



April 2021
Monthly Project Report

I-64 HAMPTON ROADS BRIDGE-TUNNEL EXPANSION

Report 25

Project No. 0064-M06-032



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Virginia Department of Transportation

www.hrbtexpansion.org

1. Executive Summary

1.1 Overview

This report provides an overview of accomplishments and activities for the Hampton Roads Bridge-Tunnel Expansion Project from March 21, 2021 – April 24, 2021. 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, the following project accomplishments were recorded:

- The design of the project continues to progress, with 40% of the project construction plans approved as Released for Construction (RFC).
- South Island Progress:
 - 70% of the slurry wall panels necessary to begin excavation of the TBM Launch Pit are complete.
 - First "Y" Slurry Panels completed
 - Jet grout field trial program completed
 - Began construction of guide walls for tunnel approach structure slurry walls
- North Island Progress:
 - Cut-off wall for settlement mitigation of existing structures completed
 - Rock placement for Island expansion perimeter continues
 - Island fill placement initiated
- Permanent pile driving operations for the EB North Trestle began
- Construction of the Oastes Creek Temporary Work Trestle began
- Bay Ave Temporary Work Trestle construction completed
- In Norfolk, barrier placement and first lanes shifts
- In Hampton, HRCP began outside shoulder work for EB I-64

1.2 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.

1.3 Key Updates

Project Schedule

Schedule updates for this reporting period include:

- Substantial Completion is projected to be September 8, 2025. Final Completion is projected to be November 8, 2025. The project progress projected is within the contractual requirements.
- Approximately 30% of the estimated scheduled time has progressed to date.

Project Budget

Updates through the April 2021 payment application, including pending payment:

- Project budget overview:

Original total project budget:	\$	3,861,997,227
Total expenditures to date:	\$	864,880,082
Remaining project budget:	\$	2,997,117,145

- Design-build contract overview:

Design-build contract original amount:	\$	3,299,997,227
Net change orders:	\$	13,591,547
Exercised options:	\$	73,454,414
Design-build contract sum to date:	\$	3,387,043,188
Expenditures to date:	\$	826,862,056
Remaining design-build contract amount:	\$	2,560,181,132

- Design-build progress to date:

Overall:	24.35%
Project Management:	23.72%
Design:	70.76%
Physical Construction Progress:	9.26%

Environmental

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

- HRCP received approval of permit modification #3 from the US Army Corps of Engineers on March 23, 2021. This approval covered changes to construction sequencing of the North Island Expansion.
- HRCP held a quarterly agency progress meeting on April 19, 2021.
- HRCP has completed the survey period for the sound walls and is now completing the final noise report.
- HRCP's Health and Safety Team continues to conduct noise monitoring for construction activities, with a focus on the Hampton and Norfolk shorelines that are adjacent to ongoing marine construction work.
- HRCP received approval from NOAA on April 2, 2021 to utilize the Letter of Authorization (LOA) to conduct all other in-water work not originally covered by the Incidental Harassment Authorization (IHA).
- HRCP continues to restore and install measures to discourage birds from nesting on the South Island. In addition, HRCP's use of patrol dogs will continue throughout the 2021 bird nesting season.

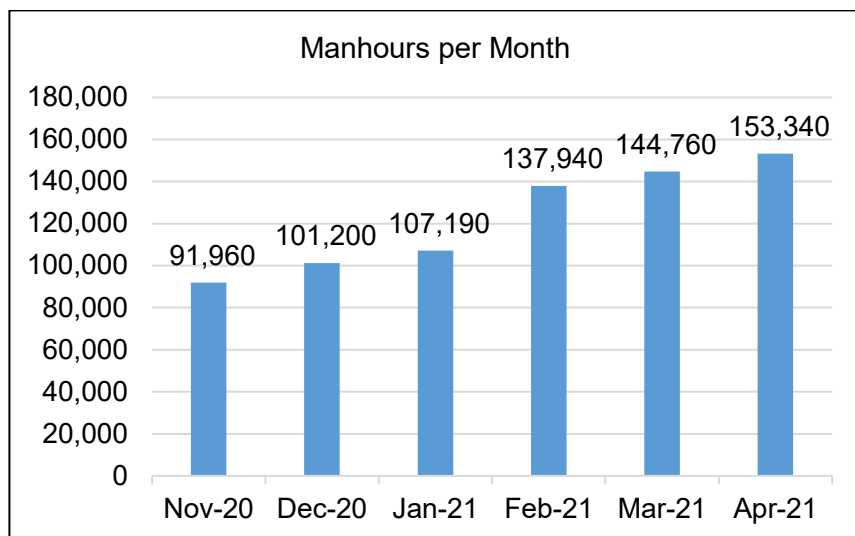
Construction

Progress updates for this reporting period include:

- Hampton Landside
 - Began outside shoulder work for EB I-64 in Hampton.
- Marine Works
 - Continued construction on the S1 temporary construction trestle at the North Shore of Willoughby Spit to be used to build the new permanent South Trestle Bridge.
 - Continued construction of the N1 temporary construction trestle to be used to build the new permanent North Trestle Bridge.
 - Continued placement of perimeter stone for expansion of the North Island. Began placement of island fill material.
 - Mobilized a crane, materials, and associated equipment to the project site and began permanent pile driving operations for the EB North Trestle.
- Tunnels and Islands
 - 70% of the slurry wall panels necessary to begin excavation of the TBM Launch Pit are complete.
 - Began installing guide walls for tunnel approach structure slurry walls on the South Island.
 - Continued installation of the TBM Dock piles at the South Island.

- Completed the jet grout field trial program and began deep soil mixing on the South Island for ground improvement to facilitate TBM operation.
- Continued piezometer installation and temporary drainage relocation on the South Island.
- Completed construction of the North Island cut-off wall for settlement mitigation of existing structures.
- Tunnel Boring Machine (TBM) is ready to start Factory Acceptance Testing.
- Fabrication is complete for the first set of steel molds for the precast concrete tunnel segments.
- Design is complete and fabrication is underway for the Slurry Treatment Plant to process excavated material from the tunnels.
- Norfolk Landside
 - Mobilized equipment and began construction of the Oastes Creek Temporary Work Trestle.
 - Began barrier wall installation for mainline work along EB and WB I-64 in Norfolk.
 - Completed guardrail removal along EB I-64 in Norfolk.
 - Completed initial traffic shifts for EB and WB I-64.
 - Continued clearing and grubbing operations adjacent to I-64 at the Bayview Blvd Bridge.
 - Completed clearing, grading, and constructing temporary access road from Patrol Road to Oastes Creek.
 - Completed construction of the Bay Avenue Temporary Work Trestle.

