



Hampton Roads Bridge-Tunnel

VDOT



**October 2020  
Project Report**

## **I-64 HAMPTON ROADS BRIDGE-TUNNEL EXPANSION**

Proj. No. 0064-M06-032  
Report #19



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Issue date: November 16, 2020

# 1. Executive Summary

## 1.1 Reporting Period

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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 September 20, 2020 – October 24, 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

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

- 20 South Island Launch Pit slurry wall panels completed
- Hampton Approach Channel relocated in collaboration with USCG in advance of North Island Expansion
- North Island Expansion Design completed
- Stone Source for North Island Expansion Identified
- North Island Expansion subcontractor beginning mobilization
- South Island portal operations in support of launch pit excavation ongoing
- North Island Utility relocations began
- Willoughby Bay safe harbor for marine equipment docking established
- Trestle test pile program mobilization began
- Successful partnering session conducted with HRCP and VDOT

## 1.3 Priorities

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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

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Schedule updates for this reporting period include:

- Full NTP was issued on September 11, 2020, approximately one month earlier than originally scheduled.
- HRCP remains on track to achieve Substantial Completion in advance of the contract milestone of September 1, 2025.
- Final Completion remains as scheduled for November 1, 2025.
- Approximately 24% of the contract time has progressed to date.

## 1.5 Budget and Cost

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

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

Original Total project budget:	\$3,861,997,227
Total charges for efforts to date:	\$636,004,477
Remaining project budget:	\$3,225,992,750

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

Original Total contract amount:	\$3,299,997,227
Total charges for efforts to date:	\$609,240,785
Total work orders:	\$10,521,494
Total exercised options:	\$73,454,414

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

Overall:	18.00%
Mobilization:	100.00%
General Requirements (incl. Project Management):	14.19%
Design:	55.78%
Physical Progress:	4.73%

## 1.6 Environmental Management

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

- In compliance with permit conditions, HRCP conducted a meeting with contractors, subcontractors, and agencies, on September 23, 2020, to review in-water work requirements.

- Modification #1 of the USACE, VMRC, and DEQ permits, which revised the design of the crew boat dock on Willoughby Spit, was submitted on September 9, 2020. Approvals from USACE, VMRC, and DEQ were received by October 1, 2020.
- Modification #2 of the USACE, VMRC, and DEQ permits was submitted on September 28, 2020, and HRCP conducted a meeting to review the modification with the agencies on October 7, 2020. HRCP submitted responses to agency comments on October 22, 2020. Modification #2 was ultimately approved on November 9, 2020.
- HRCP received the proof of purchase of tidal wetland mitigation credits and provided it to USACE and VMRC on September 25, 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 have received the draft nutrient credit contract from HRSD. An HRSD board meeting is scheduled for October 27, 2020, during which it is expected that the board will review and sign the contract.
- HRCP revised the LOA based on NOAA comments, and a comment-response matrix was developed. HRCP submitted the revised documents and NOAA issued the public notice of receipt of application and request for comments on October 7, 2020. The public comment period will end on November 6, 2020.
- On October 15, 2020, VMRC provided email documentation that they had received confirmation of \$100,000 set-aside for fish mitigation. HRCP is currently working with VIMS and VMRC to finalize the SAV contract.
- HRCP conducted a mapping meeting for the Section 408 process with the USACE on October 16, 2020.

## 1.7 Construction

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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, crew dock and mooring piles installed at Willoughby Spit, concrete cylinder piles cast for use at marine trestles, and construction plans and details submitted.
- Area 3 – Islands and Tunnels: Slurry wall construction continued for the tri-cell Tunnel Boring Machine launch pit as well as the tunnel cutoff walls on the South Island. Work included excavation for the launch pit walls, construction of South Island sedimentation ponds, early works and utility relocations on the North Island have begun. HRCP and VDOT participated in a virtual tour of the TBM factory in Germany to review manufacturing progress.
- Area 4 - Norfolk: Continued preparation of the Willoughby Spit Staging area

## 1.8 Operations

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The following operations activities took place during this reporting period:

- Post Notice to Proceed, HRCP assumed all maintenance and incident response responsibility throughout the project corridor.
- Shoulder closures and lane closures were conducted to support survey and instrumentation activities.
- HRCP closed eastbound right access at the North Island to enable electrical utility relocations.
- HRCP continues to run a shuttle bus for craft laborers from an employee parking lot at Hampton batch plant to the South Island.

## 1.9 Safety

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Safety procedures and activities during this reporting period include:

- Large meetings, including Safety Orientation Training, are being held using audio or video formats. In compliance with Commonwealth of Virginia guidance, office and field personnel are adhering to COVID-19 health and safety measures, including social distancing, thermal screening, and the use of additional equipment as appropriate for the workplace situation.
- HRCP developed work plans for constructability/safety of landside work.
- Additional Marine Safety Training/orientations are being performed by HRCP for crews that work on the Marine side of project.

## 1.10 Quality

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Quality updates for this reporting period include:

- Quality activities included reviewing the Construction Quality Management Plan (CQMP) Appendix updates for corresponding RFC packages.
- Began the audit of the Material Notebook documentation and conducted an audit of the Design QAQC documentation for a Stage 1 Bridge Report submittal.
- Other Quality activities included reviews of Material Book Documentation and QA/QC Daily reports, Non-Conformance Report (NCR) resolution coordination with HRCP, attending weekly Quality Status meetings, attending Preparatory Meetings, performing field inspections and coordinating on quality process development.

## 1.11 DBE & SWAM Business Activities

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

- HRBT Expansion Project Virtual DBE/SWAM Opportunity Conference: New Opportunities for the New Now

- Virtual Presentation of U.S. Department of Transportation's DBE Program
- Virtual Meeting with HRCP and VDOT Civil Rights Compliance Work Group
- First Edition of HRBT DBE/SWaM Success Publication
- The Legal 500: Managing Diversity on September 22, 2020
- Valley Small Business Virtual Business, Construction & Transportation Conference, September 24, 2020
- VA Asian Chamber of Commerce, 4th Annual ProcureCon Virtual Buyers Expo held on October 8, 2020
- City of Chesapeake Economic Development EDAC Meeting on October 9, 2020

## **1.12 Public Outreach and Project Media**

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

- Greater Peninsula NOW
- Monthly Progress Meetings
- Willoughby Civic League
- Tunnel Boring Machine Naming Contest
- HRBT Tunnel Talk Podcast
- HRBT Expansion Update to Peninsula Chamber
- Project Briefing to HRTPO Board
- Virtual First Responders Meeting
- “Design, Develop, and Construct Journal” Interview

## 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 current 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. Receipt of the project's USACE, DEQ and VMRC permits, along with other contractual requirements, allowed NTP to be issued on September 11, 2020.

