



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

Report No. 66
Project No. 0064-M06-032



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Prepared by:

Virginia Department of Transportation

www.hrbtexpansion.org

1. Executive Summary

1.1 Overview

This report provides an overview of accomplishments and activities for the Hampton Roads Bridge-Tunnel Expansion Project from August 25, 2024 – September 21, 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 88% complete.
 - Installation of south portal internal walls 31% complete.
- Tunnel Progress:
 - Completed U-Turn of gantries 2, 3, and 4.
 - Completed installation of thrust frame in receiving pit, north island.
 - Began work to reenergize the TBM.
 - Began installation of concrete for HT Tunnel interiors construction.
- North Island Progress:
 - Excavation for the rectilinear approach 57% complete.
 - Base slab waterproofing for the rectilinear approach 7% complete.
- Landside Progress:
 - Continued demolition of old bridge at Span 1 at Mallory St. Bridge.
 - Continued installation of sound wall at Oastes Creek Bridge.
 - Began installation of SIP deck formwork at 4th View St. Bridge.
- Marine Progress:
 - South Trestle MOT westbound piles 96% 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 61 (data date: August 25, 2024), and the schedule information in this report reflects this update. Schedule 61 was returned Approved as Noted on September 24, 2024.

- Contractual Substantial and Final Completion Dates in the contract remain unchanged. However, in Update 61 the Projected Schedule Completion dates reflected:
- Substantial Completion on March 2, 2027
- Final Completion on August 31, 2027

Contractual Substantial and Final Completion dates have not changed.

Project Budget

The project budget summary below now includes all billed to date costs through September 21, 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:	\$ 2,550,308,307
Remaining project budget:	\$ 1,385,143,334

- 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:	\$ 104,885,115
Assessed Liquidated Damages (LD):	\$ (957,500)
Design-build contract sum to date:	\$ 3,487,363,102
Expenditures to date:	\$ 2,424,384,676
Remaining design-build contract amount:	\$ 1,062,978,427

- Design-build progress to date:

Project Management:	85.9%
Design:	95.1%
Physical Construction Progress:	51.5%
Overall:	69.5%

Environmental

Environmental updates for this reporting period include:

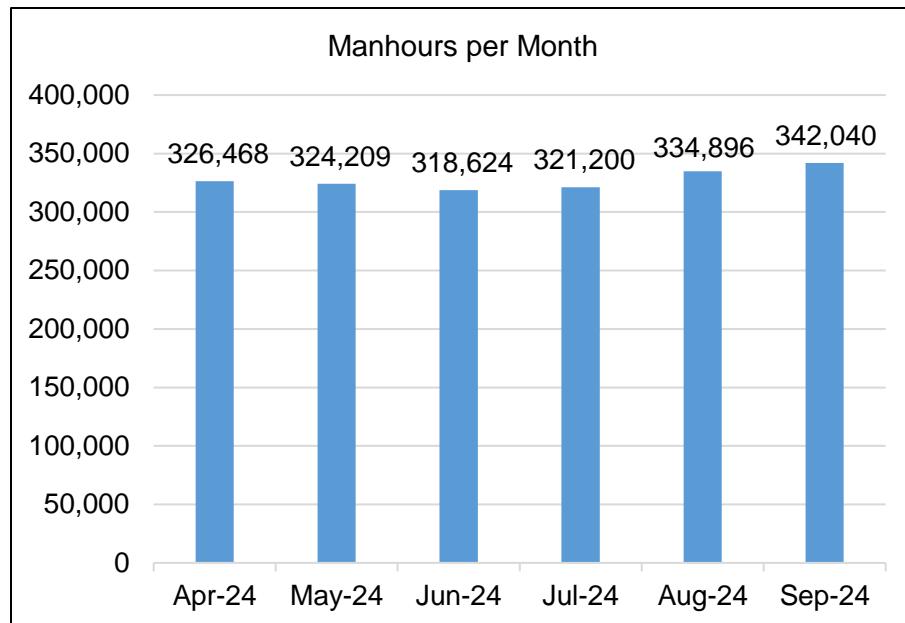
- HRCP continues to coordinate with the regulatory agencies on a variety of permit modifications and new permits covering the North Island Bi-component Plant, North Island and South Island air permits for the generators, Construction General Permit, and Joint Permit modification #11 that covers additional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

Construction

Summary progress updates for this reporting period include:

- Landside Roadways
 - Began installation of panels at retaining wall 306 near Abutment A at Willoughby Bay Bridge eastbound.
 - Completed installation of columns for sound wall 4-1B between Mason Creek Bridge and 1st View St. Bridge.
 - Completed embankment at retaining wall 402 located near W. Bay Avenue eastbound.
- Marine Works
 - Placed beams at South HOT lanes trestle (10 installed this period).
 - Placed beams at North westbound permanent trestle (14 installed this period).
- Tunnels and Islands
 - 73% complete for stage 1 ballast placement for HT tunnel.
 - Completed rectilinear approach permanent struts at South Island.
 - Began installation of rectilinear approach waterproofing at North Island.
- Landside Bridges
 - Began installation of jacking beams at 4th View St. Bridge.
 - Completed concrete deck placement at Mason Creek Bridge.
 - Continued installation of girders at Willoughby Bay Bridge.

