



**February 2025
Monthly Project Report
I-64 HAMPTON ROADS
BRIDGE-TUNNEL
EXPANSION**

Report No. 71
Project No. 0064-M06-032



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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 January 19, 2025 – February 22, 2025. 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 internal walls 50% complete.
 - Installation of plenum slab 31% complete.
- Tunnel Progress:
 - 24.7% complete for General Purpose (GP) tunnel excavation (1,966 ft out of 7,961 total ft excavated).
 - 134 concrete tunnel rings installed this period (288 out of 1,194 total rings installed).
- North Island Progress:
 - Wall waterproofing for rectilinear approach 73% complete.
 - Rectilinear approach base slab at 32% complete.
- Landside Progress:
 - Bayville Street off ramp completed and opened to traffic.
 - Completed placing CTA along retaining wall 306 along Bayville St.
- Marine Progress:
 - North Trestle westbound beams 53% complete.
 - South Trestle westbound MOT decks 30% 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 in the reporting period is Update 65 (data date: December 15, 2024), and the schedule information in this report reflects this update. Schedule 65 was returned Approved as Noted on February 12, 2025.

Contractual Substantial and Final Completion Dates remain unchanged.

- Substantial Completion on February 26, 2027
- Final Completion on August 27, 2027

The Projected Schedule Completion dates reflected HRCP's Schedule Update 65 are:

- 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 February 22, 2025 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:	\$ 2,690,499,004
Remaining project budget:	\$ 1,244,952,637

- Design-build contract overview:

Design-build contract original amount:	\$ 3,299,997,227
Net change orders:	\$ 11,715,924
Exercised Options:	\$ 73,454,414
Material Price Adjustments to Date:	\$ 119,119,924
Assessed Liquidated Damages (LD):	\$ (1,076,000)
Design-build contract sum to date:	\$ 3,503,211,489
Expenditures to date:	\$ 2,552,710,659
Remaining design-build contract amount:	\$ 950,500,830

- Design-build progress to date:

Project Management:	91.6%
Design:	96.8%
Physical Construction Progress:	55.5%
Overall:	72.9%

Environmental

Environmental updates for this reporting period include:

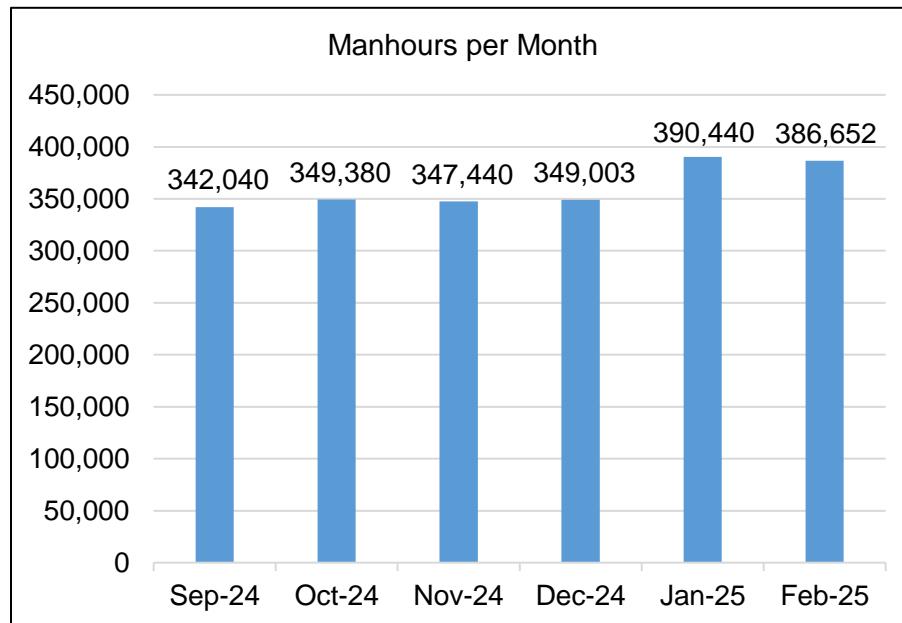
- HRCP has initiated the 2025 bird nesting season by bringing Flyaway Geese staff and dogs to the project site. In addition, inspections and repairs to bird deterrent measures have been ongoing during the period.
- HRCP submitted a 6-month monitoring report covering restoration efforts on temporary wetland impact areas within the project corridor.

