



February 2022  
Monthly Project Report

## I-64 HAMPTON ROADS BRIDGE-TUNNEL EXPANSION

Report No. 35

Project No. 0064-M06-032



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**Issue Date: March 15, 2022**

Prepared by:

Virginia Department of Transportation

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## 1. Executive Summary

### 1.1 Overview

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This report provides an overview of accomplishments and activities for the Hampton Roads Bridge-Tunnel Expansion Project from January 23, 2022 – February 19, 2022. 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 24<sup>th</sup> of each month.

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

- South Island Progress:
  - Mass excavation of TBM Launch Pit to 45%
  - Deep soil mixing along tunnel path to 71%
  - Placed concrete for second section of TBM slab
  - Jet grout break in/break out plug completed
  - TBM Quay pile driving completed
- North Island Progress:
  - Guide walls to 66% complete at Receiving Pit
  - Slurry walls to 5% complete at Receiving Pit
- Landside Progress:
  - Oastes Creek Bridge – completed eastbound pile driving, girder installation
  - Bayview Boulevard Bridge – completed pier caps for eastbound widened section
  - Evans St Bridge – completed pier footings for westbound widened section
  - Bay Avenue Bridge EB – began girder installation
  - Willoughby Bay Bridge EB – began girder installation
- Marine Progress:
  - First girders set on North Trestle Eastbound
  - Completed removal of sunken vessel obstruction to piling near Willoughby shoreline

### 1.2 Priorities

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VDOT'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

HRCP is currently in the process of developing a Revised Baseline schedule. The last approved schedule for the project is Update 26 (data date: September 19, 2021), and the schedule information in this report reflects this update.

- HRCP is reporting Substantial Completion in accordance with the contract milestone of September 1, 2025.
- HRCP is reporting Final Completion in accordance with the contract milestone of November 1, 2025.

### Project Budget

The project budget summary below includes the payment application for February 2022 activities.

- Project budget overview:

Current total project budget:	\$	3,935,451,641
Total costs to date:	\$	1,292,305,368
<b>Remaining project budget:</b>	<b>\$</b>	<b>2,643,146,273</b>

- Design-build contract overview:

Design-build contract original amount:	\$	3,299,997,227
Net change orders:	\$	2,183,729
Exercised Options:	\$	73,454,414
Design-build contract sum to date:	\$	3,375,635,370
Expenditures to date:	\$	1,232,659,656
<b>Remaining design-build contract amount:</b>	<b>\$</b>	<b>2,142,975,713</b>

- Design-build progress to date:

Project Management:	39.3%
Design:	85.4%
Physical Construction Progress:	19.8%
<b>Overall:</b>	<b>36.1%</b>

## Environmental

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

- HRCP presented water quality modeling results to DEQ on January 25–26, 2022, addressing water treatment plant discharges. Based on this information DEQ closed the December 2021 Warning Letter.
- HRCP placed their first load of concrete demolition materials at VMRC's Back River Artificial Fishing Reef on February 2, 2022.
- HRCP submitted permit modification #6 to the regulatory agencies on January 28, 2022, and met with them on February 10, 2022, to provide an overview of the revisions and to discuss preliminary agency comments.
- HRCP submitted a modification request to its Sediment Testing Material Management Plan (STMMP) on February 8, 2022. Agency approvals were received on February 16, 2022.

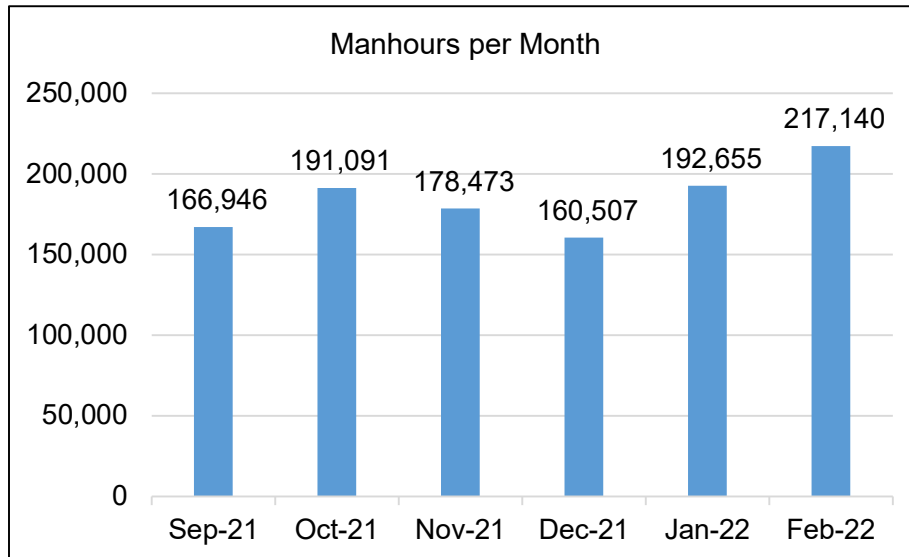
## Construction

Progress updates for this reporting period include:

- Hampton Landside
  - Drainage installation at Mallory St Interchange
- Marine Works
  - Piles installed at the eastbound permanent North Trestle (12 installed).
  - Caps installed at the eastbound permanent North Trestle (1 installed).
  - Piles installed at the permanent South Trestle (17 installed).
  - Piles installed at the eastbound South MOT Trestle (5 installed).
  - First girders installed at eastbound permanent North Trestle.
  - Completed phase 1 removal of the sunken vessel near the Willoughby Shore.
- Tunnels and Islands
  - Mass excavation at the TBM Launch Pit.
  - Construction of the conveyor system and TBM Quay at the South Island.
  - Ground improvement with deep soil mixing and jet grouting operations on the South Island.
  - Work on the TBM assembly slab adjacent to the South Island Launching Pit.
  - Guide walls and slurry walls at the North Island.
  - Production of tunnel segment liners.
- Norfolk Landside
  - Oastes Creek Bridge widening; completed eastbound pile driving, setting caps and girders.
  - Bayview Boulevard Bridge widening; completed eastbound pier caps.
  - Evans St Bridge widening; completed westbound pier footings.
  - Bay Avenue Bridge widening; completed first eastbound precast cap installation.
  - Willoughby Bay Bridge widening; set first eastbound girder spans.
  - Drainage installed along I-64 median between Willoughby Bay and 4<sup>th</sup> View St.

