US 181 HARBOR BRIDGE PROJECT

Monthly Status Report

Texas Department of Transportation

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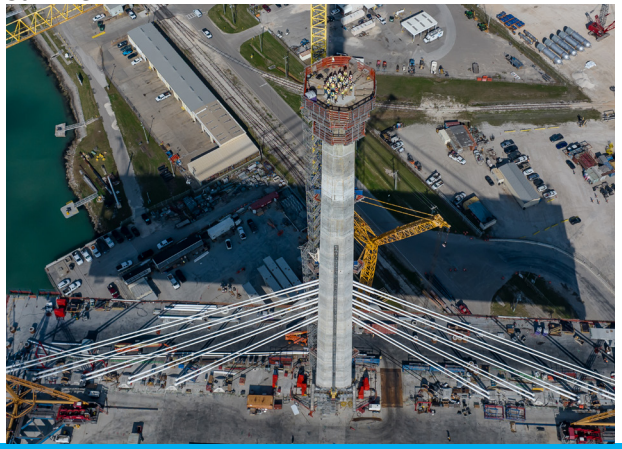
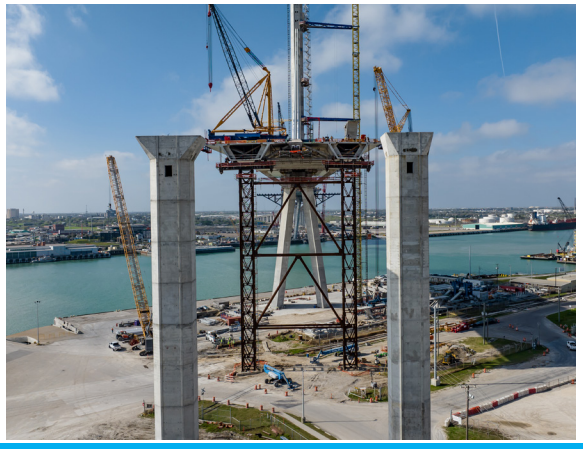
Harbor Bridge Project Announces 'Topping Out' of the North Tower

We are excited to announce a significant milestone recently accomplished on the HBP! In February, our Cable-Stayed Bridge (CSB) North Pylon team safely completed the construction of all 20 Upper Tower (UT) lifts @~17 feet tall each. Despite facing daily vertical hikes from the bridge deck of up to 320 feet, navigating extreme weather conditions, and working long day/night/weekend shifts, our specialized team soared to achieve the remarkable 535-foot tower height. -The final height will rise an additional six feet after the tower crane places a cap once all 19 stay cable sets are installed. The achievement was made possible by these skilled craftsmen: Scaffolders who built and secured the elevated access, Iron Workers who constructed rebar cages and flew them into place, Formsetters who poured and molded the concrete, Survey Technicians who performed constant geometry checks, and Field Engineers who oversaw each step for quality control. Here's a glimpse of the abundant volume of materials used to build the superstructure UT lifts: Premium Grade Concrete Poured/2,762 cubic yards, Rebar/1,512,976 pounds, and Steel Anchor Boxes Inside the UT lifts/38. The North Tower crane was the equipment workhorse that will remain anchored to the UT at 600 feet in elevation to support ongoing deck activities and installation of stay cables. We appreciate the incredible dedication of our artisans and look forward to announcing the South Pylon 'Topping Out' in May.

Another headline-worthy North CSB recent achievement involved completing the industrial-looking temporary Back Span (BS) pier and launching of Cycle 6 northbound (NB) and southbound (SB) BS segments placed onto the pier cap beams. The temporary BS Pier was designed to provide additional support while building the cantilevered BS cycles and dually anchoring the Main Span progression. Construction of the NB/SB temporary pier foundation began by coordinating a rail line relocation with the Port of Corpus Christi, which was necessary to install 10 x 48-inch drilled shafts fabricated with 228,000 pounds of rebar and 800 cubic yards of concrete. Next, two footings were formed with 50,000 pounds of rebar and poured with 240 cubic yards of concrete. From the base, 1,200,000 pounds of steel was erected in column sections and connected horizontally with diagonal bracing to reach final dimensions of 95 feet wide and 187 feet tall. The South CSB temporary BS Pier will be completed by the end of March with similar quantities/dimensions, and Cycle 6 NB/SB segments will be placed on top. Both towers will be removed upon tying in the new Cable-Stayed Bridge and connecting it over the ship channel.

The CSB progress marks an engineering feat and a testament to our team's resilience and expertise. We look forward to showcasing the next benchmark of connecting to the permanent Back Span Piers by late Summer.





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Corpus Christi, Texas