Construction

Summary progress updates for this reporting period include:

- Landside Roadways
 - Completed milling and paving operations at 4th View Roadway.
 - Began drainage run along 4th View westbound on-ramp.
- Marine Works
 - North Trestle westbound beam placement at pile driving at 53%.
- Tunnels and Islands
 - 24.7% complete for General Purpose (GP) tunnel excavation (1,966 ft out of 7,961 total ft excavated).
 - Continued installation of slurry booster pumps in the GP tunnel.
 - 25% complete for HT tunnel egress structure L-walls.
 - 91% complete for HT tunnel stage 1 installation of cement-treated base (CTB) ballast for tunnel roadway.
 - 53% complete for HT tunnel installation of egress footer.
- Landside Bridges
 - Completed deck placement at Spans 37 through 42, and 47 through 49 for eastbound widening at Willoughby Bay Bridge.
 - Completed parapet chipping operations for eastbound widening at Evans St. Bridge.
 - Completed girder placement at Spans 70 through 78 for westbound widening at Willoughby Bay Bridge

The number of construction manhours worked each month is provided by HRCP and is current as of February 28, 2025:



Project Manhours to Date:
14,653,063

Operations

The following operations activities took place during this reporting period:

- Opening of the relocated off ramp on I-64 eastbound to Bayville Street in Norfolk.
- Traffic Shift on West Ocean Avenue to realign to support the next phase of construction in Norfolk.
- Temporary detour of Granby Street on ramp westbound for guardrail repair and lane shift activities.
- Long-term detour of the Bayville Street on ramp to I-64 eastbound to facilitate road widening 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 February 28, 2025:

- Total Recordable Incidence Rate: 1.63 (National Average: 2.5)
- Lost Time Incidence Rate: 0.23 (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. Contract awards continue this period to represent a total of **\$603.2 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:

- VDOT District Engineer Chris Hall and Project Director Ryan Banas provided project updates and a site tour for RADM Carl Lahti and members of NAVSTA and Regional Command and Naval Station Norfolk (NAVSTA) Commanding Officer Captain Schlaremann.
- VDOT District Engineer Chris Hall and Project Director Ryan Banas provided project updates and a site tour for Virginia Attorney General Jason Miyares, members of his staff, and a representative from the Secretary of Transportation's office.

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 in this period is Update 65 (data date: December 15, 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 Project Schedule Update 65 Substantial and Final Completion reflect March 3, 2027, and September 1, 2027, respectively.

	Contract Requirement	December 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 65 is driven by the following activities:

- General Purpose Tunneling - Mining
- TBM disassembly in South Island tri-cell
- 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 Rectilinear Section SOE
- 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, Plenum Level Slabs & Walls, Roof Slabs
- South Portal - Cell 1 GP Permanent Structure Construction after TBM Extraction
- South Island Rectilinear Construction in South Island Expansion Cell 1 & 2 – Mud Slab & Waterproofing, H2O Connection to T-Pile, Base Slabs, Exterior Walls & Waterproofing, Roadway Concrete
- South Island Rectilinear Construction Tunnel Segment 1 - Mud Slab & Waterproofing, Base Slabs, Exterior Walls & Waterproofing, Roadway Concrete

South Island – Work Above Grade

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

Tunneling

- 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, Interior Walls, Struts & Roof Slabs, Roof Slabs
- 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 1 Electrical
- North Island Ventilation Building – Phase 2 Ventilation Construction
- North Island Buildings Final MEP Work, Commissioning and Functional Testing

Roadway and Land Bridges

- Roadway Segment 1 Hampton Phase 1A, 1B, 2, 2A, 2B – I-64 North Shore Roadway Widening & Asphalt, Lighting, Permanent Barrier Wall.
- Storm Drainage, Retaining Walls
- ITS Segment 1 Phases 1A, 2 & 2A – Installation
- Mallory Bridge Phase 2 – Construction
- Blue Crab Wilard Switchgear Replacement – Switchgear Civil Works, Building Support, Switchgear, Precommissioning & Energization

Trestles

- North Trestle – Existing Eastbound – Demolition
- North Trestle – Existing Westbound – Demolition

- North Trestle Temporary Work Trestle N3 – Construction & Demolition
- North Trestle Temporary Work Trestle N4 – Construction
- North Trestle – Eastbound Zone 4 Construction, Westbound Zones 8 & 9 Construction
- North Trestle Utilities – Eastbound Zone 1, 2 & 3A, Westbound Zone 6, 7 & 8
- South Trestle – Zone 2 Final Median Barrier
- South Island Expansion – Cell 1 & 2 Cofferdam – 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

