



November 2020
Project Report

I-64 HAMPTON ROADS BRIDGE-TUNNEL EXPANSION

Proj. No. 0064-M06-032
Report #20



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Issue date: December 16, 2020

1. Executive Summary

1.1 Reporting Period

This report, prepared by the Virginia Department of Transportation (the Department), provides an overview of accomplishments and activities for the Hampton Roads Bridge-Tunnel Expansion project (the Project) from October 25, 2020 – November 21, 2020. The Design-Builder for the Project is Hampton Roads Connector Partners (HRCP), a consortium that includes Dragados, Vinci, Flatiron, and Dodin Campenon Bernard.

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.

1.2 Project Accomplishments

During this reporting period, the following project accomplishments were recorded:

1.2.1.1 Environmental

- The first Letter of Authorization (LOA) public comment period ended November 7, 2020, and HRCP submitted responses to public comments to the National Oceanic and Atmospheric Administration (NOAA).
- Modification #2 of the US Army Corps of Engineers (USACE), Virginia Marine Resources Commission (VMRC), and DEQ permits, was approved on November 9, 2020.
- HRCP received the US Coast Guard (USCG) bridge permit for the north and south trestles on November 16, 2020.

1.2.1.2 Construction

- Dredging and rock removal for the North Island expansion began on November 12, 2020.
- Slurry wall production is ongoing; 37 panels complete as of 11/21/2020.
- The South Trestle test pile program was initiated by HRCP this period.
- Templates were set for cylinder dynamic and static test piles for the north and south trestles.
- Sleeves were installed for the bridge piles within the limits of the armor stone for the north island expansion.
- Steel piles were driven for the N1 Temporary Construction Trestle.

1.3 Priorities

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

- To provide mobility enhancements and travel-time reliability along the Project corridor
- To minimize Project impacts on adjacent communities
- To improve transportation operations and safety throughout the Project corridor
- To develop public infrastructure in a financially responsible manner

1.4 Schedule

Schedule updates for this reporting period include:

- HRCP remains on track to achieve Substantial Completion in advance of the contract milestone of September 1, 2025.
- HRCP remains on track to achieve Final Completion in advance of the contract milestone of November 1, 2025.
- Approximately 25% of the estimated scheduled time has progressed to date.

1.5 Budget and Cost

The budget and cost updates for this reporting period are as follows:

- Project budget overview (through November 2020 payment application):

Original Total project budget:	\$3,861,997,227
Total charges for efforts to date:	\$671,407,587
Remaining project budget:	\$3,190,589,640

- Design-build contract overview (through November 2020 payment application):

Original Total contract amount:	\$3,299,997,227
Total charges for efforts to date:	\$642,067,205
Total work orders:	\$10,337,216
Total exercised options:	\$73,454,414

- Design-build progress to date (through November 2020 payment application):

Overall:	18.91%
Mobilization:	100.00%
General Requirements (incl. Project Management):	15.78%
Design:	57.24%
Physical Progress:	5.48%

1.6 Environmental Management

During this reporting period, HRCP took the following steps in support of permit management for the project:

- In compliance with permit conditions, HRCP contracted MMOs to watch in water construction activities and document the presence of marine mammals near the project area.
- HRCP has initiated the water quality monitoring program around in water construction activities.
- Modification #2 of the USACE, VMRC, and DEQ permits received final approval on November 9, 2020.
- DEQ completed their review of the VPDES Industrial Discharge permit application on September 29, 2020. HRCP received the draft VPDES permit on October 19, 2020, and they provided nutrient credit purchase documentation to the DEQ Nutrient Program. Public notice for the VPDES permit will be published in December.

- The public comment period for the LOA ended on November 7, 2020. HRCP provided responses to the received public comments to NOAA, and the second public notice is pending.
- HRCP received approval (i.e., signed contract) from Virginia Institute of Marine Science (VIMS) and VMRC to finalize the submerged aquatic vegetation (SAV) mitigation contract. In addition, HRCP has been working with Virginia Commonwealth University (VCU) to finalize approval of the fish mitigation contract.
- HRCP received the USCG bridge permit for the north and south trestles on November 16, 2020.

1.7 Construction

Progress updates for this reporting period include:

- Area 1 – Hampton: No construction activity during this period.
- Area 2 – Marine Works: Soil fill was stockpiled, steel pile piles and steel sheet piles were staged, steel pipe piles were driven in place for Temporary Construction Trestle (N1), Test Pile Program initiated, material was dredged for proposed North Island Expansion, steel sleeves were driven.
- Area 3 – Islands and Tunnels: 37 slurry wall panels completed to date for the tri-cell Tunnel Boring Machine launch pit as well as the tunnel cutoff walls on the South Island. 1 of 3 sedimentation ponds on the South Island are complete. North Island Early Work activities continue, including the relocation of permanent electrical ductbank and office trailer/complex assembly. Construction has begun for the temporary substation to power the tunnel boring machine.
- Area 4 – Norfolk: Continued preparation of the Willoughby Spit Staging area and the start of installation of instrumentation and monitoring equipment at the existing eastbound bridge over Bay Avenue.

1.8 Operations

The following operations activities took place during this reporting period:

- Shoulder closures and lane closures were conducted to support instrumentation activities and installation of temporary power for the Tunnel Boring Machine.
- Tours of the North and South Islands were provided to 60+ first responders.
- Ongoing coordination with existing VDOT Operations for the upcoming power outages to accommodate the medium voltage switchover on the North Island.
- Fire Hydrant flow test on North Island.
- Quarterly Construction Operations meeting held.

1.9 Safety

Safety procedures and activities during this reporting period include:

- HRCP continues to enforce COVID-19 policies on the job site and at the project office. Temperature monitoring devices for personnel have been installed at the Corporate Blvd Main Office as well as inside the South Island Field Office. These machines log temperatures and photographs to ensure the safest environment possible.
- On the North Island, the re-location of low voltage duct bank continues. With a new crew working on this activity, orientations have given special attention to trenching safety. The superintendent has held special meetings with crews as the work continues and has trained them on the proper techniques for installing duct bank.
- Following the recent weather events, no significant impacts to materials, equipment, or the site were observed, however, HRCP is working to adjust the Severe Weather Plan to address some of the recent weather we have experienced this last month.
- HRCPJV reported 2 injuries for the month of November 2020; one vehicle was damaged.
- HRCPJV continues to train staff and new hires as they come aboard.

1.10 Quality

Quality updates for this reporting period include:

- Reviewed the Construction Quality Management Plan (CQMP) Appendix Updates for corresponding RFC Packages. These CQMP updates include the testing and inspection plans for the work included in the RFC plans. The updates reviewed were for the test pile program and CGP Rev 3. Both appendix updates were approved as noted.
- Reviewed the quarterly updates of the Quality Plans (QMSP, DQMP, CQMP). The plans included minor changes and were approved as noted.
- Completed an audit of the first volume of the Materials Notebook. A list of deficiencies was recorded and sent to HRCP's QAM for correction. This was the first interim audit of the Material Notebook.
- Other Quality activities included reviews of the Material Book documentation and QA/QC daily reports, non-conforming report (NCR) resolution coordination with HRCP, weekly quality status meetings, preparatory meetings, inspection documentation, and coordination on quality process development.
- HRCP has hired WRA to conduct an independent assessment of their quality program and to suggest means and methods to improve.

