



August 2024
Monthly Project Report
I-64 HAMPTON ROADS
BRIDGE-TUNNEL
EXPANSION

Report No. 65
Project No. 0064-M06-032



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Issue Date: September 6, 2024

Prepared by:

Virginia Department of Transportation

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1. Executive Summary

1.1 Overview

This report provides an overview of accomplishments and activities for the Hampton Roads Bridge-Tunnel Expansion Project from July 21, 2024 – August 24, 2024. The Design-Builder for the project is Hampton Roads Connector Partners (HRCP), a consortium that includes lead contractors Dragados, Vinci, Flatiron, and Dodin Campenon Bernard, with lead designers HDR and Mott MacDonald.

The current reporting period is aligned with HRCP's fiscal-month structure, on which the project's design-build schedule updates and invoiced construction progress are based. Reporting periods typically close on the Saturday on or preceding the 24th of each month.

During this reporting period, project accomplishments included the following:

- South Island Progress:
 - Installation of south portal external walls 78% complete.
 - Installation of south portal internal walls 21% complete.
- Tunnel Progress:
 - Completed U-Turn of gantry 1 and began work to reconnect gantry 1 to the shield.
 - Began U-Turn of gantry 2.
- North Island Progress:
 - Completed installation of rectilinear approach temporary struts.
 - Excavation for the rectilinear approach 38% complete.
- Landside Progress:
 - Opened new half of Mallory St. Bridge to the traveling public.
 - Began demolition of old bridge at Span 1 at Mallory St. Bridge.
 - Completed installation of deck concrete at Spans 20 - 22 at Bay Avenue Bridge.
 - Began installation of jacking beams at Patrol Road Bridge.
 - Completed lead abatement work on the project.
- Marine Progress:
 - South Trestle eastbound decks 65% complete.

1.2 Priorities

VDOT's priorities for the Project are to achieve the following objectives:

- To provide mobility enhancements and travel-time reliability along the Project corridor.
- To minimize Project impacts on adjacent communities.
- To improve transportation operations and safety throughout the Project corridor.
- To develop public infrastructure in a financially responsible manner.

1.3 Key Updates

Project Schedule

The last approved schedule for the project is Update 59 (data date: June 23, 2024), and the schedule information in this report reflects this update. Schedule 59 was returned Approved as Noted on July 24, 2024.

- Contractual Substantial and Final Completion Dates remain unchanged.
- Substantial Completion on February 26, 2027
- Final Completion on August 27, 2027

Project Budget

The project budget summary below now includes all billed to date costs through August 24, 2024 and does not include forecasted cost outside of the reporting period.

- Project budget overview:

Current total project budget:	\$	3,935,451,641
Total costs to date:	\$	2,519,701,813
Remaining project budget:	\$	1,415,749,828

- Design-build contract overview:

Design-build contract original amount:	\$	3,299,997,227
Net change orders:	\$	9,983,846
Exercised Options:	\$	73,454,414
Material Price Adjustments to Date:	\$	101,265,113
Assessed Liquidated Damages (LD):	\$	(957,500)
Design-build contract sum to date:	\$	3,483,743,100
Expenditures to date:	\$	2,396,163,251
Remaining design-build contract amount:	\$	1,087,579,849

- Design-build progress to date:

Project Management:	84.7%
Design:	95.1%
Physical Construction Progress:	50.8%
Overall:	68.8%

Environmental

Environmental updates for this reporting period include:

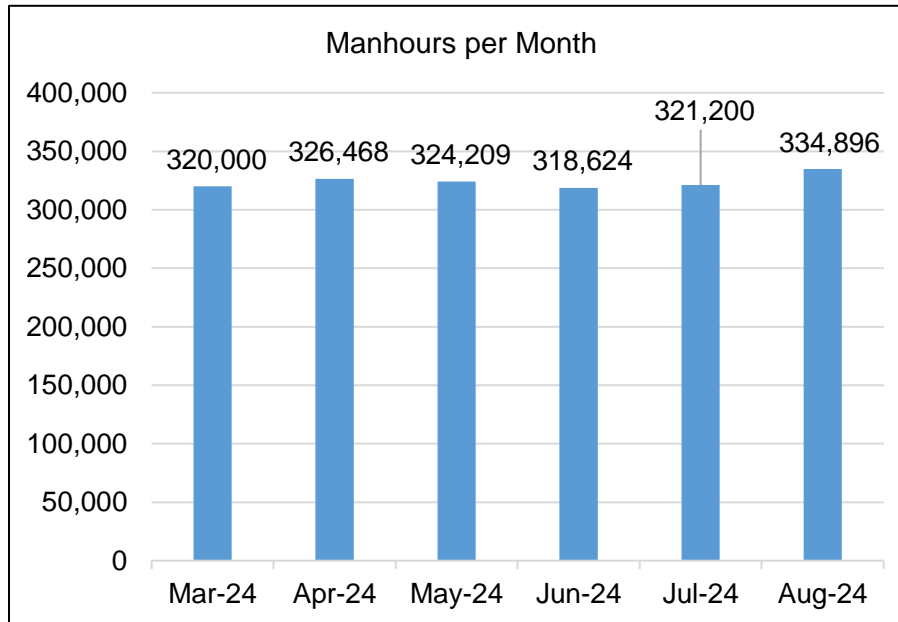
- HRCP continues to coordinate with the regulatory agencies on a variety of permit modifications and new permits covering the North Island Bi-component Plant, North Island and South Island air permits for the generators, Construction General Permit, and Joint Permit modification #11 that covers additional dredging, the South Island Expansion changes, and a dock extension at Willoughby Bay.
- HRCP is winding down their 2024 bird season efforts on bird deterrent measures and dog patrolling of North Island, South Island, and Willoughby Spit with the season ending on September 1, 2024.

Construction

Summary progress updates for this reporting period include:

- Landside Roadways
 - Opened new half of Mallory St. Bridge to the traveling public.
 - Began and completed surcharge removal at retaining wall 306 located at Abutment A at 13th View St. eastbound.
 - Began installation of coping and level up pad at retaining wall 405 near Evans St. Bridge.
 - Completed embankment at retaining wall 402 near 1st View St. Bridge.
 - Began installation of columns for sound wall 4-1B between Mason Creek Bridge and 1st View St. Bridge.
- Marine Works
 - Placed decks at HOT lanes trestle (2 installed this period).
 - Placed beams at North westbound permanent trestle (14 installed this period).
- Tunnels and Islands
 - 66% complete for stage 1 ballast placement for HT tunnel.
 - 80% complete for rectilinear approach permanent struts at South Island.
- Landside Bridges
 - Completed installation of girders at 4th View St. Bridge.
 - Completed forming diaphragms at Spans 18 – 20 at Bay Ave. Bridge.
 - Continued installation of girders and began SIP work at Willoughby Bay Bridge.

The number of construction manhours worked each month is provided by HRCP and is current as of August 31, 2024:



Project Manhours to Date:
12,488,108

Operations

The following operations activities took place during this reporting period:

- Traffic shift onto newly constructed portion of Mallory Street Bridge.
- Relocation of OH-7 sign.
- Permanent DMS installation at Overhead Sign Structure 50.

Quality

Quality updates for this reporting period include:

- VDOT continues to monitor HRCP's QA and QC material testing. VDOT also performed Independent Testing and Verification Testing on materials in accordance with VDOT requirements and coordinated with VDOT Materials Division for shop inspections as required.
- VDOT continues to engage HRCP in discussions on HRCP's implementation of their Quality Management System Plan (QMSP) and the effectiveness of the plan.

