



Hampton Roads Bridge-Tunnel

VDOT



April 2019 Project Report

I-64 HAMPTON ROADS BRIDGE-TUNNEL EXPANSION

Proj. No. 0064-M06-032
Report #1



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Issue date: May 30, 2019

1. Executive Summary

1.1 Reporting Period

This report, prepared by the Virginia Department of Transportation (the Department), provides an overview of accomplishments and activities for the Hampton Roads Bridge-Tunnel Expansion project (the Project) from April 3 - April 30, 2019. The Design-Builder for the Project is Hampton Roads Connector Partners (HRCP), a consortium that includes Dragados, Vinci, Flatiron, and Dodin Campenon Bernard.

1.2 Project Accomplishments

- All conditions precedent to executing the Comprehensive Agreement (CA) were satisfied by April 3, 2019
- All conditions precedent to issuing the first Limited Notice to Proceed (LNTP1) to HRCP were satisfied by April 12, 2019:
 - HRCP submitted, and VDOT approved, the early-work schedule of values
 - HRCP submitted proof of insurance policies as required by the CA
 - Each member of HRCP provided guarantees as required by the CA
 - HRCP provided performance and payment bonds of \$250 million each
- HRCP submitted site-investigation plans and began subsurface drilling operations on the South Island in April 2019

1.3 Priorities

The Department'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 impacts on adjacent communities
- To improve transportation operations and safety throughout the Project corridor
- To develop public infrastructure in a financially responsible manner

1.4 Schedule

- The second Limited Notice to Proceed (LNTP2), following submittal of the project's Joint Permit Application, is scheduled for September 29, 2019.
- Full Notice to Proceed (NTP), following receipt of the project's Joint Permit, is scheduled for October 10, 2020.
- Final completion remains on schedule for November 1, 2025.

1.5 Budget and Cost

- Project budget overview:

Total project budget:	\$3,861,997,227
Total charges for efforts to date:	\$4,000,000
Remaining project budget:	\$3,857,997,227

- Design-build contract overview (through April 2019 payment application):

Total contract amount:	\$3,299,997,227
Total charges for efforts to date:	\$4,000,000
Work orders:	\$0

- Design-build progress to date (through April 2019 payment application):

Overall:	0.12%
Mobilization:	0%
General Requirements (incl. Project Management):	0.63%
Design:	0%
Physical Progress:	0%

1.6 Environmental Management

- On April 24, 2019, HRCP met with the environmental/regulatory agencies and maritime stakeholders to provide a progress update and timeline for its planned permit activities
- HRCP is coordinating with these entities to obtain the necessary permits which include:
 - Permits for marine geotechnical investigations to support project design
 - USACE Nationwide Permit 6 (Marine Geotechnical) including Corps Section 408 review and approval
 - VMRC Subaqueous Permit
 - Permits for construction of the project
 - USACE Individual Permit including Corps Section 408 review and approval
 - DEQ Virginia Water Protection Permit (Section 401)
 - DEQ Virginia Pollutant Discharge Elimination System (VPDES) Permit for Wastewater Discharge
 - VMRC Subaqueous Permit

1.7 Quality

- HRCP is developing the project Quality Management Plan (QMP) and will provide the Design Quality Management Plan (DQMP) for review in May.

1.8 Operations

- HRCP has started soil borings on the South Island.
- HRCP will be implementing lane closures and shoulder closures within the project corridor to support field activities including survey and geotechnical exploration.

1.9 Safety

- No incidents have been cited to date.
- Daily safety meetings are held on site with all staff working on site present.
- All personnel urged to use caution entering/exiting the islands in live traffic.

1.10 DBE & SWAM Business Activities

- On October 25, 2018, VDOT hosted a large DBE/SWaM outreach event in Hampton, VA.
- The project team presented at the statewide DBE Transportation Training Symposium in Richmond, VA on March 13, 2019.
- An upcoming DBE/SWaM event is planned for Hampton Roads in Fall 2019.

1.11 Public Outreach

- Members of VDOT's HRBT Expansion Team have participated in more than 50 outreach events to date.
- Of specific note in April, the following presentations were made:
 - April 3 – Contractor Roundtable with the Virginia Beach Minority Business Council
 - April 11 – Presentation at Virginia Transportation Construction Alliance (VTCA) Spring Conference

2. Project Accomplishments

2.1 Overview and Look Ahead

Milestones

Limited Notice to Proceed 1 (LNTP1) was issued to HRCP on April 12, 2019. This initiated several events including the Pre-Work Kickoff Meeting, planning and preparation for the project office, coordination meetings with HRCP, as well as the Value Engineering Meeting in early May.

