



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

Report No. 68
Project No. 0064-M06-032



Table of Contents

1. Executive Summary	1
1.1 Overview	1
1.2 Priorities	1
1.3 Key Updates	2
2. Project Schedule	6
2.1 Schedule Status	6
2.2 Longest Path	6
2.3 Impact Analysis	6
3. Project Budget	9
3.1 Overall Budget	9
3.2 Design-Build Contract Cost Status	11
3.3 Budget by Funding Source	12
3.4 Contingency	13
4. Environmental	17
5. Construction	18
5.1 Construction Area 1: Landside Roadways	19
5.2 Construction Area 2: Marine Trestle Work	20
5.3 Construction Area 3: Tunnels and Islands	21
5.4 Construction Area 4: Landside Bridges	22
6. Operations	24
7. Quality	25
8. Safety	26
9. Civil Rights & DBE/SWaM Business Opportunities	27
10. Public Outreach & Media	28

Issue Date: December 6, 2024

Prepared by:

Virginia Department of Transportation

<https://hrbtexpansion.vdot.virginia.gov/>

1. Executive Summary

1.1 Overview

This report provides an overview of accomplishments and activities for the Hampton Roads Bridge-Tunnel Expansion Project from October 20, 2024 – November 23, 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:
 - Completed south portal perimeter external walls.
 - Installation of south portal internal walls 41% complete.
- Tunnel Progress:
 - 5.5% complete for General Purpose (GP) tunnel excavation (441 ft out of 7,961 total ft excavated).
 - 59 concrete tunnel rings installed this period (59 out of 1,194 total rings installed).
 - Gantry 4 was connected to the TBM. The TBM is in final configuration.
- North Island Progress:
 - Excavation for the rectilinear approach 92% complete.
 - Base slab waterproofing for the rectilinear approach 68% complete.
- Landside Progress:
 - Completed auger cast piles at retaining wall 310 near 4th View St.
 - Began excavation of retaining wall 307 along Bayville St.
- Marine Progress:
 - South Trestle MOT westbound beams completed.
 - North Trestle westbound piles 55% 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 62 (data date: September 22, 2024), and the schedule information in this report reflects this update. Schedule 62 was returned Approved as Noted on October 15, 2024. Schedule Update 64 is due within one week.

Contractual Substantial and Final Completion Dates in the contract remain unchanged.

However, in Update 62 the Projected Schedule Completion dates reflected:

- Substantial Completion on March 3, 2027
- Final Completion on September 1, 2027

Project Budget

The project budget summary below now includes all billed to date costs through November 23, 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:	\$	2,601,190,083
Remaining project budget:	\$	1,334,261,558

- Design-build contract overview:

Design-build contract original amount:	\$	3,299,997,227
Net change orders:	\$	11,258,062
Exercised Options:	\$	73,454,414
Material Price Adjustments to Date:	\$	108,942,284
Assessed Liquidated Damages (LD):	\$	(1,076,000)
Design-build contract sum to date:	\$	3,492,575,988
Expenditures to date:	\$	2,471,134,219
Remaining design-build contract amount:	\$	1,021,441,768

- Design-build progress to date:

Project Management:	88.3%
Design:	95.5%
Physical Construction Progress:	52.9%
Overall:	70.8%

Environmental

Environmental updates for this reporting period include:

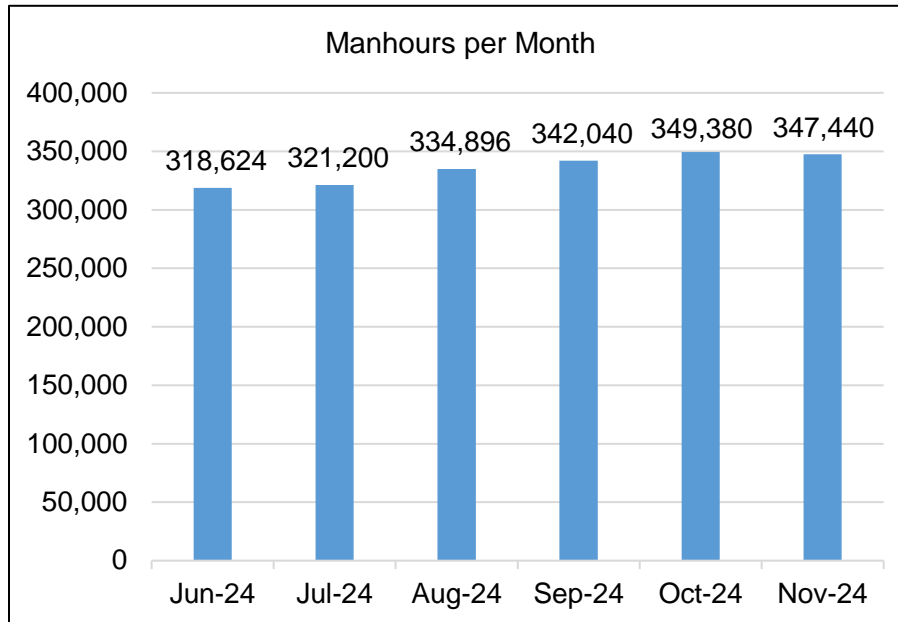
- HRCP provides weekly inspection report summaries to the U.S. Army Corps of Engineers (USACE).
- HRCP completed the six-month monitoring of restored temporary impact areas.
- HRCP met with representatives from the Virginia Marine Resources Commission (VMRC) on November 8, 2024, to review procedures and protocol for reviewing the placement of concrete demolition material at VMRC-approved artificial reef sites.