- Drainage installed along I-64 eastbound between Bay Ave and Evans St.

The number of construction manhours worked each month is provided by HRCP and is current as of February 28, 2022:



**Project Manhours to Date:**  
3,346,818

## Operations

The following operations activities took place during this reporting period:

- Short-term lane closures throughout the project corridor for bridge work, pothole repairs, striping maintenance, and equipment relocation.
- Long-term lane closures at Bay Avenue, Bayview Blvd, and Mallory St.
- New long-term detours at Mason Creek Rd and the eastbound Bayville off ramp.
- Long-term detour at West Evans St.
- Quarterly Concept of Operations meeting held on February 7, 2022

## Quality

Quality updates for this reporting period include:

- VDOT continues to monitor HRCP's Quality Program Performance per the quarterly updates of the Quality Management System Plan, the Design Quality Management Plan, and the Construction Quality Management 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 and audit HRCP's material book records for compliance.
- VDOT continues to monitor and audit HRCP's quality records.
- VDOT reviewing HRCP tunnel liner segment production quality processes.

## Safety

Safety procedures and activities during this reporting period include:

- Safety Toolbox topic (Violence in the Workplace) to the Owner's Team Field staff week of February 7, 2022.
- The following safety performance indicator information is provided by HRCP and is current as of February 28, 2022:
  - Total Recordable Incidence Rate: 1.97 (National Average: 2.5)
  - Lost Time Incidence Rate: 0.24 (National Average 1.6)

## Civil Rights & DBE/SWaM Business Opportunities

To date, HRCP has awarded **291** subcontracts, subconsultant agreements, and purchase orders. Contract awards represent a total of **\$400.4 million** to certified DBE/SWaM firms on the project.

- HRCP continues to make progress towards its 80-participant On-the-Job Training goal with a total of 9 graduates and 18 currently active in the program.
- VDOT has conducted a total of 25 comprehensive Commercially Useful Function (CUF) reviews on active DBE firms in compliance with federal DBE regulations.
- HRCP and VDOT are in the process of developing the second edition of its DBE/SWaM Success publication for distribution.

## Public Outreach & Media

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

- HRBT Communications Team presented to the Rotary Club of Newport News
- HRBT Project Team presented to the Langley Alumni Association
- HRBT Communications Team presented to the Newport News Bar Association



## 2. Project Schedule

### 2.1 Schedule Status

The following table depicts key milestone dates outlined in the contract requirements. This table will be used as a benchmark to track milestone achievements and has been updated as of the current approved schedule. HRCP and VDOT have collaborated and determined that a Revised Baseline schedule is appropriate, with the design of the project nearing completion and construction sequencing becoming more finalized. HRCP is currently in the process of developing a Revised Baseline schedule. The last approved schedule for the project is Update 26 (data date: September 19, 2021), and the schedule information in this report reflects this update.

	Contract Requirement	Schedule of Record Dates	September 2021 (Update 26)	Actual
<b>NTP</b>		Sep 9, 2020	Sep 11, 2020	Sep 11, 2020
<b>Substantial Completion</b>	Sep 1, 2025	Aug 27, 2025	Sep 1, 2025	
<b>Final Completion</b>	Nov 1, 2025	Nov 1, 2025	Nov 1, 2025	

### 2.2 Longest Path

The longest path in Project Schedule Update 26 is driven by the following activities:

- South Portal Launching Pit Capping Beam Cell 1,2,3
- South Portal Launching Pit Excavation Part 2,3,4
- South Portal Cell 1 Place Lean Concrete
- South Portal Temporary Headwall Cell 1
- 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
- TBM Disassembly in south pit
- South Portal Cut & Cover Structures Phase 4 Cell 1
- South Portal Mechanical, Electrical, and Plumbing (MEP)
- GP Tunnel Site Integration Acceptance
- Tunnel Systems Integration-ITS
- Commissioning and Testing of all Systems (Roadway, Bridges, Structures, Tunnels)
- Substantial Completion



## 2.3 Impact Analysis

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Several elements of work are near-critical and could affect schedule performance if they are not addressed diligently. 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 26:

### Design

- Design Segment 3 Roadway

### Procurement

- North EB MOT Trestle procurement
- South WB MOT Trestle procurement

### Construction

#### South Portal

- Dewatering-Testing & Commissioning
- Launch Pit Excavation Part 1
- Launch Pit Temporary Headwall-Partial Excavation
- Launch Pit Demolish Abandoned Slurry Wall
- Launch Pit Stiffening Columns & Struts
- Base Slab Concrete Works Phase 1
- Rectilinear section on-shore U-Wall
- Jet Grout Break-in/out Phase 2

#### North Portal

- Receiving Pit Slurry Walls
- North Ground Improvement-Bore Proximity slurry walls

#### North Trestle

- EB Zone 1 (Pier Caps, Beams Deck)
- EB Zone 2 (Pier Caps)
- EB Zone 3 (Piles, Pier Caps, Abutment)
- EB MOT Zone 5 (Piles)
- WB Zone 6 (Piles)

#### South Trestle

- EB MOT Zone 3 (Piles, Pier Caps, Beams, Deck, Abutment, Finishes)
- WB MOT Zone 4 (Piles, Pier Caps, Beams)

