



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

Report No. 63
Project No. 0064-M06-032



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Prepared by:

Virginia Department of Transportation

www.hrbexpansion.org

1. Executive Summary

1.1 Overview

This report provides an overview of accomplishments and activities for the Hampton Roads Bridge-Tunnel Expansion Project from May 19, 2024 – June 22, 2024. The Design-Builder for the project is Hampton Roads Connector Partners (HRCP), a consortium that includes lead contractors Dragados, Vinci, Flatiron, and Dodin Campenon Bernard, with lead designers HDR and Mott MacDonald.

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

During this reporting period, project accomplishments included the following:

- South Island Progress:
 - Installation of south portal external walls 64% complete.
 - Installation of south portal internal walls 13% complete.
- Tunnel Progress:
 - Completed concrete tunnel ring installation in the HT Tunnel.
 - Progressed TBM U-Turn support work at North Island.
 - Began work on concrete tunnel egress structures in the HT Tunnel.
- North Island Progress:
 - Completed installation of rectilinear approach permanent struts.
 - Began excavation for the rectilinear approach.
- Landside Progress:
 - Completed installation of deck concrete at Spans 5 - 14 at Willoughby Bay Bridge.
 - Completed installation of the sleeper slab and approach slab at Abutment B at Mallory Street Bridge.
 - Completed removal of Bay Avenue trestle from the gore area.
 - Completed pile driving and footing foundation at Pier 2 at 13th View eastbound.
- Marine Progress:
 - South Trestle eastbound beams 63% 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 58 (data date: May 19, 2024), and the schedule information in this report reflects this update. Schedule 58 was returned Approved as Noted on June 18, 2024.

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

Project Budget

The project budget summary below now includes all billed to date costs through June 22, 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:	\$ 2,465,214,771
Remaining project budget:	\$ 1,470,236,870

- Design-build contract overview:

Design-build contract original amount:	\$ 3,299,997,227
Net change orders:	\$ 5,655,285
Exercised Options:	\$ 73,454,414
Material Price Adjustments to Date:	\$ 92,038,748
Assessed Liquidated Damages (LD):	\$ (955,000)
Design-build contract sum to date:	\$ 3,470,190,673
Expenditures to date:	\$ 2,346,413,403
Remaining design-build contract amount:	\$ 1,123,777,271

- Design-build progress to date:

Project Management:	82.2%
Design:	95.0%
Physical Construction Progress:	49.7%
Overall:	67.6%

Environmental

Environmental updates for this reporting period include:

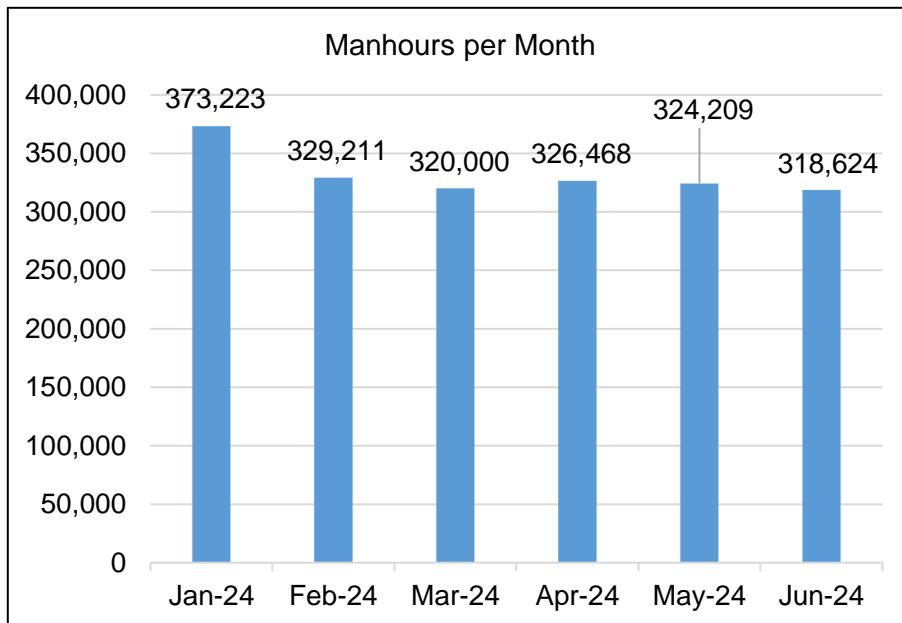
- HRCP continues upkeep on the bird deterrent measures and the dog patrolling of North Island, South Island, and Willoughby Spit. In addition, increased barn swallow nesting activities have been identified at the Willoughby Bay, Oastes and Mason Creek bridges. HRCP has been removing inactive nests when identified.

Construction

Summary progress updates for this reporting period include:

- Landside Roadways
 - Completed surcharge at retaining wall 313.
 - Complete drainage installation at 13th View Rd. for the current Phase.
 - Completed retaining wall 501.
- Marine Works
 - Placed decks at South eastbound permanent trestle (3 installed this period).
 - Placed beams at North westbound permanent trestle (6 installed this period).
- Tunnels and Islands
 - 43% complete for stage 1 ballast placement for HT tunnel.
 - Completed placement of center shield cradle block for TBM U-Turn operation.
 - 14% complete for all south portal roadway slabs at South Island.
 - Completed installation of precast tunnel segment liner for HT Tunnel.
- Landside Bridges
 - Completed installation of approach slab at Abutment B at Mallory Street Bridge for eastbound widening.
 - Began pile driving template at Abutment A at Bayville/13th View St. Bridge for eastbound widening.
 - Completed installation of Pier 16 piles at Bay Avenue Bridge for eastbound widening.
 - Complete Willoughby eastbound bridge decks 5 to 14.

