



# West Corridor Monthly Progress Report

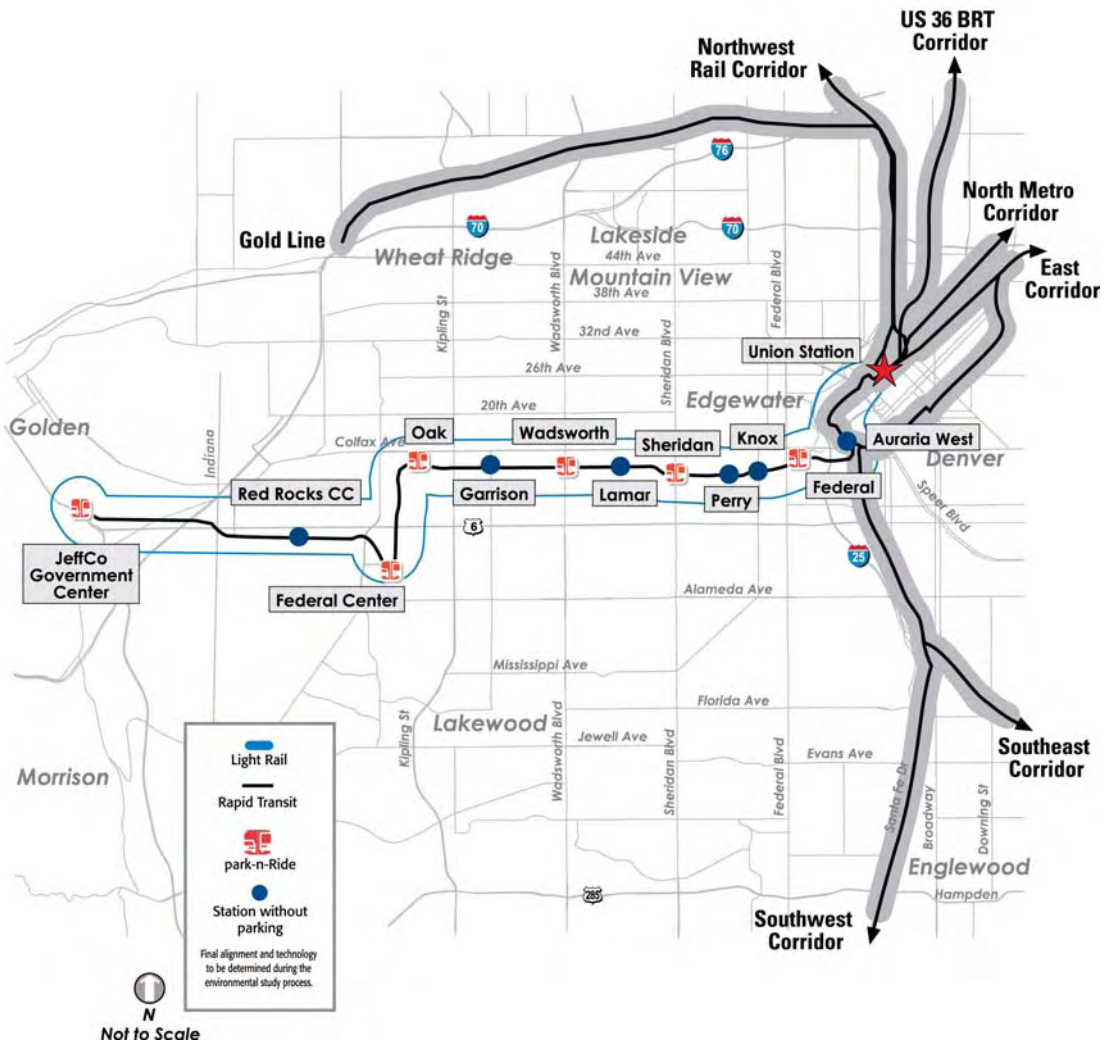
October 2010



*Regional Transportation District*

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## PROJECT UPDATE

Construction continues on the West Corridor this month with the continuation of wall and bridge construction, systems conduit, overhead catenary system (OSC) foundations, corridor-wide excavation and guideway preparation, and the continuation of drainage and roadway improvements.

The most visible new construction has been the installation of curb and gutter and asphalt paving of 13th Avenue west of Wadsworth. The assemblage of the South Platte River Bridge has also changed the surrounding landscape. In addition painting of MSE and soundwalls along the corridor has given a final look to many visible elements.

Utility work is also ongoing. Dry utility construction has reached 86% completion. Most remaining utility work requires coordination with DTCG's construction.

Civil construction has consisted mostly of preparation of the light rail guideway, and drainage improvement activities. Crews have been excavating and grading the areas around the light rail stations. Additionally, work is ongoing on the alignment with grading, sub-ballast and ballast placement.

