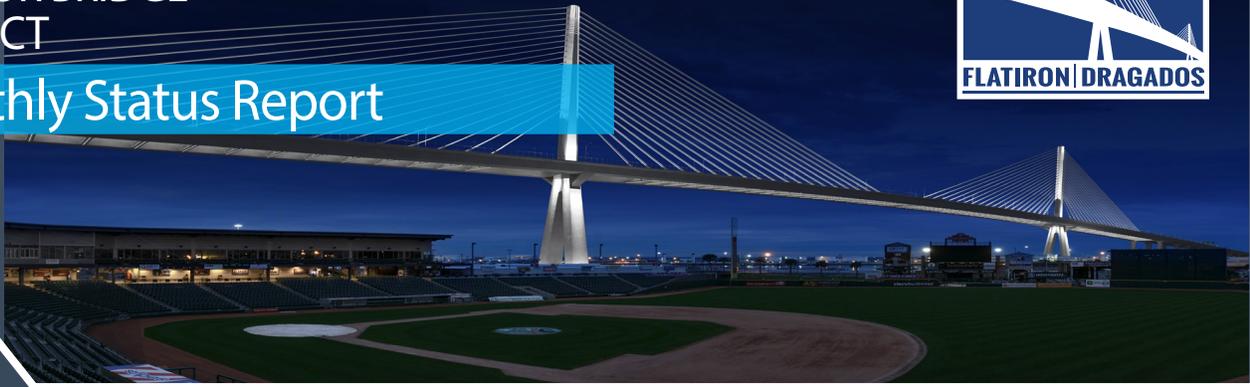




Monthly Status Report



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Construction Resumes on the Cable Stay Bridge (CSB) Towers

October was an exciting month on the Harbor Bridge Project. Harbor Bridge commuters could finally see construction activities resume on the CSB North and South Towers (also referred to as Pylons). Specialized Project crews mobilized to continue the construction of the Pylons on both the North and the South sides of the Ship Channel. Production is non-stop, and expert teams rotate in shifts 24 hours daily. Continuous work is necessary to advance the schedule and complete lift pours that cannot be paused and take up 36 hours consecutively. Following is an overview of the progress so far and a look ahead through 2021.

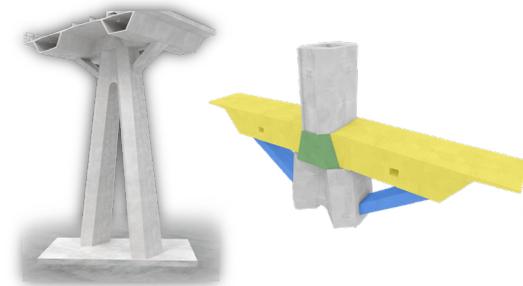
North Tower: Late in August, it took about 20 hours to pour approximately 320 cubic yards of concrete (cy) to complete Lift 11 of the Lower Tower. The rebar installation of the Tower Table Base (Lift 12) is nearing completion. Ducts and post-tensioning bars are installed as the reinforcement is going up. Precision in the placement of these elements is essential. Templates and the most advanced survey equipment are used to make sure everything is in the right place. At this pace, the massive 170-year mix concrete pour will occur in November for Lift 12. In addition, shoring towers, which look like scaffolding to support the struts (or braces), were erected. Forms are getting prepared and will be erected to the final position with the goal of pouring the struts before the end of the year.

South Tower: The rebar installation of Lift 12, also referred to as the Tower Table Base (TTB), is progressing at a steady pace. Night shift crews are working hard to continue daytime progress. Shoring to support the struts was erected, and preparation work for the forms of these elements is progressing on the ground. The Tower Table segments are being staged for erection later this Winter.

Lift 12 fundamentally connects the substructure and the deck for each Tower. It will take about two months to build and complete the construction of these very complex and unique elements. The TTB encompasses the cast-in-place (CIP) nodal zone centered between 12 Tower Table precast segments weighing around 150 tons each. About 3000 feet of cooling tubes (pipes) will be cast within this lift for temperature control. The pipes are dispersed throughout the approximate 435 cy pour, and cold water will run through them right after the completion of the pour. This section is full of post-tensioning bars and tendons, as it creates the connection of the Bridge deck itself to the substructure. The A-Frames (blue steel frames) and the shoring to hold the formwork for the struts can be seen extending from Lift 10. The struts will be CIP at two stages. Mockup tests to ensure the proper workability of the concrete within the heavily reinforced elements will occur on the ground to rehearse techniques before the actual strut element is cast.

Tower Table segments will be lifted into place once Lift 12 and CIP struts are built. As for lifting, Pylon crews spent much of the Summer doing ground preparation at the Tower base(s) to stage the area for the much anticipated imminent arrival of massive crawler cranes. These cranes have more than double the lifting capacity of any cranes on the Project other than the horizontal gantry crane. They can handle up to 1300 tons and will be used to lift the Tower Table segments, the first deck segments, and the heavy derrick cranes.

Keep an eye out in early 2022 for the first **Upper Tower** lifts to begin taking shape.



October 2021



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