Submitted to:



Technical Proposal VOLUME I

A DESIGN-BUILD PROJECT

August 17, 2022

I-64 HAMPTON ROADS EXPRESS LANES (HREL) SEGMENT 1A

FROM: 0.150 MI E OF PATROL RD TO: 0.673 MI E OF TIDEWATER DR

CITY OF NORFOLK, VIRGINIA

State Project No.: 0064-122-470 **Federal Project No.:** NHPP-064-3(520) **Contract ID Number:** C00117840DB112



ANTICE THE CALL OF THE PARTY OF

Submitted by:



4.1 LETTER OF SUBMITTAL





WRA



August 17, 2022

Bryan W. Stevenson, PE, DBIA Alternative Project Delivery Division Virginia Department of Transportation 1401 East Broad Street Richmond, VA 23219 Letter of Submittal/Technical Proposal: **I-64 Hampton Roads Express Lanes (HREL) Segment 1A** City of Norfolk, Virginia Contract ID Number: C00117840DB112

Dear Mr. Stevenson:

Allan Myers (Myers), Whitman Requardt & Associates (WRA), Quinn Consulting Services (QCS), Aldridge Electric (AE), and Bowman Consulting (BOW) herein referred to as the Myers Team, respectfully submit our Technical Proposal for the I-64 HREL Segment 1A Project (Project). Our intimate experience in the Project region dovetails with our ATC Solution #1 to open the new managed lanes early, protect motorists and maximize traffic flow, and efficiently deliver the Project with cost and schedule certainty.

S This checkmark appears throughout our proposal to highlight areas of added value to VDOT.

As requested by RFP Section 4.1, the Myers Team presents the following information:

- 4.1.1 Allan Myers VA, Inc., is the legal entity that will execute a contract with VDOT.
- **4.1.2** Allan Myers VA, Inc., intends to enter into a contract with VDOT for the Project in accordance with the terms of the RFP.
- **4.1.3** The offer represented by the Technical and Price Proposals will remain in full force and effect for 120 days after the Price Proposal is submitted to VDOT on September 15, 2022.

(571) 485-0387 (Telephone)

tom.heil@allanmvers.com

(703) 272-7230 (Fax)

4.1.4 Entrusted Engineer in Charge Thomas Heil will serve as the Point of Contact for the Myers Team.

Thomas Heil, PE, DBIA 12500 Fair Lakes Circle, Suite 150 Fairfax, VA 22033

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4.1.5	Executive Vice President of Operations	Aaron Myers is the Principal Officer for the Myers Team.
	Aaron Myers	(804) 290-8500 (Telephone)
	301 Concourse Boulevard, Suite 300	(804) 418-7935 (Fax)
	Glen Allen, VA 23059	aaron.myers@allanmyers.com

- 4.1.6 The Myers Team proposes a Final Completion date of December 15, 2025.
- 4.1.7 The Myers Team does not propose any unique milestone dates for the Project.
- 4.1.8 The Myers Team includes the executed Proposal Payment Agreement in Appendix 9.3.1.
- 4.1.9 The Myers Team includes all executed Certification Regarding Debarment Forms in Appendix 4.1.9.
- 4.1.10 The Myers Team will achieve the 12% DBE participation goal for the entire contract value.
- **4.1.11** All Myers Team members meet the commercial/professional registration requirements specified, remain in good standing with all applicable regulatory bodies, and are eligible to provide the services required for the Project.

Respectfully

Aaron T. Myers Executive VP of Operations, Allan Myers

4.2 OFFEROR'S QUALIFICATIONS







4.2.1 OFFEROR'S QUALIFICATIONS

CONFIRMATION OF SOQ INFORMATION

The Myers Team confirms the information contained in our SOQ remains true and accurate. We commit to maintaining the Team provided in the SOQ, with the changes to our SOQ submission that VDOT approved on August 4, 2022.

DEPUTY AND ADDITIONAL KEY PERSONNEL

To further support Project delivery and grow the next generation of Virginia's design-build leaders, the Myers Team provides additional personnel with relevant highway, complex Maintenance of Traffic (MOT), and regional experience. We have supplemented our SOQ Team with two Deputy Key Personnel and have designated an Environmental Compliance Manager (ECM) and Contractor Incident Management Coordinator (CIMC) to oversee environmental compliance efforts and maximize public safety.

UPDATES TO THE ORGANIZATIONAL STRUCTURE

Our Team's organizational structure includes all aspects of management, design, and construction resources to support cost-effective and schedule-conscious Project delivery and implement innovative design/construction approaches. The narrative below describes the roles and relationships of new deputy personnel in managing the Project and mitigating risks to ensure successful delivery. *Figure 2.1* reflects the VDOT-approved Org Chart.

Deputy Design-Build Project Manager Jon Holt will report to DBPM Ed Hilferty and support the Team as we transition the Project from the RFP into design-build delivery. His expertise and leadership—drawn especially from his project experience and stakeholder relationships in the Hampton Roads region—will help our Team integrate design, acquire necessary permits, and further develop a successful execution strategy.

- **Deputy Design Manager (DDM)** Gail Kuttesch, PE, will report to DM John Maddox and assist his management of a multidisciplinary Team developing complex design elements and detailed design submissions. Gail will assist with coordinating the individual design disciplines and ensure the overall Project design is in conformance with contract documents and the Project's Design QA/QC program.
- **Environmental Compliance Manager (ECM)** Joe Felton will report to CM Jeff Snow and ensure our Team manages environmental compliance through design and construction. He will oversee conformance of all Project activities to the applicable environmental regulatory permit conditions and ensure the Team meets all environmental commitments identified in the NEPA document.

Contractor Incident Management Coordinator (CIMC) Jeff Baker will report to DBPM Ed Hilferty and lead our proactive approach to incident management. He will respond immediately to all incidents within the Project limits by applying NIMS principles and practices.



Figure 2.1: Revised Org Chart (Approved by VDOT August 4, 2022)

4.3 DESIGN CONCEPT







APPROACH TO DESIGN DEVELOPMENT

Our Team's approach to designing the Project is to exceed the RFP requirements while balancing cost and schedule implications. Through our review of the RFP, site visits, meetings with VDOT, coordination with utility companies, and knowledge of the Project corridor, we have developed the design optimizations listed in *Figure 3.1.1* that support VDOT's Project priorities for cost and design efficiency while minimizing construction impacts to the traveling public and limiting potential risks for all stakeholders.

In preparing this proposal (including the *Volume II Conceptual Design Plans (Volume II Plans)*), **John Maddox, PE**, (DM) and **Gail Kuttesch**, **PE**, (DDM) focused the Project design Team on practical solutions for maintaining current traffic patterns (minimizing impacts to I-64 and I-564 users and the community); meeting or exceeding the RFP requirements and the Project's intended scope of work; benefiting end users; reducing the need for future inspection and maintenance; and minimizing impacts to surrounding properties, resources, and environmental features. Our Team will coordinate with the U.S. Navy to avoid impacts to their property and maintain the security provided by fencing, landscaping, and CCTV cameras.

We understand that maintaining traffic during construction is the biggest challenge of this Project. Our Team's design is highly integrated with construction to reduce impacts to traffic during construction:

- 𝔍 ATC #1 prioritizes construction of the managed lanes and opens them early in the schedule
- This approach allows the WB lanes to be constructed in a compressed, two-phase schedule, without road plates, resulting in fewer impacts to the traveling public

Our Team's design:

- Meets or exceeds all requirements established in the Design Criteria Table (RFP Part 2, *Attachment 2.2*)
- Stays within the proposed right-of-way (RW) limits shown in the RFP Conceptual Plans
- Does not include any additional design exceptions or design waivers not included in the RFP

4.3.1 CONCEPTUAL ROADWAY PLANS

The Project will add a high-occupancy, express-managed, part-time shoulder lane in both directions along I-64 for a total of approximately 2.1 miles. Our Team is well prepared to achieve the Project's priorities including:

- **Cost** Our Team's design and construction focuses on lowering costs while maintaining quality and meeting the Project schedule.
- **Design Concept** We have optimized our design to provide a product that will increase safety and reduce long-term maintenance, especially in our drainage layouts and retaining wall designs.
- **Construction of the Project** Our sequence of construction and MOT has been significantly reworked to decrease impacts to the public and provide a safer work zone by eliminating the use of steel plates throughout the Project.
- **Project Approach** Our Team has a proven approach to risk management to prevent cost and schedule impacts associated with environmental management, utility relocations/coordination, geotechnical conditions, and quality management for all Project stakeholders.

Our Team's Concept includes two Alternative Technical Concepts (ATC), which have been conditionally approved by VDOT:

- *ATC #1* Temporary Utilization of WB managed lane as I-64 WB General Purpose Lane
- ATC #2 Trench Drain Detail Modifications

Based on our integrated design and construction teaming approach and experience on similar VDOT projects, we developed the *design feature optimizations listed in Figure 3.1.1 and mapped in Figure 3.1.2*.

