



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

Report No. 73
Project No. 0064-M06-032



Table of Contents

1. Executive Summary	1
1.1 Overview	1
1.2 Priorities	1
1.3 Key Updates	2
2. Project Schedule	6
2.1 Schedule Status	6
2.2 Longest Path	6
2.3 Impact Analysis	6
3. Project Budget	9
3.1 Overall Budget	9
3.2 Design-Build Contract Cost Status	11
3.3 Budget by Funding Source	12
3.4 Contingency	13
4. Environmental	17
5. Construction	18
5.1 Construction Area 1: Landside Roadways	19
5.2 Construction Area 2: Marine Trestle Work	20
5.3 Construction Area 3: Tunnels and Islands	21
5.4 Construction Area 4: Landside Bridges	22
6. Operations	24
7. Quality	26
8. Safety	27
9. Civil Rights & DBE/SWaM Business Opportunities	28
10. Public Outreach & Media	29

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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 March 23, 2025 – April 19, 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 57% complete.
 - Installation of south portal roof slabs 18% complete.
- Tunnel Progress:
 - 44% complete for General Purpose (GP) tunnel excavation (3,506 ft out of 7,961 total ft excavated).
 - 128 concrete tunnel rings installed this period (519 out of 1,194 total rings installed).
 - 44% complete for HT egress structure L-walls (3,527 ft out of 7,942 ft).
- North Island Progress:
 - Rectilinear approach excavation is complete.
 - Rectilinear approach mud slabs complete.
- Landside Progress:
 - Opening of relocated ramp F on I-64 eastbound to Bayville St.
 - Hydro demolition Type B work at spans 4 – 29 for eastbound widening at Willoughby Bay Bridge is completed.
 - Approach slab pour for eastbound widening at Bayview Blvd. Bridge is completed.
- Marine Progress:
 - South Trestle eastbound piles 72% complete.
 - South Trestle westbound caps 14% 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 68 (data date: March 23, 2025), and the schedule information in this report reflects this update. Schedule 68 was returned Approved as Noted on April 18, 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 68 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 April 19, 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:	\$ 2,755,580,472
Remaining project budget:	\$ 1,179,871,169

- Design-build contract overview:

Design-build contract original amount:	\$ 3,299,997,227
Net change orders:	\$ 15,265,929
Exercised Options:	\$ 73,454,414
Material Price Adjustments to Date:	\$ 126,681,292
Assessed Liquidated Damages (LD):	\$ (1,076,000)
Design-build contract sum to date:	\$ 3,514,322,863
Expenditures to date:	\$ 2,617,128,341
Remaining design-build contract amount:	\$ 897,194,522

- Design-build progress to date:

Project Management:	93.6%
Design:	96.9%
Physical Construction Progress:	58.2%
Overall:	74.5%

Environmental

Environmental updates for this reporting period include:

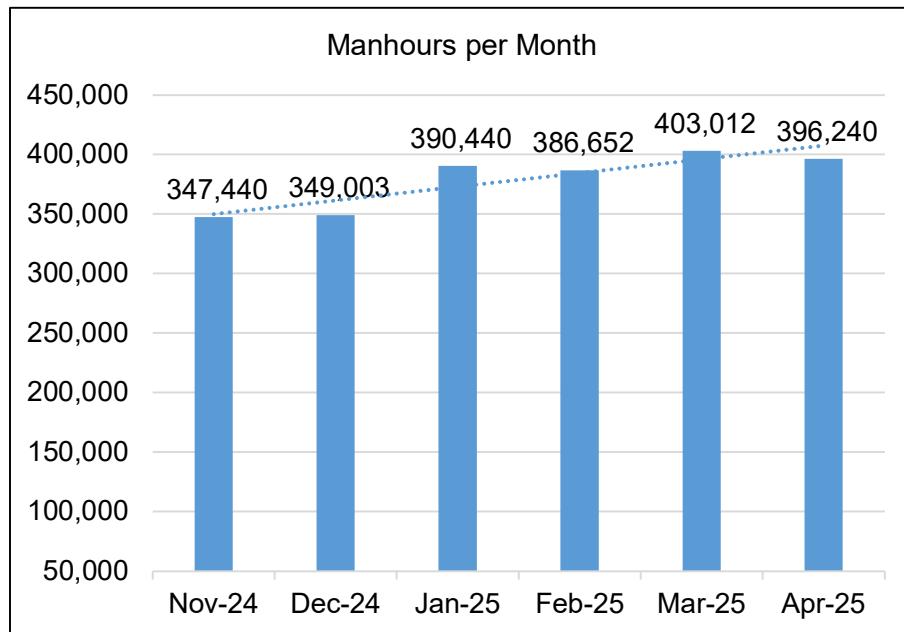
- JPA modification #12 received final approvals on March 27, 2025.
- HRCP received a status update on April 18, 2025, from the Virginia Institute of Marine Science (VIMS) regarding the required submerged aquatic vegetation restoration work required by the regulatory agencies. Based on work performed by VIMS between May 2022 and September 2023, VIMS concluded that the restoration work they conducted in the lower James River was successful.

Construction

Summary progress updates for this reporting period include:

- Landside Roadways
 - Opening of relocated ramp F on I-64 eastbound to Bayville St.
 - Completed CTA placement along retaining wall 406 near west Bayview Blvd.
- Marine Works
 - North Trestle westbound deck placement at 48%.
- Tunnels and Islands
 - 44% complete for General Purpose (GP) tunnel excavation (3,506 ft out of 7,961 total ft excavated).
 - Completed installation of temporary low point pump station in the GP tunnel.
 - 44% complete for HT tunnel egress structure L-walls.
 - 67% complete for HT tunnel installation of egress footer.
 - 37% complete for South Island portal slabs.
- Landside Bridges
 - Completed Type A milling operations for eastbound widening at Bayview Blvd. Bridge.
 - Completed pile driving operations at Abutment B for westbound widening at Mallory St. Bridge.