#### 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	October 2020 Update	Actual
<b>LNTP1</b>		April 12, 2019	April 12, 2019	April 12, 2019
<b>LNTP1 Completion Milestone</b>		September 25, 2019	September 24, 2019	September 24, 2019
<b>LNTP2</b>		September 29, 2019	September 25, 2019	September 25, 2019
<b>LNTP3</b>		October 9, 2019	September 25, 2019	September 25, 2019
<b>NTP</b>		September 9, 2020	September 11, 2020	September 11, 2020
<b>Substantial Completion</b>	September 1, 2025	August 27, 2025	August 27, 2025	
<b>Final Completion</b>	November 1, 2025	November 1, 2025	November 1, 2025	

## 2.2 Longest Path

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The latest Progress Schedule update now shows the North Island related scopes of work shifting onto the critical path. The longest-path for the Project schedule goes through the following activities:

- South Island Slurry Walls Construction
- Permit – JPA Modifications 2 – Approval by USACE, VMRC and DEQ
- Completion of South Portal Launching Pit
- North Island Expansion
- North Island Portal Construction
- North Island Material Source Submittal and approval
- 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

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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:

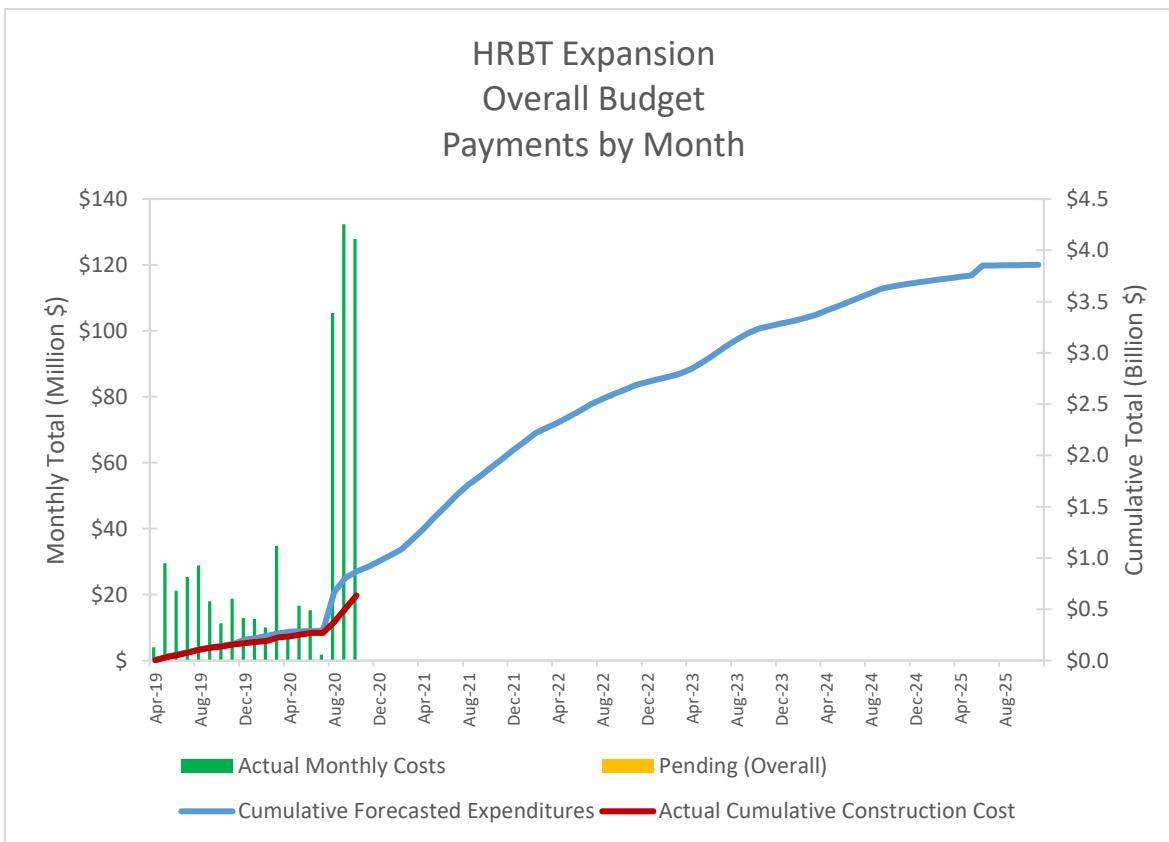
- Design of South Island Portals (SIP) Package 3
- North Trestle EB Substructure Design Stage 2
- CGP 3 Submissions and Approvals
- South Portal Ground Improvement Procurement
- North Island Expansion Subcontractor Procurement and Mobilization
- Utility relocations
- South Trestle Structural Material Procurement and Subcontract Execution
- 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

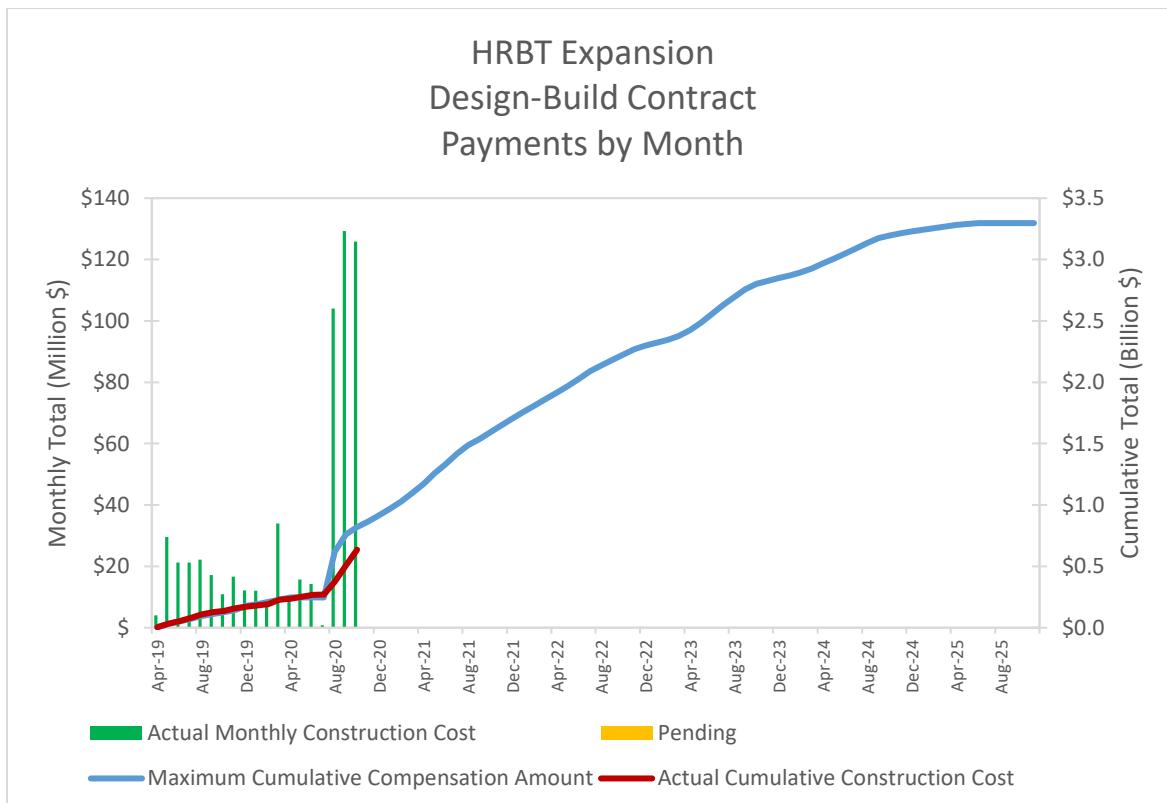
The overall budget outlined in this report is based on the terms and conditions of Article 3 (Project Funding) in the Project Agreement for Funding and Administration (PAFA). The cost curve is based on Exhibit 6 of the Comprehensive Agreement (monthly maximum cumulative compensation amount). Amounts this period reflects Construction, Engineering Administration, Right of Way, and Contingency between September 20, 2020 – October 24, 2020.