ID	Optimization	Value Added
1	Vertical Alignment Grade Adjustment	 Utilizes spline grade throughout Project to minimize pavement buildup in existing sag vertical curves. Reduces impacts to traffic during construction and expedites construction. Minimizes construction impacts to existing barriers, slopes, and environmental features. Eliminates modification of existing drainage structures and improves temporary drainage.
2	WB MOT Split (ATC #1)	 Utilizes WB managed lane to achieve RFP requirement to maintain two general purpose lanes. Allows single lane of WB traffic on WB bridges over Granby St and Little Creek Rd during repairs. Provides safer work zone with access to complete joint work on the bridges without using steel plates. Maintains a barrier-separated reversible managed lane. Reduces construction duration for these bridges and road improvements by approximately three months. Improves quality of construction by reducing construction joints.
3	Loop C Closure at Tidewater Dr Interchange	 Reduces the number of lanes to be maintained across the EB Tidewater Dr bridge. Provides a safer work zone by eliminating the eastbound I-64 weave. Eliminates use of steel plates for bridge construction to provide a safer work zone. Reduces construction duration of the I-64 EB over Tidewater Dr bridge by approximately three months. Improves quality of construction by reducing construction joints. Our Team prepared a traffic analysis in accordance with the TOSAM to determine acceptable impacts.
4	Trench Drain Detail Modification (ATC #2)	 Modifies trench drain detail to be constructable while maintaining existing concrete median barrier. Improves constructability by eliminating deep pipe trenches in narrow work areas. Reduces construction duration by maintaining existing median barrier. Reduces the number of outfalls by increasing trench drain lengths. Reduces long-term maintenance by eliminating three drop inlets and 550 ft of storm sewer pipe.
5	Temporary Adjustment of Ramp Tapers at Bridges	 Temporarily reconfigures ramps to reduce the number of lanes on the bridges at I-64 EB over Granby Rd ramp to managed lanes (Phases 1 and 2); Tidewater Dr Loop B (Phases 1 and 2); Tidewater Dr Loop A (Phases 1 and 2); and Tidewater Dr Ramp E (Phases 1 and 2). Improves safety and reduces construction duration by eliminating use of steel plates.
6	EB MOT Modification of I-564 Merge	 Shifts merge point during construction to provide space for bridge rehabilitation of I-64 EB over I-564. Eliminates need for steel plates and reduces the construction duration by approximately one month
7	Reduction in Reversible Managed Lane Closure	 Completes the reversible managed lane closure within the 21-day allowable closure period. Constructs majority of BMB-3 in phases with reversible lane separated by temporary concrete barrier
8	Eliminated Potential Trench Drain	 Minimizes or eliminates potential trench drain through drainage design efficiency, revised shoulder width, and removal of curb under guardrail. Reduces long term maintenance requirements, improves constructability, and reduces construction cost. Removes approximately 2,100 LF of trench drain compared to the RFP plan. Eliminates trench drain at I-64 WB Construction BL, 2845+15 LT to 2846+75 LT; I-564 Ramp D Construction BL, 35+72 RT to 39+78 RT; I-64 EB Construction BL, 1036+00 LT to 1043+00 LT; I-64 EB Construction BL, 1057+50 LT to 1058+89 LT
9	Elimination of Potential Retaining Wall I-64 EB/I-564 Ramp B	 Eliminates approximately 559 LF of retaining wall by constructing MB-7F barrier and grade 2:1 on I-64 EB Sta 980+65 to Sta 981+27; I-564 Ramp B Sta 14+53 to Sta 19+50. Decreases construction time, cost, and eliminates future VDOT maintenance.
10	Combination Sound Barrier and Retaining Wall System Granby St Ramp A/I-64 EB	 Eliminates approximately 1,269 LF of special design wall system by integrating retaining wall panels within the sound barrier system for Granby Ramp A 202+75 to 210+59 and I-64 WB 2842+60 to 2847+45. Decreases construction time and reduces future VDOT maintenance.
11	Modify Existing Retaining Wall (I-64 EB Sta 1025+75 to 1033+00)	 Eliminates the need to remove an existing retaining wall and construct a new retaining wall over 725 LF by partially removing existing retaining wall and constructing a new parapet on the existing retaining wall. Additional reinforcement steel will be drilled and grouted into the existing retaining wall to supplement the existing reinforcement steel as needed to connect the new parapet. Decreases construction time and cost.
12	Eliminated Potential Retaining Walls at ITS Devices	 Extends 2:1 fill slopes and incorporates drainage pipes under fill slopes (where needed to maintain drainage ditches) to eliminate retaining walls at ITS devices at I-564 Ramp D Sta 40+00; I-64 EB Sta 983+50, Sta 991+00, and Sta 999+00; and I-64 WB Sta 2814+00 and Sta 2859+50. Decreases construction time, cost, and reduces future VDOT maintenance.
13	Construct Top-Down Retaining Wall, EB I-64 Sta 978+44 to 982+50	 Incorporates sheet pile or soldier pile lagging wall with concrete cap/facing to encapsulate all exposed portions of steel elements, eliminating conventional type (MSE/Gravity) retaining wall system along I-64 WB (median). Reduce impacts to traffic along I-64 WB and decreases construction cost and time.
14	Eliminated Retaining Wall at Proposed Sidewalk (Tidewater Dr)	 Extends the length of the new wing wall at I-64 WB bridge over Tidewater Dr, which allows the contours to be adjusted and eliminates the potential retaining wall along the sidewalk at Tidewater Dr. Decreases construction time, cost, and future VDOT maintenance.

Figure 3.1.1: Roadway Plan Optimizations

	ID	Optimization	
	1	Vertical Alignment Grade Adjustment	
	2	WB MOT Split (ATC #1)	
	3	Loop C Closure at Tidewater Dr Interchange	
	4	Trench Drain Detail Modification (ATC #2)	
	5	Temporary Adjustment of Ramp Tapers at Bridges	
	6	EB MOT Modification of I-564 Merge	
	7	Reduction in Reversible Managed Lane Closure	
	8	Eliminated Potential Trench Drain	
	9	Elimination of Potential Retaining Wall I-64 EB/I-564 Ramp B	
	10	Combination Sound Barrier and Retaining Wall System Granby St Ramp A/I-64 EB	
9 12	11	Modify Existing Retaining Wall (I-64 EB Sta 1025+75 to 1033+00)	
	12	Eliminated Potential Retaining Walls at ITS Devices	
	13	Construct Top-Down Retaining Wall, EB I-64 Sta 978+44 to 982+50	
	14	Eliminated Retaining Wall at Proposed Sidewalk (Tidewater Dr)	
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Figure 3.1.2: Map of Roadway Plan Optimizations

(A-D) GENERAL GEOMETRY

As the RFP notes, I-64 is functionally classified as an Urban Interstate (GS-INT) with rolling terrain and a minimum design speed of 60 mph. Our Volume II Plans detail horizontal curve data, design speeds, and the number and widths of lanes and shoulders. They also include typical sections for ramps, retaining walls, bridge structures, and pavement sections. Superelevation rates will match existing pavement cross slopes, as allowed in Design Exception (DE) No. 04: Superelevation. Our Team has not changed any horizontal alignments from the RFP Conceptual Plans.

Vertical Alignments

We have optimized the vertical alignments throughout the Project to match the existing pavement grades and confirm that all grades meet the maximum and minimum shown in the RFP Design Criteria, except where listed in Part 2, Section 2.2, Mainline and Other Roadway Improvements (*Figure 3.1.3*).

	Figure 3.1.3:	Maximum	Grade—Design	ı vs. RFP
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Location	Maximum Grade			
	Proposed	RFP Concept Plans	RFP Allows	
I-64 EB	3.4%	3.6%	4.0%	
I-64 WB	3.2%	3.2%	4.0%	
Managed Lanes	4.6%	4.6%	4.0%	
Crossover	0.4%	0.3%	N/A	
Little Creek Ramp A	0.2%	0.2%	7.0%	
Little Creek Ramp B	0.7%	0.9%	7.0%	
I-564 Ramp B	3.8%	3.9%	7.0%	
I-564 Ramp C	2.8%	3.5%	7.0%	
I-564 Ramp D	2.1%	2.3%	7.0%	
I-564 Ramp G	2.3%	2.3%	7.0%	
Tidewater Ramp A	0.9%	0.9%	7.0%	
Tidewater Ramp B	1.0%	1.1%	7.0%	
Tidewater Ramp C	4.5%	4.6%	7.0%	
Tidewater Ramp D	0.6%	0.6%	7.0%	
Tidewater Ramp E	2.5%	2.5%	7.0%	
Tidewater Loop A	5.0%	5.0%	7.0%	
Tidewater Loop B	5.7%	5.7%	7.0%	
Tidewater Loop C	4.0%	4.0%	7.0%	
Granby Ramp A	5.0%	5.0%	7.0%	
Patrol Ramp A	6.0%	5.9%	7.0%	

By utilizing the existing grades, our Team improves drainage during construction, minimizes impacts to traffic during construction, and establishes a safer work zone. The most significant changes occur in the sag vertical curves (shown in *Figure 3.1.4*) and along the ramps. In this figure, our Team's design (black) is positioned on top of the RFP Concept profile (red). Additionally, these changes to the vertical alignment reduce the limits of disturbance and impacts to environmental features. The *Volume II Plans* further detail our Team's vertical alignments.



Ramp and gore designs meet all design criteria throughout the Project. Per Addendum #3, a DE is not required if a sag curve meets the comfort criteria and lighting is provided. This affects five sag curves in the I-64 EB direction, one curve within the I-64 reversible managed lanes, and six curves within the I-64 WB direction.

(E) CONCEPTUAL HYDRAULIC AND STORMWATER MANAGEMENT (SWM) DESIGN

Our Team's drainage design concept reduces cost, meets or exceeds VDOT design standards, coordinates temporary drainage phasing with the SOC, improves constructability, and reduces long-term maintenance needs. We have reviewed and optimized the RFP drainage design by eliminating SWM BMP locations, reducing trench drains, reducing MC-3B asphalt curb, and minimizing the number of drop inlets and pipe length required. In accordance with RFP technical requirements, all pipe crossings of mainline I-64 travel lanes or ramps are designated for trenchless installation.

Our design reduces the number of crossings by using trunk lines and combining crossings. Likewise, our Team has identified existing pipe crossings for inspection and rehabilitation with potential future savings for VDOT if the existing pipe is in adequate condition. Our approved trench drain detail modification ATC #2 improves constructability and reduces cost while maintaining sufficient drainage capacity to meet spread requirements.

Reducing Asphalt Curb Under Guardrail

✓ In developing our drainage design, we identified locations to eliminate asphalt curb under guardrail, decreasing construction cost, and improving safety while reducing long-term maintenance. We identified the following locations to remove MC-3B: I-64 EB 966+45 Rt to 981+16 Rt; I-64 EB 1045+50 Lt to 1054+29 Lt; I-64 EB 1057+71 Lt to 1063+03 Lt; I-64 WB 2814+43 Lt to 2824+00 Lt; I-64 WB 3041+69 Rt to 3045+32 Rt; and I-64 WB 3048+30 Rt to 3050+52 Rt. In these locations, the guardrail is adjacent to slopes that are less than 5 ft high and at reduced risk of erosion. Without the curb, locations with narrow shoulder are at greatly reduced risk of spread encroaching on the roadway, improving safety for the traveling public. Eliminating the curb also reduces long-term maintenance by eliminating storm inlets in these areas.

Stormwater Management Design

We have reviewed and verified that the RFP SWM design approach meets the VSMP Part IIB criteria. *Our Team's SWM analysis has calculated a phosphorus reduction requirement that is less than the RFP design and can potentially reduce the number of nutrient credits needed by as much as 1.5 lbs/yr in the final design (13.0 lbs/yr vs 14.46 lbs/yr).*

Solution, our SWM plan utilizes high efficiency BMPs to optimize the plans for improved water quality performance and allow fewer overall BMPs, reducing the number of surface BMPs from 7 to 4.

Trench Drain Detail ATC #2

Our Team's approved trench drain detail ATC #2 allows trench drain to be constructed in lengths up to 400 ft. The approved detail eliminates the pipe beneath the trench drain in these areas. By reducing the length of storm sewer pipe and excavation trench, the ATC lessens the need for excavation support during construction by

reducing the excavation depth. Additionally, the ATC decreases the length of pipe installed under the trench drain.
 This unique design approach eliminates three drop inlet structures and approx. 550 ft of pipe under trench drain.
 The change will improve constructability, reduce long-term maintenance, and lower construction costs.

(F) PROPOSED RIGHT OF WAY (RW) LIMITS

Based on the RFP plans, new RW is required from two Commonwealth of Virginia properties being used by VDOT as maintenance and operation facilities. As such, they are VDOT Capital Outlay properties, not traditional highway RW. Our Team will coordinate with the VDOT Capital Outlay and Facilities Management Division and arrange an internal transfer of the needed RW for the Project. Bowman's staff have encountered and accomplished similar RW needs on Transform I-66 Outside Beltway, I-95 at Route 3, and numerous other VDOT projects. At an early kickoff meeting with capital outlay staff, we will review requirements and ensure the transfer does not impact construction.