Construction

Summary progress updates for this reporting period include:

- Landside Roadways
 - Continued installation of panels at retaining wall 406 near W. Evans St.
 - Completed installation of sound wall panels for wall 3-3 along the 4th View St. eastbound on-ramp.
- Marine Works
 - Placed decks at South HOT trestle (6 placed this period).
 - Placed beams at North westbound permanent trestle (12 installed this period).
- Tunnels and Islands
 - 5.5% complete for General Purpose (GP) tunnel excavation (441 ft out of 7,961 total ft excavated).
 - 10% complete for HT tunnel egress structure L-walls.
 - 27% complete for HT tunnel low point pump station concrete structures.
 - 33% complete for HT tunnel installation of egress footer.
 - 55% complete for all roadway slabs at the South Island portal.
- Landside Bridges
 - Completed demolition of center pier at Mallory Street Bridge eastbound.
 - Completed installation of concrete overlay at Spans 68-77 at Willoughby Bay Bridge eastbound.
 - Completed concrete deck pour at Spans 19-21 at Willoughby Bay Bridge eastbound.
 - Completed driving piles at Piers 1-2 at Willoughby Bay Bridge westbound.

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



Project Manhours to Date:
13,526,968

Operations

The following operations activities took place during this reporting period:

- Slow rolls on I-64 eastbound for barrier wall installation.
- Slow rolls on I-64 westbound for equipment mobilization and temporary lighting installation.
- Temporary detour of westbound I-64 off ramp to W. Bay Avenue for attenuator repairs.
- Temporary detour of I-64 eastbound on ramp from Mallory Street for equipment mobilization.

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 November 30, 2024:

- Total Recordable Incidence Rate: 1.60 (National Average: 2.5)
- Lost Time Incidence Rate: 0.25 (National Average 1.6)

Civil Rights & DBE/SWaM Business Opportunities

HRCP has awarded **381** subcontracts, subconsultant agreements, and purchase orders to certified DBE/SWaM firms on the project. These contract awards represent a total of **\$602.9 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:

- HRBT Expansion Project Director Ryan Banas received both the Honorable Ray LaHood Award from the Women's Transportation Seminar Hampton Roads Chapter and the ICON Award from the Hampton Roads Chamber.
- HRBT Expansion Team published the Fall 2024 Project Magazine
<https://hrbtexpansion.vdot.virginia.gov/newsroom/magazine/>
- HBRT Expansion Team published a video highlighting Mary the Tunnel Boring Machine's October 17, 2024 launch to bore the expansion's second twin tunnel.
<https://vimeo.com/manage/videos/1025589354>

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 62 (data date: September 22, 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 62 Substantial and Final Completion reflect March 3, 2027 and September 1, 2027 respectively.

	Contract Requirement	September 2024 Schedule	Actual
NTP		Sep 11, 2020	Sep 11, 2020
Substantial Completion	Feb 26, 2027	Mar 3, 2027	
Final Completion	Aug 27, 2027	Sep 1, 2027	

2.2 Longest Path

The longest path/critical path in Project Schedule Update 62 is driven by the following activities:

- TBM U-Turn on North Island
- TBM Break-in General Purpose Tunnel
- General Purpose Tunneling - Mining
- 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 3 Umbilical's installation, Assembly quick unloading system, Reassembly Permanent Umbilical's installation
- TBM Slurry treatment plant – Disassembly, Demobilization
- 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 Cell 2 Permanent Structures – External Walls
- North Portal Cell 1 Permanent Structures – Headwall, External Walls, Internal Walls, Plenum Slabs, Roof Slabs

North Island – Work Above Grade

- North Island Ventilation Building – Phase 2 Construction
- North Island Buildings Final MEP Work, Commissioning and Functional Testing

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 Walls
- 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 Zones 7, 8, & 9 Construction

- North Trestle Utilities – Eastbound Zone 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