Project Kickoff

April 25 marked the project kickoff between VDOT and HRCP with a meeting held to introduce the project team and outline the project delivery plan. VDOT Project Director Jim Utterback and HRTAC Executive Director Kevin Page opened the meeting with congratulatory remarks to the HRCP team.

Project Management Plans

HRCP is currently developing project management plans to ensure a timely, quality project delivery. Several of the components of the project management plan will be submitted in May, including the Design Quality Management Plan and Instrumentation and Monitoring Plan.

Geotechnical Investigation

Soil explorations began April 9, with initial activities on the South Island. These preliminary investigations will be complete on both islands by the end of May.

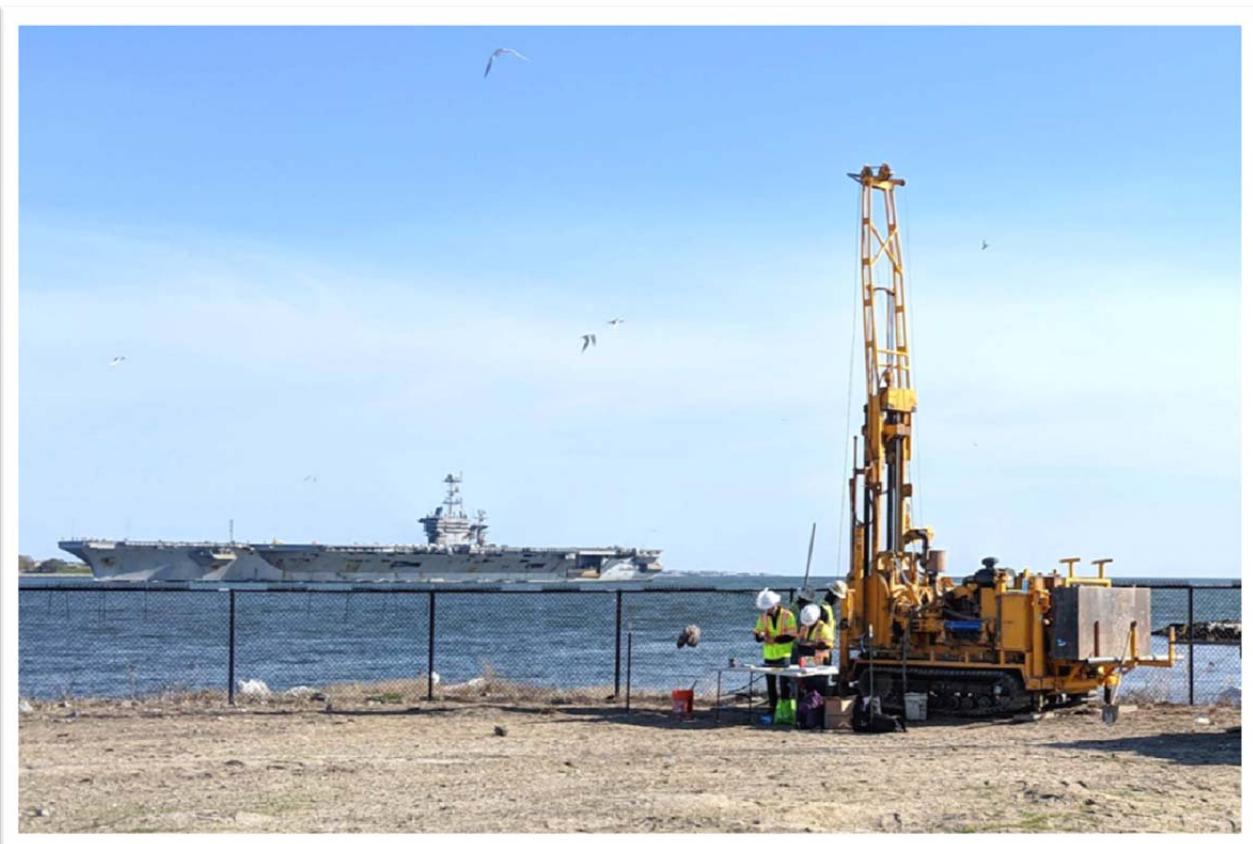


Environmental Permitting

Environmental permit coordination is currently underway. HRCP held a series of meetings with the permitting agencies in mid-April including the Army Corps of Engineers (USACE), Virginia Department of Environmental Quality (DEQ) and Virginia Institute of Marine Science (VIMS). Coordination with Virginia Marine Resource Commission (VMRC) and United States Coast Guard (USCG) will begin in the upcoming months.