The number of construction manhours worked continues to increase each month across the Project. The following data is provided by HRCP and is current as of April 30, 2021:



Project Manhours to Date:
1,584,000

Operations

The following operations activities took place during this reporting period:

- HRCP continued to coordinate temporary power outages to complete utility relocations and accommodate trestle bridge tie-ins.
- Completed initial lane shifts and barrier installation in Norfolk to accommodate interstate widening activities.
- Continued installation of instrumentation and monitoring across the project to establish baselines in advance of tunnel boring and bridge construction operations.
- HRCP and VDOT monitoring settlement of the WB approach slab to West Evans Street.

Quality

Quality updates for this reporting period include:

- VDOT reviewed 44 Construction Quality Management Plan (CQMP) updates this period.
- VDOT reviewed HRCP's preliminary Tunnel Quality Control Plan.
- VDOT continues to track Owner's Independent Assurance (OIA) and Owner's Verification Sampling and Testing (OVST) requirements and conducts testing as needed.
- VDOT continues to monitor HRCP's material book records for compliance.

Safety

Safety procedures and activities during this reporting period include:

- VDOT conducts routine safety site visits to aid in correction of minor safety deficiencies and to promote safe work zones.
- The following safety performance indicator information is provided by HRCP and is current as of April 30, 2021. HRCP is performing better than the national averages.
 - Total Recordable Incidence Rate: 1.89 (National Average: 2.8)
 - Lost Time Incidence Rate: 0.00 (National Average: 1.1)

Civil Rights & DBE/SWaM Business Opportunities

As of this reporting period, HRCP has awarded a total of **208** subcontracts, subconsultant agreements, and purchase orders to DBE/SWaM certified firms for a total of **\$129 million**, towards a project goal of \$394.5 million. Civil Rights activities, including DBE and SWaM business opportunities, for this reporting period are as follows:

- VDOT hosted EEO Compliance Training on April 22, 2021 to ensure HRCP employees are aware of civil rights compliance requirements on the Project.
- VDOT continued compliance monitoring, which included field visits to conduct Davis-Bacon labor compliance interviews of contractor personnel working on the Project site. VDOT also reviewed 1,100 compliance documents, including certified payrolls, EEO documents, subcontract agreements, and contract modifications.
- VDOT conducted four (4) formal DBE commercially useful function reviews.
- Three (3) On-the-Job candidates were interviewed for enrollment in the program.

- HRBT Project Team met with Norfolk Redevelopment and Housing Authority (NRHA) managers to discuss outreach efforts, focusing on promoting employment opportunities to residents.
- HRBT Project Team participated in the Ohio Department of Transportation's DBE Symposium.

Public Outreach & Media

Public outreach and project media updates provided by VDOT and HRCP for this reporting period are as follows:

- Bi-weekly HRBT Communications Team Meeting, including the Cities of Hampton and Norfolk
- HRBT Project Team hosted the Norfolk City Managers Briefing 005
- HRBT Project Team hosted the Hampton City Managers Briefing 005
- HRBT Project Team presentation to the Old Dominion University Senior Civil Engineering Class
- HRBT Communications Team presentation to the Downtown Hampton Kiwanis Club
- HRBT Project Team presentation at the Tidewater Community College (S.T.E.M. Career Focus) Student Engagement Program
- EIN Presswire article on "HRBT April Update: A Tale of Two Islands"

2. Project Schedule

2.1 Schedule Status

The following table depicts key milestone dates outlined in the contract requirements and updates as of the current approved schedule. The dates below are reflective of the most recent approved schedule update, which compares the Schedule of Record compared with Schedule Update 20. HRCP continues to update its work plans as design is completed and means-and-methods for field operations are detailed. In this ongoing refinement, the project is currently projected to finish 7 calendar days after the completion milestones, which remains within the contractual range of acceptable performance.

	Contract Requirement	Schedule of Record Dates	March 2021 (Update 20)	Actual
NTP		Sep 9, 2020	Sep 11, 2020	Sep 11, 2020
Substantial Completion	Sep 1, 2025	Aug 27, 2025	Sep 8, 2025	
Final Completion	Nov 1, 2025	Nov 1, 2025	Nov 8, 2025	

2.2 Longest Path

The longest path to achieve the completion date of the Project schedule is driven by the following activities:

- South Portal Slurry Walls Construction, Capping Beam Cell 2, Excavation
- South Portal Cell 1 Base Slab Concrete Works
- Assembly of the Tunnel Boring Machine (TBM) in the launching pit
- TBM drive in High Occupancy Toll (HOT) Tunnel
- TBM U-turn then drive in General Purpose (GP) Tunnel
- South Portal Cut & Cover-Structures Phase 4 Cell 1
- TBM Disassembly
- Tunnel Fit Out, and Finishes -Civil, MEP, Site Integration
- South Portal MEP
- Tunnel Commissioning and Systems Integration
- 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 Schedule Update 20:

- Segment 2 Design of Y Panels, Closure Panels, Cross Struts
- Segment 3 ITS Design
- Segment 4 Bay Ave Design
- Procurement of N Trestle Girders
- Utility Relocation South Trestle, South Trestle Tie-in to 13th View Street
- South Site-TBM Quay, Tower Crane, Jet Grout
- South Portal Launching Pit-Capping Beam Cell 1, Dewatering, Base Slab Str Cell 1, Structures Phase 3 Cell 1, Break-in/out Phase 1
- North Portal Structures, MEP
- TBM Assembly and Disassembly
- Tunnel Finishes-Civil, MEP
- S Land Bridges- 13th Ave, 4th View, Mason Creek Rd, 1st View St, Bay Ave, Oastes Creek
- North and South Trestle
- North Land Roadway North Trestle Tie-in
- South Land Roadway S Trestle Tie in, 4th to Bay, Bay to Gby

