



May 2021
Monthly Project Report

I-64 HAMPTON ROADS BRIDGE-TUNNEL EXPANSION

Report 26

Project No. 0064-M06-032



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Prepared by:
Virginia Department of Transportation

www.hrbtextension.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 April 25, 2021 – May 22, 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 Tunnel Boring Machine successfully completed Factory Acceptance Testing in Schwanau, Germany on May 21, 2021. Machine will next be disassembled and prepared for shipment to Virginia in late 2021.
- The design of the project continues to progress, with 53% of the project construction plans approved as Released for Construction (RFC).
- South Island Progress:
 - 77% of the slurry wall panels necessary to begin excavation of the South Island TBM Launch Pit are complete.
 - Deep soil mixing field trial program completed.
 - Began installation of sheet pile isolation walls adjacent to the South Island TBM Launch Pit.
- North Island Progress:
 - Continued rock placement for Island expansion perimeter continues.
 - Continued Island fill placement.
- HRCP continued permanent pile driving operations for the EB North Trestle.
- HRCP continued construction of the Oastes Creek Temporary Work Trestle.
- HRCP continued mainline shoulder work, barrier wall installation, and temporary drainage construction in Norfolk.
- HRCP continued pre-phase shoulder work in Hampton.
- Two (2) major contract awards were executed to DBE firms to furnish and install rebar, for a total value of approximately \$120 million.

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 13, 2025. Final Completion is projected to be November 13, 2025. The project progress projected is within the contractual requirements.
- Approximately 31% of the estimated scheduled time has progressed to date.

Project Budget

Updates through the preliminary May 2021 payment application, including pending payment (*values are subject to minor changes after review and approval*):

- Project budget overview:

Original total project budget:	\$	3,861,997,227
Total expenditures to date:	\$	924,228,464
Remaining project budget:	\$	2,937,768,763

- Design-build contract overview:

Design-build contract original amount:	\$	3,299,997,227
Net change orders:	\$	17,094,947
Exercised options:	\$	73,454,414
Design-build contract sum to date:	\$	3,390,546,588
Expenditures to date:	\$	880,869,097
Remaining design-build contract amount:	\$	2,509,677,491

- Design-build progress to date:

Overall:	26.10%
Project Management:	25.28%
Design:	72.59%
Physical Construction Progress:	11.28%

Environmental

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

- HRCP is currently preparing permit modification #4 for submission to the agencies.
- HRCP previously completed the survey process 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 submitted a memorandum to NOAA on May 10, 2021 requesting that NOAA either extend the Incidental Harassment Authorization (IHA), which is currently set to expire in July 2021, or authorize the remaining IHA activities under the recently approved Letter of Authorization (LOA).
- HRCP continued the use of dogs and added more handlers and dogs to encourage birds to nest at Fort Wool.

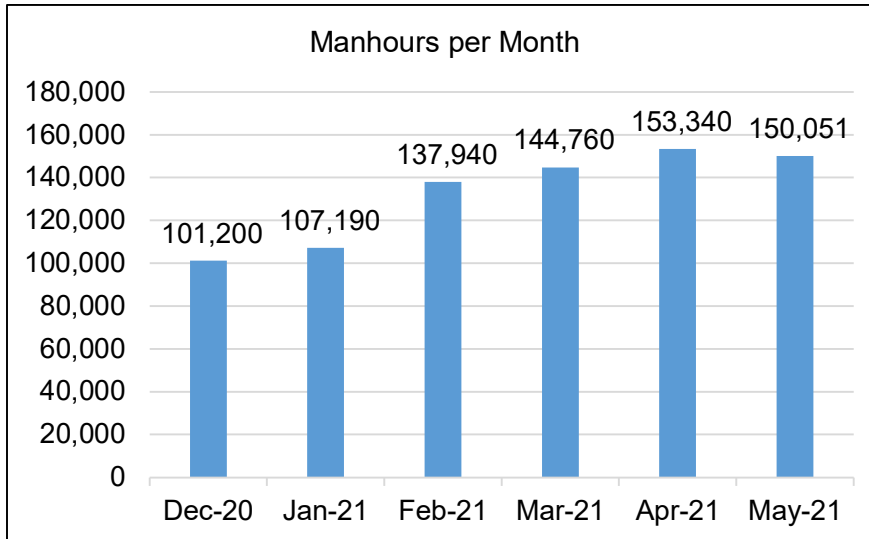
Construction

Progress updates for this reporting period include:

- Hampton Landside
 - Continued pre-phase shoulder work 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 permanent pile driving operations for the EB North Trestle.
 - Continued placement of perimeter stone for expansion of the North Island. Continued placement of island fill material.
- Tunnels and Islands
 - 77% of the slurry wall panels necessary to begin excavation of the South Island TBM Launch Pit are complete.
 - Began installation of sheet pile isolation walls adjacent to the South Island Launch Pit.
 - Continued installing guide walls for tunnel approach structure and new Cell 2 slurry walls on the South Island.
 - Continued installing piezometers and began installation of dewatering wells on the South Island.
 - Completed coring for the jet grout field trial program and completed deep soil mixing field trial program operations on the South Island.
- Norfolk Landside
 - Continued construction of the Oastes Creek Temporary Work Trestle.

- Continued mainline shoulder work, barrier wall installation, and temporary drainage construction in Norfolk.
- Completed clearing and grubbing operations adjacent to I-64 at the Bayview Blvd Bridge.
- Performed traffic shifts and restriping at Bay Ave and Bay Ave EB on-ramp.

The number of construction manhours worked each month is provided by HRCP and is current as of May 31, 2021:



Project Manhours to Date:
1,734,051

Operations

The following operations activities took place during this reporting period:

- HRCP deployed a second wrecker in the Project corridor Monday through Friday to enhance incident management response.
- HRCP continued to coordinate temporary power outages to complete utility relocations and accommodate trestle bridge tie-ins.
- HRCP completed additional lane shifts and barrier installation in Norfolk to accommodate interstate widening activities.
- HRCP continued installation of instrumentation and monitoring across the project to establish baselines in advance of tunnel boring and bridge construction operations.
- HRCP completed repairs to correct the settlement of the WB approach slab to West Evans Street.

Quality

Quality updates for this reporting period include:

- VDOT reviewed 14 Construction Quality Management Plan (CQMP) updates this period.

