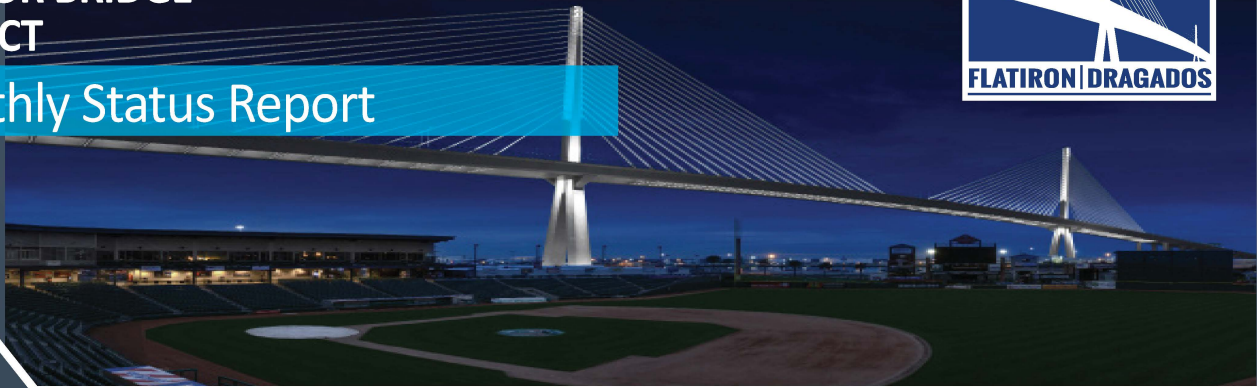


US 181 HARBOR BRIDGE PROJECT

Monthly Status Report



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Restored Breakwater Avenue Reopens on North Beach

This fall, after installing significant utility and drainage packages, the Harbor Bridge Project (HBP) opened a completely restored Breakwater Avenue, offering smooth connectivity for tourists and residents to the North Beach area attractions.

The undertaking to install robust water lines and critical drainage resources during the long-term Breakwater closure deserves recognition. The minor detour to Bridgeport Ave was worth the wait after the following results--> 1) Installed a new waterline 1,160-foot, 12-inch polyvinyl chloride (PVC) waterline alongside Breakwater, plus an additional 87 feet of 8-inch PVC, both buried at an average depth of 5.5 feet and now tied into the City of Corpus Christi existing water lines. Three new fire hydrants are operational at full pressure and strategically located along Breakwater on standby for an emergency event. 2) A significant drainage unit was installed and can now discharge 2.65 acres of surface water in an area that previously relied upon a decrepit system. The drainage project involved deep trenching up to eight feet to install 237 feet of 24-inch reinforced concrete pipe (RCP), four sets of safety end treatments or outfalls, and two concrete headwalls with parallel wings (manually poured with concrete and rebar inside the slope to indicate where incoming water is received) -all necessary to capture or discharge water. Running north to south and crossing underneath Breakwater to Burleson is newly placed 1,217 feet of 6x3 foot reinforced concrete box, all buried at an average depth of 7.5 feet to help feed heavy downpours toward the Rincon Channel.

The restoration of Breakwater Avenue went as follows--> 1) HBP crews initiated the construction of the new city street by excavating up to 24 inches of subgrade and roadway from W Surfside Blvd to Avenue F at W Causeway Blvd. 2) With a fresh canvas came ground improvements, including proof rolling to find weaknesses in the subgrade. 3x5-inch bull rock and flex base were added to improve the surface and stabilize the subsequent layers. 3) Next, six inches of non-organic soil mixed with slurry lime was placed. 4) New curb and gutters were formed and poured. 5) Six inches of cement-treated base was added, then cleaned and prepared for placing a prime sealer (tarlike), and a chip-seal layer was spread to create a rough surface for the final six-inch layer of TxDOT grade asphalt. 6) Riprap or concrete sloping was poured along each side of the roadway to protect the structural integrity of the roadway and keep positive drainage flowing in the area. 7) Before opening to traffic, approximately 1,110 linear feet of thermal permanent double yellow striping and four temporary US 181 directional signs were installed to complete the package.

HBP survey crews participate in every utility, drainage, and roadwork step to ensure precision and verify or adjust roadway elevations to the new RCB beneath. The final topography for the area will include new retention ponds as part of the Phase II existing Harbor Bridge demolition package.



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