The number of construction manhours worked each month is provided by HRCP and is current as of September 30, 2024:



Project Manhours to Date:
12,830,148

Operations

The following operations activities took place during this reporting period:

- Minor shift on EB I-64 near Bay Ave. to facilitate overhead sign construction.
- Temporary detour of westbound offramp to Mallory Street for bridge demolition activities.

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 September 30, 2024:

- Total Recordable Incidence Rate: 1.56 (National Average: 2.5)
- Lost Time Incidence Rate: 0.26 (National Average 1.6)



Civil Rights & DBE/SWaM Business Opportunities

HRCP has awarded **377** subcontracts, subconsultant agreements, and purchase orders to certified DBE/SWaM firms on the project. These contract awards represent a total of **\$571.2 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:

- The Project celebrated the opening of the new Welcome Center with an open house event for staff and stakeholders.
- Project team hosted a booth at the 2024 NAS Oceana Air Show STEM Day.
- The HRBT Fall 2024 Project Tour Video was published.

<https://hrbtexpansion.org/videos/>

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 61 (data date: August 25, 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. However, the Projected Schedule Update 61 Substantial and Final Completion reflect March 2, 2027 and August 31, 2027 respectively.

	Contract Requirement	August 2024 Schedule	Actual
NTP		Sep 11, 2020	Sep 11, 2020
Substantial Completion	Feb 26, 2027	Mar 2, 2027	
Final Completion	Aug 27, 2027	Aug 31, 2027	

2.2 Longest Path

The longest path/critical path in Project Schedule Update 61

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 – Interior Walls
- 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 – Work Above Grade

- South Island Ventilation Building – Phase 1 Construction
- South Island Generator, Fuel & Water Tanks Building
- South Island Buildings Final MEP Work
- Commissioning and Functional Testing

Tunneling

- North Island U-Turn – Gantry 4 Lift, Turn, Reassembly of Permanent Umbilicals
- 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
- High Occupancy Tunnel – Final MEP Construction
- General Purpose Tunnel – Final MEP Construction

North Portal – Work Below Grade

- 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
- Mallory Bridge Phase 2 – Demolition and Reconstruction

Trestles

- North Trestle Temporary Work Trestle N3 – Construction & Demolition
- North Trestle Temporary Work Trestle N4 – Construction
- North Trestle – Eastbound Zone 4 Construction, Westbound Zone 8, 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