(G) PROPOSED UTILITY IMPACTS

Utility impacts are minimal for the mainline work as the proposed improvements and widening lie primarily within existing RW. However, considerable existing utility infrastructure does exist along the cross streets at Granby St, Little Creek Rd, and Tidewater Dr. Due to congestion in these corridors, the proposed widening, and current structural requirements and standards, they demand extra attention during final design and construction. To reduce or eliminate conflicts within the congested cross street corridors, our Team has designed narrower bridge footings where necessary to maintain adequate clearances to existing utilities and has designed both storm sewer structures and storm sewer improvements to avoid utility impacts and provide adequate utility clearances. We explore these challenges and offer mitigation solutions in greater detail in *Section 4.4.2* of this Technical Proposal. Utility relocations are not on the Project's critical path and will be coordinated with bridge foundation construction.

(H) NOISE BARRIER LOCATIONS

Our Team's design ensures that the proposed noise barriers—namely, Barrier BA-S05-01 and 6,225 sq ft of the existing noise barrier identified as Barrier A in the Preliminary Noise Analysis—meet the clear zone, RW, and maintenance requirements for the Project.

Noise barriers are a minimum of 5 ft within VDOT RW. Within three months following NTP, our Team anticipates submitting a Final Design Noise Analysis Report to VDOT. This document will include a re-analysis of all noise-sensitive receptors in the Project area and will indicate warranted, reasonable, and feasible noise barrier locations. With this document, VDOT and FHWA can begin their review and approval early in the design process, we can start the voting process early, and expedite noise barrier design and construction. Where possible, we will construct noise barriers prior to major roadway improvements, reducing noise impacts during construction. We will evaluate Noise Barrier A to determine if the existing acoustic profile can be exceeded while meeting the reasonableness and feasibility criteria. If not, we will meet, at a minimum, the existing conditions of acoustical line elevation of the existing sound barrier, as well as existing noise reduction and line of sight benefits.

(I) LIGHTING

Our Team has reviewed roadway lighting needs throughout the Project and identified several areas requiring lighting replacement due to construction impacts (roadway widening, grading, and re-alignment) in addition to the lighting replacement limits specified by the RFP: I-64 EB Sta 1023 to 1042 and Sta 1071 to 1085; I-64 WB Sta 2837 to 2847, Sta 2853 to 2860, Sta 3019 to 3036, and Sta 3064 to 3076; and Reversible Lanes Sta 6017 to 6023 and Sta 6039 to 6047. Though our Team considered concrete barrier and retaining walls to minimize impacts, these options incur significant costs and create additional maintenance and inspection needs. Instead, we propose to address these impacts by installing new light poles and infrastructure, which will provide VDOT with a low maintenance lighting system.

✓ Our lighting replacement design utilizes 45-ft poles for limits explicitly required by the RFP and the additional impacts. Doing so reduces the number of poles compared to existing, which in turn reduces both initial cost and long-term maintenance costs for VDOT. Furthermore, we have confirmed that using LED luminaires reduces the total electrical draw, eliminating the need for additional control centers that would increase maintenance responsibility. We will place poles so they can be constructed before decommissioning existing

lighting or, in areas that will not be impacted by other construction. Per the RFP, lighting will always remain operational for the duration of the Project.

(J) GUARDRAIL/BARRIER

Our Team has ensured that the clear zone within the Project limits is free from hazards or fixed objects and includes a MASH-compliant guardrail barrier system and end treatments for protection, as appropriate. As shown on the *Volume II Plans*, existing substandard guardrail within the Project limits will be upgraded to meet current standards per Appendix J of the VDOT Road Design Manual. In locations shown on the *Volume II Plans*, we will install concrete median barrier VDOT Standard MB-7D, 7E, 7F, 8A or 12B. VDOT Standard MB-7D (and BMB-3 on the managed lanes bridge over I-564) will be used to separate the reversible managed lane from the WB-only managed lane.

On the outside, VDOT Standard MB-7D will be used in locations where sound barriers will retain only a small amount of soil using reinforced sound barrier panels. In these locations, 4 ft of No. 78 stone will be placed between the sound barrier and the MB-7D.

(K) PAVEMENT MILLING / OVERLAY AND BUILD-UP

Temporary Pavement: In the initial construction phase, our Team will install shoulder strengthening on the inside and outside shoulders throughout the Project so we can use these shoulders for MOT in later stages. *Figure 3.1.5* summarizes shoulder areas suitable for temporary traffic without any strengthening.

We have sequenced construction to minimize the temporary pavement required to maintain traffic throughout construction. This provides a cost and schedule benefit to the Project.

Permanent Pavement: The permanent pavement will match the pavement sections provided in the RFP. Once all construction within the roadway is complete, we will apply the final 2-in mill and overlay and rumble strips throughout for a high-quality finished pavement. We will also apply a slight variabledepth mill and overlay to adjust the crown points to be outside of vehicle wheel paths.

(L) TOLLING INFRASTRUCTURE

Area	Section Range	Temp Pavement Design Life	Pavement Section
EB	964+34-	24 Months	11" asphalt and concrete
Inside Shoulder	$\frac{1014+70}{1062+84-}$ 1090+90	24 Months	7.5"-13.5" asphalt and concrete pavement
EB	964+34– 991+18	24 Months	9"-16" asphalt and concrete pavement
Outside	1010+95– 1048+57	24 Months	8"-13.5" asphalt and concrete pavement
Shoulder	1071+64– 1090+90	24 Months	7"-14" asphalt and concrete pavement
WB	2810+42- 1014+70	24 Months	10"-11" asphalt
Inside	2854+43- 3039+44	24 Months	7"-14" asphalt and concrete pavement
Shoulder	3051+66- 3082+06	24 Months	7"-10" asphalt
	2810+42– 2823+80	24 Months	12"-15" asphalt and concrete pavement
WB Outside	2858+47- 3036+49	24 Months	7.5"-8" asphalt pavement
Shoulder	3055+52- 3066+80	24 Months	7.5"-8.5" asphalt pavement
	3066+80- 3082+06	12 Months	7" asphalt pavement

Figure 3.1.5: Summary of Shoulder Areas Suitable for MOT

Our Team understands the complexities of tolling and ITS infrastructure, including maintaining operations, system integration, and coordination with adjacent VDOT assets and projects. We have engaged our entire Team throughout procurement to review design concepts and constructability, and develop an efficient sequence for construction, commissioning, integration, and turnover of the tolling and ITS infrastructure. Our Team's ITS and electrical contractor, Aldridge Electric (AE), is uniquely qualified to support this Project having recently delivered a similar scope of work for VDOT on the nearby I-64 Hampton Roads Express Lanes Segment II project.

Our design proposes toll gantries for the I-64 EB part-time shoulder lane and I-64 managed lane consistent with the RFP Concept Plans. Our Team plans to perform construction on the existing reversible managed lanes as a first order of work, allowing us to construct the WB managed lane toll gantry infrastructure—as well as supporting automatic traffic gate infrastructure—early in the Project. Our proposed tolling fiber location and construction (discussed further below) activates tolling fiber communications for TECs early in the schedule. These

4.3 | Design Concept

considerations benefit VDOT by allowing ample time for VDOT's TSI to install equipment and perform testing and integration per the RFP.

Several tolling DMS on new sign structures on the WB lanes serve the future WB managed lane

Sentrance. Our sequence of work constructs sign structures on the WB lanes early in the Project to support ATC #1, allowing ample time for installation, facilitating VDOT testing of the tolling DMS, and minimizing risk for the WB managed lane opening.

One of the more complex Project components lies in maintaining operations of the existing tolling

Solution Employing Past Project Knowledge in Tolling and ITS

Our Team leverages the same AE personnel that delivered I-64 HREL Segment II, providing a direct knowledge transfer that will benefit this Project. Express Lanes ITS CM **Steve Schweitzer** worked with VDOT's TSI in the I-64 Segment II project and understands VDOT's integration process. As part of the Segment II team, AE has already performed work from Indian River Rd to the Elizabeth River and understands the conduit infrastructure where new tolling fiber optic cable must be installed to reach the TOC. **Express Lanes Specialist** Jeff Cheng has worked with AE on VDOT projects requiring similar tolling system design, construction, and integration, including the I-95 Express Lanes Southern Terminus Extension and I-95 NB Rappahannock River Crossing, which interfaces with the I-95 Express Lanes Fredericksburg Extension project. With such extensive ITS and Tolling experience, our Team brings proven solutions to complex integration challenges, and minimizes risk from design through acceptance.

infrastructure and sequencing the transition to the new tolling infrastructure. Our Team has developed a design and approach to coordinating and constructing key tolling infrastructure elements that reduce overall risk, ensure safety, minimize maintenance, and allow for efficient construction, benefiting VDOT, HRTAC, and end users. *Figure 3.1.6* highlights the Tolling Infrastructure throughout the Project area. A description of key elements follows.





Fiber Optic Impacts and Sequence of Construction

The existing tolling infrastructure is connected to existing VDOT fiber cable that is impacted through most of the Project limits. Impacted areas include between Patrol Rd and Granby St (due to EB widening) and along the I-64 reversible lanes between Granby St and Sta 6059 (due to construction of the WB managed lane on the existing reversible lanes). Proposed tolling infrastructure will be transitioned to a new tolling fiber cable that our Project constructs from Little Creek Rd to the VDOT Traffic Operations Center at the Indian River Rd interchange and by the Segment III project from Sta 965 to Little Creek Rd (see *Figure 3.1.6*). Segment III installs a significant amount of fiber infrastructure within the Segment 1A Project limits, requiring detailed and regular coordination.

We will activate both the new tolling fiber and ATMS fiber backbones as early as possible, which will minimize risk and improve efficiency by permitting seamless cutovers, minimizing temporary work, and maximizing system redundancy. *To activate the new backbone fiber lines early, we propose to locate the lines where they can be constructed early and not be impacted by subsequent roadway and bridge construction.* Where no median is available from Sta 965 to Sta 981, we propose to install the ATMS line along the I-64 EB lanes where minimal outside widening and grading is planned. From Granby St to Sta 6045 the lines (including new tolling fiber cable where applicable) will be in the grass median areas between the managed lanes roadway and EB/WB lanes where outside widening does not affect them and where they can easily connect with the ITS equipment, TEC, and generators located in the medians. From Sta 6045 to the east, we propose to relocate the lines along the I-64 WB lanes, avoiding constraints with retaining walls, Naval Base Rd, and utilities found on the EB lanes. This continues

until Sta 6059, where a tie-in can be made with existing conduit to remain in the median. We propose to locate conduits in earth to the extent possible, which will minimize future inspection and maintenance associated with bridge-mounted conduit systems. Much of the fiber relocation will be completed as a first order of work to move the existing lines out of conflict with roadway and bridge construction.

Coordination with HRBT/Segment III/Segment 1B Projects

Our Team will coordinate monthly (or more frequently if necessary) in meetings with VDOT, VDOT's TSI, HRBT Segment III, and Segment 1B projects during design and construction, including civil/site design and electrical and communications interfaces. Each project installs significant infrastructure, such as fiber, DMS, and toll registry points, within other projects' limits. We will seek opportunities to reduce tolling infrastructure, such as co-locating ATMS fiber by our Project with tolling network fiber by the Segment III project and sharing electric services or generators. Reducing infrastructure will reduce future inspection and maintenance. During construction, we will compare schedules to understand the timing of impacts to existing facilities and when new tolling fiber to the TOC located at the I-64 and Indian River Rd interchange. Our efficient cutover plan maintains operation of existing tolling infrastructure and places existing-to-remain and new tolling infrastructure on the new tolling fiber backbone per the RFP.