The number of construction manhours worked each month is provided by HRCP and is current as of April 30, 2025:



Project Manhours to Date:
15,065,663

Operations

The following operations activities took place during this reporting period:

- Short-term lane closures for striping maintenance throughout the project corridor.
- Opening of relocated ramp F on I-64 eastbound to Bayville St.
- Temporary detour of Patrol Rd. eastbound to the ramp for drainage installation activities.
- Long-term detour of Mason Creek Rd. to facilitate bridge widening.

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 April 30, 2025:

- Total Recordable Incidence Rate: 1.59 (National Average: 2.5)
- Lost Time Incidence Rate: 0.22 (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:

- Project Director Ryan Banas and Deputy Project Director Pete Reilly provided project updates and a site visit for members of the Virginia Office of the Attorney General.
- The Spring 2025 edition of HRBT Expansion Magazine was published at <https://hrbtexpansion.vdot.virginia.gov/newsroom/magazine/>

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 68 (data date: March 23, 2025), 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 68 Substantial and Final Completion reflect March 3, 2027, and September 1, 2027, respectively.

	Contract Requirement	March 2025 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 68 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 Cell 1 Temporary Structures – Construct Shield and Gantry Cradle
- South Portal Cell 2 Permanent Structures – Interior Walls, Plenum Slabs, & Roof Slabs
- South Portal - Cell 1 GP Permanent Structure Construction after TBM Extraction

South Island – Work Above Grade

- South Island Ventilation Building – Phase 1 & 2 Construction
- South Island HT & GP Inspection Booths Construction
- South Island Buildings Final MEP Work, Commissioning and Functional Testing

Tunneling

- High Occupancy Tunnel – Interior Structures – South to North Sta. 677+85 to 598+44
- General Purpose Tunnel – Interior Structures – North to South Sta. 598+44 to 677+85
- High Occupancy Tunnel – Final MEP Construction & Commissioning
- General Purpose Tunnel – Final MEP Construction & Commissioning

North Portal – Work Below Grade

- North Portal Cell 2 Permanent Structures – External Walls, Interior Walls, Plenum Slabs, Struts & Roof Slabs
- North Portal Cell 1 Permanent Structures – Headwall, External Walls, Portal Walls, Internal Walls, Roadway Slabs, Plenum Slabs, Roof Slabs

North Island – Work Above Grade

- North Island Ventilation Building – Phase 1 Ventilation Construction
- North Island Ventilation Building – Phase 2 Ventilation Construction
- North Island Garage Building – Foundation
- North Island TOC Building – Foundation Excavation
- North Island Crash House Building – Foundation
- North Island Maintenance Facility Extension Building – Construction
- North Island Flood Gate House Building – Construction
- North Island Existing Administration Building – Interior Alterations
- North Island Buildings Final MEP Work, Commissioning and Functional Testing

Roadway and Land Bridges

- Segment 1 Hampton – Remove Existing I-MVD
- Segment 1 Phase 1B, 2, 2A, 2B – MOT, Roadway Widening, Storm Drainage, Retaining Walls
- Mallory Street Local Roads – MOT, Roadway Widening
- Segment 3b Phase 2, 2A, 2B, 3, 3A, & 4 – Roadway Widening, Storm Drainage, Retaining Walls
- Segment 3d Phase 2, 2A, 3, 3A, & 4 – Roadway Widening, Storm Drainage, Retaining Walls
- Segment 4 Phase 2, 3, 4, & 4A – Roadway Widening, MOT, Storm Drainage, Retaining Walls
- ITS Segment 1 Phase 1A – Installation

- ITS Segment 3b Phases 3 & 4 – Installation
- ITS Segment 3d Phases 3, & 4 – Installation
- ITS Segment 4 Phase 4 – Installation
- Blue Crab Willard Switchgear Replacement – Switchgear Civil Works, Building Support, Switchgear, Pre-commissioning & Energization
- Mallory Bridge – Substructure and Superstructure Construction
- 13th View Bridge EB – Substructure Abutment A slope protection, Superstructure Construction & Deck Rehab
- 13th View Bridge WB – Substructure Construction
- Willoughby Bridge EB & WB ITS – Installation
- Willoughby Bridge EB – OHSS #33 Demo & Reconstruction
- Willoughby Bridge WB – Substructure (Unit 18) Girders and Superstructure Construction
- 4th View Bridge WB – Superstructure Rehab
- Bay Ave. Bridge EB – Substructure (Bent 12-15) Construction, Superstructure (Span 11-15) Construction, and Superstructure Deck Rehab.
- Bay Ave. Bridge WB – Construction & Rehab
- Evans Bridge WB – Superstructure Rehab
- Bay View Bridge WB – Superstructure Rehab
- Oastes Creek Bridge WB – Superstructure Rehab
- Patrol Road Bridge WB – Superstructure Rehab

Trestles

- North Trestle – Existing Eastbound – Demolition
- North Trestle – Existing Westbound – Demolition
- North Trestle – N2 & N3 Temporary Work Trestle Installation
- North Trestle – N3 Temporary Work Trestle Demolition
- North Trestle – Westbound Zone 8, 9, & 10 Construction
- North Trestle – ITS Phase 3B & 4
- South Trestle – Existing Eastbound – Demolition
- South Trestle – Existing Westbound – Demolition
- South Trestle – Temporary Work Trestle S2 Removal
- South Trestle – Temporary Work Trestles S3.3, S4, & S5 Installation
- South Trestle – Temporary Work Trestle S5 Demolition
- South Trestle – Zone 2 Finishes
- South Trestle – Zone 4 WB Retaining Wall Replacement
- South Trestle – Zones 5, 6, 7, 8 & 9 Construction
- South Trestle – ITS Phases 7, 9, 10, 11 & 13 – Installation
- South Island Expansion – Zone 5 CIP Abutment F Cap – 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, High Occupancy Tunnel, VDOT Building North Shore
- ITT Reversal – Preparation Work for Eastbound Tunnel Traffic Direction Change, Roadway Median Barrier Walls after EB ITT Reversal