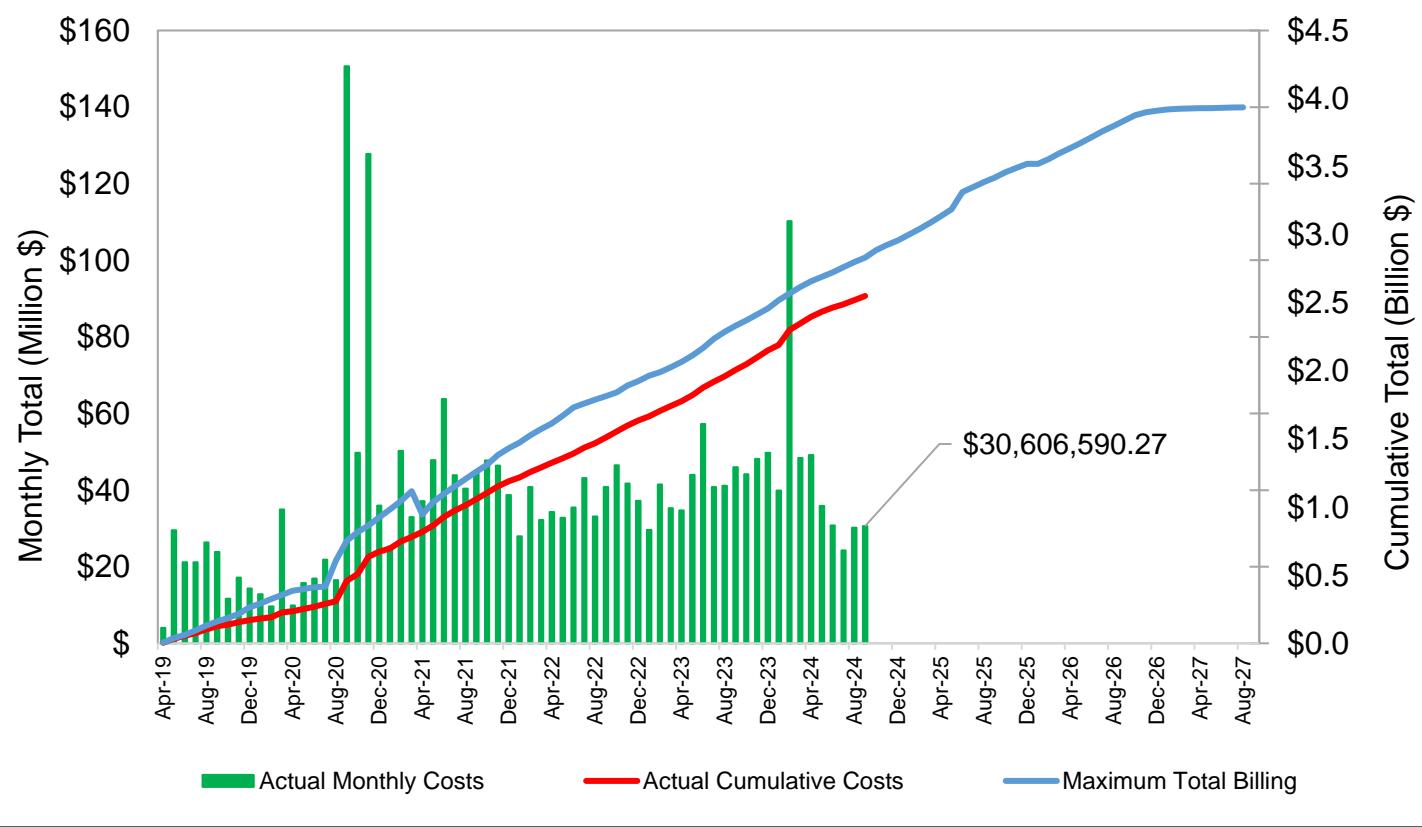
3.1 Overall Budget

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:
Comprehensive Agreement					
<i>Construction</i>	\$18,600,276.44	\$2,266,982,267.76	\$3,299,997,227.00	\$1,033,014,959.24	68.70%
Owner Costs					
<i>Administration</i>	\$2,395,445.64	\$112,368,198.38	\$122,000,000.00	\$9,631,801.62	92.11%
<i>Right of Way</i>	(\$10,279.76)*	\$9,555,432.53	\$15,000,000.00	\$5,444,567.47	63.70%
<i>No-Excuses Incentive</i>	\$0.00	\$0.00	\$90,000,000.00	\$90,000,000.00	0.00%
<i>Contingency</i>	\$7,588,338.62	\$151,954,809.15	\$335,000,000.00	\$183,045,190.85	45.36%
<i>Bridge Repair Work Option</i>	\$2,032,809.33	\$9,447,598.82	\$73,454,413.96	\$64,006,815.14	12.86%
Total	\$30,606,590.27	\$2,550,308,306.64	\$3,935,451,640.96	\$1,385,143,334.32	64.80%

*The ROW amount is due to a correction of charged expenses on the project.