3. Project Budget

3.1 Overall Budget

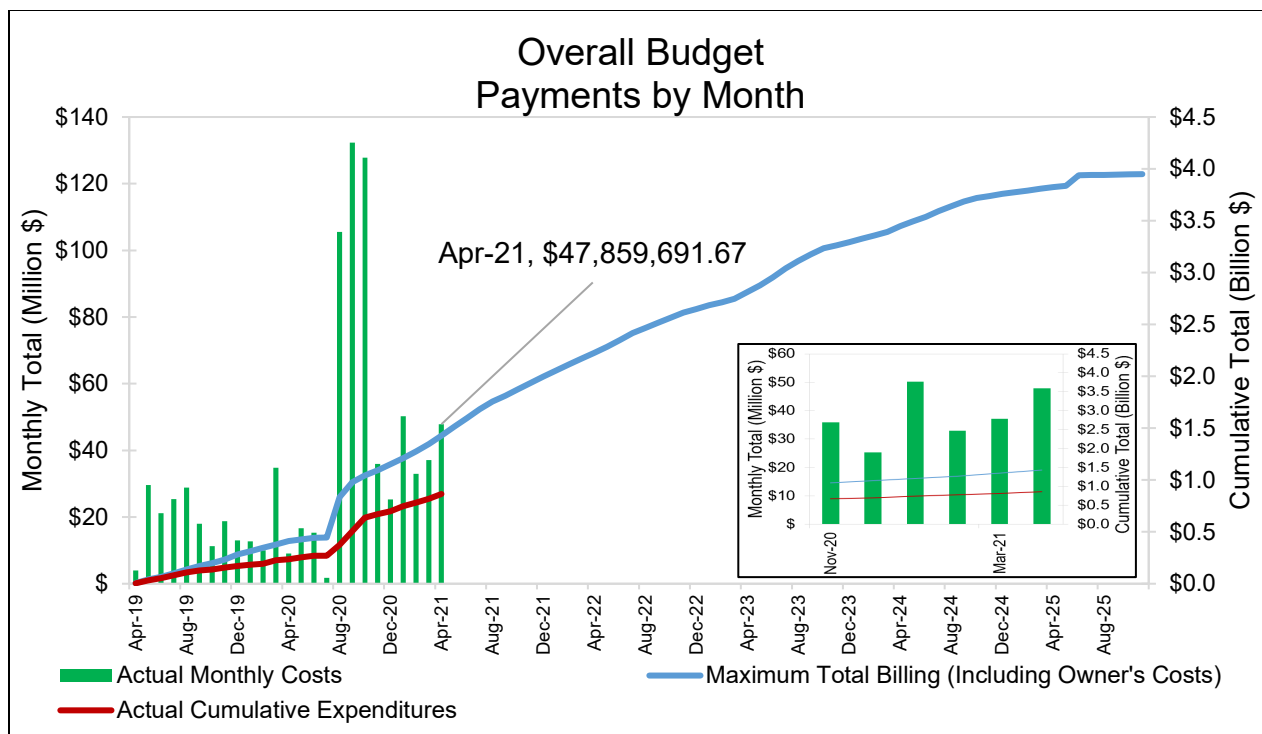
The overall budget outlined in this report is based on the terms and conditions of Article 3 (Project Funding) in the Project Agreement for Funding and Administration (PAFA). The cost curve is based on Exhibit 6 of the Comprehensive Agreement (monthly maximum cumulative compensation amount).

Note - The following construction information is pending payment for the April-2021 payment application.

	Amount this Period:	Total to Date:	Original Total Budget:	Total Remaining Budget:	Percent To-date:
<u>Comprehensive Agreement</u>					
<i>Construction</i>	\$45,816,971.47	\$826,862,055.67	\$3,299,997,227.00	\$2,473,135,171.33	25.06%

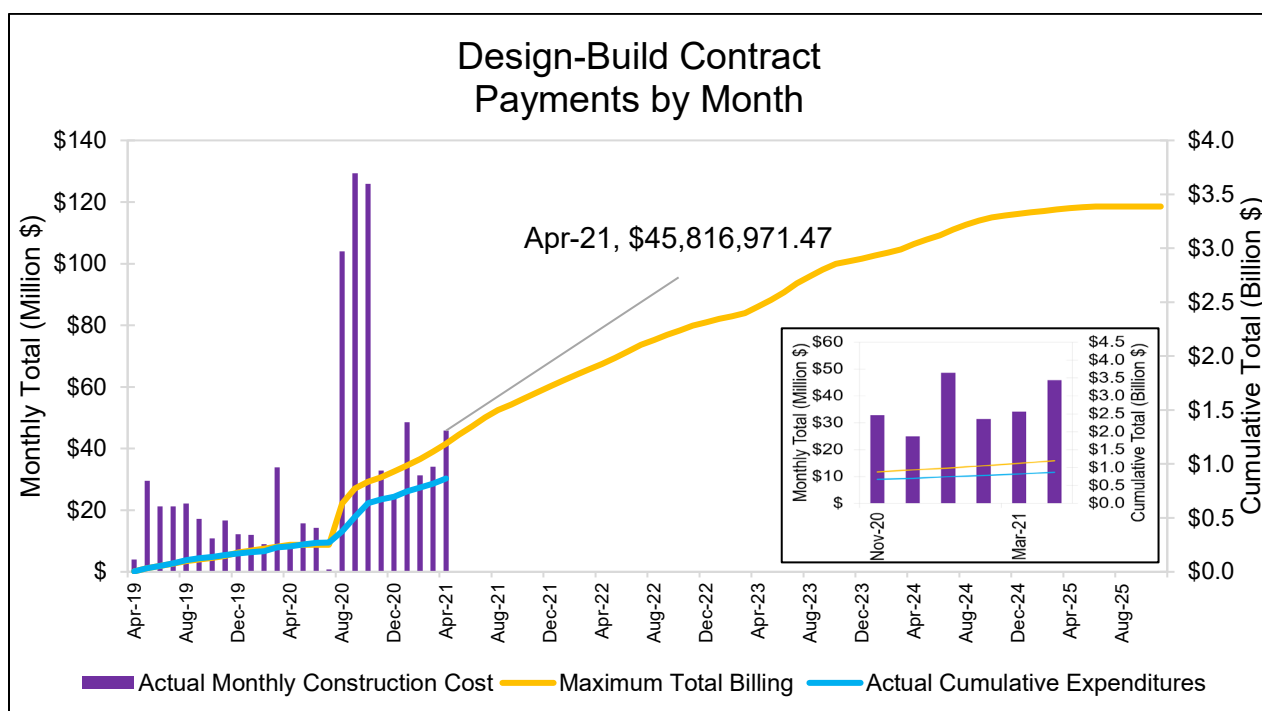
Note - The following administration, right of way, no-excuses incentive, and contingency costs are values paid through the February-2021 payment application.

<u>Owner Costs</u>					
<i>Administration</i>	\$1,892,604.02	\$27,394,548.48	\$122,000,000.00	\$94,605,451.52	22.45%
<i>Right of Way</i>	\$6,701.42	\$6,480,062.90	\$15,000,000.00	\$8,519,937.10	43.20%
<i>No-Excuses Incentive</i>	\$0.00	\$0.00	\$90,000,000.00	\$90,000,000.00	0.00%
<i>Contingency</i>	\$143,414.76	\$4,143,414.76	\$335,000,000.00	\$330,856,585.24	1.24%
<u>Total</u>	\$47,859,691.67	\$864,880,081.81	\$3,861,997,227.00	\$2,997,117,145.19	22.39%



3.2 Design-Build Contract 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.



3.3 Budget by Funding Source

The budget for expenditures by funding source is based on the terms and conditions of Article 3 (Project Funding) and Exhibit 5 of the PAFA. This section outlines planned expenditures of both HRTAC and VDOT funds. The cost curve has been developed based on the monthly maximum cumulative compensation amount in the Comprehensive Agreement and will be updated as HRCP refines its design, construction means-and-methods, activity sequences, and project resourcing. Amounts this period reflect amounts paid for Construction, Engineering, Administration, Right of Way, and Contingency between March 21, 2021 – April 24, 2021.