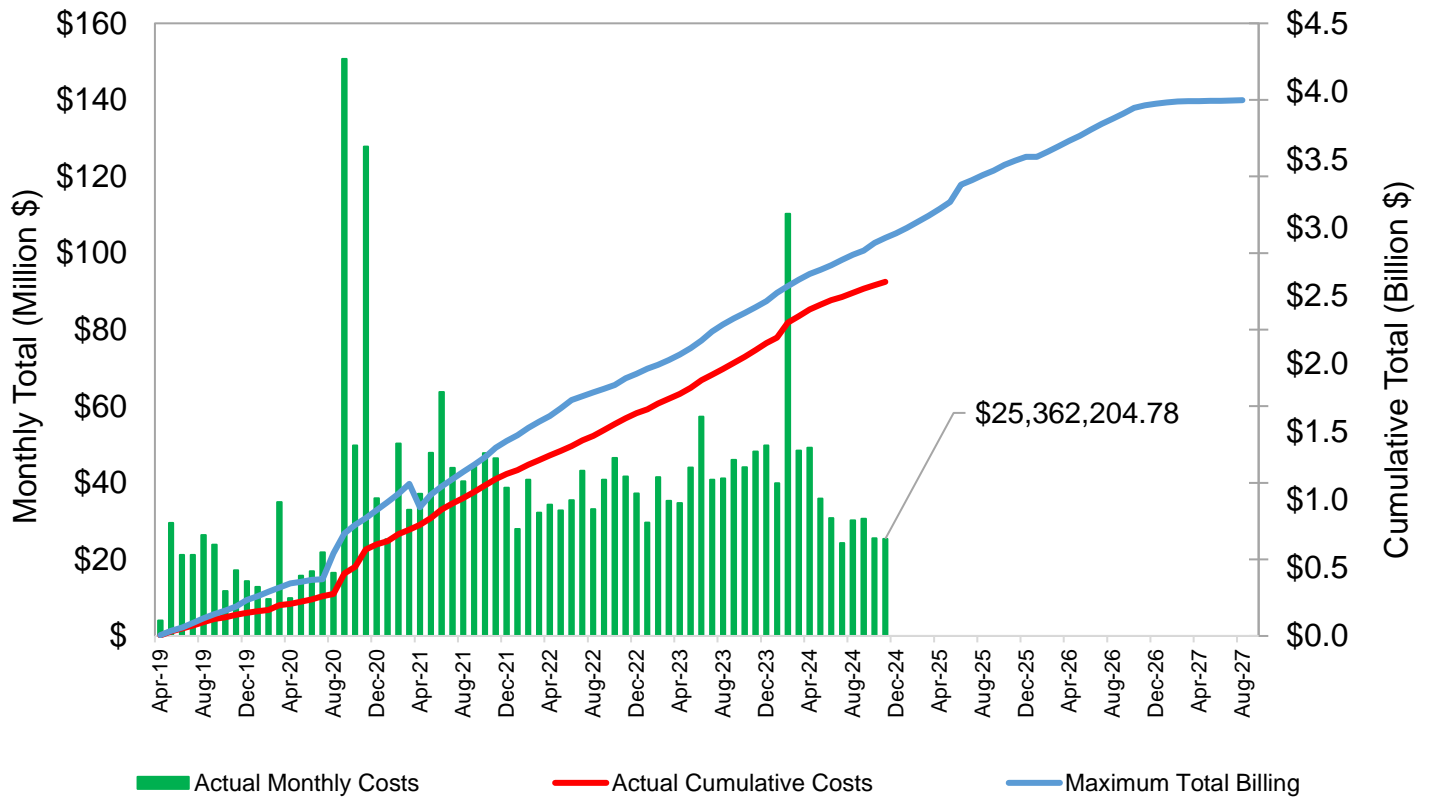
3. Project Budget

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>	\$22,002,299.53	\$2,308,925,063.25	\$3,299,997,227.00	\$991,072,163.75	69.97%
<u>Owner Costs</u>					
<i>Administration</i>	\$1,962,164.39	\$116,498,502.84	\$122,000,000.00	\$5,501,497.16	95.49%
<i>Right of Way</i>	\$1,055.85	\$9,557,360.33	\$15,000,000.00	\$5,442,639.67	63.72%
<i>No-Excuses Incentive</i>	\$0.00	\$0.00	\$90,000,000.00	\$90,000,000.00	0.00%
<i>Contingency</i>	\$1,189,940.14	\$156,356,709.31	\$335,000,000.00	\$178,643,290.69	46.67%
<i>Bridge Repair Work Option</i>	\$206,744.87	\$9,852,446.91	\$73,454,413.96	\$63,601,967.05	13.41%
<u>Total</u>	\$25,362,204.78	\$2,601,190,082.64	\$3,935,451,640.96	\$1,334,261,558.32	66.10%

