



January 2021 Monthly Project Report

I-64 HAMPTON ROADS BRIDGE-TUNNEL EXPANSION

Report 22

Project No. 0064-M06-032



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Prepared by:
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 December 13, 2020 – January 23, 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:

- HRCP completed a total of 51 out of 94 Tricell and Bore Proximity Starter slurry-wall panels on the South Island.
- North Island expansion activities continue, including dredging and placement of armor stone.
- As the first physical construction activity in Norfolk, HRCP began clearing trees near Patrol Road and Oastes Creek to prepare for roadway widening.
- HRCP received approval for Noise Report Segments 1, 4, and 5, from Federal Highway Administration on January 5, 2021. The public comment period began on January 11, 2021 and will end January 31, 2021.
- HRCP graduated its first trainee from the project's On-the-Job (OJT) training program as a survey rod-person.

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:

- 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 26% of the estimated scheduled time has progressed to date.

Project Budget

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

- Project budget overview (through January 2021 payment application):

Original total project budget:	\$3,861,997,227
Total expenditures to date:	\$746,818,751
Remaining project budget:	\$3,115,178,475

- Design-build contract overview (through January 2021 payment application):

Design-build contract original amount:	\$3,299,997,227
Design-build contract expenditures to date:	\$715,491,512
Total change orders:	\$10,289,675
Total exercised options:	\$73,454,414

- Design-build progress to date (through January 2021 payment application):

Overall:	21.09%
Mobilization:	100.00%
General Requirements (including Project Management):	18.95%
Design:	61.07%
Physical Construction Progress:	6.85%

Environmental

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

- Wetland fencing/demarcation continues between Bay Avenue and Patrol Road.
- HRCP provided to the Virginia Marine Resources Commission (VMRC) the executed contract for the Submerged Aquatic Vegetation (SAV) Mitigation Plan between the Virginia Institute of Marine Science (VIMS) and Virginia Commonwealth University (VCU).

- HRCP completed the initial mailings for the sound wall public survey.
- HRCP conducted the quarterly permitting agency meeting.
- HRCP completed an archeological/historical assessment of timbers found while dredging near the North Island and submitted the assessment to VDOT for review and coordination with the Department of Historic Resources (DHR).

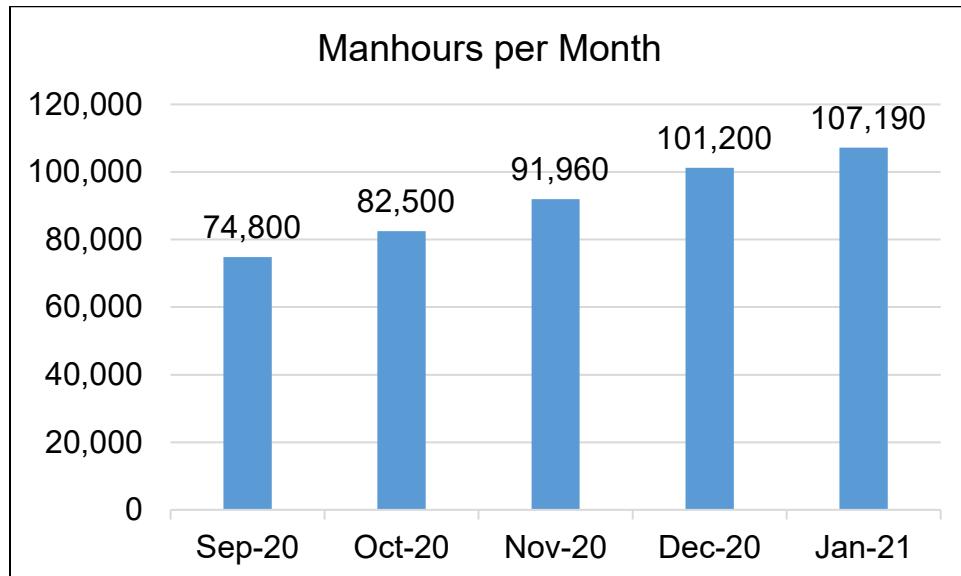
Construction

Progress updates for this reporting period include:

- Hampton Landside
 - No construction activity during this period.
- Marine Works
 - Continued construction of the N1 temporary construction trestle to be used to build the new permanent north trestle.
 - Completed the Test Pile Program for the North Trestle and continued the test pile program at the South Trestle.
 - Completed driving steel pipe sleeves for proposed concrete piles to be driven within the limits of the expanded North Island.
 - Completed the sheet pile wall on the bay side of the proposed North Island Tunnel Shaft.
 - Completed dredging at the North Island per design plans.
 - Began dredging to remove isolated stone from near the path of the TBM.
 - Began placement of material for expansion of the North Island.
- Islands and Tunnels
 - 51 out of 94 Tricell and Bore Proximity Starter slurry-wall panels completed to date on the South Island.
 - Began the conveyor pile installation at the South Island.
 - Ongoing construction for the temporary substation on the South Island to power the tunnel boring machine.
 - Began mobilization for the cut-off wall on the North Island.
- Norfolk Landside
 - Completed construction of the first warehouse building at the Willoughby Staging area. Construction of a second warehouse building is in progress.
 - Placed fabric and recycled asphalt material around office trailers at Willoughby Staging Area.
 - Began tree clearing near Patrol Road and Oastes Creek.
 - Clearing and erosion control measures and preparation for Bay Avenue work trestle construction.

Construction manhours worked continues to increase each month across the Project.

The following data is provided by HRCP and is current as of January 31, 2021:



Project Manhours to Date: 1,137,010

- Tunnel Boring Machine (TBM) Progress as of January 2021:
 - TBM Design-----100%
 - Manufacturing of Components-----99%
 - Final Assembly for Factory Tests-----47%

Operations

The following operations activities took place during this reporting period:

- VDOT reviewed the Project Traffic Operations Analysis and Interchange Modification Report for the Bayville Interchange.
- HRCP coordinated North Island power outages to complete the switchover of the relocated Medium Voltage power.
- HRCP completed installation of temporary power under the South Trestle bridge.