Maintenance of Existing I-64 EB Reversible Entrance

The I-64 EB entrance to the reversible lanes is modified and impacted by the Project. MOT for construction of the I-64 EB bridge over Granby St will maintain operations of the roadway gates or provide alternate physical protection with TMAs delineated by drums. We understand the need to maintain pricing DMS and guide/regulatory signing for the I-64 EB reversible lane entrance throughout construction and will coordinate removal of the two existing pricing DMS once the replacement DMSs are commissioned and operational. When I-64 EB roadway and bridge construction is complete at the I-64 EB reversible lane entrance, we will have the regulatory signs and lane use control signals for the EB part-time shoulder lane installed or provide appropriate temporary traffic control to ensure safety for this unusual roadway configuration. We will perform work on the tolling infrastructure, such as cutovers to new fiber, during the permitted closure of the reversible lanes to minimize operational risk and improve efficiency and traffic safety.

Tidewater Dr Toll Gantry

The existing toll gantry at the Tidewater Dr overpass receives power, including existing back-up generator power, from a service feed in the Tidewater Dr SB to I-64 EB ramp that passes under the I-64 EB over Tidewater Dr bridge.
 ✓ This service feed is impacted by roadway and bridge widening and must be replaced. *Our solution shifts alignment of the replacement service feed away from the bridge, eliminating the risk from bridge construction impacts that*

would disrupt power to the toll gantry. We will complete the replacement prior to impacting the existing system

and use portable generators during the cut-over to keep the gantry operational.

Electrical Power

Our Team has reviewed tolling infrastructure electrical needs for the Project and has determined that there is a ikely impact to the existing load center at Sta 1007 from roadway and drainage construction. We propose full replacement, instead of upsizing per the RFP, to this load center. Doing so benefits VDOT by providing a new panel with longer lifespan and lower maintenance. The RFP plans do not show back-up generator power for the new tolling DMS at Sta 3039 and Sta 3059. We will provide back-up power to these DMS, as required per the RFP, through installation of a new generator or connection to the existing generator at the Tidewater Dr interchange, provided spare electrical capacity is available.

4.3.2 CONCEPTUAL STRUCTURAL PLANS

Our bridge engineering Team, led by Jeremy Schlussel, PE, has reviewed the concept structural plans for the

repair, rehabilitation, and widening of five existing bridges and the deck overlay and joint closures of three existing bridges. With various configurations, different skews to bridge the roadways, and variability in age (completed in the early 1970s and then widened/modified in the 1980s and 1990s, with the I-64 reversible managed lanes bridge completed in the 1990s) these eight bridges pose a variety of different challenges for design and construction.

Distinguished Structural Team

WRA Bridge Group has held nine S&B contracts since the early 2000s with over 350 bridge rehabilitation projects—more than 60 on/over I-64 throughout VA— including more than a dozen along the I-64 corridor in the Hampton Roads District.

Our Team has developed solutions that achieve VDOT's Project goals to

improve safety and capacity through this corridor. Having designed over 350 similar rehabilitation and widening plans since the early 2000s for the VDOT S&B Division, our bridge engineers have the experience to deliver the most effective solutions to minimize risks to the traveling public and provide VDOT with rehabilitated structures that reduce long-term maintenance. While the Project scope is prescriptive, with specific widenings and rehabilitation goals, we have identified several potential challenges and opportunities, outlined in *Figure 3.2.1*:

Challenge	Approach Solution	Value Added
VA Micro- Abutments Retrofitting	 Field Investigation and Backwall Failure Mode Analysis to address broken backwalls at skewed bridges 	• The existing broken backwalls indicate an issue with the existing bridge that will be pinpointed and fixed to ensure the issue does not recur in the future.
Superstructure Widenings	 Develop composite sections to retain similar moment of inertias on widenings Grade A709W painted girders Use steel-reinforced elastomeric bearings Follow I&IM S&B 81.9 and RFP and use CRR Reinforcing Steel Class I for all widened portions of superstructure Develop advanced structural steel submission package(s) for each bridge superstructure widening 	 Reduces potential differential deflections which could cause long-term deck cracking. Will not reduce vertical clearances. Reduces long-term maintenance costs on widened portions of the five bridge superstructures. Improves long-term performance vs. low profile steel bearings. Reduces potential for long-term deterioration of new concrete decks and widened/modified substructure units. Reduces risk of delayed delivery.
I-64 over I-564 High Skew Widening	• Evaluate I-64 over I-564 superstructure widening with 3D FEM program	 Provides more detailed understanding of the implications of widening and ensures no unintentional long-term design details are introduced within existing superstructure or proposed widening due to high skew of each span.
Utility Conflicts	Micro-pile foundations/construction techniques	 Minimizes impacts for installation of required piles at widened bridge structures by utilizing smaller equipment and requiring less overhead clearance. Micro-piles require smaller pile caps, reducing impacts to nearby utilities. Use of a trench box reduces excavation limits.
Tight Urban Conditions and MOT	 Use Latex Modified Concrete, Very Early Strength (LMCVE) for Overlay Partial intersection closures and detours at nighttime (at Little Creek Rd) Coordinate permissible lane closures in different areas of the Project 	 Shortening duration of lane closure reduces impacts to traveling public. Allows access for equipment required to construct the bridge widening. Lane closures of I-64 over Granby St, I-564, and Little Creek Rd streamlines MOT and construction work, reducing impact to travelers.
Geometrics	 Evaluate superstructure widening bridges with curves and high skews with 3D FEM program Field Investigation 	 Provides more detailed understanding of the widening and ensures no unintentional long-term implications for the existing superstructure, substructure, or proposed widening. Confirms the existing geometry with survey and as-built discrepancies.
Changes in Bearing Type / Configurations	 Evaluate existing substructure units with original design code(s) for change in loading conditions 	• Use of sliding bearings reduces potential impacts to bridge rehabilitations.

Figure 3.2.1: Structure Plan Optimizations and Low Maintenance Solutions

Following these considerations and Part 2, Chapter 32 (Preservation, Maintenance, Repair, Widening and Rehabilitation) of the *Manual of the Structure and Bridge Division*, our Team will design and conduct work at each

bridge as described below to meet the RFP requirements. The following narrative describes proposed work on each bridge while the *Volume II* plans include additional details.

BRIDGE STRUCTURES

I-64 EB over Granby St: Bridge Widening and Rehabilitation

The original bridge structure was completed in the 1970s and widened and rehabilitated in the 1990s to accommodate the I-64 managed lanes system. It is a 240-ft, 4-simple span bridge structure with rolled beams and cover plates superstructure. The existing girders are tangent with a curved deck (thus variable width overhangs) and the existing cross-frames were detailed in a staggered pattern. The bridge structure is supported by multi-column piers and stub-abutments all supported by deep foundations.

As part of the Project, the bridge will be widened approximately 14 ft - 8 in (as measured from the outside of existing bridge) with new painted ASTM A709 Grade 50W plate girders. Due to the existing 6.25% superelevation, no vertical clearance reduction will occur with the widening on the upper side of the existing bridge superstructure. The widening will accommodate the additional lane proposed along I-64 EB. The rehabilitation work will eliminate the joints at the existing piers with link slabs and eliminate the abutments with a VA micro-abutment modification. In addition, the existing concrete deck will receive a mill and rigid overlay, new elastomeric bearings, approach slab widenings, and concrete surface repairs, as required. Deck drainage will meet the requirements of the RFP and shall be in accordance with VDOT Design Aids Chapter 22.

For the substructure widening required to support the widened superstructure, we will detail the piers and stub abutments like existing conditions. To reduce overall impacts to the piers, we will design a single square column

✓ hammer head style pier to mimic existing conditions and match the 1990s widening. *The proposed column will be placed on a pile cap foundation supported by deep foundation elements and will utilize micropiles to allow for minimization of impacts to the utilities along Granby St.* The abutments will be supported by 12-in pre-stressed concrete piles driven through predrilled holes that extend to the original ground line. All work will proceed utilizing staged construction in coordination with the proposed roadway widening and will meet the RFP requirements. A summary of the final conditions is as follows:

I-64 EB over Granby St – Summary of Proposed Work (See Vol. II, Pages 68-69)				
Proposed Section	Superstructure	Piers	Abutments	
 Three 12-ft General Purpose lanes Two 12-ft managed lanes (one tapered) 3 ft (min) outside shoulder 2 ft (min) inside shoulder 	 Proposed 14'-8" ft (from outside of existing bridge) of widening with ASTM A709 Gr. 50W plate girders Elimination of all joints New rigid overlay New elastomeric bearings Recoat existing steel 	 New single column hammer head Concrete substructure surface repairs to existing piers 	 Modify existing abutments to VA micro- abutments with approach slab widening Existing stub abutment to be widened and detailed with VA micro-abutment Concrete substructure surface repairs to existing abutments. Widen and repair existing slope protection 	

I-64 WB over Granby St: Bridge Rehabilitation

The original bridge structure was completed in the 1970s and has had no major rehabilitations. The existing bridge is a 280-ft, four-simple span bridge structure with rolled beams and cover plates superstructure. The structure is supported by multi-column piers and stub-abutments all supported by deep foundations. The proposed rehabilitation will eliminate the joints at the existing piers with link slabs, and the abutments with a VA micro-abutment modification, and will widen the approach slabs. In addition, the existing steel bearings will be replaced with elastomeric bearings, the existing concrete deck will be milled, and a new rigid overlay will be placed. Deck drainage will meet RFP requirements and comply with VDOT Design Aids Chapter 22. Per the RFP, no modifications to the current lane configuration will occur upon completion of this Project. *As part of our Team's*

Solution is to the callent the comparation will occur upon completion of this Projectives pure of our round s concept and approved ATC #1, the proposed work will be staged and has been detailed to eliminate the use of the steel plates and multiple set-ups of MOT, which improves safety to the traveling public, provides a better long-term solution to VDOT, and improves safety along the work zone as all work will be completed behind a barrier. The proposed SOC will coordinate with the proposed roadway modifications and meet the RFP requirements. A summary of the final conditions is as follows:

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I-64 WB over Granby St – Summary of Proposed Work (See Vol. II, Page 78)			
Proposed Section	Superstructure	Abutments	
Two 12-ft lanes	 Elimination of all joints using link-slabs 	 Modify existing to VA micro-abutments with 	
• 10 ft (min) outside shoulder	 New rigid overlay 	appropriate slab widening	
• 5.33 ft (min) inside shoulder	 New elastomeric bearings 		

I-64 EB over I-564: Bridge Widening and Rehabilitation

The original bridge, completed in the 1970s, is a 416-ft, four-simple-span structure with Gr 50 Plate girders (early version of Gr 50 which followed ASTM A6 Standards). The bridge is located on a horizontal curve with high-skew substructure units to accommodate I-564 and the ramp lane and has a variable super-elevated cross slope to meet the I-64 EB roadway geometrics. The bridge has had no major rehabilitations. The existing girders are tangent with a curved deck (thus variable width overhangs) and the existing cross-frames were detailed in a staggered pattern. The existing multi-column piers and stub abutments are supported by deep foundations.