Safety

The following safety performance indicator information is provided by HRCP and is current as of August 31, 2024:

- Total Recordable Incidence Rate: 1.57 (National Average: 2.5)
- Lost Time Incidence Rate: 0.27 (National Average 1.6)

Civil Rights & DBE/SWaM Business Opportunities

HRCP has awarded **371** subcontracts, subconsultant agreements, and purchase orders to certified DBE/SWaM firms on the project. These contract awards represent a total of **\$567.6 million** to certified DBE/SWaM firms.

Public Outreach & Media

Public outreach and project media updates provided by VDOT and HRCP for this reporting period include:

- Opening the first phase of the new Mallory Street Bridge to traffic.
- Project milestones including the first gantry lift and turnaround at the North Island.
- Project leadership presented progress updates to the Hampton Roads Legislative Caucus.

2. Project Schedule

2.1 Schedule Status

The following table depicts key milestone dates for the project and has been updated as of the current approved schedule. The last approved schedule for the project is Update 59 (data date: June 23, 2024), and the schedule information in this report reflects this update. Contractual Substantial and Final Completion dates remain unchanged from the Contract Amendment; February 26, 2027 and August 27, 2027 respectively.

	Contract Requirement	June 2024 Schedule	Actual
NTP		Sep 11, 2020	Sep 11, 2020
Substantial Completion	Feb 26, 2027	Feb 26, 2027	
Final Completion	Aug 27, 2027	Aug 27, 2027	

2.2 Longest Path

The longest path/critical path in Project Schedule Update 59 is driven by the following activities:

- TBM U-Turn on North Island
- TBM Break-in General Purpose Tunnel
- TBM disassembly in south pit
- South Island Tri-Cell Permanent Structures
- South Island Ventilation Building and Commissioning
- Commissioning – High Occupancy Toll and General Purpose Operational Testing
- Commissioning – Tunnel, Buildings, Roadways, and Trestles Integration Testing
- ITT Reversal
- Substantial Completion

2.3 Impact Analysis

Several elements of work are near-critical and could affect schedule performance if they are not addressed diligently. VDOT and HRCP are closely monitoring these activities. The following work elements have been identified as near critical, meaning there is less than one month of float in the current schedule.

South Portal – Work Below Grade

- South Portal Cell 1 Permanent Structures – Exterior Headwall & Roadway Slab
- South Portal Cell 2 Permanent Structures – Keystone Columns, Interior Walls, Roadway Level Slabs & Walls, Plenum Level Slabs & Walls, Roof Slabs
- South Portal Cell 3 Permanent Structures – Roadway Level Walls, Roof Slabs
- South Portal - Cell 1 GP Permanent Structure Construction after TBM Extraction
- South Island Rectilinear Construction in South Island Expansion Cell 2 – Mud Slab & Waterproofing, Base Slabs, Exterior Walls & Waterproofing, Roadway Concrete
- South Island Buildings Final MEP Work

South Island – Work Above Grade

- South Island Ventilation Building – Phase 1 Construction

Tunneling

- North Island U-Turn – Installation of Thrust Frame
- High Occupancy Tunnel – Interior Structures – South to North Sta. 677+85 to 598+44
- General Purpose Tunnel – Interior Structures – North to South Sta. 598+44 to 677+85
- General Purpose Tunnel – Final MEP Construction

North Portal – Work Below Grade

- North Portal – Temporary U-Turn Structures - Gantry Cradles
- North Portal – Rectilinear Approach Excavation, Permanent Struts Installation, Cross Wall demolition to Support U-Turn
- North Portal Cell 2 Permanent Structures – Exterior Walls, Plenum Slabs, Struts & Roof Slabs
- North Portal Cell 1 Permanent Structures – Headwall, Internal Walls, Plenum Slabs, Roof Slabs
- North Island Rectilinear Permanent Structure Construction – Base Slabs & Exterior Walls

North Island – Work Above Grade

- North Island Ventilation Building – Phase 1 & 2

Roadway and Land Bridges

- Roadway Segment 1 Phase 1A, 2, 2A, 2B – I-64 North Shore Roadway Widening & Asphalt, Lighting, Permanent Barrier Wall, Storm Drainage, Retaining Wall 106
- ITS Segment 1 Phases 2 & 2A – Installation

Trestles

- North Trestle Temporary Work Trestle N2, N3 – Construction & Demolition
- North Trestle Temporary Work Trestle N4– Construction
- North Trestle – Eastbound Zone 4 Construction, Westbound Zone 9 & 10 Construction
- North Trestle Utilities – Eastbound Phase 3A, Westbound Phase 4 & 7
- North Trestle Demolition Existing Eastbound Trestle
- South Trestle – Zone 2 Final Median Barrier

- South Island Expansion – Marine Work – Rock Placement & Substructure

Commissioning and Integration

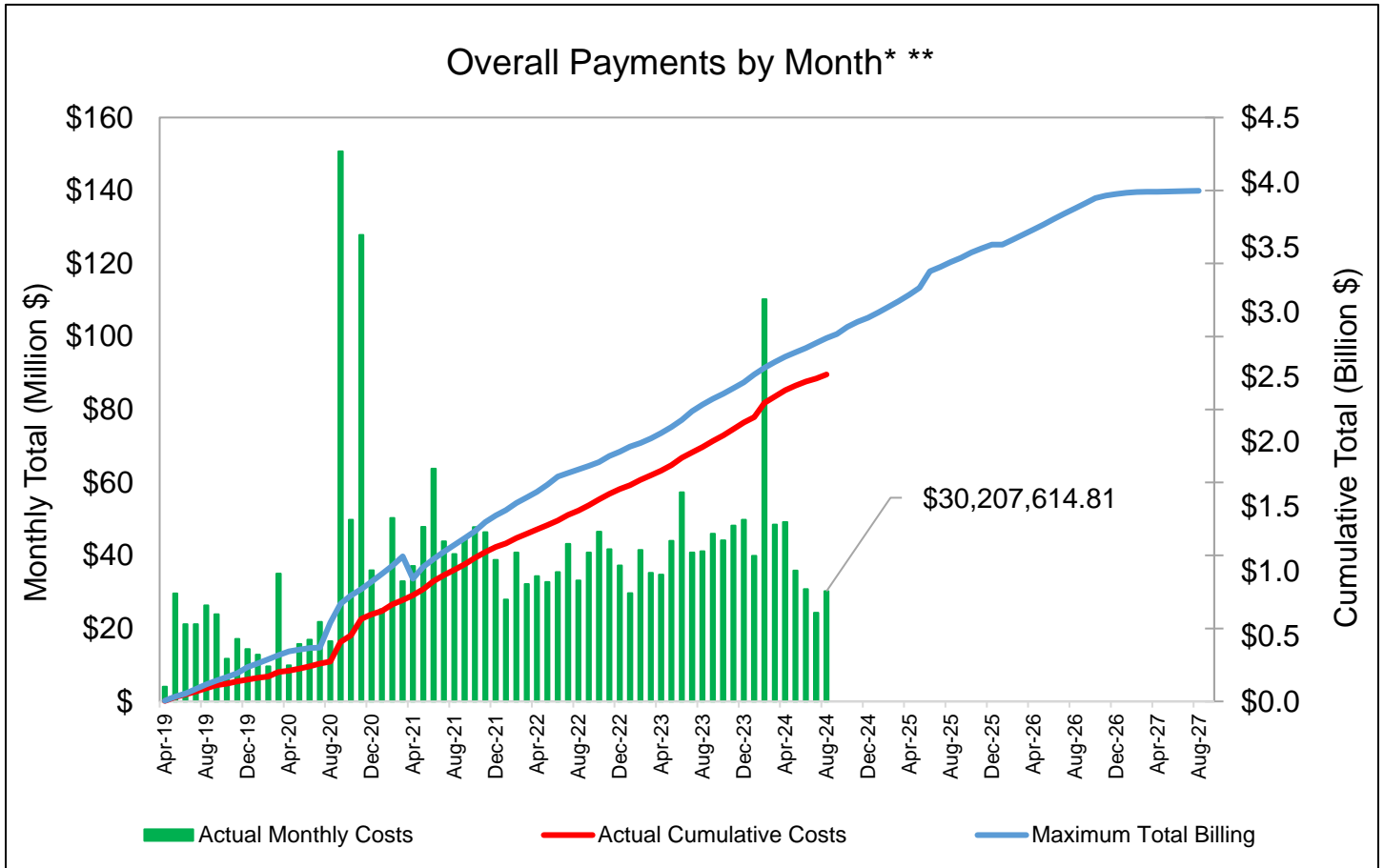
- Operational Testing – General Purpose Tunnel – Egress Corridor Pressurization System
- Commissioning Integration – Existing Westbound Tunnel, Existing Eastbound Tunnel, General Purpose Tunnel
- ITT Reversal – Preparation Work for Eastbound Tunnel Traffic Direction Change, Roadway Median Barrier Walls after EB ITT Reversal

