



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

Report No. 72
Project No. 0064-M06-032



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Prepared by:

Virginia Department of Transportation

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

1. Executive Summary

1.1 Overview

This report provides an overview of accomplishments and activities for the Hampton Roads Bridge-Tunnel Expansion Project from February 23, 2025 – March 22, 2025. The Design-Builder for the project is Hampton Roads Connector Partners (HRCP), a consortium that includes lead contractors Dragados, Vinci, Flatiron, and Dodin Campenon Bernard, with lead designers HDR and Mott MacDonald.

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

During this reporting period, project accomplishments included the following:

- South Island Progress:
 - Installation of south portal internal walls 54% complete.
 - Installation of south portal rectilinear approach excavation 53% complete.
- Tunnel Progress:
 - 33.3% complete for General Purpose (GP) tunnel excavation (2,652 ft out of 7,961 total ft excavated).
 - 103 concrete tunnel rings installed this period (391 out of 1,194 total rings installed).
 - 36% complete for HT egress structure L-walls (2,847 LF out of 7,942 LF).
- North Island Progress:
 - Wall waterproofing for rectilinear approach 76% complete.
 - Rectilinear approach base slab at 62% complete.
- Landside Progress:
 - Completed placing CTA along retaining wall 409 and 501 near Patrol Rd.
 - Began 4th View on ramp eastbound shift to phase 2A.
- Marine Progress:
 - North Trestle westbound piles 59% complete.
 - South Trestle westbound MOT decks 52% 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 66R1 (data date: January 19, 2025), and the schedule information in this report reflects this update. Schedule 66R1 was returned Approved as Noted on March 4, 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 66R1 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 March 22, 2025 and does not include forecasted cost outside of the reporting period.

- Project budget overview:

Current total project budget:	\$	3,935,451,641
Total costs to date:	\$	2,721,979,057
Remaining project budget:	\$	1,213,472,584

- Design-build contract overview:

Design-build contract original amount:	\$	3,299,997,227
Net change orders:	\$	11,715,924
Exercised Options:	\$	73,454,414
Material Price Adjustments to Date:	\$	121,174,788
Assessed Liquidated Damages (LD):	\$	(1,076,000)
Design-build contract sum to date:	\$	3,505,266,353
Expenditures to date:	\$	2,583,877,199
Remaining design-build contract amount:	\$	921,389,154

- Design-build progress to date:

Project Management:	92.6%
Design:	96.9%
Physical Construction Progress:	56.9%
Overall:	73.7%

Environmental

Environmental updates for this reporting period include:

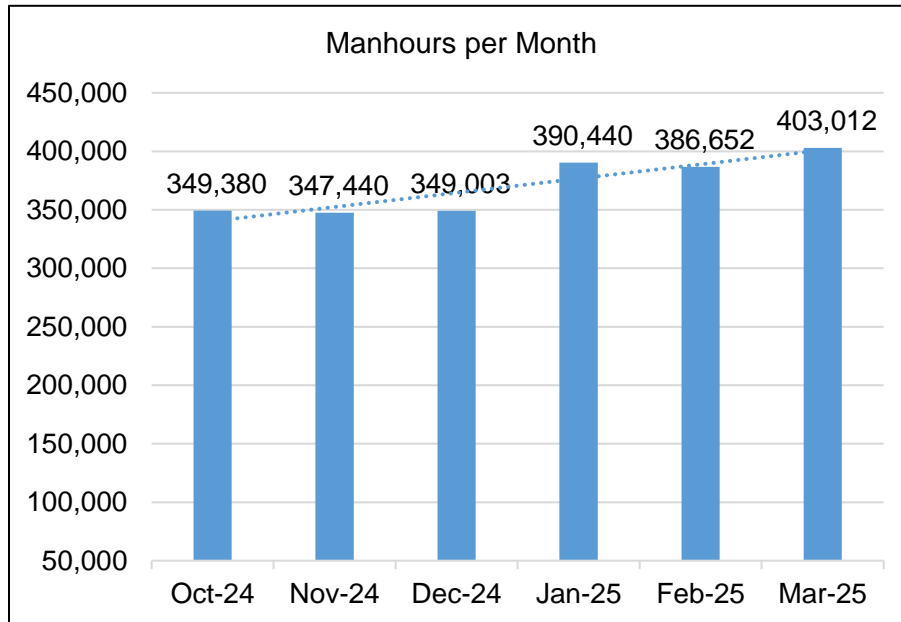
- HRCP held their quarterly agency meeting on March 12, 2025, to provide project updates to the regulatory agencies.
- JPA modification #12 is under review by the agencies.

Construction

Summary progress updates for this reporting period include:

- Landside Roadways
 - Began drainage work near Hampton inspection station.
 - Completed drill shafts along retaining wall 309 near 4th View St.
- Marine Works
 - North Trestle westbound deck placement at 44%.
- Tunnels and Islands
 - 33.3% complete for General Purpose (GP) tunnel excavation (2,652 ft out of 7,961 total ft excavated).
 - Completed installation of slurry booster pumps in the GP tunnel.
 - 36% complete for HT tunnel egress structure L-walls.
 - 95% complete for HT tunnel stage 1 installation of cement-treated base (CTB) ballast for tunnel roadway.
 - 59% complete for HT tunnel installation of egress footer.
- Landside Bridges
 - Completed deck placement at Spans 1-2 and 42-46 for eastbound widening at Willoughby Bay Bridge.
 - Completed approach slab pour at Abutment A and B for westbound widening at 1st View St. Bridge.
 - Completed deck placement for eastbound widening at Evans St. Bridge.

The number of construction manhours worked each month is provided by HRCP and is current as of March 31, 2025:



Project Manhours to Date:
14,669,423

Operations

The following operations activities took place during this reporting period:

- Relocation and activation of ITS devices at Overhead Sign Structure #18.
- Minor Traffic Shift on I-64 4th View eastbound to facilitate road widening.
- Temporary detour of Bayville Street for bridge widening activities.
- Long-term detour of Mason Creek Road to facilitate bridge widening activities.

Quality

Quality updates for this reporting period include:

- VDOT continues to monitor HRCP's QA and QC material testing. VDOT also performed Independent Testing and Verification Testing on materials in accordance with VDOT requirements and coordinated with VDOT Materials Division for shop inspections as required.
- VDOT continues to engage HRCP in discussions on HRCP's implementation of their Quality Management System Plan (QMSP) and the effectiveness of the plan.

