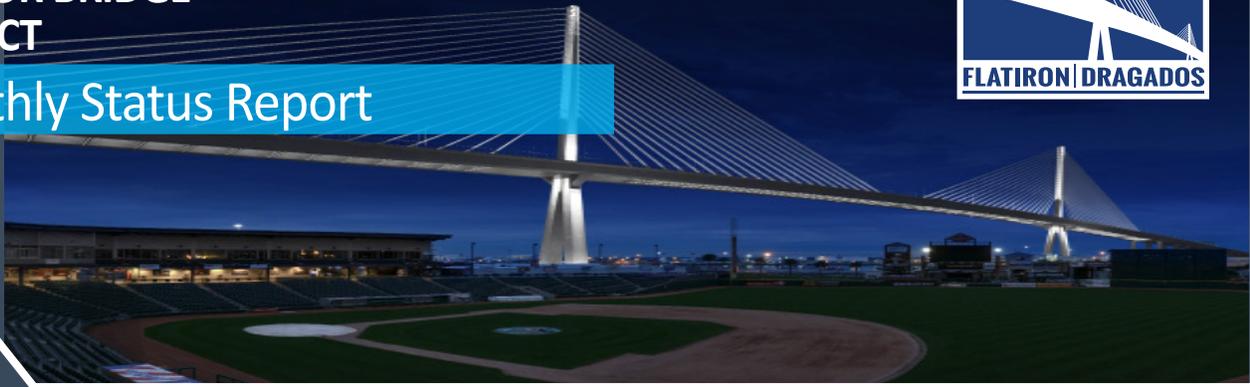


US 181 HARBOR BRIDGE PROJECT

Monthly Status Report



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December 2022

Harbor Bridge Project Highlights (HBP) and Milestones in 2022

PRE CAST YARD: Mold 6 cast 117 southbound main span segments, Mold 7 cast 123 northbound main span segments, and Molds 8a and 8b cast 36 delta frames. A total of 343 segments were transported to the south approach and pylons, with 1,703 segment transports to date. PCY operations are 90% complete.

SOUTH APPROACH: Superstructure management maintained regulatory compliance checklists while working nearby and over a Union Pacific Railroad track. Substructure crews finished all column lifts and caps to complete the remaining piers on the south approach. Preparations began for bridge drainage and electrical work. The team completed 21 spans, with only 10 of the 56 south approach spans remaining. Barrier wall and pedestrian fencing were installed.

NORTH APPROACH: Specialized crews performed deep soil mixing and ground improvements before driving 140 piles approximately 100 feet each for the remaining six substructure foundations and abutment wall for the US 181 tie-in. Back span pier caps were constructed.

CABLE STAYED BRIDGE (CSB): Both towers: Upper struts connecting to the tower tables were constructed. Crawler cranes, derrick cranes, and derrick sleds were assembled at ground level. Permanent access to the tower interiors was finished. Additional reinforcing and steel plates were added on the upper towers' first lift. Bridge decks were erected by lifting, placing, and post-tensioning 12 tower table segments (six northbound and six southbound at 140 – 195 tons each). CSB crews completed three upper tower lifts and started the fourth on the south tower and completed five upper tower lifts and started the sixth on the north tower. Countless preliminary and trial activities occurred before successfully installing 22 CSB segments, 24 tower table segments, and two delta frames in 2022.

UTILITIES AND DRAINAGE: Overall progress includes: 11 of 13 water line, 16 of 17 gas line, and 9 of 10 wastewater completed packages. All intelligent transportation systems were installed.

ILLUMINATION: Crews installed pedestrian lights on Lake St and under bridge lights at Nueces Bay Blvd and IH 37. By yearend, 15 of 21 new high mast lights were operational.

ROADWORK STRUCTURES: A new direct connector opened for the southbound IH 37 connection to southbound SH 286. Two new direct connectors for the future IH 37 northbound and southbound connections are nearly complete and will open with the new Harbor Bridge. Crews completed all substructure construction, abutment, embankment, permanent retaining walls, and installed traffic rail foundation for a new northbound IH 37 bridge and mainlanes. All substructure piers, embankment, abutment wall, girder placement, and deck pours for the new Leopard Street bridge were constructed. A Salt Flat Channel retaining wall was built, and excavation to expand drainage capacity continued throughout the year.

ROADWORKS: Earthwork crews continued advancing on the southbound US 181 detour on North Beach. New intersections were built at Walnut St, W Causeway Blvd, and Bridgeport Ave on North Beach. New curb, gutter, sidewalk, and asphalt work continued along IH 37 and US 181 frontage roads. Several old bridges and connector ramps around the IH 37/SH 286 south interchange and US 181/North Beach were demolished and excavated for removal. Traffic control managers designated lanes and completed multiple traffic switches along IH 37, US 181, and frontage roads. Crews built new southbound US 181 to SH 286 mainlanes under the Leopard St bridge. Barrier walls were placed along the south approach bridge. New Martin Luther King Dr and Antelope St frontage road lanes were opened from Port Ave to Nueces Bay Blvd. Over 100 construction and directional signs were installed and maintained project-wide.

OPERATIONS AND MAINTENANCE: Debris Removal – 962 miles * Silt Fence Repair – 3495 feet * Guard-rail Repair – 100 feet * Litter Removal – 271 acres * Weed Prevention – 181 hours * Sign Maintenance – 243 each * Inlet Cleaning – 134 each * Pothole Repair – 597 each * Sweeping – 205 miles * Mowing – 164 acres * Drain Inlet Repair – 195 each * Snow and Ice Removal – 50 hours

SAFETY: Throughout 2022, the HBP workforce maintained an exceptional safety history. Our project's to-date recordable injury record is 1.1, well below the OSHA industry standard of 2.7 for a team this size.

ROW: All HBP right-of-way acquisitions are complete.



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