3. Project Budget

3.1 Overall Budget

The overall budget outlined in this report is based on the terms and conditions of Article 3 (Project Funding) in the Project Agreement for Funding and Administration (PAFA). The cost curve is based on Exhibit 6 of the Comprehensive Agreement (monthly maximum cumulative compensation amount).

	Amount Spent this Period:	Total Spent to Date:	Original Total Budget:	Total Remaining Budget:	Percent Spent To- date:
<u>Comprehensive Agreement</u>					
<i>Construction</i>	\$19,727,387.31	\$2,248,381,991.32	\$3,299,997,227.00	\$1,051,615,235.68	68.13%
<u>Owner Costs</u>					
<i>Administration</i>	\$2,511,410.76	\$109,972,849.07	\$122,000,000.00	\$12,027,150.93	90.14%
<i>Right of Way</i>	\$23,299.88	\$9,565,712.29	\$15,000,000.00	\$5,434,287.71	63.77%
<i>No-Excuses Incentive</i>	\$0.00	\$0.00	\$90,000,000.00	\$90,000,000.00	0.00%
<i>Contingency</i>	\$7,852,321.72	\$144,366,470.53	\$335,000,000.00	\$190,633,529.47	43.09%
<i>Bridge Repair Work Option</i>	\$93,195.14	\$7,414,789.49	\$73,454,413.96	\$66,039,624.47	10.09%
<u>Total</u>	\$30,207,614.81	\$2,519,701,812.70	\$3,935,451,640.96	\$1,415,749,828.26	64.03%

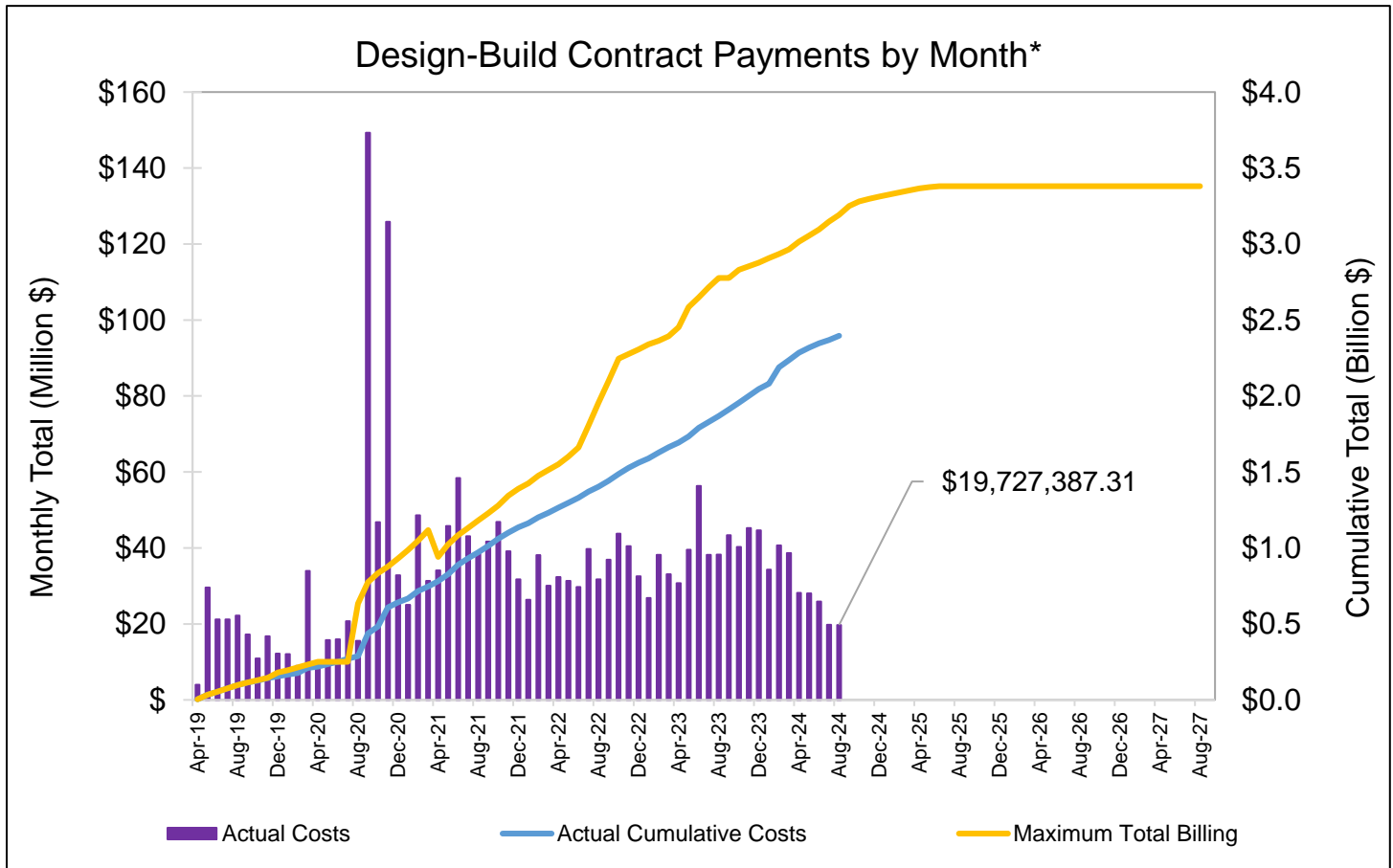


*The Maximum Total Billing showed an adjustment in May 2021 due to the executed Change Order #40 – Update Maximum Cumulative Cost Curve.

** The increase to monthly costs during February 2024 is primarily due to initial Material Price Adjustments associated with CA Amendment #1.

3.2 Design-Build Contract Cost Status

The budget and planned cost have been established based on the maximum cumulative compensation amount. For this period, the invoiced expenditures cover the activities noted in this report.



*The Maximum Total Billing showed an adjustment in May 2021 due to the executed Change Order #40 – Update Maximum Cumulative Cost Curve.

