

**Recent Construction Highlights**

Flatiron Constructors Intermountain continued segment production at Cantilever 4 EB, cast Pier 5 EB, and finished erecting falsework to begin forming Span 5 EB CIP Superstructure. Bridge demolition continued, and only pier removal remains. The following is a summary of the construction progress for the last month.



**Figure 1 – Existing Bridge Demolition – June 4, 2010:**

Work continues on Span 6 existing bridge girder removal. Half of the span is removed from the Rail Yard, while the other half cantilevers out over the Arkansas River. The cantilevered portion, and Span 7 in the background, will be removed from the other side of the river.

**Figure 2 – Pier 5 EB Column Construction – June 6, 2010:**  
The ironworkers make final adjustments to the reinforcing prior to forming all four sides of Pier 5 EB column.



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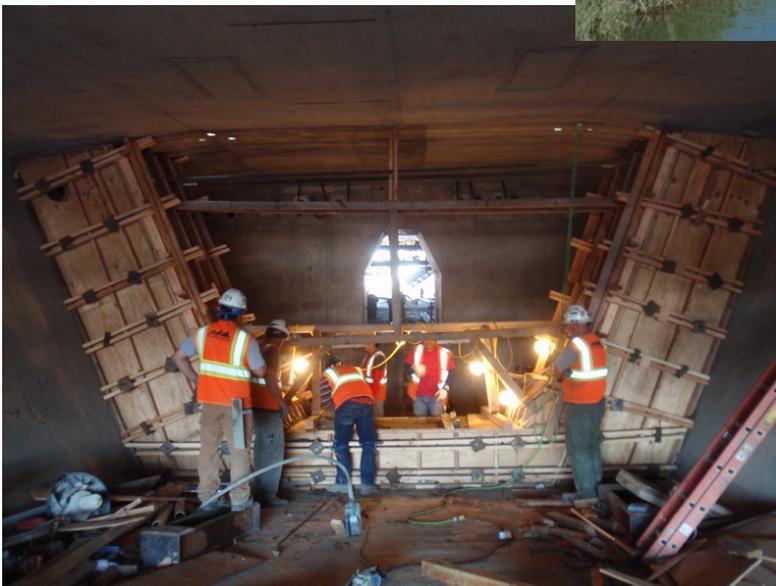


**Figure 3 – Pier 5 EB Column Construction – June 6, 2010:**

The flared forms are added upon completion of the reinforcing installation. Cantilever 4 EB construction continues in the background.

**Figure 4 – Existing Bridge Demolition – June 15, 2010:**

Two hydraulic cranes perform a tandem pick on the existing bridge Span 7 girders. One crane temporarily holds half of the girder, as a second crane sets the other half on the ground to be hauled away. A single crane pick was not within the capacity of either crane for an appropriate swing radius for the 202-foot long girders. The process is repeated with removal of the cantilever beams over the river, followed by Span 7 girders.



**Figure 5 – EB Cantilever Construction – June 16, 2010:**

Workers place the stability prop diaphragm concrete at Cantilever 4 EB.

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**Figure 6 – Span 5 EB CIP Superstructure Construction – June 17, 2010:**

After stripping the column forms at Pier 5 EB, work quickly resumes to install the remaining falsework for Span 5 EB CIP Superstructure.



**Figure 7 – EB Cantilever Construction – June 25, 2010:**

Cantilever 4 EB construction continues in the background. All of the girders have been removed from the existing bridge, and only pier removal within the Rail Yard remains.

**Figure 8 – Span 5 EB CIP Superstructure Construction – June 25, 2010:**

The bottom slab and web forming operations of Span 5 EB progress after completing the falsework erection. Currently, Cantilever 4 EB construction completion is anticipated in late July, and because Span 4 EB closure joint must occur prior to main-span closure, Span 5 EB CIP Superstructure is a critical path activity.





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<b>Substructure Construction</b>	<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	1 3/4	of	2	Each	88%

<b>Superstructure Construction</b>	<u>To</u> <u>Date</u>		<u>Total</u>	<u>Unit</u>	<u>% Complete</u>
<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	1	of	2	Each	50%
Abutment Diaphragm Eastbound	1	of	2	Each	50%
Pier Diaphragm Eastbound	1	of	2	Each	50%
Pier Table Eastbound	2	of	2	Each	100%
Cantilever 3 Segments Eastbound	22	of	22	Each	100%
Cantilever 4 Segments Eastbound	11	of	20	Each	55%
Closure Segments Eastbound	1	of	3	Each	33%