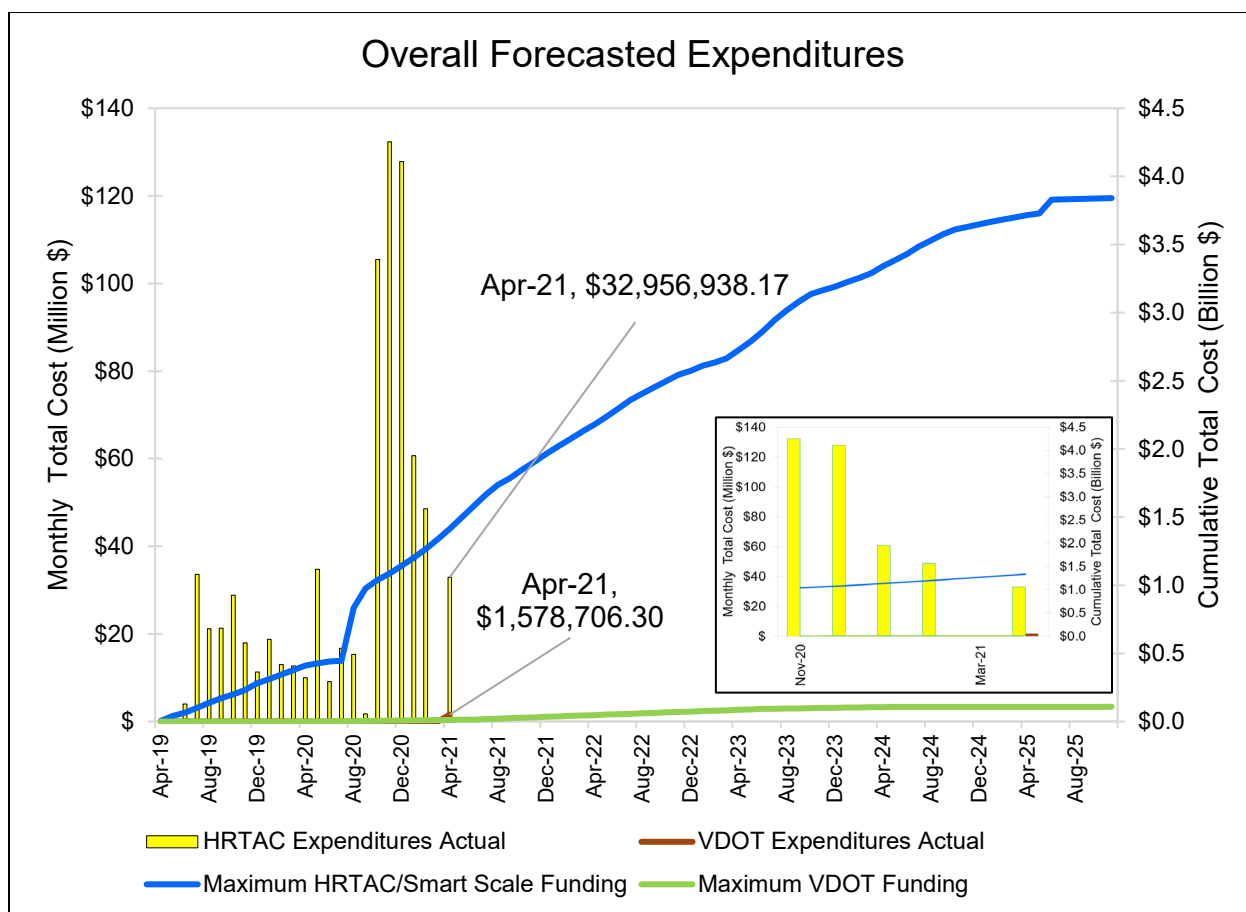
3.3.1 HRTAC and Smart Scale

**Amounts spent this period were pending on the prior report and were not executed until after the cut-off date for this report.*

	Amount Spent this Period:	Total Spent to Date:	Original Total Budget Including Smart Scale:	Total Remaining Budget:	Percent Spent To-date:
<u>Comprehensive Agreement</u>					
Construction	\$31,323,647.79	\$746,958,574.89	\$3,204,569,251.00	\$2,457,610,676.11	23.31%
<u>Owner Costs</u>					
Administration	\$1,630,593.88	\$22,489,321.63	\$118,472,054.00	\$95,982,732.37	18.98%
Right of Way	\$2,696.50	\$6,471,208.26	\$15,000,000.00	\$8,528,791.74	43.14%
No-Excuses Incentive	\$0.00	\$0.00	\$90,000,000.00	\$90,000,000.00	0.00%
Contingency	\$0.00	\$4,000,000.00	\$325,428,277.00	\$321,428,277.00	1.23%
<u>Total</u>	\$32,956,938.17	\$779,919,104.78	\$3,753,469,582.00	\$2,973,550,477.22	20.78%

3.3.2 VDOT

	Amount Spent this Period:	Total Spent to Date:	Original Total Budget:	Total Remaining Budget:	Percent Spent To-date:
<u>Comprehensive Agreement</u>					
Construction	\$1,505,011.47	\$1,505,011.47	\$95,427,976.00	\$93,922,964.53	1.58%
<u>Owner Costs</u>					
Administration	\$73,694.83	\$340,281.65	\$3,527,946.00	\$3,187,664.35	9.65%
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>	\$1,578,706.30	\$1,845,293.12	\$108,527,646.00	\$106,682,352.88	1.70%



3.4 Contingency

Contract Changes

	Description	Date	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 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	\$ 73,454,313.00	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	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-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
TOTAL			\$ 13,591,547.14	0 days

Material Price Adjustments

- No new activities.

Miscellaneous

- No new activities.

4. Environmental

HRCP has completed or is performing several compliance tasks included in permit conditions:

Permits - DEQ issued the Virginia Pollutant Discharge Elimination General Permit for Nutrient Discharge (Nutrient GP), NTGP Permit Number VAN040176, and VPDES Industrial Minor Permit VA0093084, effective February 1, 2021. During this reporting period HRCP continued to discharge from the South Island water treatment plant and discontinued hauling discharge water under the Hampton Roads Sanitation District (HRSD) permit. HRCP received agency approval of permit modification request #3, concerning construction sequencing of the North Island Expansion.

Sound Wall Surveys – HRCP has completed the survey period for the sound walls and is now completing the final modeling that will be incorporated into the noise report.