3.3 Budget by Funding Source

The budget for expenditures by funding source is based on the terms and conditions of Article 3 (Project Funding) and Exhibit 5 of the PAFA. This section outlines planned expenditures of both HRTAC and VDOT funds. The cost curve has been developed based on the monthly maximum cumulative compensation amount in the Comprehensive Agreement and will be updated as HRCF refines its design, construction means-and-methods, activity sequences, and project resourcing.

3.3.1 HRTAC and Smart Scale

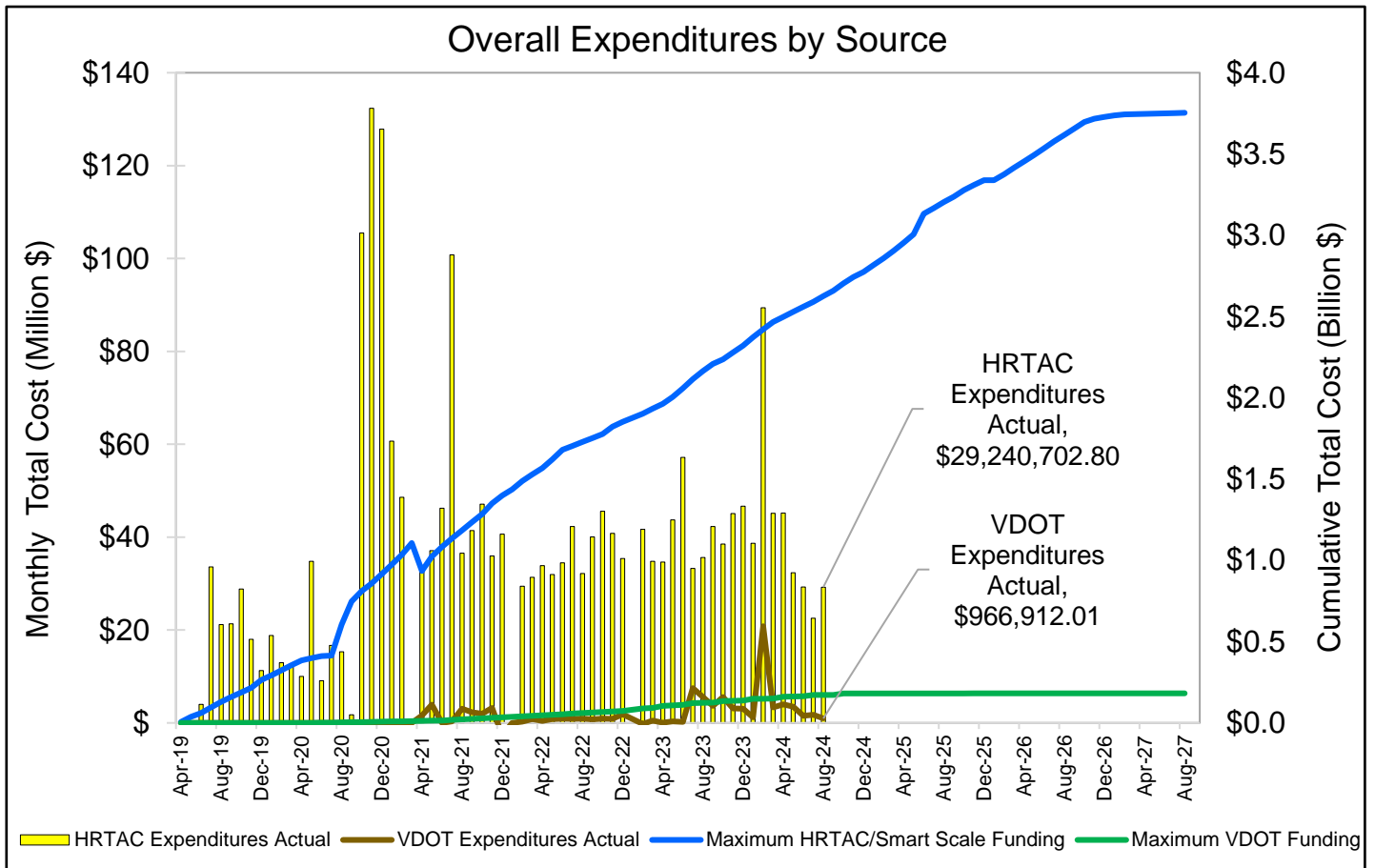
	Amount Spent this Period:	Total Spent to Date:	Original Total Budget:	Total Remaining Budget:	Percent Spent To-date:
<u>Comprehensive Agreement</u>					
<i>Construction</i>	\$19,260,740.97	\$2,198,853,738.47	\$3,204,569,251.00	\$1,005,715,512.53	68.62%
<u>Owner Costs</u>					
<i>Administration</i>	\$2,250,800.20	\$105,024,105.79	\$118,472,054.00	\$13,447,948.21	88.65%
<i>Right of Way</i>	\$23,299.88	\$9,565,712.29	\$15,000,000.00	\$5,434,287.71	63.77%
<i>No-Excuses Incentive</i>	\$0.00	\$0.00	\$90,000,000.00	\$90,000,000.00	0.00%
<i>Contingency</i>	\$7,705,861.75	\$116,483,983.76	\$325,428,276.00	\$208,944,292.24	35.79%
<u>Total</u>	\$29,240,702.80	\$2,429,927,540.31	\$3,753,469,581.00	\$1,323,542,040.69	64.74%

3.3.2 VDOT

	Amount Spent this Period:	Total Spent to Date:	Original Total Budget:	Total Remaining Budget:	Percent Spent To-date:
<u>Comprehensive Agreement</u>					
<i>Construction</i>	\$466,646.34	\$49,528,252.85	\$95,427,976.00	\$45,899,723.15	51.90%
<u>Owner Costs</u>					
<i>Administration</i>	\$260,610.56	\$4,948,743.28	\$3,527,946.00	(\$1,420,797.28)*	140.27%
<i>Right of Way</i>	\$0.00	\$0.00	\$0.00	\$0.00	0.00%
<i>No-Excuses Incentive</i>	\$0.00	\$0.00	\$0.00	\$0.00	0.00%
<i>Contingency</i>	\$146,459.97	\$27,882,486.77	\$9,571,724.00	(\$18,310,762.77)**	291.30%
<i>Bridge Repair Work Option</i>	\$93,195.14	\$7,414,789.49	\$73,454,413.96	\$66,039,624.47	10.09%
<u>Total</u>	\$966,912.01	\$89,774,272.39	\$181,982,059.96	\$92,207,787.57	49.33%

* The VDOT Administration costs are due to higher Owners Costs for South Trestle work oversight, bird management, bridge repair oversight, and Visitor Center Costs.