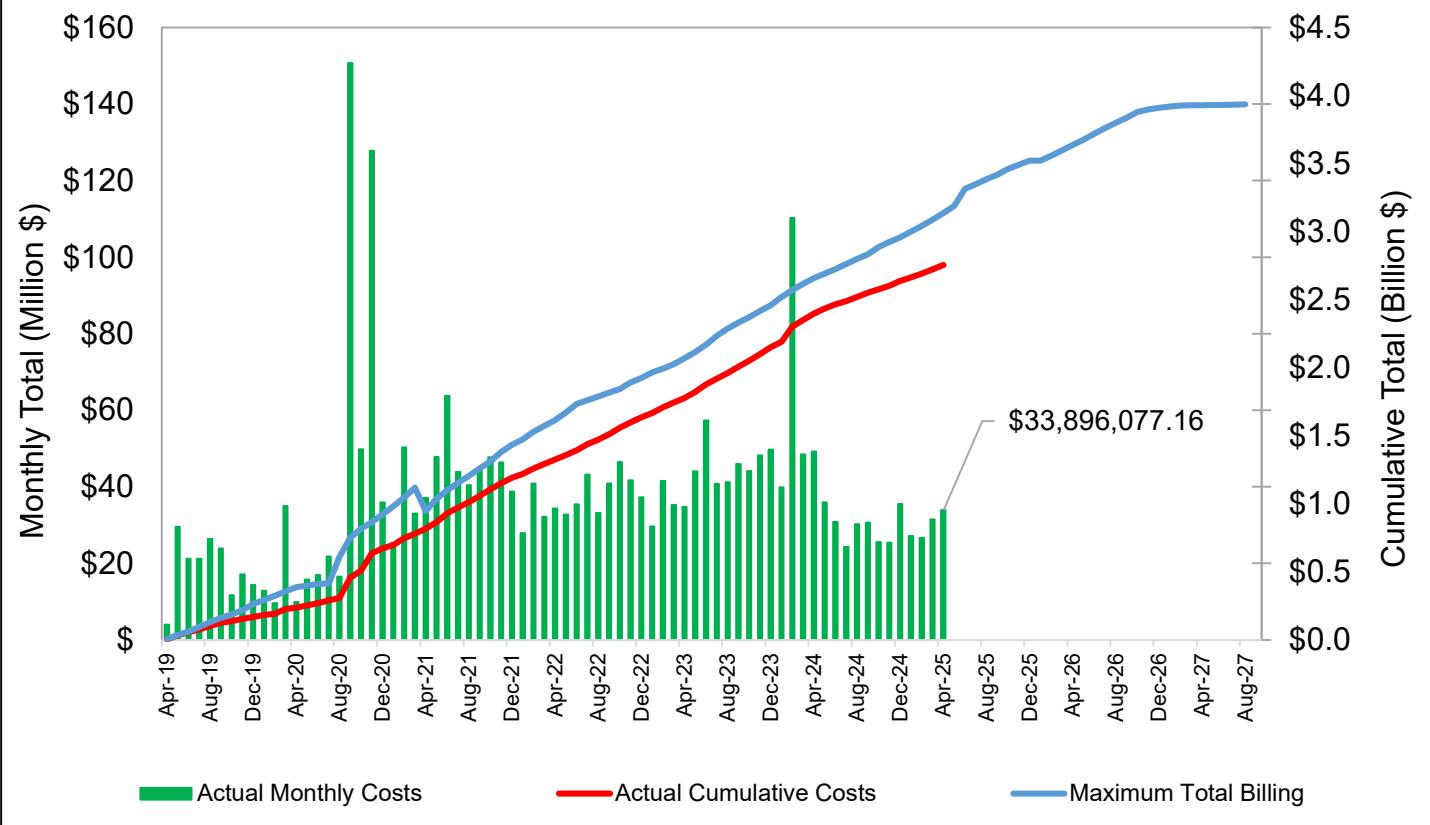
3. Project Budget

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>	\$27,052,242.87	\$2,432,889,017.91	\$3,299,997,227.00	\$867,108,209.09	73.72%
<u>Owner Costs</u>					
<i>Administration</i>	\$350,173.37	\$124,892,737.84	\$122,000,000.00	(\$2,892,737.84)	102.37%
<i>Right of Way</i>	\$100.05	\$9,559,393.57	\$15,000,000.00	\$5,440,606.43	63.73%
<i>No-Excuses Incentive</i>	\$0.00	\$0.00	\$90,000,000.00	\$90,000,000.00	0.00%
<i>Contingency</i>	\$5,622,466.90	\$175,004,870.00	\$335,000,000.00	\$159,995,130.00	52.24%
<i>Bridge Repair Work Option</i>	\$871,093.97	\$13,234,452.98	\$73,454,413.96	\$60,219,960.98	18.02%
Total	\$33,896,077.16	\$2,755,580,472.30	\$3,935,451,640.96	\$1,179,871,168.66	70.02%