Overall Payments by Month* **

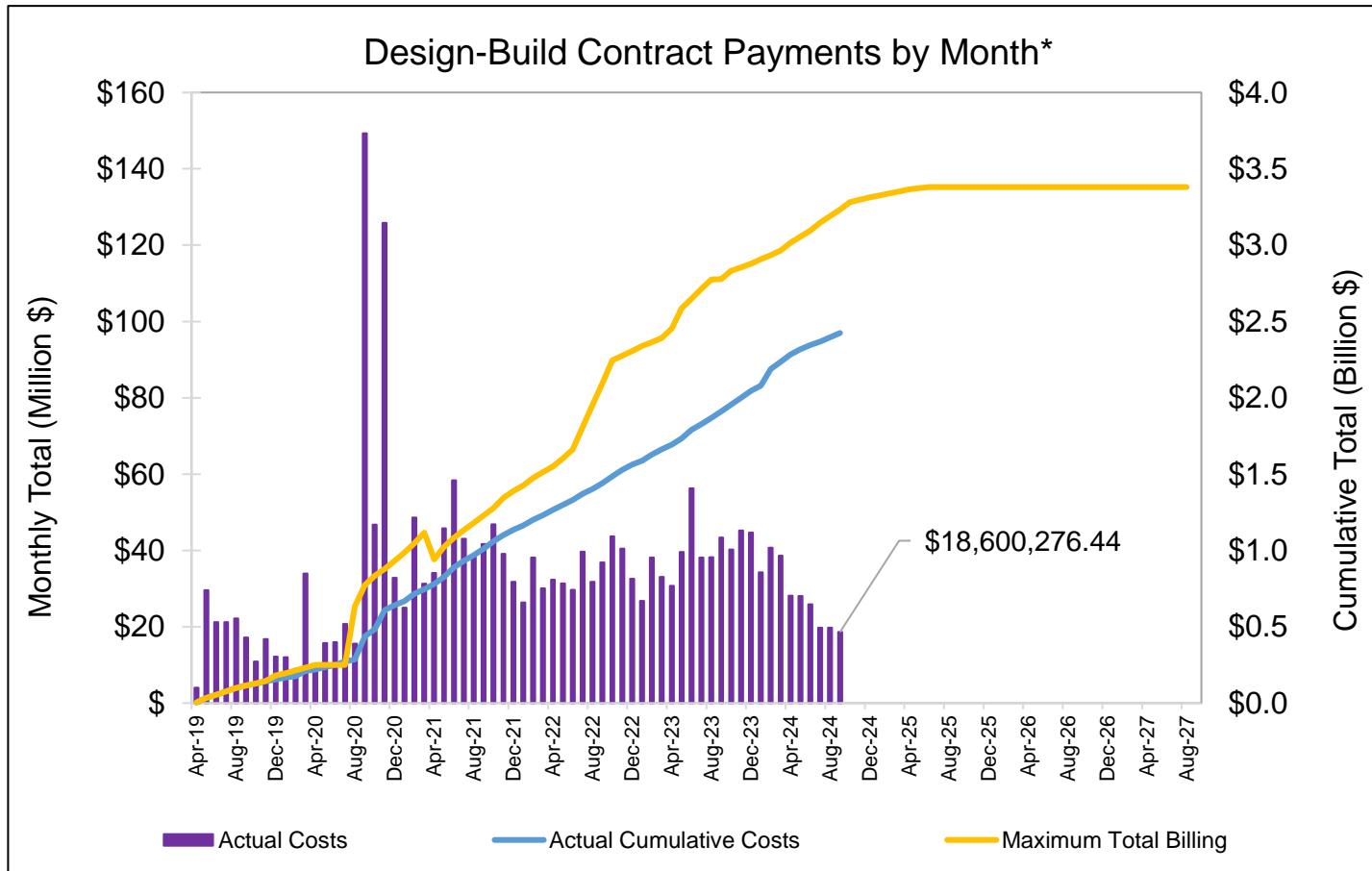


*The Maximum Total Billing showed an adjustment in May 2021 due to the executed Change Order #40 – Update Maximum Cumulative Cost Curve.

** 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.



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 HRCP refines its design, construction means-and-methods, activity sequences, and project resourcing.

3.3.1 HRTAC and Smart Scale

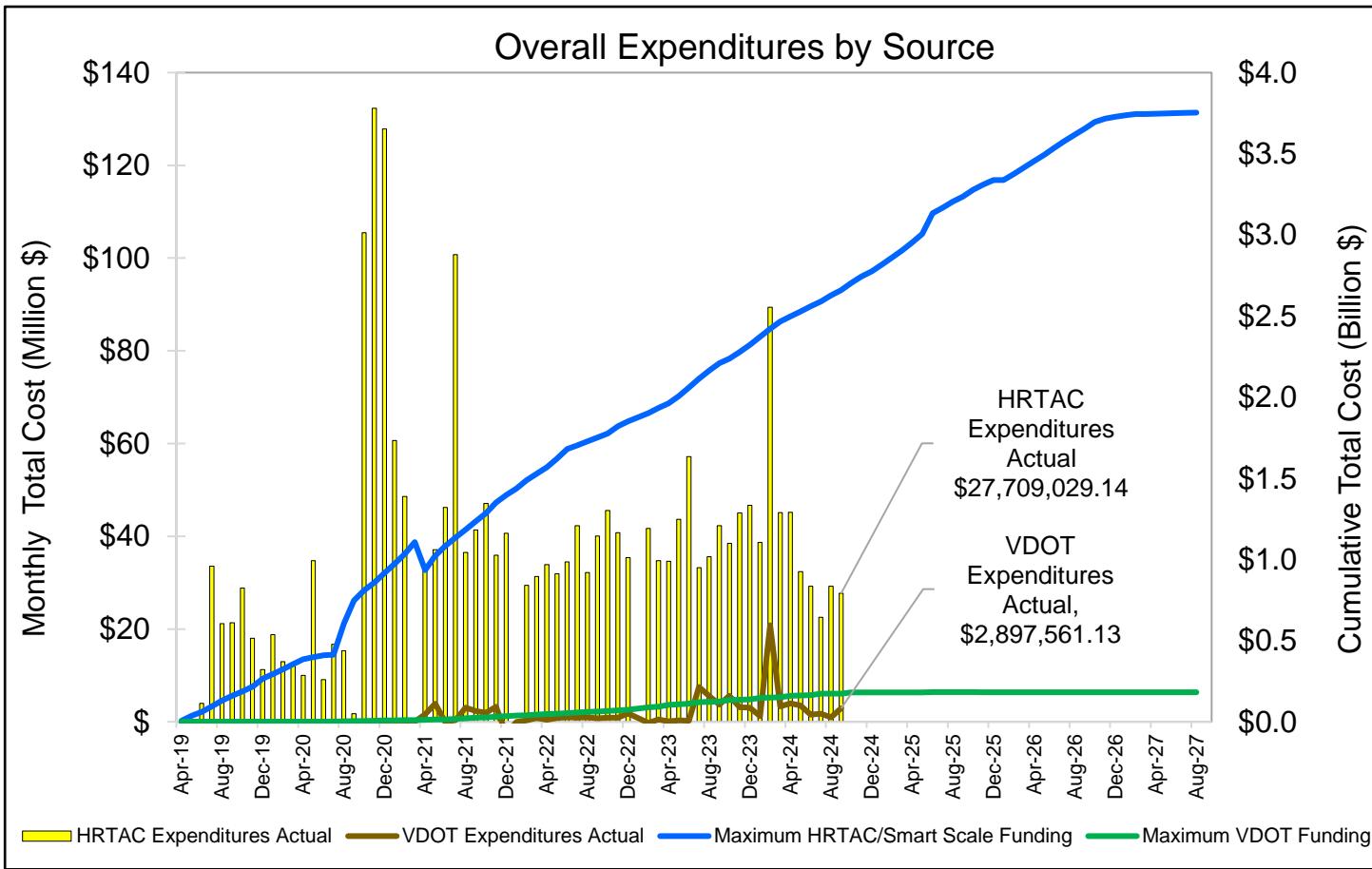
	Amount Spent this Period:	Total Spent to Date:	Original Total Budget:	Total Remaining Budget:	Percent Spent To-date:
<u>Comprehensive Agreement</u>					
Construction	\$18,016,579.33	\$2,216,870,317.80	\$3,204,569,251.00	\$987,698,933.20	69.18%
<u>Owner Costs</u>					
Administration	\$2,260,850.92	\$107,284,860.38	\$118,472,054.00	\$11,187,193.62	90.56%
Right of Way	(\$10,279.76)	\$9,555,432.53	\$15,000,000.00	\$5,444,567.47	63.70%
No-Excuses Incentive	\$0.00	\$0.00	\$90,000,000.00	\$90,000,000.00	0.00%
Contingency	\$7,441,878.65	\$123,925,862.41	\$325,428,276.00	\$201,502,413.59	38.08%
Total	\$27,709,029.14	\$2,457,636,473.12	\$3,753,469,581.00	\$1,295,833,107.88	65.48%