	Amount this period:	Total to Date:	Original Total Budget:	Total Remaining Budget:	Percent Spent To-date:
<b><u>Comprehensive Agreement</u></b>					
Construction	\$125,886,543.26	\$609,240,785.14	\$3,299,997,227.00	\$2,690,756,441.86	18.46%
<b><u>Owner Costs</u></b>					
Administration	\$1,949,740.45	\$16,295,974.14	\$122,000,000.00	\$105,704,025.86	13.36%
Right of Way	\$9,093.14	\$6,467,716.99	\$15,000,000.00	\$8,532,283.01	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%
<b>Total</b>	<b>\$127,845,376.85</b>	<b>\$636,004,476.27</b>	<b>\$3,861,997,227.00</b>	<b>\$3,225,992,750.73</b>	<b>16.47%</b>



### 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

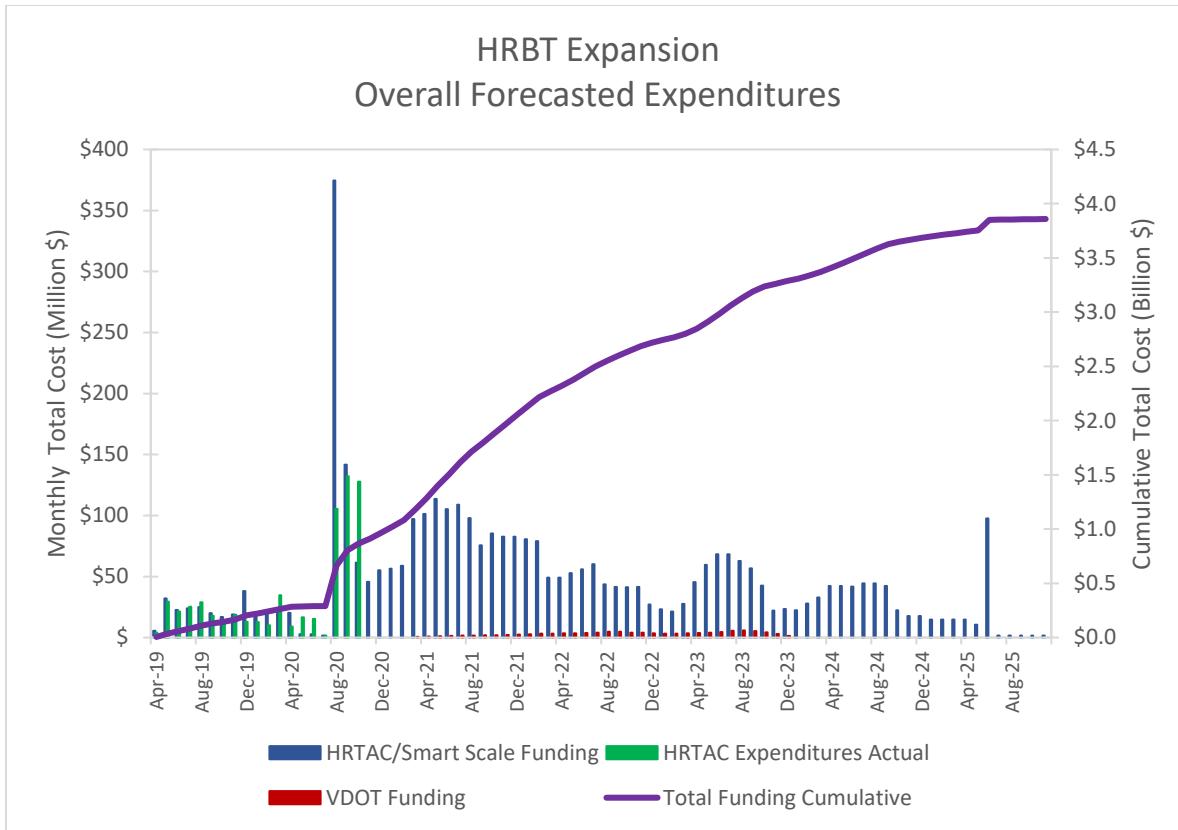
The budget for expenditures by funding source is based on the terms and conditions of Article 3 (Project Funding) and Exhibit 5 of the PAFA. This section outlines planned expenditures by both HRTAC and VDOT. The cost curve has been developed based on the monthly maximum cumulative compensation amount 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:
<b><u>Comprehensive Agreement</u></b>					
<b>Construction</b>	\$125,886,543.26	\$609,240,785.14	\$3,204,569,251.00	\$2,595,328,465.86	19.01%
<b><u>Owner Costs</u></b>					
<b>Administration</b>	\$1,949,740.45	\$16,295,974.14	\$118,472,054.00	\$102,176,079.86	13.76%
<b>Right of Way</b>	\$9,093.14	\$6,467,716.99	\$15,000,000.00	\$8,532,283.01	43.12%
<b>No-Excuses Incentive</b>	\$0.00	\$0.00	\$90,000,000.00	\$90,000,000.00	0.00%
<b>Contingency</b>	\$0.00	\$4,000,000.00	\$325,428,276.00	\$321,428,276.00	1.23%
<b>Total</b>	<b>\$127,845,376.85</b>	<b>\$636,004,476.27</b>	<b>\$3,753,469,581.00</b>	<b>\$3,117,465,104.73</b>	<b>16.94%</b>

#### 3.3.2 VDOT

	Amount this period:	Total to Date:	Original Total Budget:	Total Remaining Budget:	Percent Spent To-date:
<b><u>Comprehensive Agreement</u></b>					
<b>Construction</b>	\$0.00	\$0.00	\$95,427,976.00	\$95,427,976.00	0.00%
<b><u>Owner Costs</u></b>					
<b>Administration</b>	\$0.00	\$114,565.34	\$3,527,946.00	\$3,413,380.66	3.25%
<b>Right of Way</b>	\$0.00	\$0.00	\$0.00	\$0.00	0.00%
<b>No-Excuses Incentive</b>	\$0.00	\$0.00	\$0.00	\$0.00	0.00%
<b>Contingency</b>	\$0.00	\$0.00	\$9,571,724.00	\$9,571,724.00	0.00%
<b>Total</b>	<b>\$0.00</b>	<b>\$114,565.34</b>	<b>\$108,527,646.00</b>	<b>\$108,413,080.66</b>	<b>0.11%</b>



### 3.4 Contingency

- To date eighteen (18) Change Orders have been Issued:
  - Change Order #1 (executed February 11, 2020): \$3,000,000 reduction in Contract Price due to Department's acquisition of Willoughby Staging Area.
  - Change Order #2 (executed March 18, 2020): no-cost/no-time minor revisions to the Technical Requirements.
  - Change Order #3 (executed April 28, 2020): no-cost/no-time Tunnel Approach Structure Support of Excavation Requirements Refinement.
  - Change Order #4 (executed May 12, 2020): \$200,000 increase in Contract Price to support a Dispute Resolution Board (DRB) Allowance.
  - Change Order #5 (executed April 28, 2020): \$2,011,117.50 reduction in Contract Price as a result of the North Island Armor Stone Value Engineering Change Proposal (VECP).
  - Change Order #6 (executed May 29, 2020): \$46,906.29 increase in Contract Price to reimburse HRCP's Incurred Cost for Estimating the potential Change to the Exit Ramp at Bayville Avenue.
  - Change Order #7 (executed July 16, 2020): no-cost/no-time minor revisions to the Technical Requirements.