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



Project Manhours to Date:
11,832,012

Operations

The following operations activities took place during this reporting period:

- Short-term lane closure on I-64 eastbound and westbound for sign structure foundation installation.
- Short-term all stops on I-64 westbound for installation of overhead sign structure #10.
- Short-term all stops on I-64 westbound for installation of ITS structure at RCU-44.

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 (QMS) and the effectiveness of the plan.



Safety

The following safety performance indicator information is provided by HRCP and is current as of June 30, 2024:

- Total Recordable Incidence Rate: 1.52 (National Average: 2.5)
- Lost Time Incidence Rate: 0.27 (National Average 1.6)

Civil Rights & DBE/SWaM Business Opportunities

HRCP has awarded **358** subcontracts, subconsultant agreements, and purchase orders to certified DBE/SWaM firms on the project. These contract awards represent a total of **\$556 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 was interviewed by Hampton Roads Transit for the "On The Move" program, which aired on their YouTube channel.
- Hampton Roads District Engineer and HRBT Expansion Project Director hosted a site visit for the incoming and outgoing Commanders of the Norfolk District, U.S. Army Corps of Engineers.
- Hampton Roads District Engineer and HRBT Expansion Project Director presented progress updates to the Hampton Chamber of Commerce Regional Board of Directors and Trustees. The Secretary of Transportation also provided regional transportation updates.

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 58 (data date: May 19, 2024), and the schedule information in this report reflects this update. Contractual Substantial and Final Completion dates remain unchanged from the Contract Amendment; February 26, 2027 and August 27, 2027 respectively.

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

2.2 Longest Path

The longest path/critical path in Project Schedule Update 58

is driven by the following activities:

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

2.3 Impact Analysis

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

South Portal

- **South Portal – Gantry Cradle Demolition, Thrust frame and Steel Ring Removal**
- South Portal Cell 1 Permanent Structures – Interior Walls & Roadway Slab, Plenum Slab, Roof Slab
- South Portal - East External Walls – Permanent Headwall and Roadway Slab

South Island

- None

Tunneling

- High Occupancy Tunnel – Installation final rings
- High Occupancy Tunnel – Interior Structures – Remove Ventilation & Install Booster Fans, Ballast Stage II, Construction of Egress Footer
- General Purpose Tunnel – Interior Structures – Stage I & II Ballast

North Portal

- North Portal – Temporary U-Turn Structures - High Occupancy Tunnel TBM Shield Receiving Cradle, General Purpose Tunnel TBM Launch Cradle, Post Breakout Cell1 Cleaning, Nitrogen Table Mobilization, Cell 1 Thrust Frame Installation, Gantry Cradles, Gantry 4 Lift out and Reassembly.
- North Portal – Rectilinear Approach Excavation, Permanent Struts Installation, Cross Wall demolition

North Island

- None

Roadway and Land Bridges

- Segment 1 Phase 1, 1A, 2 – I-64 North Shore Roadway Widening, Temporary Lighting, Permanent Barrier Wall, Storm Drainage, Retaining Wall 106
- Segment 3b Phase 2, 2A, 2B, 3, 3A, 4 – I-64 Willoughby Spit – Widening, Drainage, PV Drains/Ground Improvement, Retaining Wall 302, 306, 307, 312, 313, Lighting, Ramp F.
- Segment 4 Phase 2, 2A, 3, 3A, 4, 4A – Norfolk to Navy – Storm Drainage, Roadway Widening, Retaining Wall 406, 407, 408, 409, 501, Permanent Barrier Wall, Widening &
- ITS Segment 1 Phases 1 & 1A – Installation
- ITS Segment 3 Phases 2, 3 & 4 - Installation
- ITS Segment 3B Phases 2, 3A & 4 - Installation
- ITS Segment 3C Phases 2 - Installation
- ITS Segment 4 Phases 2, 3 - Installation
- 13th View Bridge – Eastbound Widening & Rehabilitation, Westbound Widening & Rehabilitation
- Willoughby Bay Bridge – Eastbound Superstructure & Rehabilitation, Westbound Rehabilitation
- 4th View Bridge – Eastbound Rehabilitation
- Mason Creek Bridge - Eastbound Rehabilitation
- 1st View Bridge - Eastbound Rehabilitation

- Bay Avenue Bridge – Eastbound Widening & Rehabilitation, Westbound Rehabilitation
- Evans Street Bridge - Eastbound Widening
- Bayview Blvd. Bridge - Eastbound Widening & Rehabilitation
- Oastes Creek Bridge – Eastbound Widening, Westbound Widening
- Patrol Road Bridge – Eastbound Widening & Rehabilitation

Trestles

- North Trestle Temporary Work Trestle N3 – Construction & Demolition
- North Trestle Temporary Work Trestle N4 & N2 – Demolition
- North Trestle – Eastbound Zone 1, 2, 3, 4, 5 Construction, Westbound Zone 8 & 10 Construction
- North Trestle Utilities – Eastbound Phase 2 & 3A, Westbound Phase 7
- North Trestle Demolition Existing Eastbound Trestle
- South Trestle Temporary Work Trestle S2 – Demolition
- South Trestle Temporary Work Trestle S3 – Construct
- South Trestle Temporary Work Trestle S4 – Construct
- South Trestle Temporary Work Trestle S5 – Construct and Demolition
- South Trestle – Zone 2 Deck Construction & Finishes
- South Trestle – Zone 4 – WB MOT Finishes
- South Trestle – Zone 6 Construction & Finishes
- South Trestle – Zone 7 Construction & Finishes
- South Trestle – Zone 8 Construction & Finishes
- South Trestle – Zone 9 Construction & Finishes
- South Island Expansion – Marine Work – Rock Placement & Substructure
- South Trestle – Existing Trestle Demolition