Overall Payments by Month* **

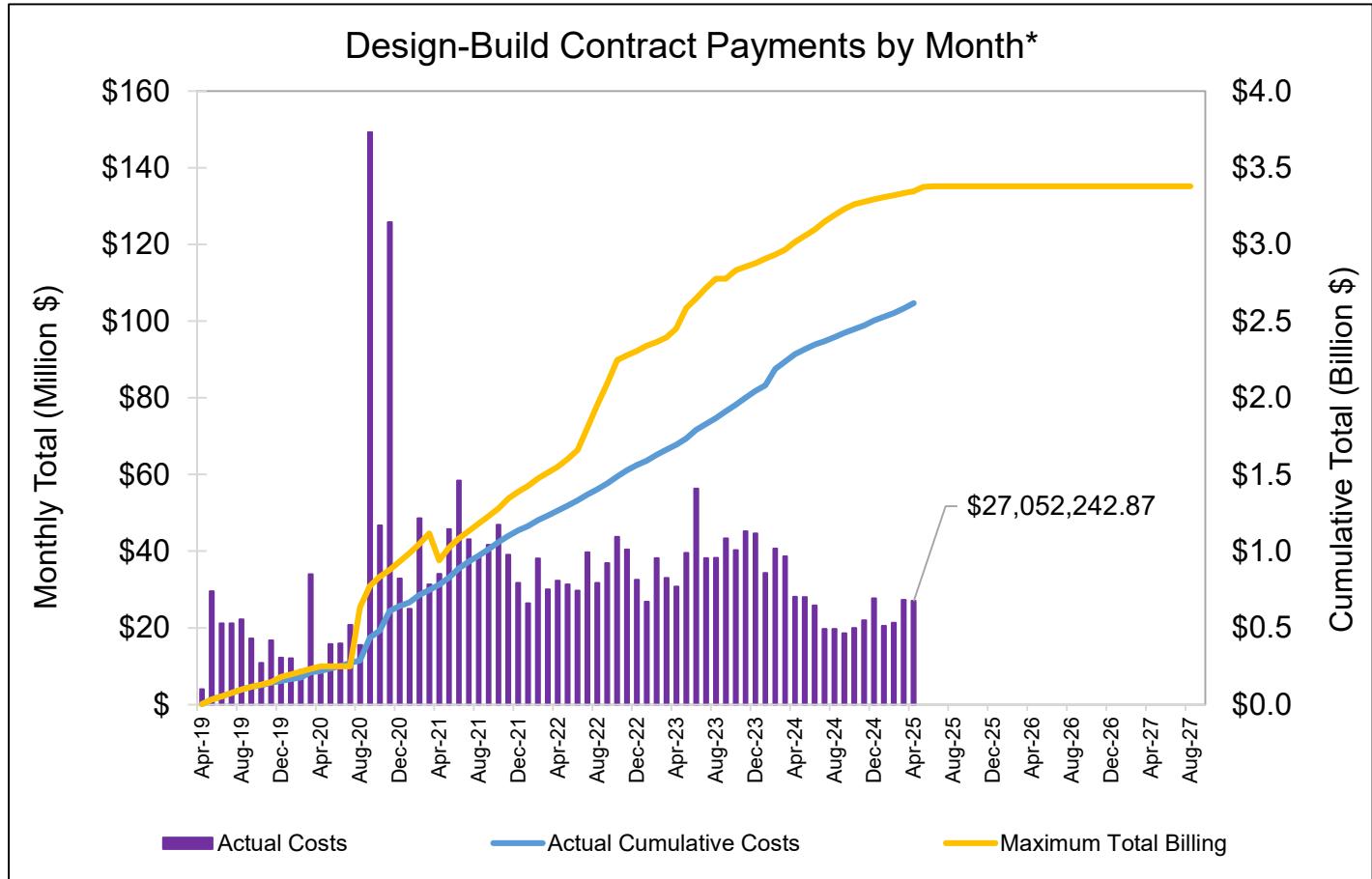


*The Maximum Total Billing showed an adjustment in May 2021 due to the executed Change Order #40 – Update Maximum Cumulative Cost Curve.

**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

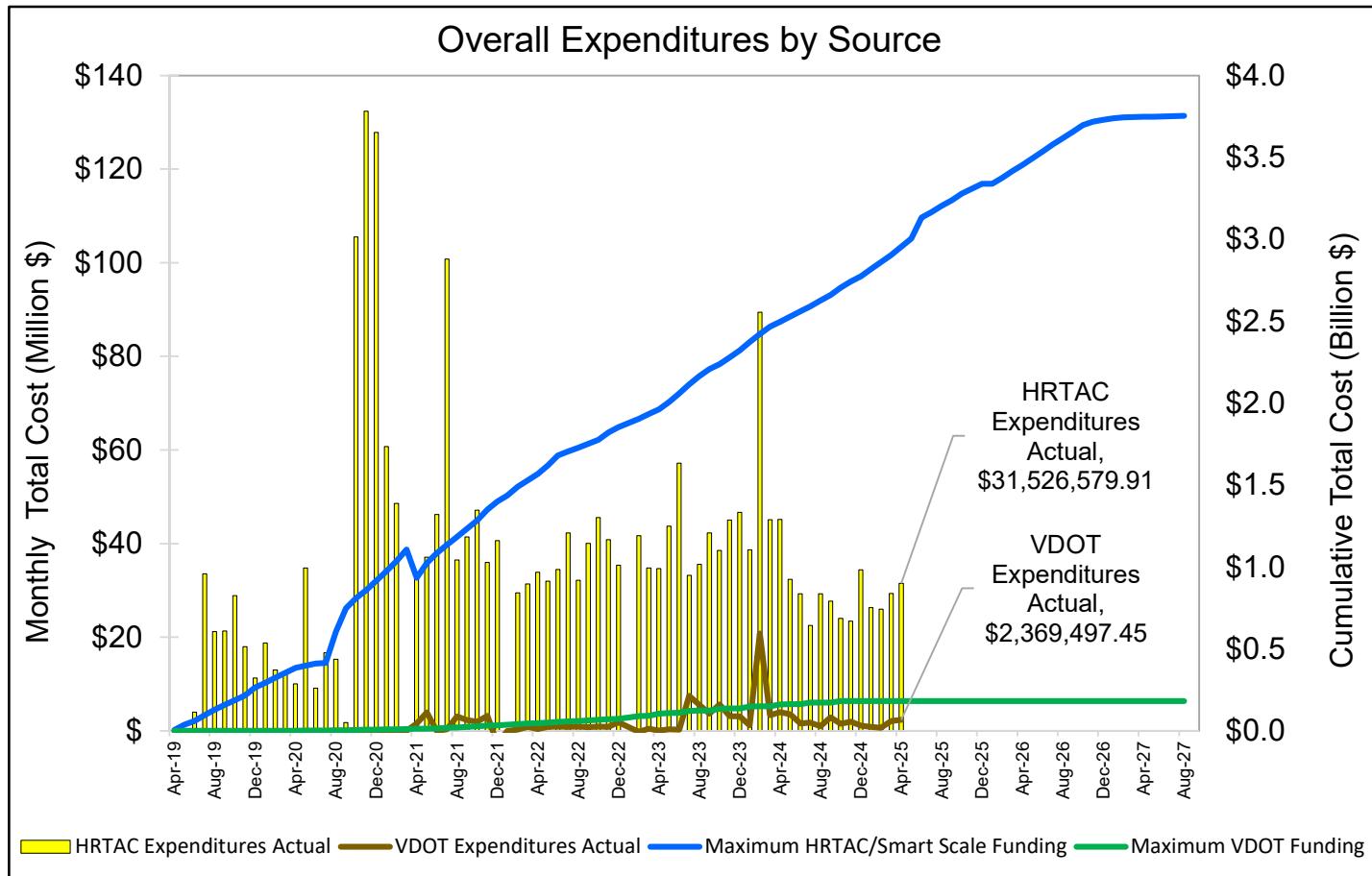
	Amount Spent this Period:	Total Spent to Date:	Original Total Budget:	Total Remaining Budget:	Percent Spent To-date:
<u>Comprehensive Agreement</u>					
<i>Construction</i>	\$25,957,186.90	\$2,377,581,678.20	\$3,204,569,251.00	\$826,987,572.80	74.19%
<u>Owner Costs</u>					
<i>Administration</i>	\$0.00	\$118,472,054.00	\$118,472,054.00	\$0.00	100.00%
<i>Right of Way</i>	\$100.05	\$9,559,393.57	\$15,000,000.00	\$5,440,606.43	63.73%
<i>No-Excuses Incentive</i>	\$0.00	\$0.00	\$90,000,000.00	\$90,000,000.00	0.00%
<i>Contingency</i>	\$5,569,292.96	\$146,787,725.71	\$325,428,276.00	\$178,640,550.29	45.11%
<u>Total</u>	\$31,526,579.91	\$2,652,400,851.48	\$3,753,469,581.00	\$1,101,068,729.52	70.67%