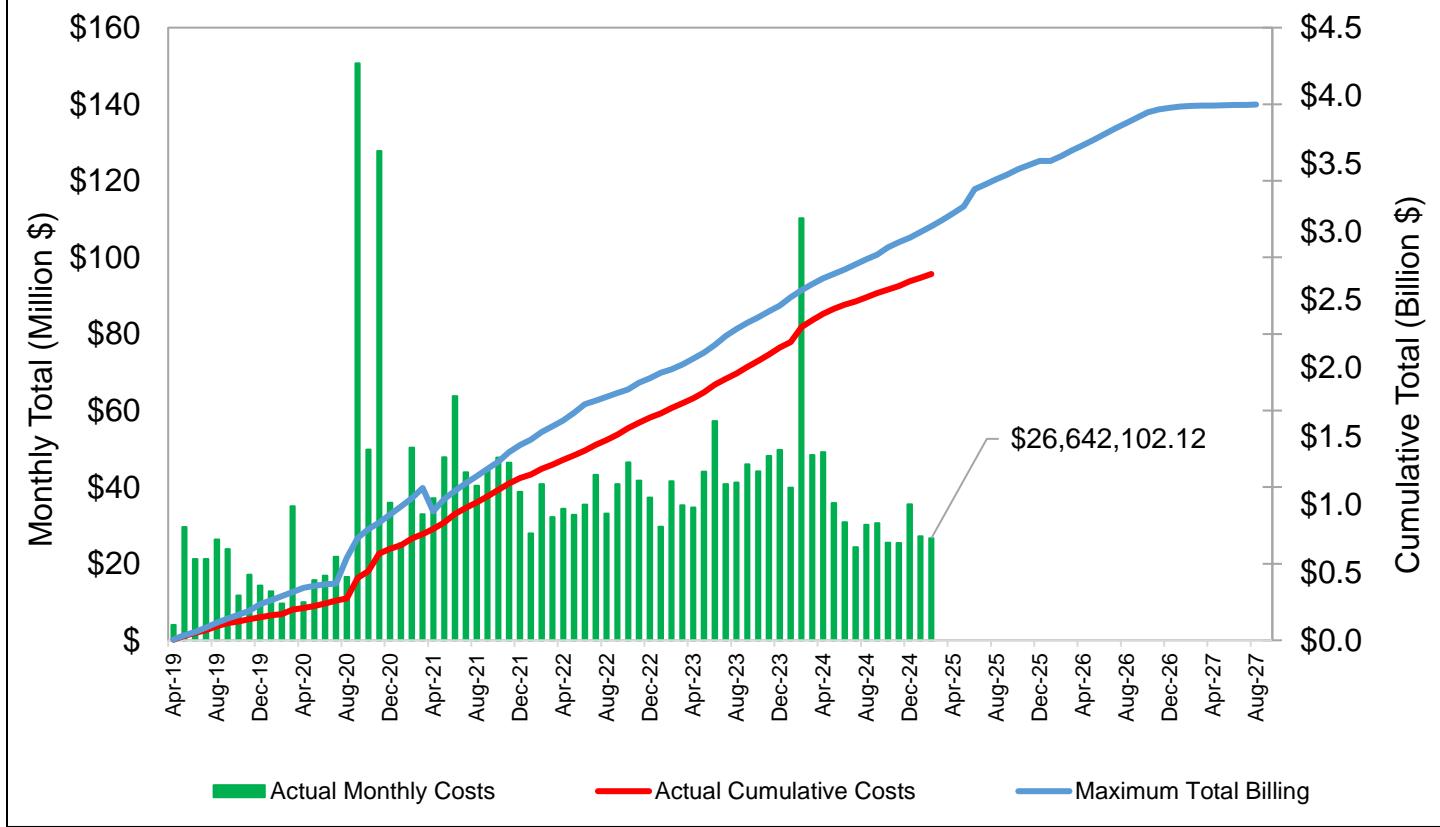
3.1 Overall Budget

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>	\$21,334,713.76	\$2,378,539,026.35	\$3,299,997,227.00	\$921,458,200.65	72.08%
Owner Costs					
<i>Administration</i>	\$3,354,140.60	\$124,229,108.36	\$122,000,000.00	(\$2,229,108.36)*	101.83%
<i>Right of Way</i>	\$102.85	\$9,559,237.03	\$15,000,000.00	\$5,440,762.97	63.73%
<i>No-Excuses Incentive</i>	\$0.00	\$0.00	\$90,000,000.00	\$90,000,000.00	0.00%
<i>Contingency</i>	\$1,841,033.47	\$167,609,741.82	\$335,000,000.00	\$167,390,258.18	50.03%
<i>Bridge Repair Work Option</i>	\$112,111.44	\$10,561,890.82	\$73,454,413.96	\$62,892,523.14	14.38%
Total	\$26,642,102.12	\$2,690,499,004.38	\$3,935,451,640.96	\$1,244,952,636.58	68.37%

* Value is negative pending revisions to the budget in accordance with PAFA requirements.