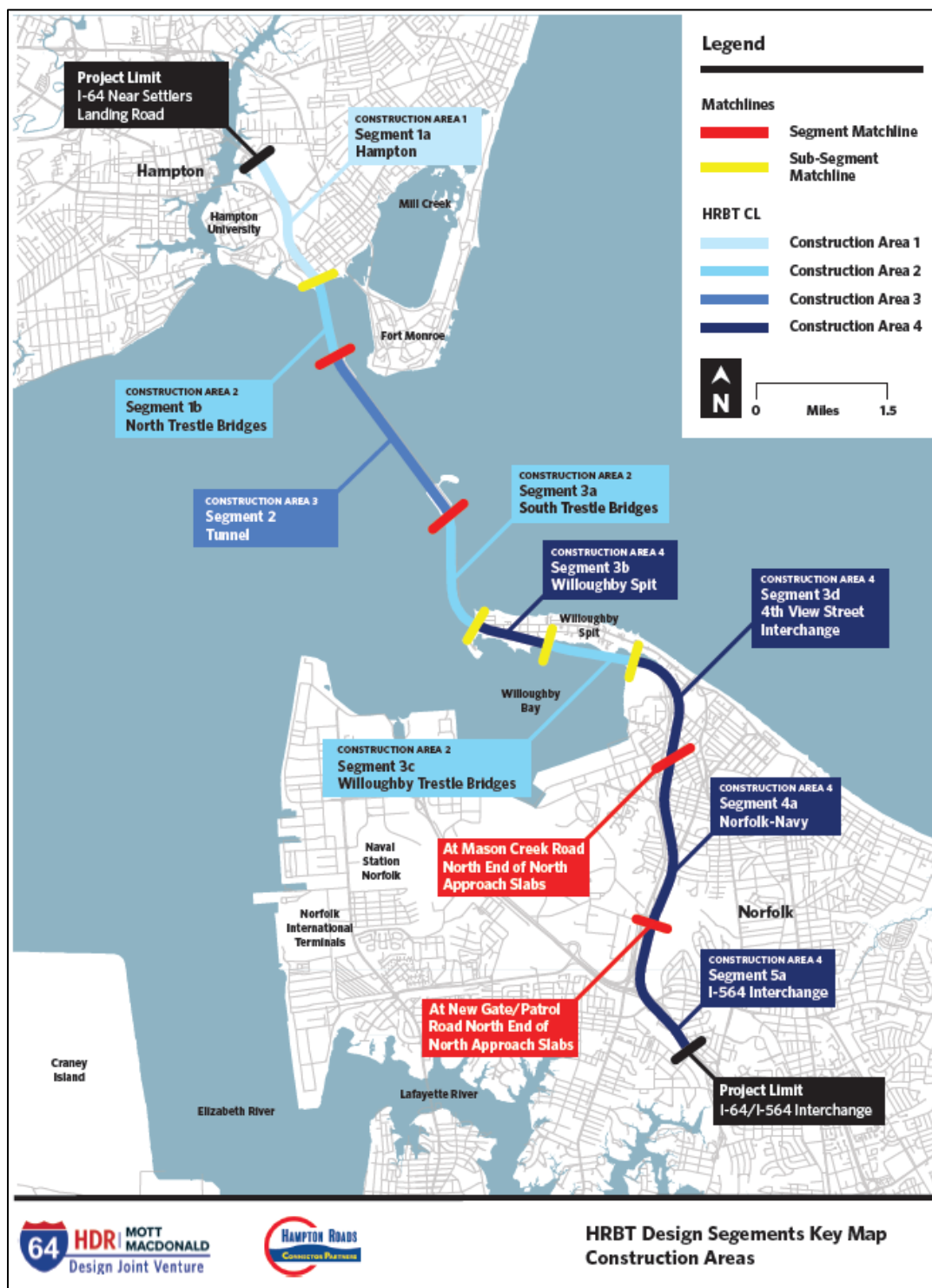
Noise Monitoring - HRCP continues to coordinate with Virginia Commonwealth University (VCU) to develop and schedule underwater acoustic noise monitoring during pile driving.

NOAA/Proposed Rule - NOAA published the Proposed Rule for the Letter of Authorization (LOA) in the Federal Register on January 8, 2021, and the public comment period ended on February 8, 2021. No major comments were received, and HRCP has submitted responses to NOAA requests. NOAA completed their final evaluation and published the Final LOA Rule on April 2, 2021.

Bird Mitigation - HRCP continues to restore and install measures to discourage birds from using the South Island. In addition, HRCP's use of patrol dogs to discourage bird nesting on the South Island was resumed during this period and will continue throughout the 2021 nesting season.

5. Construction

The figure below illustrates the project limits and the four construction areas throughout the project identified by HRCP.



5.1 Area 1: Hampton Landside

During the reporting period, HRCP performed the following work in Area 1:

Pre-Phase Work - Began outside shoulder work for EB I-64 in Hampton.

5.2 Area 2: Marine Work

During the reporting period, HRCP performed the following work in Area 2:

S1 Temporary Construction Trestle - Continued to drive piles, set beams, and install decking at the North Shore of Willoughby Spit. This trestle will be used for building the new permanent South Trestle.

N1 Temporary Construction Trestle - Continued to drive piles, set beams, and install decking to extend the N1 temporary construction trestle towards the Hampton Shore. This trestle will be used for building the new permanent North Trestle.

Permanent EB North Trestle - Mobilized a crane, materials, and associated equipment to the project site and began permanent pile driving operations for the EB North Trestle.

North Island Expansion Work - Continued expansion of the North Island. Multiple crews are working at the north and south termini of the work to place small diameter stone (“bund”) to define the perimeter of the expanded island. Layers of progressively larger stone are being placed on the bayside of the smaller stone. Began placement of soil material.



◀ **North Island Expansion**
Soil Material Placement

5.3 Area 3: Tunnels and Islands

During the reporting period, HRCP performed the following work in Area 3:

South Island Slurry Wall Construction - Slurry wall construction continued for the tri-cell TBM launching pit as well as the bored tunnel proximity walls. Excavation for the walls was accomplished using three hydromill excavators and one clamshell bucket. The slurry wall panel reinforcing cages continue to be fabricated on-site and placed utilizing a crawler crane followed by concrete placement. To date, 69 out of 94 tri-cell and bore proximity starter slurry wall panels (36,500 CY) have been completed along with 66 out of 91 bore proximity wall panels (21,500 CY). Included within these totals are 3 Y-section panels that were completed during this period.

South Island Guide Wall Install - Work began on the tunnel approach structure guide wall installation in preparation for future slurry wall construction. A total of 240 LF of guide walls were placed during this period.

South Island TBM Quay Install - Continued work on the off-shore gantry and fender piles for the quay (dock). Also continued work on the installation of onshore quay piles in preparation for the sliding template. Overall, a total of 59 piles have been driven to date.

South Island Ground Improvement Operations - Completed the jet grouting field trial program for the break-in/break-out block along the path of the tunnel and began post installation core drilling and testing. Completed mobilization of the deep soil mixing operation and began installation for the first field trial program panels for ground improvement to facilitate TBM excavation.

South Island I&M Install - Continued installation of piezometers for the I&M program. Overall, 23 piezometers have been installed to date.