#### Roadway

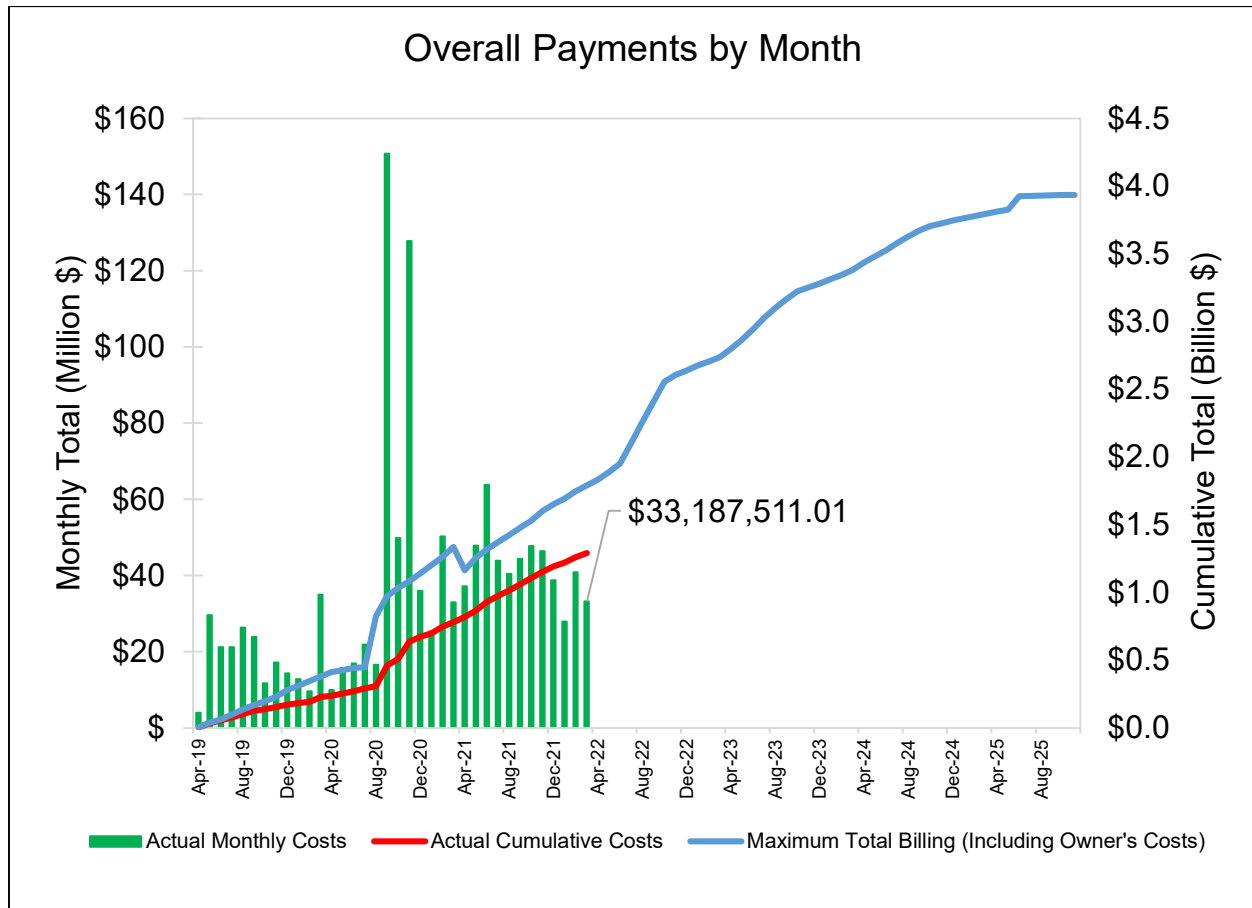
- Segment 3 Roadway from South Trestle to Mason Creek Rd