Crews also continue to weld the 80' rail sticks together into 800' rail strings and pull them to various locations along the corridor.

DTCG has also begun installing OCS foundations, which will support the electrification system that powers the light rail vehicles.

Our PI team has been busy meeting with the media, stakeholders, community groups, and property owners.

# UTILITY RELOCATION

## Design Overview

The estimated total number of work orders for this project is 305. This includes 252 for private utility owners and 53 for public utilities (which will be constructed by RTD's contractor). RTD has prepared 301 work orders for utility relocations; this number includes work performed by the utility owners and work performed by RTD's contractor.

## Construction

Xcel Energy-Electric has four remaining work orders to complete all known utility relocations. In addition to the four remaining work orders, there are 30 other work orders that will require coordination with DTCG's construction. The 30 work orders consist of proposed street lighting, traffic signals, mast arms and traffic signal poles.

Xcel Energy-Gas Operation has only one remaining gas line to relocate (which requires coordination with DTCG construction of the Decatur Street structure).

Qwest has seven work orders to complete all known communications relocation construction by the end of December 2010. Qwest and DTCG are constructing the temporary support for supporting Qwest facilities during the demolition and construction of the Federal Blvd. structure.

Consolidated Mutual Water Company will complete all known utility relocation construction by December of 2010, with the exception of the waterline construction that requires construction coordination with DTCG.

Adesta's and Level III final relocation construction needs to be coordinated with DTCG's construction of the Decatur Street Bridge.

As of September 30, 2010, 86 percent of the Dry Utility Relocation Construction for the West Corridor has been completed.

FORECASTED WORK ORDERS FOR DRY UTILITIES	TOTAL # WO WRITTEN FOR DRY UTILITIES	TOTAL # DRY UTILITIES NEGOTIATED	WO DRY UTILITIES DESIGN COMPLETE	WO DRY UTILITIES CONSTRUCTION COMPLETE	% DRY UTILITIES DESIGN STARTED	% DRY UTILITIES CONSTRUCTION COMPLETE
252	301	236	233	218	92%	86%

## STRUCTURAL CONSTRUCTION

### Work performed this month:

- MSE walls constructed for Ulysses Street grade crossing
- MSE walls for the Colfax Bridge crossing completed
- Work continued on I-70 Tunnel walls & approach walls
- The Indiana Bridge was painted
- Slip-form operations continued on the ballast walls in various locations throughout Lakewood
- The south abutment of the 6th Avenue Bridge is nearly complete
- Work continued on soundwalls throughout Lakewood, including painting
- Work completed on the Sheridan Bridge substructure
- Work began on walls between Knox Court & Federal Boulevard
- Work completed on the demolition of phase 2 of the Federal Bridge, and substructure work began on phase 2
- Decatur Bridge work began with installation of foundation caissons and the demolition of existing drainage tunnel
- South Platte River Bridge assembly is almost complete with the exception of final bolt testing
- MSE wall excavation for the north Consolidated Main Line (CML) bridge abutment is underway
- Girder assembly and installation underway on the CML Bridge

### Expected work through November 2010:

- Work to conclude on the excavation of the parking structure and surrounding MSE walls for the Jeffco Government Center Station
- Construction of walls and parking structure at Jeffco will begin
- I-70 Tunnel wall finishing will be completed
- Punch list work on the Indiana Bridge will begin
- Slip-form operations on the ballast walls continued in various locations throughout Lakewood & Denver
- Work continued on the south abutment of the 6<sup>th</sup> Avenue Bridge
- Work on soundwalls throughout Lakewood, including painting
- Work continued on Phase 2 of the Sheridan Bridge including bridge deck pour
- Continued work on walls between Knox and Federal (MSE, soil nail, and cast-in-place)
- Continued work on Phase 2 of the Federal Bridge substructure
- Continued work on the Decatur Bridge; girders to be set mid-November; work to be coordinated with re-alignment of Lakewood Gulch
- Continued South Platte River Bridge work, including deck overhang, forms, and rebar
- MSE wall bridge abutments for CML Bridge to begin
- CML Bridge girders to be installed by end of month and work to begin on the deck and superstructure