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>					
Construction	\$583,697.11	\$50,111,949.96	\$95,427,976.00	\$45,316,026.04	52.51%
<u>Owner Costs</u>					
Administration	\$134,594.72	\$5,083,338.00	\$3,527,946.00	(\$1,555,392.00)*	144.09%
Right of Way	\$0.00	\$0.00	\$0.00	\$0.00	0.00%
No-Excuses Incentive	\$0.00	\$0.00	\$0.00	\$0.00	0.00%
Contingency	\$146,459.97	\$28,028,946.74	\$9,571,724.00	(\$18,457,222.74)**	292.83%
Bridge Repair Work Option	\$2,032,809.33	\$9,447,598.82	\$73,454,413.96	\$64,006,815.14	12.86%
Total	\$2,897,561.13	\$92,671,833.52	\$181,982,059.96	\$89,310,226.44	50.92%

* 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	HRCP 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	HRCP 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	HRCP 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	\$1,550.50	\$215,416.26	July 2024
Exhibit 10 - Fuel	\$5,347.98	\$538,933.93	July 2024
Exhibit 11 - Steel	\$10,080.99	\$6,764,450.63	March 2024
Total	\$16,979.47	\$7,518,800.82	
Per CA Amendment Adjustments (Non-Federally Eligible Costs)			
Exhibit 9 - Asphalt	\$0.00	\$0.00	July 2024
Exhibit 10 - Fuel	\$851.92	\$40,341.05	July 2024
Exhibit 11 - Steel	\$273,587.49	\$8,949,131.07	March 2024
Exhibit 10A – Fuel (Atypical Items)	\$5,001.17	\$1,505,029.85	July 2024
Exhibit 15A – Index-Adjusted Commodities	\$3,323,581.70	\$66,134,153.46	March 2024
Exhibit 15B – Escrow-Adjusted Commodities	\$0.00	\$20,737,658.69	July 2024
Total	\$3,603,022.28	\$97,366,314.12	

* 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 received a letter of authorization dated August 26, 2024, from the Virginia Marine Resources Commission for Joint Permit Application (JPA) modification request #11. In addition, the U.S. Army Corps of Engineers (USACE) approved JPA modification request #11 on September 19, 2024.
- HRCP held a meeting with Virginia Department of Environmental Quality (DEQ) on September 17, 2024, to discuss components of the air permit modification request for the North Island and South Island generators.
- HRCP held their quarterly agency status meeting on September 18, 2024.
- HRCP held a meeting with the DEQ on September 20, 2024, to discuss additional questions they had on the North Island Wastewater Treatment Plant VPDES permit modification request.

Marine Mammal Protection:

- No new activities.

Bird Mitigation:

- 2024 bird season was completed on September 1, 2024. Dog patrolling of North Island, South Island, and Willoughby Spit ceased mid-September.

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):

- 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, moment slab, and wall panels at retaining wall 302 on Bayville Street between 13th View and eastbound off-ramp.
- Continued drainage work at retaining wall 302 near Bayville St. eastbound.
- Continued drainage work at 4th View St. eastbound off-ramp.
- 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 installation of panels at retaining wall 306 near Abutment A at Willoughby Bay Bridge eastbound.

I-64 (Segment 4):

- Continued installation of coping and moment slab at retaining wall 407 between Bayview Bridge and Oastes Creek Bridge.
- Continued 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.
- Completed 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.
- Continued installation of panels at retaining wall 409 between Oastes Creek Bridge and Patrol Road Bridge.
- Completed embankment at retaining wall 402 near W. Bay Avenue eastbound.



