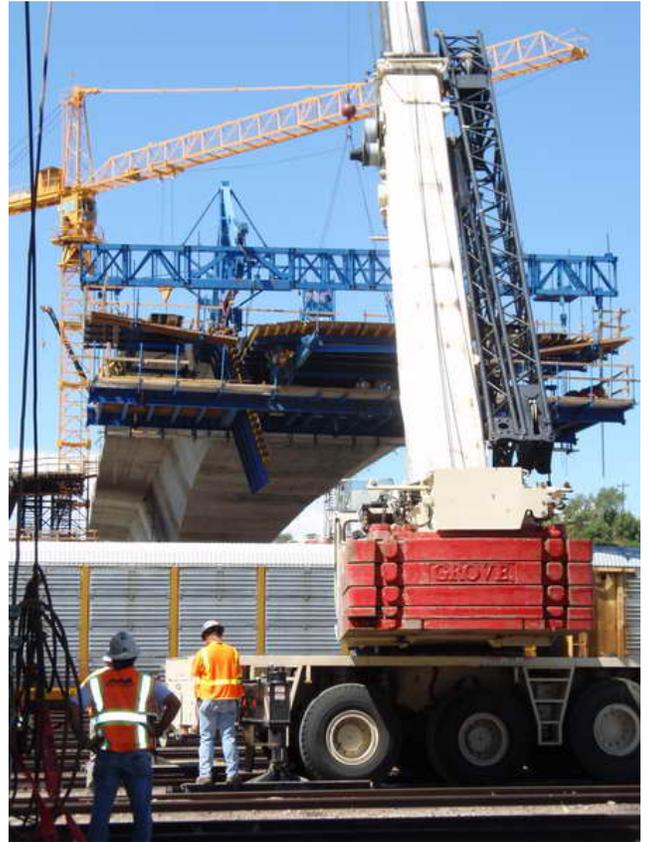
**Figure 7 – Span 1 EB CIP  
Superstructure Construction – June  
26, 2009:**  
Workers continue installing reinforcing  
and post-tensioning for the top slab  
portion of Span 1 EB.



**Figure 8 – Cantilever 3 WB Segmental Construction –  
June 26, 2009:**  
The 50-ton hydraulic crane prepares to remove the right  
sawhorse from Segment W3-11W. The web forms, front  
and rear trusses, saw-horses, and rails are removed from  
the deck, placed on to a flatbed trailer, and transported  
to Pier Table 4 WB for assembly.

**Figure 9 – Cantilever 3 WB Segmental Construction –  
June 29, 2009:**

A 240-ton crane is staged on the UPRR mainline tracks to remove the main-span traveler core form. Temporary track shut-downs were given until 6 pm.



**Figure 10 – Cantilever 3 WB Segmental Construction –  
June 29, 2009:**

The core form is flown over to the access road adjacent to Pier Table 4 WB. The crew then prepares to back-launch the main-span traveler to Pier Table 3 WB for removal via the tower crane.



**Figure 11 – Cantilever 3 WB Segmental Construction – July 1, 2009:**  
The main-span traveler is back-launched toward the pier table for removal.



**Figure 11 – Cantilever 3 WB Segmental Construction – July 2, 2009:**  
The main-span traveler back-launching operation is complete.



**Figure 12 – Cantilever 4 WB Segmental Construction – July 8, 2009:**  
The rear transverse truss is connected to the sawhorses for the main-span traveler at Pier 4 WB.