The bridge will be widened approximately 18 ft - 8 in (as measured from the outside of existing bridge) with new painted ASTM A709 Gr 50W plate girders. No vertical clearance reduction will occur due to the widening being on the upper side variable superelevation of the existing bridge superstructure. The widening will accommodate the additional lanes proposed along I-64 EB and the rehabilitation work will complete expansion joint re-construction at the piers. The abutments will be modified with a VA micro-abutment. In addition, the existing concrete deck will receive a mill and rigid overlay, new elastomeric bearings, approach slab widenings and concrete surface repairs as

Srequired. Deck drainage will meet RFP requirements and shall comply with VDOT Design Aids Chapter 22. To achieve the Project goals and provide the best long-term solution, our Team evaluated several design alternatives at this location, including types of piers (hammer-head vs. multi-column and a two versus three girder widening). Our bridge engineers focused on:

Framing Plan - The original framing plan has staggered cross-frames (i.e.: not in line with each other) and high skew/curvature of the existing roadway. The proposed widening could induce out-of-plane bending at the connector plates to web interface and cracks could develop over time if the proposed new cross-frames are detailed too close to the existing. Our Team studied various concepts to develop one with the least impact to existing conditions. This included evaluation of extending the cross-frames in-line with the current exterior bay, continuing a similar staggered pattern, or a variable offset from the existing cross-frames, but all in-line for the widened section. In addition, with the cross-frame study, we evaluated a two-girder vs. a three-girder system. Our engineers determined that three girders are required to avoid overstressing the existing exterior girder; it will now be exposed to a full lane of live load which it was not originally designed to handle. Using this information, our proposed widening will detail the cross-frames in the widened section to be off-set from the current layout, minimizing potential issues for a new connection to the existing 3/8 in, 7/16 in, or $\frac{1}{2}$ in web plates. The new cross-frames will be geometrically located to minimize the **S** potential for out-of-plane bending issues with the current web plates. *Our Team will develop a simple 3D FEM*

model to ensure that the proposed detailing does not introduce any long-term fatigue issues associated with the proposed widening. This approach is similar to ones that WRA has taken to address potential fatigue issues on other high-skew or unusual structural steel detailed bridge structures, such as the I-64 over Maury River, I-64 over Shockoe Creek, and I-295 over Beaverdam Creek projects.

Geometrics – Due to the high curvature of I-64 and I-564, Piers 2 and 3, and Abutment B widenings were identified as challenging locations where existing geometrics are combined with the proposed widening. For Piers 2 and 3, our designers had to account for the existing drainage facilities located in the median and along the shoulder on I-564. At Abutment B, due to the high skew and proximity to the I-564 ramp lanes, the widening and layout had to account for the existing slopes of the two intersecting roadways and existing retaining wall along

Sthe I-564 ramp below the bridge structure. Our design solution does not impact the retaining wall along I-564 and does not impact the ramp from I-564 to I-64 EB for the modified slopes required for the widening. For the piers, our Team's solution minimizes the impacts along I-564 by using multi-column piers supported by deep foundation elements. The abutments will be supported by 12-in pre-stressed concrete piles with all piles driven through predrilled holes that extend to the original ground line. All this proposed work will proceed utilizing

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I-64 HREL Segment 1A Design-Build

staged construction in coordination with the proposed roadway widening and will meet the RFP requirements. A summary of the final conditions is as follows:

I-64 EB over I-564 – Summary of Proposed Work (See Vol. II, Pages 70-71)				
Proposed Section	Widening	Piers	Abutments	
 Three 12-ft General Purpose lanes One 12-ft managed lane 2 ft (min) outside shoulder 3 ft (min) inside shoulder 	 Proposed 18'-8" ft (from outside of existing bridge) of widening with ASTM A709 Gr. 50W plate girders Expansion joint reconstruction New rigid overlay New elastomeric bearings Steel repairs Recoat existing steel 	 New multi-column piers supported on deep foundations. Concrete substructure surface repairs to existing piers 	 Modify existing abutments to VA micro- abutments with approach slab widening Existing stub abutment to be widened and detailed with VA micro-abutment Concrete substructure surface repairs to existing abutments. Widen and repair existing slope protection 	

I-64 EB over Little Creek Rd: Bridge Widening and Rehabilitation

The original bridge structure was completed in the 1970s and has had no major rehabilitations. The existing bridge is a 186-ft, four-simple-span structure with rolled beams and cover plates superstructure on a normal crown. The bridge structure is supported by multi-column piers and stub-abutments all supported by deep foundations. The proposed rehabilitation will eliminate the joints at the existing piers with link slabs and abutments with a VA micro-abutment modification and will widen the approach slabs. We will widen the bridge approximately 12 ft-4 in (as measured from the outside of existing bridge) with new painted ASTM A709 Gr 50W plate girders. Our final design detailing will take into account that no vertical clearance reduction will occur due to the widening. This requires a total girder height no greater than approximately 28-in to account for the geometrics of the superstructure widening, including cambers and the existing typical section of Little Creek Rd. The bridge widening will accommodate the proposed widening of I-64 EB and modifications to the I-564 ramp lanes, plus the rehabilitation work to eliminate the joints at the existing piers and abutments. The existing concrete deck will also receive a mill and rigid overlay, new elastomeric bearings, approach slab widenings, and concrete surface repairs as required. Deck drainage will meet RFP requirements and shall comply with VDOT Design Aids Chapter 22.

For the substructure widening required to support the widened superstructure, we will detail the piers and stub abutments in a similar fashion to existing conditions, *including a single square column hammer head style pier which will reduce the overall impacts for the piers*. The proposed column will be placed on a pile cap foundation supported by deep foundation elements and will utilize 12-in pre-stressed concrete piles. The abutments will be supported by 12-in pre-stressed concrete piles driven through predrilled holes that extend to the original ground line. All this proposed work will proceed utilizing staged construction in coordination with the proposed roadway widening and will meet RFP requirements. A summary of the final conditions is as follows:

I-64 EB over Little Creek Rd – Summary of Proposed Work (See Vol. II, Pages 72-73)				
Proposed Section	Superstructure	Piers	Abutments	
 Four 12-ft General Purpose lanes One 12-ft managed lanes 14 ft (min) outside shoulder 3 ft (min) inside shoulder 	 Proposed 12'-4" ft (from outside of existing bridge) of widening with ASTM A709 Gr. 50W plate girders Elimination of all joints New rigid overlay New elastomeric bearings Recoat existing steel 	 New single column hammer head Concrete substructure surface repairs to existing piers 	 Modify existing abutments to VA micro- abutments with approach slab widening Existing stub abutment to be widened and detailed with VA micro-abutment Concrete substructure surface repairs to existing abutments. Widen and repair existing slope protection 	

I-64 WB over Little Creek Rd: Bridge Rehabilitation

The original bridge structure was completed in the 1970s and has had no major rehabilitations. The existing bridge is a 475-ft, nine-simple-span structure with rolled beams and cover plates superstructure. The structure is supported by multi-column piers and stub-abutments all supported by deep foundations. The proposed rehabilitation will eliminate the joints at the existing piers with link slabs and abutments with a VA micro-abutment modification and will widen the approach slabs. The existing steel bearings will be replaced with elastomeric bearings, the existing concrete deck will be milled, and a new rigid overlay will be placed. Deck drainage will meet RFP requirements and shall comply with VDOT Design Aids Chapter 22. Per the RFP, no modifications to the current lane configuration will occur upon completion of the Project.

SAs part of our Team's concept and approved ATC #1, the proposed work will be staged and has been detailed to eliminate use of steel plates and multiple MOT set-ups, which improves safety to the traveling public, provides a better long-term solution to VDOT, and improves safety along the work zone as all work will be completed behind a barrier. The proposed SOC will be in coordination with the proposed roadway modifications and will meet the RFP requirements. A summary of the final conditions is as follows:

I-64 WB over Little Creek Rd – Summary of Proposed Work (See Vol. II, Page 78)				
Proposed Section	Superstructure	Abutments		
Two 12-ft lanes	Elimination of all joints using link-slabs	 Modify existing to VA micro-abutments with 		
• 10 ft (min) outside shoulder	New rigid overlay	appropriate slab widening		
• 5.33 ft (min) inside shoulder	 New elastomeric bearings 			

I-64 EB and WB over Tidewater Dr: Bridge Widening and Rehabilitation

The original bridge structures were completed in the 1970s, then widened and rehabilitated in the 1970s and 1980s. The existing 229 ft EB and 202 ft WB bridges are both four-simple-span structures with rolled beams and cover plates superstructures on a normal crown. The bridge structure is supported by multi-column piers and stub-abutments all supported by deep foundations. As part of this Project, the I-64 EB bridge will be widened approximately 11 ft – 8 in (as measured from the outside of existing bridge) and the I-64 WB bridge will be widened approximately 4 ft – 9 in (as measured from the outside of existing bridge) with new painted ASTM A709 Grade 50W plate girders. Due to the existing normal crown, the proposed girders will need to be shallower than the existing rolled beams (total height of approximately 28-in) to avoid reducing existing vertical clearances when taking into account the cambers/deflections and existing geometrics. This is achievable using Gr. 50 structural steel instead of the existing Gr. 36 structural steel. The I-64 EB widening will accommodate the additional lane proposed along I-64 EB. The rehabilitation work will eliminate the joints at the existing piers with link slabs and abutments with a VA micro-abutment modification. In addition, the existing concrete deck will receive a mill and rigid overlay, new

Selastomeric bearings, approach slabs widenings and concrete surface repairs as required. Due to the existing configuration of the approach slabs, our Team will detail the approach slabs to meet the minimum 20 ft per the RFP (see the Design Concept drawings for our unique solution to reduce the impact). Deck drainage will meet RFP requirements and shall comply with VDOT Design Aids Chapter 22.