- 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 promote safe work zones and ensure HRCP's Safety Program is functioning.
- The following safety performance indicator information is provided by HRCP and is current as of May 31, 2021. HRCP is performing better than the national averages.
 - Total Recordable Incidence Rate: 1.73 (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 **227** subcontracts, subconsultant agreements, and purchase orders to DBE/SWaM certified firms for a total of **\$318.2 million**, towards a project goal of \$394.5 million. HRCP has awarded two (2) major contracts to DBE firms to furnish and install rebar, for a total value of approximately \$120 million. Civil Rights activities, including DBE and SWaM business opportunities, for this reporting period are as follows:

- VDOT's Compliance Team conducted fifteen (15) formal DBE commercially useful function reviews.
- HRCP met with VDOT's Civil Rights Team to provide an overview of its new client application "SkillSmart" that will lead to more efficient compliance data reporting.
- HRCP continued to promote available employment opportunities for constituents of the Norfolk Tidewater Gardens Housing Community.
- Two (2) enrollees successfully completed their on-the-job (OJT) training requirements.
- VDOT and HRCP met with representatives of Dollar Bank to learn more about small business lending opportunities available in conjunction with government lending programs.
- VDOT and HRCP hosted a HRBT Expansion Virtual Project Update, with 150 attendees.

Public Outreach & Media

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

- HRBT Project Team presented to the Newport News Rotary Club.
- HRBT Project Team participated in the virtual Tunnel Boring Machine Factory Acceptance Test Ceremony.
- HRBT Project Team provided an update to the Mallory Street Stakeholders Committee Meeting 002.

- HRBT Project Team participated in the HRBT Project DBE and SWaM: One Year Later: Community Partner Forum.
- HRBT Project Team presented to the 2021 Women's Transportation Seminar Annual Conference Virtual Tour of the HRBT Expansion Project.
- HRBT Project Leadership presented to the Hampton Roads Chamber of Commerce Lead 757 Infrastructure Day.
- HRBT Project Team hosted the Bi-Weekly Communication Team Meeting with the Cities of Hampton and Norfolk.
- Released Article "HRBT Expansion Project Achieves Key Milestone as the Tunnel Boring Machine is Completed."

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, comparing the Schedule of Record with Schedule Update 21. 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 12 calendar days after the completion milestones, which remains within the contractual range of acceptable performance.

	Contract Requirement	Schedule of Record Dates	April 2021 (Update 21)	Actual
NTP		Sep 9, 2020	Sep 11, 2020	Sep 11, 2020
Substantial Completion	Sep 1, 2025	Aug 27, 2025	Sep 13, 2025	
Final Completion	Nov 1, 2025	Nov 1, 2025	Nov 13, 2025	

2.2 Longest Path

The longest path to achieve the completion date of the Project Schedule Update 21 is driven by the following activities:

- South Portal Launching Pit Slurry Walls Construction Panels
- Capping Beam Cell 2 East
- Excavation of the TBM South Portal Launch Pit
- 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
- TBM drive in General Purpose (GP) Tunnel
- Tunnel Fit Out, and Finishes - Civil, MEP, Testing & Commissioning
- 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 critical or near critical, meaning there is less than one month of float in the Schedule Update 21:

- South Island - Site installation and Temporary Structures
- South Island Jet Grout
- South Portal Launching Pit Slurry Walls Construction Panels, Capping Beams
- South Portal Excavation & Struts - Dewatering, Arch Demolition
- South Portal Base Slab Concrete Works
- South Portal Structures
- South Portal MEP Work
- South Portal Jet Grout - Break-in/out
- North Portal Structures
- North Portal MEP Work
- TBM Assembly and Disassembly
- Tunnel Fit Out, Finishes - Civil, MEP, Testing & Commissioning
- North Island Vent Building, Flood Gate Building
- South Island Vent Building, Generator Building
- South Island Site Works
- North Trestle-Dismantle MOT Temporary Structure
- Commissioning and Systems Integration

3. Project Budget

3.1 Overall Budget

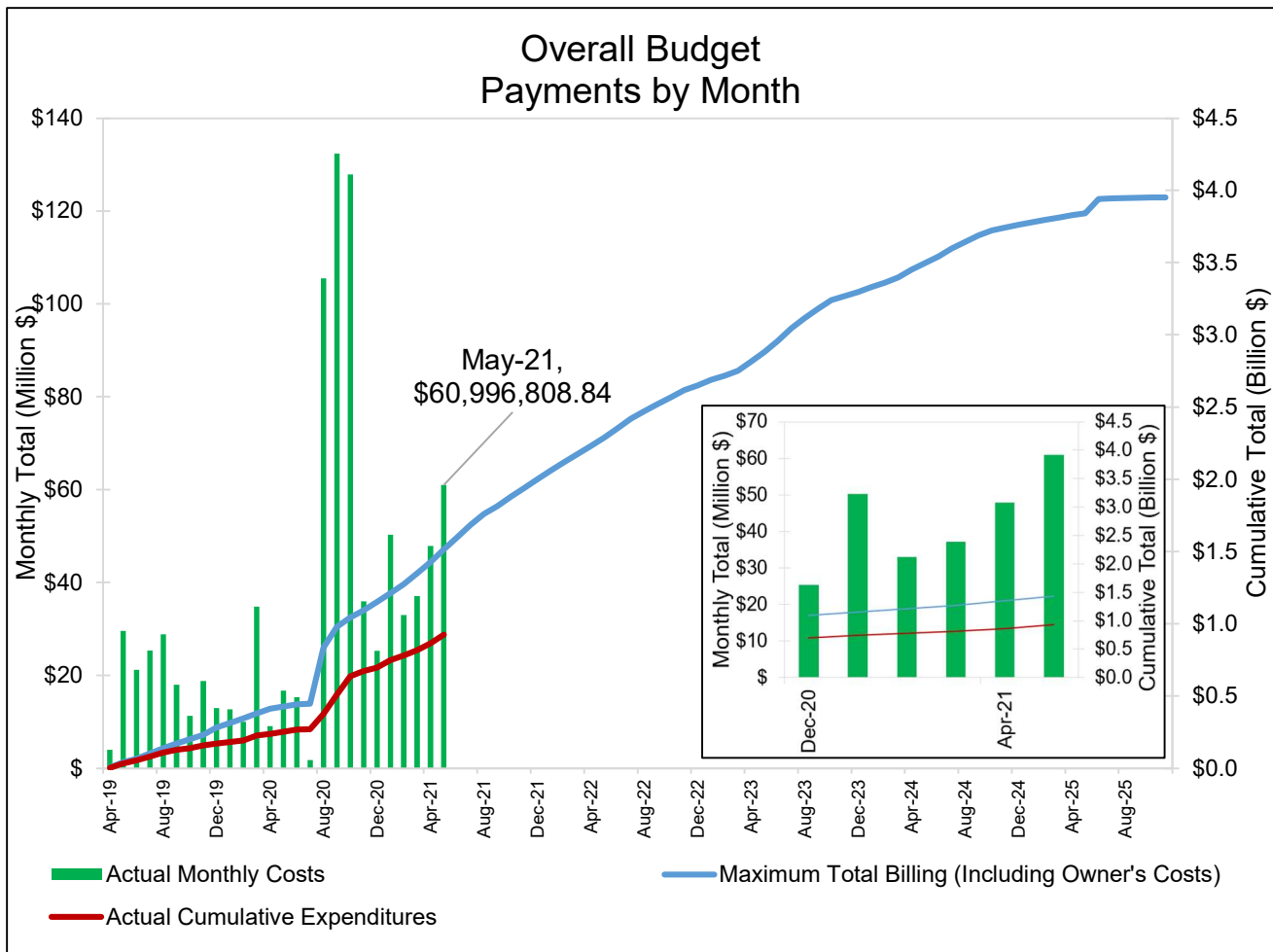
The overall budget outlined in this report is based on the terms and conditions of Article 3 (Project Funding) in the Project Agreement for Funding and Administration (PAFA). The cost curve is based on Exhibit 6 of the Comprehensive Agreement (monthly maximum cumulative compensation amount).