Third Party Coordination

Coordination with the United States Navy (Navy) and the Federal Highway Administration (FHWA) started in April. HRCP is currently coordinating with the Navy to gain access to Navy property. FHWA participates in weekly coordination meetings with VDOT and HRCP.



3. Priorities

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

- To provide mobility enhancements and travel-time reliability along the Project corridor by:
 - Managing congestion along the I-64 corridor by maximizing throughput across the Hampton Roads Bridge-Tunnel;
 - Improving mobility by enhancing the operational efficiency of bus transit options; and
 - Providing an integrated solution that promotes efficient traffic flow at interfaces with adjoining regional transportation network elements.
- To minimize impacts on adjacent communities by:
 - Minimizing adverse impacts to historic and cultural resources along the Project corridor;
 - Maximizing the use of existing VDOT right-of-way to minimize the need for acquisition of additional right-of-way; and
 - Managing construction operations to minimize disruptions to adjacent communities and highway and marine traffic.
- To improve transportation operations and safety throughout the Project corridor by:
 - Reducing the effect of geometric deficiencies on the operation of the existing roadways and tunnels;
 - Ensuring the new facilities comply with current engineering design standards, as practicable;
 - Improving emergency evacuation capabilities by providing a resilient crossing that can withstand severe marine conditions and extreme natural events, including floods and hurricanes; and
 - Providing an adaptable transportation solution that neither precludes future capacity enhancements nor impedes incorporation of the Project into a regional network of Express Lanes.
- To develop public infrastructure in a financially responsible manner by:
 - Delivering the Project with high quality, safely, on schedule, and within budget using the most cost-effective means available;
 - Applying value-generating innovation that reduces maintenance requirements and operating costs; and
 - Providing best value to the Commonwealth by optimizing long-term quality, life-cycle cost, and construction efficiency.

4. Project Schedule

4.1 Schedule Status

Baseline Schedule

The Preliminary Baseline Schedule will be provided by HRCP in May. This schedule will focus on detailing activities during the first 180 days of the project including design, permits, geotechnical investigation, and scope validation. In July 2019, HRCP will provide the Baseline Schedule, which will encompass activities for the duration of the project.

Permitting Schedule

The Joint Permit Application (JPA) includes multiple administrative documents: The Coastal Zone Management (CZM) Consistency, the USACE section 404/10 permit, USACE Section 408 permit, the Virginia Department of Environmental Quality (DEQ) water protection permit and the Virginia Marine Resource Commission (VMRC) subaqueous land permit.

Due to the importance of the Joint Permit, HRCP plans to submit the CZM package by June 2019 and the JPA package (including the Section 408 request) by September 2019. A pre-application consultation with all the concerned agencies is scheduled for July 2019.

HRCP's goal is to obtain the Joint Permit in Spring 2020. During this process, the JPA is scheduled to be ready for Public Notice in September 2019.

Key Dates

The following table depicts key milestone dates outlined in the contract requirements. Currently, these dates are based on HRCP's Preliminary Baseline Schedule. A Baseline Schedule will be provided by HRCP in July 2019; this table will be updated to reflect these dates and used to track milestone achievements.

Key Dates	Contract Requirement	HRCP Preliminary Baseline Schedule	HRCP Baseline Schedule	Actual
LNTP1		April 12, 2019		April 12, 2019
LNTP2		September 29, 2019		
LNTP3		October 9, 2019		
NTP		October 10, 2020		
Substantial Completion	September 1, 2025	June 27, 2025		
Final Completion	November 1, 2025	November 1, 2025		

4.2 Longest Path

Submitting the JPA will enable LNTP2 and LNTP3 to be issued. LNTP2 allows procurement of the Tunnel Boring Machine (TBM), while LNTP3 allows commencement of construction work for the launching pit and ground improvement on South Island. Receipt of the Joint Permit will enable full NTP for the Project.