**Figure 12 – Cantilever 4 WB Segmental Construction – July 8, 2009:**

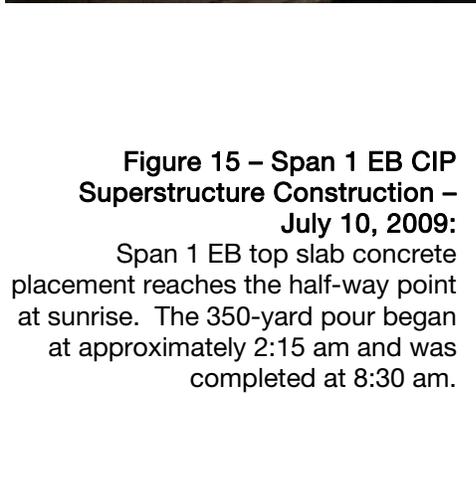
The precast bottom slab for Segment W4-1E is formed below Pier Table 4 WB. Since the lower deck drive of the form traveler encroaches into the BNSF mainline temporary clearance envelope, Flatiron has elected to precast the bottom slab for the first two segments over the BNSF rail lines. After the side-span traveler is erected without the lower deck drive and web forms, the mainline track will be temporarily shut-down. Then, the 100 kip bottom slab will be rolled out on to the track on Hillman Rollers, hoisted into position with a 240-ton crane, and secured to the pier table bottom slab and front transverse truss via PT bars. The web forms will be installed and a one-foot closure will be made between the precast bottom slab and the pier table bottom slab, along with the full height of the webs and top slab for Segment W4-1E. The traveler will be launched, Segment W4-2E will be cast in a similar fashion, the traveler will be launched again, and the lower deck drive will be installed to resume normal casting operations for the remaining side-span segments.



**Figure 13 – Cantilever 4 WB Segmental Construction – July 8, 2009:**  
Span 1 EB CIP Superstructure top slab forming, reinforcing, and post-tensioning installation is complete.



**Figure 14 – Main-Span Segmental Construction– July 9, 2009:**  
The main-span traveler is removed from Cantilever 3 WB today, while the main-span traveler assembly continues at Cantilever 4 WB in the background.



**Figure 15 – Span 1 EB CIP Superstructure Construction – July 10, 2009:**  
Span 1 EB top slab concrete placement reaches the half-way point at sunrise. The 350-yard pour began at approximately 2:15 am and was completed at 8:30 am.



**Figure 16 – Pier Table 4 EB and Cantilever 4 WB Segmental Construction – July 14, 2009:**  
Pier Table 4 EB reinforcing installation continues on the left and the main-span traveler assembly occurs on the right. The tower crane is being removed in the background and will be relocated between these pier tables. The precast bottom slab for Segment W4-1E can be seen below Pier Table 4 WB, as well.





**Project Summary:**

July 14, 2009  
 Day 576 of 1278

<b>Substructure Construction</b>	<b><u>To</u> <u>Date</u></b>		<b><u>Total</u></b>	<b><u>Unit</u></b>	<b><u>% Complete</u></b>
48" Diameter Drilled Shafts (Monuments)	3	of	4	Each	75%
48" Diameter Drilled Shafts (Abutments)	11	of	14	Each	79%
60" Diameter Drilled Shafts (Pier 2 & 5)	6	of	8	Each	75%
96" Diameter Drilled Shafts (Pier 3 & 4)	8	of	8	Each	100%
Type I Footings (Pier 2 & 5)	3	of	4	Each	75%
Type II Footings (Pier 3 & 4)	4	of	4	Each	100%
3'-6" Piers (Pier 2 & 5)	3	of	4	Each	75%
7'-1" Piers (Pier 3 & 4)	4	of	4	Each	100%
Abutments	3/4	of	2	Each	38%

<b>Superstructure Construction</b>	<b><u>To</u> <u>Date</u></b>		<b><u>Total</u></b>	<b><u>Unit</u></b>	<b><u>% Complete</u></b>
<b>Westbound</b>					
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	0	of	20	Each	0%
Closure Segments Westbound	0	of	3	Each	0%
<b>Eastbound</b>					
End Span CIP Eastbound	1	of	2	Each	50%
Abutment Diaphragm Eastbound	1	of	2	Each	50%
Pier Diaphragm Eastbound	1	of	2	Each	50%
Pier Table Eastbound	1	of	2	Each	50%
Cantilever 3 Segments Eastbound	0	of	22	Each	0%
Cantilever 4 Segments Eastbound	0	of	20	Each	0%
Closure Segments Eastbound	0	of	3	Each	0%