Note - The following construction information is pending payment for the preliminary May-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>	\$55,655,467.38	\$880,869,096.82	\$3,299,997,227.00	\$2,419,128,130.18	26.69%

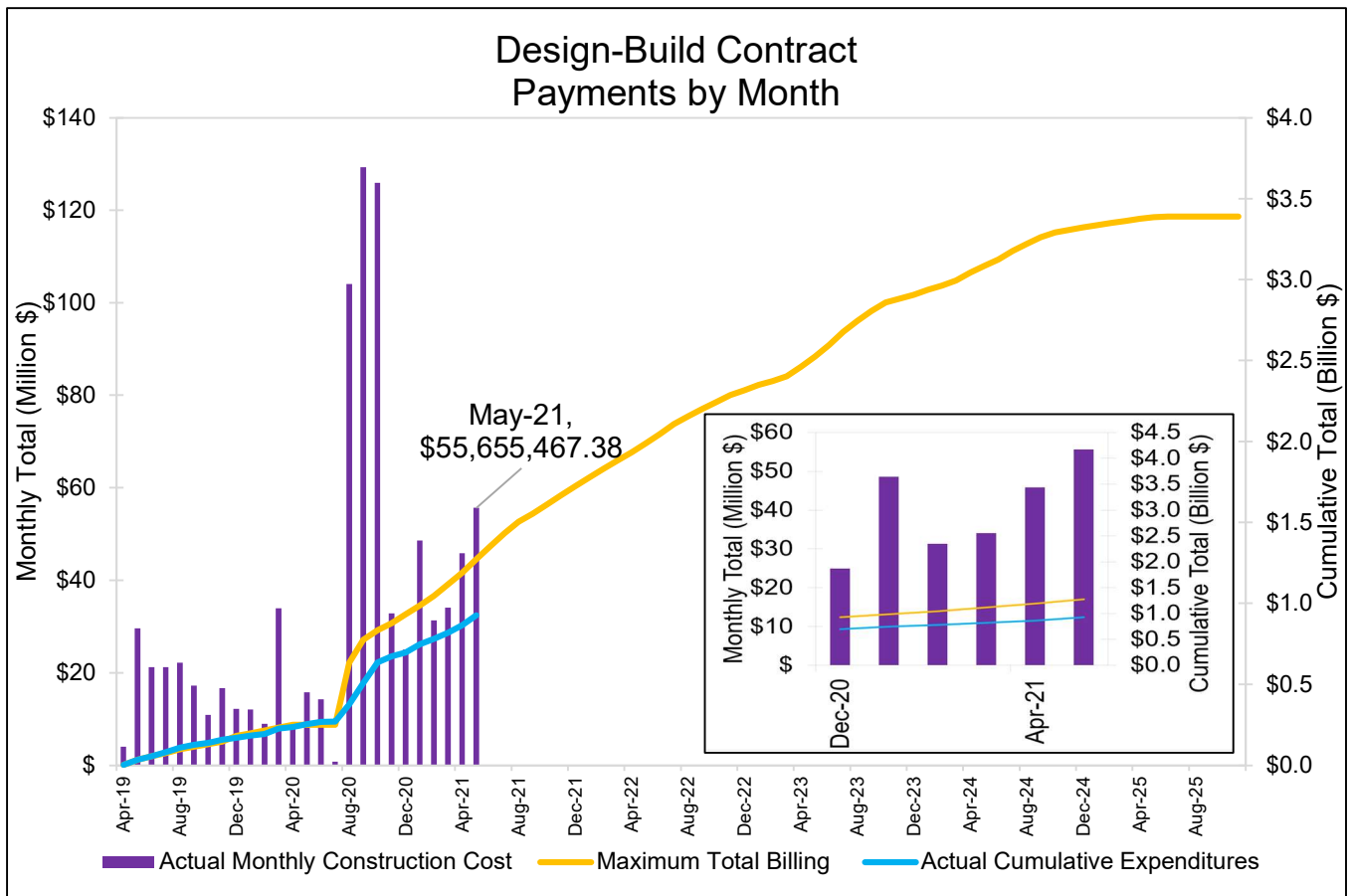
Note - The following administration, right of way, no-excuses incentive, and contingency costs are values paid through the March-2021 payment application.