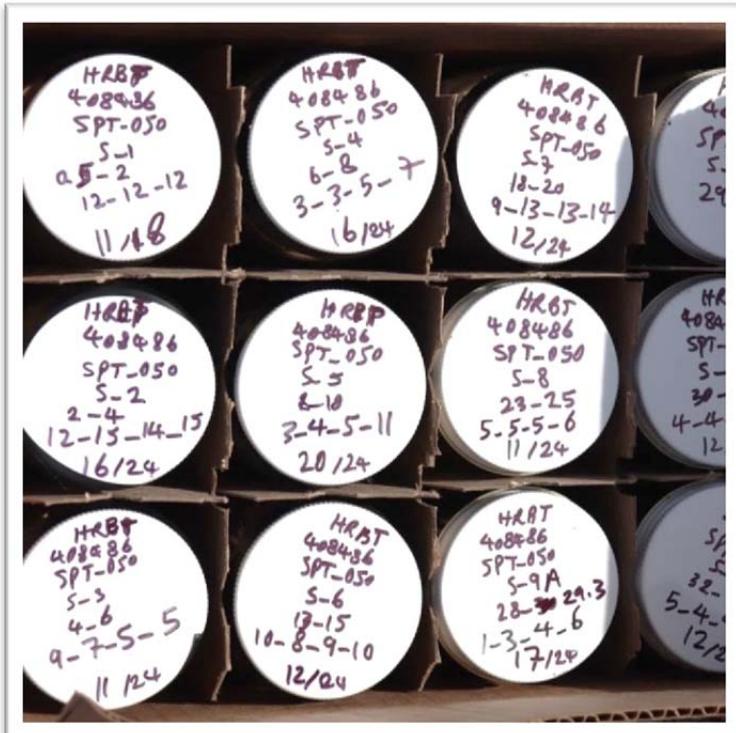
The longest-path activities for the Project schedule include:

- JPA processes
- Baseline monitoring of the South Island structures (12 months readings)
- Construction of the South Island TBM launching pit
- Assembly of the TBM in the launching pit
- TBM drive
- Finishes in the tunnel
- Commissioning and integration tests for the tunnel

4.3 Impact Analysis

Several elements of work are near-critical and could affect Project progress if they are not addressed diligently. The Department and HRCP are closely monitoring these activities. The following work elements have less than one month of float:

- Design of South Portal
- Bored tunnel design
- Manufacturing of tunnel segments



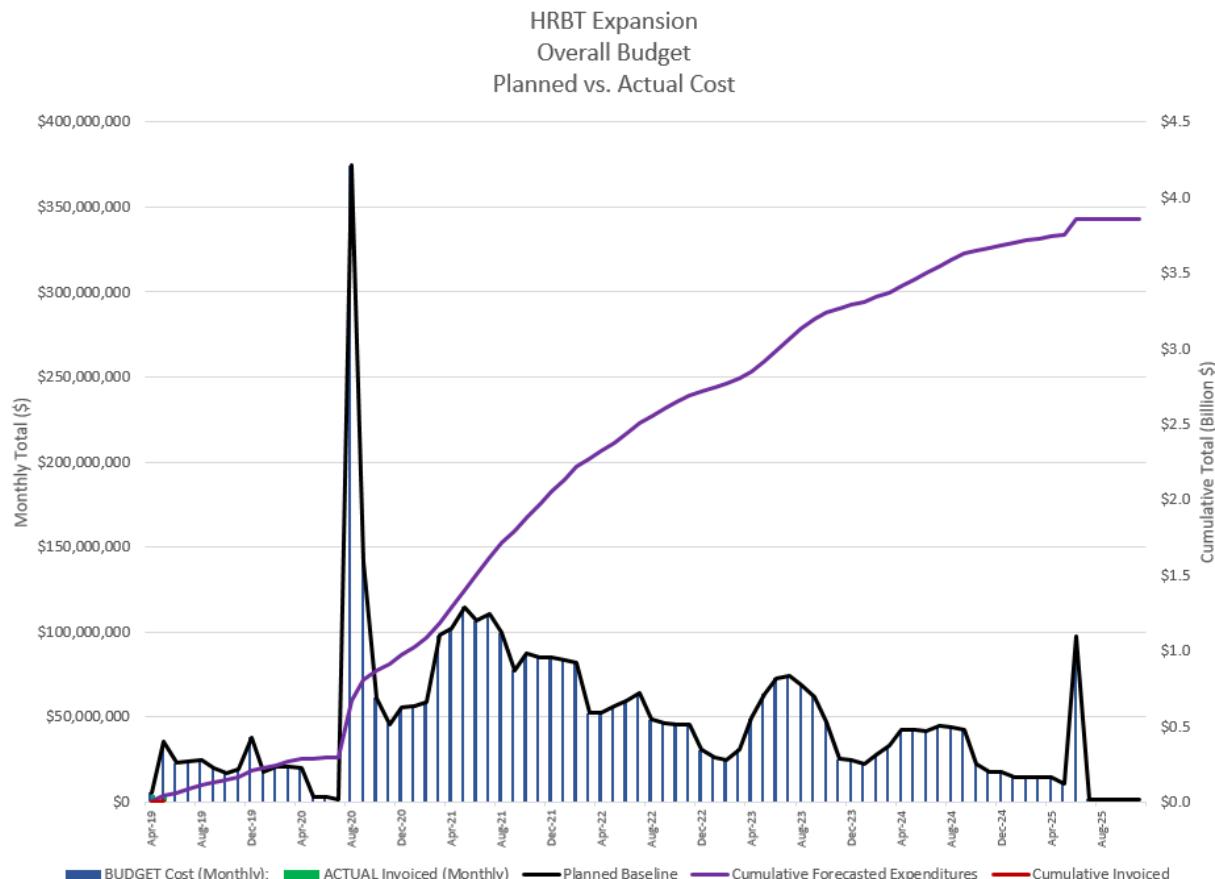
Soil samples from South Island, stored in protective cases prior to testing, to provide data for bored tunnel design