** The VDOT Contingency costs are primarily due to the VDOT portion of the CA Amendment material price adjustments.



3.4 Contingency

3.4.1 Contract Changes

	Description	Date	Value	Time
CO-1	VDOT's Acquisition of Willoughby Staging Area	2/11/2020	\$ (3,000,000.00)	0 days
CO-2	Minor Revisions to Technical Requirements	3/18/2020	\$ -	0 days
CO-3	Tunnel Approach Structure Support of Excavation Requirements Refinement	4/28/2020	\$ -	0 days
CO-4	Dispute Resolution Board (DRB) Allowance	5/12/2020	\$ 200,000.00	0 days
CO-5	North Island Armor Stone Value Engineering Change Proposal (VECP)	4/28/2020	\$ (2,011,117.50)	0 days
CO-6	Exit Ramp at Bayville Avenue	5/29/2020	\$ 46,906.29	0 days
CO-7	Minor revisions to the Technical Requirements	7/16/2020	\$ -	0 days
CO-8	Zero Spread Drainage	9/16/2020	\$ 3,239,212.24	0 days
CO-9	Roadway and Bridge Scope Validation Issues	9/4/2020	\$ 15,516,248.00	0 days
CO-10	Slurry Walls as Permanent Structures	8/28/2020	\$ -	0 days
CO-12	Road and Bridge Lighting Requirements	8/27/2020	\$ 2,495,000.00	0 days
CO-13	Bridge Repair Work-Exercise Option	10/9/2020	\$ 73,454,413.96	0 days
CO-14	Trestle Barrier Form Liner Elimination	7/29/2020	\$ (99,571.80)	0 days

CO-15	South Island Ground Improvement Value Engineering Change Proposal (VECP)	9/17/2020	\$ (5,338,000.00)	0 days
CO-16	Navy Security Fencing Design	7/15/2021	\$ 150,000.00	0 days
CO-17	Westbound ITT Reduced Instrumentation	10/30/2020	\$ (184,277.50)	0 days
CO-18	Willoughby Bay Bridge Barriers	9/10/2020	\$ -	0 days
CO-19	GeoPak Version Software Updates	8/3/2020	\$ -	0 days
CO-21	Material Price Adjustment for Asphalt Materials	2/26/2021	\$ -	0 days
CO-22	South Island Asbestos Conduits	9/16/2020	\$ 81,973.93	0 days
CO-23	Island & Tunnel Baseline Monitoring Requirements	7/22/2020	\$ -	0 days
CO-24	Construction Water Supply	9/10/2020	\$ (609,157.27)	0 days
CO-25	Solids Handling Pumps Requirements	11/12/2020	\$ -	0 days
CO-26	Mass Notification Independent System Requirements	11/12/2020	\$ -	0 days
CO-27	Fixed Fire Fighting System Requirements	11/16/2020	\$ -	0 days
CO-28	HOT Lane Shoulder Width	3/29/2021	\$ 2,950,000.00	0 days
CO-30	Willoughby Bay Bridges Fender & Lighting Replacement	2/12/2021	\$ 1,495,000.00	0 days
CO-31	Builder's Risk Insurance	10/21/2021	\$ 1,500,000.00	0 days
CO-32	VCU Fisheries and SAV Mitigation Plan	4/16/2021	\$ (1,042,144.00)	0 days
CO-33	Tunnel Finishes Height	12/18/2020	\$ -	0 days
CO-38	H-Piles in Aggressive Soils	12/18/2020	\$ (47,541.00)	0 days
CO-39	Re-use of Existing Drainage Pipes	4/20/2021	\$ (100,984.25)	0 days
CO-40	Update Maximum Cumulative Cost Curve	7/15/2021	\$ -	0 days
CO-41	Wetland Mitigation Costs	4/26/2021	\$ 3,503,400.00	0 days
CO-42	Navy Gate 22 Drainage Design and Construction	8/19/2022	\$ 1,524,940.16	0 days
CO-43	Hybrid Trestle Beam Design	7/2/2021	\$ -	0 days
CO-44	SCADA Control of Deluge Valves	7/27/2021	\$ -	0 days
CO-45	HRCF Project Executive/Representative Change	5/24/2021	\$ -	0 days
CO-46	Tunnel Sprinkler Heads Material Change	7/28/2021	\$ -	0 days
CO-47	Evans Street Approach Slab Settlement Repair	6/22/2022	\$ 34,082.83	0 days
CO-48	Scope Reduction – City of Hampton	8/24/2022	\$ (6,072,941.31)	0 days
CO-49	HRCF Senior Representative Change	7/2/2021	\$ -	0 days
CO-50	Change in Precast Form Tolerance & Curing Methods	1/10/2022	\$ -	0 days
CO-53	Sound Wall Quantity Reconciliation	12/6/2021	\$ (16,561,217.63)	0 days
CO-54	4th View Interchange Design and Construction Drainage	8/17/2022	\$ 984,598.45	0 days
CO-55	HREL Overlap Scope Change in Norfolk - Proposal Costs	8/12/2022	\$ 157,237.34	0 days
CO-56	Building Code Changes - Design	10/21/2022	\$ 2,186,150.00	0 days
CO-57	Design-Builder's Senior and Representative Changes	1/11/2022	\$ -	0 days
CO-58	Scope Reduction – City of Norfolk	5/16/2023	\$ (18,739,670.82)	0 days
CO-59	Fisheries and SAV Mitigation Plan - VCU	6/16/2022	\$ (70,238.22)	0 days
CO-60	Navy Fence (remaining design costs)	8/17/2022	\$ 180,142.36	0 days
CO-61	HRELN Tie-In Zero Drainage Spread	11/29/2022	\$ 2,965,469.69	0 days
CO-62	SIP Forms for Marine Bridges	6/28/2022	\$ -	0 days
CO-63	Bridge Repair Item – Insert Plates - New Unit Prices	8/30/2023	\$ -	0 days
CO-64	Tolling Infrastructure Proposal Costs	10/21/2022	\$ 645,242.40	0 days
CO-65	Snowplowable Raised Pavement Markers (SRPMs)	3/3/2023	\$ 256,174.09	0 days

CO-66	Additional Design Costs – CSPM Code Changes and Island Security Fencing - Unilateral	8/14/2024	\$ 3,541,051.00	0 days
CO-68	Buoyancy Calculations	3/3/2023	\$ -	0 days
CO-69	Change of Department's Senior Representative	4/6/2023	\$ -	0 days
CO-70	Reuse of Existing Pipe 29-26 to 29-31	7/26/2023	\$ (117,734.20)	0 days
CO-71	Addendum to WO-24 Water Supply Line	4/25/2023	\$ -	0 days
CO-72	Bay Avenue Approach Ramp	6/29/2023	\$ 120,053.43	0 days
CO-73	Pile Jackets – Additional Chloride Sampling/Testing	1/10/2024	\$ 118,665.12	0 days
CO-74	South Island – Asbestos Pipes	7/7/2023	\$ 128,883.51	0 days
CO-76	Northern Long-Eared Bat (NLEB) Consultation Process	5/1/2024	\$ 45,463.00	0 days
CO-77	Scope Reduction – Segment 5 ITS Trunk Line	11/12/2023	\$ (153,079.38)	0 days
CO-78	Steel Escalation Price Adjustments	9/19/2023	\$ 2,835,839.00	0 days
CO-79	WB Willoughby Bay Bridge Obstructions	1/10/2024	\$ 50,682.44	0 days
CO-80	Marine Fleet Safe Harbor – Hurricane Ian	1/10/2024	\$ 452,075.00	0 days
CO-81	3-Coat Paint System for Steel on Applicable Bridges	1/10/2024	\$ 140,000.00	0 days
CO-82	CA Amendment Disputed Items Resolution	3/21/2024	\$ 9,910,582.34	0 days
CO-83	Marine Fleet Safe Harbor – Tropical Storms Idalia/Ophelia	1/11/2024	\$ 200,262.16	0 days
CO-84	Bird Management Outside of South Island 2023	2/29/2024	\$ 458,375.51	0 days
CO-85	DRBISC #08 SMOT WB Rock Removal	4/3/2024	\$ 1,135,513.87	0 days
CO-86	OHSS No. 36 Foundation – Archaeologist Assessment	2/20/2024	\$ 14,641.81	0 days
CO-87	Traffic IIM-TE-395	8/12/2024	\$ 787,510.46	0 days
CO-88	Bird Management 2024 to Project Completion	5/1/2024	\$ 2,369,359.64	0 days
CO-91	DRBISC #08 ST Zone 6 Rock Removal	5/8/2024	\$ 1,710,784.92	0 days
CO-94	HRCF Representative Change	6/11/2024	\$ -	0 days
TOTAL			\$ 83,438,260.07	0 days