Commissioning and Integration

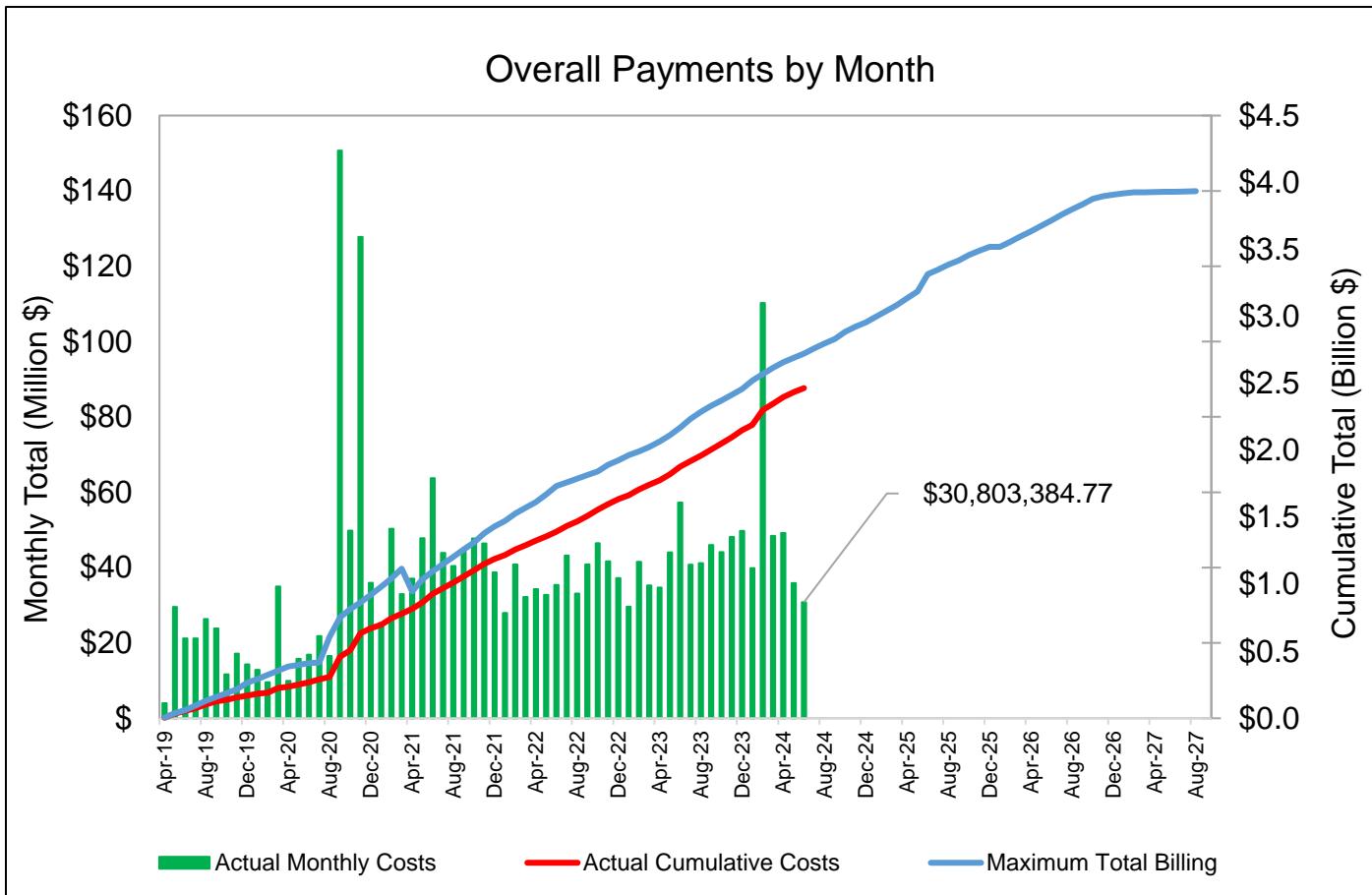
- Operational Testing – General Purpose Tunnel – Egress Corridor Pressurization System
- Commissioning Integration – Existing Westbound Tunnel, Existing Eastbound Tunnel, General Purpose Tunnel
- ITT Reversal – Preparation Work for Eastbound Tunnel Traffic Direction Change, Roadway Median Barrier Walls 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>	\$25,867,001.68	\$2,208,903,228.56	\$3,299,997,227.00	\$1,091,093,998.44	66.94%
<u>Owner Costs</u>					
<i>Administration</i>	\$2,177,239.59	\$105,275,320.78	\$122,000,000.00	\$16,724,679.22	86.29%
<i>Right of Way</i>	\$10,671.66	\$9,526,047.99	\$15,000,000.00	\$5,473,952.01	63.51%
<i>No-Excuses Incentive</i>	\$0.00	\$0.00	\$90,000,000.00	\$90,000,000.00	0.00%
<i>Contingency</i>	\$2,273,581.44	\$134,831,450.53	\$335,000,000.00	\$200,168,549.47	40.25%
<i>Bridge Repair Work Option</i>	\$474,890.40	\$6,678,723.58	\$73,454,413.96	\$66,775,690.38	9.09%
Total	\$30,803,384.77	\$2,465,214,771.44	\$3,935,451,640.96	\$1,470,236,869.52	62.64%