► Retaining Wall
302 near Bayville
St. exit
Moment slab
placement

5.2 Construction Area 2: Marine Trestle Work

North Trestle:

- **Westbound Trestle**
 - 14 beams placed during this period (98 out of 280 total beams placed).
 - 1 cap placed during this period (19.5 out of 46 total caps placed).
 - 2 decks placed during this period (11 out of 45 total decks placed).

South Trestle:

- **Westbound MOT Trestle**
 - 2 piles driven during this period (103 out of 107 total piles driven).
- **HOT Lanes Trestle**
 - 1 cap placed during this period (12 out of 16 total caps placed).
 - 10 beams placed during this period (25 out of 80 total beams placed).



◀ **North Trestle Westbound**
Beam Launcher installing girders at Span 21

5.3 Construction Area 3: Tunnels and Islands

South Island:

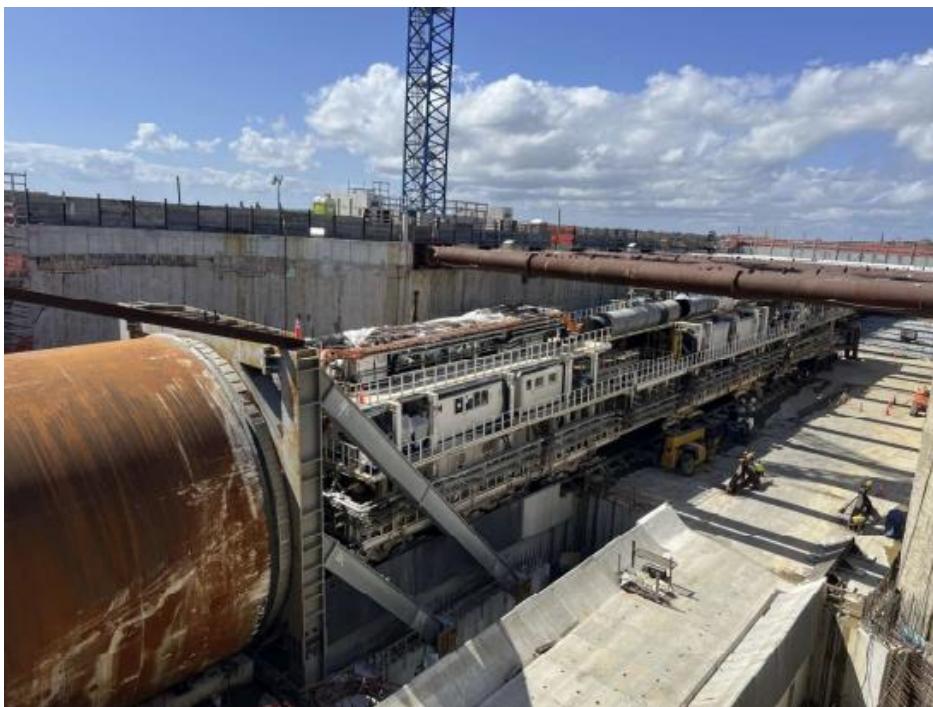
- 88% complete for south portal external walls.
- 31% complete for south portal internal walls.
- Completed rectilinear approach permanent struts.
- Completed rectilinear approach temporary struts.
- 17% complete for all south portal roadway slabs.

North Island:

- 57% complete for rectilinear approach excavation.
- 7% complete for rectilinear approach base slab waterproofing.

Tunnel:

- 73% 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.
- 17% complete for HT Tunnel installation of egress footer.
- 2% complete for HT Tunnel installation of egress structure L-walls.
- Completed U-Turn of gantries 2, 3, and 4.
- Completed installation of thrust frame.
- Began work on the low point pump station walls in the HT Tunnel.
- Began installation of TBM umbilicals from the North Island headwall to gantry 3.
- Began disassembly of bi-component pump for relocation to the North Island.



► GP Tunnel

Gantries 1, 2, and 3 in the launching position behind the shield.

5.4 Construction Area 4: Landside Bridges

Mallory Street Bridge:

- Continued installation of pedestrian fence for eastbound widening.
- Continued demolition of old bridge at Span 1.
- Continued demolition of Phase 2.

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.
- Completed installation of girders at Bent 38 for westbound widening.

4th View St. Bridge:

- Continued installation of pads and beam seats for eastbound widening.
- Began installation of jacking beams for eastbound widening.
- Began installation of SIP deck formwork for eastbound widening.
- Continued deck reinforcement and concrete deck placement for eastbound widening.

Mason Creek Bridge:

- Continued repair/rehabilitation of existing eastbound and westbound bridges.
- Completed concrete deck placement for existing eastbound bridge.
- Continued parapet work and closure pours.

1st View St. Bridge:

- Continued repair/rehabilitation of existing eastbound bridge.

Bay Avenue Bridge:

- Continued installation of mainline SIP deck forms and overhangs for eastbound widening.