- Change Order #8 (executed September 16, 2020): \$ 3,239,212.24 increase in Contract Price to incorporate Zero Spread Drainage criteria.
- Change Order #9 (executed September 4, 2020): \$15,516,248.00 increase in Contract Price for the resolution of Roadway and Bridge Scope Validation Issues.
- Change Order #10 (executed August 28, 2020): no-cost/no-time revision to allow use of Slurry Walls as Permanent Structures.
- Change Order #12 (executed August 27, 2020): \$ 2,495,000.00 increase in Contract Price to incorporate updated Road and Bridge Lighting requirements
- Change Order #14 (executed July 29, 2020): \$99,571.80 reduction in Contract Price due to the Trestle Barrier Form Liner elimination.
- Change Order #15 (executed September 17, 2020): \$5,338,000.00 reduction in Contract Price as a result of the South Island Ground Improvement Value Engineering Change Proposal (VECP).
- Change Order #18 (executed September 10, 2020): no-cost/no-time modifications to address requirements for Willoughby Bay Bridge Barriers.
- Change Order #19 (executed August 3, 2020): no-cost/no-time GeoPak Version Software Updates.
- Change Order #22 (executed September 16, 2020): \$ 81,973.93 increase in Contract Price for remediation of South Island asbestos conduits.
- Change Order #23 (executed July 22, 2020): no-cost/no-time revision to the Island and Tunnel Baseline Monitoring requirements.
- Change Order #24 (executed September 10, 2020): \$609,157.27 reduction in Contract Price as a result of allowing HRCP to utilize the existing South Island Water Supply.
- \$0 material price adjustments (asphalt, steel, & fuel) to date

## 4. Environmental Management

During this reporting period, HRCP submitted two permit modification requests to agency reviewers. Permit modification request #1 was submitted on September 9, 2020, and it addressed minor changes to the crew dock configuration at the Willoughby Spit area. DEQ determined that the changes did not warrant a modification to the VWP permit. On September 16, 2020, VMRC issued an approval letter covering the modification. USACE completed their review by the end of September 2020, and they approved the modification on October 1, 2020. Permit modification request #2, which addresses minor design revisions and some small changes to temporary impacts, was submitted by HRCP 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.

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 draft nutrient credit contract from HRSD. An HRSD board meeting is scheduled for October 27, 2020, during which it is anticipated that the board will review and sign the contract. Remaining activities on the permit include 30-day public notice, HRSD approval of the nutrient credit application, and final permit issuance. This process is projected to conclude by late November 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 several compliance tasks included in agency permit conditions including the following. HRCP conducted a meeting with contractors, subcontractors, and agencies, on September 23, 2020, to review in-water work requirements. HRCP received the proof of purchase of tidal wetland credits and provided it to USACE and VMRC on September 25, 2020. HRCP is also advancing the contract negotiations and payment for the SAV and fish mitigation plan with VIMS and VMRC. They have contracted REMSA to conduct water quality monitoring and provide marine mammal observers during pile driving. Lastly, HRCP has also conducted the first quarterly meeting with agency reviewers on October 20, 2020.

HRCP continues to work with the US Coast Guard (USCG) as part of the bridge permit approval process. HRCP is anticipating having bridge permits in place in November 2020 for the approach trestles and December 2020 for the Willoughby Bay Bridges.

## 5. Construction

With the issuance of Notice to Proceed on September 11, 2020, construction activities will increase throughout the project corridor. 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.



## 5.1 Area 1: Hampton Landside

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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

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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 and mooring piles, and north island expansion cut-off wall, respectively.
- HRCP installed a crew dock and mooring piles at Willoughby Spit and a safe harbor area in Willoughby Bay.
- 54" diameter concrete cylinder piles were cast for use in the Test Pile Program for marine trestles.
- Construction plans and details were submitted for work scheduled to begin in the coming weeks.