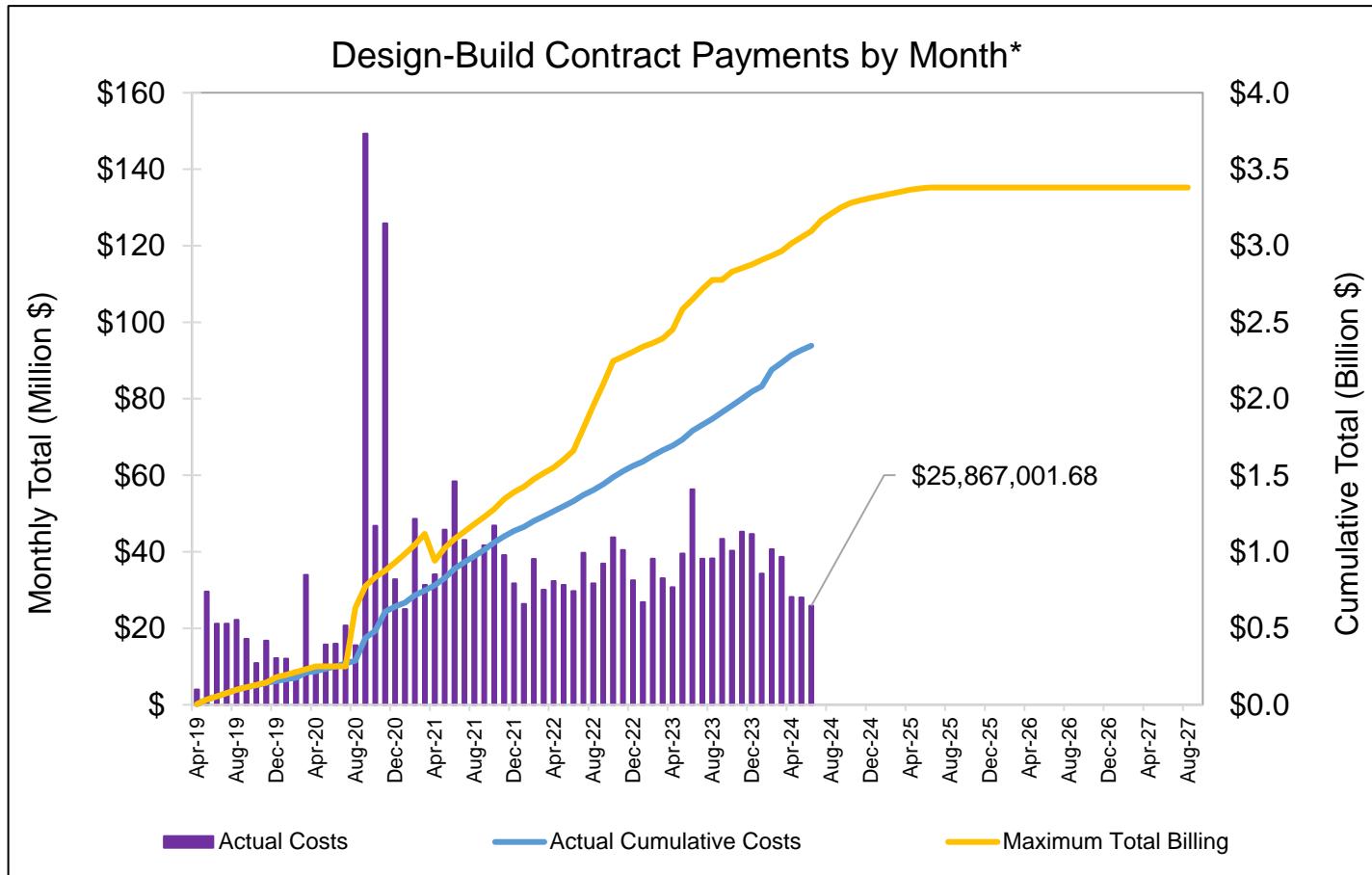


*The Maximum Total Billing showed an adjustment in May 2021 due to the executed Change Order #40 – Update Maximum Cumulative Cost Curve.