South Island Temporary Drainage - Continued work on the installation of the temporary 24" drainage line relocation at the south end of the island.

South Island Electrical Switchover - Completed the electrical switchover in preparation for the start of the temporary EB MOT trestle construction.

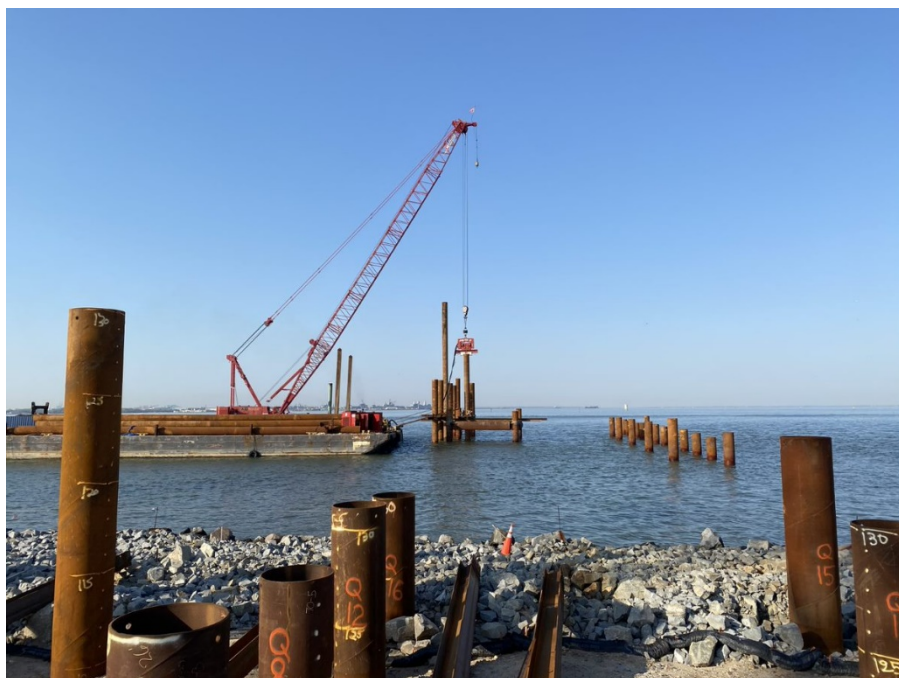
North Island Cut-Off Wall Operation - Completed installation of Continuous Flight Auger (CFA) piles to mitigate potential settlement induced by the North Island Expansion and potential impacts to the existing eastbound tunnel and approach structure. To date, 213 out of 213 CFA Piles have been installed.

North Island Site Offices - Continued work on the outfitting and setup for the North Island offices. Completed installation of the wheel wash station.



◀ **South Island**

Tunnel Approach Structure
Guide Wall Concrete
Placement



◀ **South Island**

Off-Shore Quay Pile
Installation

Tunnel Boring Machine – Currently ready to begin Factory Acceptance Testing in Germany. Fabrication is complete for the first set of steel molds for the precast concrete segments. Additionally, design is complete and fabrication is underway for the Slurry Treatment Plant to process excavated material away from the tunnel.



◀ **TBM Name Logo**

In honor of Mary Jackson, with stars representing the aerospace-engineering achievements of this Hampton native.



◀ **Schematic Paint Concept for the TBM Cutterhead**

Reflecting the Hampton Roads regional flag and the 14 cities and counties that are members of HRTAC each represented by a star.

5.4 Area 4: Norfolk Landside

During the reporting period, HRCP performed the following work in Area 4:

Oastes Creek Temporary Work Trestle - Mobilized equipment and began construction. Completed clearing of vegetation and initial grading for temporary access road to Oastes Creek Bridge. The access road will be used for construction of the temporary work trestle adjacent to Oastes Creek Bridge.

Work in Norfolk - Began barrier wall installation for mainline work along EB and WB I-64 in Norfolk. Completed median guardrail removal along EB I-64 in Norfolk. Completed initial traffic shifts for EB and WB I-64.

Bayview Blvd - Continued clearing and grubbing operations adjacent to I-64 at the Bayview Blvd Bridge.

Bay Avenue Temporary Work Trestle - Completed construction of the temporary work trestle 2A adjacent to I-64 EB on-ramp.



◀ Oastes Creek
Equipment Staging

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

Shoulder and Lane Closures - Conducted for maintenance of equipment for tunnel baseline instrumentation and monitoring, installation of North and South Trestle instrumentation and monitoring equipment, and clearing and grubbing.

Norfolk Lane Shifts - Lane shifts and barrier installation were installed East of the 4th View interchange in both the EB and WB directions. These shifts were required to begin the initial phases of roadway widening in the median.

Long Term Lane Closure - Implemented on Bay Avenue in Norfolk to facilitate access to a staging area for the widening of the Oastes Creek Bridge.

Temporary Power for the Tunnel Boring Machine - The temporary power lines previously installed to the South Island have been energized. Temporary generators that previously provided power to the temporary plant facilities will be decommissioned from the island.

West Evans Street Bridge Approach Slab - HRCP and VDOT are monitoring settlement of the WB approach slab to West Evans Street. The structure continues to be monitored daily, and HRCP will address further required repair of the slab.

Routine Management - HRCP performed routine incident management and maintenance operations within the corridor. VDOT continues to monitor HRCP's approved maintenance management plan for compliance.

7. Quality

Quality updates for this reporting period include:

Construction Quality Management Plan (CQMP) Updates - VDOT reviews as part of final “Released for Construction” (RFC) design packages. There were 44 updates reviewed this period. The CQMP updates include specific testing and inspection plans for the work shown in the corresponding RFC plans and a staffing matrix showing quality assurance and quality control staffing for the work.

Quality Management System Plan (QMSP) - VDOT completed the review of a draft of the updated QMSP and discussed comments with HRCP.

Quarterly Updates of Quality Plans - HRCP submitted the quarterly updates of the Quality Management System Plan, Construction Management Quality Plan, and the Design Quality Management Plan. VDOT is currently reviewing these updates.

Material Book Records - HRCP continues to update the material book records in response to VDOT’s first audit of the material notebook. VDOT monitored this process and reviewed updated documentation for compliance. VDOT also conducted a monthly review of the current records.

Routine Quality Activities - Conducted reviews of deficiencies and nonconformance reports (NCRs) and coordinated with the resident engineers for acceptance of root causes and dispositions of deficiencies. Conducted reviews of QA and QC records for accuracy and quality issues. Coordinated documentation reviews through VDOT’s Material Department.