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>					
<i>Construction</i>	\$1,095,055.97	\$55,307,339.71	\$95,427,976.00	\$40,120,636.29	57.96%
<u>Owner Costs</u>					
<i>Administration</i>	\$350,173.57	\$6,420,683.84	\$3,527,946.00	(\$2,892,737.84)*	181.99%
<i>Right of Way</i>	\$0.00	\$0.00	\$0.00	\$0.00	0.00%
<i>No-Excuses Incentive</i>	\$0.00	\$0.00	\$0.00	\$0.00	0.00%
<i>Contingency</i>	\$53,173.94	\$28,217,144.29	\$9,571,724.00	(\$18,645,420.29)**	294.80%
<i>Bridge Repair Work Option</i>	\$871,093.97	\$13,234,452.98	\$73,454,413.96	\$60,219,960.98	18.02%
<u>Total</u>	\$2,369,497.45	\$103,179,620.82	\$181,982,059.96	\$78,802,439.14	56.70%

* 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-52	Key Personnel	10/24/2024	\$ -	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
CO-99	ITS Cabinet Materials	4/18/2025	\$ 3,296,173.94	0 days
CO-103	Willoughby Bay Bridge Concrete Overlay	4/16/2025	\$ -	0 days
CO-104	Marine Fleet Safe Harbor – Tropical Storm – Debby 2024	3/27/2025	\$ 253,831.48	0 days
CO-105	Design Builder Member Restructuring	3/26/2025	\$ -	0 days
		TOTAL	\$ 88,720,342.99	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	\$40,002.52	\$336,101.00	February 2025
Exhibit 10 - Fuel	\$22,863.21	\$630,044.46	February 2025
Exhibit 11 - Steel	\$203,550.89	\$7,426,664.67	October 2024
Total	\$266,416.62	\$8,392,810.13	
Per CA Amendment Adjustments (Non-Federally Eligible Costs)			
Exhibit 9 - Asphalt	\$0.00	\$0.00	February 2025
Exhibit 10 - Fuel	\$756.83	\$43,272.14	February 2025
Exhibit 11 - Steel	\$409,820.94	\$10,587,384.39	October 2024
Exhibit 10A – Fuel (Atypical Items)	\$6,451.96	\$1,558,840.07	February 2025
Exhibit 15A – Index-Adjusted Commodities	\$2,022,758.71	\$78,910,791.85	October 2024
Exhibit 15B – Escrow-Adjusted Commodities	\$2,800,298.88	\$27,188,193.84	February 2025
Total	\$5,240,087.32	\$118,288,482.29	

*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).
- JPA modification #12 received final approvals on March 27, 2025.
- HRCP notified the regulatory agencies that the potential permit modification #13 discussed on March 26, 2025, was being withdrawn from further consideration and the work would be accomplished in accordance with the existing permit authorizations.

Marine Mammal Protection:

- No new activities.

Bird Mitigation:

- Flyaway Geese staff and dogs are currently patrolling the project areas to prevent early nesting and egg laying.