<u>Owner Costs</u>					
<i>Administration</i>	\$1,830,941.32	\$29,225,489.80	\$122,000,000.00	\$92,774,510.20	23.96%
<i>Right of Way</i>	\$7,000.14	\$6,487,063.04	\$15,000,000.00	\$8,512,936.96	43.25%
<i>No-Excuses Incentive</i>	\$0.00	\$0.00	\$90,000,000.00	\$90,000,000.00	0.00%
<i>Contingency</i>	\$3,503,400.00	\$7,646,814.76	\$335,000,000.00	\$327,353,185.24	2.28%
<u>Total</u>	\$60,996,808.84	\$924,228,464.42	\$3,861,997,227.00	\$2,937,768,762.58	23.93%



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

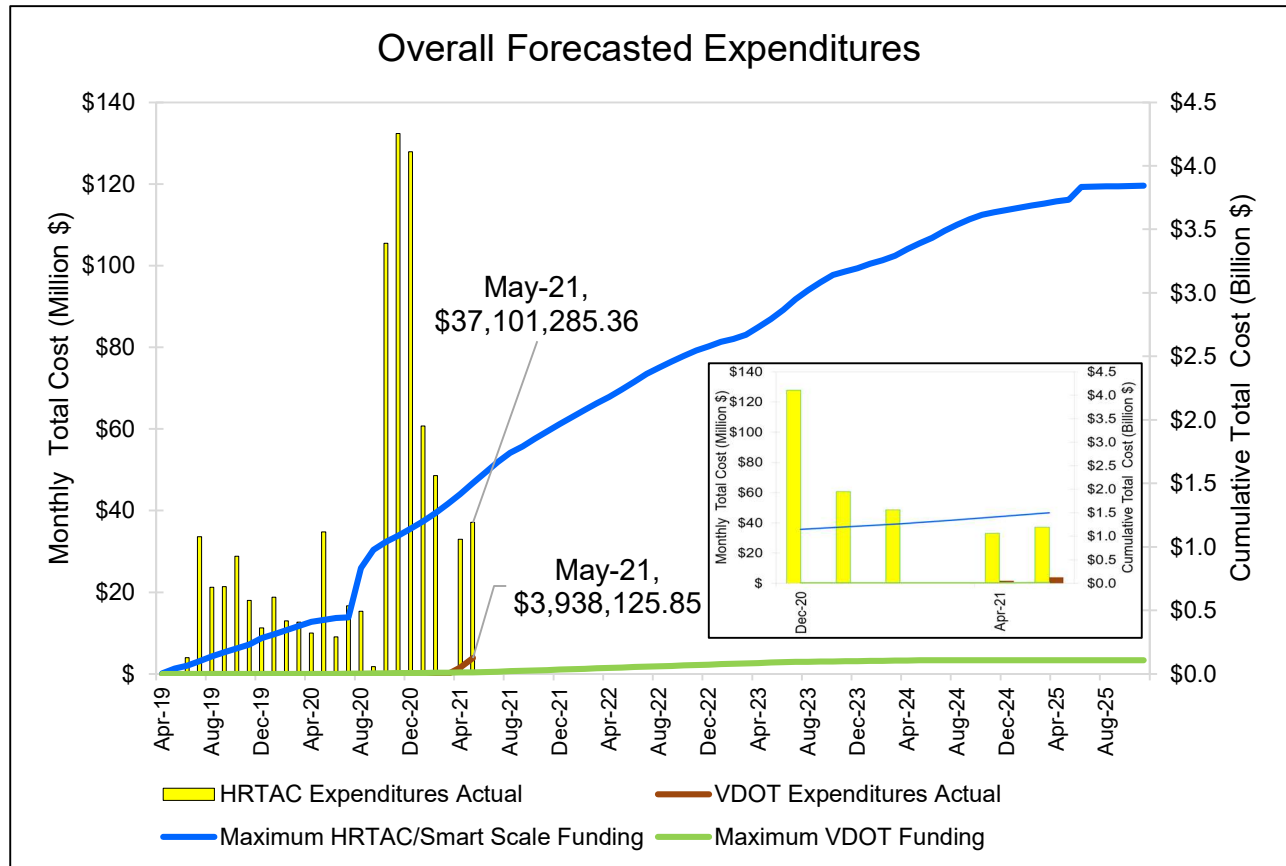
The budget for expenditures by funding source is based on the terms and conditions of Article 3 (Project Funding) and Exhibit 5 of the PAFA. This section outlines planned expenditures of both HRTAC and VDOT funds. The cost curve has been developed based on the monthly maximum cumulative compensation amount in the Comprehensive Agreement and will be updated as HRCF 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 April 25, 2021 – May 22, 2021.

3.3.1 HRTAC and Smart Scale

	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>					
<i>Construction</i>	\$34,086,509.31	\$780,901,669.44	\$3,204,569,251.00	\$2,423,667,581.56	24.37%
<u>Owner Costs</u>					
<i>Administration</i>	\$3,012,622.83	\$25,501,944.46	\$118,472,054.00	\$92,970,109.54	21.53%
<i>Right of Way</i>	\$2,153.22	\$6,473,361.48	\$15,000,000.00	\$8,526,638.52	43.16%
<i>No-Excuses Incentive</i>	\$0.00	\$0.00	\$90,000,000.00	\$90,000,000.00	0.00%
<i>Contingency</i>	\$0.00	\$4,000,000.00	\$325,428,277.00	\$321,428,277.00	1.23%
<u>Total</u>	\$37,101,285.36	\$816,876,975.38	\$3,753,469,582.00	\$2,936,592,606.62	21.76%

3.3.2 VDOT

	Amount Spent this Period:	Total Spent to Date:	Original Total Budget:	Total Remaining Budget:	Percent Spent To-date:
<u>Comprehensive Agreement</u>					
<i>Construction</i>	\$2,150,016.38	\$3,655,027.85	\$95,427,976.00	\$91,772,948.15	3.83%
<u>Owner Costs</u>					
<i>Administration</i>	\$1,788,109.47	\$2,128,391.47	\$3,527,946.00	\$1,399,554.53	60.33%
<i>Right of Way</i>	\$0.00	\$0.00	\$0.00	\$0.00	0.00%
<i>No-Excuses Incentive</i>	\$0.00	\$0.00	\$0.00	\$0.00	0.00%
<i>Contingency</i>	\$0.00	\$0.00	\$9,571,724.00	\$9,571,724.00	0.00%
<u>Total</u>	\$3,938,125.85	\$5,783,419.32	\$108,527,646.00	\$102,744,226.68	5.33%



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
CO-41	Wetland Mitigation Costs	4/26/2021	\$ 3,503,400.00	0 days
TOTAL			\$ 17,094,947.14	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 - HRCP began discussions with the agencies on permit modification request #4, that potentially includes additional mooring piles at the South Island quay, changing portions of jump trestle to work trestle on the Willoughby Bay bridge, and temporary filling areas originally permitted for permanent shading impact to provide level crane access.