1.11 DBE & SWaM Business Activities

DBE & SWaM business activities for this reporting period are as follows:

- Small Business Development Center (SBDC), The Nuts & Bolts of Building a Construction/Trades Business
- SBSB Hampton Roads/Eastern Shore Region: Virtual SWaM Application Assistance
- VDOT BOWD Center's Effective Marketing for DBE Businesses Training
- VA Employment Commission & VA Career Works, Help Virginia Get Back to Work Event
- District DOT & FHWA's 10th Annual DBE Summit and Networking Symposium
- Hampton Roads Black Chamber of Commerce, Black Wall Street Radio
- Institute of Civil Engineers (ICE): Building Equality, LGBT+ & Awareness in Construction Online
- City of Chesapeake Economic Development Advisory Committee (EDAC) Meeting

1.12 Public Outreach and Project Media

Public outreach and project media updates for this reporting period are as follows:

- Tidewater Community College virtual outreach presentations
- Groundbreaking Ceremony and news coverage
- Norfolk State University virtual outreach presentation
- VDOT and HRCP Communication Team involvement with shared HRBT Expansion plans to Dominion Energy employees
- Warwick Rotary Club virtual tour of the Project

2. Project Schedule

2.1 Schedule Status

Revised Baseline Schedule

The Revised Baseline Schedule was accepted as the Schedule of Record on September 8, 2020. The baseline longest path for the project runs through the South Island portal construction, then boring of the two new tunnels, culminating with the finishing works and Mechanical, Electrical, and Plumbing (MEP) works.

Key Dates

The following table depicts key milestone dates outlined in the contract requirements. HRCP's current Baseline Schedule reflects the early stages of HRCP's planning sequence and will be substantially refined and further detailed as the design advances. This table will be updated to reflect these dates and used as a benchmark to track milestone achievements.

Key Dates	Contract Requirement	Schedule of Record Dates	November 2020 Update	Actual
LNTP1		April 12, 2019	April 12, 2019	April 12, 2019
LNTP1 Completion Milestone		September 25, 2019	September 24, 2019	September 24, 2019
LNTP2		September 29, 2019	September 25, 2019	September 25, 2019
LNTP3		October 9, 2019	September 25, 2019	September 25, 2019
NTP		September 9, 2020	September 11, 2020	September 11, 2020
Substantial Completion	September 1, 2025	August 27, 2025	August 26, 2025	
Final Completion	November 1, 2025	November 1, 2025	October 31, 2025	

The following table depicts major scopes of work forecasted start and finish dates for monitoring only and are non-contractual milestones compared with the Baseline Schedule of Record. This table will be updated to reflect these dates and used as a benchmark to monitor progress.

Major Scopes of Work	Schedule of Record Start	Schedule of Record Finish	November 2020 Update Start	November 2020 Update Finish
South Portal	July 7, 2020 A	January 15, 20225	July 7, 2020 A	January 3, 20225
North Portal	July 12, 2021	December 12, 2024	July 15, 2021	December 2, 2024
North Landside Bridges	December 1, 2020	November 4, 2022	January 16, 2021	January 26, 2023
South Landside Bridges	November 30, 2020	December 9, 2024	September 23, 2020 A	January 29, 2025
North Trestle	September 9, 2020	September 11, 2025	September 8, 2020 A	August 28, 2025
South Trestle	October 26, 2020	August 15, 2025	October 27, 2020 A	August 5, 2025
North Landside Roadways	December 10, 2020	March 12, 2025	November 23, 2020	March 3, 2025
South Landside Roadways	February 3, 2021	March 13, 2025	November 23, 2020	April 22, 2025
TBM Procure	July 28, 2021	September 22, 2021	August 6, 2021	October 1, 2021
HP Tunnel Boring	March 31, 2022	March 10, 2023	March 22, 2022	March 1, 2023
GP Tunnel Boring	July 12, 2023	May 21, 2024	June 29, 2023	May 9, 2024

2.2 Longest Path

The longest path for the Project schedule goes through the following activities:

- South Island Slurry Walls Construction
- Completion of South Portal Launching Pit
- North Island Utility Installations
- North Island Expansion
- North Island Portal Construction
- Assembly of the Tunnel Boring Machine (TBM) in the launching pit
- TBM drive in High Occupancy Toll (HOT) Tunnel
- U-turn then drive in General Purpose (GP) Tunnel
- Finishing works and Mechanical, Electrical and Plumbing (MEP) works
- System operation integration of New and Existing systems

2.3 Impact Analysis

Several elements of work are near-critical and could affect schedule performance if they are not addressed diligently. The Department 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 Baseline Schedule:

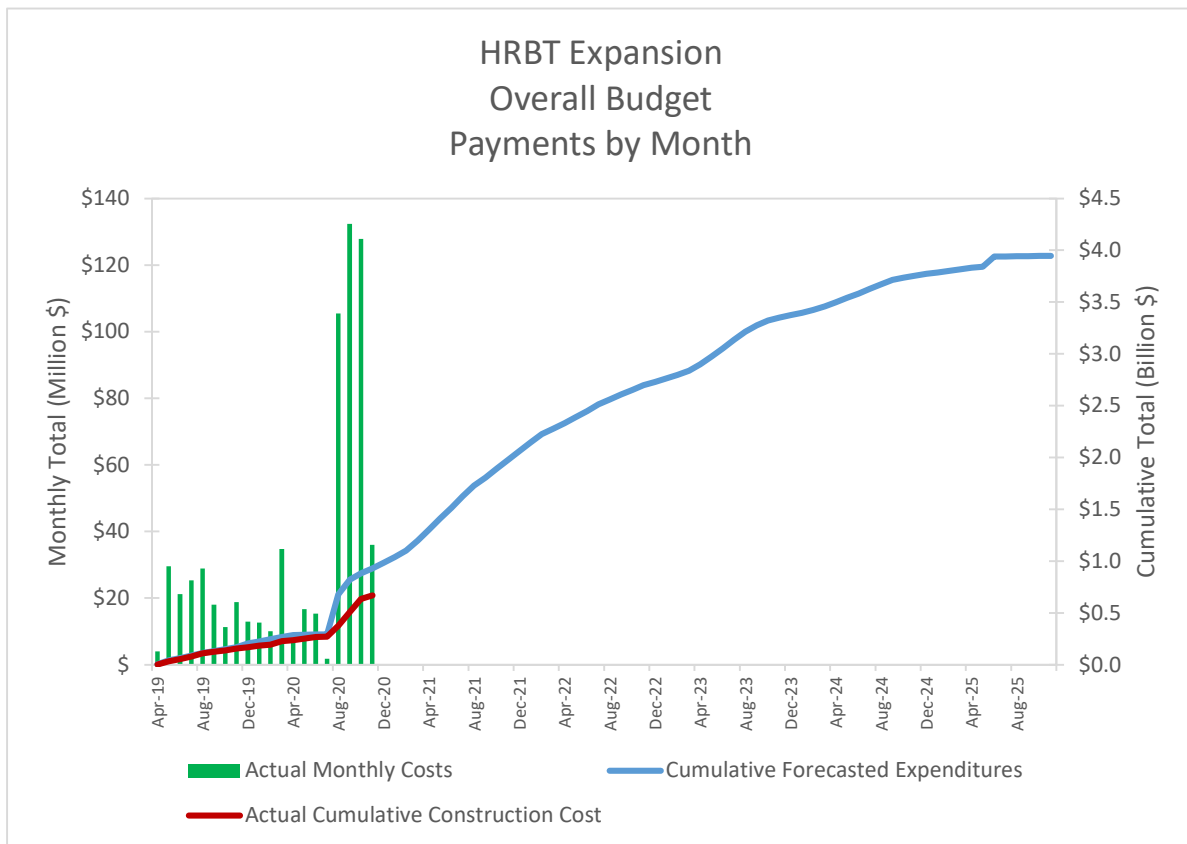
- Design of South Island Portals (SIP) Package 3
- South Portal Ground Improvement Procurement
- Procure Tunnel Lining
- Borrow Source Report
- Bored Tunnel Design Stage 2
- Utility relocations
- South Trestle MOT Design Stage 2
- North Trestle Structural Material Procurement and Subcontract Execution
- Dominion Taussig Substation Installation