3.4.2 Material Price Adjustments

This progress period included the following material price adjustments:

Material	Current Amount	Total to Date	Material Price Adjustment Through*
Per Contract Adjustments (Federally Eligible Costs)			
Exhibit 9 - Asphalt	\$7,016.86	\$213,865.76	June 2024
Exhibit 10 - Fuel	\$11,184.13	\$533,585.95	June 2024
Exhibit 11 - Steel	\$57,517.84	\$6,754,369.64	February 2024
Total	\$75,718.83	\$7,501,821.35	
Per CA Amendment Adjustments (Non-Federally Eligible Costs)			
Exhibit 9 - Asphalt	\$0.00	\$0.00	June 2024
Exhibit 10 - Fuel	\$3,892.38	\$39,489.13	June 2024
Exhibit 11 - Steel	\$28,076.71	\$8,675,543.58	February 2024
Exhibit 10A – Fuel (Atypical Items)	\$11,312.28	\$1,500,028.68	June 2024
Exhibit 15A – Index-Adjusted Commodities	\$4,122,176.12	\$62,810,571.76	February 2024
Exhibit 15B – Escrow-Adjusted Commodities	\$3,523,391.34	\$20,737,658.69	June 2024
Total	\$7,688,848.83	\$93,763,291.84	

* Steel price adjustments are based on Federal index data finalized 4 months after each period.

4. Environmental

The following environmental management activities occurred during this reporting period:

Permits:

- HRCP provides weekly inspection report summaries to the U.S. Army Corps of Engineers (USACE).
- HRCP submitted additional information to the Virginia Department of Environmental Quality (DEQ) on August 5, 2024, in response to DEQ's comments on the North Island Wastewater Treatment Plant VPDES application.
- A meeting was held on August 7, 2024, with DEQ staff to introduce HRCP's new Head of Environmental Compliance.
- HRCP held a meeting with DEQ on August 14, 2024, to discuss comments on the air permit modification request for the North Island and South Island generators.

Marine Mammal Protection:

- No new activities.

Bird Mitigation:

- 2024 bird season efforts, bird deterrent measures, and dog patrolling of North Island, South Island, and Willoughby Spit continued through the reporting period. The season will conclude on September 1, 2024.

Programmatic Agreement:

- No new activities.

Archeological Discoveries:

- No new activities.

Protected Species:

- No new activities.

5. Construction

The figure below illustrates a map of the project corridor. The project is further categorized into four construction areas.

- Construction Area 1 is composed of landside road work.
- Construction Area 2 is composed of marine work, including the North Trestle, South Trestle, and island expansions.
- Construction Area 3 is composed of tunnel and island site work.
- Construction Area 4 is composed of landside road and bridge work.



5.1 Construction Area 1: Landside Roadways

I-64 (Segment 1):

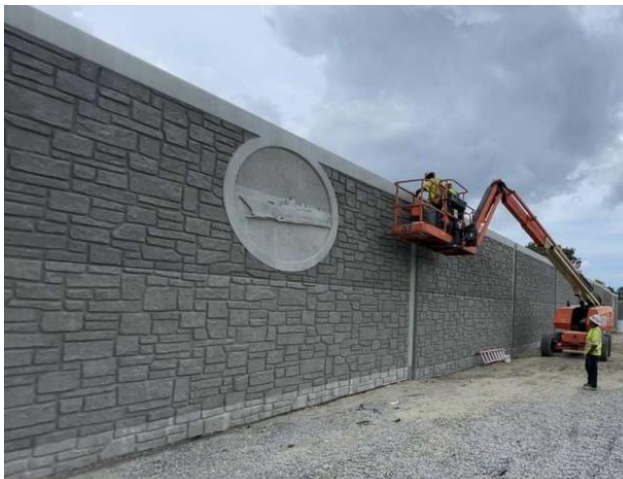
- Opened new half of Mallory St. Bridge to the traveling public.
- Continued installation of sidewalk and approach grade work at retaining wall 105 near Abutment B at Mallory Street Bridge.
- Continued Ramp E and Ramp H asphalt work for Mallory Street Phase 1 bridge shift.

I-64 (Segment 3):

- Continued installation of base leveling pads and wall panels at retaining wall 302 on Bayville Street between 13th View and eastbound off-ramp.
- Continued drainage work at Bayville Street.
- Continued installation of coping at retaining wall 308 between Willoughby Bay Bridge and 4th View eastbound.
- Continued formwork for coping and moment slab at retaining wall 302 along Bayville Rd.
- Continued installation of panels at sound wall 3-3 along the 4th View St. on-ramp.
- Began and completed surcharge removal at retaining wall 306 at Abutment A at 13th View St. eastbound.

I-64 (Segment 4):

- Continued installation of coping and moment slab at retaining wall 407 between Bayview Bridge and Oastes Creek Bridge.
- Began installation of coping and level up pad at retaining wall 405 near Evans St. Bridge.
- Continued installation of panels and columns for sound wall 4-1A near Mason Creek Road.
- Began installation of columns for sound wall 4-1B between Mason Creek Bridge and 1st View St. Bridge.
- Continued drainage work at retaining wall 501 at Abutment B at Patrol Road Bridge eastbound.
- Completed embankment at retaining wall 402 near 1st View St. Bridge eastbound.
- Continued installation of panels at retaining wall 409 between Oastes Creek Bridge and Patrol Road Bridge.



◀ **Sound Wall 3-3
Along 4th View
Street On-ramp
Eastbound
Punchlist inspection**

5.2 Construction Area 2: Marine Trestle Work

North Trestle:

- **Westbound Trestle**
 - 14 beams placed during this period (84 out of 280 total beams placed).
 - 2 caps placed during this period (18.5 out of 46 total caps placed).
 - Partial deck placed during this period (9 out of 45 total decks placed).

South Trestle:

- **Eastbound Trestle**
 - Partial deck placed during this period (34.5 out of 53 total decks placed).
- **Westbound Trestle**
 - 1 cap placed during this period (2 out of 22 total caps placed).
- **Westbound MOT Trestle**
 - 2 piles driven during this period (101 out of 107 total piles driven).
- **HOT Lanes Trestle**
 - 1 cap placed during this period (11 out of 16 total caps placed).
 - 2 decks placed during this period (2 out of 16 total decks placed).



◀ **North Trestle
Westbound**
Beam Launcher
installing girders
at Span 23

5.3 Construction Area 3: Tunnels and Islands

South Island:

- 78% complete for south portal external walls.
- 21% complete for south portal internal walls.
- 80% complete for rectilinear approach permanent struts.
- 96% complete for rectilinear approach temporary struts.

North Island:

- Completed installation of rectilinear approach temporary struts.
- 38% complete for rectilinear approach excavation.
- Completed demolition of cross wall between Cell 2 and the rectilinear approach to the gantry support slab elevation.