Evans St. Bridge:

- Continued repair/rehabilitation of existing substructure for eastbound bridge.

Bayview Blvd. Bridge:

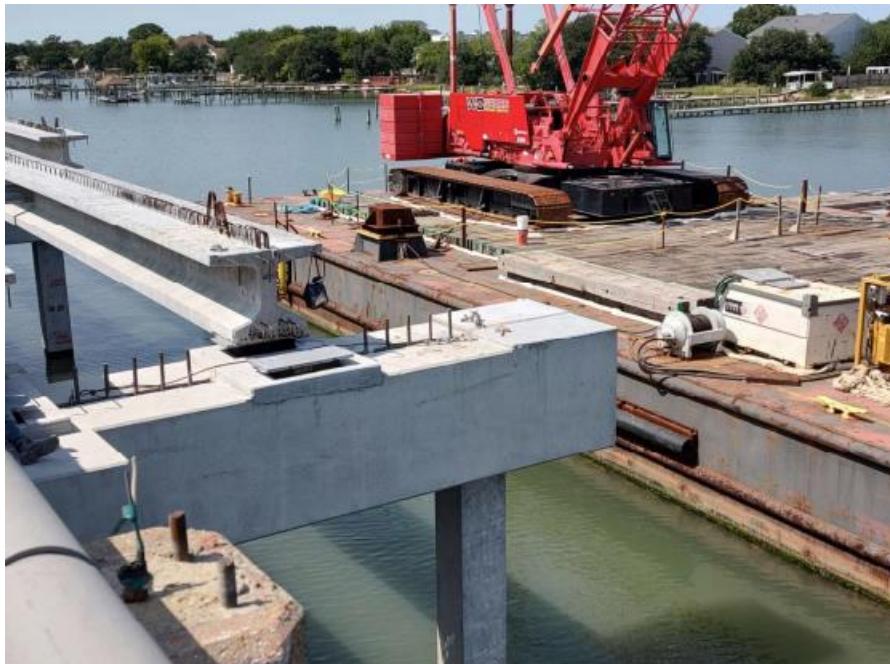
- Continued repair/rehabilitation of existing substructure for eastbound bridge.

Oastes Creek Bridge:

- Continued installation of sound wall for eastbound widening.

Patrol Road Bridge:

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



◀ **Willoughby Bay
Bridge Westbound**
Installation of girders
at Bent 38



◀ **Mason Creek
Bridge Eastbound**
Deck placement for
Spans 1, 2 and 3

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.
- Slow rolls eastbound and westbound for Mallory Bridge demolition activities.
- Slow rolls eastbound and westbound near W. Evans Street for overhead sign removal.
- Slow rolls westbound for temporary lighting installation and sign structure 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.

Norfolk Traffic Shifts:

- Minor shift on EB I-64 near Bay Ave. to facilitate overhead sign construction.

Detours:

- Temporary detour of westbound offramp to Mallory Street for bridge demolition activities.
- 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.
- Certification of relocated overheight detector OH-7.
- Preparations for relocation of RCU-44 at westbound South MOT Trestle.
- Testing and integration of DMS at Overhead Sign Structure 50.

Overhead Sign Structures:

- Installation of uprights for Overhead Sign Structure 37.
- Removal of existing sign structure spanning I-64 eastbound and westbound near W. Evans Street.

Roadway Lighting:

- Continued permanent lighting installation on Willoughby Bay Bridge and Oastes Creek 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. One package was received this period, reviewed and returned to HRCP as Approved.

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.

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.

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-three 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 25 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

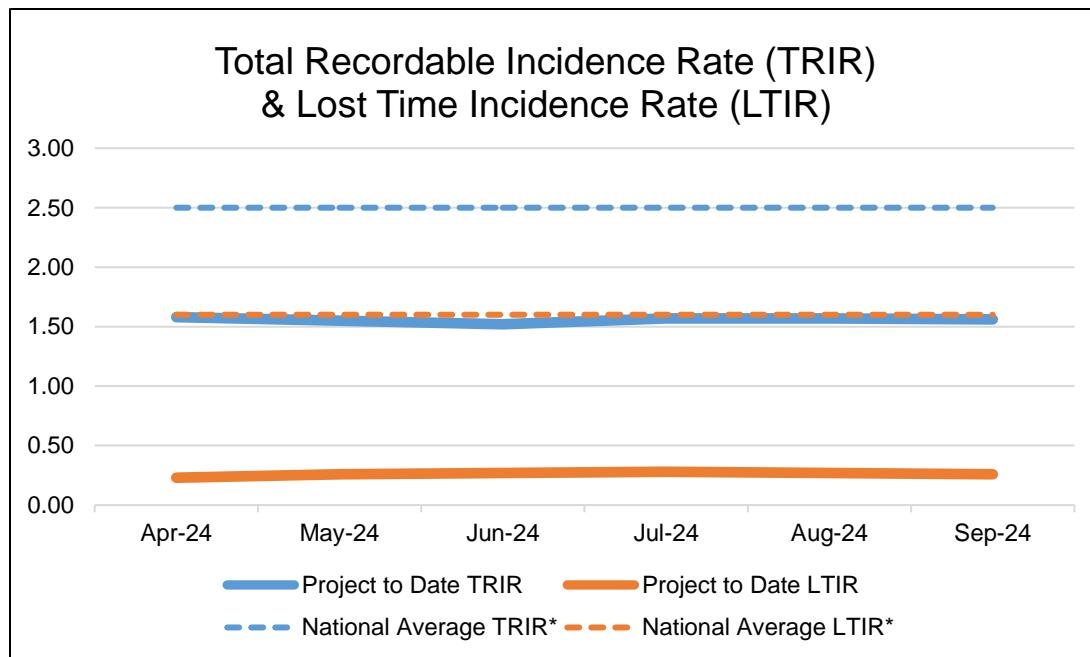
Safety procedures and activities during this reporting period include:

Safety Activities:

- HRCP continued driver training for crew members.
- HRCP continued training with new hires and On-The-Job training for crew members.
- HRCP conducted a safety audit of the project.
- HRCP hired an outside consultant to conduct safety training for crew members.
- HRCP implemented a monthly safety meeting for each area of work.
- HRBT began monthly safety discussions with IA crew members and Resident Engineers.

Safety Performance Indicators:

- The following safety performance indicator information is provided by HRCP and is current as of September 30, 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 **377** subcontracts, subconsultant agreements and purchase orders to certified DBE/SWaM firms. The total contract award is at **\$571.2 million** to date. A total of **\$459.7 million** has been paid for work completed by DBE/SWaM firms. HRCP has exceeded both commitment and attainment goals.

Compliance Activities:

- During this reporting period, HRCP and VDOT met on September 16, 2024, for its monthly Civil Rights Workgroup Meeting. Discussion continued on the buildings support solicitations that will provide additional procurement opportunities for small businesses.

Workforce Development Activities:

- Based on an annual review, project workforce participation represents: Minority 71.3% (27.1% goal) and Women 10.23% (6.9% goal).
- HRCP's On-the-Job Training Program remained at 39 graduates for the reporting period with 14 active enrollments and 1 pending VDOT's review.

Business Development Activities:

- HRCP participated in the Virginia Asian Chamber of Commerce's Lunch & Learn 2 Connect held on September 17, 2024.

10. Public Outreach & Media

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

Public Outreach

- September 5, 2024 – HRBT Expansion Project team presented project updates to the American Institute of Aeronautics & Astronautics, and NASA Langley Alumni Association in Hampton.
- September 11, 2024 – HRBT Expansion Project Director Ryan Banas presented project updates to the Virginia Peninsula Chamber's LEAD Peninsula Class of 2025.
- September 12, 2024 – Hampton Roads District Engineer Chris Hall and HRBT Expansion Project Director Ryan Banas hosted a site visit for HTRAC and James City County Supervisors.
- September 12, 2024 – HRBT Expansion Project Director Ryan Banas provided project updates and a technical overview to the American Society of Welders in Hampton.
- September 12, 2024 – HRBT Communications Team published the September 2024 episode of HRBT Tunnel Talk, discussing the Hampton Roads Express Lanes (HREL) network. Featured guests were the HRBT Expansion Project Director Ryan Banas, HRBT Communications Director Paula Miller, and HRTAC Executive Director Kevin Page. <https://hrbtexpansion.org/newsroom/podcast/>
- September 13, 2024 – HRBT Expansion Project Communications Director Paula Miller presented project updates to the Ghent Task Force.
- September 13, 2024 – The HRBT Expansion Project celebrated the opening of the new Welcome Center with an open house event for staff and stakeholders.
- September 18, 2024 – HRBT Expansion Project Director Ryan Banas presented project updates at the VDOT Local Assistance Programs Workshop in Roanoke.
- September 20, 2024 – HRBT Expansion Project team hosted a booth at the 2024 NAS Oceana Air Show STEM Day in Virginia Beach.

Media

- August 26, 2024 – (WTKR) Road closures for I-64 express lanes start in September <https://www.wtkr.com/transportation/road-closures-for-i-64-express-lanes-start-in-september>
- August 27, 2024 – (WVEC) New initiative hopes to transform HRBT into next 'great American bridge' <https://www.13newsnow.com/article/news/local/mycity/hampton/hrbt-the-next-great-american-bridge-public-art>
- August 29, 2024 – (Virginia Business) Transportation 2024: Ryan Banas <https://www.virginiabusiness.com/article/ryan-banas/>
- September 17, 2024 – (HRBT Expansion Project) Fall 2024 Project Tour Video published <https://hrbtexpansion.org/>



Lane Closures/Advisories

- August 30, 2024 – Weekly Lane Closure Report
- September 6, 2024 – Weekly Lane Closure Report
- September 10, 2024 – HREL Reversible Lane Closure
- September 13, 2024 – Weekly Lane Closure Report
- September 20, 2024 – Weekly Lane Closure Report

Visit our website to view more information:

www.hrbtexpansion.org