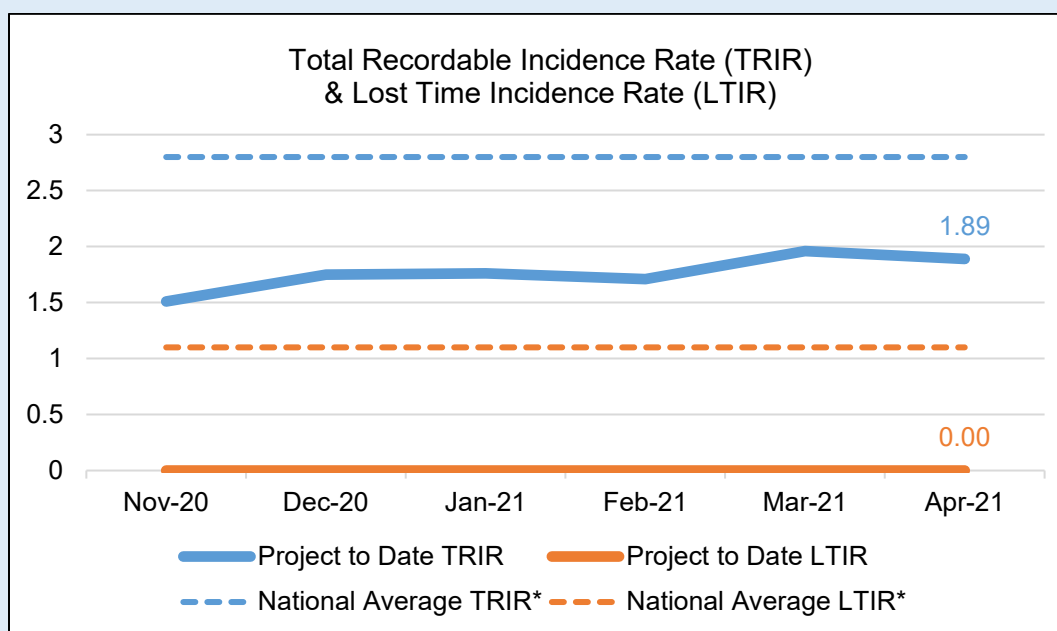
8. Safety

Safety procedures and activities during this reporting period include:

COVID-19 Policies - HRCP and VDOT continue to enforce COVID-19 policies on the job site and at the project office. VDOT and HRCP office staff have returned to a normal work schedule with health protocols in place. Information was made available to pre-register for the COVID-19 vaccine.

Safety Site Visits - VDOT continued to conduct routine site visits and aid in the correction of minor safety deficiencies to promote safe work zones.

Safety Performance Indicators - The following safety performance indicator information is provided by HRCP and is current as of April 30, 2021. HRCP is performing better than the national averages.



**National averages are from the Bureau of Labor Statistics, US Department of Labor – 2019 Data for Construction Industry, Published November 4, 2020.*

9. Civil Rights & DBE/SWaM Business Opportunities

During this reporting period, the HRCP awarded a total of **208** subcontracts, subconsultant agreements and purchase orders to certified DBE/SWaM certified firms for a total of **\$129 million**, representing **10.49%** of the total goal value. Actual payments to DBE/SWaM firms are slightly over **\$60 million**, representing **15%** of the total goal value. Figure **4.88%** as noted in the chart below represents HRCP's actual goal value attained against the overall Project DBE/SWaM contract value of **\$1.2 billion** for this reporting period. The work awarded by HRCP to DBE/SWaM in the first quarter of 2021 included a wide range of trades and professions.

GRAND TOTALS						
Goal Type	Goal %	Goal Value	Contract Goal Value Committed	Goal % Committed	Goal Value Attained	Goal % Attained
DBE	12%	\$ 147,944,676.57	\$ 65,566,598.52	5.32%	\$ 27,865,208.12	2.26%
SWaM	20%	\$ 246,574,460.95	\$ 63,738,004.59	5.17%	\$ 32,241,714.66	2.62%
TOTAL	32%	\$ 394,519,137.52	\$ 129,304,603.11	10.49%	\$ 60,106,922.78	4.88%



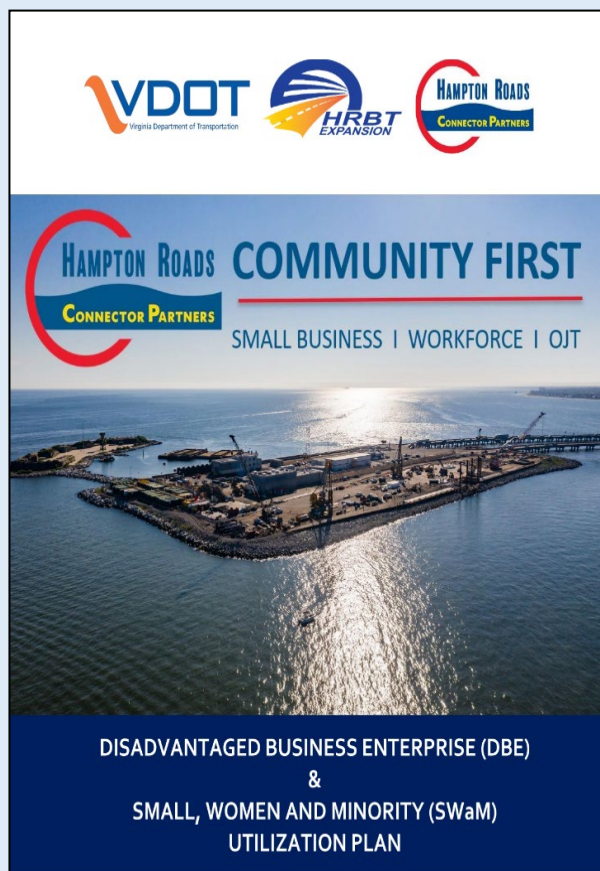
HRCP has taken a proactive "Community First" approach to promote project opportunities, outreach, and compliance giving priority to potential small businesses and job applicants when available. The logo, noted above, was debuted on March 18, 2021. HRCP's Community First program focuses on the following three (3) key areas of Project goal attainment:

- DBE and SWaM Participation
- Workforce Development and Career Opportunities
- On-the-Job Training (OJT) Opportunities

Compliance Activities:

- ✓ HRCP and VDOT Civil Rights Work Group met on April 20, 2021 for the monthly project and compliance update. Discussion included methods for monitoring prompt payment, required federal nondiscrimination contract provisions, Davis-Bacon Act compliance, reviewing certified payrolls, and calculating fringe benefits.
- ✓ Project field support and compliance monitoring continued, which included field visits to conduct Davis-Bacon labor compliance interviews of contractor personnel working on the project site.