# STRUCTURAL CONSTRUCTION



South Platte River Bridge Assembly



Sheridan Bridge Substructure Construction

# STRUCTURAL CONSTRUCTION



Colfax  
Bridge  
Approach  
walls and  
final paint



Knox Station  
Wall  
Construction

## CIVIL CONSTRUCTION

### Work performed this month:

- Excavation work began for the parking structure and surrounding walls for the Jeffco Government Center Station
- Guideway/track construction including sub-grade preparation, fine grading, track underdrain installation, sub-ballast and ballast placement, compaction, and tie and rail distribution
- Installation of sub-surface shredded tire ballast mat near Nelson St. in Lakewood
- Construction of miscellaneous inlets, manholes, culverts, piping, outlets, and other storm sewer and drainage structures
- Installation and maintenance of stormwater management and erosion control measures required for ongoing construction activities.
- Pressure welding of 80' rail sticks into 800' CWR strings and distribution of rail strings.
- Roadway demolition/improvement activities including curb & gutter, sidewalk, and concrete/asphalt pavement along 6th Ave in Jefferson County, along the 13th Avenue corridor in Lakewood, and at Old Colfax.
- Partial demolition of building at 1350 Rio Ct. and excavation/disposal of contaminated soil associated with relocation of the Burnham Yard Lead spur

### Expected work through November, 2010

- Continuation of the above listed activities
- Burnham Yard Lead spur construction
- Track at-grade road crossings at select roadways
- Plinth construction for direct fixation track
- Traction power substation foundation construction

# CIVIL CONSTRUCTION



Skeleton Track installation—Sheridan to Perry

Roadway Paving on 13th Avenue at Carr



# CIVIL CONSTRUCTION



Perry Street Station foundations



Curb and gutter work at 14th and Sheridan

## SYSTEMS CONSTRUCTION

### Work performed this month

- Review of systems cable and equipment submittals
- RTD, DTCG, BBRI and FRSC have been meeting and reviewing the ductbank installation schedule to make sure items being built by DTCG will be compatible with BBRI's systems components
- DTCG continued installing corridor-wide conduit, which will house the signal, communication and power cables
- DTCG continued installing overhead catenary system (OCS) foundations which will support the OCS poles and system
- BBRI assembled signal equipment and other systems equipment

### Expected work through November, 2010

- Continue to review of systems submittals
- BBRI will receive more cables, signal equipment, and other systems equipment
- DTCG will continue to install ductbank and manholes
- DTCG will continue to install OCS foundations
- DTCG will continue to install systems supports/anchor bolts and conduits on bridges and cast in place walls

## SYSTEMS CONSTRUCTION



Ductbank  
Installation  
between  
6th Avenue  
and Union



Overhead  
catenary  
system foun-  
dations

## RIGHT-OF-WAY

The right-of-way for the West Corridor project includes 20 parcel impacts (original total acquisition); 52 parcel impacts (owned by government entities); four parcel impacts (owned by railroad companies); two parcel impacts (partial acquisition changed to total acquisition); and 241 parcel impacts (partial acquisitions).

The process to acquire the right-of-way for the original total acquisitions began early in the project and currently possession of 19 of the 20 properties has been completed. Negotiations continue on the one remaining parcel, dependent on the design of the Sheridan Parking Structure.

The process to acquire the right-of-way from a governmental entity involves negotiations through an Inter-Governmental Agreement (IGA). The IGA by and between the Regional Transportation District and the Colorado Department of Transportation has been signed. Pursuant to a fully executed IGA by and between the City of Lakewood and the Regional Transportation District, permits will be issued by the City of Lakewood on their property required for the project at the request of DTCG.

The Real Estate Exchange Agreement by and between RTD and the City and County of Denver for property west of Federal Blvd. has been signed by RTD and has been approved by the Denver City Council. All streets within the park have been vacated by ordinance and quitclaim between CCD and RTD will be exchanged.

As required by the State of Colorado, right-of-way plans are being finalized for recording in both Jefferson and Denver counties.

## RIGHT OF WAY (Continued)

### Acquisition Tables

# of Parcel Impacts (Total Acquisition)	# of Parcels Certified	# of Appraisals In Process	# of Appraisals Completed	FMV Determinations	Acceptance	Ready for Construction
20	20	0	20	20	19	19
# of Parcel Impacts (Owned by Government Entities)	# of Parcels Certified	IGAs are pending			IGAs approved	Ready for Construction
52	52				51	51
# of Parcel Impacts (Owned by Railroad Companies)	# of Parcels Certified	Agreements are pending			Agreements approved BNSF (343B & C)	Ready for Construction BNSF (343B & C)
4	4				2	2
# of Parcel Impacts (Partial Acquisition changed to Total Acquisition)	# of Parcels Certified	# of Appraisals or Value Findings in Process	# of Appraisals or Value Findings Completed	FMV Determinations or Value Findings Approved	Possession/Closing	Ready for Construction
2	2	0	2	2	2	2
# of Parcel Impacts (Partial Acquisition)	# of Parcels Certified	# of Appraisals or Value Findings in Process	# of Appraisals or Value Findings Completed	FMV Determinations or Value Findings Approved	Possession /Closing	Ready for Construction
241	241	6	235	235	214	214
<b>TOTAL # of Parcel Impacts</b>	<b>TOTAL # of Parcels Certified</b>	<b>TOTAL # of Appraisals or Value Findings in Process</b>	<b>TOTAL # of Appraisals or Value Findings Completed</b>	<b>TOTAL # of FMV Determinations or Value Findings Approved</b>	<b>TOTAL # of Acceptance</b>	<b>TOTAL # Ready for Construction</b>
319	319	6	257	257	288	288