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

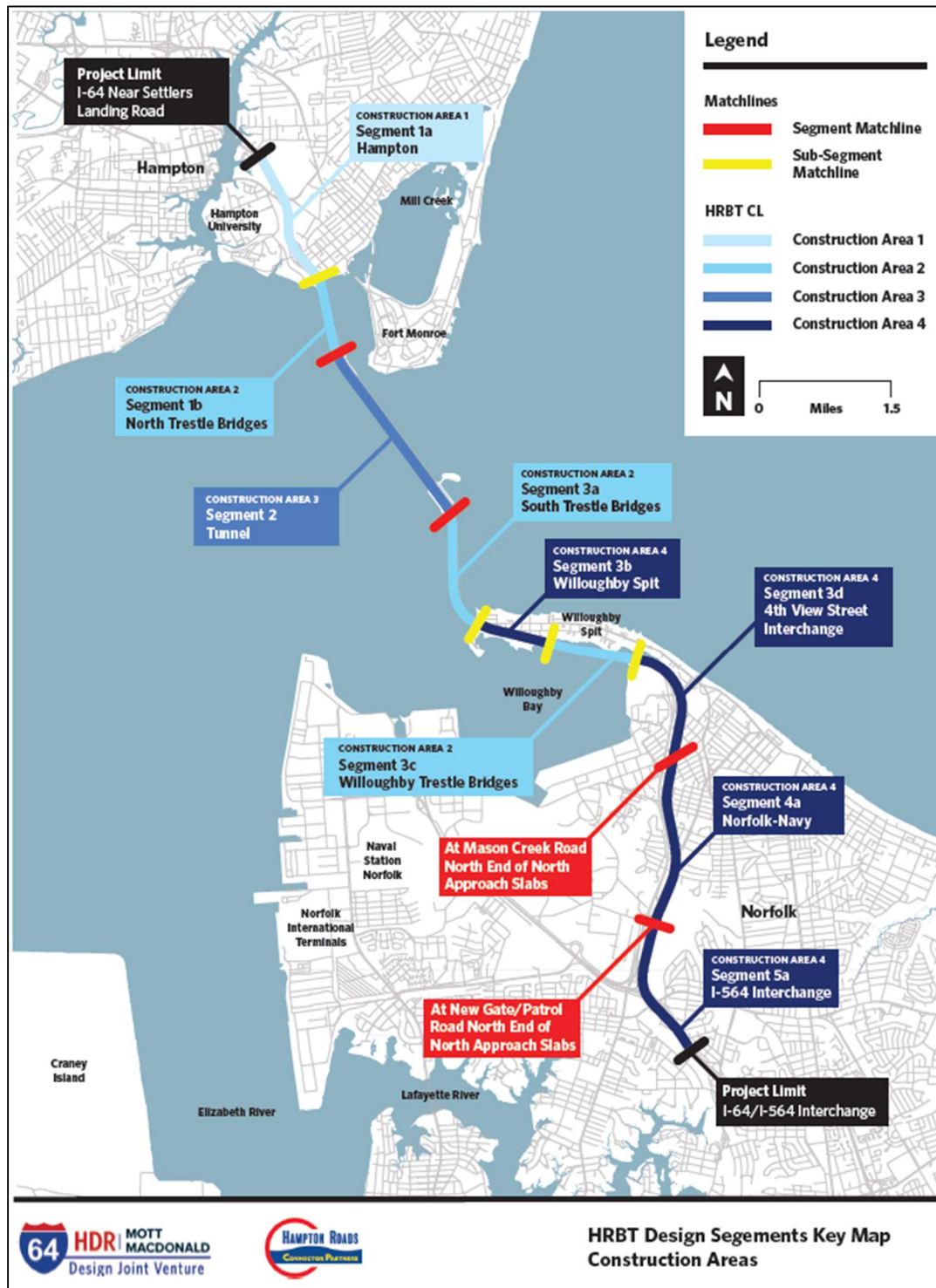
Noise Monitoring - HRCP and Virginia Commonwealth University (VCU) are scheduled to meet on May 26, 2021 to review the project's pile driving activities and formalize the acoustic monitoring plan agreed to by HRCP as part of the project's fish mitigation plan. Monitoring is planned to begin this summer and extend into Fall 2021.

NOAA/Proposed Rule - HRCP submitted a memorandum to NOAA on May 10, 2021 requesting that NOAA either extend the IHA (currently set to expire in July 2021) or authorize the remaining IHA activities under the recently approved LOA.

Bird Mitigation - HRCP continued the use of dogs and employed additional handlers and dogs to encourage birds to nest at Fort Wool.

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 - Continued outside shoulder work for EB I-64 and completed outside shoulder work for I-64 WB in preparation for mainline traffic shifts in Hampton.

Mallory Shoulder On-Ramp - Completed widening work in preparation for traffic shift for bridge work on Mallory Street overpass.

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.