3. Budget and Cost

3.1 Overall Budget

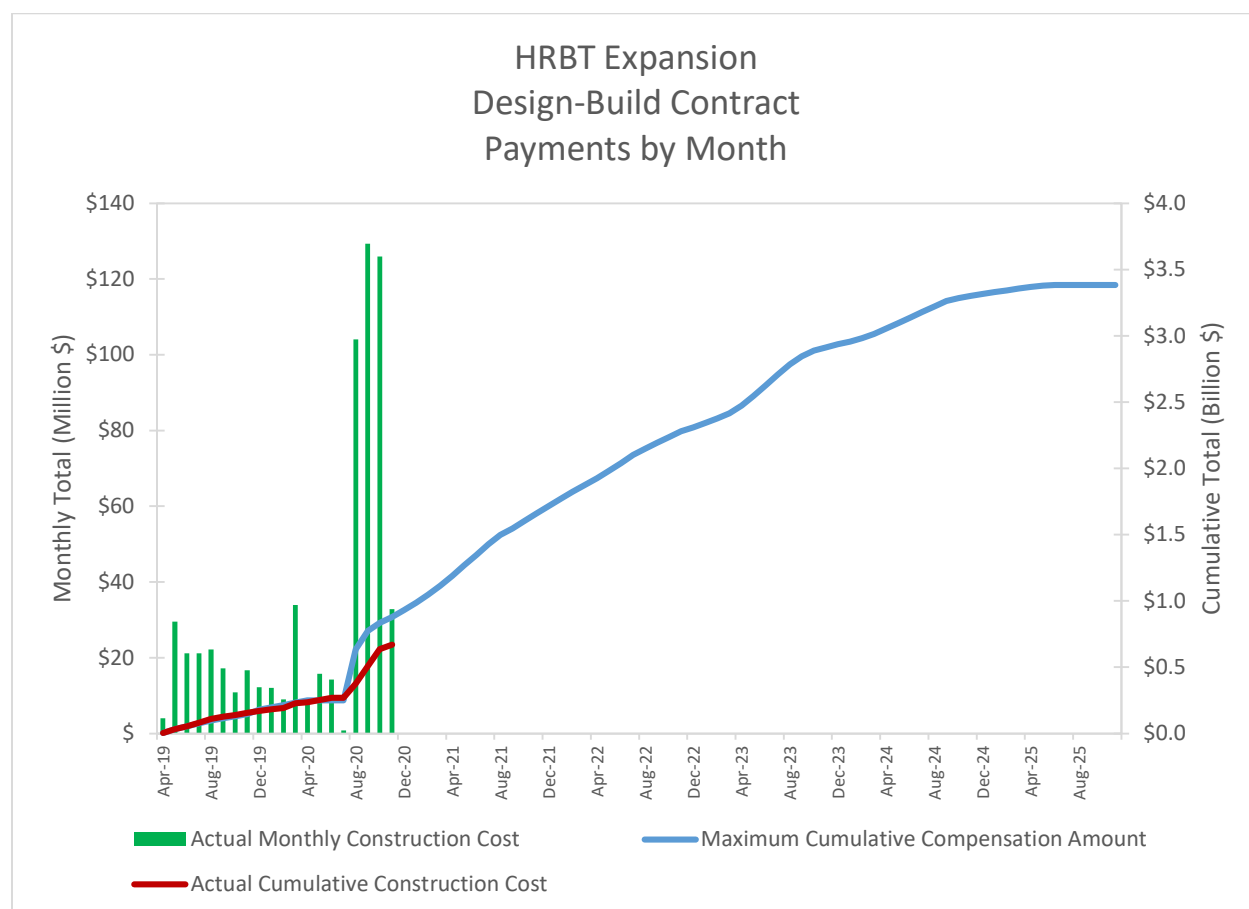
The overall budget outlined in this report is based on the terms and conditions of Article 3 (Project Funding) in the Project Agreement for Funding and Administration (PAFA). The cost curve is based on Exhibit 6 of the Comprehensive Agreement (monthly maximum cumulative compensation amount). Amounts this period reflects Construction, Engineering Administration, Right of Way, and Contingency between October 25, 2020 – November 21, 2020.

	Amount this period:	Total to Date:	Original Total Budget:	Total Remaining Budget:	Percent Spent To-date:
<u>Comprehensive Agreement</u>					
Construction	\$32,826,419.83	\$642,067,204.97	\$3,299,997,227.00	\$2,657,930,022.03	19.46%
<u>Owner Costs</u>					
Administration	\$3,122,352.90	\$18,872,518.47	\$122,000,000.00	\$103,127,481.53	15.47%
Right of Way	\$6,295.20	\$6,467,863.13	\$15,000,000.00	\$8,532,136.87	43.12%
No-Excuses Incentive	\$0.00	\$0.00	\$90,000,000.00	\$90,000,000.00	0.00%
Contingency	\$0.00	\$4,000,000.00	\$335,000,000.00	\$331,000,000.00	1.19%
Total	\$35,955,067.93	\$671,407,586.57	\$3,861,997,227.00	\$3,190,589,640.43	17.38%



3.2 Design-Build Cost Status

The construction budget and planned cost have been established based on the maximum cumulative compensation amount. For this period, the invoiced expenditures (actual construction contract cost) cover the activities noted in this report, as well as a portion of the contractual project-mobilization payment.