5. Budget and Cost

5.1 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 CA (monthly maximum cumulative compensation amount).

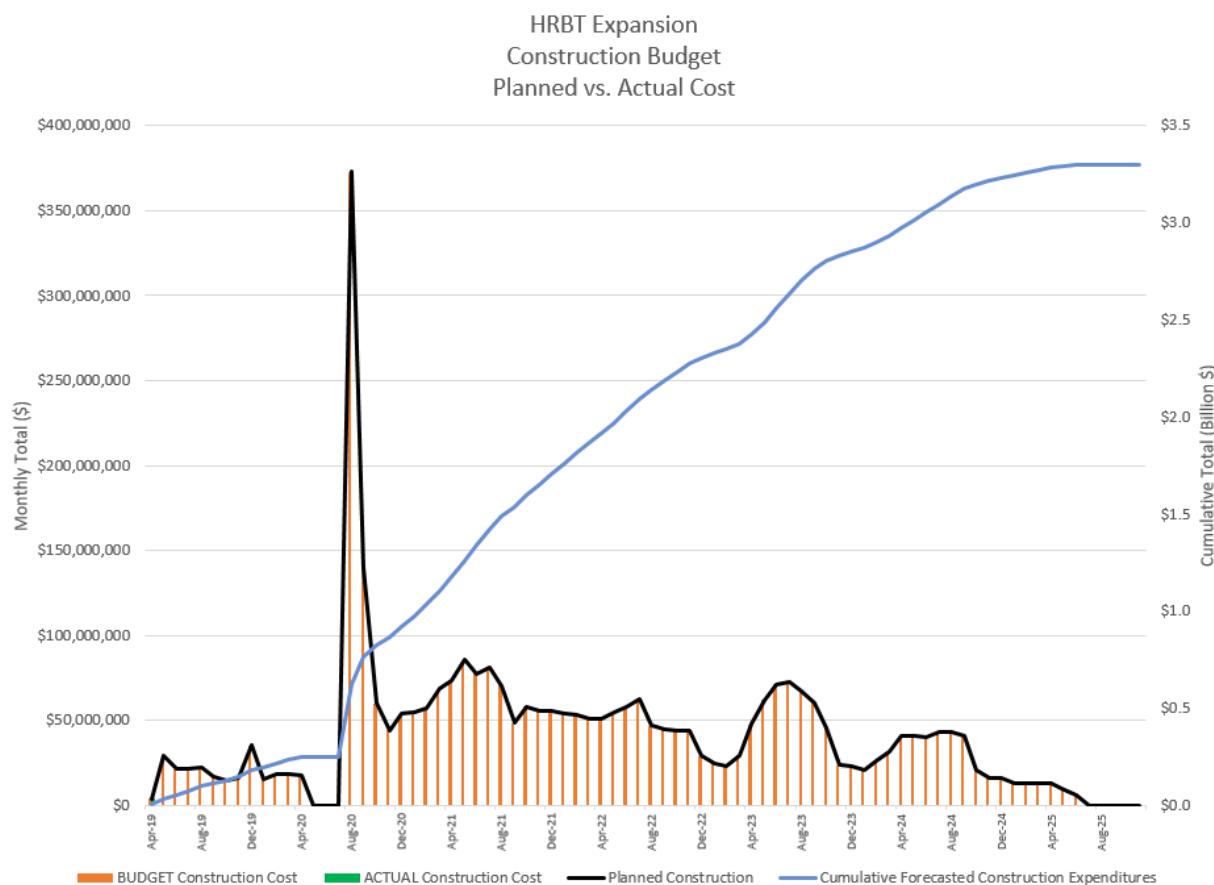
	Amount this period:	Total to Date:	Total Budget:	Total Remaining Budget:	Percent Spent To-date:
Comprehensive Agreement					
Construction	\$4,000,000	\$4,000,000	\$3,299,997,227	\$3,295,997,227	0.12%
Owner Costs					
Administration	\$0	\$0	\$122,000,000	\$122,000,000	0.00%
Right of Way	\$0	\$0	\$15,000,000	\$15,000,000	0.00%
No-Excuses Incentive	\$0	\$0	\$90,000,000	\$90,000,000	0.00%
Contingency	\$0	\$0	\$335,000,000	\$335,000,000	0.00%
Total	\$4,000,000	\$4,000,000	\$3,861,997,227	\$3,857,997,227	0.10%