Safety

The following safety performance indicator information is provided by HRCP and is current as of March 31, 2025:

- Total Recordable Incidence Rate: 1.60 (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 provided project updates and a site tour for the construction branch leadership of the Pennsylvania Turnpike Commission.
- Project Director Ryan Banas provided project updates to University of Virginia School of Architecture graduate students and professors as well as Norfolk Collegiate School students.

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 66R1 (data date: January 19, 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 66R1 Substantial and Final Completion reflect March 3, 2027, and September 1, 2027, respectively.

	Contract Requirement	January 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 66R1 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 Rectilinear Section SOE
- South Portal - Cell 1 GP Permanent Structure Construction after TBM Extraction
- South Island Rectilinear Construction in South Island Expansion Cell 1 & 2 – Mud Slab & Waterproofing, H2O Connection to T-Pile, Base Slabs, Exterior Walls & Waterproofing, Roadway Concrete

South Island – Work Above Grade

- South Island Ventilation Building – Phase 1 Construction
- South Island Flood Gate House Building 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, 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 Buildings Final MEP Work, Commissioning and Functional Testing

Roadway and Land Bridges

- Segment 1 Hampton – Waterline Relocation
- Segment 3b Phase 2, 3A, & 4 – Roadway Widening, Storm Drainage, Retaining Walls
- Segment 3d Phase 2, 3, 3A, & 4 – Roadway Widening, Storm Drainage, Retaining Walls
- Segment 4 Phase 2, 2A, 3, 4, & 4A – Roadway Widening, MOT, Storm Drainage, Retaining Walls
- ITS Segment 1 Phase 3 – Installation
- ITS Segment 3b Phases 3A, & 4 – Installation
- ITS Segment 3d Phases 3, & 4 – Installation
- ITS Segment 4 Phase 4 – Installation

- Blue Crab Wilard Switchgear Replacement – Switchgear Civil Works, Building Support, Switchgear, Precommissioning & Energization
- 4th View Bridge EB – Superstructure Construction & Deck Rehab
- 4th View Bridge WB – Superstructure Construction
- 1st View Bridge WB – Construction
- Bay Ave. Bridge EB – Substructure (Bent 12-14) Construction, Superstructure (Span 11-15) Construction and Superstructure Deck Rehab
- Bay Ave. Bridge WB – Construction & Rehab
- Evans Bridge EB – Superstructure Construction & Deck Rehab
- Evans Bridge WB – Construction
- Bay View Bridge EB – Superstructure Construction & Deck Rehab
- Bay View Bridge WB – Substructure Construction
- Oastes Creek Bridge EB – Superstructure Construction & Deck Rehab
- Oastes Creek Bridge WB – Superstructure Rehab
- Patrol Road Bridge EB – Superstructure Construction & Deck Rehab
- Patrol Road Bridge WB – Substructure Construction

Trestles

- North Trestle – Existing Eastbound – Demolition
- North Trestle – Existing Westbound – Demolition
- North Trestle – Westbound Zone 9 Construction
- 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 – Zone 2 WB Span 39 Concrete, Install Sound Barrier Wall & Final Median Barrier
- South Trestle – Zone 4 WB Retaining Wall Replacement
- South Trestle – Zones 5, 6, 7, 8 & 9 Construction
- South Trestle – ITS Phases 9, 10, 11 & 13 – Installation
- South Island Expansion – Cell 1 Cofferdam Interior Work – Marine Work – Rock Placement & Substructure

Commissioning and Integration

- Operational Testing – General Purpose Tunnel – Egress Corridor Pressurization System
- Commissioning Integration – Existing Westbound Tunnel, Existing Eastbound Tunnel, General Purpose Tunnel
- ITT Reversal – Preparation Work for Eastbound Tunnel Traffic Direction Change, Roadway Median Barrier Walls after EB ITT Reversal