3.3 Budget by Funding Source

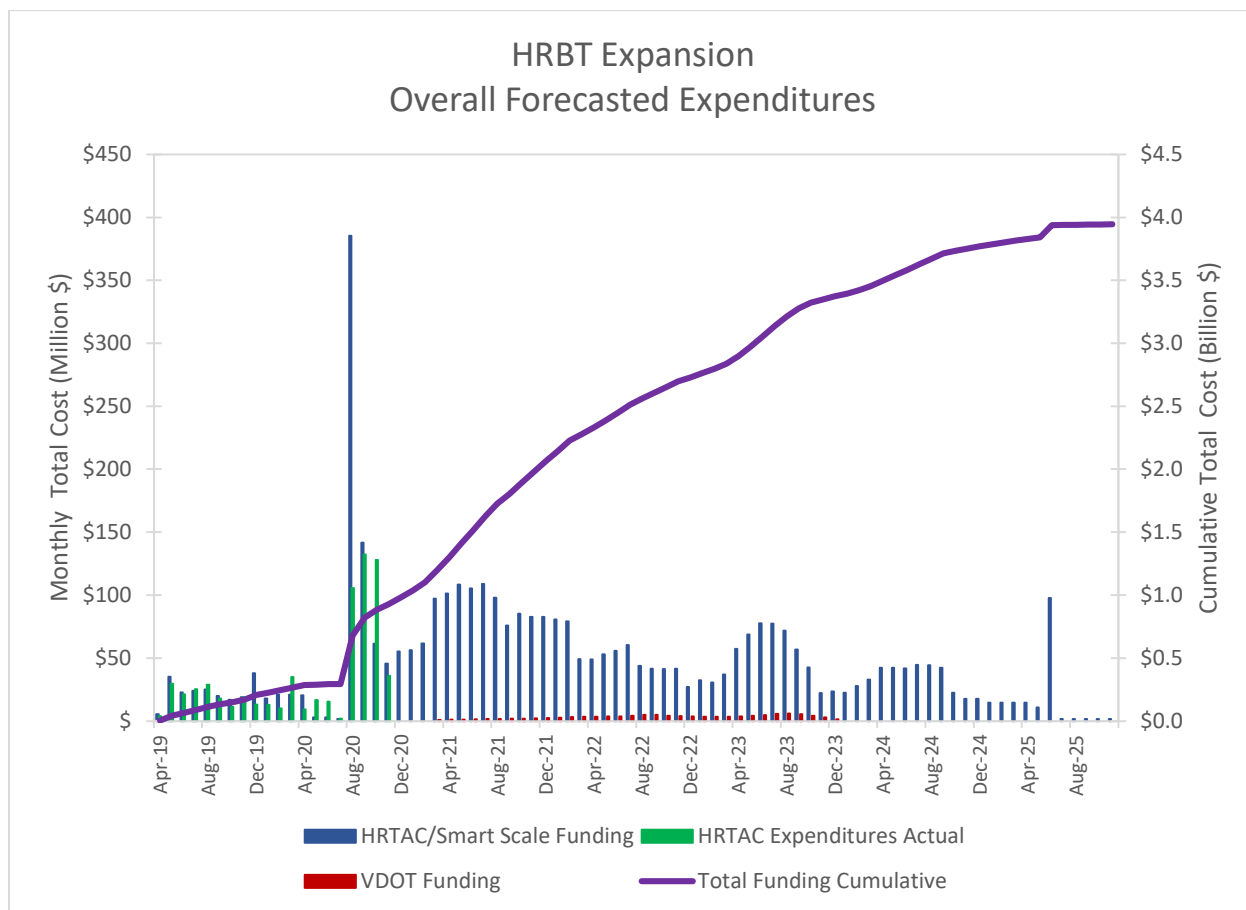
The budget for expenditures by funding source is based on the terms and conditions of Article 3 (Project Funding) and Exhibit 5 of the PAFA. This section outlines planned expenditures by both HRTAC and VDOT. The cost curve has been developed based on the monthly maximum cumulative compensation amount 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 this period:	Total to Date:	Original Total Budget Including Smart Scale:	Total Remaining Budget:	Percent Spent To-date:
<u>Comprehensive Agreement</u>					
Construction	\$32,826,419.83	\$642,067,204.97	\$3,299,997,227.00	\$2,657,930,022.03	19.46%
<u>Owner Costs</u>					
Administration	\$3,122,352.90	\$18,872,518.47	\$122,000,000.00	\$103,127,481.53	15.47%
Right of Way	\$6,295.20	\$6,467,863.13	\$15,000,000.00	\$8,532,136.87	43.12%
No-Excuses Incentive	\$0.00	\$0.00	\$90,000,000.00	\$90,000,000.00	0.00%
Contingency	\$0.00	\$4,000,000.00	\$335,000,000.00	\$331,000,000.00	1.19%
<u>Total</u>	\$35,955,067.93	\$671,407,586.57	\$3,861,997,227.00	\$3,190,589,640.43	17.38%

3.3.2 VDOT

	Amount this period:	Total to Date:	Original Total Budget:	Total Remaining Budget:	Percent Spent To-date:
<u>Comprehensive Agreement</u>					
Construction	\$0.00	\$0.00	\$95,427,976.00	\$95,427,976.00	0.00%
<u>Owner Costs</u>					
Administration	\$28,871.70	\$119,595.70	\$3,527,946.00	\$3,408,350.30	3.39%
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	\$0.00	\$0.00	\$9,571,724.00	\$9,571,724.00	0.00%
<u>Total</u>	\$28,871.70	\$119,595.70	\$108,527,646.00	\$108,408,050.30	0.11%



3.4 Contingency

- To date twenty-two (22) Change Orders have been Issued:

	Description	Date Executed	Value	Time
CO-1	Department's acquisition of Willoughby Staging Area	2/11/2020	\$ (3,000,000.00)	0 days
CO-2	Minor revisions to the 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	Resolution of 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	\$ 73,454,313.00	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-17	WB ITT Reduced Geotechnical 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-22	South Island Asbestos Conduits	9/16/2020	\$ 81,973.93	0 days
CO-23	Island and Tunnel Baseline Monitoring Requirements	7/22/2020	\$ -	0 days
CO-24	Island and Tunnel Baseline Monitoring requirements	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

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

4. Environmental Management

During this reporting period, HRCP continued to work with agency reviewers to receive approval of permit modification request #2, which addresses minor design revisions and some small changes to temporary impacts. HRCP submitted the modification on September 28, 2020. Subsequently, HRCP conducted an agency meeting to review modification #2 on October 7, 2020, and they submitted responses to agency comments on October 22, 2020. USACE, VMRC, and DEQ have approved modification #2, with the final approval received on November 9, 2020.

