

**Recent Construction Highlights**

Flatiron Constructors Intermountain completed segment production at Cantilever 4 EB and cast Span 5 EB CIP Superstructure top slab portion. The following is a summary of the construction progress for the last month.



**Figure 1 – Cantilever 4 EB Segment Construction – August 2, 2010:**

The upstation form traveler lower deck is lowered on to a flat-bed using chain-falls, while a BNSF train continues to perform switching operations in the background.



**Figure 2 – Span 5 EB CIP Superstructure Construction – August 2, 2010:**

The interior deck forms are installed at Span 5 EB immediately after the interior web forms are removed.



**Figure 3 – Span 5 EB CIP Superstructure Construction – August 6, 2010:**

The top slab forming is nearly complete and reinforcing installation is scheduled to begin on August 9<sup>th</sup>. In the background, the 50-ton crane removes the front transverse truss of the upstation form traveler. The form traveler was back-launched two segments to maintain adequate distance from the 69 kV overhead power lines for traveler removal.

**Figure 4 – Span 5 EB CIP Superstructure Construction – August 16, 2010:**

The tower crane is disassembled for the last time, as workers near the completion of the top slab reinforcing and post-tensioning installation at Span 5 EB.





**Figure 5 – Span 5 EB CIP Superstructure Construction – August 18, 2010:**

The PT crew makes last minute adjustments to the vertical PT bar block-outs at Pier 5 EB diaphragm. The Bidwell finisher in the background has completed the dry-run check on deck thickness and reinforcing cover, and is ready to place the top slab concrete.



**Figure 6 – Span 5 EB CIP Superstructure Construction – August 19, 2010:**

The top slab concrete is placed late at night to take advantage of cooler ambient and concrete temperatures.



**Figure 7 – Cantilever 4 EB Segment Construction – August 26, 2010:**

A BNSF coal train passes by Cantilever 4 EB at sunrise. As seen, the form travelers are removed and the cantilever will be connected to the end span with an eight-foot long closure joint, after the end span is cast, stressed, and the falsework is removed. The main-span closure (small gap over the trains on the left) will be the final closure and barrier construction will immediately follow.



**Figure 8 – WB Bridge Staining Operations – September 2, 2010:**  
The majority of the westbound bridge staining is complete, as seen from the west bluff.



**Project Summary:**

September 2, 2010  
 Day 991 of 1278

| <b>Substructure Construction</b>         | <b><u>To</u><br/><u>Date</u></b> |    | <b><u>Total</u></b> | <b><u>Unit</u></b> | <b><u>% Complete</u></b> |
|--|----------------------------------|----|---------------------|--------------------|--------------------------|
| 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                                | 1 3/4                            | of | 2                   | Each               | 88%                      |

| <b>Superstructure Construction</b> | <b><u>To</u><br/><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    | 20                               | of | 20                  | Each               | 100%                     |
| Closure Segments Westbound         | 3                                | of | 3                   | Each               | 100%                     |
| <b>Eastbound</b>                   |                                  |    |                     |                    |                          |
| 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         | 1                                | of | 3                   | Each               | 33%                      |