Overall Payments by Month* **

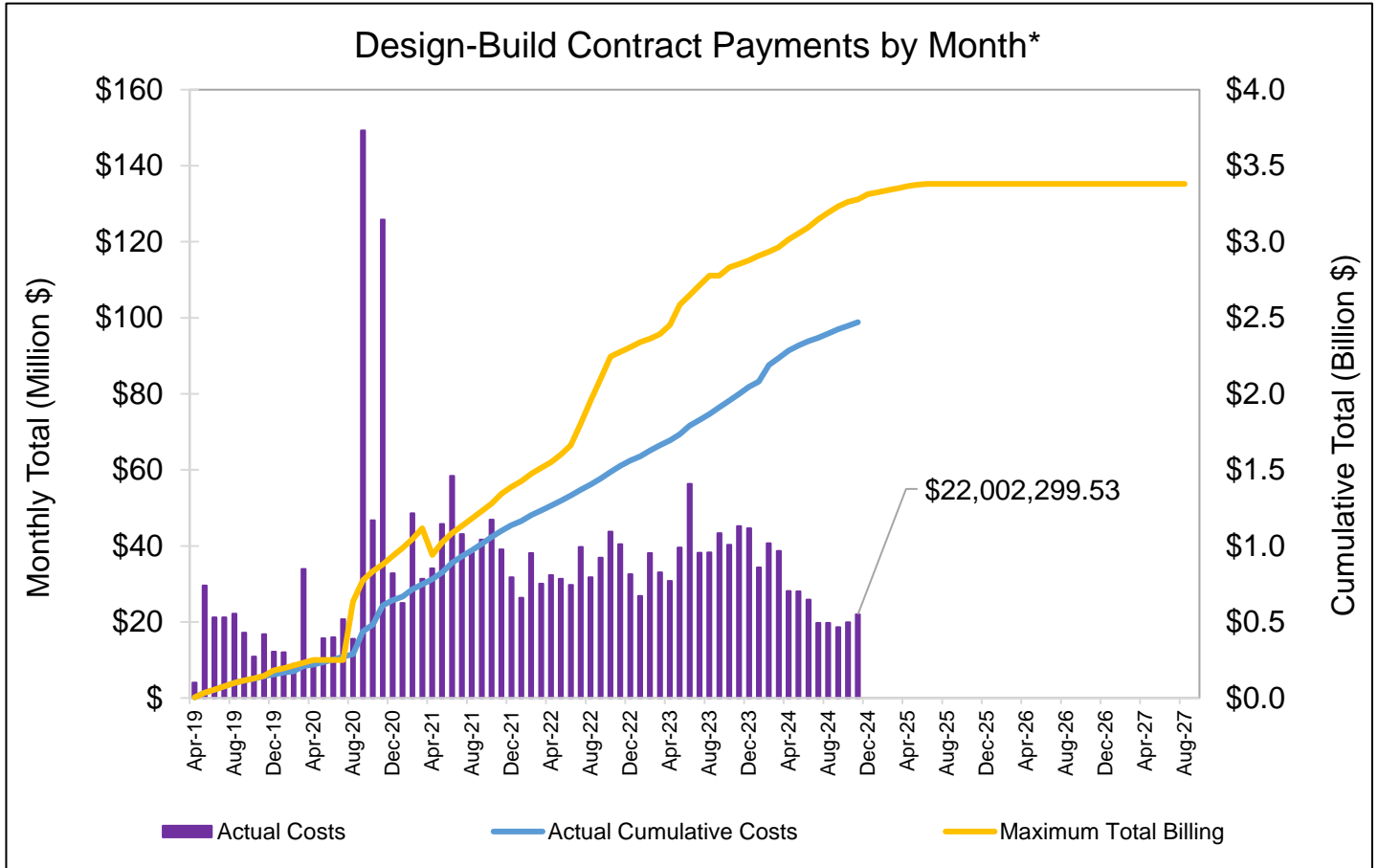


*The Maximum Total Billing showed an adjustment in May 2021 due to the executed Change Order #40 – Update Maximum Cumulative Cost Curve.