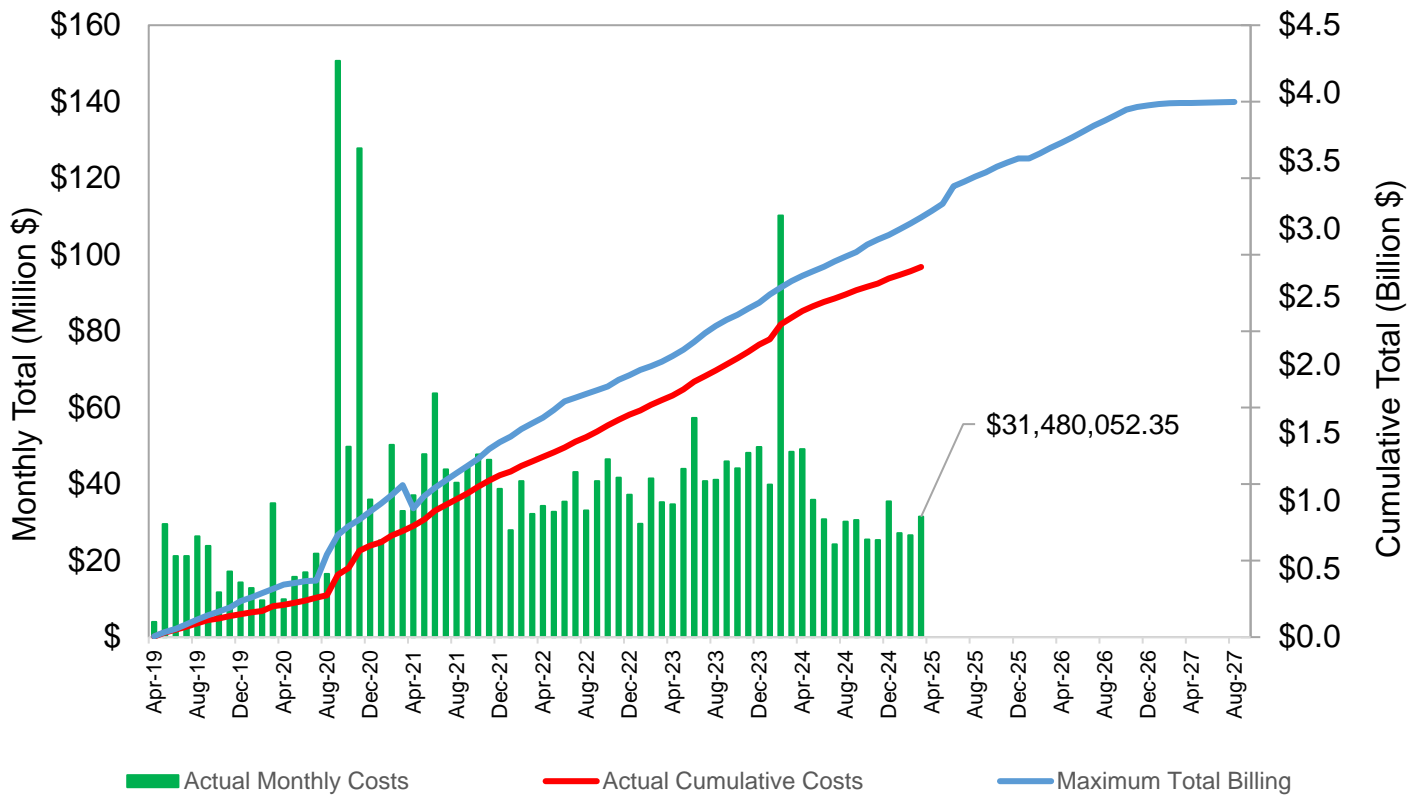
3. Project Budget

3.1 Overall Budget

The overall budget outlined in this report is based on the terms and conditions of Article 3 (Project Funding) in the Project Agreement for Funding and Administration (PAFA). The cost curve is based on Exhibit 6 of the Comprehensive Agreement (monthly maximum cumulative compensation amount).

	Amount Spent this Period:	Total Spent to Date:	Original Total Budget:	Total Remaining Budget:	Percent Spent To- date:
<u>Comprehensive Agreement</u>					
<i>Construction</i>	\$27,297,748.69	\$2,405,836,775.04	\$3,299,997,227.00	\$894,160,451.96	72.90%
<u>Owner Costs</u>					
<i>Administration</i>	\$313,455.91	\$124,542,564.27	\$122,000,000.00	(\$2,542,564.27)	102.08%
<i>Right of Way</i>	\$56.49	\$9,559,293.52	\$15,000,000.00	\$5,440,706.48	63.73%
<i>No-Excuses Incentive</i>	\$0.00	\$0.00	\$90,000,000.00	\$90,000,000.00	0.00%
<i>Contingency</i>	\$2,067,323.07	\$169,677,064.89	\$335,000,000.00	\$165,322,935.11	50.65%
<i>Bridge Repair Work Option</i>	\$1,801,468.19	\$12,363,359.01	\$73,454,413.96	\$61,091,054.95	16.83%
<u>Total</u>	\$31,480,052.35	\$2,721,979,056.73	\$3,935,451,640.96	\$1,213,472,584.23	69.17%

Overall Payments by Month* **

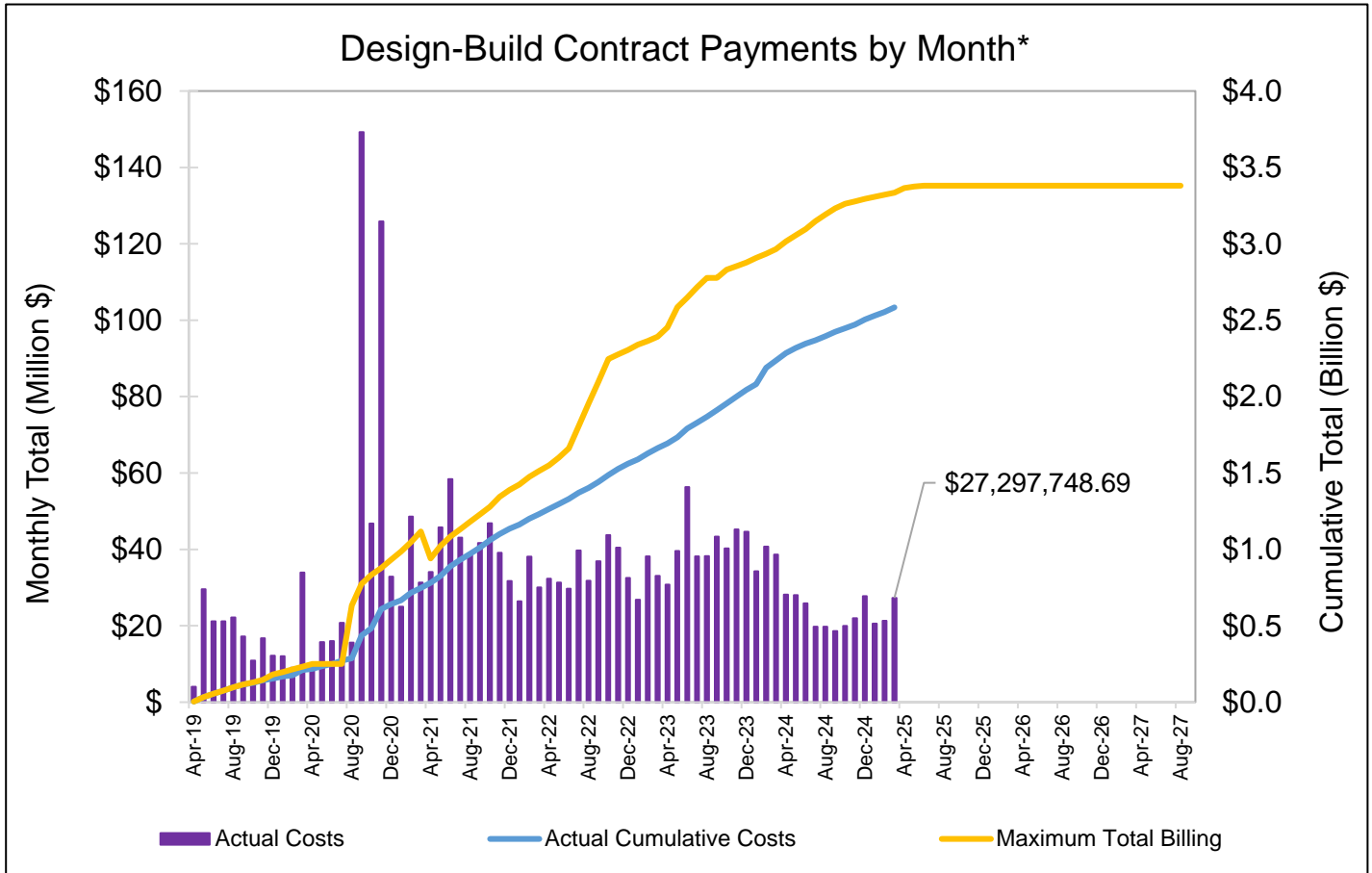


*The Maximum Total Billing showed an adjustment in May 2021 due to the executed Change Order #40 – Update Maximum Cumulative Cost Curve.