For the substructure widening required to support the widened superstructure, the piers and stub abutments will be detailed in a manner similar to the existing conditions. To reduce the overall impacts for the piers, a single square column hammer-head-style pier will be designed for I-64 EB and detailed to mimic the existing conditions; for the I-64 WB, which is only required to support a single girder, the pier will be single square column with a small pier cap to accommodate the bearings. *The columns for both EB and WB piers will be placed on a pile cap foundation, which will be supported by deep foundation elements and will utilize micropiles to avoid*

fouling the clearance zone for the overhead electric lines and minimize impacts to the existing utilities along Tidewater Dr. The abutments will be supported by 12-in pre-stressed concrete piles driven through predrilled holes that extend to the original ground line. All this proposed work will proceed utilizing staged construction in coordination with the proposed roadway widening. The proposed SOC will coordinate with the roadway modifications and will meet RFP requirements. A summary of the final conditions is as follows:

I-64 EB over Tidewater Dr – Summary of Proposed Work (See Vol. II, Pages 74-75)						
Proposed Section	Superstructure	Piers	Abutments			
 Three 12-ft General Purpose Lanes One 12-ft Auxiliary Lane One 12-ft Managed Lane 4 ft (min) inside shoulder 4 ft (min) outside shoulder 	 Proposed 11'-8" ft (from outside of existing bridge) of widening with ASTM A709 Gr. 50W plate girders Elimination of all joints New rigid overlay New elastomeric bearings Steel repairs Recoat existing steel 	 New single column hammer head Concrete substructure surface repairs to existing piers 	 Modify existing abutments to VA micro- abutments with approach slab widening Existing stub abutment to be widened and detailed with VA micro-abutment Concrete substructure surface repairs to existing abutments. Widen and repair existing slope protection 			



I-64 WB over Tidewater Dr – Summary of Proposed Work (See Vol. II, Pages 76-77)						
Proposed Section	Superstructure	Piers	Abutments			
 Three 12-ft General Purpose Lanes Two 12-ft Auxiliary Lanes (Weave/Aux 	 Proposed 4'-9" ft (from outside of existing bridge) of widening with ASTM A709 Gr. 50W plate girders Elimination of all joints 	New single column hammer with cap Concrete	 Modify existing abutments to VA micro- abutments with approach slab widening Existing stub abutment to be widened and detailed with VA micro abutment 			
Lanes) One 12-ft Managed Lane 6 ft (min) inside shoulder 4 ft (min) outside shoulder	 New rigid overlay New elastomeric bearings Steel repairs Recoat existing steel 	substructure surface repairs to existing piers	 Concrete substructure surface repairs to existing abutments. Widen and repair existing slope protection 			

I-64 Managed Lanes over I-564 & Little Creek Rd: Bridge Rehabilitation

The original bridge structure was completed in the 1990s and has had no major rehabilitations. The existing bridge is an 820-ft, seven-span bridge that consists of two units with a tooth joint located at Pier 4. At Piers 2 and 3, the superstructure is supported by structural steel box cross girders supported by individual columns. The remaining piers are all two-column, supported by deep foundations. The two abutments are stub-style, also supported by deep foundations. The proposed rehabilitation will replace the existing tooth joint at existing Pier 4 with a new tooth joint, eliminates

Safer, Faster, Cost-Saving Solution

As a benefit to the traveling public, our Team's solution reduces the closure time of the I-64 managed lanes bridge over I-564 and Little Creek Rd and installs the new BMB-3 behind a single face barrier. Fewer closures increase safety and benefits the traveling public while reducing user costs.

the joints at the abutments with a VA micro-abutment modification, and widens the approach slabs. In addition, the existing steel bearings will be replaced with elastomeric bearings. The deck will be modified to install a BMB-3 in the middle and the entire deck will be milled and a new rigid overlay installed. Deck drainage will meet RFP requirements and shall comply with VDOT Design Aids Chapter 22. The proposed SOC will coordinate with the proposed roadway modifications and meet RFP requirements. A summary of the final conditions is as follows:

I-64 Managed Lanes over I-564 & Little Creek Rd – Summary of Proposed Work (See Vol. II, Page 79)					
Proposed Section	Superstructure	Abutments			
 One 12-ft Managed Lane One 12-ft Reversible Managed Lane 2 ft outside shoulder (each lane) 1 ft inside shoulder (each lane) 	 Expansion joint reconstruction (replace tooth joint) New rigid overlay New elastomeric bearings Installation of BMB-3 	 Modify existing to VA micro- abutments with appropriate slab widening 			

RETAINING WALLS

The retaining walls proposed within the Project corridor represent a major investment in both initial construction and long-term asset maintenance and inspection. The RFP Conceptual Plans show approximately 4,420 LF of potential retaining wall and/or proposed concrete parapet with moment slab and 1,656 LF of ground or barrier mounted sound barrier. Our Team organized a Retaining Walls Task Group of construction personnel and roadway, geotechnical, and structural engineers to evaluate opportunities in roadway geometrics, grading, and alternative structural solutions while meeting all RFP requirements.

Our Task Group proposes the following strategies to reduce retaining wall lengths:

- Optimize existing RW limits by extending fill slopes to reduce or eliminate wall along stretches of roadway widening where environmental, drainage, or settlement impacts are low. This occurs along I-64 EB Sta 980+65 to Sta 981+27 and I-564 Ramp B Sta 14+53 to Sta 19+50. Also optimize grading in areas of the proposed ITS devices to eliminate some of these retaining walls at I-564 Ramp D Sta 40+00; I-64 EB Sta 983+50, Sta 991+00, and Sta 999+00; and I-64 WB Sta 2814+00 and Sta 2859+50.
- Use sound barriers combined with short height retaining walls (approximately 6 ft exposed height or less) to simplify the structural system at Granby Ramp A Sta 202+75 to Sta 210+59 and I-64 WB Sta 2842+60 to Sta 2847+45. *This approach eliminates the need for a separate MSE wall with moment slab and retains the roadway barrier with a gravel in-fill cushion in front of the ground-mounted sound barrier system.*
- Maintain a portion of an existing retaining wall and remove and replace the parapet system on top to accommodate the slight change in shoulder elevation along I-64 EB Sta 1022+83 to 1025+75 with the lightweight noise barrier and I-64 EB Sta 1025+75 to Sta 1033+00 where there is a proposed change in

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shoulder cross slope and no proposed change to the I-64 edge of pavement alignment. *This approach reduces construction duration, impacts to traffic, and costs associated with replacing the existing retaining wall in its entirety.*

• Our Team incorporated top-down construction walls using either steel sheet pile or soldier pile walls in tight areas between mainline I-64 and the managed lanes to reduce or eliminate **⊗ 20% Retaining Wall Reduction**

While there is no change to the sound barrier wall lengths shown in the RFP, our Team reduced the total retaining wall length by approximately **888 LF**, or **20%**, as shown in *Figure 3.2.2*. See *Vol. II* plans, page 80 for additional details on the Retaining Walls.

impacts to traffic during construction. A concrete facing and cap will be constructed to ensure no steel elements are exposed per RFP requirements. In addition, after evaluating the proposed cross sections, our Team developed modified VDOT standard concrete barrier details (MB-7F) consisting of modified barrier retaining wall. The development of these modified standard barriers addresses grading and drainage challenges along I-64 EB Sta 982+50 and 987+86 and at ITS device at I-64 EB Sta 1021+00 to reduce construction impacts to traffic, construction duration, and cost associated with conventional retaining walls. Approximately 606 LF of standard barrier has been revised to the modified barrier retaining wall to address grading, drainage, and ITS needs.

The proposed retaining walls consist of MSE walls from VDOT's approved retaining wall system list, concrete cantilever walls, or top-down construction walls. Retaining walls that require traffic protection at the top will be designed to resist traffic impact loads in accordance with AASHTO LRFD and VDOT's Manual of Structure and Bridge. MSE wall systems will be constructed with a moment slab and barrier system and concrete cantilever walls will be constructed bridge parapet (BPB-4) per RFP requirements.

		RFP		DB Team	
Location	Ancillary	Concept Type	Concept	DB Team	Concept
	Asset		Length	Concept Type	Length
EB 980+65 to 981+27	No	Potential Retaining Wall	559	Std. Concrete Median Barrier (MB-	0
I-564 Ramp B 14+53 to				7F) and 2:1 Slope	
19+50					
EB 991+07 to 997+35	No	RW/Barrier w/Moment Slab	628	MSE wall	628
I-564 Ramp D 34+25 to	No	RW/Barrier w/Moment Slab	559	Special Design RW (H: 2' to 6')	583
40+08					
I-564 Ramp D 40+00	ITS	Potential Retaining Wall	37	Existing grade (Wall to Sta 40+08	0
				adequate)	
EB 1007+43 to 1011+47	No	RW/Barrier w/Moment Slab	404	MSE wall	404
EB 1025+75 to 1033+00	No	RW/Barrier w/Moment Slab	725	Remove/Reconstruct Barrier on	725
				Existing RW	
EB 1036+00 to 1042+11	No	RW/Barrier w/Moment Slab	611	Special Design RW (H: 2' to 6')	611
EB 1059+72 to 1060+47	Culvert	Potential Retaining Wall	95	MSE wall	95
EB 978+44 to 982+50	No	Potential Retaining Wall 406 S		Sheet Pile or Soldier Pile and Lagging	406
				Wall	
EB 983+50	ITS	Potential Retaining Wall	60	Guardrail/ITS Pad/2:1 Slope	0
EB 991+00	ITS	Potential Retaining Wall	32	Guardrail/ITS Pad/2:1 Slope	0
EB 996+00	ITS	Potential Retaining Wall	65	Special Design RW (H: 2' to 6')	65
EB 999+00	ITS	Potential Retaining Wall	51	Maintain existing slope	0
EB 1012+50	ITS	Potential Retaining Wall	75	54" Modified Tall Wall	75
WB 2814+00	ITS	Potential Retaining Wall	43	Guardrail/ITS Pad/2:1 Slope	0
WB 2859+50	ITS	Potential Retaining Wall	70	Guardrail/ITS Pad/2:1 Slope	0
WB 3045+20 to 3045+55	Sidewalk	Potential Retaining Wall	60	Extend Wing Wall of Bridge over	0
		_		Tidewater Dr	
		Total	4,480	Total	3,592

Figure 3.2.2: Retaining Walls Summary

		RFP		DB Team	
Location	Ancillary Asset	RFP Concept Type Conc Len		DB Team Concept Type	Concept Length
EB 982+50 to 987+86	No	Std. Concrete Median Barrier (MB-7F)	536	Modified Barrier Retaining Wall	536
EB 1021+00	ITS	Std. Concrete Median Barrier (MB-7F)	70	Modified Barrier Retaining Wall	70
		Total	606	Total	606

Figure 3.2.3: STD Barrier to Modified Barrier/Tall Wall

Figure 3.2.4: Retaining Wall and Noise Barrier Combinations

		RFP		DB Team	
Location	Ancillary	Concept Type	Concept	Concept Type	Concept
	Asset		Length		Length
Granby Ramp A 202+30 to	Noise	Noise Barrier with MB-7F	45	Noise Barrier with < 2 ft fill behind	45
202+75	Barrier			panel	
Granby Ramp A 202+75 to	Noise	Noise Barrier with MB-7F	1269	Combination Retaining Wall +	1269
210+59	Barrier			Noise Barrier using retaining panels	
WB 2842+60 to 2847+45					
WB 2847+45 to 2847+95	Noise	Noise Barrier with MB-7F	50	Noise Barrier with < 2 ft fill behind	50
	Barrier			panel	
EB 1022+83 to 1025+75	Noise	RW/Noise Barrier Combo	292	Remove/Reconstruct Barrier + Noise	292
	Barrier			Barrier	
		Total	1,656	Total	1,656

MAJOR DRAINAGE STRUCTURES PROPOSED

No major drainage structure modifications or installations are required for the scope of this Project. For further details on the overall Project drainage solution, see the *Volume II* plans and *Section 4.3.1*.