5.2 Design-Build Cost Status

The construction budget and planned cost have been established based on the maximum cumulative compensation amount. For this period the following outlines the tasks associated with the invoiced expenditures (actual construction cost):

- HRCP's initial payment of \$4M per the CA



5.3 Budget by Funding Source

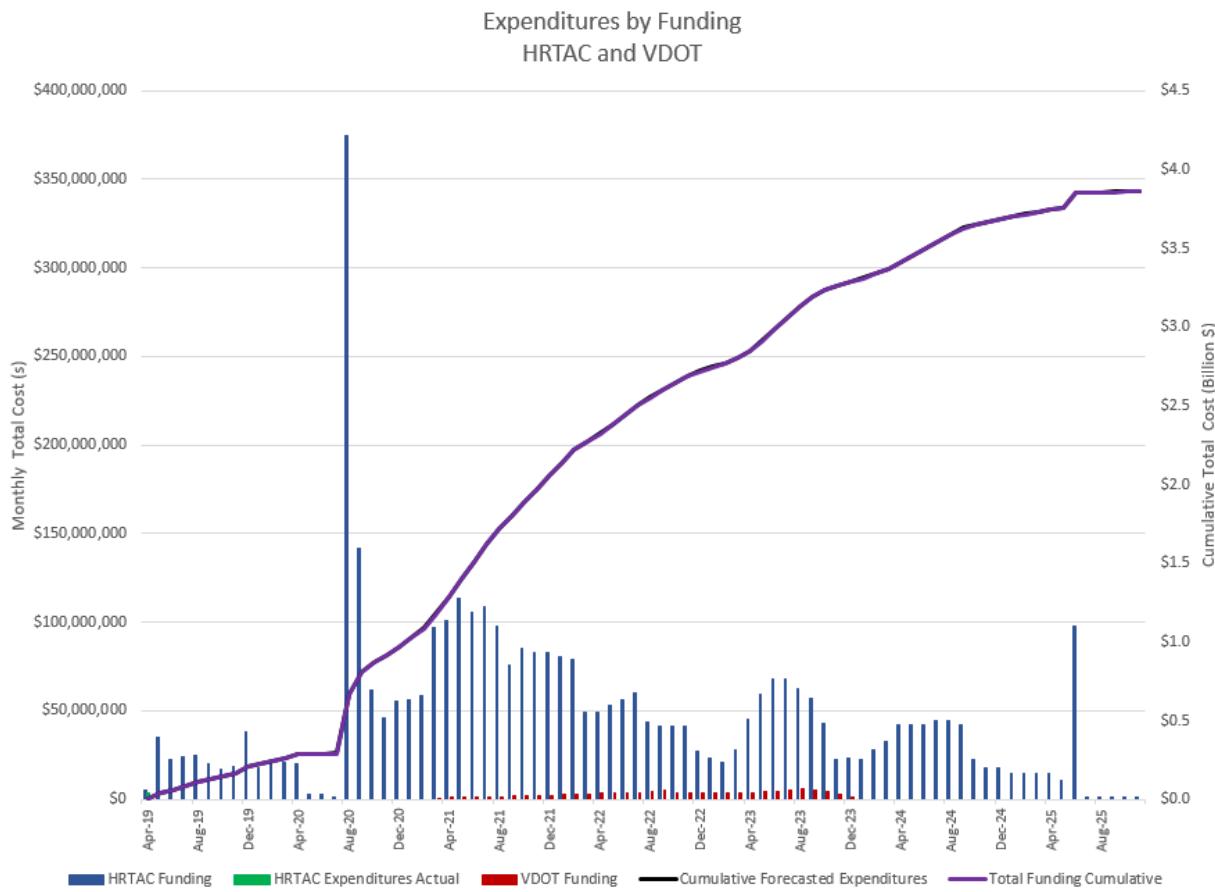
The budget for expenditures by funding source is based on the terms and conditions of Article 3 (Project Funding) and Exhibit 5 of the PAFA. This section outlines planned expenditures by both HRTAC and VDOT. The cost curve has been developed based on the monthly maximum cumulative compensation amount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