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):

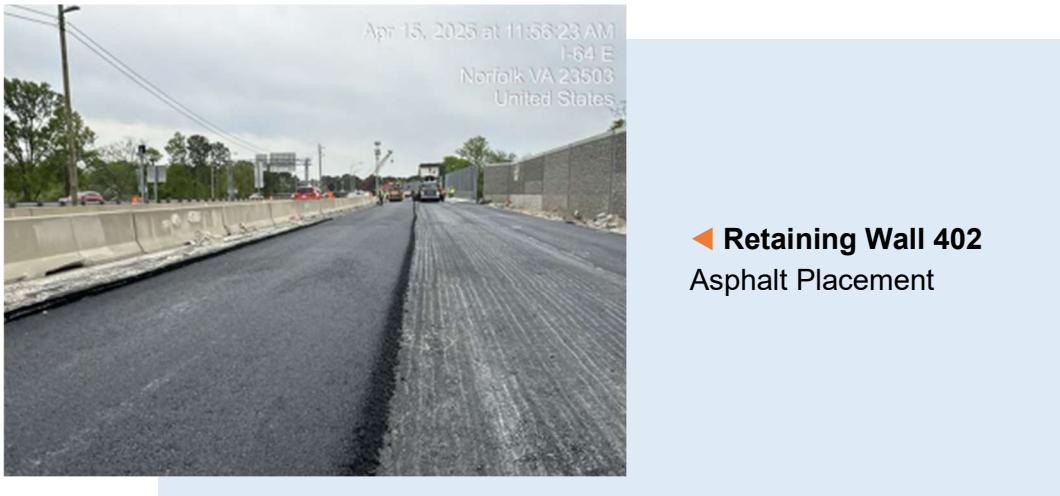
- Completed installation of columns 30 - 36 at retaining wall 103.
- Continued drainage work near Hampton inspection station.

I-64 (Segment 3):

- Opening of relocated Ramp F on I-64 eastbound to Bayville St.
- Began settlement period at retaining wall 301 along Bayville St.
- Began exit ramp work for ramp G at the 4th View off ramp.
- Completed moment slab concrete placement at retaining wall 302 on Bayville St. between 13th View and eastbound off-ramp.
- Completed panels and backfill work at retaining wall 306 along Bayville St.
- Completed barrier wall installation along retaining wall 306 along Bayville St.
- Continued drainage work along 4th View westbound on ramp.
- Continued tie-back work at retaining wall 309 near 4th View St.
- Continued storm drain installation at 4th View on ramp eastbound.

I-64 (Segment 4):

- Completed asphalt curb and drainage structure adjustments at 4th View off ramp eastbound.
- Completed barrier wall installation for retaining wall 406 and 409 near west Bayview Blvd. Bridge.
- Completed light pole blister pours at retaining wall 406 and 409 near west Bayview Blvd. Bridge.
- Completed guardrail installation at sound wall 4 - 6 before west Evans St.
- Completed asphalt placement at retaining wall 402 after 1st View St.
- Completed approach slab coping at retaining wall 407 and 409 near west Bayview Blvd.
- Completed drainage pipe installation at Patrol Rd.
- Completed barrier wall rebar work at retaining wall 409 and 501 near Patrol Rd.
- Completed CTA placement along retaining wall 406 near west Bayview Blvd.
- Completed soundwall panel installation along retaining wall 407 near west Bayview Blvd.
- Continued barrier wall work at retaining wall 405 before west Evans St.



5.2 Construction Area 2: Marine Trestle Work

North Trestle:

- **Westbound**
 - 5 piles driven during this period (159 out of 261 total piles driven).
 - 1 and partial decks placed during this period (21.5 out of 45 total decks placed).
 - 12 beams installed during this period (160 out of 280 total beams installed).

South Trestle:

- **Eastbound**
 - 11 piles driven during this period (337 out of 465 total piles driven).
 - 7 beams installed during this period (445 out of 618 total beams installed).
- **Westbound**
 - 1 cap placed during this period (3 out of 22 total caps placed).



◀ **North Trestle**
Westbound
Span 12 Beams 3 - 6

5.3 Construction Area 3: Tunnels and Islands

South Island:

- 57% complete for south portal internal walls.
- 43% complete for south portal plenum slabs.
- 18% complete for south portal roof slabs.
- 31% complete for south portal rectilinear approach waterproofing.
- 37% complete for south portal slabs.

North Island:

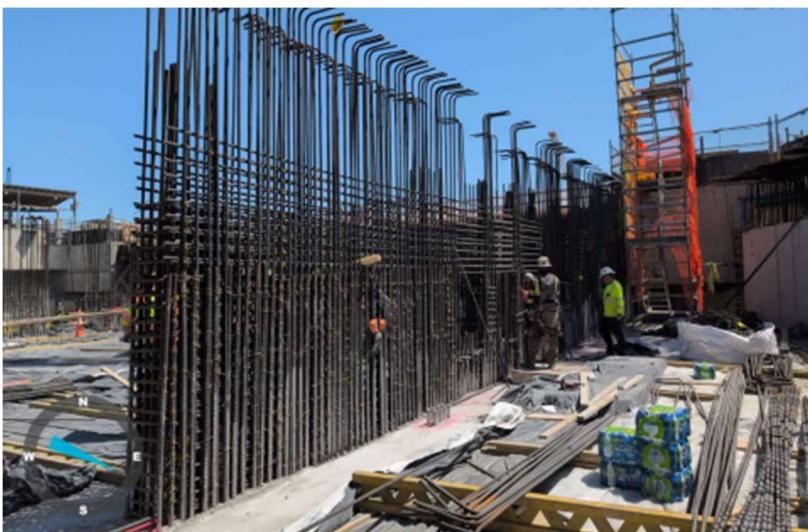
- Completed rectilinear approach excavation at north island.
- Completed rectilinear approach mud slabs at north island.
- 81% complete for wall waterproofing at north island portal.
- 97% complete for rectilinear approach base slab waterproofing at north island portal.
- 97% complete for rectilinear approach base slab at north island portal.
- 79% complete for rectilinear approach base slab at north island portal.

HT Tunnel:

- Completed low point pump station walls and floor slabs in HT tunnel.
- Continued work on low point pump station (LPPS) structures in HT tunnel.
- Continued work on concrete tunnel egress structures in the HT tunnel.
- Continued installation of water main and drainage force main in HT tunnel.
- 67% complete for installation of egress footer in HT tunnel.
- 44% complete for installation of egress structure L-walls in HT tunnel.
- 71% complete for low point pump station concrete structures in HT tunnel.
- 5% complete for egress structure plenum wall in HT tunnel.