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

3.2 Design-Build Contract Cost Status

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



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

3.3 Budget by Funding Source

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

3.3.1 HRTAC and Smart Scale

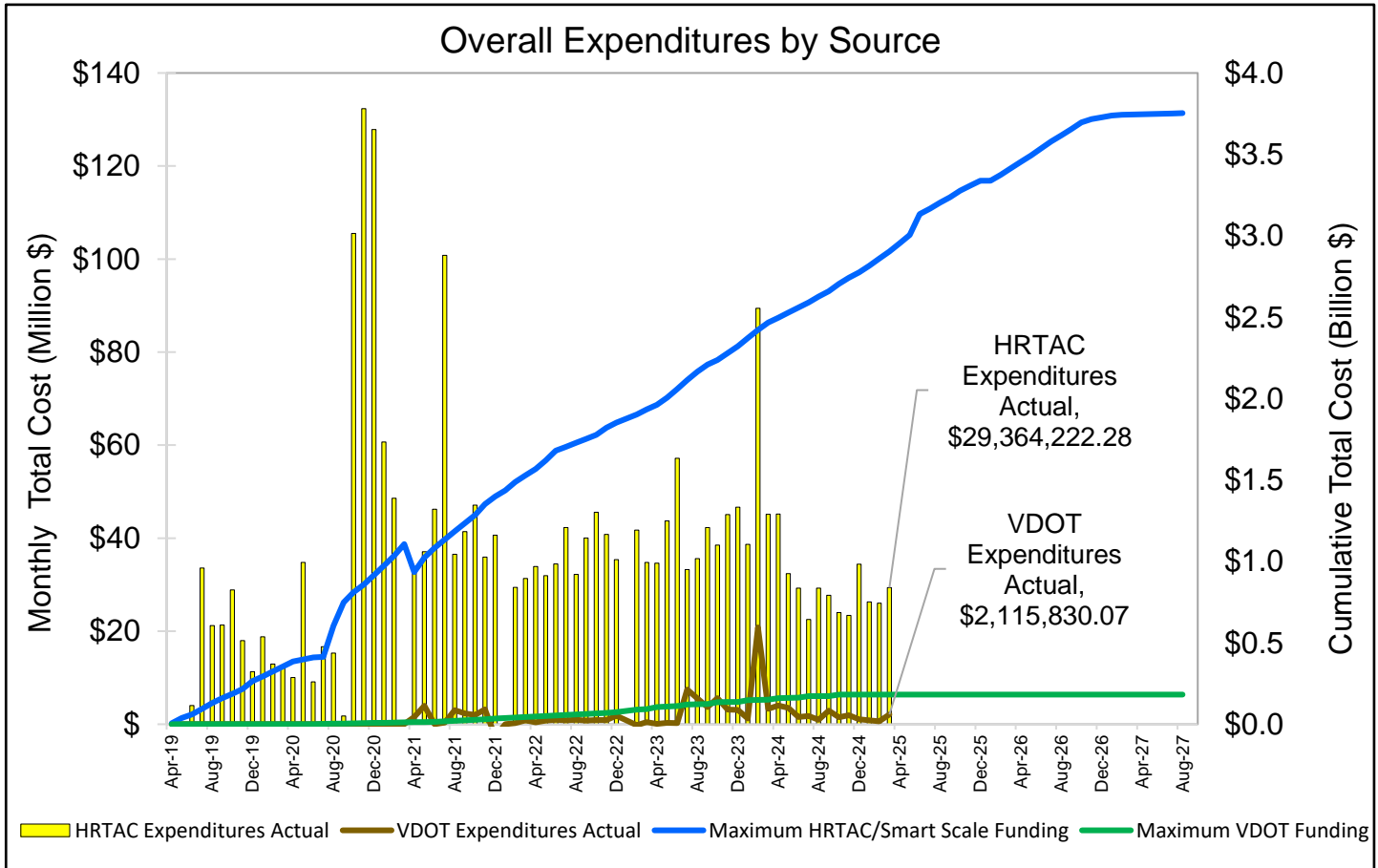
	Amount Spent this Period:	Total Spent to Date:	Original Total Budget:	Total Remaining Budget:	Percent Spent To-date:
<u>Comprehensive Agreement</u>					
<i>Construction</i>	\$27,035,359.18	\$2,351,624,491.30	\$3,204,569,251.00	\$852,944,759.70	73.38%
<u>Owner Costs</u>					
<i>Administration</i>	\$312,121.39	\$118,472,054.00	\$118,472,054.00	\$0.00	100.00%
<i>Right of Way</i>	\$56.49	\$9,559,293.52	\$15,000,000.00	\$5,440,706.48	63.73%
<i>No-Excuses Incentive</i>	\$0.00	\$0.00	\$90,000,000.00	\$90,000,000.00	0.00%
<i>Contingency</i>	\$2,016,685.22	\$141,513,094.54	\$325,428,276.00	\$183,915,181.46	43.49%
<u>Total</u>	\$29,364,222.28	\$2,621,168,933.36	\$3,753,469,581.00	\$1,132,300,647.64	69.83%

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>	\$262,389.51	\$54,212,283.74	\$95,427,976.00	\$41,215,692.26	56.81%
<u>Owner Costs</u>					
<i>Administration</i>	\$1,334.52	\$6,070,510.27	\$3,527,946.00	(\$2,542,564.27)*	172.07%
<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>	\$50,637.85	\$28,163,970.35	\$9,571,724.00	(\$18,592,246.35)**	294.24%
<i>Bridge Repair Work Option</i>	\$1,801,468.19	\$12,363,359.01	\$73,454,413.96	\$61,091,054.95	16.83%
<u>Total</u>	\$2,115,830.07	\$100,810,123.37	\$181,982,059.96	\$81,171,936.59	55.40%

* The VDOT Administration costs are due to higher Owners Costs for South Trestle work oversight, bird management, bridge repair oversight, and Visitor Center Costs.