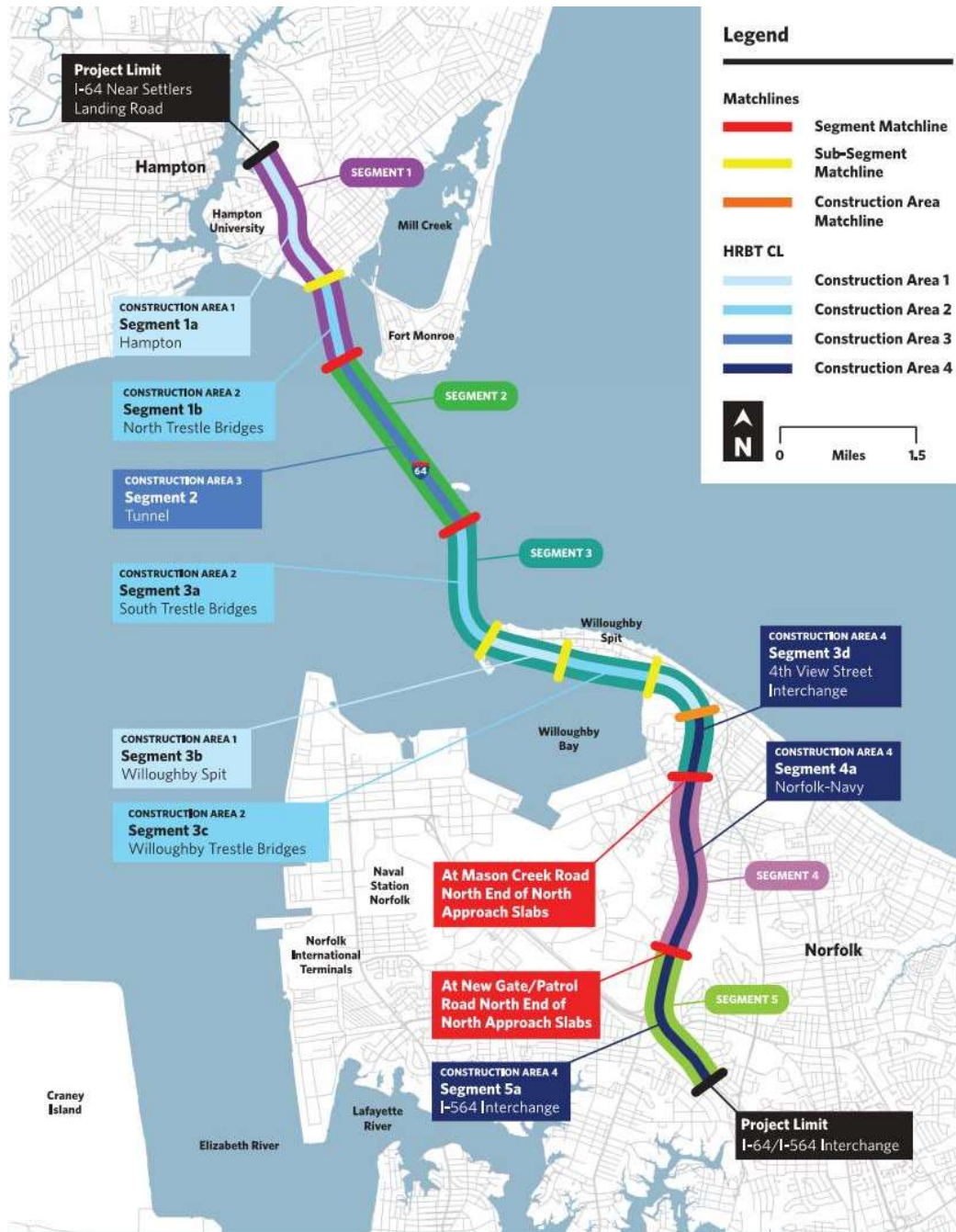
HRCP continues to coordinate with DEQ Tidewater Office regarding the VPDES discharge permit and is pursuing concurrent approvals from DEQ Central Office on the required nutrient crediting. DEQ completed their review of the VPDES Industrial Discharge permit application on September 29, 2020. HRCP received the draft VPDES permit on October 19, 2020, and they have received the nutrient credit contract from HRSD which was approved at an HRSC Board Meeting on October 27, 2020. HRCP submitted the final credit documentation, contract, and payment, to the nutrient program; and DEQ has confirmed their intention to issue the public notice in December 2020.

The Project's USACE, DEQ, and VMRC permits include multiple administrative documents, including the Coastal Zone Management (CZM) consistency determination, the USACE Section 404/10 permit, USACE Section 408 Determination Letter, the DEQ water protection and pollution discharge elimination permits, and the VMRC subaqueous land permit. HRCP has completed or is currently performing several compliance tasks included in agency permit conditions including the following: contracting MMOs to observe in water construction activities and document marine mammal presence, marking and protecting wetland boundaries that are to be avoided, and water quality monitoring around in water construction. HRCP received approval in the form of a signed contract from VIMS and VMRC for SAV mitigation. HRCP is also advancing the contract negotiations and payment for the fish mitigation plan with VCU. Additionally, HRCP received the USCG bridge permit for the north and south trestles on November 16, 2020, and they continue to track permitting actions required for the Willoughby Bay bridge.

The first public comment period for the LOA ended on November 7, 2020. HRCP submitted to NOAA their responses to the received public comments, and NOAA has confirmed their intention to issue the second public notice.

5. Construction

The figure below illustrates the project limits and the four construction areas throughout the project identified by HRCP. Construction Area 1 is Hampton Landside, Area 2 is Marine Work, Area 3 is Tunnels and Islands, and Area 4 is Norfolk Landside. The sections below outline construction activities taking place in each construction area during the reporting period.



HRBT Expansion Project Map

5.1 Area 1: Hampton Landside

No construction activity during the reporting period. The Commercial Ready-Mix Products (CRMP) batch plant continues to operate and provide concrete for project operations.

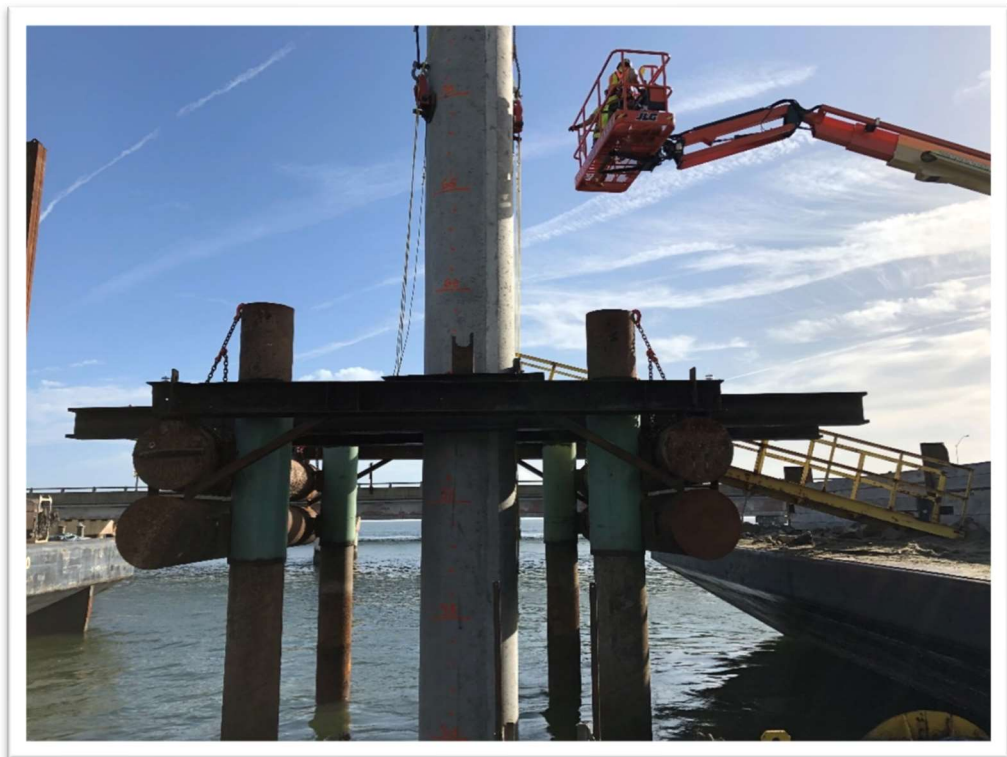
5.2 Area 2: Marine Work

During the reporting period, the following work occurred in Area 2:

- Soil fill was stockpiled at a local subcontractor's yard for use in expansion of the North Island.
- Steel pipe piles and steel sheet piles were staged at a local subcontractor's yard for use in pile driving templates, mooring piles, and the north island expansion cut-off wall.
- Steel pipe piles were driven in place for Temporary Construction Trestle (N1), which will parallel the North Trestle from the shoreline in Hampton to sufficient depth of water to allow barge mounted equipment use. Work began near the south end of the trestle and proceeded north.
- A Test Pile Program for 54" diameter concrete cylinder piles was initiated. The program includes driving of ten test piles: Six of the piles will be dynamically tested and four of the piles will undergo static loaded testing to measure capacity.
- Material was dredged from the river bottom to begin leveling the area of the North Island Expansion.
- Steel sleeves were driven at locations of proposed piles for the north MOT trestle within the limits of the pending North Island Expansion.



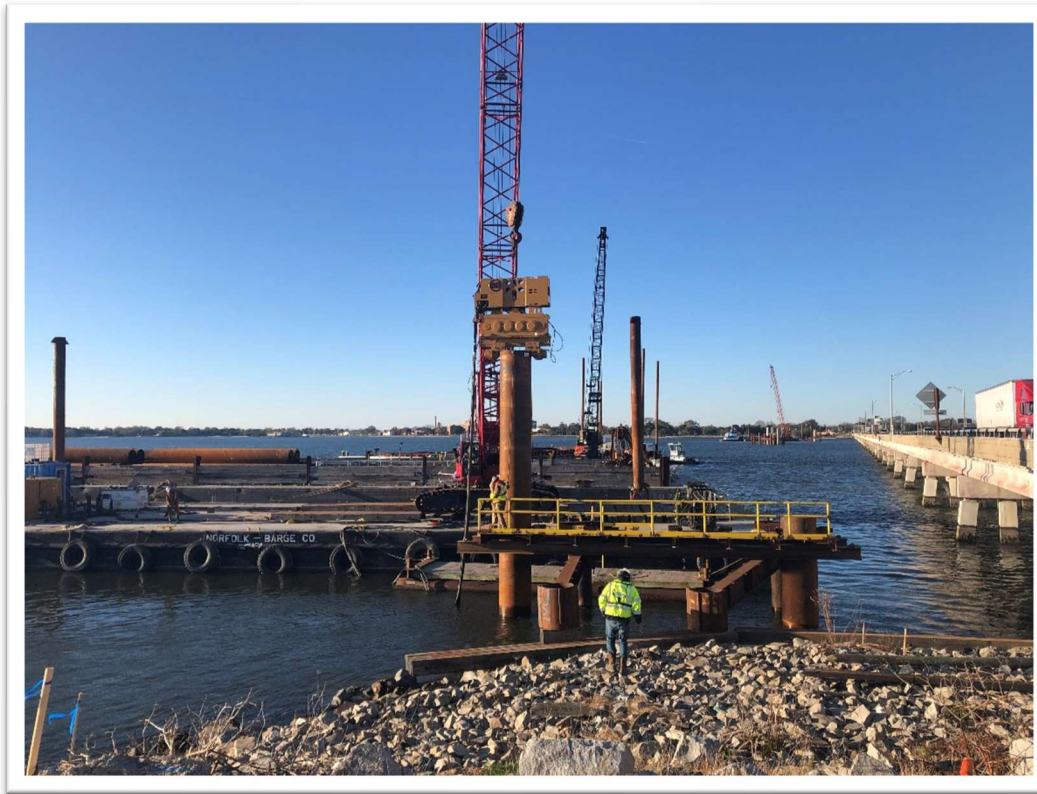
Piles for Temporary Construction Trestle N1