**Project Summary:**

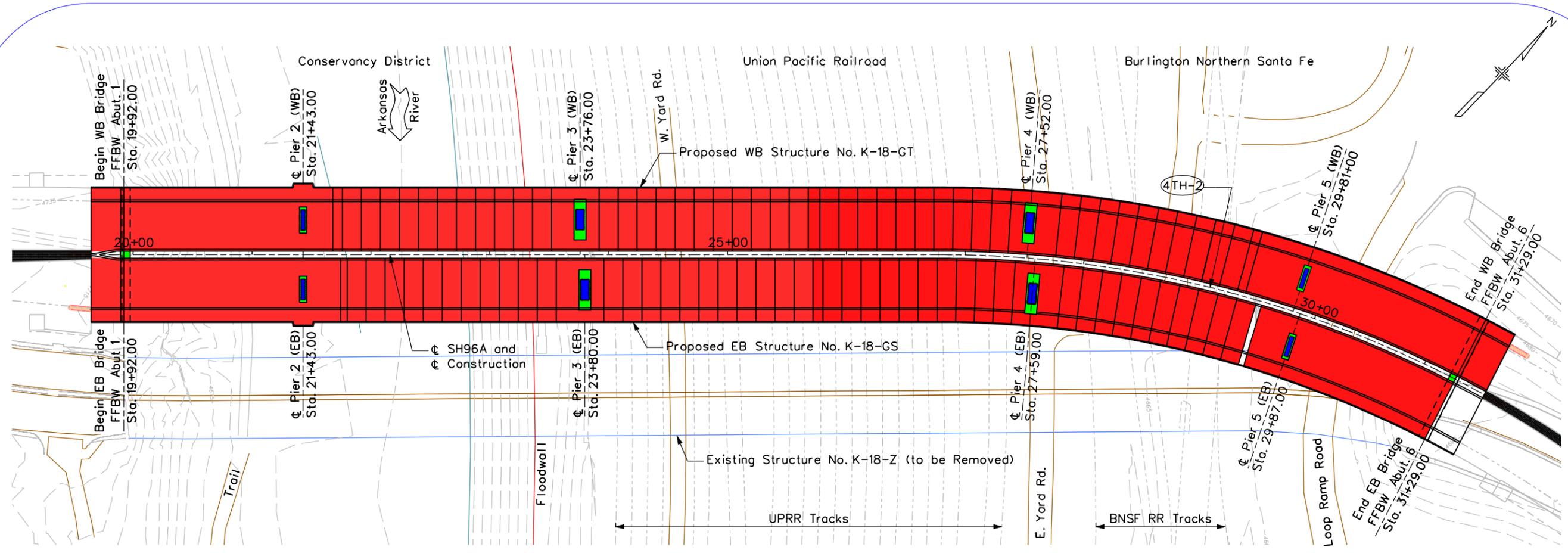
**September 2, 2010  
 Day 991 of 1278**

**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  |
| 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               |                   |
| 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.**

Cantilever construction is complete on the eastbound bridge. The baseline schedule has changed with the traffic phasing modification for placing two lanes of traffic with pedestrians on the westbound bridge and the above dates with an asterisk (\*) are based on the April 2010 Schedule. These dates reflect an accelerated schedule from the April 2008 Baseline Schedule.



PLAN

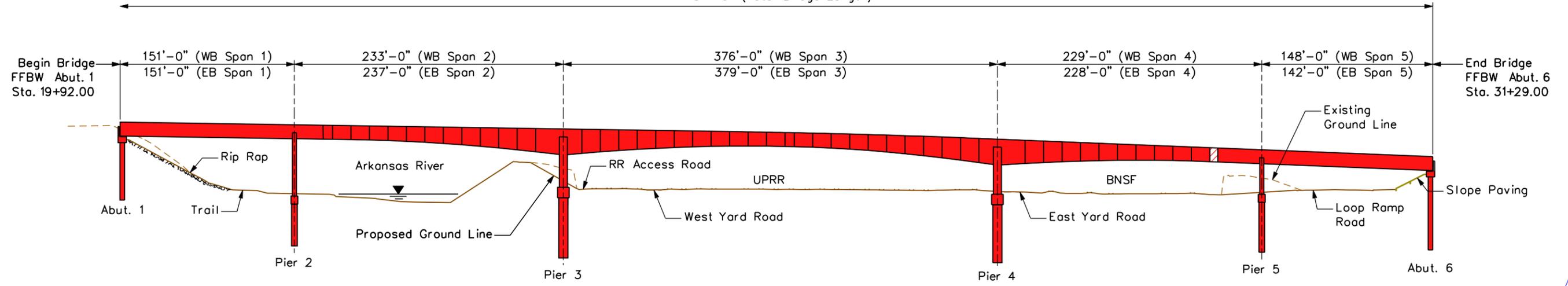
**LEGEND - PLAN**

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

**LEGEND - ELEVATION**

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

1137'-0" (Total Bridge Length)



ELEVATION