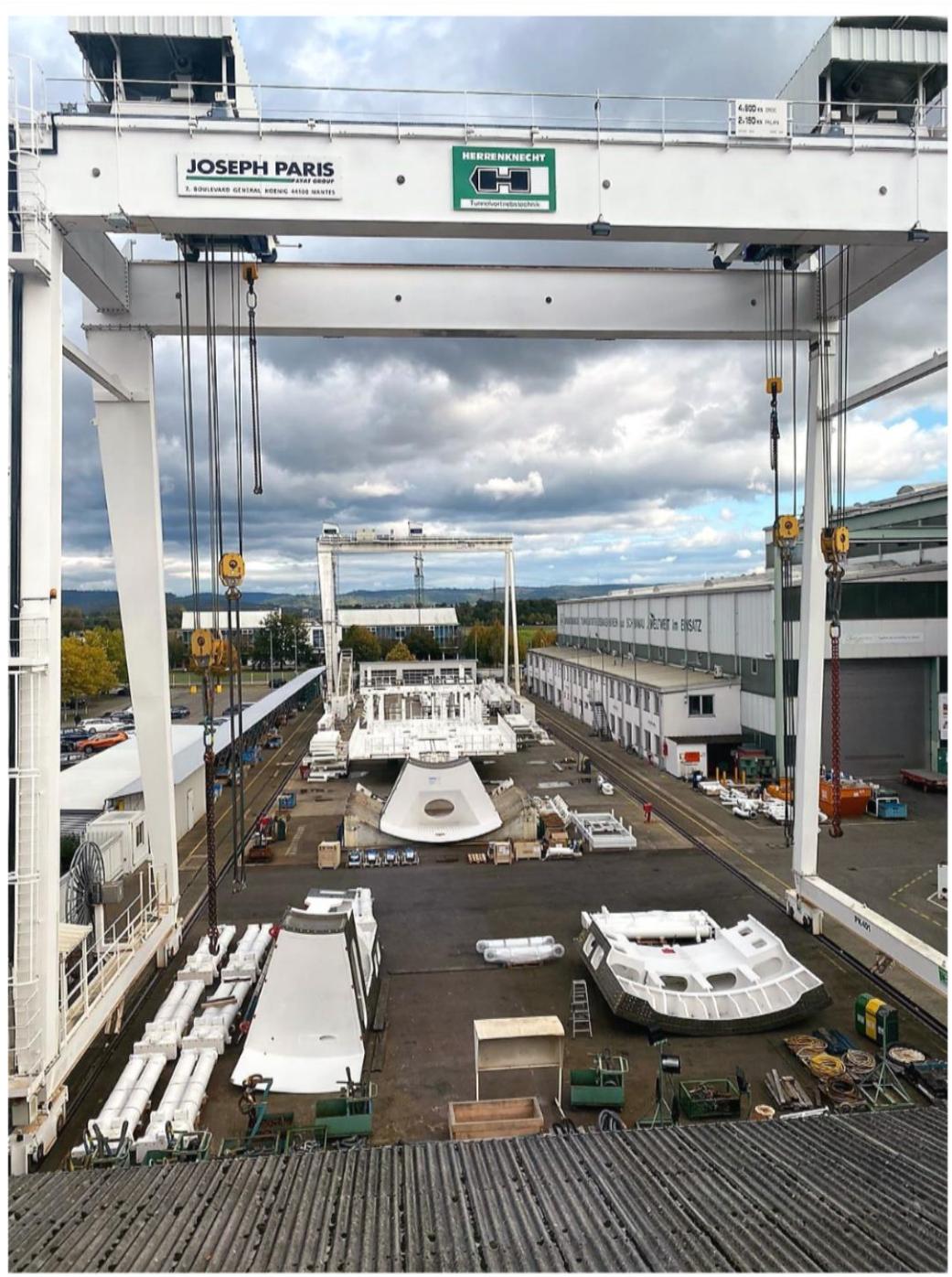
## 5.3 Area 3: Tunnels and Islands

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During this reporting period slurry wall construction continued for the tri-cell TBM launching pit as well as the 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 with a third hydromill recently mobilized to site. The slurry wall panel reinforcing cages were fabricated on-site and placed utilizing a crawler crane followed by concrete placement. To date 20 slurry wall panels have been completed and 5 panel excavations are ongoing, a total of 10,300 CY of concrete has been placed for the South Island slurry walls. Construction on the South Island sedimentation ponds also began during this reporting period.

Early works on the North Island have begun including fire hydrant relocation, security camera install, permanent electrical duct bank installation, and office trailer mobilization.

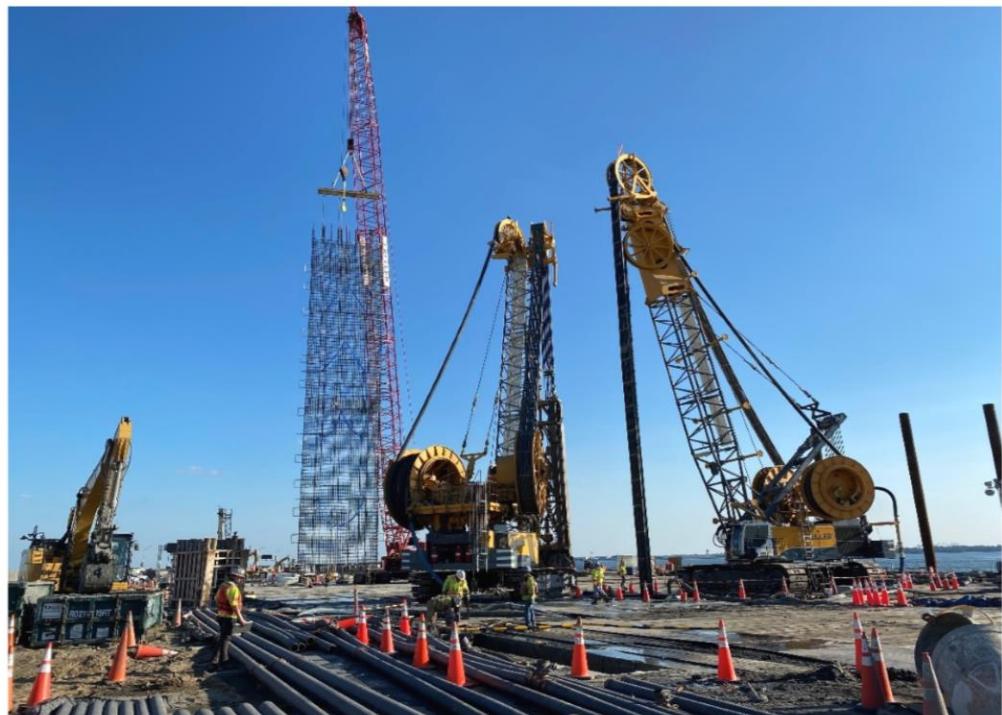
On October 14, 2020, VDOT and HRCP participated in a virtual tour of the Herrenknecht factory in Germany, as well as supplier facilities in Italy and Slovakia, where the TBM is being manufactured. Production is advancing on schedule, and the machine's factory acceptance test is scheduled for Spring 2021.



TBM Assembly Yard at Herrenknecht  
Factory (showing pre-assembly of  
HRBT TBM components)



Internal Components of HRBT TBM (including screw conveyor for transporting excavated soil)



South Island Slurry Panel Excavation & Rebar Cage Installation



South Island Slurry Panel  
Concrete Placement

## 5.4 Area 4: Norfolk Landside

During the reporting period, continued preparation of the Willoughby Spit Staging area included the following activities:

- Placement of recycled asphalt material for parking area
- Delivery and initial installation of office trailers
- Connection of utilities to office trailers
- Installation of crew boat dock adjacent to offices.

## 6. Operations

Shoulder closures and lane closures were conducted for the following activities:

- Maintenance and survey of equipment for tunnel baseline instrumentation and monitoring
- Installation of North Trestle instrumentation and monitoring equipment
- Installation of temporary power for the Tunnel Boring Machine under the westbound South Trestle

Modifications to the North Island access were made that close the eastbound right access. The closure of this access point is required to facilitate the relocation of medium voltage power on the west side of the island, which is an activity required prior to island expansion. It is anticipated that this access will remain closed through the full duration of construction.

On October 22, 2020, the first of a planned monthly First Responders meeting was held virtually to discuss current and upcoming field operations. In addition to VDOT and contractor staff, there was also participation from Hampton Fire and Police, Norfolk Fire and Police, Virginia State Police, US Coast Guard, and towing contractors. This monthly meeting will be important as the project progresses to clearly communicate any planned changes and effectively address any concerns with regards to incident response.

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.