**Project Summary:**

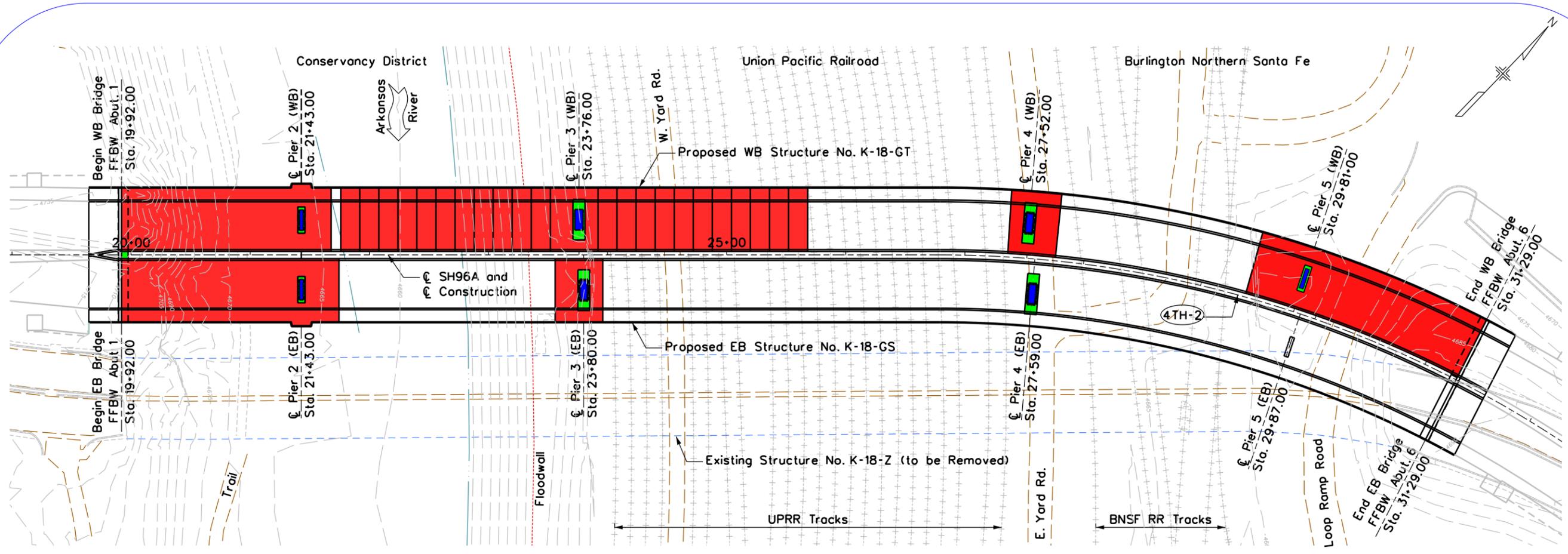
July 14, 2009  
Day 576 of 1278

**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
Abutment 1 Drill Caissons	February 15, 2008	February 15, 2008
Abutment 1 Cap Form/Rebar/Pour	March 6, 2008	March 6, 2008
Pier 2 EB Drill Caissons	March 3, 2008	March 3, 2008
Pier 2 WB Form/Rebar/Pour Footing	March 24, 2008	March 24, 2008
Pier 2 WB Column Form/Rebar/Pour	April 29, 2008	April 29, 2008
Pier 3 EB Drill Caissons	April 17, 2008	May 1, 2008
Pier 3 WB Form/Rebar/Pour Footing	May 15, 2008	June 4, 2008
Pier 3 WB Column Form/Rebar/Pour	July 1, 2008	August 5, 2008
Pier 4 EB Drill Caissons	May 8, 2008	July 1, 2008
Pier 4 WB Form/Rebar/Pour Footing	May 13, 2008	August 8, 2008
Pier 4 WB Column Form/Rebar/Pour	August 20, 2008	September 18, 2008
Pier 5 WB Drill Caissons	April 17, 2008	May 30, 2008
Pier 5 WB Form/Rebar/Pour Footing	April 21, 2008	June 12, 2008
Pier 5 WB Column Form/Rebar/Pour	October 21, 2008	July 11, 2008
Abutment 6 WB Drill Caissons	April 18, 2008	April 22, 2008
Abutment 6 WB Cap Form/Rebar/Pour	May 8, 2008	May 8, 2008
Span 1 WB Form/Rebar/Pour Bottom Slab/Webs/Diaphragms	June 17, 2008	August 29, 2008
Span 1 WB Form/Rebar/Pour Deck	July 8, 2008	October 10, 2008
Pier Table 3 WB Form/Rebar/Pour Bottom Slab	August 18, 2008	November 21, 2008
Pier Table 3 WB Form/Rebar/Pour Diaphragm & Webs	September 4, 2008	December 5, 2008
Pier Table 3 WB Form/Rebar/Pour Deck	October 7, 2008	December 31, 2008
Span 5 WB Form/Rebar/Pour Bottom Slab/Webs/Diaphragms	February 12, 2009	January 29, 2009
Span 5 WB Form/Rebar/Pour Deck	March 12, 2009	March 6, 2009
Form and Pour First Segment – W3-1E	November 19, 2008	February 16, 2009
Pier Table 4 WB Form/Rebar/Pour Bottom Slab	March 5, 2009	February 26, 2009