**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.



*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

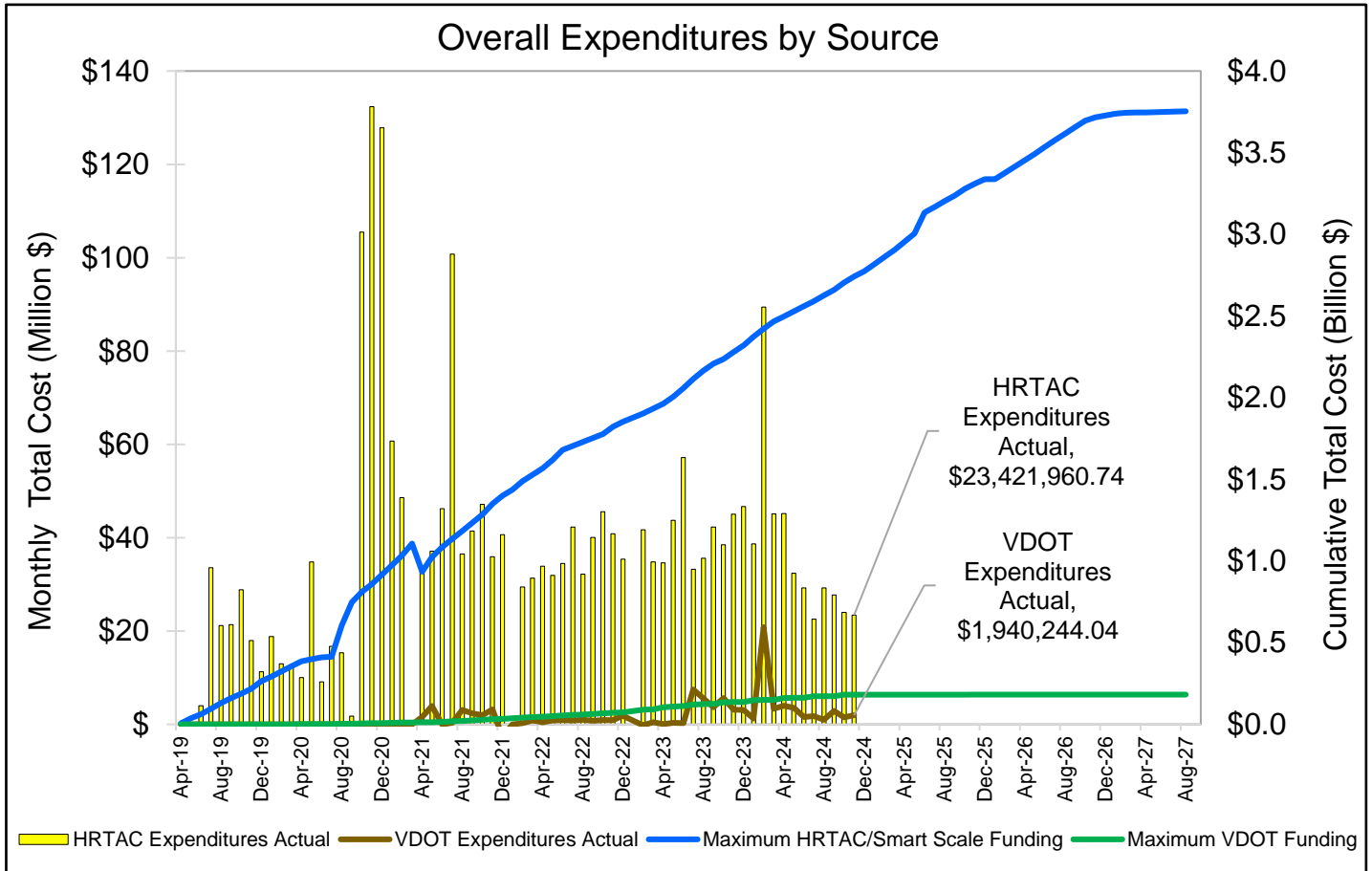
	Amount Spent this Period:	Total Spent to Date:	Original Total Budget:	Total Remaining Budget:	Percent Spent To-date:
<u>Comprehensive Agreement</u>					
Construction	\$20,390,410.47	\$2,256,018,238.25	\$3,204,569,251.00	\$948,551,012.75	70.40%
<u>Owner Costs</u>					
Administration	\$1,843,245.11	\$111,163,498.87	\$118,472,054.00	\$7,308,555.13	93.83%
Right of Way	\$1,055.85	\$9,557,360.33	\$15,000,000.00	\$5,442,639.67	63.72%
No-Excuses Incentive	\$0.00	\$0.00	\$90,000,000.00	\$90,000,000.00	0.00%
Contingency	\$1,187,249.31	\$128,317,421.01	\$325,428,276.00	\$197,110,854.99	39.43%
<u>Total</u>	\$23,421,960.74	\$2,505,056,518.46	\$3,753,469,581.00	\$1,248,413,062.54	66.74%

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>					
Construction	\$1,611,889.06	\$52,906,825.00	\$95,427,976.00	\$42,521,151.00	55.44%
<u>Owner Costs</u>					
Administration	\$118,919.28	\$5,335,003.97	\$3,527,946.00	(\$1,807,057.97)	151.22%
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	\$2,690.83	\$28,039,288.30	\$9,571,724.00	(\$18,467,564.30)	292.94%
Bridge Repair Work Option	\$206,744.87	\$9,852,446.91	\$73,454,413.96	\$63,601,967.05	13.41%
<u>Total</u>	\$1,940,244.04	\$96,133,564.18	\$181,982,059.96	\$85,848,495.78	52.83%

* 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 ILM-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-93	Construction General Permit - 2024	10/15/2024	\$ 411,136.65	0 days
CO-94	HRCP Representative Change	6/11/2024	\$ -	0 days
CO-97	Security Fence	11/8/2024	\$ 863,079.73	0 days
TOTAL			\$ 84,712,476.45	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	\$0.00	\$215,416.26	September 2024
Exhibit 10 - Fuel	\$5,297.66	\$555,014.04	September 2024
Exhibit 11 - Steel	\$61,587.10	\$6,864,327.97	May 2024
Total	\$66,884.76	\$7,634,758.27	
Per CA Amendment Adjustments (Non-Federally Eligible Costs)			
Exhibit 9 - Asphalt	\$0.00	\$0.00	September 2024
Exhibit 10 - Fuel	\$557.09	\$41,663.44	September 2024
Exhibit 11 - Steel	\$413,463.38	\$9,652,787.41	May 2024
Exhibit 10A – Fuel (Atypical Items)	\$13,138.90	\$1,529,102.65	September 2024
Exhibit 15A – Index-Adjusted Commodities	\$438,919.09	\$69,346,313.66	May 2024
Exhibit 15B – Escrow-Adjusted Commodities	\$0.00	\$20,737,658.69	September 2024
Total	\$866,078.46	\$101,307,525.85	