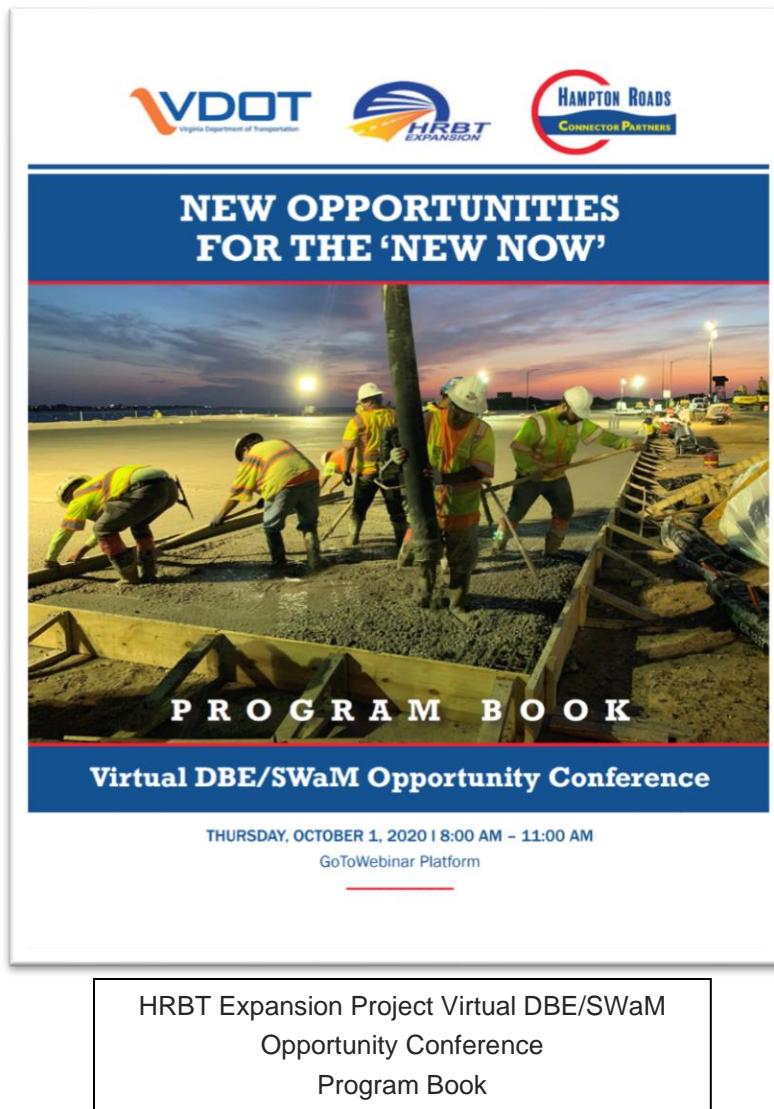
VDOT's project team maintains close coordination with the Hampton Roads Harbor Tunnels (HRHT) facility staff in order to communicate ongoing project work as well as coordinate upcoming planned work at the facility.

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.

## 7. DBE & SWaM Business Activities

The Design-Builder awarded a total of 168 subcontracts, subconsultant agreements and purchase orders to DBE/SWaM certified firms for a total of \$88.9 million during the reporting period. Contract awards include those issued to lower-tiered subcontractors.

VDOT and HRCP hosted the HRBT Expansion Project Virtual DBE/SWaM Opportunity Conference: New Opportunities for the New Now on October 1, 2020. The event resulted in 390 registrants, 236 actual attendees, and 70 post-event downloads. Speakers included the following key organizational leaders: Governor Ralph Northam, Secretary of Transportation Shannon Valentine, VDOT Commissioner Stephen Brich, VDOT Civil Rights Division Administrator Sandra Norman, and HRCP Project Executive Jose Ignacio Martin Alos. Participants were updated on the status of the project, learned about upcoming contract opportunities, and networked virtually with key project managers and procurement administrators.



HRBT Expansion Project Virtual DBE/SWaM Opportunity Conference Program Book



The Honorable Governor  
Ralph Northam



The Honorable Shannon Valentine  
Secretary of Transportation



The Honorable Stephen C. Brich  
Commissioner, VDOT



Sandra D. Norman  
Civil Rights Division Administrator  
VDOT



Jose Ignacio Martin Alos  
Project Executive  
HRCP



Malcolm Kates  
Construction Manager  
HRCP



Igor Zikus  
Operations Manager  
HRCP

## S P E A K E R S

### AGENDA

8:00 AM - 8:40 AM **SPECIAL REMARKS**

8:00 AM - 8:05 AM Malcolm Kates  
Compliance Manager, HRCP

8:05 AM - 8:10 AM Jose Ignacio Martin Alos  
Project Executive, HRCP

8:10 AM - 8:15 AM Sandra D. Norman  
Civil Rights Division Administrator, VDOT

8:15 AM - 8:20 AM The Honorable Stephen C. Brich  
Commissioner, VDOT

8:20 AM - 8:30 AM The Honorable Shannon Valentine  
Secretary of Transportation

8:30 AM - 8:40 AM The Honorable Governor Ralph Northam

**BREAK**

8:45 AM - 9:00 AM **HRBT PROJECT UPDATE: UPCOMING OPPORTUNITIES**  
Igor Zikus  
Operations Manager, HRCP

9:00 AM - 10:15 AM **PANEL PRESENTATION: NAVIGATING THE 'NEW NOW'**

- Joe Lewis, BTG (Moderator)
- Susan Went, Wendt Pro
- Earl Johnson, Oak Grove Remodeling and Repair
- Sean M. Washington, City of Norfolk
- Shetton Russell, American DBE Magazine

10:15 AM - 11:00 AM **EXHIBITOR NETWORKING**

### P A N E L I S T S



Joe Lewis  
BTG (Moderator)



Susan Went  
Wendt Pro



Earl Johnson  
Oak Grove Remodeling and Repair



Sean M. Washington  
City of Norfolk



Shetton Russell  
American DBE Magazine

Virtual DBE/SWaM Outreach Speakers included: Governor Ralph Northam, Secretary Shannon Valentine, Commissioner Stephen Brich, Civil Rights Division Administrator Sandra Norman, HRCP Project Executive Jose Ignacio Martin Alos, HRCP DBE/SWaM Manager Malcolm Kates, and HRCP Operations Manager Igor Zikus; along with a host of other speakers and presenters.

**BOOTH**



1 Purchasing Manager  
Bob Carney  
Procurement Manager  
HRCP



3 Construction 1  
Roadway/General  
Igor Zikus  
Operations Manager  
HRCP



5 Construction 3  
Island  
Norman Mitchell  
Area Project Manager  
HRCP



7 Construction 5  
Equipment  
Inigo Jimenez  
Mobile Equipment, Maintenance, and Warehouse Manager  
HRCP



9 Design Joint Venture  
Guinevere Ngau  
Associate Vice President  
HDR



11 Safety  
John Cassidy  
Project ESH Director  
HRCP



13 Compliance  
Malcolm Jackson  
DBE/SWaM Compliance Specialist  
HRCP



15 VDOT DBE/SWaM  
Support Services  
Queen Crittenden  
Hampton Roads District  
Civil Rights Manager  
VDOT



Darren Brown  
Assistant Division Administrator  
Civil Rights  
BOWD Center

Nina Britton  
Business Development Specialist  
SBSD



2 Employment/  
Human Resources  
Shery Correia  
Senior HR Specialist  
HRCP



4 Construction 2  
Tunnels  
Javier Izquierdo  
Tunnel Design Coordinator  
HRCP



6 Construction 4  
Utilities  
Andrew Doucette  
Utility Manager  
HRCP



8 Construction 6  
Electrical  
Jorge Vano Cos  
Testing and Commissioning Manager  
CYMI Industrial



10 HRCP Design and  
Engineering  
Olivier Bonnot  
Design and Engineering Coordinator  
HRCP



12 IT  
Charles Mitchell  
IT Manager  
HRCP



14 Quality Control (QC)  
Mary Wiederer  
Vice President  
Mid Atlantic Region  
KCI Technologies

VISIT OUR VIRTUAL EXHIBITOR BOOTHS AT:  
<https://virginiamedia.events/hrcp/>







**Virtual DBE/SWaM Outreach Breakout Session Presenters on October 1, 2020**

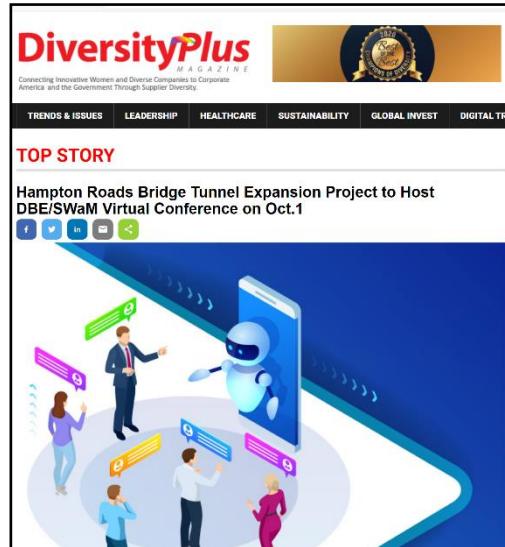
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Announcements about the HRBT DBE/SWaM Conference were featured in the Summer 2020 edition of the American DBE magazine, a premier industry resource for individuals and stakeholders who work within the USDOT DBE Program, and in the Diversity Plus Magazine.