4.4 PROJECT APPROACH





WRA

4.4.1 ENVIRONMENTAL MANAGEMENT

Our Team builds on direct experience managing environmental risks and efficiently acquiring permits in the Project region, as well as implementing environmental best practices and lessons learned to secure and comply with environmental permits. WRA will lead all aspects of environmental management, including compliance, permitting, and addressing conditions/areas of concern. Taylor Sprenkle, PWD, leads our Team's environmental management and permitting. Taylor recently led permitting efforts for the Hampton Roads Bridge-Tunnel Expansion project, where he worked with VDOT and regulatory agencies to identify and address environmental issues that presented critical schedule risks. Joe Felton, PWD and Certified Nutrient Management Planner (CNMP), serves as the Project's Environmental Compliance Manager (ECM). Joe has over 22 years of experience in the environmental industry and is currently environmental manager for the VDOT Rte 58 Lover's Leap project, reviewing permitting/construction materials and submitting all required documentation to USACE and DEQ. Nick Nies, AICP, ensures our Team meets all National Environmental Policy Act (NEPA) commitments, applying over 22 years of NEPA experience (and 10 directly with VDOT environmental programs). Makis Mataragas applies his construction-side perspective to the Project's environmental management and holds our Team accountable to all SWPPP certifications through daily management, oversight, and recordkeeping. He currently applies his successful environmental management experience on Myers' Rte 58/Laskin Rd reconstruction and bridge replacement project, where the team consistently meets compliance requirements in an environmentally sensitive 2-mile stretch of road and bridge over Linkhorn Bay in the City of Virginia Beach.

APPROACH TO ENVIRONMENTAL MANAGEMENT

Environmental Management Plan (EMP):

Our Team takes a two-fold approach to mitigating environmental schedule risk: (1) ensure expedited receipt of permits, and (2) ensure compliance during construction. Our EMP drives this by successfully identifying environmental risks and outlining mitigation procedures. Joe reviews and updates the EMP semi-annually. The document includes commitments and risks, permitting strategy (including RFI protocols), compliance strategy (including education, monitoring, reporting, and corrective actions), and the following components:

- Organization of Environmental Design, Management, and Inspection personnel including contact information and qualifications
- Overview of all permitting, commitments, and studies
- Table of inspection frequencies
- Timelines for submittal of reports and notifications to VDOT and regulatory agencies
- Narrative describing functional relationship between ECM, Construction Manager, and QAM
- Narrative describing key milestones and environmental scope of work associated with their performance. Table or record of reported non-compliances, including dates observed, pertinent information, a required correction date, and the actual date of correction signed by the ECM
- Protocols for review, sign-off, and approval prior to beginning and upon completion of activities with environmental commitments on the Project schedule
- Descriptions of routine field meetings between DB and subcontractor management, field staff, and VDOT on environmental permit conditions, best management practices, EMP updates and environmental issues

- Qualifications of environmental staff on-site during operations involving environmental commitments
- List of Project contacts at all applicable permitting and third-party agencies
- Sample inspection checklists and reports
- Description of the process for developing and implementing Corrective Actions to address compliance deficiencies
- Description of submissions from ECM to QAM to facilitate monthly certifications by the QAM that the Team has adhered to processes and procedures within the EMP
- Description of Project-specific management or data collection tools describing how these tools will be maintained, by whom, and information necessary to access data
- Project-specific communication and outreach protocols for third-party stakeholders or impacted communities
- Descriptions of Project-specific training for Project staff, contractors, and sub-contractors

Environmental Compliance:

Our Team maintains environmental compliance throughout all phases of construction. Joe will review and update the EMP semi-annually. The EMP documents our comprehensive compliance strategy, including:

- An electronic permit compliance notebook (e.g., PlanGrid), storing all relevant environmental permits and permit conditions. It is regularly updated to ensure compliance with all permits/regulations.
- Instructions for regular erosion and sediment control (E&S) inspections, maintaining an up-to-date record set of E&S drawings, and participating in C-107 inspections twice a week.
- Environmental compliance training for construction crews before work begins and periodically throughout construction, covering environmental areas of concern.
- Limiting construction impacts by delineating non-disturbed environmental features, minimizing tree clearing, conducting temporary work on mats, and restoring temporarily impacted wetland areas to pre-construction contours.

Communication Methods:

The EMP documents our Team's communication methods, which include:

- An Environmental Commitments Plan that depicts the location of any environmental constraints. We distribute this living document to all Team members to ensure responsible design/construction.
- Regular coordination meetings between design and construction personnel including Taylor, John Maddox (DM), Jeff Snow (CM), and Tom Heil (EEiC). This communication ensures all disciplines address environmental constraints. This eliminates rework during later stages of design and avoid potential permit modifications.
- Regulatory agency pre-application meeting(s) prior to submitting permit applications. Our Team meets with regulatory personnel responsible for permitting the Project, including Jeff Hannah (VDEQ) and George Janek or Robert Berg (USACE). We discuss Project permitting activities, including proposed impact limits, construction means and methods, and schedule constraints.
- Regular field meetings and inspections with regulatory personnel. With this joint inspection approach, our Team can respond rapidly to any environmental issues discovered during inspections, rather than waiting to receive a formal report from regulatory personnel.

AVOIDING/MINIMIZING PROJECT IMPACTS TO ENVIRONMENTAL RESOURCES

To expedite environmental permit issuance, our Team conducts fieldwork and performs technical services upon NTP to verify the information provided in the RFP. Verifications may include wetland delineation, stream assessments (Unified Stream Methodology [USM]), Threatened and Endangered (T&E) species reviews, bat

bridge inspections, Phase 2 ESAs, asbestos inspections, and final design noise analysis. We depict all environmental resources (including those not identified in the RFP) in our Environmental Commitments Plan and distribute to all Team members to ensure responsible design/construction.

Compared to the impacts reported in the RFP, our Volume II Plans would reduce impacts to Waters of the United States (WUS) by 0.17 acres. Our Team's proposed impacts would qualify for a USACE Nationwide Permit 23

Fi	gure 4.1.2:	Expected	Environmental	Impacts

Design	Impacts
RFP Design	0.19 acres nontidal WUS No stream impacts
<i>Volume II</i> Plans	0.02 acres WUS consisting of : 238 sq ft (<0.01 acres) nontidal emergent wetlands 361 sq ft (<0.01 acres) nontidal unconsolidated bottom 221 sq ft (<0.01 acres) other WUS* No stream impacts *Likely jurisdictional ditches, to be confirmed with additional technical services

(Approved Categorical Exclusions). Our Team would adhere to the 12 401 Water Quality Certification Conditions so that a separate DEQ permit would not be required. Since we anticipate no impacts to tidal wetlands/waters or streams with drainage areas greater than 5 square miles, no VMRC permits would be required. Permanent impacts to regulated features will require the purchase of approximately 0.01 acres of nontidal vegetated wetland credits. We propose no mitigation for impacts to nontidal unconsolidated bottom (PUB) or other WUS since hydrologic

4.4 | Project Approach

connectivity will be maintained throughout and after construction. Based on our Regulatory In-Lieu Fee and Bank Information Tracking System (RIBITS) query conducted on July 27, 2022, approximately 16.94 nontidal wetland credits are available from commercial banks. In sum, we anticipate successful mitigation.

ADDRESSING ENVIRONMENTAL CONDITIONS / AREAS OF CONCERN

Our approach to environmental conditions/areas of concern includes permits and compensatory mitigation, as described above, and the additional conditions/areas of concern identified in *Figure 4.1.3*.

Figure 4.1.3: Environmental	Compliance Strategies
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Environmental Concerns	Risk Mitigation Strategy
NEPA	 Carry out all NEPA commitments and support with appropriate documentation Avoid Project scope/footprint changes that may require additional NEPA work and unanticipated schedule changes Support VDOT's final re-evaluations before RW acquisition/construction (EQ-103, EQ-200, EQ-201)
Cultural Resources	 Previously concluded Section 106 No Adverse Effect determination (dated August 2, 2021) will remain valid Treat historic properties as design constraints: avoid impacting them beyond what RFP Conceptual Plans show Notify VDOT if Project-related activities could impact the viewshed of historic properties
T&E Species	 Upon NTP, re-run threatened and endangered species database searches Engage resource agencies early in design/permitting process to determine potential impacts to T&E species Avoid and minimize impacts to T&E species to the greatest extent practicable Conduct bat bridge inventories every two years Follow VDOT's bat special provision SP522-000130-01 through 12/21/22 and follow SP522-000130-02 on and after 12/22/22 (no tree removal for trees greater than or equal to 3 in DBH from April 1 to November 14) Follow VDOT's nesting bird special provision
Hazardous Materials	 Based on our <i>Volume II</i> Plans' proposed RW acquisition, no Phase 2 studies are warranted (RW property takes appear to be to an existing VDOT facility and thus would not require Phase 2 studies; will confirm as part of our additional technical services) Perform asbestos inspections on all structures not previously inspected and remediate per VDOT procedures Handle hazardous materials in accordance with all applicable federal, state, and local environmental regulations Prepare a SPCC plan prior to the start of construction and submit it to VDOT for review
Air Quality	Adhere to relevant air quality requirements and limit emissions of VOC and NOx during construction
Noise Mitigation	Complete final design noise analysis

SCHEDULE INTEGRATION

Obtaining environmental permits and environmental approvals in a timely manner is a Project schedule and planning priority because construction within regulated features cannot begin until permits are issued. Based on the construction sequencing noted in *Section 4.5.1*, acquisition of Project permits is not a critical path activity. However, to begin construction of the I-64 EB outside widening of roadways and bridges, some regulated features may be impacted. To ensure there is no delay in proceeding with the outside widening, approval of the Project Permits is envisioned to occur on or about August 1, 2023, while final roadway approval is scheduled for November 14, 2023. Therefore, our expectation is that final permit approval will precede final roadway approval. Once final plans are approved, work can commence on the I-64 EB widening and bridge efforts.

4.4.2 UTILITIES

APPROACH TO UTILITY COORDINATION, ADJUSTMENTS, AND RELOCATIONS

Avoiding conflicts is our Team's top utility coordination priority. Our Team has studied the presence, ownership, and horizontal/vertical location of each utility along the Project corridor and refined the design to eliminate conflicts wherever possible. This assessment and coordination process will continue throughout final design to avoid and mitigate impacts to the greatest extent feasible. Where we cannot avoid conflicts, we successfully relocate utilities through early, frequent, and open communication with the utility companies.

Richard Bennet and **Dan Seli** (Utility Design) both have over 30 years of experience coordinating and relocating utilities impacted by roadway projects throughout the Commonwealth. **Chris Mansfield** (Construction Utility Coordinator) has more than five of years of experience relocating utilities on roadway projects. Specifically, our

Team members have extensive experience with Verizon, City of Norfolk DPU, HRSD, Dominion Energy, Virginia Natural Gas and the numerous communication utilities that have facilities within the Project corridor. The relationships the Team has developed with the utility owners over the past 30 years will help facilitate the discussions, define solutions, maintain schedules, and mitigate any risks associated with utility relocations.

