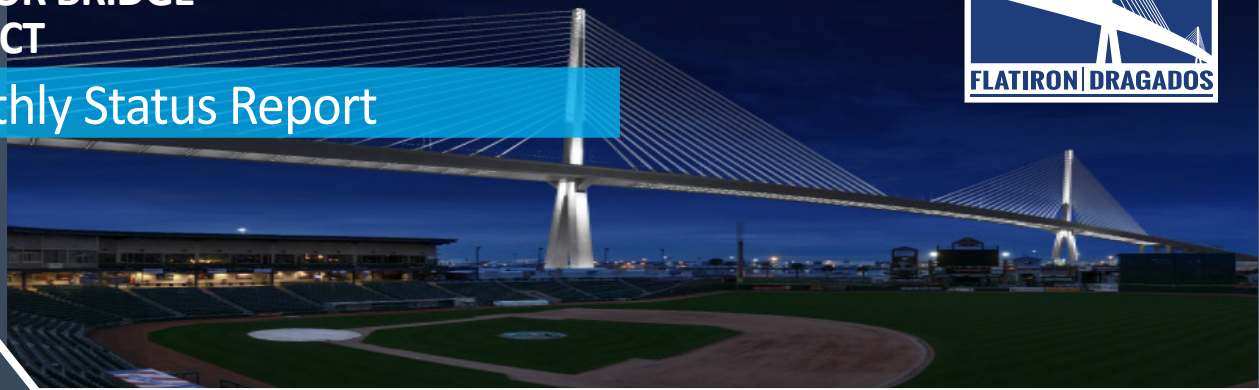


US 181 HARBOR BRIDGE PROJECT

Monthly Status Report



Toll Free: 1.877.227.4144 • Public Information: publicinformation@harborbridgeproject.com

June - July 2024

Safety Feature on New Harbor Bridge and Approaches:

Flatiron/Dragados crews are currently placing specialized concrete traffic barriers at the medians and outside lanes (including the pedestrian lane) from end to end of the Approaches and Cable-Stayed Bridge (about five miles roundtrip).

The barrier known as T80HT is 50 inches tall to safeguard against higher clearance vehicles and has been crash-tested with an 80,000-lb semi-truck. The railing's base is made of a TxDOT-grade concrete, and the top section is fabricated with galvanized steel. The transition from the Approaches to the CSB will be undetectable partly due to the seamless rail installation method known as *slip forming*.

Slip forming is a construction method in which concrete is poured into a continuously moving form utilizing innovative technology to install the barrier. This isn't an ordinary soupy concrete pour as with flat surfaces. The procedure is more akin to 3D printing and is primarily applied for horizontal structures like roadways. Slip forming relies on the quick-setting properties of concrete and requires a balance between moldable capacity and workability. The concrete must be workable enough to be placed into the form and consolidated (via vibration) yet with quick-setting sufficiency to emerge from the form with strength. This strength is essential because the freshly set concrete must not only permit the form to "slip" by the concrete without disturbing it but also resist collapse caused by the ongoing vibration of the compaction machinery.

Benefits of slip forming include creating flawless, durable structures with a uniform, high-quality finish. The process ensures efficiency and consistency, allowing for continuous, joint-free, cast-in-place concrete structures, thereby offering superior performance.

New Project Record on the Cable-Stayed Bridge (CSB):

In early July, North Pylon crews lifted and placed eight main span segments in two work-force shifts as Hurricane Beryl closed in on the Gulf Coast. Delta frame lifting resumed after a brief pause to monitor the storm. Both towers are achieving a rhythm of completing approximately two full cycles of lifting segments to form a span for the bridge deck, pouring median slabs, and installing/stressing stay cables. By late summer, Cycle 13/19 should connect to the back span towers on each side of the CSB, and this winter, spectators can watch the marvel of the final spans meeting in the middle over the Corpus Christi Ship Channel!



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