GP Tunnel:

- 44% complete for General Purpose (GP) tunnel excavation (3,506 ft out of 7,961 total ft excavated).
- 128 concrete tunnel rings installed this period (519 out of 1,194 total rings installed).
- 6% complete for GP tunnel ballast placement stage 1.
- Completed installation of temporary low point pump station in the GP tunnel.



◀ **South Island**
Cell 2 Roadway Slab
and Interior Wall
Reinforcing Steel

5.4 Construction Area 4: Landside Bridges

Mallory Street Bridge:

- Began median pier cap placement preparations for westbound widening.
- Completed pile driving operations at Abutment B for westbound widening.
- Completed footing placement for median pier foundation for westbound widening.
- Continued column placement work for westbound widening.

Bayville/13th View Street Bridge

- Completed footing placement work at Abutment B for eastbound widening.
- Continued backwall placement work at Abutment B for eastbound widening.
- Continued pile driving operations at Abutment B for westbound widening.

Willoughby Bay Bridge:

- Began footing placement preparation at Abutment B for westbound widening.
- Completed rebar placement on bents 46 – 48 for westbound widening.
- Completed hydro demolition Type B work at spans 4 – 29 for eastbound widening.
- Completed placement of approach slab at Abutment B for eastbound widening.
- Continued pile driving operations for westbound widening.
- Continued repair/rehabilitation of existing westbound bridge.
- Continued installation of stay in place deck formwork for westbound widening.
- Continued girder placement for westbound widening.

Bay Avenue Bridge:

- Began pile driving work at bent 12 for westbound widening.
- Continued link slab work for spans 20 - 22 for westbound widening.

Evans St. Bridge:

- Began preparations for latex overlay for eastbound widening.
- Began preparations for parapet phase 1 pour for eastbound widening.
- Completed Type A milling operations for eastbound widening.
- Completed phase 2A joint reconstruction work for eastbound widening.

Bayview Blvd. Bridge:

- Began preparations for latex overlay for eastbound widening.
- Completed parapet pour for eastbound widening.
- Completed Type A milling operations for eastbound widening.
- Completed approach slab pour for eastbound widening.
- Continued phase 2A joint reconstruction work for eastbound widening.

Oastes Creek Bridge:

- Completed parapet pour for eastbound widening.
- Completed Type A milling operations at tie-in area for eastbound widening.
- Completed hydro demolition work for eastbound widening.
- Continued approach slab work at Abutment B for eastbound widening.

Patrol Road Bridge:

- Continued rehabilitation work for eastbound widening.



◀ **Oastes Creek**
Type A Milling at the
Phase Line



◀ **Bayview Bridge**
Approach slab abutment B
placement

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 the project corridor.
- Lane closures eastbound and westbound for widening activities.
- Slow rolls and all stops eastbound and westbound for sign structure installation.

Long-Term Lane Closures:

- Bay Ave. in Norfolk to facilitate staging-area access for widening Oastes Creek Bridge.
- Bayview Blvd. in Norfolk and Mallory St. in Hampton to facilitate bridge widening.
- West Ocean Ave. in Norfolk traffic shift to facilitate bridge widening.
- Patrol Rd. in Norfolk traffic shift to facilitate bridge rehabilitation and widening.

Norfolk Traffic Shifts

- Opening of relocated Ramp F on I-64 eastbound to Bayville St.

Detours:

- Temporary detour of Mallory St. eastbound off ramp and westbound on ramps to support equipment mobilization associated with Mallory St. Bridge construction.
- Temporary detour of Patrol Rd. eastbound on ramp for drainage installation activities.
- Temporary detour of Granby St. on ramp westbound for guardrail repair.
- Temporary detour of west Bay Ave. on ramp eastbound for lane shift activities
- Long-term detour on Mason Creek Rd. to facilitate bridge widening.
- Long-term detour of Bayville St. on ramp to I-64 eastbound to facilitate road widening activities was completed and reopened during this reporting period.

Intelligent Transportation System (ITS):

- Relocation and activation of ITS devices at Overhead Sign Structure #18.
- Installation of ITS, Medium Voltage power, and private utility conduit on South Trestle and landside.
- Quarterly concept of operations meeting held, discussed status updates and upcoming relocation activities.

Overhead Sign Structures:

- Foundation installation.
- Installation of Overhead Sign Structure #11, #21, #23, and #24.

Roadway Lighting:

- Continued permanent lighting installation on Willoughby Bay Bridge and Oastes Creek Bridge.



- Continued temporary lighting installation at South MOT bridge.
- Addressing maintenance of temporary lighting throughout the corridor.

7. Quality

Quality updates for this reporting period include:

Construction Quality Management Plan (CQMP) Updates:

- VDOT reviews CQMP updates as part of final “Released for Construction” (RFC) design packages and “Notice of Design Change” (NDC) packages. One package was received during this period and was returned approved.
- Revision 21 of the CQMP was submitted this period and is currently under review.

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.

Design Quality Management Plan (DQMP):

- Revision 23 to the Design Quality Management Plan was submitted this period and is currently under review.

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 28 of the QMSP was submitted this period and is currently under review.