5.3.1 HRTAC and Smart Scale

	Amount this period:	Total to Date:	Total Budget Including Smart Scale:	Total Remaining Budget:	Percent Spent To-date:
Comprehensive Agreement					
Construction	\$4,000,000	\$4,000,000	\$3,204,569,251	\$3,200,569,251	0.12%
Owner Costs					
Administration	\$0	\$0	\$118,472,054	\$118,472,054	0.00%
Right of Way					
	\$0	\$0	\$15,000,000	\$15,000,000	0.00%
No-Excuses Incentive					
Contingency	\$0	\$0	\$90,000,000	\$90,000,000	0.00%
Total					
	\$4,000,000	\$4,000,000	\$3,753,469,581	\$3,749,469,581	0.11%

5.3.2 VDOT

	Amount this period:	Total to Date:	Total Budget:	Total Remaining Budget:	Percent Spent To-date:
Comprehensive Agreement					
Construction	\$0	\$0	\$95,427,976	\$95,427,976	0.00%
Owner Costs					
Administration	\$0	\$0	\$3,527,946	\$3,527,946	0.00%
Right of Way					
	\$0	\$0	\$0	\$0	0.00%
No-Excuses Incentive					
Contingency	\$0	\$0	\$0	\$0	0.00%
Total					
	\$0	\$0	\$108,527,646	\$108,527,646	0.00%



5.4 Contingency

- 0 work orders to date
- \$0 material price adjustments (asphalt, steel, & fuel) to date