Overall Payments by Month* **

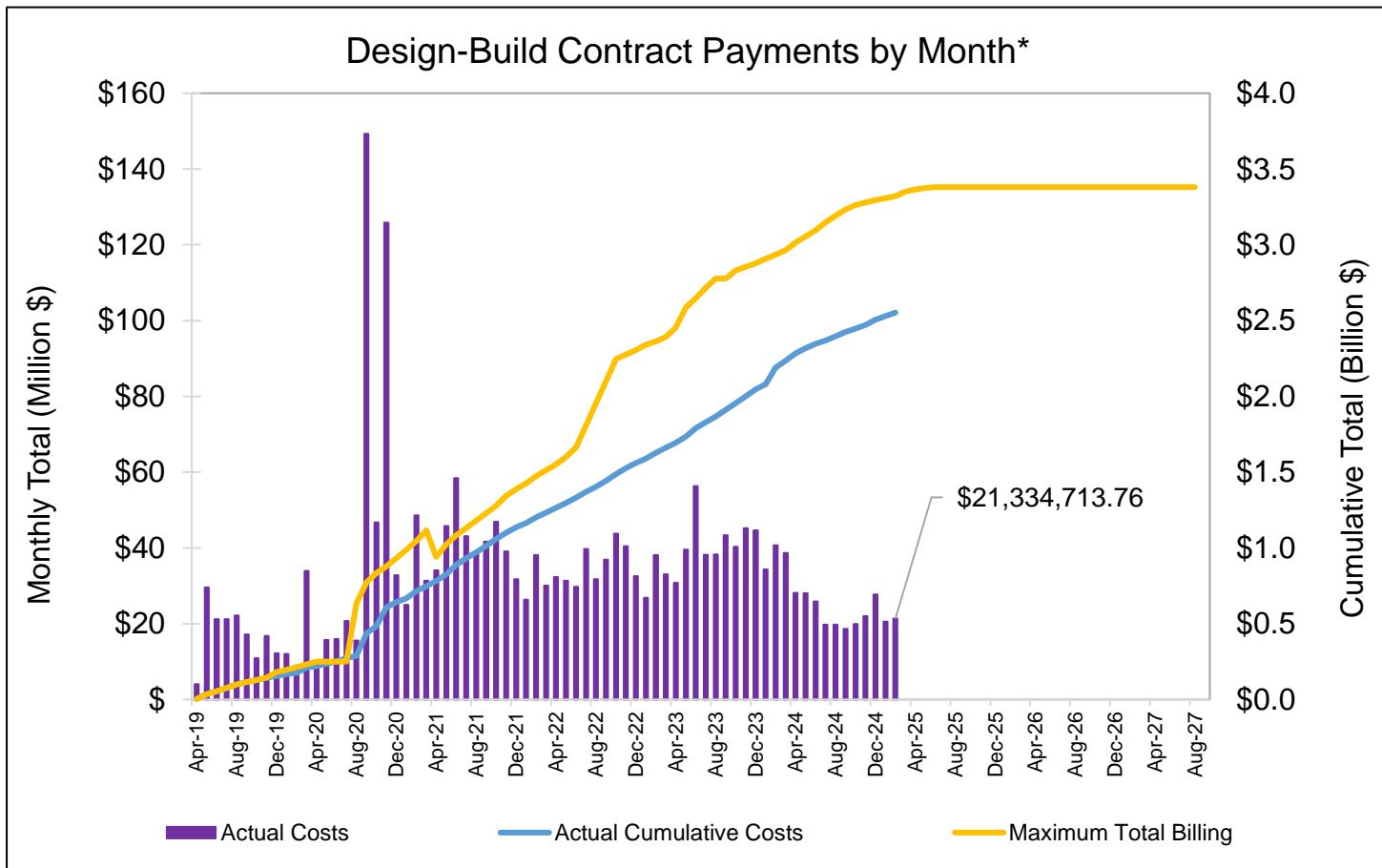


*The Maximum Total Billing showed an adjustment in May 2021 due to the executed Change Order #40 – Update Maximum Cumulative Cost Curve.