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 forty 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 38 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

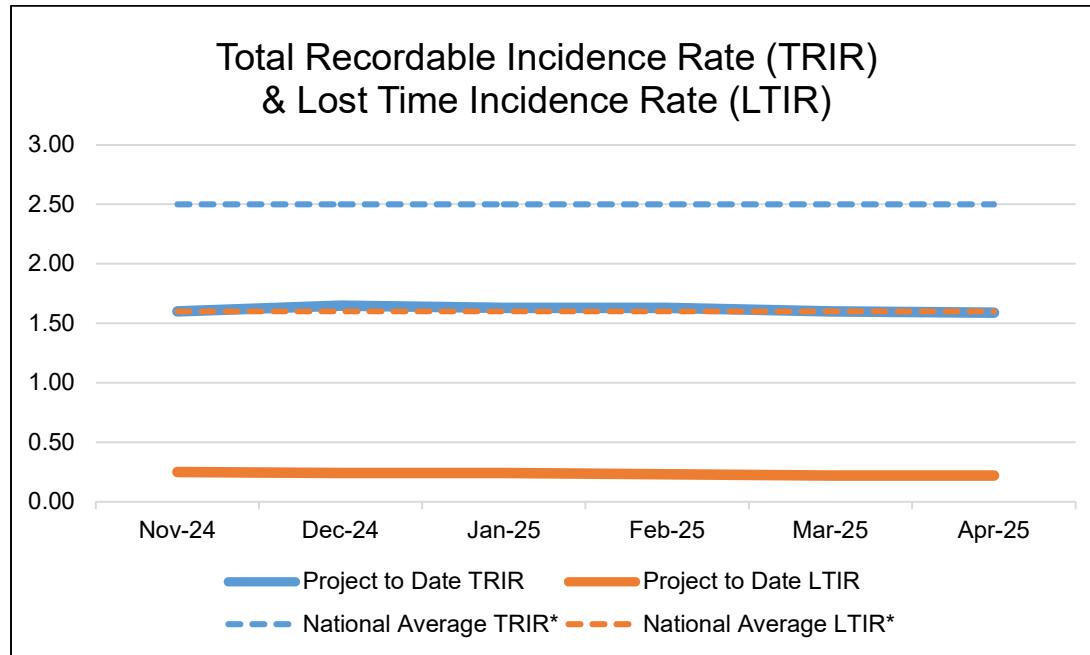
Safety procedures and activities during this reporting period include:

Safety Activities:

- HRCP Executive Safety Staff performed a site-wide safety inspection and audit.
- HRCP Safety hosted the Norfolk Fire Department for fire hazards training.
- HRCP emphasized National Work Zone Safety Week with crews and daily Toolbox Talks.
- VDOT/HRCP Safety performed bi-monthly safety walks in work areas throughout the project.
- The State Fire Marshall visited the project site and identified a few areas of improvement for HRCP. HRCP is actively addressing these items.

Safety Performance Indicators:

- The following safety performance indicator information is provided by HRCP and is current as of April 30, 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 **\$603.2 million** to date. A total of **\$521.5 million** has been paid for work completed by DBE/SWaM firms.

Compliance Activities:

- HRCP and VDOT met on April 15, 2025, for its monthly Civil Rights Workgroup Meeting. The discussion primarily focused on plans for achieving the OJT goal commitments established in the Comprehensive Agreement in alignment with guidance in the Virginia Transportation Construction Alliance (VTCA) and VDOT On-the-Job Training Program Manual.
- During the reporting period, HRCP's 2025 First 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 46 graduates of the contract goal of 80. There are 10 active enrollees as of this reporting period.
- Workforce Participation: Minorities represent 75.02% (exceeding the contract goal of 27.1%) and Women represent 11.55% (exceeding the contract goal of 6.9%).

Business Development Activities:

- HRCP has been encouraged to identify plans for outreach efforts to promote business opportunities on the Tunnel Building Packages.

10. Public Outreach & Media

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

Public Outreach

- March 25, 2025 – The HRBT Expansion Project Team hosted a second Welcome Center Open House of the month for members of the public.
- April 4, 2025 – HRBT Expansion Project Team provided project updates, a HRBT Welcome Center tour, and site visit for Tidewater Community College Civil Engineering students.
- April 6, 2025 – The HRBT Welcome Center hosted the first of two Open House events for the month. Attendees included visitors from Yorktown, Norfolk, Virginia Beach and Salt Lake City, UT.
- April 8, 2025 – Operations Manager Bradley Weidenhammer provided project updates to alumni and current employees of NASA Langley Research Center.
- April 9, 2025 – Project Director Ryan Banas and Deputy Project Director Pete Reilly provided project updates and a site visit for members of the Virginia Office of the Attorney General.
- April 10 – VDOT Hampton Roads District Engineer Chris Hall and Project Director Ryan Banas presented project updates to the Senior Seminar Class at the Virginia Military Institute (VMI) in Lexington.
- April 10 – Deputy Project Director Pete Reilly presented project updates to the 2025 LEAD Hampton Roads Class.
- April 14, 2025 – HRBT Project Manager Michelle Martin and Environmental Manager Larissa Ambrose provided project updates and a site visit for Enbridge.
- April 16, 2025 – VDOT Hampton Roads District Engineer Chris Hall and Project Director Ryan Banas provided project updates and a site visit to staff of VDOT Salem District.
- April 16, 2025 – HRBT Communications Director Paula Miller provided project updates to members of the Chesapeake Rotary Club.
- April 17, 2025 – HRBT Expansion team presented project updates and a tour of the HRBT Welcome Center to the Norfolk Division of Hampton Roads Chamber.

Media

- April 8, 2025 – (HRBT Expansion Project) HRBT Tunnel Talk - April 2025 Edition
<https://tunneltalktoday.libsyn.com/invisible-measurements-of-construction-monitoring>
- April 10, 2025 – (HRBT Expansion Project) Video highlighting upcoming milestones in construction of the new eight-lane South Trestle
<https://www.facebook.com/share/v/1AZK57guLw/>

- April 11, 2025 – (HRBT Expansion Project) Video highlighting the hydro-demolition operation underway on Willoughby Bay Bridge
<https://www.facebook.com/share/v/1AZK57guLw/>
- April 16, 2025 – (HRBT Expansion Project) Spring 2025 edition of HRBT Expansion Magazine: <https://hrbtexpansion.vdot.virginia.gov/newsroom/magazine/>

Lane Closures/Advisories

- March 28, 2025 – Weekly Lane Closure Report
- April 4, 2025 – Weekly Lane Closure Report
- April 11, 2025 – Weekly Lane Closure Report
- April 15, 2025 – Weekly Lane Closure Report
- April 18, 2025 – Weekly Lane Closure Report

Visit our website to view more information:

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