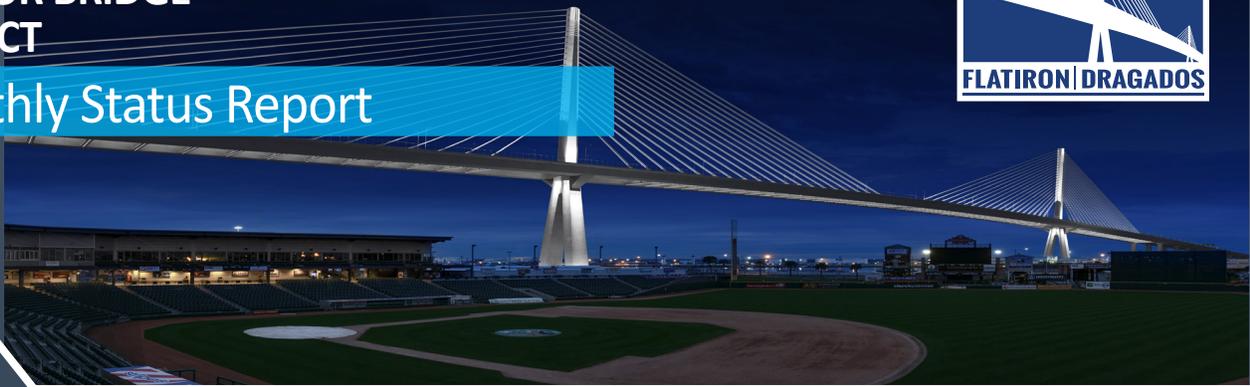


US 181 HARBOR BRIDGE PROJECT

Monthly Status Report



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February / March 2022

Cable-Stayed Bridge (CSB) Progress:

This winter, CSB crews accomplished a significant milestone when they began erecting Tower table segments to assemble the first section or the beginning of the future roadway. The 1,350-ton crawler cranes started lifting Tower table segments weighing between 140 and 195 tons creating the foremost portion of the Cable-Stayed Bridge deck to be placed. Twelve segments, six on the east side and six on the west side will shape the whole section of the Tower table on each Pylon. By early March, all table segments on the North Pylon were lifted and placed, and the South Pylon table erection will be complete later this month. Before placing the table segments, East and West substructure struts were poured and stripped on both Towers to create the table support structure. In addition, brackets were positioned to support the segments, and the underslung platforms were secured to provide access during the installation of the table. The table segments cantilever off Lift 12, which is the nodal zone or Tower table base. Lift 12, the largest lift on the Tower, was poured with about 430 cubic yards of 170-year concrete mix. Observers can see the superstructures rising to new heights, with the Upper Tower Lift 2 concrete pours being complete on each Pylon. This spring, CSB main span segments will be delivered and staged near the base of each Tower. Spectators can anticipate the next CSB milestone in late April when erection is scheduled to begin for the first five typical segments in each direction to create a platform for the incoming derrick cranes. Congratulations to all parties involved for demonstrating the impressive teamwork involved in coordinating ground activities in tandem with building the Bridge deck at more than 200-feet in the air.

Roadwork Progress on the Harbor Bridge Project (HBP):

In February, our roadwork crews significantly improved traffic patterns in heavy commuter areas around the HBP. Several daily and nightly closures were involved in two critical events to enhance commuter safety and access within the Project footprint. 1) Our team achieved a huge milestone by completing the second of four direct connector (DC) bridges around the future IH 37/SH 286/US 181 South Interchange. As a result, the new DC for southbound IH 37 to southbound SH 286 opened to provide a safer connection for motorists. The new ramp improvements include a 14-foot wide lane with 4 to 8-foot shoulders versus the old DC with a 12-foot wide lane and 1 to 4-foot shoulders. Other new safety elements include an incline radius with greater visibility and more time for drivers to react. In addition, the new ramp has a taller and broader solid concrete protective rail on both sides, unlike the previous combination of concrete and metal beam guard rails. 2) A North Beach-area traffic switch occurred, shifting southbound US 181 mainlanes onto new pavement and creating a dedicated southbound entrance ramp at Burleson Street.



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