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

3.3.1 HRTAC and Smart Scale

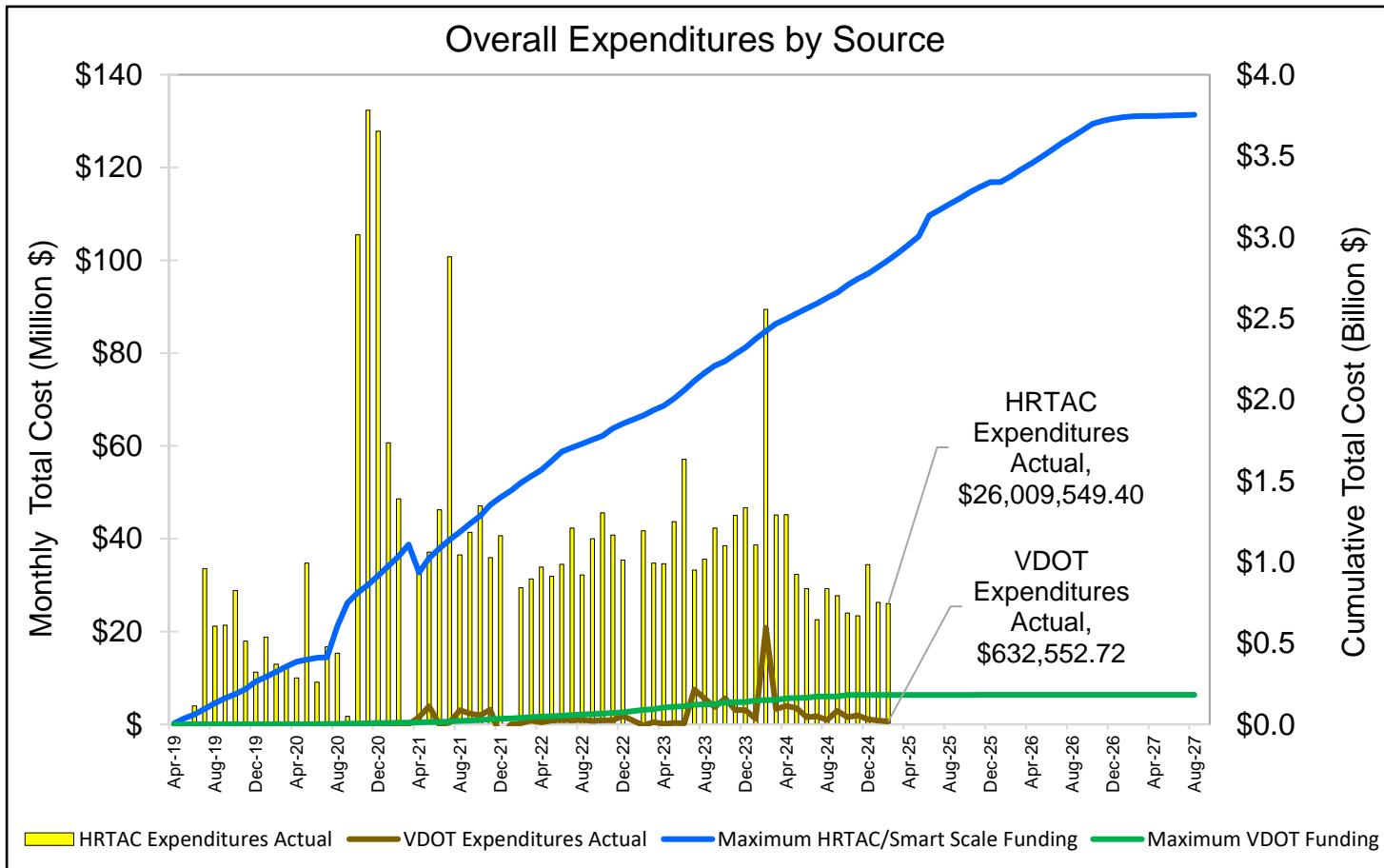
	Amount Spent this Period:	Total Spent to Date:	Original Total Budget:	Total Remaining Budget:	Percent Spent To-date:
<u>Comprehensive Agreement</u>					
Construction	\$21,167,248.83	\$2,324,589,132.12	\$3,204,569,251.00	\$879,980,118.88	72.54%
<u>Owner Costs</u>					
Administration	\$3,069,826.79	\$118,159,932.61	\$118,472,054.00	\$312,121.39	99.74%
Right of Way	\$102.85	\$9,559,237.03	\$15,000,000.00	\$5,440,762.97	63.73%
No-Excuses Incentive	\$0.00	\$0.00	\$90,000,000.00	\$90,000,000.00	0.00%
Contingency	\$1,772,370.93	\$139,496,409.32	\$325,428,276.00	\$185,931,866.68	42.87%
Total	\$26,009,549.40	\$2,591,804,711.08	\$3,753,469,581.00	\$1,161,664,869.92	69.05%

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	\$167,464.93	\$53,949,894.23	\$95,427,976.00	\$41,478,081.77	56.53%
<u>Owner Costs</u>					
Administration	\$284,313.81	\$6,069,175.75	\$3,527,946.00*	(\$2,541,229.75)	172.03%
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	\$68,662.54	\$28,113,332.50	\$9,571,724.00**	(\$18,541,608.50)	293.71%
Bridge Repair Work Option	\$112,111.44	\$10,561,890.82	\$73,454,413.96	\$62,892,523.14	14.38%
Total	\$632,552.72	\$98,694,293.30	\$181,982,059.96	\$83,287,766.66	54.23%

* 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-93	Construction General Permit - 2024	10/15/2024	\$ 411,136.65	0 days
CO-94	HRCP Representative Change	6/11/2024	\$ -	0 days
CO-96	4 th View Drainage and Pavement Repair	1/6/2025	\$ 163,199.33	0 days
CO-97	Security Fence	11/7/2024	\$ 863,079.73	0 days
CO-98	DRBISC #12 SMOT WB Abutment	11/26/2024	\$ 294,661.79	0 days
		TOTAL	\$ 85,170,337.57	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	\$39,248.55	\$274,537.13	December 2024
Exhibit 10 - Fuel	\$21,427.02	\$594,190.27	December 2024
Exhibit 11 - Steel	\$0.00	\$7,046,735.98	August 2024
Total	\$60,675.57	\$7,915,463.38	
Per CA Amendment Adjustments (Non-Federally Eligible Costs)			
Exhibit 9 - Asphalt	\$0.00	\$0.00	December 2024
Exhibit 10 - Fuel	\$100.96	\$42,314.49	December 2024
Exhibit 11 - Steel	\$113,552.02	\$10,015,551.24	August 2024
Exhibit 10A – Fuel (Atypical Items)	\$4,749.84	\$1,547,944.64	December 2024
Exhibit 15A – Index-Adjusted Commodities	\$1,037,819.26	\$75,210,755.39	August 2024
Exhibit 15B – Escrow-Adjusted Commodities	\$0.00	\$24,387,894.96	December 2024
Total	\$1,156,222.08	\$111,204,460.72	

*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 submitted a Limit of Disturbance (LOD) modification request to VDOT on February 5, 2025, covering new limits along the Willoughby Bay Bridge.
- On February 5, 2025, HRCP requested VDOT approval to conduct some additional tree limbing and clearing near the switchgear station in Hampton that borders the Hampton University property boundary.