## QUALITY MANAGEMENT

The RTD FasTracks team has implemented a systematic quality management oversight (QMO) program based on the FTA Quality Assurance/Quality Control Guidelines, and the international standard for quality systems, ISO 9001. RTD's Quality Management system is described in the RTD FasTracks Quality Assurance Program Plan. Specific processes are further described in the Quality Management Oversight Program Manual, and accompanying procedures.

The weekly Quality Team meetings and verification inspections of the contractor's construction work continued in July in accordance with the RTD Quality Management Oversight Program Manual; results of RTD verification inspections are communicated to the contractor, and tracked within RTD's Quality Management Oversight database to ensure any non-conformances are corrected to RTD's satisfaction and closed.

Kumar and Associates continued split sampling/testing of concrete and soil backfill and embankment. Kumar also continued their audits of the material testing data entered into the Quality Records Database (QRD) for the project.

### **Areas of Concern:**

None at this time.

## PUBLIC INFORMATION

### October 2010

October 5 Denver Post Decatur Bridge media shoot  
October 6 Lakewood Construction Meeting  
October 6 Empire Club of Lakewood Presentation  
October 7 Denver Post I-70 photo media shoot  
October 12 West Corridor Small Stakeholders Meeting  
October 12 Two Creeks Annual Meeting Presentation  
October 12 Meeting with Property owner (Cynthia Vitale)  
October 13 Lakewood Construction Meeting  
October 13 Meeting with property owner (Beverly Thygesen)  
October 15 Meeting with property owner (Keith Dameron)  
October 15 E-Newsletter Distribution  
October 18 Green Mountain Kiwanis Presentation  
October 20 Lakewood Construction Meeting  
October 20 St. Anthony's Health Passport Group Tour  
October 20 Eiber Board Meeting  
October 21 Colorado Air Quality Commissioners Meeting (Cynthia Vitale)  
October 26 Facts and Snacks: Elati Light Rail Maintenance Facility Tour  
October 27 Lakewood Construction Meeting  
October 29 Internal E-Newsletter distribution

### Planned Events for November 2010

November 1 Cedar Crest Homeowners Meeting  
November 2 CDPHE and Cynthia Vitale field meeting  
November 3 Lakewood Construction Meeting  
November 9 West Corridor Small Stakeholders Meeting  
November 10 Lakewood Construction Meeting  
November 11 Sheridan Parking Structure Meeting  
November 12 Elected Officials Briefing  
November 15 E-Newsletter Distribution  
November 17 Lakewood Construction Meeting  
November 18 Eiber Board Meeting  
November 24 Lakewood Construction Meeting

## DBE PARTICIPATION

<b>Firm</b>	<b>DBE Goal</b>	<b>Actual for September 2010</b>
David Evans & Associates	21%	19.1%
FRSC	10%	12.4%
Denver Transit Construction Group (DTCG)	13% Pre-Construction	21.2%
Denver Transit Construction Group (DTCG)	18% Construction	11%
Balfour Beatty Rail Inc. (BBRI)	18%	21.1%

## RISK MANAGEMENT — SUMMARY

The Risk Register, on page 19, shows that the West Corridor has identified 16 Risks.

# of Low Risk	# of Medium Risk	# of High Risk
7	3	2

\* Based on likelihood to occur, cost impact, schedule impact

### Newly Identified Risks

No new risks have been identified.

### Focused Risks

There are two focused risks currently: design errors requiring re-design work and/or added construction costs, and ROW cost/schedule impacts. RTD is mitigating the ROW impacts monthly. RTD believes the ROW impact of -15 work days can be mitigated further, as construction progresses. The critical path scope impacted by ROW is; the CML Bridge/BYL/Auraria and Sheridan Bridge. The allocated contingency has been updated this quarter. Contingency has been applied to those risks having a probable impact to the project. Because of this, several risk items have been reduced to low risk or just kept as a place holder