Test Pile



Dredging for North Island Expansion

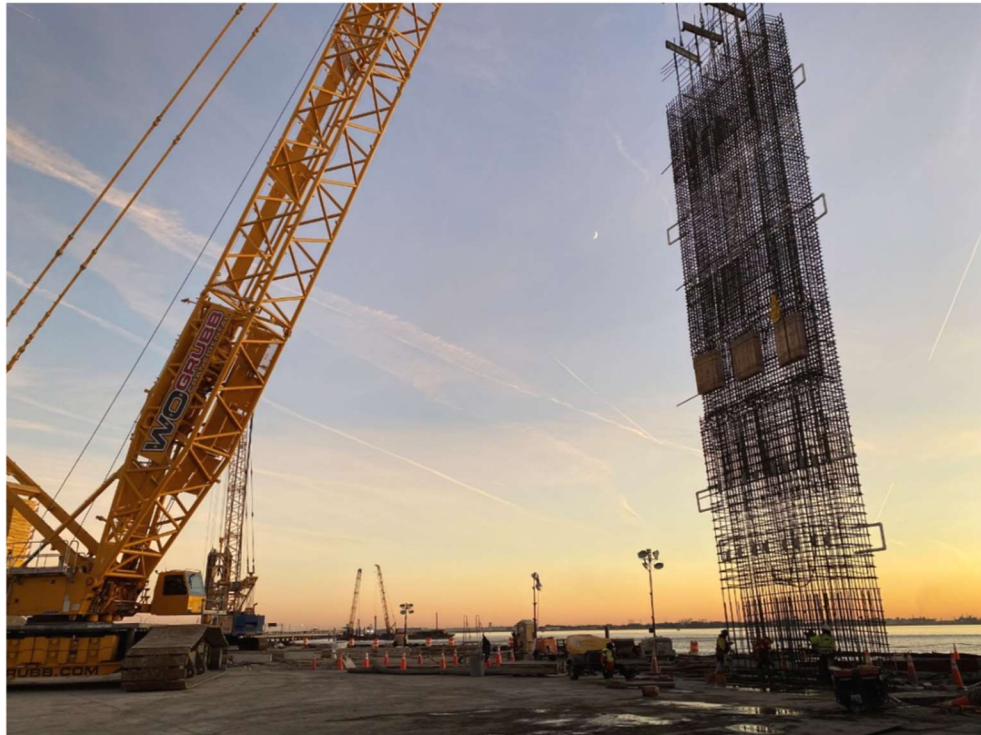


Sleaves for Proposed Piles

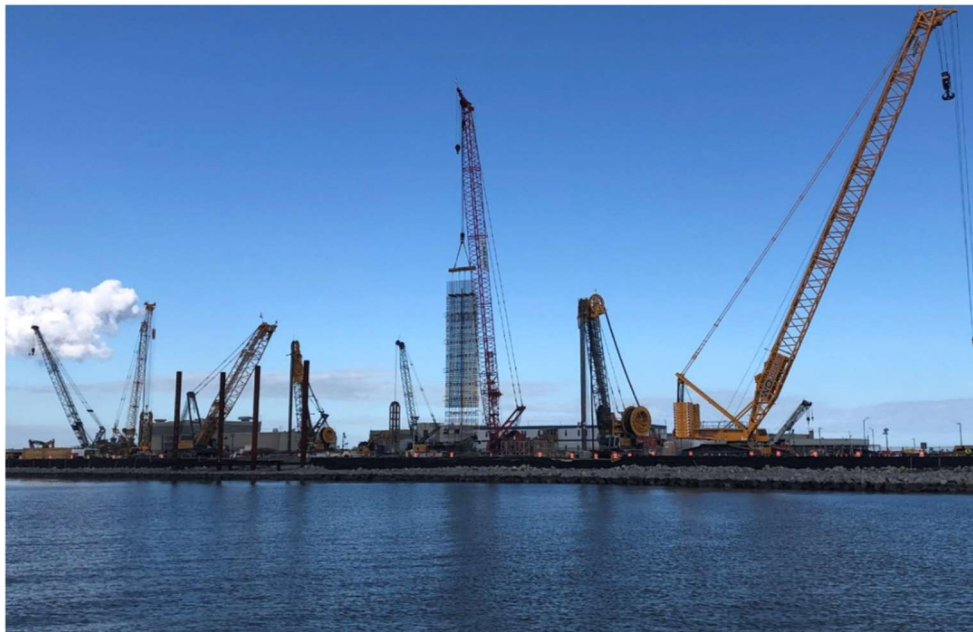
5.3 Area 3: Tunnels and Islands

During the reporting period, the following work occurred in Area 3:

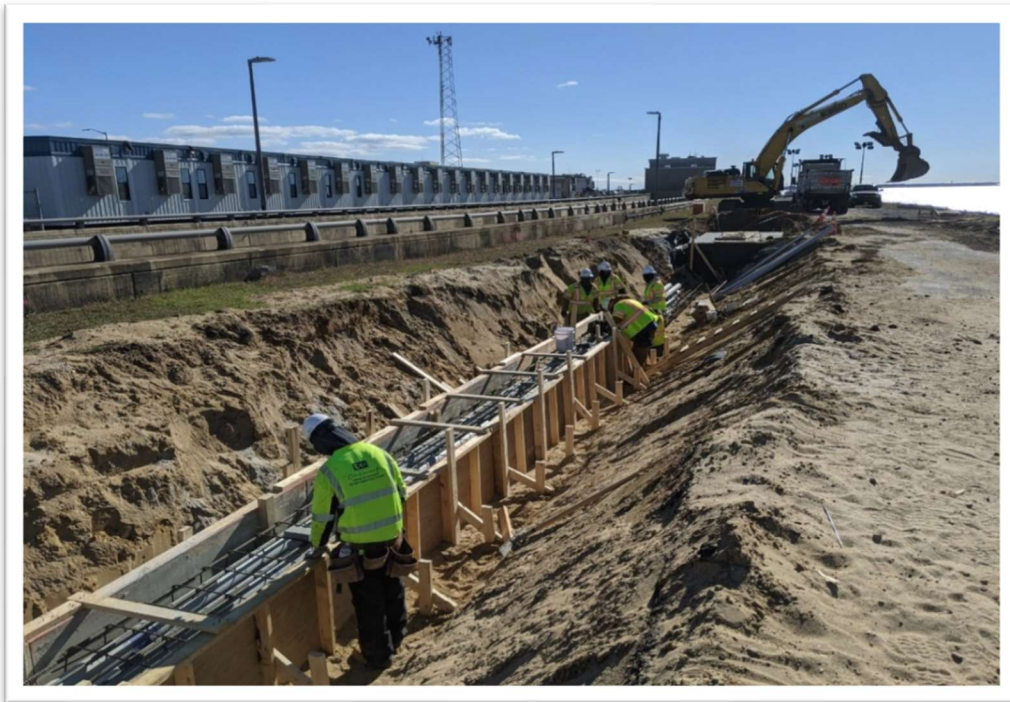
- Slurry wall construction continued for the tri-cell TBM launching pit as well as the bored tunnel cutoff walls on the South Island. Excavation for the walls was accomplished using two hydromill excavators and one clamshell bucket working 24 hours a day. The slurry wall panel reinforcing cages continue to be fabricated on-site and placed utilizing a two crawler cranes followed by concrete placement. To date, 37 slurry wall panels have been completed and 4 panel excavations are ongoing, totaling 19,700 CY of concrete placed for the South Island slurry walls.
- Construction of the South Island sedimentation ponds continues during this reporting period with 1 of 3 ponds being completed.
- Construction has begun for the temporary substation to power the tunnel boring machine.
- Early works on the North Island have continued including permanent electrical ductbank relocations and office trailer complex assembly/interior buildout.



South Island Panel Cage Splice in Progress



South Island Operations from Offshore



North Island Electrical Ductbank Construction

5.4 Area 4: Norfolk Landside

During the reporting period, the following work occurred in Area 4:

- Office trailer installation was completed at Willoughby Spit Staging Area.
- A second boat dock was installed adjacent to the office trailers at Willoughby Spit Staging Area and access to a tugboat dock was completed at the south end.
- Construction started for the warehouse building at Willoughby Spit Staging Area.
- Installation of instrumentation and monitoring equipment started at the existing eastbound bridge over Bay Avenue.



Start of Construction for the Warehouse
Building at Willoughby Spit Staging Area

6. Operations

Operation 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, coordination with first responders, and communication with the Hampton Roads Harbor Tunnels (HRHT) facility. The following operation activities occurred during this reporting period:

- Shoulder and lane closures were conducted for maintenance and survey of equipment for tunnel baseline instrumentation and monitoring, installation of Willoughby Bay Bridge and Oastes Creek Bridge instrumentation and monitoring equipment, and installation of temporary power for the Tunnel Boring Machine under the westbound South Trestle.
- Tours of the North and South islands were provided to 60+ first responders from Hampton and Norfolk to provide an overview of ongoing activities on the islands and provide familiarity of the layout of operations in the event that they would need to respond to an emergency.
- Coordination with existing VDOT Operations is ongoing for the upcoming power outages to accommodate the medium voltage switchover on the North Island.
- On November 21, a Quarterly ConOps meeting was held. The focus of the meeting was the ITS operations of the tunnel facility, which includes primary and secondary control room concepts, communications architecture, head-end ITS systems, and CCTV integration.
- HRCP continues to run a shuttle for craft laborers from an employee parking lot at the Hampton batch plant to the South Island. When site improvements are complete at the Willoughby Spit site, employee parking will be established there and shuttle services to the islands will be established.
- HRCP performed maintenance activities within the corridor to meet the timeliness requirements outlined in the contract. Main activities performed include guardrail repairs and replacement of damaged signs. HRCP also performed their contractually required incident management responsibilities within the corridor, which provides wrecker services available 24/7/365 to remove disabled vehicles and respond to incidents.
- The weekly operations coordination meeting between VDOT and HRCP continues to provide a forecast of upcoming field activities and ensures concurrent activities are properly coordinated. All field work and traffic impacts are being reported through VDOT's Lane Closure Advisory Management System (LCAMS), which enables coordinating traffic operations across the region.
- VDOT's project team maintains close coordination with the Hampton Roads Harbor Tunnels (HRHT) facility staff to communicate ongoing project work as well as coordinate upcoming planned work at the facility.