Quality

Quality updates for this reporting period include:

- VDOT reviewed 26 Construction Quality Management Plan (CQMP) updates this period.
- VDOT completed the review of the Quarterly updates of HRCP's quality plans.
- HRCP conducted 1 Preparatory Meeting during this reporting period.
- VDOT continues to track Owner's Independent Assurance (OIA) and Owner's Verification Sampling and Testing (OVST) and conduct the testing as needed.
- VDOT initiated coordination with HRCP's tunnel group to discuss the Tunnel Quality Control Plan.

- VDOT continues to monitor HRCP's material book records for compliance.

Safety

Safety procedures and activities during this reporting period include:

- As a response to COVID-19 and to reduce potential exposure to illness, VDOT and HRCP office staff have returned to divided work schedules of "A" and "B" Teams.
- The following safety performance indicator information is provided by HRCP and is current as of January 31, 2021. HRCP is performing better than the national averages.
 - Total Recordable Incidence Rate: 1.76 (National Average: 2.8)
 - Lost Time Incidence Rate: 0 (National Average: 1.1)

Civil Rights & DBE/SWaM Business Opportunities

As of this reporting period, HRCP has awarded a total of **193 subcontracts**, subconsultant agreements and purchase orders to DBE/SWaM certified firms for a total of **\$111.9 million**. Civil Rights activities attended, including DBE and SWaM business for this reporting period are as follows:

- Conference of Minority Transportation Official (COMTO) Hampton Roads General Membership Meeting.
- Business Opportunity Workforce Development (BOWD) Center: Contracts 101.
- City of Chesapeake, Economic Development Advisory Committee Meeting.

Public Outreach & Media

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

- Presented progress updates to the City of Hampton and the City of Norfolk.
- Presented to SAME Industry-Government Engagement Workshop.
- Presented to the Virginia Maritime Association Inland Trucking Committee.
- Presented to the Virginia Peninsula Rotary Club.
- Presented to the Old Comfort Yacht Club for their Pointer Maritime University series.
- HRBT Team members honored/awarded at the Women in Transportation Hampton Road Annual Reception.

2. Project Schedule

2.1 Schedule Status

The following table depicts key milestone dates outlined in the contract requirements. This table will be updated to reflect these dates and used as a benchmark to track milestone achievements and has been updated as of the current approved schedule.

Key Dates	Contract Requirement	Schedule of Record Dates	December 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 23, 2025	
Final Completion	November 1, 2025	November 1, 2025	October 28, 2025	

2.2 Longest Path

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

- South Island Slurry Walls Construction
- Completion of South Island Portal Launching Pit
- 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. 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 Baseline Schedule:

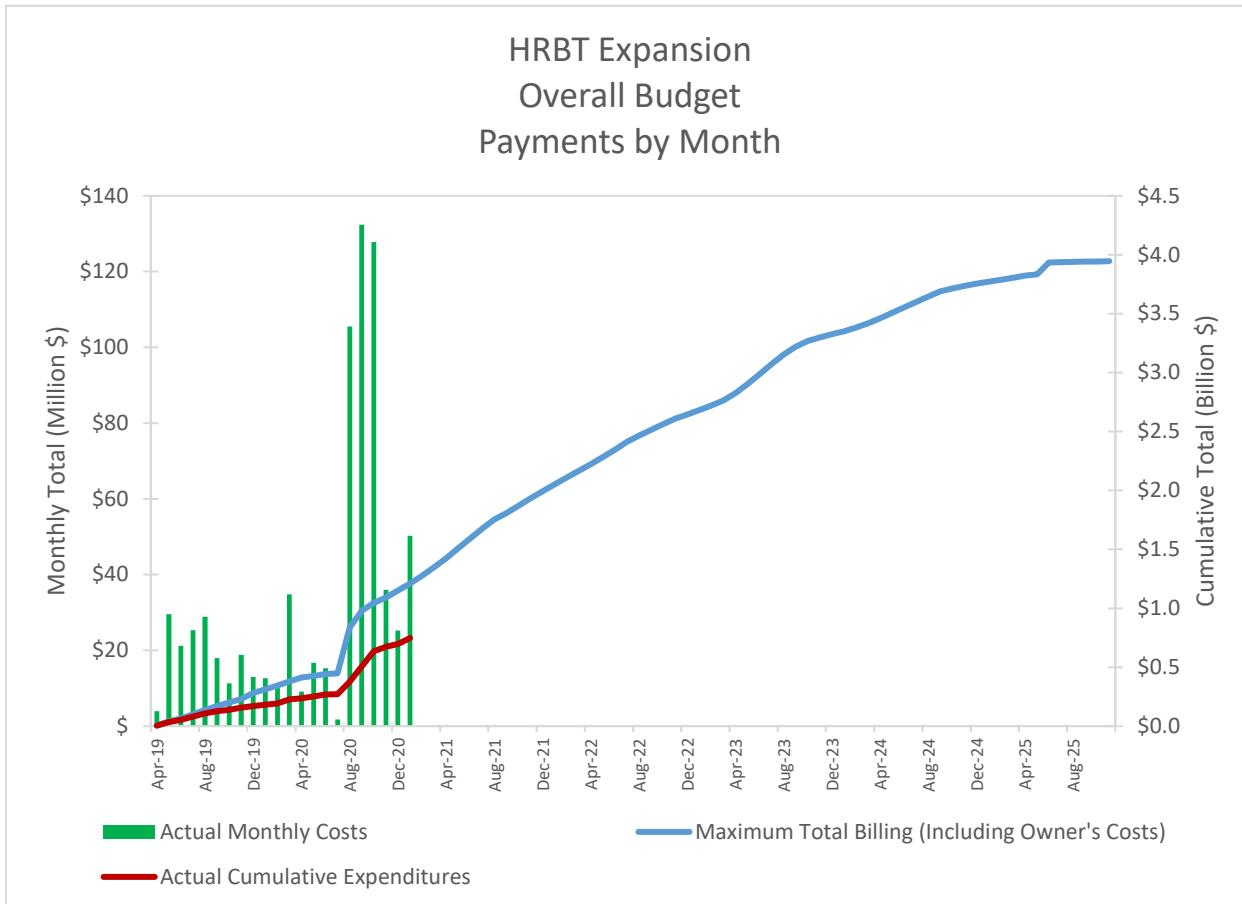
- South Portal Ground Improvement Procurement
- North Island Expansion
- Procure Tunnel Lining
- Bored Tunnel Design Stage 2
- Utility relocations
- South Trestle MOT Design Stage 2
- North Trestle Structural Material Procurement and Subcontract Execution