### 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).

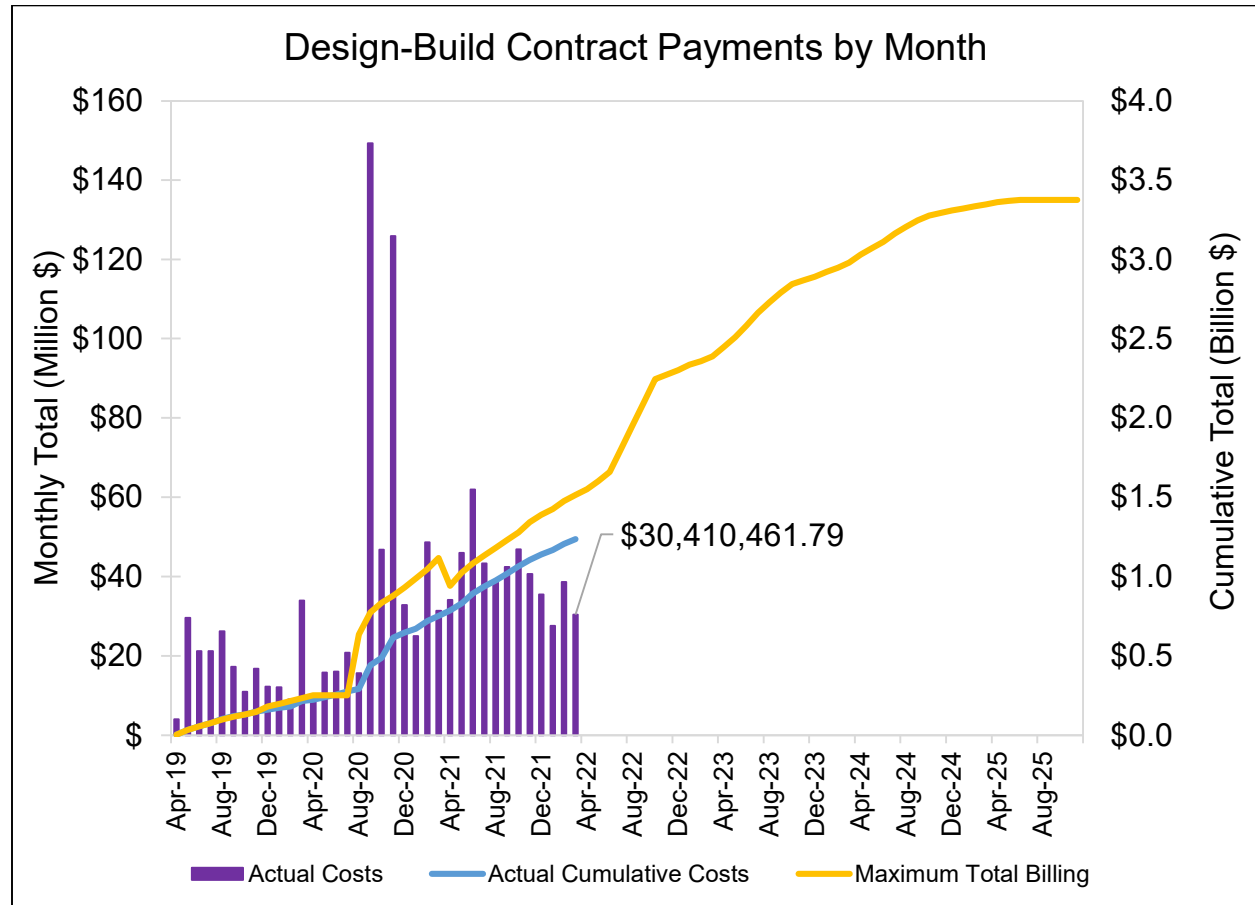
	Amount this Period:	Total to Date:	Original Total Budget:	Total Remaining Budget:	Percent To-date:
<b><u>Comprehensive Agreement</u></b>					
<i>Construction</i>	\$30,057,253.59	\$1,220,906,715.18	\$3,299,997,227.00	\$2,079,090,511.82	37.00%
<b><u>Owner Costs</u></b>					
<i>Administration</i>	\$2,727,788.38	\$47,105,550.90	\$122,000,000.00	\$74,894,449.10	38.61%
<i>Right of Way</i>	\$49,260.84	\$8,540,160.23	\$15,000,000.00	\$6,459,839.77	56.93%
<i>No-Excuses Incentive</i>	\$0.00	\$0.00	\$90,000,000.00	\$90,000,000.00	0.00%
<i>Contingency</i>	\$148,472.42	\$15,521,788.38	\$335,000,000.00	\$319,626,684.04	4.59%
<i>Bridge Repair Work Option</i>	\$204,735.78	\$231,153.30	\$73,454,413.96	\$73,223,260.66	0.31%
<b><u>Total</u></b>	<b>\$33,187,511.01</b>	<b>\$1,292,305,367.99</b>	<b>\$3,935,451,640.96</b>	<b>\$2,643,294,745.39</b>	<b>32.84%</b>



*\*The Maximum Total Billing (Including Owner's Costs) is now showing an adjustment in May 2021 due to the executed Change Order #40 – Update Maximum Cumulative Cost Curve*

### 3.2 Design-Build Contract Cost Status

The budget and planned cost have been established based on the maximum cumulative compensation amount. For this period, the invoiced expenditures cover the activities noted in this report.



*\*The Maximum Total Billing is now showing an adjustment in May 2021 due to the executed Change Order #40 – Update Maximum Cumulative Cost Curve*

### 3.3 Budget by Funding Source

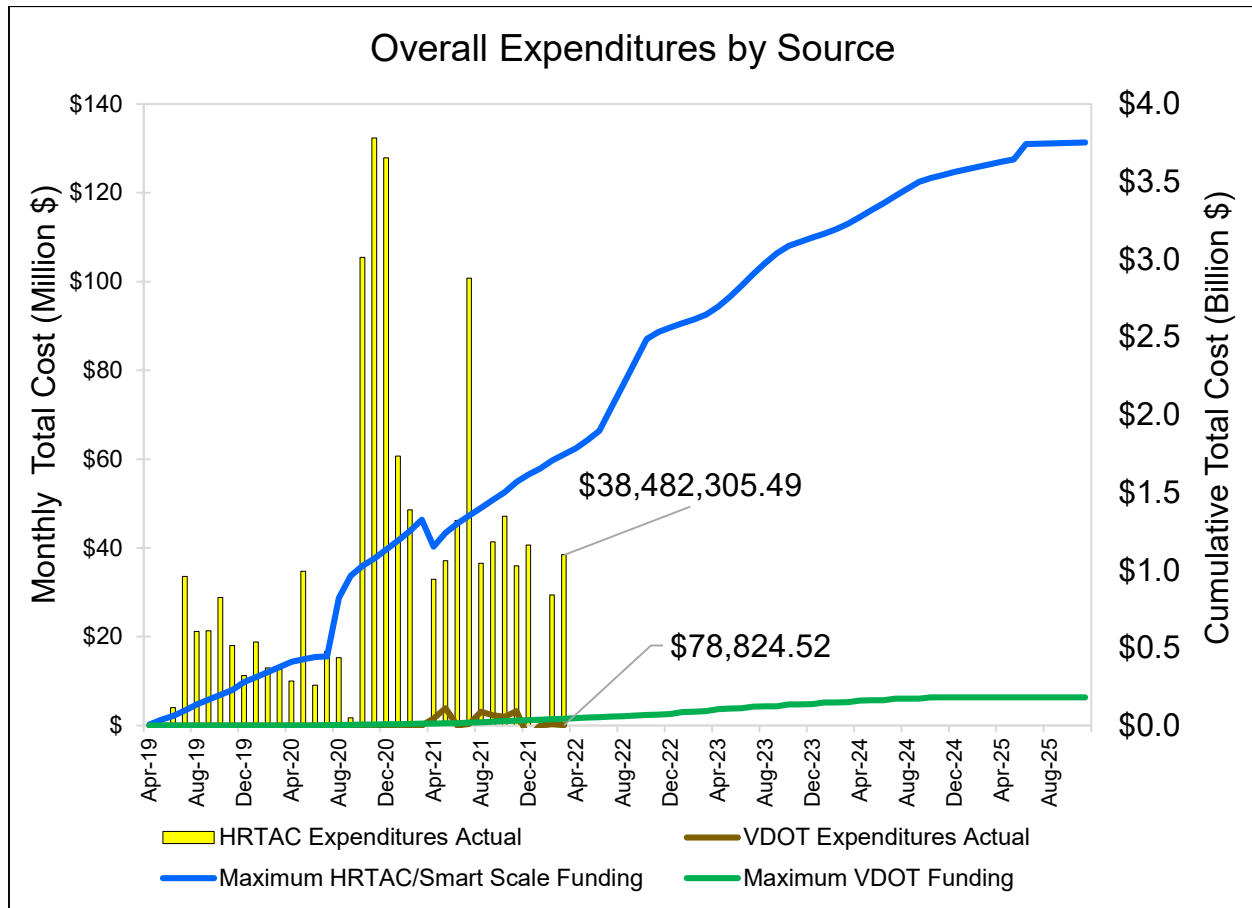
The budget for expenditures by funding source is based on the terms and conditions of Article 3 (Project Funding) and Exhibit 5 of the PAFA. This section outlines planned expenditures of both HRTAC and VDOT funds. The cost curve has been developed based on the monthly maximum cumulative compensation 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 January 23, 2022 – February 19, 2022.