** The VDOT Contingency costs are primarily due to the VDOT portion of the CA Amendment material price adjustments.



3.4 Contingency

3.4.1 Contract Changes

	Description	Date	Value	Time
CO-1	VDOT's Acquisition of Willoughby Staging Area	2/11/2020	\$ (3,000,000.00)	0 days
CO-2	Minor Revisions to Technical Requirements	3/18/2020	\$ -	0 days
CO-3	Tunnel Approach Structure Support of Excavation Requirements Refinement	4/28/2020	\$ -	0 days
CO-4	Dispute Resolution Board (DRB) Allowance	5/12/2020	\$ 200,000.00	0 days
CO-5	North Island Armor Stone Value Engineering Change Proposal (VECP)	4/28/2020	\$ (2,011,117.50)	0 days
CO-6	Exit Ramp at Bayville Avenue	5/29/2020	\$ 46,906.29	0 days
CO-7	Minor revisions to the Technical Requirements	7/16/2020	\$ -	0 days
CO-8	Zero Spread Drainage	9/16/2020	\$ 3,239,212.24	0 days
CO-9	Roadway and Bridge Scope Validation Issues	9/4/2020	\$ 15,516,248.00	0 days
CO-10	Slurry Walls as Permanent Structures	8/28/2020	\$ -	0 days
CO-12	Road and Bridge Lighting Requirements	8/27/2020	\$ 2,495,000.00	0 days
CO-13	Bridge Repair Work-Exercise Option	10/9/2020	\$ 73,454,413.96	0 days
CO-14	Trestle Barrier Form Liner Elimination	7/29/2020	\$ (99,571.80)	0 days

CO-15	South Island Ground Improvement Value Engineering Change Proposal (VECP)	9/17/2020	\$ (5,338,000.00)	0 days
CO-16	Navy Security Fencing Design	7/15/2021	\$ 150,000.00	0 days
CO-17	Westbound ITT Reduced Instrumentation	10/30/2020	\$ (184,277.50)	0 days
CO-18	Willoughby Bay Bridge Barriers	9/10/2020	\$ -	0 days
CO-19	GeoPak Version Software Updates	8/3/2020	\$ -	0 days
CO-21	Material Price Adjustment for Asphalt Materials	2/26/2021	\$ -	0 days
CO-22	South Island Asbestos Conduits	9/16/2020	\$ 81,973.93	0 days
CO-23	Island & Tunnel Baseline Monitoring Requirements	7/22/2020	\$ -	0 days
CO-24	Construction Water Supply	9/10/2020	\$ (609,157.27)	0 days
CO-25	Solids Handling Pumps Requirements	11/12/2020	\$ -	0 days
CO-26	Mass Notification Independent System Requirements	11/12/2020	\$ -	0 days
CO-27	Fixed Fire Fighting System Requirements	11/16/2020	\$ -	0 days
CO-28	HOT Lane Shoulder Width	3/29/2021	\$ 2,950,000.00	0 days
CO-30	Willoughby Bay Bridges Fender & Lighting Replacement	2/12/2021	\$ 1,495,000.00	0 days
CO-31	Builder's Risk Insurance	10/21/2021	\$ 1,500,000.00	0 days
CO-32	VCU Fisheries and SAV Mitigation Plan	4/16/2021	\$ (1,042,144.00)	0 days
CO-33	Tunnel Finishes Height	12/18/2020	\$ -	0 days
CO-38	H-Piles in Aggressive Soils	12/18/2020	\$ (47,541.00)	0 days
CO-39	Re-use of Existing Drainage Pipes	4/20/2021	\$ (100,984.25)	0 days
CO-40	Update Maximum Cumulative Cost Curve	7/15/2021	\$ -	0 days
CO-41	Wetland Mitigation Costs	4/26/2021	\$ 3,503,400.00	0 days
CO-42	Navy Gate 22 Drainage Design and Construction	8/19/2022	\$ 1,524,940.16	0 days
CO-43	Hybrid Trestle Beam Design	7/2/2021	\$ -	0 days
CO-44	SCADA Control of Deluge Valves	7/27/2021	\$ -	0 days
CO-45	HRCF Project Executive/Representative Change	5/24/2021	\$ -	0 days
CO-46	Tunnel Sprinkler Heads Material Change	7/28/2021	\$ -	0 days
CO-47	Evans Street Approach Slab Settlement Repair	6/22/2022	\$ 34,082.83	0 days
CO-48	Scope Reduction – City of Hampton	8/24/2022	\$ (6,072,941.31)	0 days
CO-49	HRCF Senior Representative Change	7/2/2021	\$ -	0 days
CO-50	Change in Precast Form Tolerance & Curing Methods	1/10/2022	\$ -	0 days
CO-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	HRCF Representative Change	6/11/2024	\$ -	0 days
CO-96	4 th View Drainage and Pavement Repair	1/6/2025	\$ 163,199.33	0 days
CO-97	Security Fence	11/7/2024	\$ 863,079.73	0 days
CO-98	DRBISC #12 SMOT WB Abutment	11/26/2024	\$ 294,661.79	0 days
TOTAL			\$ 85,170,337.57	0 days

3.4.2 Material Price Adjustments

This progress period included the following material price adjustments:

Material	Current Amount	Total to Date	Material Price Adjustment Through*
Per Contract Adjustments (Federally Eligible Costs)			
Exhibit 9 - Asphalt	\$21,561.35	\$296,098.48	January 2025
Exhibit 10 - Fuel	\$12,990.98	\$607,181.25	January 2025
Exhibit 11 - Steel	\$176,377.80	\$7,223,113.78	September 2024
Total	\$210,930.13	\$8,126,393.51	
Per CA Amendment Adjustments (Non-Federally Eligible Costs)			
Exhibit 9 - Asphalt	\$0.00	\$0.00	January 2025
Exhibit 10 - Fuel	\$200.82	\$42,515.31	January 2025
Exhibit 11 - Steel	\$162,012.21	\$10,177,563.45	September 2024
Exhibit 10A – Fuel (Atypical Items)	\$4,443.47	\$1,552,388.11	January 2025
Exhibit 15A – Index-Adjusted Commodities	\$1,677,277.75	\$76,888,033.14	September 2024
Exhibit 15B – Escrow-Adjusted Commodities	\$0.00	\$24,387,894.96	January 2025
Total	\$1,843,934.25	\$113,048,394.97	

*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 an air permit application to the Department of Environmental Quality for a proposed Pug Mill Plant on the North Island.
- HRCP reported to the agencies on February 28, 2025 that the remaining unpermitted piles located along the South Trestle near Willoughby Spit have been removed in their entirety.