3. Project Budget

3.1 Overall Budget

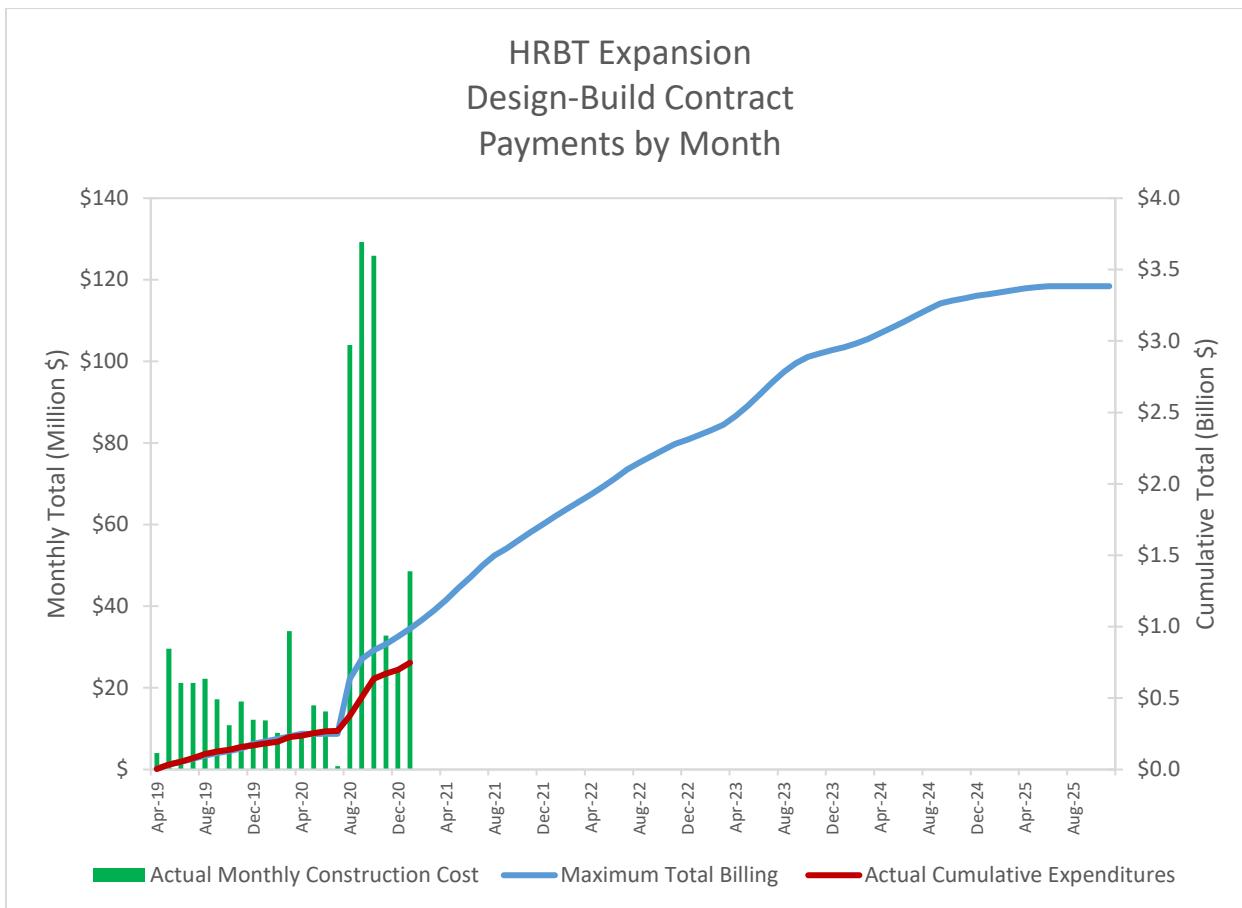
The overall budget outlined in this report is based on the terms and conditions of Article 3 (Project Funding) in the Project Agreement for Funding and Administration (PAFA). The cost curve is based on Exhibit 6 of the Comprehensive Agreement (monthly maximum cumulative compensation amount). Amounts this period reflects payments invoiced for Construction, Engineering Administration, Right of Way, and Contingency between December 13, 2020 – January 23, 2021.