### 3.3.1 HRTAC and Smart Scale

	Amount Spent this Period:	Total Spent to Date:	Original Total Budget:	Total Remaining Budget:	Percent Spent To-date:
<b><u>Comprehensive Agreement</u></b>					
<i>Construction</i>	\$38,167,135.70	\$1,179,570,557.64	\$3,204,569,251.00	\$2,024,998,693.36	36.81%
<b><u>Owner Costs</u></b>					
<i>Administration</i>	\$222,407.15	\$41,357,408.62	\$118,472,054.00	\$77,114,645.38	34.91%
<i>Right of Way</i>	\$92,762.64	\$8,454,771.00	\$15,000,000.00	\$6,545,229.00	56.37%
<i>No-Excuses Incentive</i>	\$0.00	\$0.00	\$90,000,000.00	\$90,000,000.00	0.00%
<i>Contingency</i>	\$0.00	\$8,056,535.62	\$325,428,276.00	\$317,371,740.38	2.48%
<b><u>Total</u></b>	<b>\$38,482,305.49</b>	<b>\$1,237,439,272.88</b>	<b>\$3,753,469,581.00</b>	<b>\$2,516,030,308.12</b>	<b>32.97%</b>

### 3.3.2 VDOT

	Amount Spent this Period:	Total Spent to Date:	Original Total Budget:	Total Remaining Budget:	Percent Spent To-date:
<b><u>Comprehensive Agreement</u></b>					
<i>Construction</i>	\$(66,684.00)	\$10,824,742.26	\$95,427,976.00	\$84,603,233.74	11.34%
<b><u>Owner Costs</u></b>					
<i>Administration</i>	\$119,091.00	\$992,265.00	\$3,527,946.00	\$2,535,681.00	28.13%
<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%
<i>Contingency</i>	\$0.00	\$984,966.13	\$9,571,724.00	\$8,586,757.87	10.29%
<i>Bridge Repair Work Option</i>	\$26,417.52	\$26,417.52	\$73,454,413.96	\$73,427,996.44	0.00%
<b><u>Total</u></b>	<b>\$78,824.52</b>	<b>\$12,828,390.91</b>	<b>\$181,982,059.96</b>	<b>\$169,153,669.05</b>	<b>7.05%</b>



## 3.4 Contingency

### Contract Changes

	Description	Date	Value	Time
CO-1	VDOT'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-16	Navy Security Fencing Design	7/15/2021	\$ 150,000.00	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-31	Builder's Risk Insurance	10/21/2021	\$ 1,500,000.00	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-40	Update Maximum Cumulative Cost Curve	7/15/2021	\$ -	0 days
CO-41	Wetland Mitigation Costs	4/26/2021	\$ 3,503,400.00	0 days
CO-43	Hybrid Trestle Beam Design	7/2/2021	\$ -	0 days
CO-44	SCADA Control of Deluge Valves	7/27/2021	\$ -	0 days
CO-45	HRCP Project Executive/Representative Change	5/24/2021	\$ -	0 days
CO-46	Tunnel Sprinkler Heads Material Change	7/28/2021	\$ -	0 days
CO-49	HRCP Senior Representative Change	7/2/2021	\$ -	0 days
CO-50	Change in Precast Form Tolerance & Change in Curing Methods	1/10/2022	\$ -	0 days
CO-53	Sound Wall Quantity Reconciliation	12/6/2021	\$(16,561,217.63)	0 days
CO-57	Design-Builder's Senior and Representative Changes	1/11/2022	\$ -	0 days
<b>TOTAL</b>			\$ 75,638,143.47	0 days

### Material Price Adjustments

- No new activities.



## 4. Environmental

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

### Permits:

- HRCP presented water quality modeling results to DEQ on January 25–26, 2022, addressing water treatment plant discharges. Based on this information DEQ closed the December 2021 Warning Letter.
- VMRC observed the first barge-load of demolition materials being placed by HRCP on February 2, 2022, at the Back River Artificial Fishing Reef.
- HRCP submitted permit modification #6 to the regulatory agencies on January 28, 2022, and then held a meeting on February 10, 2022, to provide an overview of the revisions and to discuss preliminary agency comments. HRCP is preparing a formal response to address agency comments.
- HRCP submitted a modification request to the Sediment Testing and Material Management Plan (STMMP) on February 8, 2022, that outlined changes to the South Island conveyor system. Agency approvals were received on February 16, 2022.