Marine Mammal Protection:

- No new activities.

Bird Mitigation:

- HRCP has initiated the 2025 bird nesting season by bringing Flyaway Geese staff and dogs to the project site. In addition, inspections and repairs to bird deterrent measures have been ongoing during the period.

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):

- Began supportive excavation work at the abutments near Mallory Bridge.

I-64 (Segment 3):

- Bayville Street off ramp completed and opened to traffic.
- Completed asphalt installation at Bayville Street off ramp and at retaining wall 302 and 306 along 13th View St.
- Completed Bayville Street off ramp signage, guardrails, pavement markings and curb installation along Bayville Street.
- Completed milling, paving, striping, sidewalk and guardrail installation at 4th View roadway.
- Completed placing CTA at retaining wall 306 along Bayville Street.
- Began drainage run along 4th View westbound on ramp.
- Began rework at retaining wall 307 due to settling panels along 13th View St.
- Began formwork at retaining wall 316 along 13th View St.
- Continued columns and mitigation section work at retaining wall 309 and 310 near 4th View St.
- Continued retaining wall installation of walls 309 and 310 near 4th View St.
- Continued storm drain installation at 4th View on ramp eastbound.
- Continued prepping subgrade along retaining walls 302 and 306 along 13th View St.
- Continued installation of panels and moment slab at retaining wall 302 on Bayville Street between 13th View and eastbound off-ramp.
- Continued drainage work at retaining wall 302 near Bayville Street eastbound.
- Continued MSE panels and backfill at retaining wall 302 and 307 along Bayville Street.

I-64 (Segment 4):

- Began sanitary force main work along 1st View St.



◀ Retaining Wall 316
near 13th View St.

5.2 Construction Area 2: Marine Trestle Work

North Trestle:

- **Westbound Trestle**
 - Partial cap placed during this period (25 out of 46 total caps placed).
 - 6 beams placed during this period (148 out of 280 total beams placed).
 - 3 piles driven during this period (152 out of 261 total piles driven).
 - 1 deck placed during this period (18 out of 45 total decks placed).

South Trestle:

- **Westbound MOT**
 - 4 decks placed during this period (7 out of 23 total decks placed).
- **HOT**
 - 1 deck placed during this period (8 out of 16 total decks placed).



◀ **North Trestle
Westbound
Bent 9 piles driven**

5.3 Construction Area 3: Tunnels and Islands

South Island:

- 50% complete for south portal internal walls.
- 31% complete for south portal plenum slabs.

North Island:

- 73% complete for rectilinear approach wall waterproofing.
- 32% complete for rectilinear approach base slab.

Tunnel:

- 24.7% complete for General Purpose (GP) tunnel excavation (1,966 ft out of 7,961 total ft excavated).
- 134 concrete tunnel rings installed this period (288 out of 1,194 total rings installed).
- Continued installation of slurry booster pumps P1.2 and P2.2 in the GP tunnel.
- Continued work on low point pump station (LPPS) structures in HT Tunnel.
- Continued work on concrete tunnel egress structures in the HT Tunnel.
- 53% complete for HT tunnel installation of egress footer.
- 25% complete for HT tunnel installation of egress structure L-walls.
- 91% complete for HT tunnel stage 1 installation of cement-treated base (CTB) ballast for tunnel roadway.
- Began installation of water main and drainage force main in HT tunnel.



► North Island
Rectilinear Approach
Base Slab Pour 4
Reinforcing Steel

5.4 Construction Area 4: Landside Bridges

Mallory Street Bridge:

- Began pile driving operations at Abutment A for westbound widening.
- Began template installation for median pile driving operations.

Bayville/13th View Street Bridge

- Completed column placement at pier 1 for eastbound widening.
- Completed Abutment B pile driving operations for eastbound widening.

Willoughby Bay Bridge:

- Began stay in place forms installation for westbound widening.
- Began parapet chipping operations for westbound widening.
- Completed deck placement at Span 37 through Span 42 and Span 47 through Span 49 for eastbound widening.
- Completed girder placement at Span 52 for eastbound widening.
- Completed bent 51 pile cap and pile pedestal installation for westbound widening.
- Continued trestle work at bent 6 for westbound widening.
- Continued repair/rehabilitation of existing westbound bridge.
- Continued installation of stay in place deck formwork for westbound widening.
- Completed girder placement at Spans 70 through Span 78 for westbound widening.

4th View St. Bridge:

- Began rehabilitation work at Abutment A for westbound widening.

1st View St. Bridge:

- Continued approach slab reinforcement work for westbound widening.
- Continued substructure rehabilitation work for westbound widening.
- Continued strap installation work for westbound widening.