	Amount this period:	Total to Date:	Original Total Budget:	Total Remaining Budget:	Percent Spent To-date:
<u>Comprehensive Agreement</u>					
Construction	\$48,590,457.23	\$715,491,512.34	\$3,299,949,686.00	\$2,584,458,173.66	21.68%
<u>Owner Costs</u>					
Administration	\$1,674,718.33	\$20,858,727.75	\$122,000,000.00	\$101,141,272.25	17.10%
Right of Way	\$393.63	\$6,468,511.76	\$15,000,000.00	\$8,531,488.24	43.12%
<u>No-Excuses Incentive</u>					
Contingency	\$0.00	\$0.00	\$90,000,000.00	\$90,000,000.00	0.00%
<u>Total</u>	\$50,265,569.19	\$746,818,751.85	\$3,861,949,686.00	\$3,115,130,934.15	19.34%



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

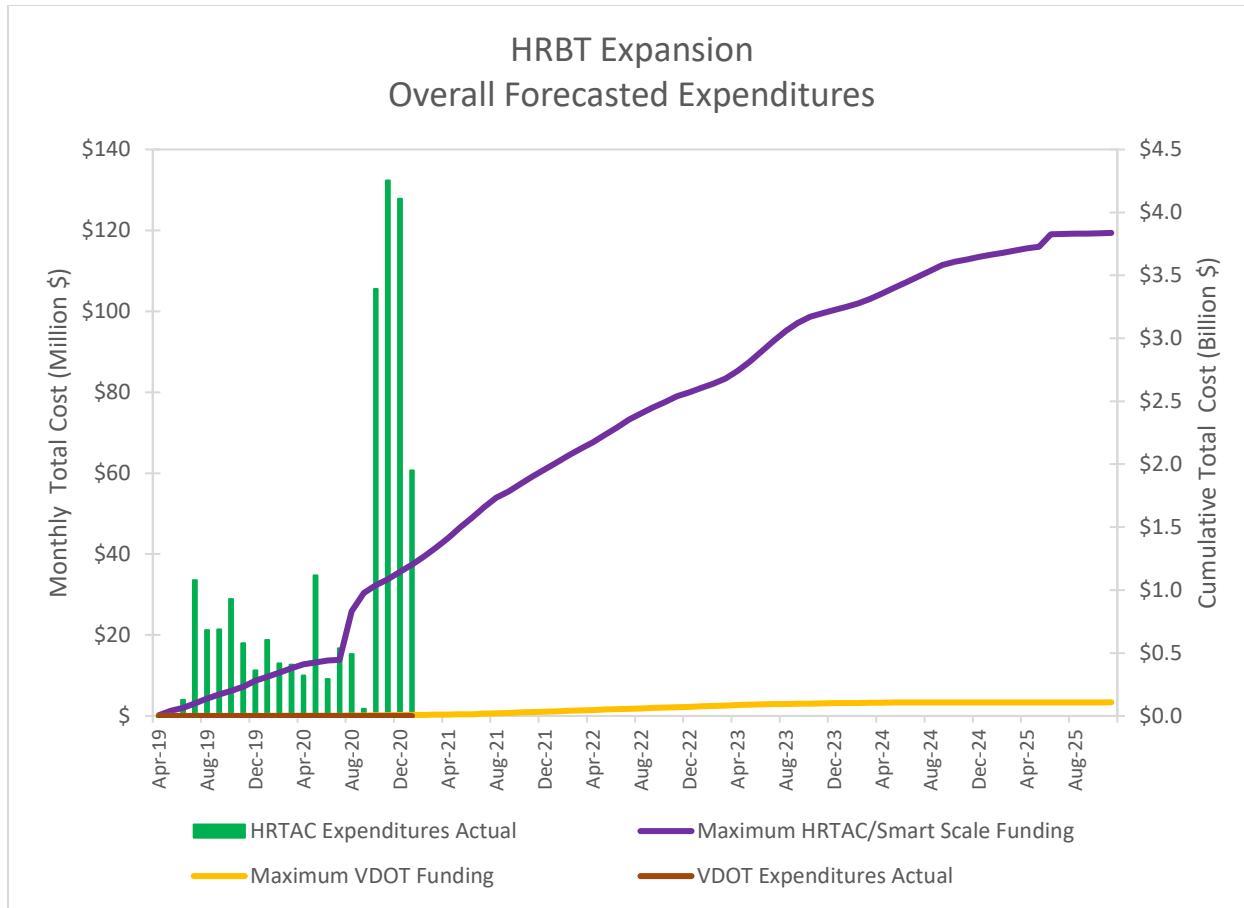
The budget for expenditures by funding source is based on the terms and conditions of Article 3 (Project Funding) and Exhibit 5 of the PAFA. This section outlines planned expenditures of both HRTAC and VDOT funds. The cost curve has been developed based on the monthly maximum cumulative compensation 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 December 13, 2020 – January 23, 2021.

3.3.1 HRTAC and Smart Scale

	Amount this period:	Total to Date:	Original Total Budget:	Total Remaining Budget:	Percent Spent To-date:
<u>Comprehensive Agreement</u>					
Construction	\$57,803,684.73	\$666,901,055.11	\$3,299,949,686.05	\$2,633,048,630.94	20.21%
<u>Owner Costs</u>					
Administration	\$2,888,035.28	\$29,652,127.55	\$122,000,000.00	\$92,347,872.45	24.31%
Right of Way	\$400.71	\$6,468,118.13	\$15,000,000.00	\$8,531,881.87	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	\$60,692,120.72	\$707,021,300.79	\$3,861,949,686.05	\$3,154,928,385.26	18.31%

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	\$14,927.28	\$139,663.44	\$3,527,946.00	\$3,388,282.56	3.96%
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%
Total	\$14,927.28	\$139,663.44	\$108,527,646.00	\$108,387,982.56	0.13%



3.4 Contingency

Contract Changes

CO = Change Order

	Description	Date	Value	Time
	Unsuccessful Offeror Payment	5/8/2019	\$ 4,000,000.00	
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-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-33	Tunnel Finishes Height	12/18/2020	\$ -	0 days
CO-38	H-Piles in Aggressive Soils	12/18/2020	\$ (47,541.00)	0 days

Material Price Adjustments

- No Change Order issued to date for adjustments.