*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 provided weekly inspection report summaries to the U.S. Army Corps of Engineers (USACE).
- HRCP notified the Department of Environmental Quality (DEQ) on October 22, 2024, that the North Island bi-component plant start-up occurred on October 17, 2024.
- HRCP completed the six-month monitoring of restored temporary impact areas.
- HRCP met with representatives from the Virginia Marine Resources Commission (VMRC) on November 8, 2024, to review procedures and protocol for reviewing the placement of concrete demolition material at VMRC-approved artificial reef sites.
- HRCP initiated the maintenance dredging around the South Island conveyor and quay on November 7, 2024, and the work was completed during the week of November 18, 2024. This work was authorized through JPA permit modification #11.
- HRCP provided registration information on the project's above-ground storage tanks (AST's) to DEQ on November 22, 2024.

Marine Mammal Protection:

- No new activities.

Bird Mitigation:

- No new activities.

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.
- Continued excavation at retaining wall 103 near Abutment A at Mallory St.

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.
- Completed installation of panels at sound wall 3-3 along the 4th View St. eastbound on-ramp.
- Continued installation of panels and moment slab at retaining wall 306 near Abutment A at Willoughby Bay Bridge eastbound.
- Completed auger cast piles at retaining wall 310 near 4th View St.
- Began auger cast piles at retaining wall 309 near 4th View St.
- Began excavation of retaining wall 307 along Bayville St.

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 panels and columns for sound wall 4-1A near Mason Creek Road.
- Continued drainage work at retaining wall 501 at Abutment B at Patrol Road Bridge eastbound.
- Continued installation of panels at retaining wall 406 near W. Evans St.



◀ **Retaining Wall 310 near 4th View St.**
Auger cast piles and lagging.

5.2 Construction Area 2: Marine Trestle Work

North Trestle:

- **Westbound Trestle**

- 12 beams placed during this period (124 out of 280 total beams placed).
- 2.5 caps placed during this period (23 out of 46 total caps placed).
- 3 decks placed during this period (17 out of 45 total decks placed).
- 9 piles driven during this period (144 out of 261 total piles driven).

South Trestle:

- **Westbound MOT Trestle**

- Completed beams placed during this period.
- 3 decks placed during this period (3 out of 23 total decks placed).

- **HOT Lanes Trestle**

- 3 decks placed during this period (6 out of 16 total decks placed).



◀ **North Trestle
Westbound
Bent 12 pile
driving**

5.3 Construction Area 3: Tunnels and Islands

South Island:

- Completed south portal external walls.
- 41% complete for south portal internal walls.
- 18% complete for south portal headwall external wall.
- 20% complete for rectilinear approach excavation.
- 55% complete for all south portal roadway slabs.

North Island:

- 92% complete for rectilinear approach excavation.
- 68% complete for rectilinear approach base slab waterproofing.
- 73% complete for rectilinear approach upper and lower mud slabs.

Tunnel:

- 5.5% complete for General Purpose (GP) tunnel excavation (441 ft out of 7,961 total ft excavated).
- 59 concrete tunnel rings installed this period (59 out of 1,194 total rings installed).
- Gantry 4 was connected to the TBM. The TBM is in final configuration.
- Continued work on concrete tunnel egress structures in the HT Tunnel.
- 33% complete for HT tunnel installation of egress footer.
- 10% complete for HT tunnel installation of egress structure L-walls.
- 27% complete for HT tunnel low point pump station concrete structures.
- 76% complete for HT tunnel stage 1 installation of cement-treated base (CTB ballast for tunnel roadway).



◀ TBM

Installation of precast ballast inverts.

5.4 Construction Area 4: Landside Bridges

Mallory Street Bridge:

- Completed demolition of center pier.
- Continued excavation at Abutment A.

Bayville/13th View Street Bridge:

- Completed placement of backwall concrete for Abutment A for eastbound widening.

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.
- Continued installation of trestle at Abutment A for westbound widening.
- Completed installation of concrete overlay at Spans 68-77 for eastbound widening.
- Completed concrete deck pour at Spans 19-21 for eastbound widening.
- Completed driving piles at Pier 1 for westbound widening.
- Completed driving piles at Pier 2 for westbound widening.
- Completed concrete deck placement at Span 18 for eastbound widening.
- Completed installation of pile at Bent 3 for westbound widening.