# RISK MANAGEMENT — REGISTER

PROJECT RISK REGISTER		Low (1)	Med (2)	High (3)	Legend	
Denver West Corridor		< 10%	<> 10-50%	> 50%	< 100	
REV: 1		< \$100K	<> \$100K - 500K	> \$500k	100 - 250	
DATE ISSUED: SEPTEMBER 2010		< 2 Mths	<> 2 - 6 Mths	> 6 Mths	> 250	
Risk ID	Risk Event	Probability	Cost \$	Time	Score	Discipline Lead
<i>Project-Wide</i>						
PW-1	Design errors (or omissions) on the part of DTCG/RTD/DEAF/SRC that result in modifications to the construction contract resulting in change orders (CO) affecting cost, schedule, or contract terms. ( potential add'l cost for final \$\$ for Auraria, BYL, GSA, Knox walk, Indiana, I-70)	100	3	2	600	PAUL V F
PW-19	Opening Day Parking availability at Wadsworth, Sheridan, DFC, Decatur/Federal - Invesco, and Jeffco	25	1	1	100	B. Tierney
PW-S	Potential issues surrounding details of interfaces between multiple contractors, stakeholders	50	2	1	100	JIM
<i>SCC 10 Guideway and Track</i>						
SCC10-28	May INCREASE amount of excavation above that allocated in the GMP. Hold till start work a subgrade. Appears minimal cost for guideway. (AC)	1	1	1	100	PAUL D
<i>SCC 20 Stations, Stops, Terminal</i>						
<i>SCC 40 Sitework and Special Conditions</i>						
SCC40-20	Utility relocations may not be completed without impacting WC schedule. Possible unknown utilities or unanticipated costs. (I.e. s platte, ) (AC)	1	1	1	100	VIVIAN S
SCC40-25	Hazmat for the BYL starting initial testing, may require additional testing (AC)	1	1	1	100	MATT H
SCC40-24	PUC Application and response. Potential denial of RTD request for no horns or bells at intersections in lakewood - Waiting final Signal Design	20	2	1	40	PAUL VF
SCC40-21	Hazmat and contaminated soil removal may be more significant than expected. Significant risk of unanticipated hazmat sites during construction. (DFC Parking/ Wadsworth & Sheridan, Lakewood Gulch and Guideway) (AC)	1	1	1	100	MATT H
SCC40-39	XCEL Transmission lines at Decatur: blocked access	100	2	1	200	VIVIAN S
<i>SCC 50 Systems</i>						
SCC50-11	There are significant and varied interfaces with existing corridors. These interfaces (and cut-overs) pose significant schedule risks. (Auraria) will start a task force (PROGRAM COSTS)	1	1	1	100	FRANK
<i>SCC 60 ROW</i>						
SCC60-6	Delay in acquisition creating an impact to the schedule	100	3	3	900	NICK N
SCC60-8	Final ROW settlement costs exceed budget estimates.	50	3	1	150	NICK N
<i>SCC 70 LRV</i>						
<i>SCC 80 Professional Services</i>						
SCC80-3	Staffing requirements and overhead costs may rise if schedule slips. (RTD Staff)	25	2	1	50	JERI T

## RISK MANAGEMENT — REGISTER (Continued)

PROJECT RISK REGISTER		Low (1)	Med (2)	High (3)	Legend	
Denver West Corridor		< 10%	<> 10-50%	> 50%	< 100	
REV : 1		< \$100K	<> \$100K - 500K	> \$500k	100-250	
DATE ISSUED :SEPTEMBER 2010		< 2 Mths	<> 2 - 6 Mths	> 6 Mths	> 250	
Risk ID	Risk Event	Probability	Cost \$	Time	Score	Discipline Lead
SCC80-8	Possible conflicts in areas of responsibility for trackwork access and testing, delays in test completion, or other integration could lead to delays and additional staffing costs.	25	2	1	50	FRANK
<b>Terms and Conditions</b>						
T&C-6	Costs exceed budgeted allowance accounts (12 allowance accounts) (AC)	75	1	1	75	ERIKA
T&C-18	Change orders may arise due to vague areas of responsibility between Civil/Systems Contractors - future issue matrix responsibility further defined.	50	1	1	50	FRANK/PAUL

## COST SUMMARY

As of the end of the September, the status of Change Control is as follows:

TYPES OF CHANGES	AMOUNT
· Design Work Orders:	0
· Design Change Orders (DCO):	20
· Design Pending Change Orders:	0
· Construction Work Orders:	0
· Construction GMP Change Orders (GCO):	35
· Construction Change Orders (CCO):	49
· Construction Pending Change Orders:	6
· Systems Work Orders:	0
· Systems Change Orders (SCO):	9
· Systems Pending Change Orders:	0

Change Orders executed in September, with costs in excess of \$100,000.

CO	DESCRIPTION	AMOUNT
CCO#099	Burnham Yard Lead UPRR Relocation	\$1,555,514.03
CCO#100	Revision 6 Stakeholder Comments	\$1,903,837.83

Pending Changes in review in September with costs in excess of \$100,000.