4. Environmental

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 system permits, and the VMRC subaqueous lands permit.

During this reporting period, HRCP has completed or is currently performing several compliance tasks included in agency permit conditions:

Marine Mammal Observers (MMOs) - Ongoing observation of all in-water pile driving and water quality monitoring conducted during marine construction activities.

Wetland Fencing/Demarcation - Continued wetland fencing/demarcation between Bay Avenue and Patrol Road as surveying progresses ahead of construction.

Submerged Aquatic Vegetation (SAV) Contract - HRCP received the SAV mitigation contract signed by VIMS and VCU, and the final executed contract was provided to VMRC on January 7, 2021.

Noise Monitoring - HRCP coordinated with VCU to develop and schedule underwater acoustic noise monitoring during piledriving.

USCG Permit - HRCP received the USCG bridge permit for the Willoughby Bay Bridge on December 22, 2020.

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 will end on February 8, 2021. HRCP has requested that the final 30-day interim period be waived by NOAA and that request is under consideration.

VPDES Permit - 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 and published the last public notice on December 19, 2020. The public comment period ended on January 19, 2021, and no comments were received. Permit issuance is expected by end of January 2021.

Archeological Assessment - HRCP completed an archeological/historical assessment of timbers found while dredging near the North Island and submitted the assessment to VDOT on January 21, 2021 for review and coordination with DHR.

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, HRCP performed the following work in Area 2:

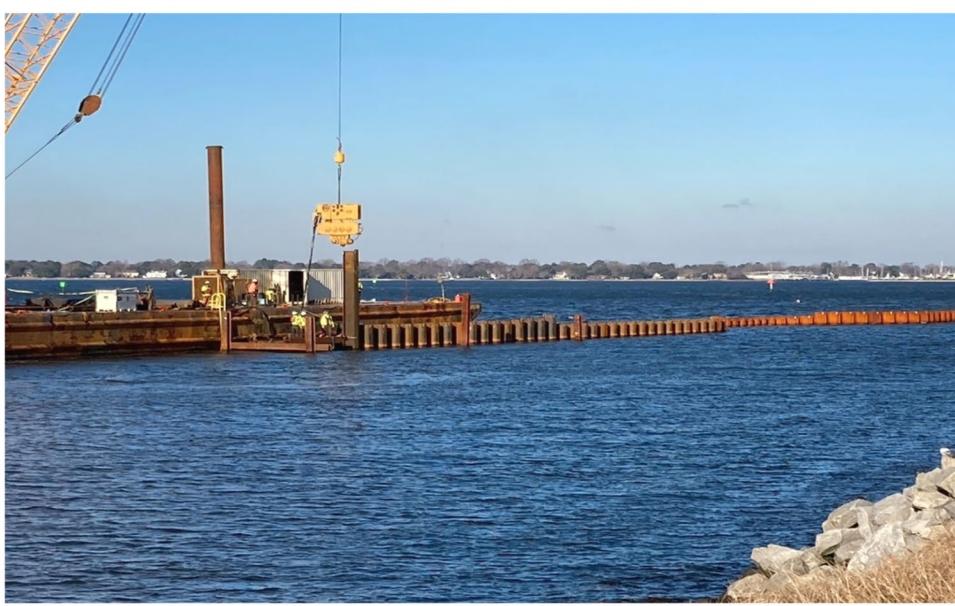
N1 Temporary Construction Trestle - Continued to drive piles, set beams, and install decking to extend the N1 temporary construction trestle towards the Hampton shore. A crane is mobilized onto the trestle. This trestle will be used for building the new permanent north trestle.

Test Pile Program - Completed dynamic and static load tests for the Test Pile Program at the North Trestle. Similar pile tests continue at the South Trestle.

North Island Dredging - Completed dredging to the north and west of the existing North Island prior to expansion work.

Sheet Pile Wall - Completed a sheet pile wall that will separate North Island expansion stone from the proposed North Island tunnel shaft.

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.



Sheet Pile Wall Separating North Island Expansion Stone from Proposed North Island Tunnel Shaft



North Island Expansion - Perimeter Rock Placement

5.3 Area 3: Tunnels and Islands

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

Slurry Wall Construction - Continued slurry wall construction for the tri-cell TBM launching pit as well as the bored tunnel proximity walls on the South Island. Excavation for the walls was accomplished using two hydromill excavators and one clamshell bucket, all working 24 hours a day. The slurry wall panel reinforcing cages continue to be fabricated on-site and placed utilizing a crawler crane followed by concrete placement. To date, 51 Tricell and Bore Proximity Starter slurry wall panels have been completed, totaling 30,100 CY of concrete placed for the South Island slurry walls out of an expected 94 panels.

Conveyor and TBM Quay Pile Installation - Began installing support piles for the conveyor that will carry excavated tunnel material off the island to barges for disposal; 8 offshore piles driven to grade and 2 onshore piles partially driven. Installation of support piles continued for the quay (dock); 9 piles driven to grade and an additional 11 piles in-progress to date on the west side of the South Island.

Storm Water Sedimentation Pond - Construction of the last South Island storm water sedimentation pond continues, with the other two complete.