### Marine Mammal Protection:

- All remaining pile driving activities are covered by the National Oceanic Atmospheric Administration (NOAA) Letter of Authorization (LOA), which is valid through April 1, 2026.
- There have been no sightings of marine mammals within the project area since December 15, 2021.

### Bird Mitigation:

- HRCP officially returned patrol dogs and dog handlers to the project on February 15, 2022, to begin an acclimation period for the dogs and to begin deterring any birds from nesting within the project area.

### Programmatic Agreement:

- No updates during this period.

### Archeological Discoveries:

- There have been no discoveries during this period.

## 5. Construction

The figure below illustrates a map of the project corridor. The project is further categorized into four construction areas. Construction Area 1 is composed of Hampton landside road and bridge work. Construction Area 2 is composed of marine work, including the North Trestle, South Trestle, and island expansions. Construction Area 3 is composed of tunnel and island site work. Construction Area 4 is composed of Norfolk landside road and bridge work.



## 5.1 Construction Area 1: Hampton Landside

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**During the reporting period, HRCP performed the following work:**

- Mallory St Interchange
  - Completed partial drainage installation at southeast quadrant.

## 5.2 Construction Area 2: Marine Work

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**During the reporting period, HRCP performed the following work:**

- North Trestle
  - Eastbound North Trestle
    - 12 piles installed during this period (175 out of 254 total piles driven)
    - 16 out of 21 piles driven at the MOT trestle.
    - Began forming, reinforcing, and placing concrete for abutment B.
    - 1 cap installed during this period (11 out of 43 total precast bent caps)
    - 4 out of 296 beams set at the permanent trestle.
    - Began girder placement.
  - Westbound North Trestle
    - 9 out of 261 total piles driven.
    - 1 out of 43 total precast bent caps placed.
- South Trestle
  - 17 piles installed during this period (244 out of 465 total piles driven at permanent trestle).
  - 5 piles installed during this period (45 out of 122 total piles driven at the eastbound MOT trestle).
  - 10 out of 109 piles driven at the westbound MOT trestle.

## 5.3 Construction Area 3: Tunnels and Islands

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**During the reporting period, HRCP performed the following work at the South Island:**

- TBM quay installation is 56% complete for installation of the superstructure and precast deck for the TBM quay dock.
- Ground improvement is 71% complete for deep soil mixing along the tunnel path; completed jet grouting for the TBM break-in/break-out block; began-jet grouting operations for the tunnel approach plug.
- Began installing mid elevation (-21 ft) chord struts in Cell 2.
- Drilled for dowel installation at the launch pit headwall.
- Dewatered all cells of the TBM launch pit.
- TBM assembly slab is 31% complete; placed concrete for the second section of the TBM slab; excavated and installed rebar in preparation for placing concrete at the third section of the slab.

- Mass excavation is 45% complete for mass excavation within all cells of the TBM launch pit, continued demolishing cross walls.

**During the reporting period, HRCP performed the following work at the North Island:**

- Slurry Walls is 66% complete for installation of guide walls and 5% complete for installation of slurry walls at the North Island receiving pit and approach section.

**During the reporting period, HRCP performed the following work for the tunnel:**

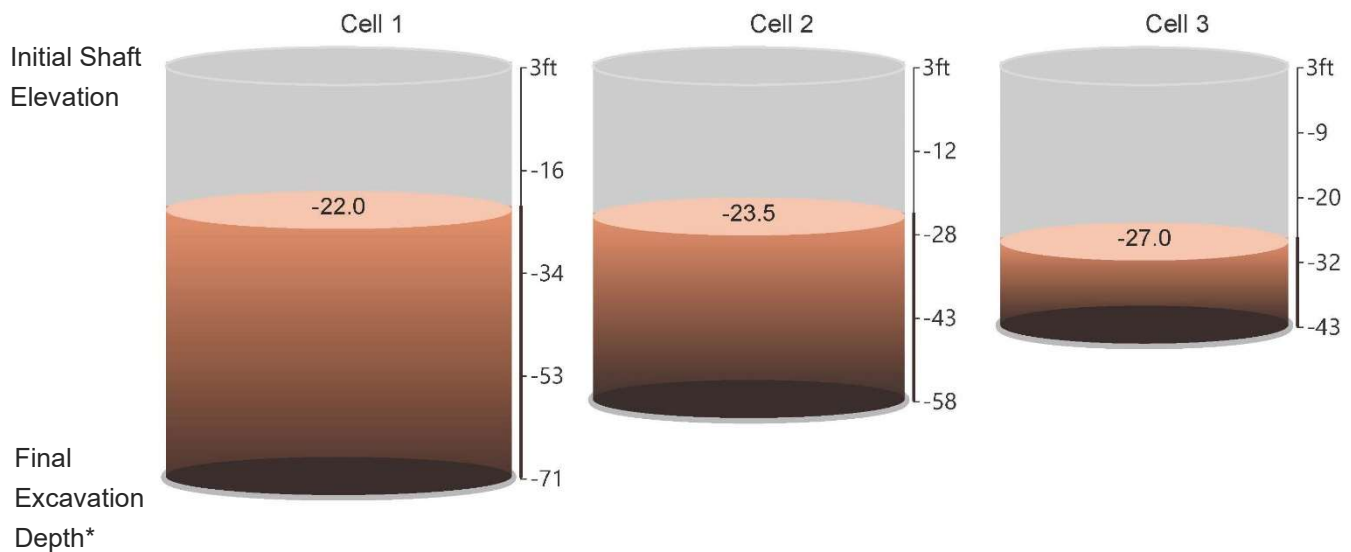
- Tunnel segment liners production is 1.3% completed.