PCN	DESCRIPTION	
CCO#090	SWMP CDOT Consent Decree	\$1,100,000.00
CCO#106	Allowance: Environmental Mitigation—Haz. Mat.	\$ 225,000.00
CCO#109	DFC Surface Lot & Detention Pond	\$6,822,387.10

Note: Executed construction change orders (CCO) are primarily for Guaranteed Maximum Price (GMP) work scope prior to full Notice to Proceed (NTP).

# PROJECT BUDGET

Corridor Element	Revised Budget (BUD)	Obligated/Committed to Date	% Committed	Actual to Date	% Complete	Estimate at Completion (EAC)	Budget Variance BUD-EAC
10 Guideway & Track Elements	\$135,455,423	\$127,455,423	94.09%	\$74,137,059	54.73%	\$135,455,423	\$0
20 Stations, Stops, Terminals	\$39,721,478	\$38,996,479	98.17%	\$794,402	2.00%	\$39,721,478	\$0
30 Support Facilities, Yards, Shops, Admin Bldgs	\$1,905,562	\$1,905,562	100.00%	\$1,905,562	100.00%	\$1,905,562	\$0
40 Sitework & Special Conditions	\$192,510,921	\$185,099,971	96.15%	\$110,558,917	57.43%	\$192,510,921	\$0
50 Systems	\$60,336,296	\$59,073,007	97.91%	\$9,681,565	16.05%	\$60,336,296	\$0
60 ROW, Land, Existing Improvements	\$57,972,608	\$47,618,836	82.14%	\$52,285,357	90.19%	\$57,972,608	\$0
70 Vehicles	\$66,243,080	\$65,847,524	99.40%	\$62,755,948	94.74%	\$66,243,080	\$0
80 Professional Services	\$86,517,240	\$80,511,209	93.06%	\$69,927,018	80.82%	\$86,517,240	\$0
<b>Capital Total</b>	<b>\$653,010,191</b>	<b>\$606,508,011</b>	<b>92.88%</b>	<b>\$382,045,827</b>	<b>58.51%</b>	<b>\$653,010,191</b>	<b>\$0</b>
100 Finance Charges	\$56,819,809					\$56,819,809	
<b>TOTAL PROJECT COST (10-100)</b>	<b>\$709,830,000</b>					<b>\$709,830,000</b>	

Thru 8/30/2010

**Notes:**

The actual cost for EIS/PE is included in the actual cost to date.

The Vehicle depreciation is included in the Vehicle actual to date cost.

\*Appropriations are updated on an annual basis

\*\*Committed to Date includes Federal portion of CM/GC & Systems Contractors

## PROJECT SCHEDULE

Attached is the West Corridor Summary Project Schedule through August 31, 2010

NTP: 16 June 2009

Total Construction Days: 1281

Days Completed: 441

Days Remaining: 839

Construction Duration % Complete 35%

Project Percent Complete: 63%

Construction Percent Complete: 53%

### Status against Major Coordination Milestones:

The status will be assessed after the September 2010 revised schedule submittal with interim system milestones added.

### On-Going Work

Bridges and Structures: There are a total of 15 Bridges and Structures, 14 are in construction, with an overall earned value of 78%. Pedestrian Bridges are complete.

Bridge	Start	Forecasted Finish	Percent Complete
Colfax Bridge	10-Jun-09 A	1-Oct-10	98.40%
Indiana Bridge	16-Jun-09 A	29-Oct-10	99.18%
US 6 Bridge	19-Feb-09 A	27-Jan-11	90.27%
Kipling Bridge	12-Feb-08 A	10-Sep-10	96.97%
Wadsworth Bridge	01-Sep-09 A	26-Oct-10	98.01%
Sheridan Blvd Bridge	28-Nov-09 A	1-Mar-11	51.07%
West Dry Gulch Bridge	30-Apr-08 A	2-Sep-10	98.07%
East Dry Gulch Bridge	01-Aug-08 A	15-Jul-10 A	100.00%
Federal Blvd Bridge	12-Jun-09 A	20-Apr-11	58.50%
Decatur St Bridge	1-Sep-10	3-Oct-11	0.00%
Lakewood Gulch Bridge	15-May-09 A	16-May-11	88.40%
South Platt River Bridge	19-Feb-09 A	1-Apr-11	55.14%
CML Flyover	01-Jun-09 A	28-Apr-11	55.15%
I-70 Tunnel	01-Jul-09 A	23-Sep-10	99.16%
Union/Simms Tunnel	01-Apr-10 A	23-Dec-10	91.58%

Overall wall progress is 64% complete.