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

3.2 Design-Build Contract Cost Status

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



3.3 Budget by Funding Source

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

3.3.1 HRTAC and Smart Scale

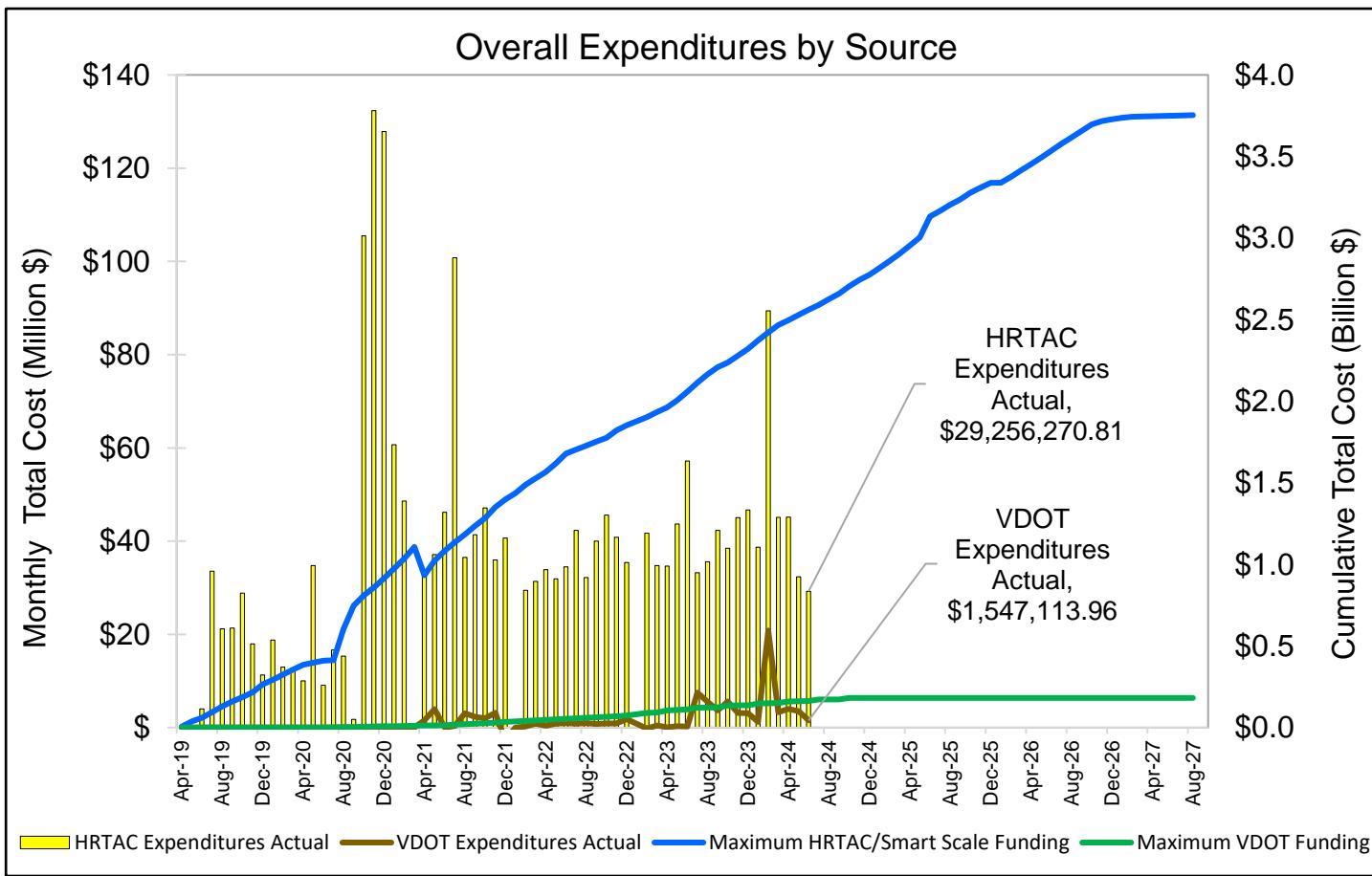
	Amount Spent this Period:	Total Spent to Date:	Original Total Budget:	Total Remaining Budget:	Percent Spent To-date:
<u>Comprehensive Agreement</u>					
Construction	\$25,194,784.15	\$2,160,611,794.12	\$3,204,569,251.00	\$1,043,957,456.88	67.42%
<u>Owner Costs</u>					
Administration	\$1,966,807.79	\$100,741,432.98	\$118,472,054.00	\$17,730,621.02	85.03%
Right of Way	\$10,671.66	\$9,526,047.99	\$15,000,000.00	\$5,473,952.01	63.51%
No-Excuses Incentive	\$0.00	\$0.00	\$90,000,000.00	\$90,000,000.00	0.00%
Contingency	\$2,084,007.21	\$107,282,225.77	\$325,428,276.00	\$218,146,050.23	32.97%
Total	\$29,256,270.81	\$2,378,161,500.86	\$3,753,469,581.00	\$1,375,308,080.14	63.36%

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	\$672,217.53	\$48,291,434.44	\$95,427,976.00	\$47,136,541.56	50.61%
<u>Owner Costs</u>					
Administration	\$210,431.80	\$4,533,887.80	\$3,527,946.00	(\$1,005,941.80)*	128.51%
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	\$189,574.23	\$27,549,224.76	\$9,571,724.00	(\$17,977,500.76)**	287.82%
Bridge Repair Work Option	\$474,890.40	\$6,678,723.58	\$73,454,413.96	\$66,775,690.38	9.09%
Total	\$1,547,113.96	\$87,053,270.58	\$181,982,059.96	\$94,928,789.38	47.84%

* 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-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-88	Bird Management 2024 to Project Completion	5/1/2024	\$ 2,369,359.64	0 days
CO-91	DRBISC #08 ST Zone 6 Rock Removal	5/8/2024	\$ 1,710,784.92	0 days
CO-94	HRCP Representative Change	6/11/2024	\$ -	0 days
		TOTAL	\$ 79,109,698.61	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	\$29,003.20	\$190,206.19	April 2024
Exhibit 10 - Fuel	\$23,997.95	\$500,514.41	April 2024
Exhibit 11 - Steel	\$288,852.34	\$6,436,445.12	December 2023
Total	\$341,853.49	\$7,127,165.72	
Per CA Amendment Adjustments (Non-Federally Eligible Costs)			
Exhibit 9 - Asphalt	\$0.00	\$0.00	April 2024
Exhibit 10 - Fuel	\$1,733.03	\$35,596.75	April 2024
Exhibit 11 - Steel	\$209,622.28	\$8,481,745.78	December 2023
Exhibit 10A – Fuel (Atypical Items)	\$6,909.93	\$1,474,671.10	April 2024
Exhibit 15A – Index-Adjusted Commodities	\$1,337,214.35	\$57,705,300.95	December 2023
Exhibit 15B – Escrow-Adjusted Commodities	\$0.00	\$17,214,267.35	April 2024
Total	\$1,555,479.59	\$84,911,581.93	