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):

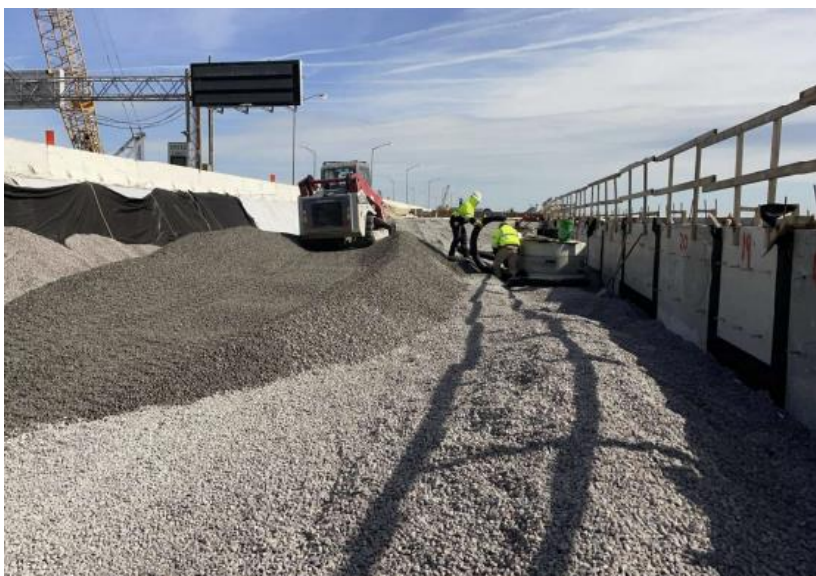
- Began drainage work near Hampton inspection station.

I-64 (Segment 3):

- Began settlement period at Bayville St. eastbound on-ramp.
- Began roadway widening along 4th View eastbound off-ramp.
- Began 4th View on ramp eastbound shift to phase 2A.
- Completed drilled shafts along retaining wall 309 near 4th View St.
- Continued drainage work along 4th View westbound on ramp.
- Continued barrier wall installation along retaining wall 306 along Bayville St.
- Continued slip-formed barrier construction at retaining wall 308 near 4th View St.
- Continued retaining wall installation of walls 309 and 310 near 4th View St.
- Continued storm drain installation at 4th View on ramp eastbound.
- Continued placing CTA at 4th View off ramp eastbound.
- Continued installation of panels and moment slab at retaining wall 302 on Bayville Street between 13th View and eastbound off-ramp.
- Continued MSE panels and backfill along retaining wall 302 and 307 along Bayville Street.

I-64 (Segment 4):

- Completed back fill at the bottom of MSE wall 406 near west Bayview Blvd.
- Completed placement of open graded drainage layer and base asphalt at retaining wall 409 and 501 near Patrol Rd.
- Completed CTA placement along retaining wall 409 and 501 near Patrol Rd.
- Completed barrier placement along retaining wall 407 near west Bayview Blvd.
- Continued framework for moment slabs along retaining wall 406 near west Bayview Blvd.



◀ Retaining Wall 307
MSE wall backfill

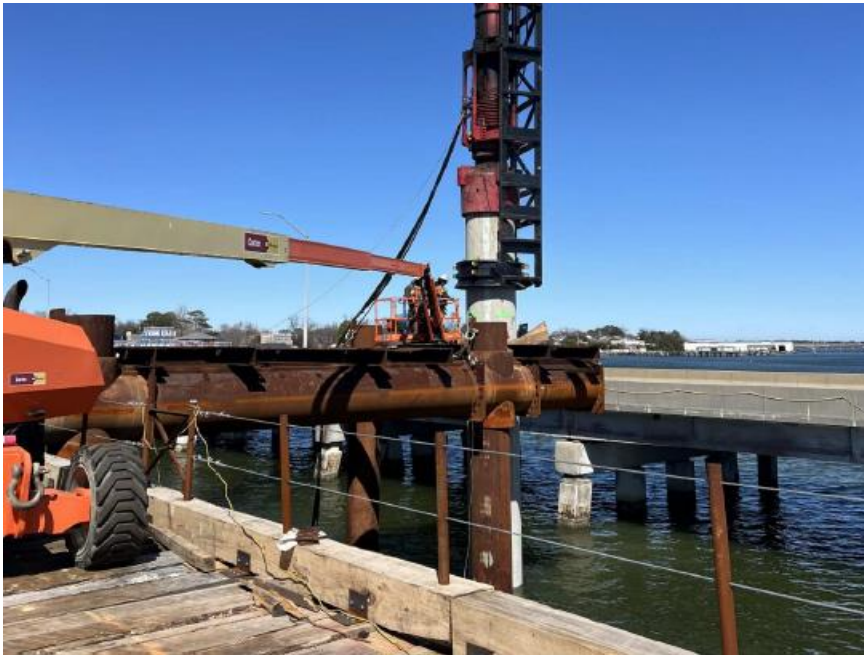
5.2 Construction Area 2: Marine Trestle Work

North Trestle:

- **Westbound Trestle**
 - 2 piles driven during this period (154 out of 261 total piles driven).
 - 2 decks placed during this period (20 out of 45 total decks placed).

South Trestle:

- **Eastbound**
 - 1 cap placed during this period (38 out of 54 total caps placed).
- **Westbound MOT**
 - 5 decks placed during this period (12 out of 23 total decks placed).
- **Ramp B**
 - 3 piles installed during this period (28 out of 28 total decks placed).