Total Segments to Cast:	21,492
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Segments Cast To-Date:	285
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Percentage Complete:	1.3%
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**South Island Launching Pit – Mass Excavation Progress  
Progress of Shaft Excavation by Average Elevation**



*\*Final excavation depth in each cell increases with proximity to tunnel opening.*

## 5.4 Construction Area 4: Norfolk Landside

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**During the reporting period, HRCP performed the following work:**

- Oastes Creek Bridge
  - Completed pile driving and continued setting bearings and girders for the eastbound widened section.
- Bayview Boulevard Bridge
  - Completed both pier caps for the eastbound widened section.
- Evans St Bridge
  - Completed both pier footings for the westbound widened section.
- Bay Avenue Bridge
  - Substantially completed Abutment B and completed first precast cap installation for the eastbound widened section.
- Mason Creek Road Bridge
  - Installed MOT detour and mobilized for pile driving.
- Willoughby Bay Bridge
  - Began setting bearings and girders for the eastbound widened section, continued repair/rehabilitation for the existing eastbound bridge.
- I-64 (Segment 3)
  - Continued drainage installation along I-64 median between Willoughby Bay and 4<sup>th</sup> View St for the westbound widened section
  - Continued installation of fill for wick drain working platform along I-64 Eastbound between 15<sup>th</sup> View St and 13<sup>th</sup> View St.
- I-64 (Segment 4)
  - Continued demolishing sound wall.
  - Began drainage installation along I-64 Eastbound between Bay Avenue and Evans St for the eastbound widened section.





◀ **Evans St Bridge**

Concrete placement for the first pier footing for the westbound widened section



◀ **Willoughby Bay Bridge**

Setting first spans of girders for the eastbound widened section



◀ **Eastbound I-64 Shoulder**  
Installing drainage in  
Segment 4 for the eastbound  
widened section



## 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 staff. The following operations activities occurred during this reporting period:

### Short-Term Lane Closures:

- Willoughby Eastbound Bridge and the North Eastbound Trestle to facilitate concrete pile and cap placement.
- North Eastbound Trestle for beginning girder placements.
- I-64 near Oastes Creek in Norfolk to pull aerial power cables across the interstate for temporary lighting installation.
- I-64 EB near Willoughby North Shore for temporary lighting installation.
- 94 potholes filled during the month of February 2022 (394 total).
- Striping maintenance throughout the project corridor.
- Mallory St short term stoppages to move a crane in the median.

### Long-Term Lane Closures:

- Bay Avenue in Norfolk to facilitate access to a staging area for the widening of the Oastes Creek Bridge.
- Bayview Blvd in Norfolk and Mallory St in Hampton to facilitate bridge widening.

### Hampton Lane Shifts:

- No new activities this period for I-64 EB/WB.

### Norfolk Lane Shifts:

- No new activities this period for I-64 EB/WB.

### Detours:

- Long-term detour at West Evans St to facilitate bridge widening. Also continued nightly temporary detours on the West Bay Ave on-ramps for bridge widening work.
- New long-term detour at Mason Creek Rd in Norfolk to facilitate bridge widening.
- New eastbound Bayville off ramp short term nightly detours for ramp modifications and improvements.

### Meetings:

- February 7, 2022 - Quarterly Concept of Operations review; highlights included discussions on drainage/pump controls and ITS integration throughout the project corridor.

**Routine Maintenance:**

- HRCP performed routine incident management and maintenance operations within the corridor.
- VDOT continues to monitor HRCP's performance with respect to the approved maintenance management plan.

## 7. Quality

Quality updates for this reporting period include:

### **Construction Quality Management Plan (CQMP) Updates:**

- VDOT reviews these updates as part of final “Released for Construction” (RFC) design packages and “Notice of Design Change” (NDC) packages. There were four (4) updates reviewed this period, including the CQMP updates for NDC packages received. These updates included 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.

### **Independent Assurance (IA) Testing Activities:**

- VDOT continues to monitor HRCP’s QA and QC material testing. VDOT has also performed Independent Testing and Verification Testing on materials in accordance with VDOT requirements and coordinates with VDOT Materials Department for shop inspections as required. This testing includes oversight of the HRCP Precast Yard in Chesapeake and Technopref’s Precast Yard in Cape Charles producing the tunnel lining segments.

### **Quality Management System Plan (QMSP):**

- VDOT continues to engage HRCP in discussions on HRCP’s implementation of their QMSP and the effectiveness of the plan. VDOT completed the review of version 14 of the QMSP HRCP submitted as the quarterly update.

### **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 for the first quarter of 2022. VDOT completed the review of these submissions and returned to HRCP with comments.

### **Tunnel Quality Plan (TQP):**

- HRCP continues to update its Tunnel Quality Plan and address VDOT’s comments. VDOT has reviewed the daily reporting and records for tunnel lining segment production and provided HRCP with comments noting reporting improvements needed.

### **Material Book Records:**

- VDOT to date completed and closed audits of seven material book record volumes. HRCP continues to submit records for subsequent volumes of material books according to the established audit schedule. VDOT also conducted a monthly review of the current records, and HRCP is responding to audit comments provided by VDOT.

**Routine Quality Activities:**

- VDOT's quality team conducted reviews of work deficiency notices (WDNs) and nonconformance reports (NCRs) and coordinated with VDOT's resident engineers for acceptance of root cause analyses and dispositions of deficiencies. VDOT also conducted reviews of QA and QC records for accuracy and quality issues and coordinated documentation reviews through VDOT's Material Department. VDOT conducted a formal audit of HRCP's QC Daily Reports and provided HRCP with audit comments.