- ✓ VDOT's Compliance Team conducted four (4) formal DBE commercially useful function reviews during the reporting period. These extensively detailed reviews were conducted on DBE firms actively working on-site to ensure participation credit is appropriately counted towards the HRCP's DBE goal. The reviews were submitted to VDOT's Civil Rights Division for concurrence.
- ✓ Three (3) On-the-Job candidates were interviewed for enrollment in the program by the District Civil Rights Manager.
- ✓ During the period, 1,100 compliance documents were reviewed, which included certified payrolls, C-65, EEO documents, subcontract agreements and contract modifications. The continuous monitoring of work being performed by all contractors on the project site by VDOT's Civil Rights Compliance Team is crucial to the compliance process.
- ✓ To ensure HRCP employees are aware of civil rights compliance requirements on the project and their obligations under the Comprehensive Agreement and business practices, the Civil Rights Team hosted EEO Compliance Training on April 22, 2021, which is deemed by VDOT a best practice for ensure overall accountability by individuals in management-level positions and those leading project/program activities. In addition, the HRCP submitted 1st quarter reports for 2021 as required for review by VDOT. These reports included: DBE/SWaM Good Faith Effort Activities, DBE/SWaM Utilization Plan, and the Workforce Participation Plan. Two of the reports are sampled below.



Workforce Development Activities:

HRCP continues to promote available employment opportunities. The following is an announcement advertised with local partners.



VDOT and HRCP's Civil Rights Team met with Norfolk Redevelopment and Housing Authority (NRHA) managers to discuss possible collaborative outreach efforts focused on promoting employment opportunities to their residents. As a result, VDOT and HRCP participated in a virtual employment event hosted by NRHA on April 15, 2021 to provide residents with an overview of the Project and highlight available employment positions. Residents had an opportunity to ask questions about the project and all trades, technical and professional level positions.

Outreach efforts also included virtual meetings with representatives from local colleges and universities to share information about the Project and introduce possible entry-level employment opportunities for current and graduating students. The following meetings were held:

- March 29, 2021 - Tidewater Community College
- March 30, 2021 - Norfolk State University
- March 30, 2021 - Old Dominion University
- April 6, 2021 - Hampton University

Other workforce events attended during the period included:

- April 12, 2021 - VA Employment Commission Super Tuesday Hiring Event
- March 29 & April 14, 2021 - Joint Base Langley-Eustis Bi-Annual Job Fair
- April 15, 2021 - Tidewater Community College Workforce Solutions Job Skills Training & Facility Presentation and Tour

Business Development Activities:

- VDOT and HRCP participated in the Ohio Department of Transportation’s DBE Symposium held on April 7-9, 2021. Sandra Norman, VDOT’s Civil Rights Administrator, and Malcolm Kates, HRCP’s DBE/SWaM Manager, participated on a panel titled “Capacity Building Best Practices” on April 9. They also discussed promising practices for managing DBE goal attainment and meeting other civil rights requirements on P3 projects.
- VDOT and HRCP are in the process of planning a HRBT Expansion Project Virtual Project Update and Community Partner Forum scheduled for May 12, 2021. The event will include representatives from the Virginia Asian Chamber of Commerce, Metropolitan Business League, Conference of Minority Transportation Officials (COMTO) Hampton Roads Chapter, Black Brand of Hampton Roads, and Women in Transportation Seminars (WTS) Hampton Roads Chapter.
- HRCP also hosted 11 separate DBE and SWaM introductory meetings with firms interested in contract opportunities on the Project.

Other business development events attended during the period included:

- VDOT Business Opportunity Workforce Development Center, Contractor Compliance Webinar – April 9, 2021
- COMTO Hampton Roads General Meeting – April 12, 2021

Small Business Profile:

Seaward Marine Corporation, a certified SWaM firm, is subcontracted to HRCP to perform pile driving work and other marine activities. Seaward Marine has over 25 years of experience providing underwater and marine construction services.



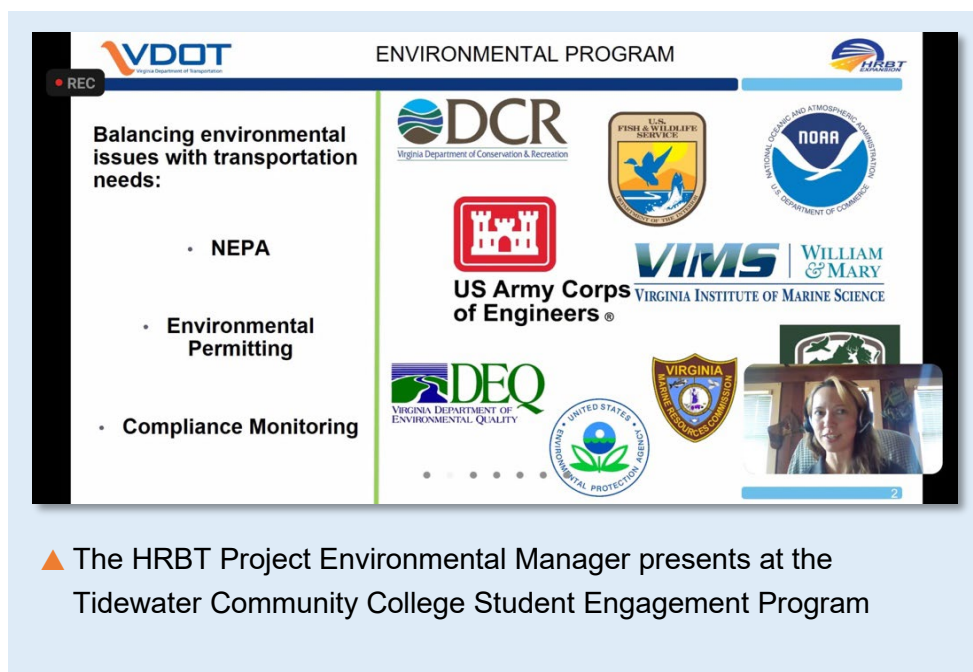
◀ **North Island Expansion**
Pile Driving Operations
performed by Seaward Marine
Corporation

10. Public Outreach & Media

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

Public Outreach -

- March 26, 2021 - Bi-weekly HRBT Communications Team Meeting, including the Cities of Hampton and Norfolk
- April 8, 2021 - HRBT Project Team hosted Norfolk City Managers Briefing 005
- April 9, 2021 - Bi-weekly HRBT Communications Team Meeting, including the Cities of Hampton and Norfolk
- April 16, 2021 - HRBT Project Team hosted Hampton City Managers Briefing 005
- April 16, 2021 - HRBT Project Team presented to the Old Dominion University Senior Civil Engineering Class
- April 20, 2021 - HRBT Communications Team presented to the Downtown Hampton Kiwanis Club
- April 22, 2021 - HRBT Project Team presented at the Tidewater Community College (S.T.E.M. Career Focus) Student Engagement Program
- April 23, 2021 - Bi-weekly Communications Team Meeting, including the Cities of Hampton and Norfolk



Media -

- April 21, 2021 - EIN Presswire article on [“HRBT April Update: A Tale of Two Islands”](#)



▲ **South Island**

Flyaway Geese dogs Bett, Zoe, and Hoop decked out in their safety gear. *Photo by Flyaway Geese.*

Visit our website to view more information:

www.hrbtexpansion.org