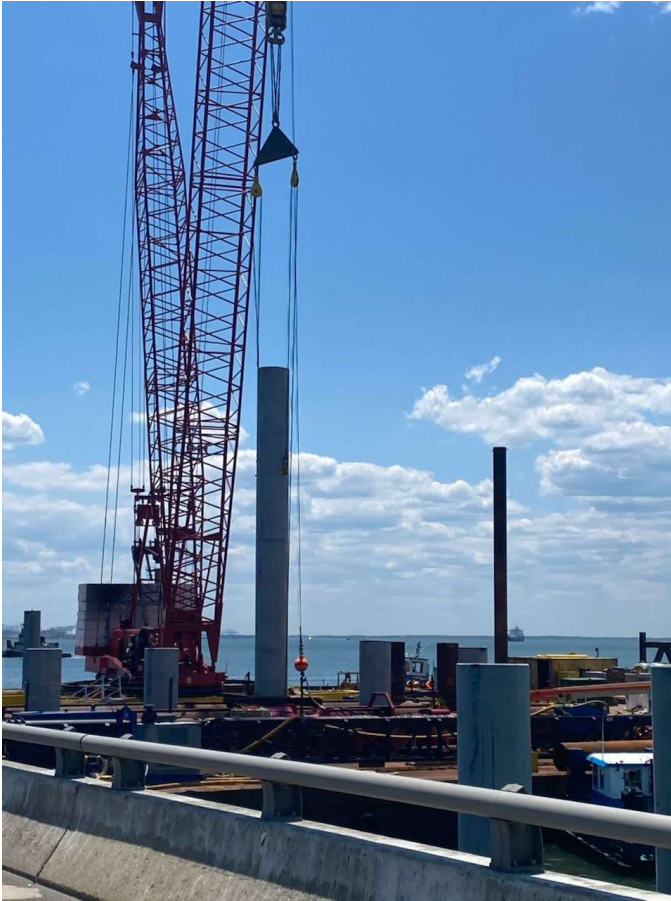
N1 Temporary Construction Trestle - Mobilized a second crane for production pile driving. Continued to drive piles, set beams, and install decking to extend the N1 temporary construction trestle towards the Hampton Shore. This trestle will be used for building the new permanent North Trestle.

N2 Temporary Construction Trestle - Completed assembly of a large crane at the north end of the North Island for production pile driving.

South EB MOT Trestle - Completed assembly of a large crane at the south end of the South Island for production pile driving.

Permanent EB North Trestle - Continued 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 area of island fill 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. Continued placement of soil fill material. Completed a vibro-compaction test program.



◀ **Permanent North EB Trestle**
Pile Driving with High-Capacity
“Ringer Crane” Operation

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 are accomplished using three hydromill excavators and one clamshell bucket working 24 hours a day. The slurry wall panel reinforcing cages continue to be fabricated on-site and placed utilizing a crawler crane followed by concrete placement.

South Island Guide Wall Install - Work began on the revised Cell 2 guide wall installation in preparation for future slurry wall construction. Work continued on the guide wall installation for the tunnel approach structure walls.

South Island TBM Conveyor & Quay Install - Minimal work took place on the TBM quay and conveyor install during this period.

South Island Ground Improvement Operations - Post installation coring for the jet grouting field trial program for the break-in/break-out block was completed. Operations were completed for the deep soil mixing field trial program.

South Island Instrumentation and Monitoring (I&M) Install - Continued installation of piezometers for the I&M program, 37 piezometers have been installed to date. Work began on the installation of the dewatering wells at the South Island, a total of 4 dewatering wells have been installed to date.

South Island Temporary Drainage - Work was completed on the temporary 24" drainage line relocation at the south end of the island.

South Island Sheet Pile Isolation Walls - Work began on the installation of sheet pile isolation walls on the east and west sides of the Tricell. The east side isolation wall alongside the revised cell 2 was completed while the west side isolation wall is on-going



◀ **South Island**

Deep Soil Mixing Field Trial Program



◀ **South Island**
Guide Wall Installation
for Revised Cell 2 Arch
& Cross Struts



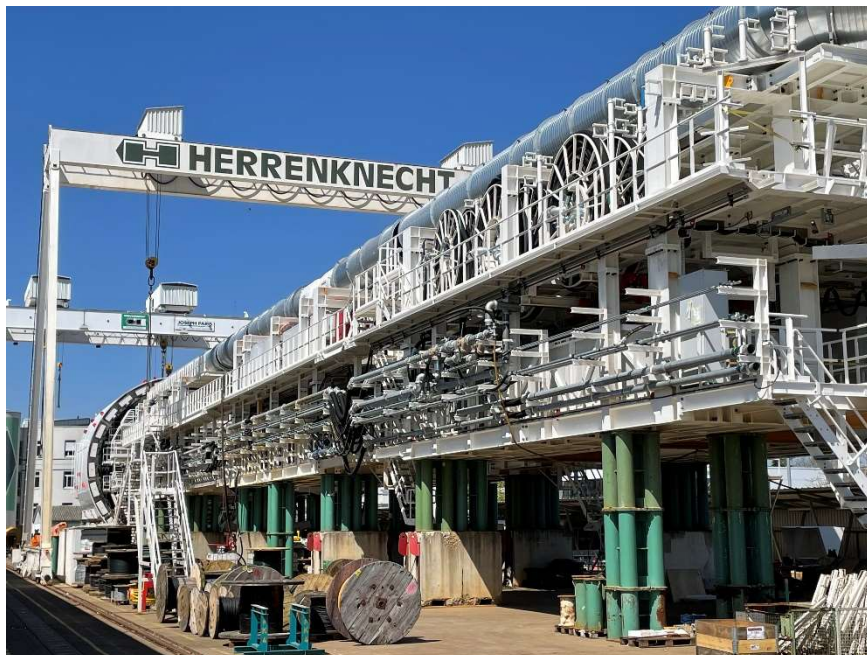
◀ **South Island**
Installation of Sheet
Piles Isolation Wall

Tunnel Boring Machine - Successfully completed Factory Acceptance Testing in Schwanau, Germany on May 21, 2021. Machine will next be disassembled and prepared for shipment to Virginia in late 2021.



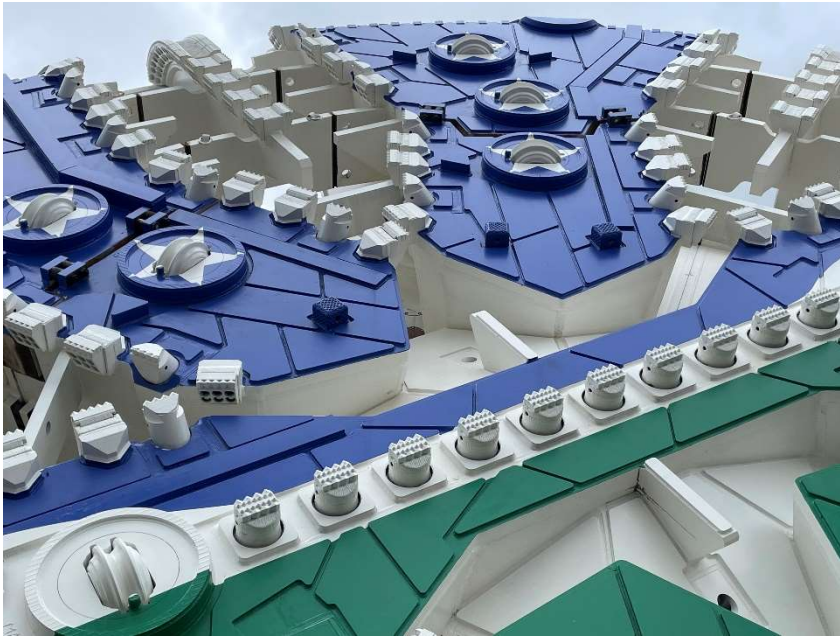
◀ From Shield of TBM

The advanced “Variable Density” design is suited for a wide range of soils.