7. DBE & SWaM Business Activities

The Design-Builder awarded a total of 171 subcontracts, subconsultant agreements and purchase orders to DBE/SWaM certified firms for a total of \$89.3 million during the reporting period. Contract awards include those issued to lowered-tiered subcontractors.

HRCP and VDOT Civil Rights Work Group met on November 17. The meeting focused on outreach efforts planned, VDOT's Title VI Evaluation process for subconsultants, certified payrolls, required subcontract provisions, and any issues raised by firms. In addition, the Design-Builder received approval of its first candidates in the On-the-Job Training (OJT) Program based on the availability of construction work utilizing the VTCA & VDOT OJT Program Manual. The contract has an 80-trainee requirement.

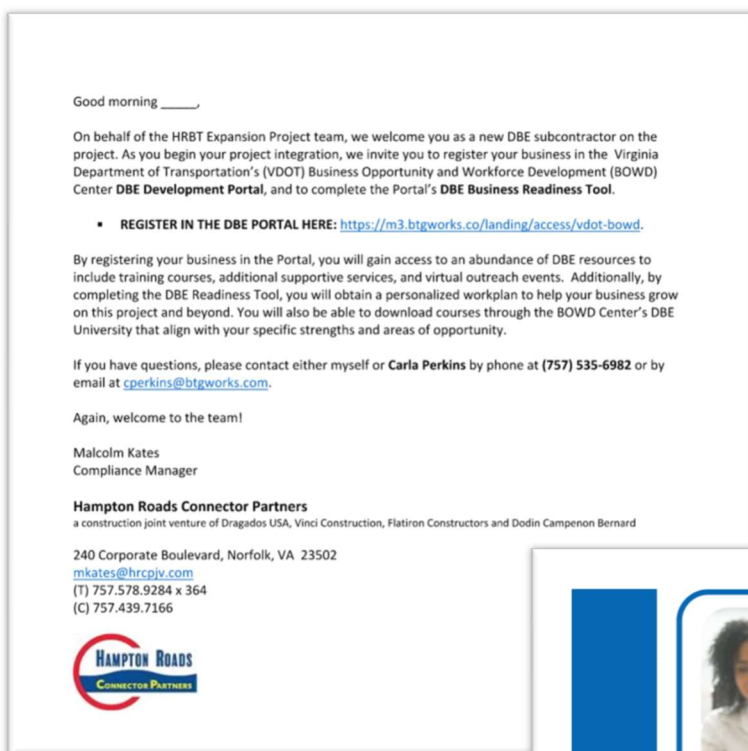


Photo represents the Civil Rights Workgroup members from VDOT and its Subconsultants, HRCP, and I-64 Design JV during a compliance meeting online.

On November 19, VDOT's Civil Rights Manager met with FHWA Virginia Division's Civil Rights Program Manager, Mary Walker, to provide an update on the status of the Expansion Project and other civil rights activities for future engagement.



During the reporting period, small businesses on the project were invited to participate in various events; and certified DBE firms were encouraged to complete a Readiness Assessment Tool available through VDOT's Business Opportunity and Workforce Development Center (BOWD), DBE Portal.



DBE Portal & Readiness Assessment Tool announcement disseminated to DBE firms affiliated with the Project and designed to align the BOWD Program to the Project.

Business development session promoted to interested DBE consultants on the Project held virtually on November 10, 2020.

Proposal Writing for DBEs

Session Highlights

- How to Identify Target Clients
- Prospecting, Research, and Networking
- Relationship Building and Team Building
- Pre-proposal Business Development Skills
- Certification and Prequalification Tasks
- Proposal Content Development
- Interviews and Negotiations
- Contract Execution

Stacy Cunningham, MBA, CPSM
Marketing Manager, Dynamix Engineering
A Veregy Company

Rodney C. Givens, PE, Department Manager
Program/Construction Management
Corporate Environmental Risk Management

Shelton A. Russell
Owner and Publisher
American DBE Magazine

Derek Sharp, Senior Vice President
Higher Education and Nonprofit Sales

Identify the Right Opportunities and Create Winning Proposals to Grow Your Business

Tuesday, November 10, 2020
10:00 a.m. – 11:30 a.m.

Register NOW

Sponsored by the BOWD Center

7.1 Outreach Events

The HRCP and VDOT's Civil Rights staff continued to participate in various virtual outreach events during the pandemic to engage and share information about business and workforce development opportunities available on the Project. The following events took place this reporting period.

- October 27 – Small Business Development Center (SBDC), The Nuts & Bolts of Building a Construction/Trades Business
- October 27 – SBSD Hampton Roads/Eastern Shore Region: Virtual SWaM Application Assistance
- October 28 – VDOT BOWD Center's Effective Marketing for DBE Businesses Training
- October 29 – VA Employment Commission & VA Career Works, Help Virginia Get Back to Work Event
- November 9 – District DOT & FHWA's 10th Annual DBE Summit and Networking Symposium
- November 11 – Hampton Roads Black Chamber of Commerce, Black Wall Street Radio
- November 12 – Institute of Civil Engineers (ICE): Building Equality, LGBT+ & Awareness in Construction Online
- November 13 – City of Chesapeake Economic Development Advisory Committee (EDAC) Meeting



8. Public Outreach and Project Media

The Communications Team for the HRBT Expansion project remains committed to virtual outreach during the COVID-19 pandemic. The following public outreach activities took place during this reporting period:

- October 26 – HRBT Expansion Communications Team continued virtual outreach to the community with presentations to Tidewater Community College’s President’s cabinet
- October 29 – HRBT Expansion Project Groundbreaking Ceremony



Governor Northam, Transportation Secretary Shannon Valentine, VDOT Commissioner Stephen Brich, Project Director Jim Utterback, HRCP Project Executive Jose Martin, representatives from the construction team as well as CTB members and HRTAC officials help in official groundbreaking ceremonies.



Governor Northam answers questions for reporters following the official groundbreaking ceremony. He called the project *“long overdue.”*

- November 10 – HRBT Expansion Communications Team provided a virtual update to the Tidewater Community College Board
- November 16 – HRBT Expansion Communication Team provided a virtual update to Norfolk State University’s President and Cabinet
- November 17 – Member of the VDOT and HRCP Communication Team shared plans for new twin tunnels and a wider I-64 with Dominion Energy employees
- November 18 – Two dozen Warwick Rotary Club members took a virtual tour of the project with the Communications team explaining how the Tunnel Boring Machine (TBM) will build the new twin tunnels

- November 19 – HRBT Expansion Project was the subject of a three-part special report by WAVY TV 10's Andy Fox. Fox interviewed Project Director Jim Utterback and HRCP's Raphael Delhaye about the work underway on the South Island to prepare for the Tunnel Boring Machine (TBM) and work ramping up on the North Island to double it in size.



WAVY TV-10 Reporter Andy Fox interviews HRBT Expansion Project Director Jim Utterback