**Top:** DBE/SWaM Outreach highlighted in **American DBE**, Summer 2020 edition. **Right:** **Diversity Plus Magazine**



VDOT and HRCP listened to testimony on the reauthorization of U.S. Department of Transportation's DBE program during the House of Representatives Committee on Transportation and Infrastructure hearing held virtually on September 23, 2020. VDOT's Civil Rights Administrator, Sandra Norman, was one of seven testifying before members of the Committee.

The U.S. Department of Transportation's Disadvantaged Business Enterprise or DBE program plays a critical role in "leveling the playing field" in the transportation industry for individuals, businesses, and communities of race, color, and gender, according to testimony provided during a House of Representatives Committee on Transportation and Infrastructure hearing on September 23.

*[Above photo of Rep. Peter DeFazio, D-Ore., chair of the House T&I Committee.]*

"Because of the legacy of inequality in employment and business for minorities within the industry, DBE programs are as relevant today as ever," explained Sandra Norman, administrator of the civil rights division for the Virginia Department of Transportation in her testimony.

"Our country suffers when talented people who have new ideas and who want to work hard are denied the opportunity to compete because of their ethnic background, race, or gender," she explained. "This is why there is a continued need for the Disadvantaged Business program to ensure that small business can compete fairly for federal-funded transportation related projects."

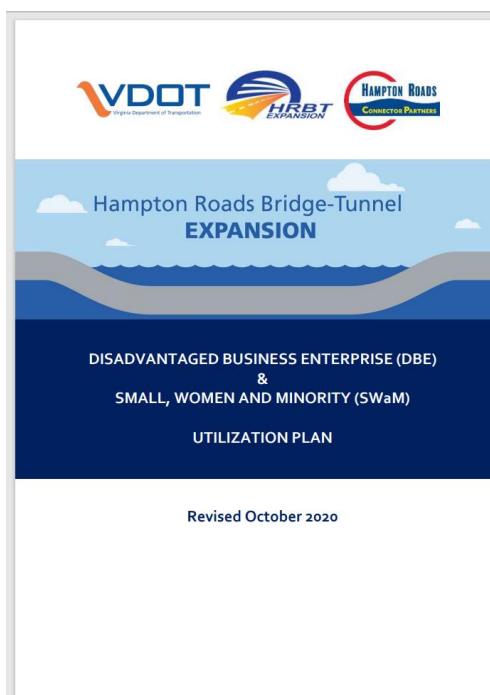
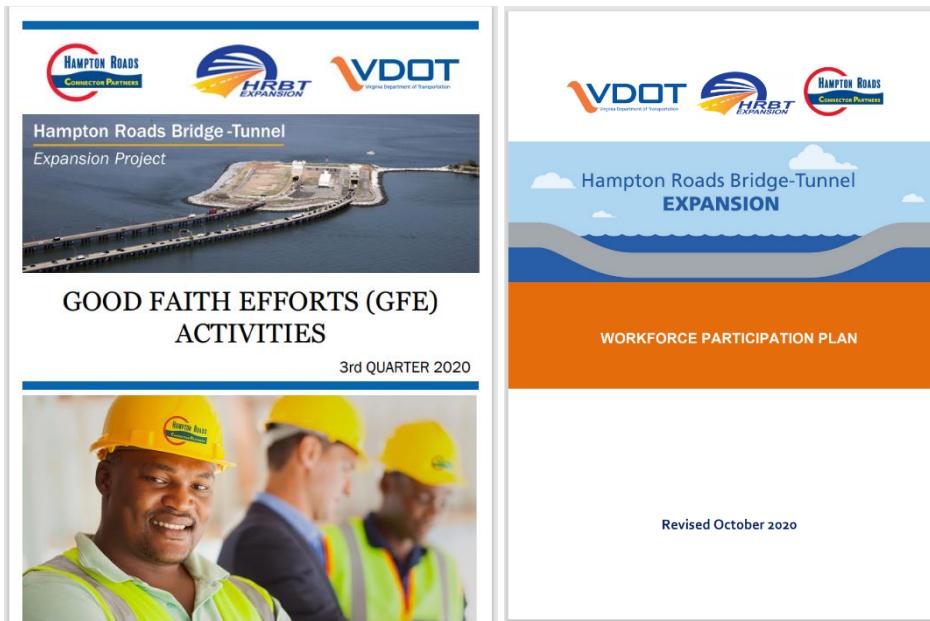
Norman noted during the hearing that the DBE program has its roots in the Civil Rights Act of 1964, regulated over the intervening years through a series of legislative initiatives.

She explained that DBE programs apply to airports plus highway and transit transportation projects and were enacted by Congress to address historical discrimination against minority-owned firms in the transportation industry and to ensure that minority and women-owned businesses have a fair opportunity to participate in contracting.

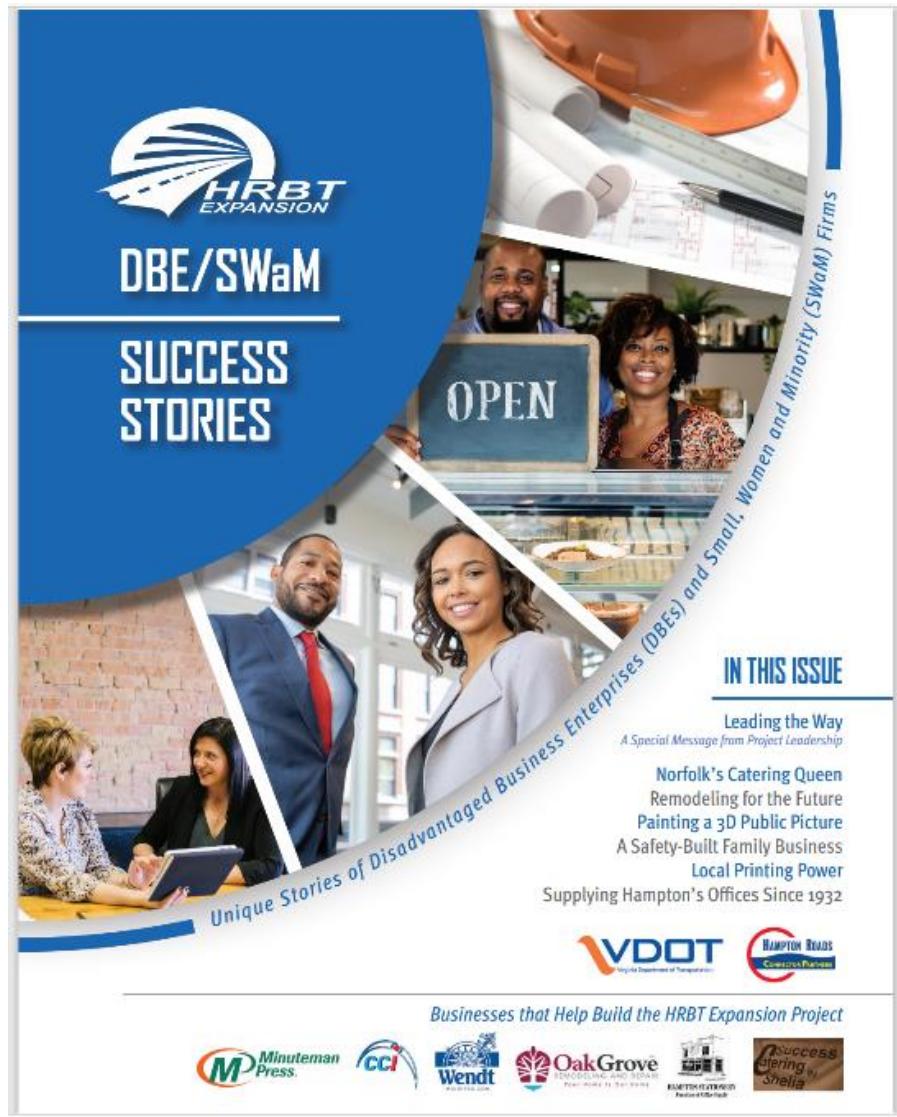
**U.S. House of Representatives Committee Hearing on "Driving Equity: U.S. DOT's DBE Program" held on September 23, 2020.**