◀ TBM Trailing Gear

The TBM and its three-story supporting systems are 430 feet long.



◀ **Detail of TBM Cutterhead and Excavation Tools**
Celebrating the Hampton Roads regional flag.

5.4 Area 4: Norfolk Landside

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

Oastes Creek Temporary Work Trestle - Continued construction to provide access for bridge-widening work.

Mainline Work in Norfolk - Completed barrier wall installation for mainline work along EB and WB I-64 in Norfolk. Completed initial temporary drainage construction in the median between 4th View and Bay Ave for I-64 in Norfolk. Completed WB traffic shift, EB traffic shift, and EB shoulder work from the Project limits to Mallory St in Hampton.

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

Bay Ave - Performed traffic shifts and restriping at Bay Ave and Bay Ave EB on-ramp.



◀ **Oastes Creek**
Temporary Work Trestle

6. Operations

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

Shoulder and Lane Closures - Conducted for maintenance of equipment for tunnel baseline I&M, installation of I&M equipment, shoulder strengthening/leveling, median drainage work, corridor surveying, and routine maintenance activities.

Norfolk Lane Shifts - Additional lane shifts and barrier installation were completed 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. Traffic was also shifted on the W Bay Ave entrance ramp to accommodate bridge widening activities.

Hampton Lane Shifts - Shoulder strengthening and leveling began in Hampton in advance of upcoming lane shifts and barrier installation in both directions to accommodate initial construction phases in the median.

Mallory Bridge Replacement - Initial works began to support the Mallory Street Bridge replacement, to include upgrades for temporary pedestrian detours and ramp shoulder strengthening and resetting of guardrail. Planning for the upcoming traffic shift on the Mallory Street Bridge that will include signal modifications and temporary elimination of the center left-turn lanes.

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

West Evans Street Bridge Approach Slab - HRCP completed repairs of the settlement to the approach slab of the WB W Evans St bridge. The repairs successfully corrected the differential settlement and eliminated the need for warning signage approaching this structure.

Additional Incident Management Wrecker - HRCP placed in service a second wrecker in the Project corridor to coincide with the implementation of temporary barrier. This second wrecker is on site during peak times Monday through Friday and supplements the full-time wrecker that has been in use since the beginning of operations and maintenance responsibilities. These wreckers are critical for rapid response and clearance of incidents within the Project corridor.

VDOT Tide Gate Testing - VDOT successfully performed their pre-hurricane season tide gate test of both the existing EB and WB tunnels on the morning of May 16th. These stoppages were coordinated with HRCP to minimize impacts to the Project.

7. Quality

Quality updates for this reporting period include:

Construction Quality Management Plan (CQMP) Updates - VDOT reviews these documents as part of final “Released for Construction” (RFC) design packages. There were 14 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 continues to engage HRCP in discussions on HRCP’s implantation of their QMSP and the effectiveness of the plan.

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.

Tunnel Quality Plan - VDOT completed the review of HRCP’s preliminary Tunnel Quality Plan. HRCP is addressing the comments and continues to finalize this document.

Material Book Records - HRCP completed its update of the material book records in response to VDOT’s first audit of the material notebook. VDOT reviewed the update and is completing the audit of the first volume of records. HRCP has also submitted the records for the next two volumes and VDOT is auditing those. VDOT also conducted a monthly review of the current records.

Routine Quality Activities – VDOT conducted reviews of deficiencies and nonconformance reports (NCRs) and coordinated with field staff 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.

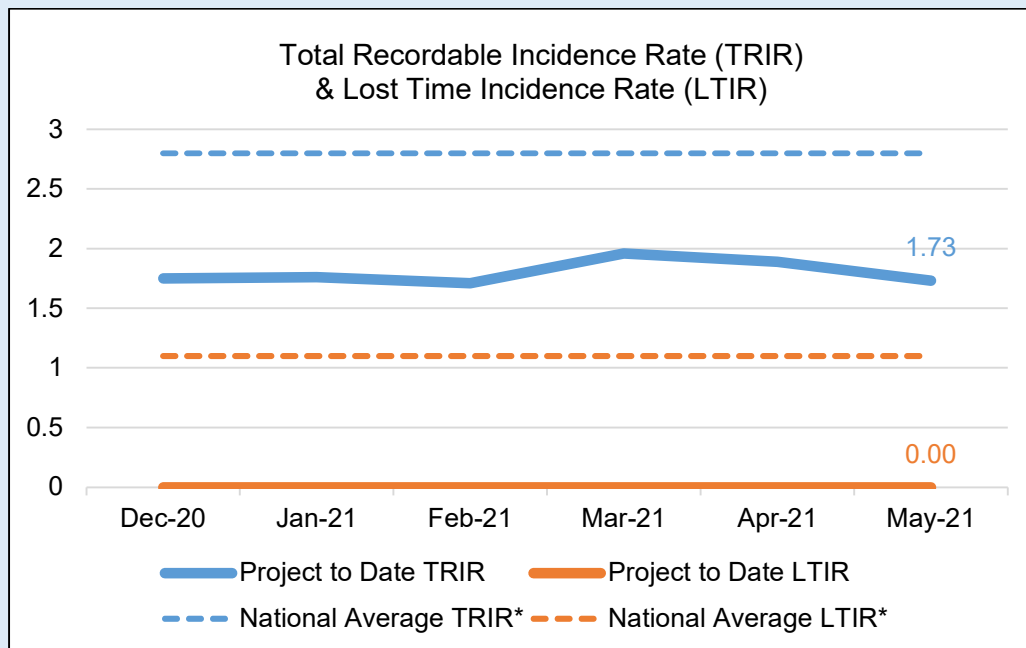
8. Safety

Safety procedures and activities during this reporting period include:

COVID-19 Policies - HRCP and VDOT continue to enforce existing COVID-19 policies and will address new guidance anticipated from the State of Virginia in the coming weeks.