◀ **North Trestle
Westbound**
Bent 8 pile 3 initial
drive

5.3 Construction Area 3: Tunnels and Islands

South Island:

- 54% complete for south portal internal walls.
- 53% complete for south portal rectilinear approach excavation.
- 38% complete for south portal rectilinear approach lower mudslab.
- 3% complete for south portal rectilinear approach waterproofing.

North Island:

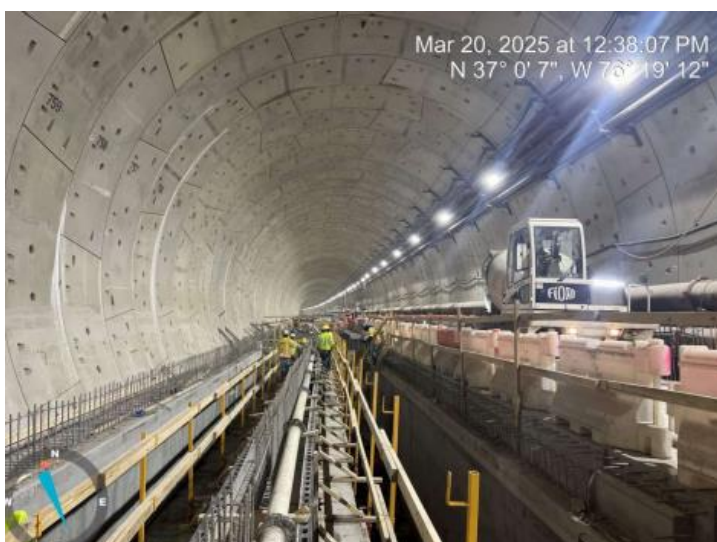
- 76% complete for rectilinear approach wall waterproofing.
- 62% complete for rectilinear approach base slab.
- 25% complete for Cell 2 wall waterproofing.

HT Tunnel:

- Completed precast and roadway slab installation on the non-egress side in the 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.
- 59% complete for HT tunnel installation of egress footer.
- 36% complete for HT tunnel installation of egress structure L-walls.
- 95% complete for HT tunnel stage 1 installation of cement-treated base (CTB) ballast for tunnel roadway.
- 60% complete for HT tunnel low point pump station concrete structures.
- 2% complete for HT tunnel egress structure plenum wall.

GP Tunnel:

- 33.3% complete for General Purpose (GP) tunnel excavation (2,652 ft out of 7,961 total ft excavated).
- 103 concrete tunnel rings installed this period (391 out of 1,194 total rings installed).
- 2% complete for GP tunnel ballast placement stage 1.
- Completed installation of slurry booster pumps in the GP tunnel.



◀ HT Tunnel
LPPS Grit Chamber
wall pour

5.4 Construction Area 4: Landside Bridges

Mallory Street Bridge:

- Began abutment foundation preparations for Phase 2.
- Began pile driving operations at Abutment B for westbound widening.
- Completed pile driving operations at Abutment A for westbound widening.
- Completed median pier pile driving operations for Phase 2.

Bayville/13th View Street Bridge

- Completed mudslab placement for eastbound widening.
- Began footing formwork for Abutment B for eastbound widening.

Willoughby Bay Bridge:

- Completed concrete deck placement at spans 1-2 and 42-46 for eastbound widening.
- Completed all closure diaphragms pour for eastbound widening.
- Began hydro demolition type B at spans 4-6, and 77-78 for eastbound widening.
- Began type C patchwork for eastbound widening.
- Continued pile driving operations for westbound widening.
- Continued parapet chipping 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.

1st View St. Bridge:

- Completed approach slab pour at Abutment A and B for westbound widening.
- Continued substructure rehabilitation work for westbound widening.

Bay Avenue Bridge:

- Continued link slab work for spans 20-22 for westbound widening.
- Continued existing joint reconstruction work for westbound widening.
- Completed light blister pours at spans 1-10 for westbound widening.
- Began pile driving work at bent 14 for westbound widening.

Evans St. Bridge:

- Completed deck placement for eastbound widening.
- Completed approach slab placement at Abutment A and B for eastbound widening.

Bayview Blvd. Bridge:

- Completed concrete deck placement for eastbound widening.
- Continued stay in place and reinforcement installation for eastbound widening.

Oastes Creek Bridge:

- Began parapet formwork for eastbound widening.
- Completed placement of spans 1-3 for eastbound widening.
- Continued existing abutment joint reconstruction for eastbound widening.

Patrol Road Bridge:

- Continued rehabilitation work for eastbound widening.



○

◀ **Willoughby Bay Bridge
Eastbound**

Concrete decks placed at
Spans 1 & 2



◀ **Willoughby Bay
Bridge**

Concrete deck placed at
Span 46

6. Operations

Operations activities include shoulder and lane closures, creation and maintenance of Intelligent Transportation System (ITS) architecture, other maintenance within the corridor, coordination with existing VDOT Operations, and communication with the Hampton Roads Harbor Tunnels (HRHT) facility staff. The following operations activities occurred during this reporting period:

Short-Term Lane Closures:

- Willoughby Bay Bridge, North Trestle, and South Trestle eastbound and westbound to facilitate beam placement as well as concrete placement for piles, caps, and decks.
- Striping maintenance throughout project corridor.
- Lane closures eastbound and westbound for widening activities.
- Slow rolls and all stops westbound for temporary lighting installation, sign structure installation and ITS installations

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.
- 13th View St. underpass beneath I-64 reduced to one lane to facilitate utility work. Traffic is controlled by temporary automatic one-lane, two-way traffic control signal; long-term lane closure and temporary signal removed during this reporting period.

Norfolk Traffic Shifts

- Minor traffic shift on eastbound I-64 at 4th View to facilitate road widening.

Detours:

- Temporary detour of Mallory Street eastbound off ramp and westbound on ramps to support equipment mobilization associated with Mallory Street bridge construction.
- Temporary detour of 4th View eastbound on ramp for traffic shift activities.
- Temporary detour of Bayville Street for bridge widening activities.
- Temporary detour of Granby Street on ramp westbound for guardrail repair.
- Temporary detour of W Bay Ave off ramp westbound for lane shift activities
- Long-term detour on Mason Creek Road to facilitate bridge widening.
- Long-term detour of the Bayville Street on ramp to I-64 eastbound to facilitate road widening activities.