Tunnel:

- 66% complete for HT tunnel stage 1 installation of cement-treated base (CTB) ballast for tunnel roadway.
- Continued work on concrete tunnel egress structures in the HT Tunnel.
- 8% complete for HT Tunnel installation of egress footer.
- Completed U-Turn of gantry 1 and began work to reconnect gantry 1 to the shield.
- Began U-Turn of gantry 2.
- Complete installation of HT and GP gantry cradles.
- Continued installation of thrust frame.



◀ GP Tunnel

Gantry 1 transferred behind the shield, in launching position.

5.4 Construction Area 4: Landside Bridges

Mallory Street Bridge:

- Continued installation of pedestrian fence for eastbound widening.
- Completed Phase 1 to open the new half to the traveling public.
- Began demolition of old bridge at Span 1.

Bayville/13th View St. Bridge:

- Completed lead abatement and coating work for the existing bridge.

Willoughby Bay Bridge:

- Continued repair/rehabilitation of existing westbound bridge.
- Continued installation of precast caps for westbound widening.
- Continued installation of stay-in-place (SIP) deck formwork for eastbound widening.

4th View St. Bridge:

- Continued installation of pads and beam seats for eastbound widening.
- Completed installation of girders for eastbound widening.

Mason Creek Bridge:

- Continued repair/rehabilitation of existing eastbound and westbound bridges.
- Began preparation for concrete deck placement for existing eastbound bridge.

1st View Street Bridge:

- Continued repair/rehabilitation of existing eastbound bridge.

Bay Avenue Bridge:

- Continued installation of mainline SIP deck forms and overhangs for eastbound widening.
- Completed forming diaphragms at Spans 18 – 20 for eastbound widening.
- Completed installation of deck concrete at Spans 20 – 22 for eastbound widening.

Oastes Creek Bridge:

- Continued installation of sound wall for eastbound widening.
- Continued installation of conduit for eastbound widening.

Patrol Road Bridge:

- Continued repair/rehabilitation of existing substructure for eastbound bridge.
- Began installation of jacking beams for eastbound widening.



◀ **Willoughby Bay
Bridge Westbound
Bent 71 cap**



◀ **Bay Avenue
Bridge Eastbound
Deck reinforcement
installed at Spans
20 - 22**

6. Operations

Operations activities include shoulder and lane closures, creation and maintenance of Intelligent Transportation System (ITS) architecture, other maintenance within the corridor, coordination with existing VDOT Operations, and communication with the Hampton Roads Harbor Tunnels (HRHT) facility staff. The following operations activities occurred during this reporting period:

Short-Term Lane Closures:

- Willoughby Bay Bridge, North Trestle, and South Trestle eastbound and westbound to facilitate beam placement as well as concrete placement for piles, caps, and decks.
- Striping maintenance throughout project corridor.
- Lane closures eastbound and westbound for sign structure foundation installation.

Long-Term Lane Closures:

- Bay Ave. in Norfolk to facilitate staging-area access for widening Oastes Creek Bridge.
- Bayview Blvd. in Norfolk and Mallory St. in Hampton to facilitate bridge widening.
- West Ocean Ave. in Norfolk traffic shift to facilitate bridge widening.
- 4th View St. in Norfolk traffic shift to facilitate bridge widening.
- Patrol Rd. in Norfolk traffic shift to facilitate bridge rehabilitation and widening.
- 13th View St. underpass beneath I-64 reduced to one lane to facilitate utility work. Traffic is controlled by temporary automatic one-lane, two-way traffic control signal.

Hampton Traffic Shifts:

- Traffic shifted onto newly constructed portion of Mallory Street Bridge.

Detours:

- Temporary detour of W. Bay Ave. eastbound onramp for bridge widening activities.
- Long-term detour on Mason Creek Road to facilitate bridge widening.

Intelligent Transportation System (ITS):

- Installation of ITS, Medium Voltage power, and private utility conduit on North Trestle and landside.
- Relocation of OH-7 sign.
- Installation of temporary pole, junction boxes, and conduit for OH-11 relocation on eastbound South MOT Trestle.
- Permanent DMS installation at Overhead Sign Structure 50.

Overhead Sign Structures:

- Installation of Overhead Sign Structures 35, 50, and 51.
- Foundation for Overhead Sign Structure 9.
- Removal of existing sign structure on I-64 eastbound near Patrol Road.

Roadway Lighting:

- Continued permanent lighting installation on Willoughby Bay Bridge, Oastes Creek Bridge, and Mallory Street Bridge.
- Continued temporary lighting installation at South MOT bridge.
- Addressing maintenance of temporary lighting throughout the corridor.

7. Quality

Quality updates for this reporting period include:

Construction Quality Management Plan (CQMP) Updates:

- VDOT reviews CQMP updates as part of final “Released for Construction” (RFC) design packages and “Notice of Design Change” (NDC) packages. Two packages were received this period, reviewed and returned to HRCP as Approved.
- HRCP submitted quarterly update V18 of the CQMP last period, which was reviewed this period and returned to HRCP as Revise and Resubmit.

Independent Assurance (IA) Testing Activities:

- VDOT continues to monitor HRCP’s QA and QC material testing. VDOT also performed Independent Testing and Verification Testing on materials in accordance with VDOT requirements and coordinated with VDOT Materials Department for shop inspections as required. This testing included oversight of the HRCP precast yard in Chesapeake.

Design Quality Management Plan (DQMP):

- HRCP submitted quarterly update V21 of the DQMP last period, which was reviewed this period and returned to HRCP as Approved.

Quality Management System Plan (QMSP):

- VDOT continues to engage HRCP in discussions on HRCP’s implementation of their QMSP and the effectiveness of the plan.
- HRCP submitted quarterly update V25 of the QMSP last period, which was reviewed this period and returned to HRCP as Approved as Noted.

Material Book Records:

- VDOT conducted a monthly review of the current records, and HRCP is responding to audit comments provided by VDOT. Review of the Material Book records includes confirming that HRCP is completing the proper documentation for Buy America compliance. VDOT has completed the full audit of thirty-two volumes of Material Book records and is currently auditing three additional volumes of Material Book records.

Routine Quality Activities:

- VDOT’s quality team conducted reviews of written deficiency notices (WDNs), non-conformance reports (NCRs), root cause analyses and dispositions of deficiencies, with 36 NCRs reviewed for concurrence during this period. VDOT conducted reviews of QA and QC records for accuracy and quality issues and coordinated documentation reviews through VDOT’s Material Department. VDOT also continues a review of current construction quality by performing inspections based on VDOT’s Construction Quality Improvement Program (CQIP).