* 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 permit modification request package to the Department of Environmental Quality (DEQ) for review and consideration to cover the TBM process water being managed by the North Island Water Treatment Plant.
- HRCP's subcontractor began installation of wetland plantings and seed mix in areas of temporary wetland impact that require restoration.
- HRCP updated the Spill Prevention and Response Plan – Revision 2 and submitted it to DEQ for review and approval.
- HRCP notified DEQ Air on the startup of the South Island ballast pugmill/concrete plant.
- The Hampton Roads Sanitation District (HRSD) issued a Notice of Deficiency on June 13, 2024, regarding the late submission of monthly records. HRCP responded to HRSD on June 13, 2024 that was accepted by HRSD.

Marine Mammal Protection:

- No new activities.

Bird Mitigation:

- HRCP continues upkeep on the bird deterrent measures and the dog patrolling of North Island, South Island, and Willoughby Spit. In addition, increased barn swallow nesting activities have been identified at the Willoughby Bay, Oastes and Mason Creek bridges. HRCP has been removing inactive nests when identified.

Programmatic Agreement:

- No new activities.

Archeological Discoveries:

- No new activities.

Protected Species:

- HRCP reported a sea turtle floating through the project area on June 20, 2024, near the South Island.

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 trench drain installation in the I-64 median south of Mallory Street Bridge.
- Began installation of gabion wall at Abutment A at Mallory Street Bridge.
- Continued Mallory St. Bridge approach work for Phase for Phase 1 bridge shift.
- Completed installation of traffic signal foundations for the Phase 1 bridge shift.
- Began installation of sidewalk and approach grade work at retaining wall 105 near Abutment B at Mallory Street Bridge.

I-64 (Segment 3):

- Continued installation of base leveling pads and wall panels at retaining wall 302 on Bayville Street between 13th View and eastbound off ramp.
- Continued drainage work at 13th View Street.
- Began installation of coping at retaining wall 308 between Willoughby Bay Bridge and 4th View eastbound.
- Began and completed placement of surcharge at retaining wall 313 near Willoughby Abutment A westbound.

I-64 (Segment 4):

- Continued fill for embankment at I-64 eastbound at Mason Creek approach.
- Continued excavation for retaining wall 501 at Patrol Road eastbound on-ramp.
- Began installation of panels for retaining wall 501 at Patrol Road eastbound on-ramp.



► **Mallory Bridge Approach Work in Hampton**
Traffic signal foundation installed for Phase 1 switch.

5.2 Construction Area 2: Marine Trestle Work

North Trestle:

- **Westbound Trestle**
 - 6 beams placed during this period (63 out of 280 total beams placed).
 - 1 cap placed during this period (13.5 out of 46 total caps placed).

South Trestle:

- **Eastbound Trestle**
 - 3 decks placed during this period (31.5 out of 53 total decks placed).
 - 14 beams placed during this period (438 out of 698 total beams placed).
- **Westbound Trestle**
 - 1 cap placed during this period (1 out of 22 total caps placed).



► **South Trestle Eastbound**
Installation of Span 11 Stay-in-Place forms

5.3 Construction Area 3: Tunnels and Islands

South Island:

- 64% complete for south portal external walls.
- 13% complete for south portal internal walls.
- 57% complete for rectilinear approach permanent struts.
- 14% complete for all south portal roadway slabs.
- Completed rectilinear approach capping beams.

North Island:

- Completed installation for rectilinear approach permanent struts.
- 67% complete for rectilinear approach temporary struts.
- Completed removal of Cell 2 temporary struts.
- 2% complete for rectilinear approach excavation.
- Began excavation for the rectilinear approach.

Tunnel:

- Completed precast concrete segmental liner installation in the HT tunnel.
- Pushed TBM shield onto the receiving cradle and began disconnecting the shield from Gantry 1, in preparation for the U-Turn.
- 43% complete for stage 1 installation of cement-treated base (CTB) ballast for tunnel roadway.
- Began work on concrete tunnel egress structures in the HT Tunnel.
- Completed placement of cradle block for TBM U-Turn operation.



◀ HT Tunnel
Egress Structure
Formwork in Tunnel

5.4 Construction Area 4: Landside Bridges

Mallory Street Bridge:

- Completed installation of sleeper slab at Abutment B for eastbound widening.
- Completed installation of approach slab at Abutment B for eastbound widening.
- Completed installation of parapet wall for eastbound widening.
- Began and completed installation of gabion wall for eastbound widening.
- Completed installation of sleeper slab at Abutment A for eastbound widening.

Bayville/13th View St. Bridge:

- Began and completed pile driving at Pier 2 for eastbound widening.
- Completed placement of footing at Pier 2 for eastbound widening.
- Began template for pile driving at 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.
- Completed installation of deck concrete at Spans 5 - 14 for eastbound widening.
- Completed installation of deck overlays for Spans 50 – 61 for eastbound widening.

Mason Creek Bridge:

- Continued repair/rehabilitation of existing eastbound and westbound bridges.