Wall	Start	Forecasted Finish	Percent Complete
Area #1	01-Jul-09 A	29-Nov-10	89.44%
Area #2	02-Jan-09 A	25-Mar-11	64.14%
Area #3	29-May-09 A	21-Nov-11	42.47%

## PROJECT SCHEDULE (Continued)

Drainage at the main drainage structures is 81% complete. The EV slipped this month from last month due to recoding of construction work scope between utilities and drainage.

Drainage	Start	Finish	%
Area #1	02-Sep-08 A	26-May-11	78.32%
Area #2	02-Sep-08 A	21-Jul-11	87.52%
Area #3	02-Sep-08 A	30-Dec-11	77.70%

Stations work is in the beginning stages of clearing and grubbing with elevator work being started at Wadsworth and Red Rocks Station. No significant work was completed this month.

Station/Parking	Start	Finish	%
<b>Total</b>	01-Jun-09 A	15-Nov-12	2.99%
Jeffco Parking Garage	15-Oct-10	6-Jul-11	0%
Jeffco Parking Lot	7-Jun-11	31-Aug-11	0%
Jeffco Passenger Station	02-Nov-09 A	18-Nov-11	1.98%
Red Rocks Passenger Station	04-Jan-10 A	13-Jul-11	10.37%
Federal Center Passenger Station	05-Jan-10 A	23-Dec-11	1.47%
Oak St. Passenger Station	01-Feb-10 A	27-Jun-11	1.09%
Garrison St. Passenger Station	01-Apr-10 A	8-Jul-11	1.72%
Wadsworth St. Station	15-Oct-09 A	24-Oct-11	19.74%
Lamar St. Passenger Station	01-Apr-10 A	26-Sep-11	1.39%
Sheridan St. Passenger Station	15-Jan-10 A	23-Mar-12	0.99%
Perry St. Passenger Station	01-Jul-09 A	30-Jun-11	2.50%
Knox Ct. Passenger Station	01-Jun-09 A	1-Jul-11	3.40%
Federal Blvd Passenger Station	25-Jan-10 A	7-Nov-11	1.13%
Auraria St. Passenger Station	08-Jun-10 A	30-Jul-12	6.71%

**Total Float: -15 Work days**

Schedule Delay due to: ROW Acquisition.

The TF gained 22 work days this month putting the construction schedule at -15 days of float from the previous month of -64 days of negative float. This was achieved by coming to agreements with UPRR and BNSF on construction dates at the BYL in coordination with DTCG's schedule. RTD, along with DTCG and BBRI continue to work to reduce the total float. Monthly scheduling meetings will continue.

## PROJECT SCHEDULE (Continued)

### Critical Path:

The critical path (CP) begins with mobilization at CML Bridge at the east end of the corridor. When the CML Bridge is complete the CP switches to the construction of the Burnham Yard Lead, then onto the preparation of sitework for the Auraria Station. The Auraria Station is the final scope of work on the critical path leading to completion of the construction Schedule.

