

JUNE 12, 2019

Wednesday, June 12, 2019

5:30 PM (1.0 PDH)



PRESENTATION

5:30 PM (1.0 PDH)

Title : **Ship Channel Bridge Replacement Project**

Speakers : [Mike Perez](#) w/ *Harris County Toll Road Authority*, and [Joe Cibor, P.E., D.GE](#) w/ *Cibor Geocon*

Mike Perez, P.E., is a Senior Staff Engineer for the Harris County Toll Road Authority. Mr. Perez joined HCTRA in 2005. As Senior Staff Engineer, Mike's responsibilities include project management of consultants preparing plans, specifications, and estimates of toll road projects. He currently serves as Project Engineering Manager for the Ship Channel Bridge replacement construction project. Mr. Perez has 37 years of engineering experience both with private firms and public agencies. Prior to joining the Toll Road Authority, he spent 23 years working on transportation engineering projects, with an emphasis on bridge and retaining wall design. As a graduate of Texas A&M University in College Station, Mike received a Bachelor of Science in Civil Engineering. He is a licensed professional engineer in the State of Texas. Joseph M. Cibor is a Principal with Cibor Geoconsultants. Founded in 2013, the firm provides traditional geotechnical engineering services to a range of clients in the governmental, institutional, and industrial sectors. With over 40 years of experience, Mr. Cibor has consulted on projects throughout the Gulf Coast, nationally and internationally. He has held leadership positions in numerous professional and civic organizations including ASCE, ACEC Texas, ASFE now GBA (President 2006-2007). He served on advisory committees to civil engineering departments at Purdue University, The University of Texas at Austin, and Rice University. Mr. Cibor obtained both a Bachelor of Science in Civil Engineering and a Master of Science in Geotechnical Engineering from Purdue University. He has been a faculty member at Rice University since 2001, lecturing in soil mechanics and foundation engineering.

ABSTRACT : The presentation will update progress of the installation of drilled shaft elements comprising the two main pylon and multiple approach foundations for the Houston Ship Channel Bridge (HSCB), whose construction began in January of 2018. Several installation issues encountered during construction of the drilled shafts will be presented, along with a discussion of the results and benefits derived from undertaking cross-hole sonic integrity (CSL) testing of each of the nearly 100, 8-foot-diameter and 225-foot deep drilled shafts. The presentation will close with a brief history of major geotechnical issues considered during design of the HSCB.