4th View St. Bridge:

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

Mason Creek Bridge:

- Continued repair/rehabilitation of existing eastbound and westbound bridges.
- 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.
- Began installation of footing and backwall at Abutment B 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.
- Completed installation of Abutment A backwall for eastbound widening.



◀ **Willoughby Bay
Bridge Westbound**
Installation of OH Jacks
from Bent 13 to Bent 40



◀ **Evans St. Bridge
Eastbound**
Installation of footing and
backwall at Abutment B

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 for barrier wall installation.
- Slow rolls westbound for equipment mobilization and temporary lighting 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.

Detours:

- Temporary detour of westbound I-64 off ramp to W. Bay Avenue for attenuator repairs.
- Temporary detour of I-64 eastbound on ramp from Mallory Street for equipment mobilization.
- Temporary detour of W. Bay Ave. eastbound on ramp 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 South Trestle and landside.
- Preparations for relocation of RCU-44 at westbound South MOT Trestle.

Overhead Sign Structures:

- Foundation installation.

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. Two packages were reviewed this period with one returned as Approved and one returned as Approved as Noted.
- HRCP’s Quarterly update V19 of the CQMP was reviewed this period and returned 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.

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’s Quarterly update V26 of the QMSP was reviewed this period and returned as Revise and Resubmit.

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-six volumes of Material Book records and is currently auditing two 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 35 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

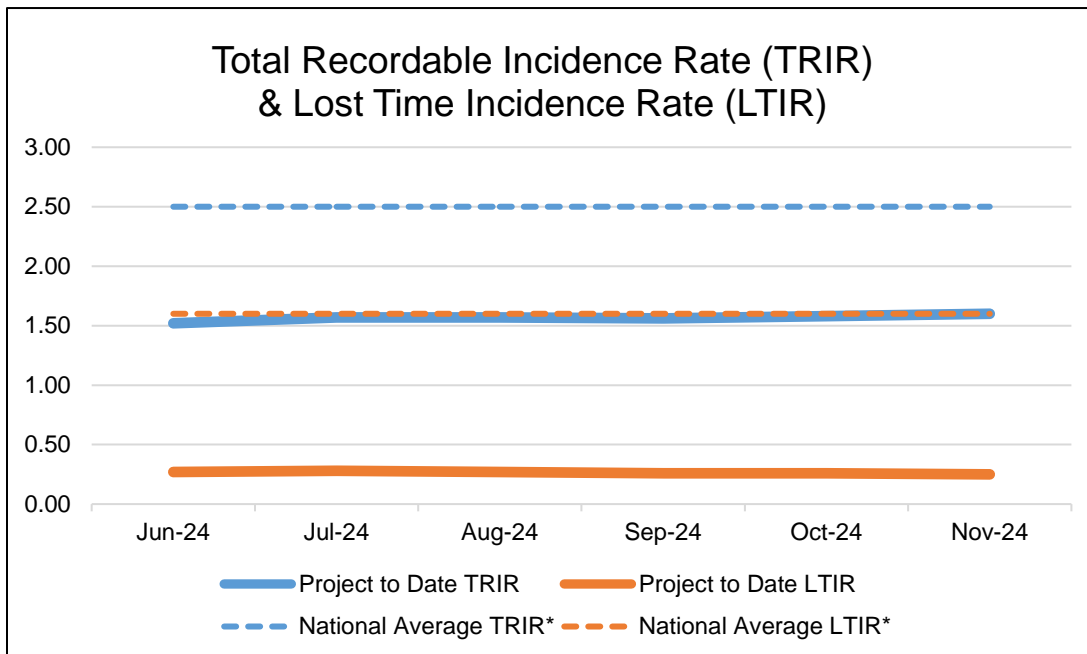
Safety procedures and activities during this reporting period include:

Safety Activities:

- HRCP hired additional safety coordinators for the Marine and Islands/Portals construction areas.
- HRCP continued OSHA/Safety Refresher Training for supervisors and foremen.
- HRCP updated the Tunnel Refresher Training for current operations in the HT tunnel.
- HRCP completed Overhead Hazard Training for all crew members and subcontractors.
- HRCP completed Crisis Management Training for all supervisors and foremen.

Safety Performance Indicators:

- The following safety performance indicator information is provided by HRCP and is current as of November 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 **381** subcontracts, subconsultant agreements and purchase orders to certified DBE/SWaM firms. The total contract award is at **\$602.9 million** to date. A total of **\$480.9 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 November 19, 2024, for its monthly Civil Rights Workgroup Meeting. The focus of the discussion included the Design-Builder's current challenges with subcontract payment disputes. Vendor payment processing has improved but further streamlining efforts are needed.