1st View Street Bridge:

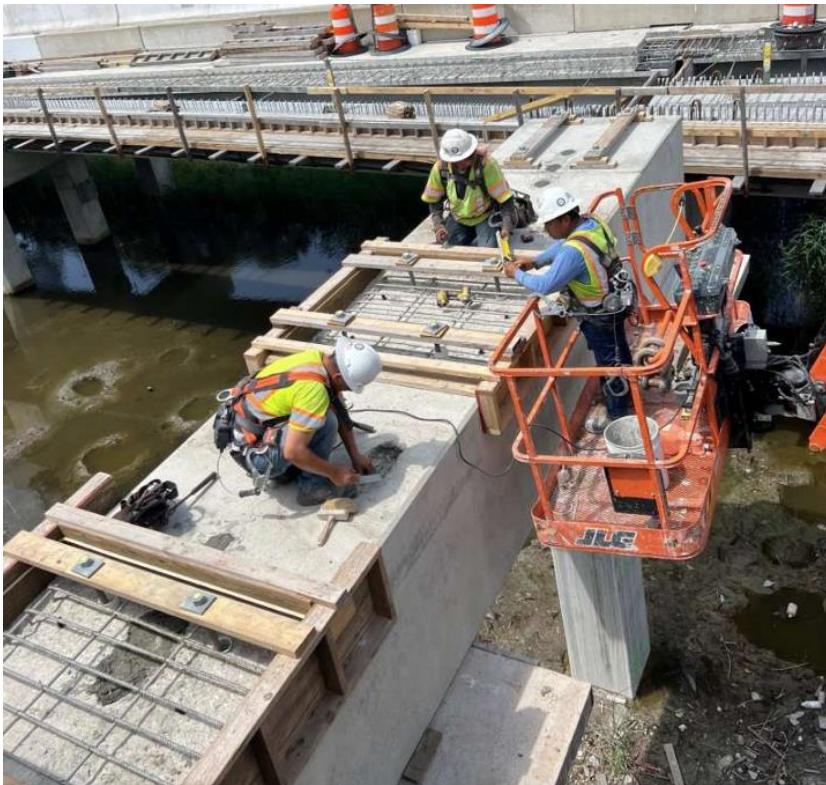
- Continued repair/rehabilitation of existing eastbound bridge.

Bay Avenue Bridge:

- Continued installation of mainline SIP deck forms and overhangs for eastbound widening.
- Began driving piles at Pier 16 for eastbound widening.
- Completed installation of deck at Span 23 for eastbound widening.

Oastes Creek Bridge:

- Completed installation of concrete at Spans 17 - 18 for eastbound widening.



► Bay Avenue
Bridge Eastbound
Per 17 cap installation



► Oastes Creek
Bridge Eastbound
Spans 17 - 18 deck
concrete placed

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.
- All stops on I-64 westbound for installation of overhead sign structure #10.
- All stops on I-64 westbound for installation of ITS structure at RCU-44.

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:

- Long-term detour on Mason Creek Road to facilitate bridge widening.

Intelligent Transportation System (ITS):

- Installation of RCU-6 temporary cabinet.
- Installation of ITS, Medium Voltage power, and private utility conduit on North Trestle.
- Medium Voltage and TBM power relocated at Southwest MOT trestle abutment.
- Traffic signal foundation and conduit installation at Mallory Street Bridge.

Overhead Sign Structures:

- Placement of OHSS 10 span.
- Foundations and truss assembly for OHSS 36 and 37.

Roadway Lighting:

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

Routine Maintenance:

- HRCP performed routine incident management / maintenance operations within corridor.

7. Quality

Quality updates for this reporting period include:

Construction Quality Management Plan (CQMP) Updates:

- VDOT reviews CQMP updates as part of final “Released for Construction” (RFC) design packages and “Notice of Design Change” (NDC) packages. One package was received this period and was returned to HRCP as Approved.

Independent Assurance (IA) Testing Activities:

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

Quality Management System Plan (QMSP):

- VDOT continues to engage HRCP in discussions on HRCP’s implementation of their QMSP and the effectiveness of the plan.

Material Book Records:

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

Routine Quality Activities:

- VDOT’s quality team conducted reviews of written deficiency notices (WDNs), non-conformance reports (NCRs), root cause analyses and dispositions of deficiencies, with 54 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

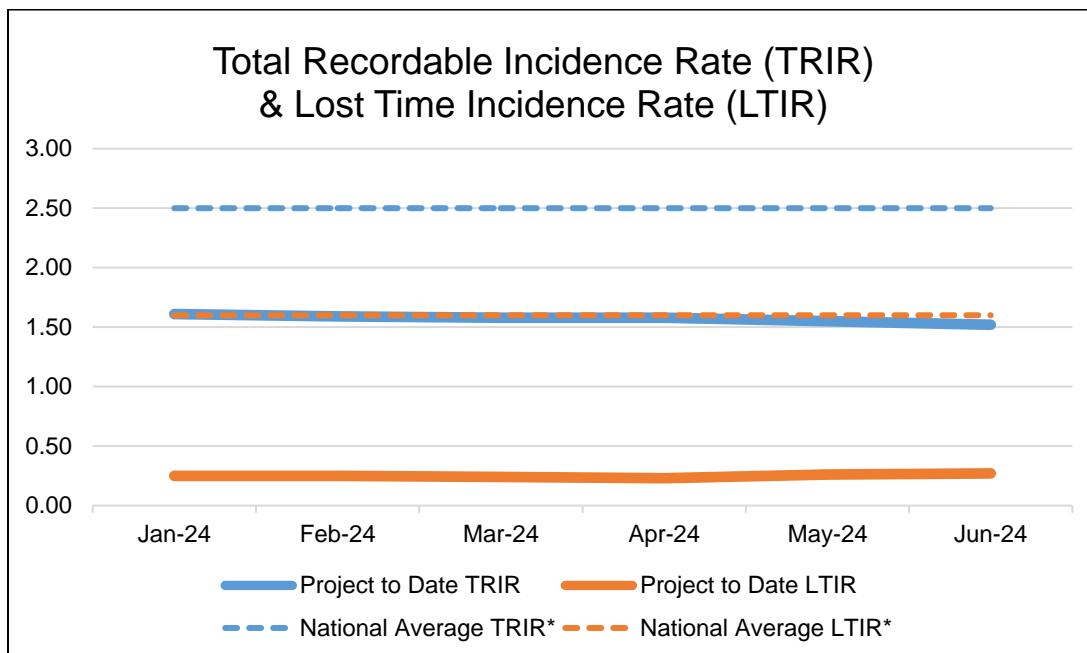
Safety procedures and activities during this reporting period include:

Safety Activities:

- HRCP hired a new Safety Manager for Area 3 Tunnels.
- HRCP continued weekly Safety Walks at North Island.
- A Hurricane Safety Awareness Bulletin was sent to all project team members.

Safety Performance Indicators:

- The following safety performance indicator information is provided by HRCP and is current as of June 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 **358** subcontracts, subconsultant agreements and purchase orders to certified DBE/SWaM firms. Contract awards remain at **\$556 million** for this period. A total of **\$428.7 million** has been paid for work completed by DBE/SWaM firms.

Compliance Activities:

- HRCP's 2nd Quarter DBE/SWaM Good Faith Efforts Report/C-111, DBE/SWaM Utilization Plan, and Workforce Participation Plan were formally discussed with HRCP, and recommendations offered to address updates needed to subcontractor vendor reports due to the implementation of a new automated reporting system.

Workforce Development Activities:

- HRCP continued to make progress towards the OJT contract goal of 80 graduates. To date, 35 employees have graduated with 15 currently active in the program.
- June 4, 2024 – Tidewater Skilled Trades Academy, Tidewater Community College, Portsmouth Campus.

Business Development Activities:

- May 20, 2024 – Grow your Business with the City of Portsmouth
- May 23, 2024 – Norfolk State University SWaM & Networking Conference
- June 3, 2024 – Metropolitan Business League, Norfolk Office Ribbon Cutting

10. Public Outreach & Media

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

Public Outreach

- May 20, 2023 – HRBT Expansion Project Director Ryan Banas presented project updates to the joint Military Economic Development Advisory Committee in Virginia Beach, VA.
- May 23, 2024 – HRBT Expansion Project Communications Director Paula Miller presented project updates to Zion United Methodist Church's Men's Group in Seaford, VA.
- May 29, 2024 – HRBT Expansion Project Director Ryan Banas was interviewed by Hampton Roads Transit for the “On the Move” program, to air in June on their YouTube channel.
- June 1, 2024 – Project team members and families from VDOT and HRCP participated in the Chesapeake Bay Foundation's annual Clean the Bay Day.
- June 5, 2024 – HRBT Expansion Project Operations Manager Bradley Weidenhammer presented project updates to the Colonial Capital Kiwanis Club in Williamsburg.
- June 5, 2023 – Hampton Roads District Engineer Chris Hall and HRBT Expansion Project Director Ryan Banas hosted a site visit for the incoming and outgoing Commanders of the Norfolk District, U.S. Army Corps of Engineers.
- June 6, 2024 – HRBT Expansion Project Communications Director Paula Miller presented project updates to Poquoson Lions Club.
- June 12, 2024 – VDOT Hampton Roads District Engineer and HRBT Expansion Project Director presented progress updates to the Hampton Chamber of Commerce Regional Board of Directors and Trustees. Secretary of Transportation Sheppard Miller also provided regional transportation updates.

Media

- June 12, 2024 – (WAVY) HRBT Expansion Project hits big milestone, could be on track for early completion <https://www.wavy.com/news/hrbt-expansion-project-hits-big-milestone-could-be-on-track-for-early-completion/>
- June 14, 2024 – (WTKR) HRBT Expansion could finish by September 2026 <https://www.wtkr.com/transportation/hrbt-expansion-project-could-finish-by-september-of-2026>
- June 17, 2024 – (HRBT Expansion Project) June 2024 Newsletter <https://myemail-api.constantcontact.com/HRBT-Expansion-Project-Newsletter.html?soid=1132998776519&aid=N6X3HscpLe4>
- June 17, 2024 – (Hampton Roads Transit) On The Move – June 2024 – HRBT Expansion Project https://www.youtube.com/playlist?list=PLc_TRNV3cnRdvWvcOZqJkvZCrb6Jqz1Yn

Lane Closures/Advisories

- May 24, 2024 – Weekly Lane Closure Report
- May 31, 2024 – Weekly Lane Closure Report



- June 7, 2024 – Weekly Lane Closure Report
- June 14, 2024 – Weekly Lane Closure Report
- June 21, 2024 – Weekly Lane Closure Report
- June 26, 2024 – Temporary Closure of S. Mallory Street On-ramp to I-64 East
- June 28, 2024 - Weekly Lane Closure Report

Visit our website to view more information:

www.hrbtexpansion.org