Bay Avenue Bridge:

- Began prep work on link slabs for spans 20 through span 22 for westbound widening.
- Completed deck pour at span 18 and span 19 for westbound widening.
- Continued working on light blisters at spans 1 through 10 for westbound widening.

Evans St. Bridge:

- Began preparation for deck placement for eastbound widening.
- Completed dry run for eastbound bridge.
- Completed stay in place forms installation on all three spans.
- Completed parapet chipping operations for eastbound widening.

Bayview Blvd. Bridge:

- Began stay in place forms and reinforcement installation for eastbound widening.
- Completed installation of girders for eastbound widening.
- Continued parapet demolition for eastbound widening.

Oastes Creek Bridge:

- Continued installation of sound wall for eastbound widening.
- Continued work on approach slabs for eastbound widening.

Patrol Road Bridge:

- Completed stay in place forms work in bays 2 and 3 for eastbound widening.
- Continued rehabilitation work for eastbound widening.



◀ **Mallory Street Bridge**
Aerial View



◀ **Willoughby Bay**
Bridge
Aerial View

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 widening activities.
- Slow rolls westbound for temporary lighting installation and ITS installations.
- Slow rolls and all stops eastbound for lighting installation and ITS maintenance.

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; long-term lane closure removed during this reporting period.
- 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; long-term lane closure and temporary signal removed during this reporting period.

Norfolk Traffic Shifts

- Opening of the relocated off ramp on eastbound I-64 to Willoughby Spit.
- Minor traffic shift on westbound I-64 to facilitate road widening.
- Traffic shift on West Ocean Avenue to realign to support next phase of construction.

Detours:

- Temporary detour of W. Bay Ave. eastbound on ramp for bridge widening activities.
- Temporary detour of Granby Street on ramp westbound for guardrail repair and lane shift activities.
- Temporary detour of W Bay Ave off ramp westbound for lane shift activities
- Long-term detour on Mason Creek Road to facilitate bridge widening.
- Long-term detour of the Bayville Street on ramp to I-64 eastbound to facilitate road widening activities.

Intelligent Transportation System (ITS):

- Installation of ITS, Medium Voltage power, and private utility conduit on South Trestle and landside.
- Maintenance of relocated ITS devices.

Overhead Sign Structures:

- Foundation installation.



-
- Installation of mast arm at Overhead Sign Structure #18.

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 and returned Approved this period.
- Revision 20 for the CQMP was submitted last period, it was returned Revise & Resubmit this period.

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):

- Revision 22 to the Design Quality Management Plan was submitted last period, it was returned Approved this period.

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.
- Revision 27 to the Quality Management System Plan was submitted last period, it was returned Revise & Resubmit this period.

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-eight 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 28 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

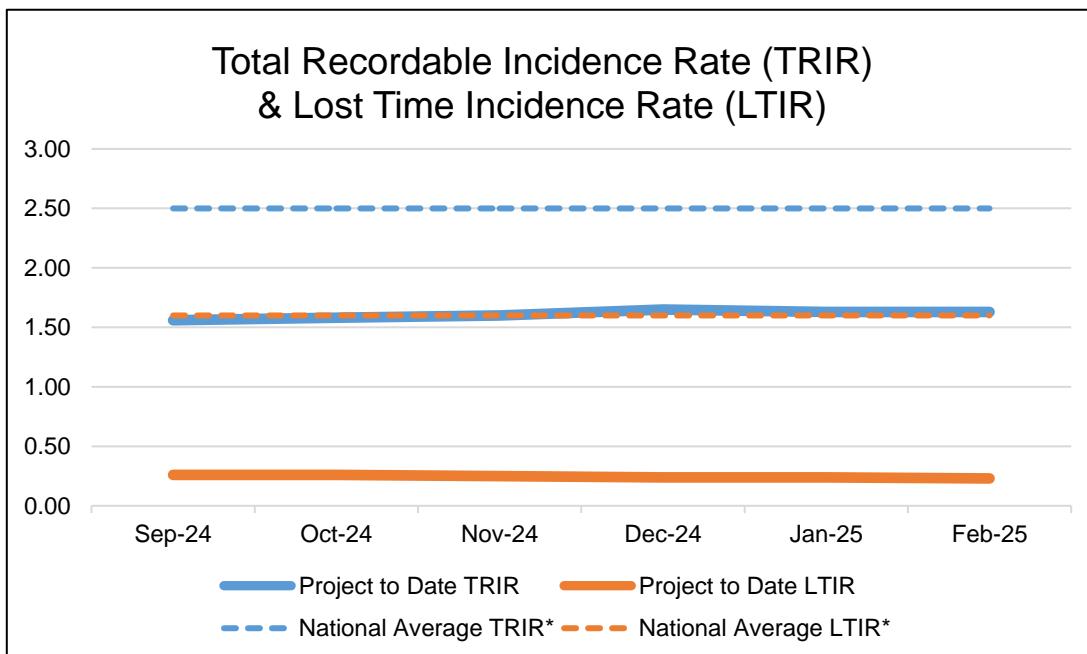
Safety procedures and activities during this reporting period include:

Safety Activities:

- HRCP continued Craft Training for field employees.
- HRCP continued safety refresher training for field employees.
- HRCP emphasized reporting Near Miss from field employees.
- HRCP emphasized Vehicle and Equipment safety use.