Workforce Development Activities:

- HRCP's On-the-Job Training Program currently has 40 graduates, achieving 50% of the contract goal of 80. There are 15 active enrollees as of this reporting period.
- On October 25, 2024, HRCP hosted its first OJT Appreciation and Networking Celebration. A luncheon was held in honor of past and current OJT enrollees and assigned training mentors for their successful participation in the program administered by VDOT and the Virginia Transportation Construction Alliance (VTCA). HRCP's DBE Manager, Elonda Mackey, provided an overview of the program and highlighted the various training classifications available through the program. Speakers included HRCP Executive Director Juan Miguel Perez, VDOT's District Civil Rights Manager Queen Crittendon, and other HRCP project managers.

Business Development Activities:

- November 21, 2024 – Christopher Newport University's SWaM Outreach, Newport News

10. Public Outreach & Media

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

Public Outreach

- October 22, 2024 – HRBT Expansion team provided project updates to the Southside Old Point Bank Board of Directors.
- October 23, 2024 – HRBT Expansion team provided project updates to Peninsula Old Point Bank Board of Directors.
- October 23, 2024 – HRBT Expansion team hosted a site visit for members of the Commonwealth Transportation Board.
- October 24, 2024 – HRBT Expansion Project Director Ryan Banas provided project updates at the annual Governor's Transportation Conference in Norfolk.
- October 24, 2024 – HRBT Expansion Project Fall 2024 Magazine is scheduled for release.
- October 28, 2024 – HRBT Expansion team provided project updates to residents of Westminster-Canterbury on Chesapeake Bay in Virginia Beach.
- October 31, 2024 – VDOT Hampton Roads District Engineer Christopher Hall and HRBT Expansion Project Director Ryan Banas presented project updates and hosted a site visit for members of the FHWA Virginia Division.
- November 1, 2024 – HRBT Expansion Project Deputy Construction Manager Phillip Casteen presented project updates to the senior Civil Engineering students at Old Dominion University.
- November 1, 2024 – HRBT Expansion Project Director Ryan Banas presented project updates at Virginia Tech's Vecellio Distinguished Lecture Series in Blacksburg.
- November 6, 2024 – HRBT Expansion team presented project updates and hosted a site visit for members of the FHWA Richmond Office staff.
- November 7, 2024 – HRCP hosted a site tour for members of Underground Construction Association's Women in Tunneling group. Attendees also visited the project Welcome Center.
- November 7, 2024 – HRBT Expansion Project Director Ryan Banas received the Honorable Ray LaHood Award at the Women's Transportation Seminar (WTS) Annual Awards Reception in Virginia Beach.
- November 12, 2024 – HRBT Expansion team hosted civilian NAVFAC staff members for a construction and procurement briefing.
- November 12, 2024 – HRBT Expansion team presented project updates to the Little Creek Lions Club in Norfolk.

- November 13, 2024 – HRBT Expansion team presented project updates to representatives from S.L. Nusbaum Realty Co.
- November 13, 2024 – Residents from Cottage Line and Bayview Civic Leagues visited the HRBT Welcome Center for project updates and a tour of the facility.
- November 14, 2024 – HRBT Expansion Project Director Ryan Banas presented project updates during the 2024 Virginia Transportation Construction Alliance (VTCA) Hampton Roads District Dialogue event.
- November 14, 2024 – HRBT Expansion Project Director Ryan Banas received the ICON Award from the Hampton Roads Chamber in Virginia Beach.
- November 15, 2024 – HRBT Expansion Project Director Ryan Banas presented project updates to members of the International Right of Way Association at Fort Monroe.
- November 22, 2024 – HRBT Expansion Project Director Ryan Banas presented project updates and a technical overview to industry professionals at the Associated Pennsylvania Constructors Fall Seminar in Hershey, PA.

Media

- October 24, 2024 – (HRBT Expansion Project) Fall 2024 Project Magazine <https://hrbtexpansion.vdot.virginia.gov/newsroom/magazine/>
- November 4, 2024 – (WAVY) VDOT: Over 1,300 cubic yards of concrete poured for HRBT Expansion Project <https://www.msn.com/en-us/news/technology/vdot-over-1300-cubic-yards-of-concrete-poured-for-hrbt-expansion-project>
- November 5, 2024 – (HRBT Expansion Project) HRBT Expansion Team published a video highlighting Mary the Tunnel Boring Machine's October 17, 2024 launch to bore the expansion's second twin tunnel. <https://vimeo.com/manage/videos/1025589354>
- November 11, 2024 – (HRBT Tunnel Talk Podcast) Environmental Permitting <https://hrbtexpansion.vdot.virginia.gov/newsroom/podcast/>
- November 15, 2024 – (HRBT Expansion Project) Critical Concrete Work at Twilight <https://vimeo.com/1029372491>
- November 15, 2024 – (HRBT Expansion Project) HRBT Expansion Project November Newsletter <https://conta.cc/4fNUv1L>

Lane Closures/Advisories

- October 25, 2024 – Weekly Lane Closure Report
- November 1, 2024 – Weekly Lane Closure Report
- November 8, 2024 – Weekly Lane Closure Report
- November 15, 2024 – Weekly Lane Closure Report

Visit our website to view more information:

<https://hrbtexpansion.vdot.virginia.gov/>