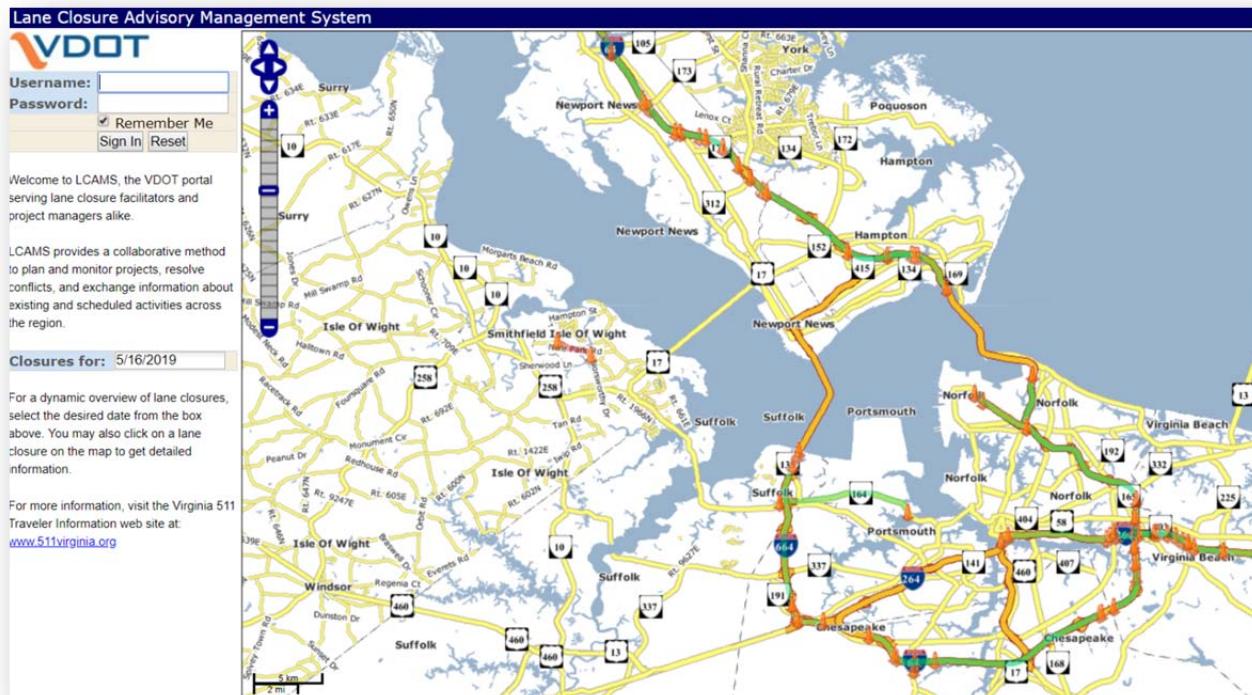
6. Environmental Management

HRCP has implemented passive measures to protect nesting birds on the South Island. A temporary barrier has been installed on the island's ring road to protect birds from walking into traffic, and demarcated work areas with flagging have been set up to encourage birds to nest away from areas of preliminary construction activity. These measures will accommodate seasonal variations in bird populations on the South Island.



7. Operations

Currently there are minimal impacts to traffic operation for the field activities that are underway. In the upcoming months there will be lane and shoulder closures within the project corridor to support field survey and geotechnical operations. These closures will be closely coordinated through VDOT's Lane Closure Advisory Management System (LCAMS), which provides a method to collaborate traffic operations across the region.



8. DBE & SWaM Business Activities

Disadvantaged Business Enterprise (DBE) and Small, Women-owned, and Minority-owned (SWaM) business opportunities are an important component of the HRBT Expansion contract. On October 25, 2018, VDOT hosted a large DBE/SWaM event in Hampton, which registered nearly 500 businesses and individual contractors interested in participating in the expansion project.

The project was also represented at the statewide DBE Transportation Training Symposium in Richmond on March 13-14, 2019, as well as a Contractor Roundtable hosted by the Virginia Beach Minority Business Council on April 3, 2019. A large DBE/SWaM event is also planned for Hampton Roads in Fall 2019.

Governor Northam stated the project will bolster the economic competitiveness of the Hampton Roads region with more than \$4.6 billion in investments and a projected 28,000 new jobs over the life of the project.

HRCP has met with the Department's Civil Rights group to kick-off outreach and compliance monitoring.



9. Public Outreach

Public outreach for the Hampton Roads Bridge-Tunnel Expansion Project has been ongoing since May 2017 when the Willoughby Civic League requested the first briefing about the planned expansion.

Project Director Jim Utterback and members of VDOT's project team have participated in more than 50 outreach events to date. They include meetings with the U.S. Navy, Army Corps of Engineers, Virginia Maritime Association, Hampton Roads Transportation Accountability Commission (HRTAC), Hampton Roads Transportation Planning Organization (HRTPO), Virginia's Commonwealth

Transportation Board (CTB), stakeholders, first responders, outreach to Hampton and Norfolk City Councils, civic leagues, Rotary and Lions clubs, Hampton University, Hampton VA Medical Center and faith-based organizations.



On April 25, 2019, Governor Ralph Northam, Secretary of Transportation Shannon Valentine, Virginia Department of Transportation (VDOT) Commissioner Stephen Brich, and HRTAC Chair Michael Hipple participated in a ceremonial signing in Norfolk of the Project Agreement for Funding and Administration and Comprehensive Agreement for the I-64 Hampton Roads Bridge-Tunnel Expansion Project.

The south bridge trestles provided a picturesque setting for the event that was attended by more than 120 local and state elected leaders, the design-build partners, as well as members of local civic leagues and the public. A formal groundbreaking ceremony will take place at a future date.



10. Project Media

The project's Communications Team is beginning to capture pictures of initial work for the project, including boring samples collected at the HRBT South Island. Project progress will be regularly communicated and shared on social media, in newsletters, as well as on the project website: www.HRBTextension.org