Intelligent Transportation System (ITS):

- 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.

Overhead Sign Structures:

- Foundation installation.
- Installation of Overhead Sign Structure #9.

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 this period, it 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. 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 thirty-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 40 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

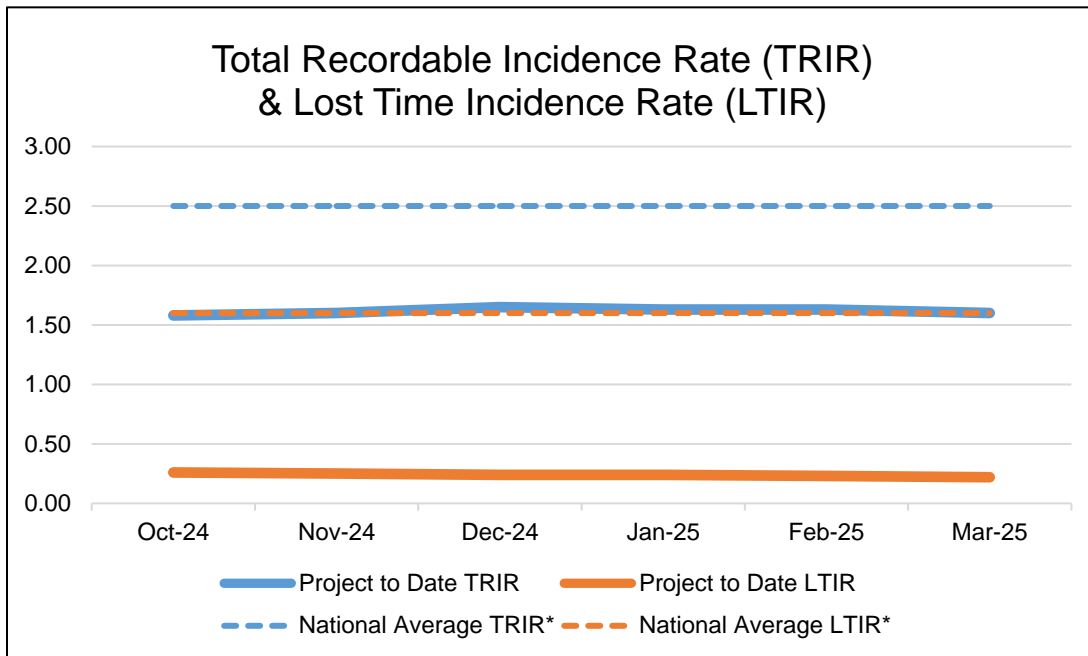
Safety procedures and activities during this reporting period include:

Safety Activities:

- HRCP implemented 3-day training for new hires.
- HRCP began mental wellbeing training for crews and Foreman.
- HRCP increased Safety Committee inspections on the project.
- HRCP enforced wearing waterproof footwear PPE while in areas containing high PH levels.

Safety Performance Indicators:

- The following safety performance indicator information is provided by HRCP and is current as of March 31, 2025:



**National averages are from the Bureau of Labor Statistics, US Department of Labor – 2021 Data for Construction Industry, Published November 9, 2022.*

9. Civil Rights & DBE/SWaM Business Opportunities

To date, HRCP has awarded **381** subcontracts, subconsultant agreements and purchase orders to certified DBE/SWaM firms. The total contract award is at **\$603.2 million** to date. A total of **\$511.2 million** has been paid for work completed by DBE/SWaM firms.

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 with 4 candidates under review by VDOT to participate in the program.

Business Development Activities:

- Efforts continue in promoting 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

- February 26, 2025 – Project Director Ryan Banas presented leadership insights and community impacts of the HRBT Expansion Project to students at Norfolk Collegiate School.
- February 26, 2025 – Project Director Ryan Banas provided project updates to local leaders and industry executives at the Virginia Club in Downtown Norfolk.
- March 3, 2025 – HRBT Expansion Project Team hosted a site tour for construction leadership from the Pennsylvania Turnpike Commission.
- March 5, 2025 – Project Director Ryan Banas provided project updates to graduate students and professors from the University of Virginia School of Architecture.
- March 5, 2025 – Project Director Ryan Banas provided project updates at the 2025 Engineers Club of Hampton Roads Engineering Excellence Awards Banquet.
- March 10, 2025 – District Engineer Chris Hall and Project Director Ryan Banas shared project updates with the Hampton Yacht Club.
- March 10, 2025 – Project Director Ryan Banas presented project updates to members of Christopher Newport University's Lifelong Learning Program.
- March 11, 2025 – HRBT Expansion Project Team provided project updates and a HRBT Welcome Center tour for Newport News Parks and Recreation Active Lifestyle Seniors.
- March 12, 2025 – HRBT Expansion Communications Director Paula Miller presented project updates to Hampton Retired Teachers Association.
- March 13, 2025 – HRBT Expansion Project Team provided project updates to the Norfolk and Peninsula Branches of American Society of Civil Engineers (ASCE).
- March 13, 2025 – HRBT Expansion Engineering Manager Chris Foley presented project updates at the 2025 Virginia Concrete Conference in Richmond.
- March 17, 2025 – HRBT Expansion Project Team provided project updates and a HRBT Welcome Center tour for Ocean View Elementary School Maritime Rangers.
- March 18, 2025 – Resident Engineer Todd Grifka presented a project technical overview to members of the American Society of Highway Engineers (ASHE) Greater Hampton Roads in Chesapeake.
- March 20, 2025 – Project Director Ryan Banas presented project updates at the CIVIC Leadership Institute 2025 Transportation Day at Norfolk International Airport.

Media

- February 25, 2025 (HRBT Expansion Project): HRBT Tunnel Talk – February 2025 Edition <https://hrbtexpansion.vdot.virginia.gov/newsroom/podcast/>
- March 7, 2025 – (HRBT Expansion Project) February/March 2025 Newsletter <https://myemail.constantcontact.com/HRBT-Expansion-Project-Newsletter.html>

Lane Closures/Advisories

- February 28, 2025 – Weekly Lane Closure Report
- March 7, 2025 – Weekly Lane Closure Report
- March 14, 2025 – Weekly Lane Closure Report
- March 21, 2025 – Weekly Lane Closure Report

Visit our website to view more information:

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