## 8. Safety

Safety procedures and activities during this reporting period include:

### COVID-19 Policies:

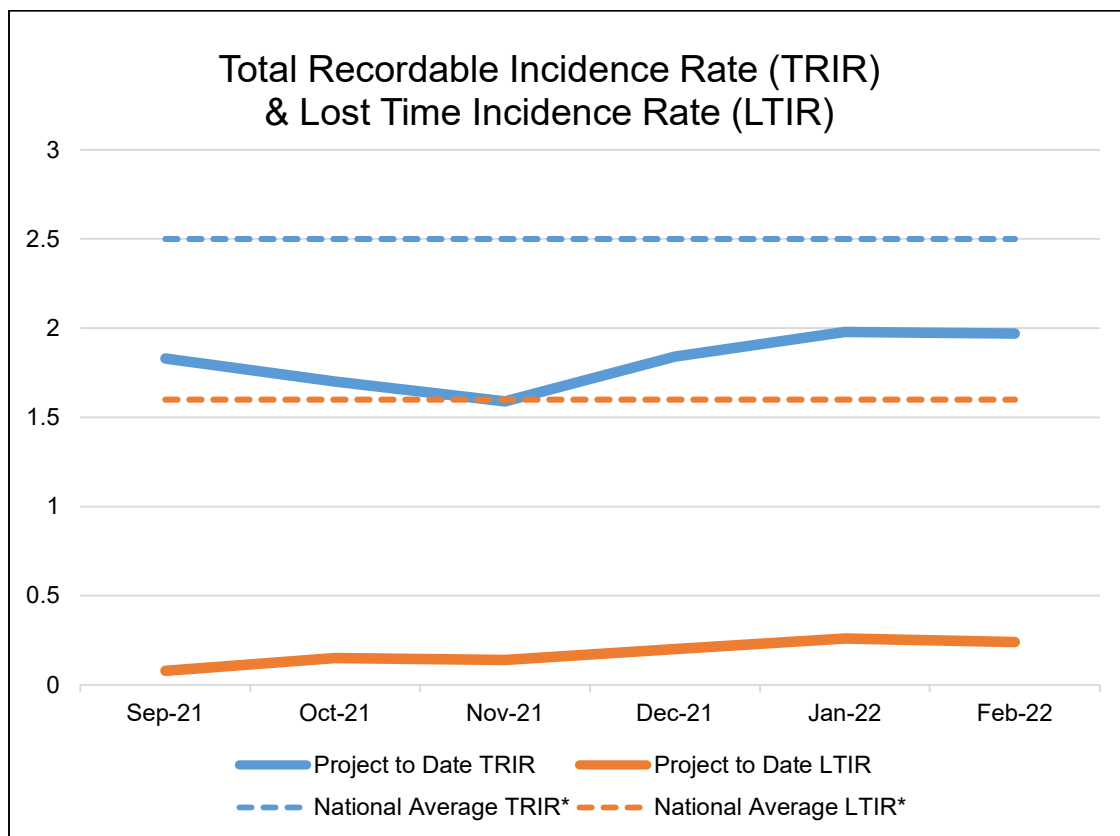
- VDOT and HRCP continue to monitor and enforce COVID-19 policies.

### 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 February 28, 2022.



*\*National averages are from the Bureau of Labor Statistics, US Department of Labor – 2020 Data for Construction Industry, Published November 3, 2021.*

## 9. Civil Rights & DBE/SWaM Business Opportunities

To date, HRCP awarded **291** subcontracts, subconsultant agreements and purchase orders. No additional agreements were awarded during this period for certified DBE/SWaM certified firms. There was a slight increase in contract awards for a total of **\$400.4 million** due to change orders issued to active DBE/SWaM firms on the project.

### Compliance Activities:

- VDOT-HRCP Civil Rights Compliance Team met on February 15, 2022, to discuss civil rights compliance matters. Discussions continued related to pending subcontractor payments, available procurement opportunities, upcoming DBE/SWaM outreach events, compliance document submissions, subcontractors on-site, and workforce development efforts.
- VDOT has conducted a total of 25 comprehensive Commercially Useful Function (CUF) reviews on active DBE firms in compliance with federal DBE regulations. The required reviews are initiated to determine if a DBE firm is performing, managing, and supervising the contracted work where DBE participation is being sought by the Design-Builder.

### Workforce Development Activities:

- HRCP continued to make progress towards the 80 participant On-the-Job Training (OJT) contract goal. To date, 9 graduated with 18 currently active in the program.
- During the reporting period, VDOT participated in the following high school outreach event to discuss careers in transportation and construction projects in the region, which included the HRBT Expansion Project:
  - February 15, 2022 – Ocean Lakes High School Math & Science Academy's Careers in Transportation Showcase

### Business Development Activities:

- HRCP continues to take steps to develop a website to share upcoming procurement and employment opportunities with the public. A launch date for the site is being determined. HRCP has contracted with a small business to support this effort.
- HRCP and VDOT are in the process of developing the second edition of its DBE/SWaM Success publication for distribution during the first quarter of 2022. The publication will highlight firms that have achieved tremendous success on the project.
- VDOT, HRCP, and the USDOT-Small Business Transportation Resource Center participated in a preliminary meeting about the 2022 Bonding Education Program (BEP) for businesses interested in transportation construction opportunities and learning about resources available for accessing and expanding bonding capacities. This year's event is scheduled to be a regional session and include other prime contractors.

During the reporting period, other business development and outreach activities included:

- February 7, 2022 – SBSD, The Steps to Mastering Your Business

## 10. Public Outreach & Media

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

### Public Outreach

- January 25, 2022 – HRBT Communications Team presented to the Rotary Club of Newport News
- February 8, 2022 – HRBT Project Team presented to the Langley Alumni Association
- February 9, 2022 – HRBT Communications Team presented to the Newport News Bar Association

### Media

- None this period.



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