Safety Performance Indicators:

- The following safety performance indicator information is provided by HRCP and is current as of February 28, 2025:



**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 **\$603.2 million** to date. A total of **\$506.6 million** has been paid for work completed by DBE/SWaM firms.

Compliance Activities:

- HRCP and VDOT met on February 20, 2024, for its monthly Civil Rights Workgroup Meeting. The discussion focused on the reporting of DBE/SWaM contract data and subcontractor payments on required VDOT forms, the Design-Builder's response to unresolved subcontract payment disputes, the ongoing efforts to reach a resolution, and being sure to provide the firms with change orders when appropriate. VDOT continues to document progress in the processing of vendor payments.
- During the reporting period, HRCP's 4th Quarter DBE/SWaM Good Faith Efforts Report/C-111, DBE/SWaM Utilization Plan, and Workforce Participation Plan were submitted as required by the Comprehensive Agreement for VDOT's formal review.

Workforce Development Activities:

- HRCP's On-the-Job Training Program currently represents 44 graduates of the contract goal of 80. There are 11 active enrollees as of this reporting period with 2 candidates under review by VDOT to participate in the program.

Business Development Activities:

- Efforts continue in promoting business opportunities on the Tunnel Building Packages. The bid opening for the Building Packages was February 14, 2025. One bid was submitted, and no selection has been made.

10. Public Outreach & Media

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

Public Outreach

- January 20, 2025 - Hampton Roads Bridge-Tunnel (HRBT) Expansion Project staff hosted the second open house event of the month. More than 30 visitors attended.
- January 20, 2025 – HRBT Expansion Project Communications Director Paula Miller provided project updates with members of the Hampton Women's Club.
- January 24, 2025 – VDOT Hampton Roads District Engineer Chris Hall and Project Director Ryan Banas provided project updates and a site tour for RADM Carl Lahti and members of NAVSTA and Regional Command and Naval Station Norfolk (NAVSTA) Commanding Officer Captain Schlaremann,.
- January 28, 2025 – HRBT Assistant Project Director Pete Reilly provided project updates to the Old Wythe Neighborhood Association in Hampton.
- January 28, 2025 – HRBT Leadership provided project updates and a site tour to the Virginia Maritime Association Board.
- January 30, 2025 - ENR Magazine visited the Hampton Roads Bridge-Tunnel (HRBT) Expansion Project for a report in a future publication.
- January 31, 2025 – COMTO Hampton Roads Chapter hosted their 2025 Scholarship Ceremony and Dinner at the HRBT Welcome Center.
- February 2, 2025 – The HRBT Welcome Center was open for public engagement for the third Open House event of the year. More than 30 visitors attended.
- February 5, 2025 – HRBT Expansion Communications Director Paula Miller provided project updates to members of the Ocean View Civic League in Norfolk.
- February 6, 2025 – HRBT Expansion Operations Manager Bradley Weidenhammer provided project updates and information about artifacts discovered during construction with the Gem and Mineral Society of the Virginia Peninsula, at the HRBT Welcome Center.
- February 7, 2025 - VDOT District Engineer Chris Hall and Project Director Ryan Banas provided project updates and a site tour for Virginia Attorney General Jason Miyares, members of his staff, and a representative from the Secretary of Transportation's office.
- February 10, 2025 – District Engineer Chris Hall and Project Director Ryan Banas provided project updates to residents of The Chamberlin in Hampton.
- February 13, 2025 – Members of the Hampton Roads Transportation Planning Organization's Community Advisory Committee (CAC) held their monthly meeting at the HRBT Welcome Center. Attendees received a brief project briefing and construction update.

- February 17, 2025 – The HRBT Expansion Project Team hosted the second Welcome Center Open House event of the month welcoming more than 50 visitors. Staff provided guests with engineering insights, regional history, a presentation of project artifacts, and models of Mary the Tunnel Boring Machine and Katherine the Slurry Treatment Plant. Among the visitors were members of Norview Girl Scout Troop 743 who spent their February meeting engaging in STEM learning with an HRBT engineer.

Media

- February 20, 2025 (WAVY): Work underway on I-64 east off-ramp relocation, on-ramp closure <https://www.wavy.com/news/local-news/norfolk/work-underway-on-i-64-east-off-ramp-relocation-on-ramp-closure/>

Lane Closures/Advisories

- January 24, 2025 – Weekly Lane Closure Report
- January 31, 2025 – Weekly Lane Closure Report
- February 7, 2025 – Weekly Lane Closure Report
- February 14, 2025 – Weekly Lane Closure Report
- February 21, 2025 – Weekly Lane Closure Report

Visit our website to view more information:

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