Safety Site Visits - VDOT continued to conduct routine site visits to promote safe work zones.

Safety Performance Indicators - The following safety performance indicator information is provided by HRCP and is current as of May 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 **227** subcontracts, subconsultant agreements and purchase orders to certified DBE/SWaM certified firms for a total of **\$318.2 million** in contract awards. Since the last reporting period, HRCP has awarded two (2) major contracts to DBE firms to furnish and install rebar for a total value of approximately \$120 million along with multiple smaller contracts to DBEs and SWaM firms. As more critical construction is performed and opportunities are identified, these leaps in participation credit will continue to be executed.

Compliance Activities

- ✓ HRCP and VDOT Civil Rights Work Group met on May 18, 2021 for the monthly project and compliance update.
- ✓ VDOT's Compliance Team conducted a total of fifteen (15) formal DBE commercially useful function reviews during the reporting period. These detailed reviews were conducted on DBE firms actively working on-site to ensure participation credit is appropriately counted towards HRCP's DBE goal. In addition, fifteen (15) on-site Davis-Bacon labor compliance interviews were conducted with workers on the project.
- ✓ HRCP met with VDOT's Civil Rights Team on May 20, 2021 to provide an overview of its new software application called SkillSmart. The application is designed to further enhance HRCP's overall compliance program. The benefits include system generated HRBT compliance reports, which will lead to more real-time and efficient data reporting. SkillSmart Inc is a construction compliance, reporting and tracking technology company.

Workforce Development Activities

- HRCP continued to promote available employment opportunities for constituents of the Norfolk Tidewater Gardens Housing Community. VDOT's District Civil Rights Manager participated in a follow-up meeting with Ms. Lucy Majors, Norfolk Redevelopment Housing Authority Manager, on April 27, 2021 to discuss the creation of a pilot training program to enhance the skills of women interested in the highway construction industry and employment on the HRBT project.
- HRCP made progress towards achieving the 80 On-the-Job Training (OJT) contract goal and is on track to exceed it. Two (2) enrollees met the training hour requirements and successfully completed their OJT programs. Four (4) candidates are currently enrolled, with several other candidates recommended for the program.
- HRCP continues communications with the Tidewater Community College Job Skills Training Program to employ recent graduates of their construction and trades program. In addition, all career and OJT opportunities are continuously shared with established community partners.

Business Development Activities

- VDOT and HRCP met with representatives of Dollar Bank on May 3, 2021 to learn more about small business lending opportunities available in conjunction with government lending programs. Dollar Bank is a Pittsburgh-based financial institution expanding banking

locations in Hampton Roads this year; and is interested in serving as a community partner to the project to help meet the need of businesses working on the project.

- Other business development events attended included the following during the period:
 - May 3, 2021 - District of Columbia DOT Virtual Networking Event
 - May 6, 2021 - VDOT DBE Orientation
 - May 6, 2021 - VDOT BOWD Center Resources Coordination Meeting
 - May 18, 2021 - COMTO NY Chapter Business to Business Mini-Conference
 - May 19, 2021 - VDOT BOWD Center DBE Leadership Program
- VDOT and HRCF hosted a HRBT Expansion Virtual Project Update and “One Year Later: Community Partner Forum” on May 12, 2021. The event included a panel of community partners sharing resources available to support small businesses. The panel included 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. Over 149 attendees participated in the event. HRCF noted positive feedback from participants with an overall survey rating of 4.5 out of 5. The event was advertised in the American DBE magazine, Inside Business, Daily Press, and New Journal and Guide. The next DBE/SWaM Outreach event will be held in the fall of 2021.

MEET SMALL BUSINESS COMMUNITY LEADERS



**HRBT Expansion Project:
DBE and SWaM**

One Year Later: Community Partner Forum

Wednesday, May 12, 2021 | 10:00 AM - 12:00 PM



Queen Crittendon
Hampton Roads District Civil Rights Manager, VDOT (Moderator)



Malcolm Kates
Compliance Manager Hampton Roads Connector Partners



Keisha Branch
President, COMTO Hampton Roads Chapter



Floyd E. Miller II, M.Ed.
President & CEO, Metropolitan Business League



Blair Durham
Co-Founder/President, Black BRAND



Julie Perkoski, PE
Immediate Past President, Women in Transportation Hampton Roads Chapter



My Lan Tran
Executive Director Virginia Asian Chamber of Commerce

Your Network of Support

Join the HRBT Expansion Project Team for a unique virtual information session designed to provide small businesses—including Disadvantaged Business Enterprise (DBE) and Small, Women, and Minority (SWaM) firms—with valuable information on how state and local community initiatives continue to help them grow.

What You Will Learn:

- ☐ Connect with Small Business Community Leaders
- ☐ Learn about Upcoming Small Business Initiatives
- ☐ Hear about HRBT Expansion Progress and Opportunities
- ☐ Plan Your Next Steps for Growth

CLICK HERE TO REGISTER

FREE VIRTUAL INFORMATION SESSION

HRCF and its affiliated partners are Equal Opportunity Employers

10. Public Outreach & Media

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

Public Outreach

- May 4, 2021 - HRBT Expansion Communications Team presented to the Newport News Rotary Club
- May 6, 2021 - HRBT Expansion Project team participated in the virtual Tunnel Boring Machine Factory Acceptance Test Ceremony
- May 12, 2021 - HRBT Expansion Communications Team provided an update to the Mallory Street Stakeholders Committee Meeting 002
- May 12, 2021 - HRBT Expansion Project team participated in the HRBT Expansion Project DBE and SWaM: One Year Later: Community Partner Forum

Media

- May 24, 2021 – Media Release: [HRBT Expansion Project Achieved Key Milestone as the Tunnel Boring machine is Completed](#)



Flyer for the DBE and SWaM One Year Later: Community Partner Forum & HRBT Virtual Tour for the 2021 Women's Transportation Seminar annual conference.

Visit our website to view more information:
www.hrbtexpansion.org