**Project Summary:**

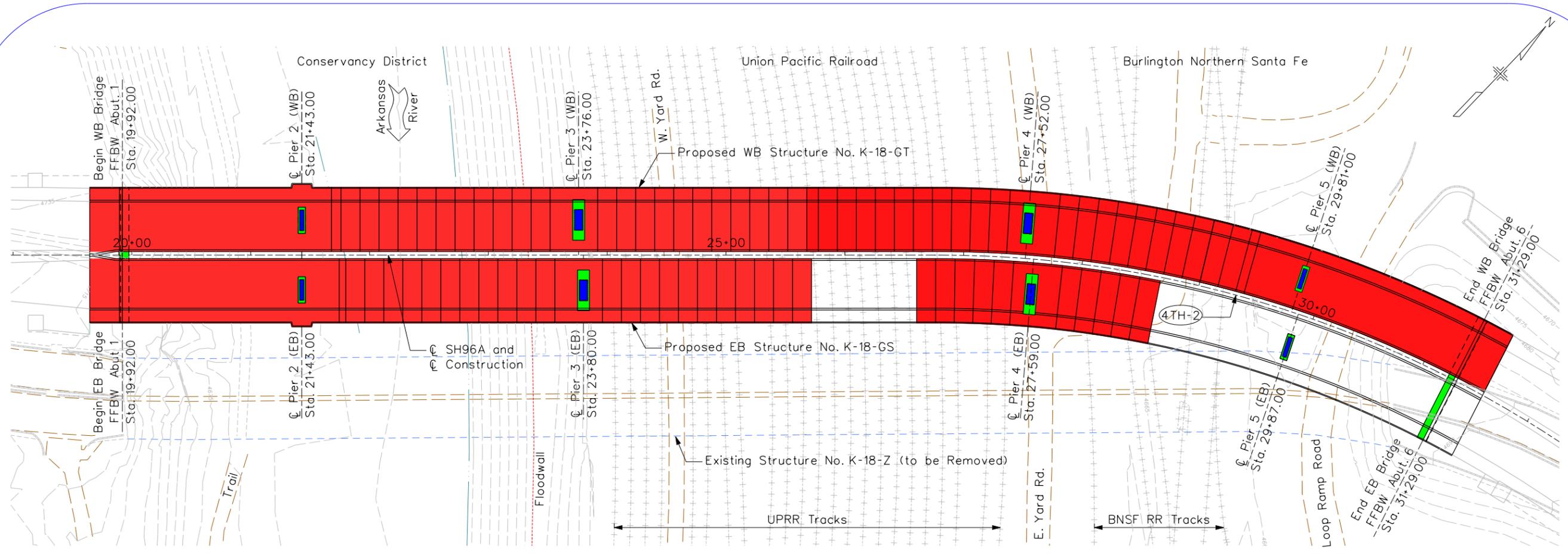
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**Project Milestone Dates**

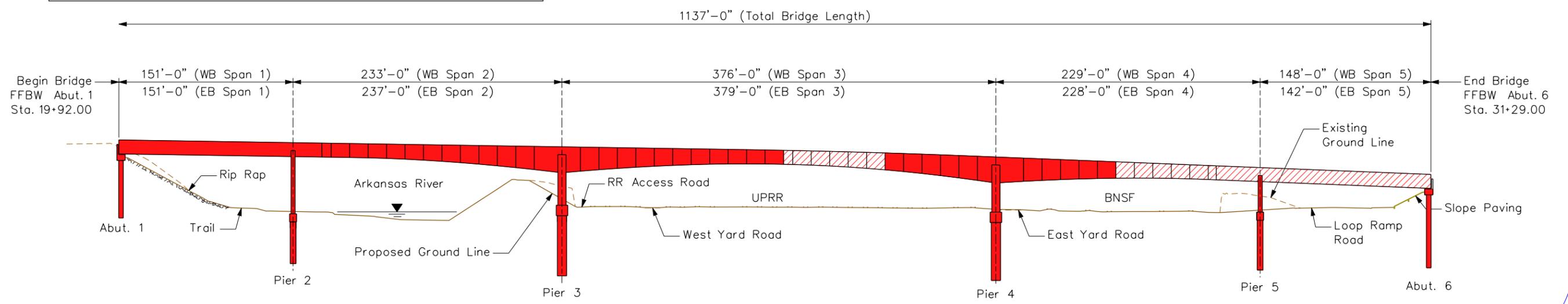
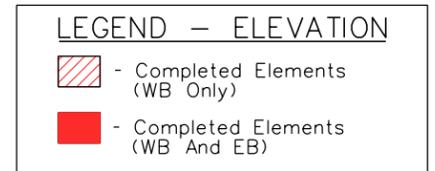
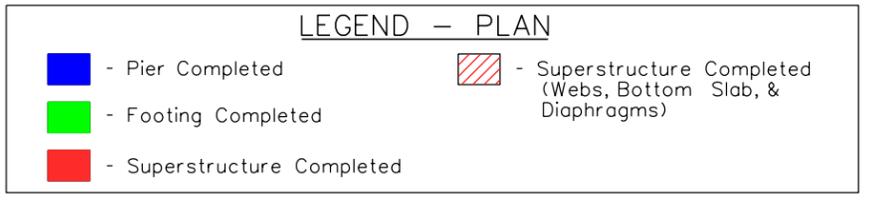
Milestone Event	April 2008 Baseline Finish Date	Actual
Project Award	October 18, 2007	October 18, 2007
Notice to Proceed	November 8, 2007	November 8, 2007
Form and Pour First Segment – W3-1E	November 19, 2008	February 16, 2009
Form and Pour First Closure – Span 2 WB	May 19, 2009	August 14, 2009
W4-10E 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 Last Segment – E4-10E	*July 27, 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 continues on the eastbound bridge with both travelers in operation and on schedule. 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



ELEVATION