HRCP and VDOT Civil Rights Compliance Work Group met virtually on October 20, 2020 to discuss continued contract compliance submissions, upcoming procurement opportunities, small business outreach schedule, compliance with predetermined wage rates, and monitoring of prompt payments to subcontractors/consultants.

During the reporting period, VDOT reviewed and approved the following reports and plans submitted by the Design-Builder in compliance with contract requirements. The submissions included: 3<sup>rd</sup> Quarter 2020 Good Faith Effort Report, Updated DBE/SWaM Utilization Plan, and the Updated Workforce Participation Plan.



HRCP distributed the first edition of HRBT DBE/SWaM Success publication, which serves as a tool to showcase the unique stories of small businesses performing on the project. The inaugural issue highlighted the following certified DBE and SWaM firms:



**Success Catering by Shelia (SWaM)**  
**Oak Grove Remodeling and Repair (SWaM)**  
**CAD Concepts, Inc. (SWaM)**  
**Wendt Productions (DBE)**  
**10 10 LLC (Minuteman Press (DBE)**  
**Hampton Stationery (SWaM)**  
**Best Employment Solutions (DBE/SWaM)**  
**Pinnacle Group Engineering, Inc.(DBE/SWaM)**

Other Small Business Outreach Events VDOT and HRCP participated in during the period:

- The Legal 500: Managing Diversity on September 22, 2020
- Valley Small Business Virtual Business, Construction & Transportation Conference, September 24, 2020
- VA Asian Chamber of Commerce, 4<sup>th</sup> Annual ProcureCon Virtual Buyers Expo held on October 8, 2020
- City of Chesapeake Economic Development EDAC Meeting on October 9, 2020

## 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 the reporting period:

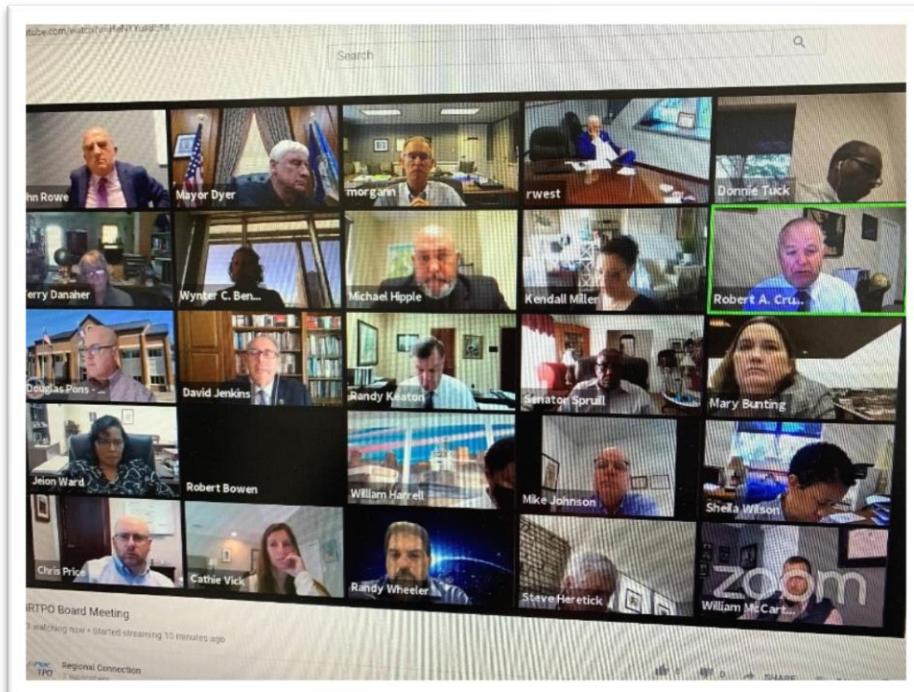
- September 21, 2020 – Jim Utterback presented a project update to Greater Peninsula NOW-CEOs and community leaders
- September 22, 2020 – Communications participated in Monthly Progress Meetings with the Cities of Norfolk and Hampton
- September 23, 2020 – Communications participated in a Monthly Progress Meeting with Hampton University
- October 8, 2020 – Project presentations by Paula Miller to Willoughby Civic League
- October 12, 2020 – VDOT/HRCP Communications launched a Tunnel Boring Machine (TBM) naming contest for middle schools in Hampton Roads that are in districts represented by HRTAC. The contest is open to public and private school students in addition to homeschoolers. The contest runs through November 13, 2020.
- October 14, 2020 – VDOT and HRCP Communications Managers hosted a virtual news conference to unveil the TBM Naming Contest. It was attended by both television and print media. It was the first “virtual” news conference held by VDOT.



VDOT Communications Manager Paula Miller and HRCP Communications Manager Steve Meyers host a “virtual” news conference for the launch of the TBM Naming Contest.

- October 14, 2020 – A new installment of HRBT Tunnel Talk Podcast was released. The subject of the podcast is TBM Naming Competition.

- October 14, 2020 – Jim Utterback presented an HRBT Expansion Update to a Peninsula Chamber event entitled “Transportation in the 757.” Participants included Bob Crum and state Senator Monty Mason.
- October 15, 2020 – Jim Utterback gave a project briefing to the HRTPO Board



The HRTPO Board received a project update from Jim Utterback at its October 15 meeting. The board also saw the premiere of the corridor concept video depicting what the finished corridor will look like once the HRBT Expansion is complete.

- Public Media – October 19, 2020 – Joel Fohrman of “Design, Develop and Construct Journal” interviewed Jim Utterback about official start of construction
- October 22, 2020 – Communications Team participated in Virtual First Responders Meeting