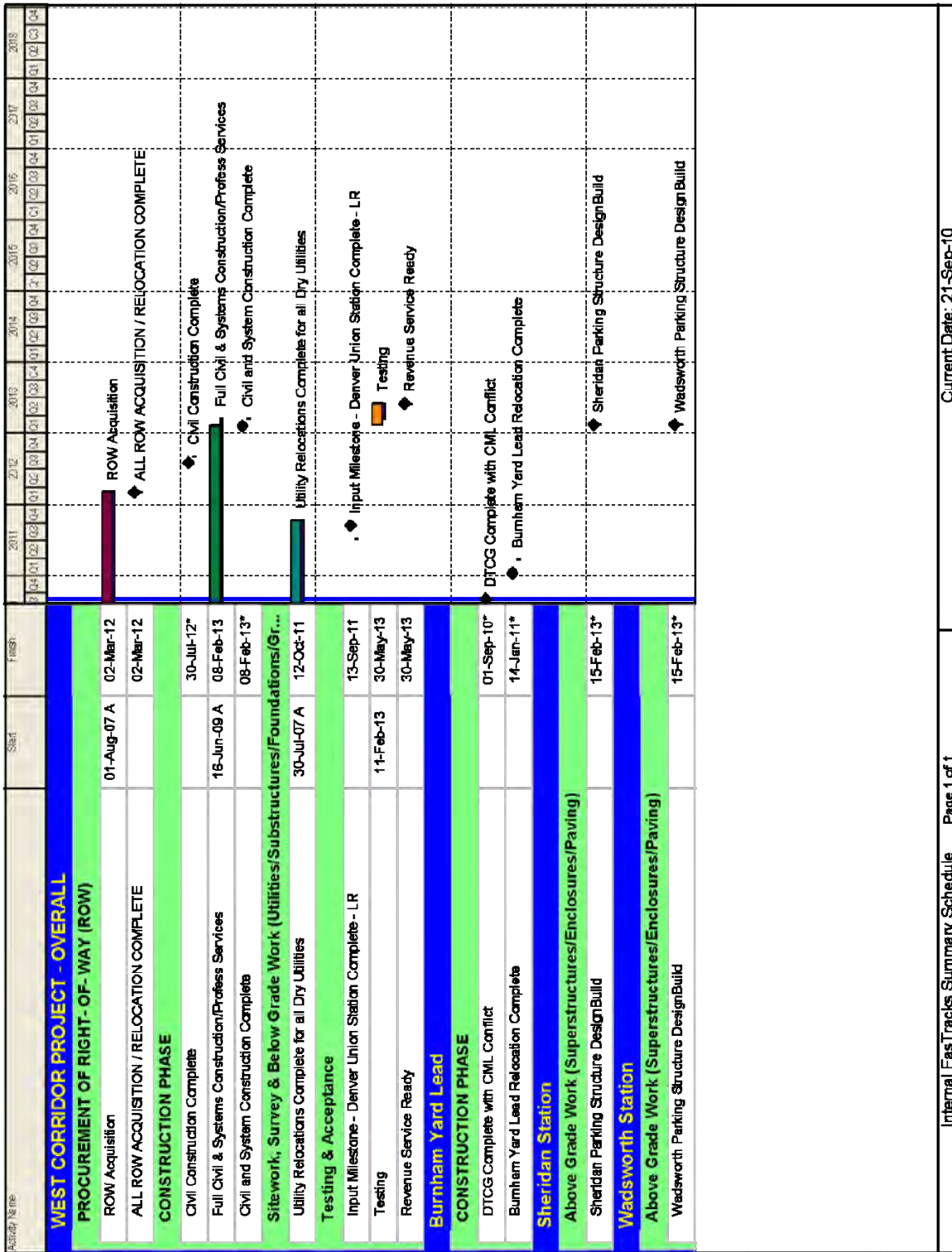
### Summary Progress by SCC Codes:

The overall schedule progress is .97, which initially indicates the WC is slightly behind the targeted schedule. Systems work (SCC 50) appears lower than the target schedule. However, the target schedule has procurement of system materials in SCC 50, while our current schedule has materials correctly in SCC 40. Systems work is still in the preconstruction/procurement stage and is on schedule. The target schedule has construction management within systems SCC 50, while the actual numbers have the construction management in SCC 40. This will be corrected when the Annual Program Evaluation (APE) is revised. BBRI's billings equal the target amount indicating systems scope is on schedule.

The analysis excludes SCC 80 Indirect Costs and SCC 90 Contingency

SCC CODES	CURRENT BUDGET	TARGET AUGUST 2010	EARNED VALUE AUGUST 2010	TARGET EV	ACTUAL EV	SPI
<b>GUIDEWAY ANT TRACK ELEMENTS</b>						
10	\$ 138,192,649	\$ 76,830,562	\$ 79,960,978	56%	58%	1.04
<b>STATIONS, STOPS, TERMINALS, INTERMODAL</b>						
20	\$ 39,721,478	\$ 13,036,563	\$ 794,402	33%	2%	0.06
<b>SUPPORT FACILITIES; YARDS SHOPS ADMIN BUILDINGS</b>						
30	\$ 1,900,664	\$ 1,900,665	\$ 1,900,664	100%	100%	1.00
<b>SITWORK AND SPECIAL CONDITIONS</b>						
40	\$ 218,061,809	\$ 112,304,866	\$ 114,358,048	52%	52%	1.02
<b>SYSTEMS</b>						
50	\$ 60,576,175	\$ 19,962,320	\$ 9,681,565	33%	16%	0.48
<b>ROW, LAND, EXISTING IMPROVEMENTS</b>						
60	\$ 69,228,335	\$ 65,467,126	\$ 64,297,755	95%	93%	0.98
<b>VEHICLES</b>						
70	\$ 72,353,065	\$ 65,853,066	\$ 72,353,065	91%	100%	1.10
<b>TOTAL</b>						
	\$ 600,034,175	\$355,355,167	\$ 343,346,477	59%	57%	97%
SPI IS THE SCHEDULE PERFORMANCE INDEX. A VALUD OF 1.0 OR ABOVE INDICATES THAT THE SCHEDULE IS ON OR AHEAD OF SCHEDULE. A VALUE OF .99 OR BELOW INDICATES THAT THE ACTUAL PROGRESS IS BEHIND SCHEDULE.						

# PROJECT SCHEDULE (Continued)



Current Date: 21-Sep-10

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