8. Safety

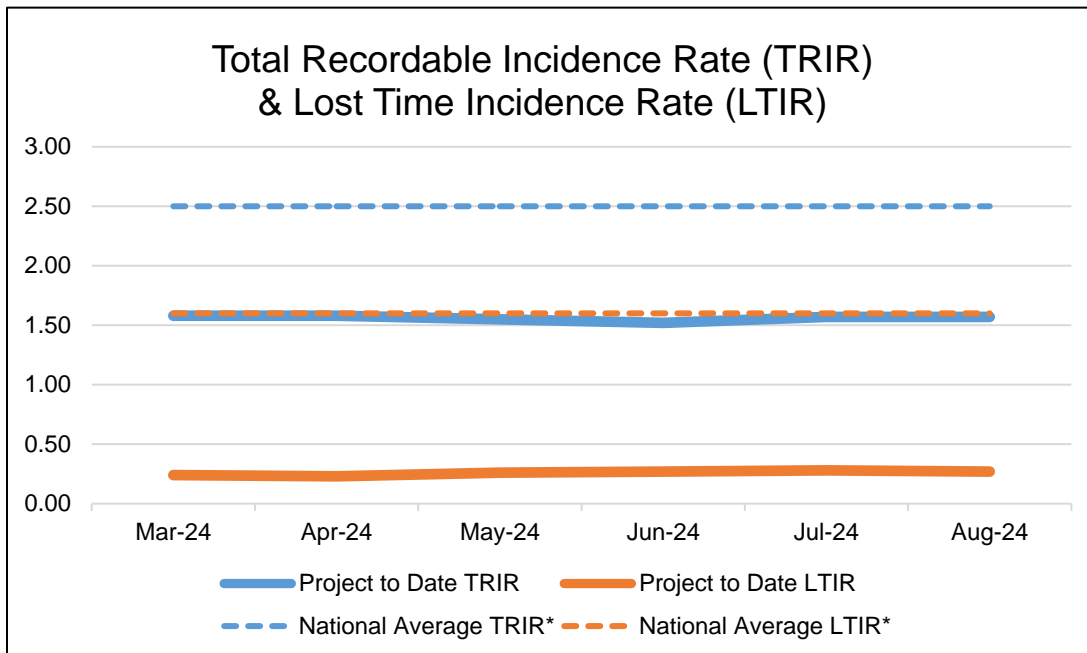
Safety procedures and activities during this reporting period include:

Safety Activities:

- HRCP continued weekly Safety Walks at North and South Island.
- HRCP conducted safety “stand down” for all staff.
- HRCP prepared and conducted a defensive driving course for employees.
- HRCP continued to monitor project safety of contractor operations.
- HRCP implemented “Get Ahead” using past safety incidents for training new hires.
- HRCP continued to monitor work plan activities for compliance.

Safety Performance Indicators:

- The following safety performance indicator information is provided by HRCP and is current as of August 31, 2024:



**National averages are from the Bureau of Labor Statistics, US Department of Labor – 2021 Data for Construction Industry, Published November 9, 2022.*

9. Civil Rights & DBE/SWaM Business Opportunities

To date, HRCP has awarded **371** subcontracts, subconsultant agreements and purchase orders to certified DBE/SWaM firms. Contract awards remain at **\$567.6 million** for this period. A total of **\$453.3 million** has been paid for work completed by DBE/SWaM firms. HRCP has exceeded both commitment and attainment goals.

Compliance Activities:

- HRCP and VDOT met on August 20, 2024, for its monthly Civil Rights Workgroup Meeting. Discussion continued on the reporting of subcontract payments using B2G Now, tentative plans for a celebratory event for OJT graduates, and available procurement opportunities.
- HRCP's 2nd Quarter DBE/SWaM Good Faith Efforts Report/C-111, DBE/SWaM Utilization Plan, and Workforce Participation Plan were submitted on July 15, 2024, as required for VDOT's formal review. While the plans were found compliant, there were some areas that required clarification.

Workforce Development Activities:

- HRCP's On-the-Job Training Program has increased to 39 graduates, representing a little less than half of the goal requirement. There are 12 active enrollees.

Business Development Activities:

- HRCP issued an Addendum Notice to the Tunnel Support & Facility Buildings Package. Proposals were due on August 20, 2024.
- HRCP & VDOT participated in the Virginia Asian Chamber of Commerce's 2024 ProcureCon Industry Day Region 757 held on August 22, 2024. Maritime was this year's industry spotlight along with contracting opportunities available for small businesses.

10. Public Outreach & Media

The following public outreach and project media activities occurred in this period:

Public Outreach

- July 24, 2024 – HRBT Expansion Project team hosted a site visit and discussion for members of the Santa Clara, California Valley Transportation Authority.
- July 25, 2024 – Hampton Roads District Engineer Chris Hall and HRBT Expansion Project Director Ryan Banas presented progress updates to local elected officials at the Hampton Roads Legislative Caucus at Hampton University.
- July 31, 2024 – HRBT Expansion Project team hosted a site visit for Cape Charles Mayor Adam Charney and other city officials.
- August 8, 2024 – HRBT Expansion Project Director Ryan Banas presented progress updates to the Greater Wards Corner Task Force and local elected officials in Norfolk.
- August 14, 2024 – Bradley Weidenhammer, HRBT Expansion Team Operations Manager presented progress updates at the Virginia AeroSpace Business Association luncheon in Hampton.
- August 21, 2024 – Bradley Weidenhammer, HRBT Expansion Team Operations Manager and Chris Foley, HRBT Engineering Task Manager presented progress updates to the Norfolk Local Emergency Management Committee.
- August 22, 2024 - HRBT Expansion Project Director Ryan Banas presented progress updates to the Kiwanis Club of Virginia Beach.

Media

- July 27, 2024 – (WVEC) 1st half of new Mallory Street Bridge opens to traffic as part of HRBT expansion <https://www.13newsnow.com/article/traffic/new-mallory-street-bridge-opens-in-hampton/291-a1539288-72b4-4f8e-80b5-86ba274a7868>
- July 27, 2024 – (WAVY) New Mallory Street Bridge opens to traffic <https://www.wavy.com/traffic/vdot-new-mallory-street-bridge-opens-to-traffic/>
- July 29, 2024 – (Virginian Pilot) Mastodon bones unearthed at Hampton Roads Bridge-Tunnel construction site <https://www.pilotonline.com/2024/07/29/mastodon-bones-unearthed-at-hampton-roads-bridge-tunnel-construction-site/>
- July 31, 2024 – (WAVY) Remains of mastodon found at HRBT <https://www.wavy.com/video/remains-of-mastodon-found-at-hrbt/9911969/>
- August 5, 2024 – (Chesapeake Bay Magazine) Mastodon Fossils Unearthed During Hampton Roads Bridge-Tunnel Project <https://www.chesapeakebaymagazine.com/mastodon-fossils-unearthed-during-hampton-roads-bridge-tunnel-project/>

- August 6, 2024 – (WAVY) VDOT: Staying on 'trap': HRBT traffic control manager reflects on competing in 1988 Olympics <https://www.wavy.com/news/local-news/staying-on-trap-hrbt-traffic-control-manager-reflects-on-competing-in-1988-olympics/>
- August 14, 2024 – (WTKR) HRBT Expansion Project's first gantry extracted and lifted <https://www.wtkr.com/transportation/hrbt-expansion-projects-first-gantry-extracted-and-lifted>
- August 15, 2024 – (Roads & Bridges) HRBT Expansion Hits a Milestone <https://www.roadbridges.com/tunnels/news/55133313/hrbt-expansion-hits-a-milestone>
- August 19, 2024 – (Virginian Pilot) Hampton officials push to restore Fort Wool, open the historic island public <https://www.msn.com/en-us/news/us/hampton-officials-push-to-restore-fort-wool-open-the-historic-island-to-the-public/ar-AA1p3znp?ocid=BingNewsVerp>

Lane Closures/Advisories

- July 26, 2024 – Mallory Street Bridge traffic shift
- July 26, 2024 – Weekly Lane Closure Report
- August 2, 2024 – Weekly Lane Closure Report
- August 2, 2024 – Closure and detour of I-64 W at 4th View Street
- August 9, 2024 – Weekly Lane Closure Report
- August 16, 2024 – Weekly Lane Closure Report
- August 23, 2024 – Weekly Lane Closure Report

Visit our website to view more information:

www.hrbtexpansion.org