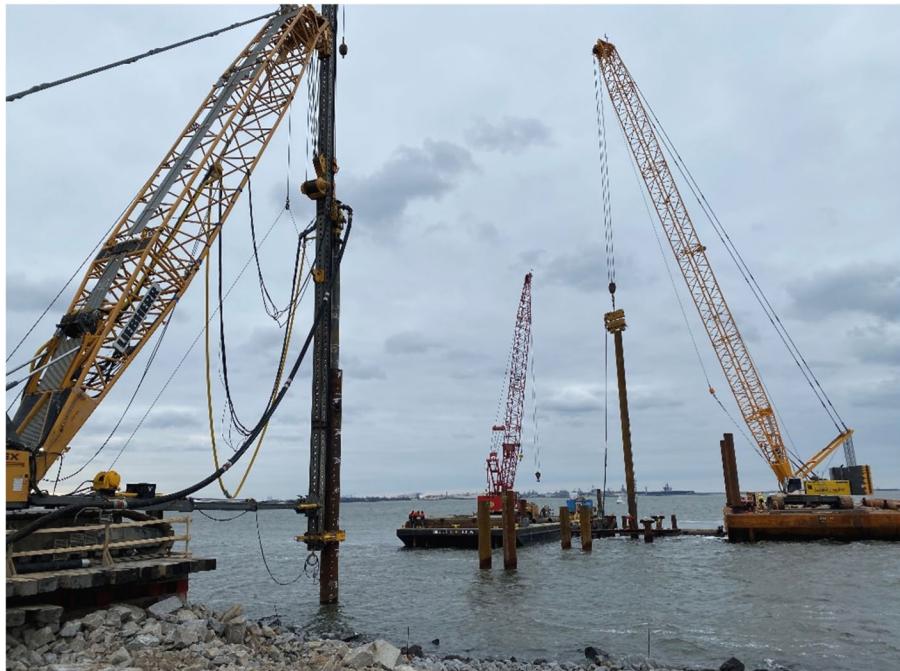
Temporary Substation - Continued construction for the temporary electrical substation on the South Island to power the tunnel boring machine.

Jet Grouting Operation - Began mobilization for the jet grouting operation for soil treatment along the path of the tunnel at South Island, including the assembly of the grout mixing plant.

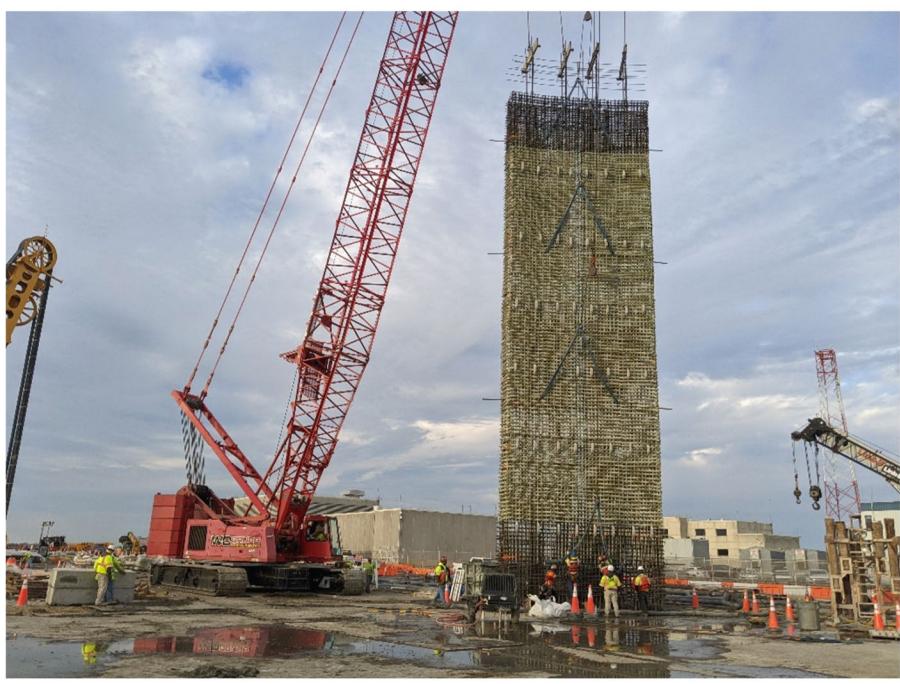
North Island Early Works - Completed early works on the North Island, including permanent electrical duct bank, fiber optic, and septic field relocations.

North Island Cut-Off-Wall Operation - Began mobilization for the cut-off wall operation on the North Island; installation of the piles will occur in the coming weeks.

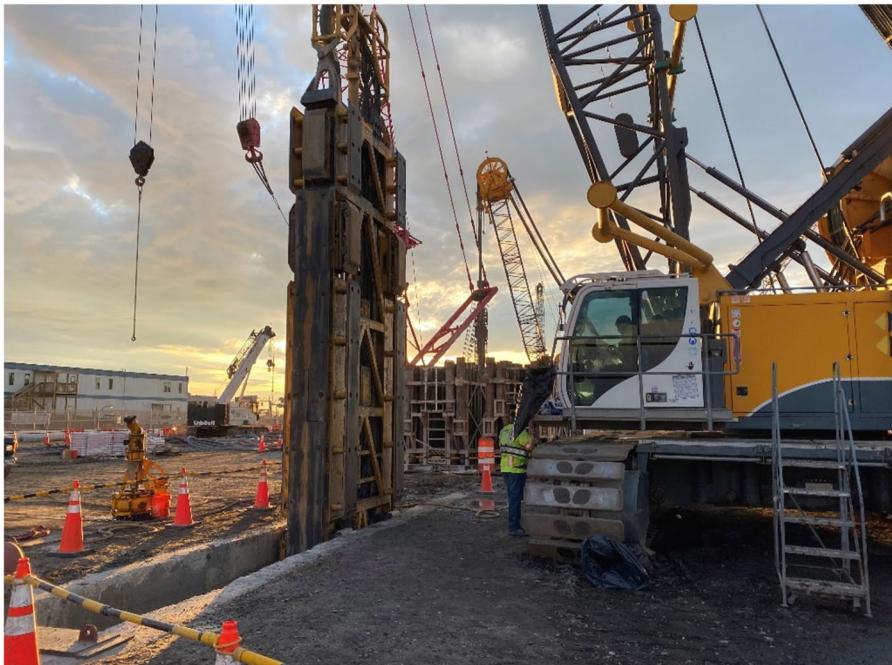
North Island Water Treatment Plant Slab - Began the temporary slab installation for the water treatment plant on the North Island.