Pier Table 4 WB Form/Rebar/Pour Diaphragm & Webs	March 23, 2009	March 20, 2009
Pier Table 4 WB Form/Rebar/Pour Deck	April 23, 2009	April 15, 2009
Form and Pour First Closure – Span 2 WB	May 19, 2009	
Span 1 EB Form/Rebar/Pour Bottom Slab/Webs/Diaphragms	October 7, 2008	June 10, 2009
Span 1 EB Form/Rebar/Pour Deck	October 27, 2008	July 10, 2009
Pier Table 3 EB Form/Rebar/Pour Bottom Slab	November 13, 2008	April 30, 2009
Pier Table 3 EB Form/Rebar/Pour Diaphragm & Webs	December 2, 2008	May 13, 2009
Pier Table 3 EB Form/Rebar/Pour Deck	January 9, 2009	June 18, 2009
Shift Traffic to New WB Structure	February 17, 2010	
Install Last Drilled Caissons – Abutment 6 (EB Only)	April 26, 2010	
Form and Pour Last Segment – E4-10E	October 12, 2010	
Form and Pour Last Closure – Span 3 EB	November 16, 2010	
Complete Structure and Final Traffic Configuration	March 4, 2011	

**All items are based on the April 2008 Baseline Schedule. All dates represent the “Finish” of the activity, unless otherwise noted.**

Cantilever construction should resume at approximately one pair of segments a week after assembly of the travelers is complete and the precast bottom slab segments are cast. Pier Table construction is keeping ahead of segmental construction, with Flatiron planning to move the form travelers immediately to the next pier table when a cantilever is complete. Although several milestones dates were completed beyond the original date, Flatiron has stated that project completion will occur within contractual requirements.



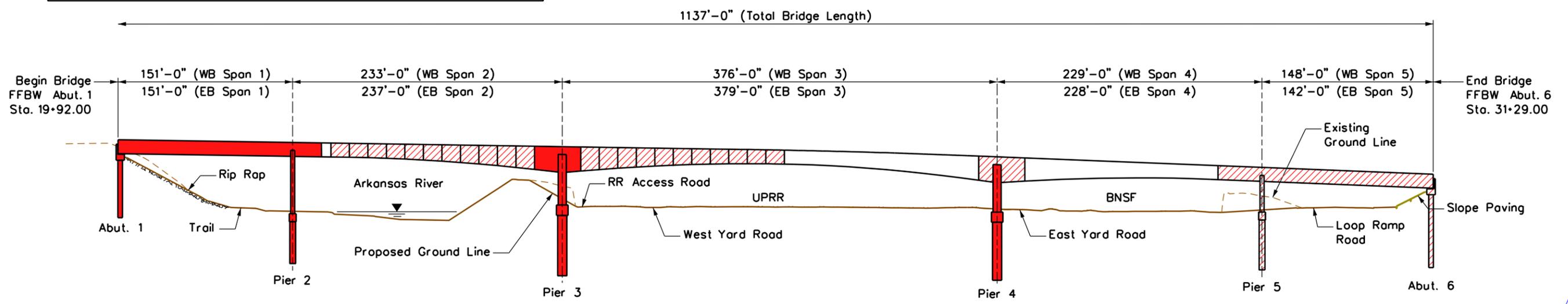
**PLAN**

**LEGEND - PLAN**

- Pier Completed
- Footing Completed
- Superstructure Completed
- Superstructure Completed (Webs, Bottom Slab, & Diaphragms)

**LEGEND - ELEVATION**

- Completed Elements (WB Only)
- Completed Elements (WB And EB)



**ELEVATION**