South Island Conveyor Pile Installation



South Island Slurry Wall TBM Soft Eye Panel



South Island Slurry Wall Hydromill Excavation



North Island Completed Medium Voltage (MV) Duct Bank Backfill

Herrenknecht, the TBM manufacturer, reported the following progress in January 2021:



Copyright of Herrenknecht

TBM Schedule Milestones:

- TBM Ordered by HRCP-----Feb 2020
- TBM Factory Tests & Acceptance-----May 2021
- Delivery at Project Site-----Fall 2021
- Planned Start of TBM Excavation-----Spring 2022

Progress:

- TBM Design-----100%
- Manufacturing of Components-----99%
- Final Assembly for Factory Tests-----47%

Final Assembly by Component:

- Shield-----50%
- Cutterhead-----0%
- Main Drive-----100%
- Screw Conveyor-----100%
- Erector-----100%
- Systems-----25%
- Man Locks-----0%
- Gantry-----30%



TBM Shield Concept

Copyright of Herrenknecht

5.4 Area 4: Norfolk Landside

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

Willoughby Staging Area Warehouse Buildings - Completed construction of the first warehouse building at the Willoughby Staging area. Construction of a second warehouse building is in progress.

Willoughby Staging Area Office Trailers - Placed fabric and recycled asphalt material around office trailers complex at the Willoughby Staging Area.

Tree Clearing and Erosion and Sediment Control Measures - Began tree clearing near Patrol Road and Oastes Creek. Clearing and erosion control measures and preparation for Bay Avenue work trestle construction.



Placement of Fabric and Recycled Asphalt Material
Around Office Trailer Complex at the Willoughby
Staging Area



Tree Clearing Near Patrol Road and Oastes Creek

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 - Conducted for maintenance of equipment for tunnel baseline instrumentation and monitoring, installation of Willoughby Bay Bridge and North Trestle instrumentation and monitoring equipment, and corridor wide pre-construction surveys.

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 Flagging Operations - Performed temporary flagging operations at Patrol Road to support tree clearing for upcoming widening work.

Temporary Power for the Tunnel Boring Machine - Completed installation under the westbound South Trestle.

Power Outages - Coordinated power outages on the North Island to complete the switchover of the relocated Medium Voltage power and associated fiber communications. Commenced planning for power outages on the north shore to support the upcoming relocation of power infrastructure for the construction of the North Trestle abutment.

Routine Management - HRCP performed routine incident management and maintenance operations within the corridor.

7. Quality

Quality updates for this reporting period include:

Construction Quality Management Plan (CQMP) Updates – VDOT reviewed as part of final “Released for Construction” (RFC) design packages. There were 26 updates reviewed this period. The CQMP updates include 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.

Quarterly Updates for Quality Plans – HRCP submitted quarterly updates for quality plans on schedule on January 15, 2021. The Design Quality Management Plan had minor revisions in response to previous review comments and was returned to HRCP approved. The submitted Quality System Management Plan (QMSM) and CQMP had minor revisions and were returned to HRCP as approved as noted.

Meetings - HRCP conducted 1 Preparatory Meeting during this reporting period. VDOT attended coordination meetings with HRCP’s tunnel group to review a preliminary outline of the Tunnel Quality Plan.

Testing Performed by VDOT - Ongoing tracking of the Owner’s Independent Assurance (OIA) and Owner’s Verification and Sampling Testing (OVST) and coordination with VDOT’s field staff to conduct the testing as needed.

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.

Routine Quality Activities - Ongoing reviews of deficiencies and nonconformance records (NCRs) and coordination with the resident engineers for acceptance of root causes and dispositions of deficiencies, ongoing reviews of QA and QC records for accuracy and quality issues, coordination of documentation reviews by VDOT’s Material Department, and ongoing discussions of quality issues with HRCP’s QA/QC staff.

8. Safety

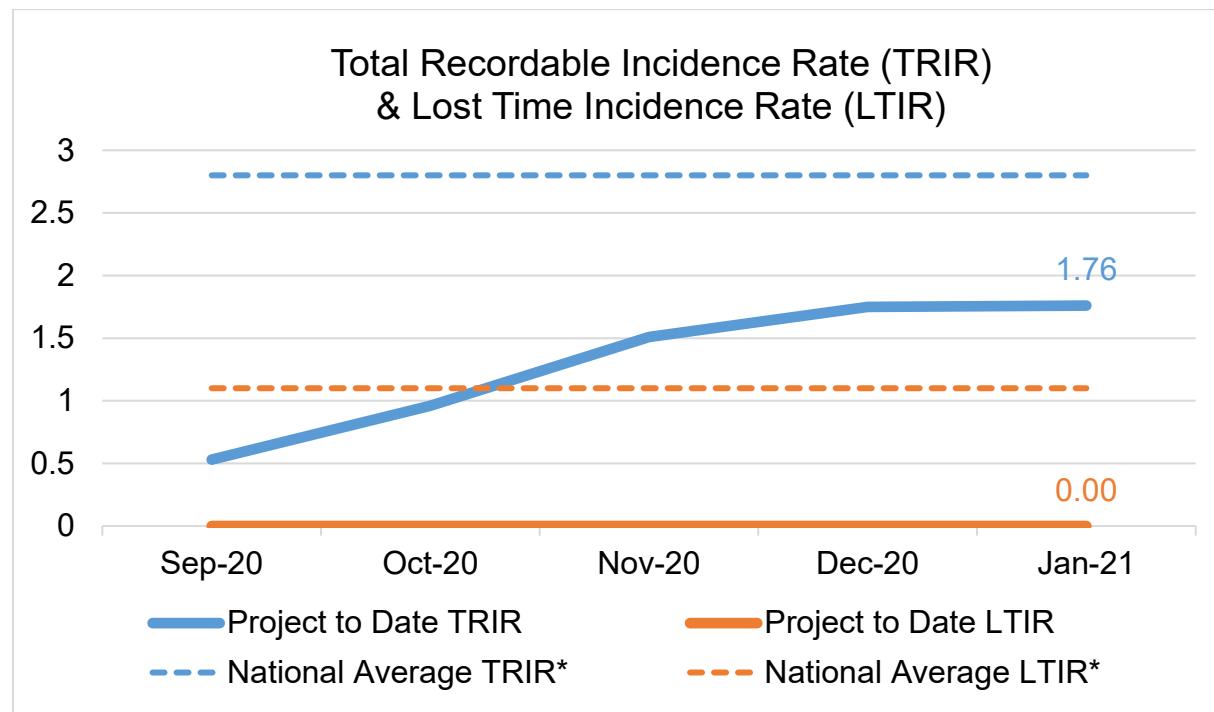
Safety procedures and activities during this reporting period include:

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 divided work schedules of “A” and “B” Teams to limit potential exposure to illness.

Oversized Vehicle Management – As HRCP’s water treatment plant was moved from the South Island to the North Island, the oversized vehicles that were used to move the components were re-routed to the Monitor Merrimac Memorial Bridge Tunnel (MMMBT) to avoid safety and traffic impacts.

Close Monitoring of Energized Electrical Manholes - VDOT monitored HRCP activities in energized electrical manholes to minimize the risk of safety incidents and reduce the number of shutdowns that affect the traveling public through existing tunnels.

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

As of this reporting period, HRCP awarded a total of **193 subcontracts**, subconsultant agreements and purchase orders to DBE/SWaM certified firms for a total of **\$111.9 million**, toward a project goal of \$394.5 million. Contract awards include those issued to lower-tiered subcontractors. HRCP submitted to VDOT their 4th Quarter Good Faith Effort Activities Report detailing accounts of the many initiatives and events with its subcontractors to achieve and exceed established contract goals.

The work awarded by HRCP to DBE/SWaM firms for this reporting period included a wide range of trades and professions. These opportunities included the following:

- HVAC
- Design Verification Services
- AV Installation
- Rebar Supply & Installation
- Fence Installation
- Engineering Services

A local certified DBE firm, **REMSA - Research, Environmental & Management Support Inc.**, was highlighted for its significant work on the project providing marine mammal observation.



REMSA's staff assigned to the project performing daily observations to identify and minimize impacts from construction activities to protect marine life.

HRCP and VDOT Civil Rights Work Group met on January 19, 2021 for the monthly project and compliance update.

HRCP graduated its first candidate in the On-the-Job Training (OJT) Program that provides training opportunities for women, minorities and disadvantaged persons which will increase their participation in the highway construction industry. HRCP's employee received training as a Rod

Person requiring 240 hours over a 6-week period. HRCP has established a plan that will allow them to achieve the 80-trainee OJT contract goal utilizing VTCA & VDOT's OJT Program guidance. The meeting focused on areas of compliance related to the following:

- VDOT's Prompt Pay Provision
- Commercially Useful Function
- Required Subcontract Federal Provisions
- Davis-Bacon Wage Rates
- DBE/SWaM Work Progress Schedules

VDOT and HRCP continued preparing for the upcoming 2021 Bonding Education Program (BEP) hosted by the USDOT Small Business Transportation Resource Center (SBTRC). A preliminary virtual planning meeting was held on January 8, 2021. A Readiness Session for contractors performing on construction and transportation-related projects will be held on January 27, 2021. The series of 90-minute training sessions will begin on February 16 through March 4, 2021. The Cities of Hampton and Norfolk Economic Development Offices will be participating on the Stakeholders Workgroup in support of the upcoming event.



OTHER OUTREACH/TRAINING EVENTS: The HRCP and VDOT's Civil Rights staff continued to participate in the following virtual events to engage and share information about business and workforce development opportunities available on the Project and the Hampton Roads District.

- December 14, 2020 - Conference of Minority Transportation Official (COMTO) Hampton Roads General Membership Meeting
- December 22, 2020 - Business Opportunity Workforce Development Center (BOWD) Center: Contracts 101
- January 13, 2021 - City of Chesapeake, Economic Development Advisory Committee Meeting

10. Public Outreach & Media

The Communications team remains committed to virtual outreach during the COVID-19 pandemic. The following public outreach activities took place during this reporting period:

- December 15, 2020 - Presented to SAME Industry-Government Engagement Workshop
- December 15, 2020 - HRBT Team members were honored/awarded at the Women in Transportation Hampton Roads Annual Reception (virtual)
- January 8, 2021 - Provided progress updates to the City of Hampton
- January 11, 2021 - Presented to the Virginia Maritime Association Inland Trucking Committee



Project Director Jim Utterback presents to the
Virginia Maritime Association Inland Trucking
Committee

- January 13, 2021 - Presented to the Virginia Peninsula Rotary Club
- January 14, 2021 - Issued HRBT Expansion Project monthly newsletter for January 2021
- January 15, 2021 - Provided updates to the City of Norfolk
- January 19, 2021 - WAVY-TV article on “VDOT to hold virtual open house regarding HRBT Expansion Project”
- January 23, 2021 - Presented to the Old Comfort Yacht Club for their Pointer Maritime University series

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VDOT to hold virtual open house regarding HRBT Expansion Project

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VDOT-HRBT Expansion Project (Photo courtesy: VDOT)

WAVY-TV Announces Upcoming HRBT Expansion Project
Construction Virtual Open House Event

Visit our website to view more information:

www.hrbtexpansion.org