Our Team has found that refined design packages streamline the utility relocation processes. We also implement a work plan if we encounter a previously unidentified utility during construction. This active approach to utility coordination and relocation follows the *VDOT Utility Manual of Instructions and Utility Relocation Policies & Procedures.* Our hands-on coordination continues throughout the Project to keep the utility companies focused and cooperating to achieve our shared goal of timely and cost-effective relocations. Our Team delivers accurate and complete recordkeeping and timely posting of utility relocation data in the VDOT RUMS system.

UTILITY CONFLICTS AND SOLUTIONS

Building on VDOT's preliminary utility information, our Team has identified and confirmed the following utility impacts, prior rights, and mitigation strategies. Considerable existing utility infrastructure exists along the Project crossroad corridors (Granby St, Little Creek Rd, and Tidewater Dr). Our Team has found that the typical/standard bridge pier footing and substructure requirements and standards conflict with the existing utility infrastructure.

To expedite the construction timeline, avoid delays, and reduce construction cost, we have prepared special design footing and substructures to avoid or minimize utility conflicts at the Granby St, EB Tidewater Dr and WB Tidewater Dr bridge widenings. Note that the I-564 and Little Creek Rd bridge widenings will be constructed with more conventional piles and footings. We break out and detail each of the critical utility impact areas below, as well as the impacts and mitigation strategies to reduce conflicts.

I-64 EB over Granby St

Due to the congested utility corridor along Granby St, the Team has designed narrower micropile supported pier footings which will reduce impacts during pile installation and provide a smaller excavation footprint for the footing. This enables us to avoid several utility relocations. Most utility conflicts at this location consist of VDOT ITS and lighting facilities which will be relocated prior to construction of the bridge piers and footings.

* Impacts to the existing 16-in water main have been reduced to eliminate direct conflict and allow the main to be supported and protected during pile/footing construction.



Utility Owner	Location	Description	Status	Mitigation Strategy
VDOT	SB Granby St, Abutment 1	Lighting conduit	Conflict	To be relocated as part of Project work
Qwest	SB Granby St, Pier 1 (TH182)	8" steel F.O. duct	Conflict	Duct and F.O. to be relocated by Qwest
VDOT	SB Granby St, Pier 1	Lighting conduit and pull box	Conflict	To be relocated as part of Project work
Dominion	SB Granby St, Pier 1 (TH183)	4" PVC Electrical conduit	Conflict	To be relocated as part of Project work
Dominion	SB Granby St, Pier 1 (TH184A)	Concrete Encased Electrical Duct Bank	No conflict	No action required
Dominion	SB Granby St, Pier 1 (TH184B)	Concrete Encased Electrical Duct Bank	No conflict	No action required

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Utility Owner	Location	Description	Status	Mitigation Strategy
City of Norfolk DPU	Granby St, Pier 2 (TH 185)	16" D.I. water line	No conflict	Bridge foundations modified to support/protect water main during construction
Virginia Natural Gas	Granby St, Pier 2 (TH 187)	12" steel gas line	No conflict	No action required
Cox	NB Granby St, Pier 3 (TH 188)	F.O.	No conflict	No action required
VDOT	NB Granby St, Pier 3 (TH 189)	Lighting conduit	Conflict	To be relocated as part of Project work
Verizon	NB Granby St, Pier 3 (TH 190A)	Concrete encased duct bank	No conflict	No action required
Verizon	NB Granby St, Pier 3 (TH 190B)	Concrete encased duct bank	No conflict	No action required
Crown Castle	NB Granby St, Pier 3	UGFO	No conflict	Lift and lay existing line to align with trench box/pier footing
VDOT	NB Granby St, Abutment 2	Lighting conduit	Conflict	To be relocated as part of Project work

I-64 EB over I-564

Utility conflicts at this location consist of VDOT ITS and lighting facilities which will be relocated prior to construction of the bridge piers and footings.





Utility Owner	Location	Description	Status	Mitigation Strategy
VDOT	Abutment 1	ITS/Lighting conduit	Conflict	To be relocated as part of Project work
VDOT	Pier 1	Lighting conduit	Conflict	To be relocated as part of Project work
VDOT	Pier 2	Storm drain & pipe	Conflict	Inlet to be relocated
City of Norfolk DPU	Pier 3	4" Water Main	No conflict	Line is abandoned, owner has no records of main
VDOT	Pier 3	Lighting conduit	Conflict	To be relocated as part of Project work
VDOT	Abutment 2	Lighting and ITS conduits (numerous)	Conflict	To be relocated as part of Project work

I-64 EB over Little Creek Rd

Because the utility corridor along Little Creek Rd is not as congested as other cross streets, the Team has designed more conventional pile supported pier footings. Note, however, that if we cannot design around certain utilities, they will require relocation.



Utility Owner	Location	Description	Status	Mitigation Strategy
VDOT	WB Little Creek Rd, Abutment 1	Lighting conduit and pull box	Conflict	To be relocated as part of Project work
HRSD	WB Little Creek Rd, Pier 1 (TH 197)	20" D.I. sanitary force main	No conflict	No action required
City of Norfolk DPU	Little Creek Rd, Pier 2 (TH 199)	16" D.I. water line	No conflict	Water main to be protected during construction
Lumen	WB Little Creek Rd, Pier 1	UG along W.B. shoulder	No conflict	Lift and lay existing line to align with trench box/pier footing
Segra/Lumos	WB Little Creek Rd, Pier 1	Multiple UG lines along W.B. shoulder	No conflict	Lift and lay existing line to align with trench box/pier footing
Dominion	WB Little Creek Rd, Pier 1 (TH 191)	Electric	Conflict	To be relocated
Dominion	WB Little Creek Rd, Pier 1 (TH 192)	2" PVC Conduit	No conflict	Lift and lay existing line to align with trench box/pier footing
City of Norfolk	WB. Little Creek Rd, Pier 1 (TH 193)	4" Black Plastic Conduit, Traffic F.O.	No conflict	Lift and lay existing line to align with trench box/pier footing
City of Norfolk	WB Little Creek Rd, Pier 1 (TH 194)	Storm in the way of F.O. location?	No conflict	Lift and lay existing line to align with trench box/pier footing
Lumos	WB Little Creek Rd, Pier 1 (TH 195)	(2) 2" Innerduct conduit, F.O.	No conflict	Lift and lay existing line to align with trench box/pier footing
Virginia Natural Gas	WB Little Creek Rd, Pier 1 (TH 196)	12" steek gas line	No conflict	Protect in place during construction
HRSD	WB. Little Creek Rd, Pier 1 (TH 197)	20" D.I. sanitary force main	No conflict	No action required
Virginia Natural Gas	WB. Little Creek Rd, Pier 1 (TH 198)	6" HDPE gas line	No conflict	No action required
City of Norfolk DPU	Little Creek Rd, Pier 2 (TH 199)	16" D.I. water line	No conflict	Bridge foundations have been modified to allow water main to be protected during construction
Verizon	EB. Little Creek Rd, Pier 3 (TH 200)	Telephone	No conflict	Protect in place during construction
VDOT	EB Little Creek Rd Abutment 2	Lighting conduit	Conflict	To be relocated as part of Project work

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trench box/pier footing

Lines to be relocated

main

Bridge foundations have been

Bridge foundations have been

modified to utilize micropiles to

reduce impacts/maximize clearances

to O.H. electric transmission lines

modified to eliminate impacts to water

To be relocated as part of Project work

I-64 EB over Tidewater Dr

Due to the congested utility corridor along the southern limits of Tidewater Dr, the Team has designed narrower micropile-supported pier footings, which reduces impacts to overhead and buried utilities during pile installation and provides a smaller excavation footprint for the footing. This enables us to avoid several utility relocations.

* Impacts to the existing 16-in water main have been eliminated by the proposed pile and footing construction methods and there is no impact to the existing water main.



(5) cables

F.O.

16" D.I. water line

(2) 2" Conduits,

lighting electrical

Lighting and

O.H. Elec.

Transmission

No conflict

Conflict

Conflict

No conflict

I-64 WB over Tidewater Dr

City of Norfolk DPU

Verizon

VDOT

Dominion

Pier 1 (TH 6)

Pier 2 (TH 9)

Pier 2 (TH 12)

Pier 3

Pier 3

I-64 EB over Tidewater Dr,

I-64 EB over Tidewater Dr,

I-64 EB over Tidewater Dr.

I-64 EB over Tidewater Dr,

Due to the congested utility corridor along the southern limits of Tidewater Dr, the Team has designed narrower micropile-supported pier footings which reduces impacts to overhead and underground utilities during pile installation and provides a smaller excavation footprint for the footing. This enables us to avoid several utility relocations as described below.



Utility Owner	Location	Description	Status	Mitigation Strategy
VDOT	I-64 WB over SB Tidewater Dr, Abutment 1	ITS F.O.	Conflict	To be relocated as part of Project work
Level 3/Century Link/Lumen	I-64 WB over SB Tidewater Dr, Pier 1 (TH 1)	(4) 1.5" HPDE innerducts, F.O	No conflict	Lift and lay existing line to align with trench box/pier footing
Virginia Natural Gas	I-64 WB over SB Tidewater Dr, Pier 1 (TH 4)	6" wrapped steel gas line	Conflict	Gas line to be relocated
City of Norfolk DPU	I-64 WB over Tidewater Dr, Pier 2 (TH 7)	16" D.I. water line	No conflict	Bridge foundations modified to eliminate impacts to water main
Verizon	I-64 WB over Tidewater Dr, Pier 2 (TH 10)	(2) 2" Conduits, F.O.	No conflict	Lift and lay existing lines to align with trench box/pier footing

Mainline Crossings

The existing utilities that cross the mainline alignment, loops, and ramps are not in conflict with any of the proposed roadway and bridge improvements.

Figure 4.2.5:	Utility	Conflicts,	Mainline	Crossings
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Utility Owner	Location	Description	Status	Mitigation Strategy
City of Norfolk DPU	Sta 1006+30 – 1006+57, right, E side of Little Creek	8" sanitary sewer	No conflict	No action required
City of Norfolk DPU	Sta 1025+74, Perp. Crossing	6" waterline	No conflict	No action required
City of Norfolk DPU	Sta 1026+20, Perp. Crossing	8" sanitary sewer	No conflict	No action required
City of Norfolk DPU	Sta 1045+50 – 1049+19, left, northwest quadrant of I-64/Tidewater	10" sanitary force main	No conflict	No action required
City of Norfolk DPU	Sta 1046+19 to 1048+98, left, northwest quadrant of I-64/Tidewater	8" sanitary force main	No conflict	No action required
City of Norfolk DPU	Sta 1027+00 to 1042+00 Rte.	8" sanitary sewer	No conflict	No action required
City of Norfolk	Loop A & Ramp A	8" force main	No conflict	No action required

Potential Conflicts with Drainage

Relocation of existing storm drainage facilities impacted by the bridge widening will be coordinated with the private and public utility relocations identified above to avoid creating any new utility conflicts.

Potential Conflicts with ITS and Lighting

As noted in the RFP, Miss Utility will not locate VDOT roadway lighting and ITS/tolling utilities. The Design-Builder is responsible for locating and marking these utilities. In performing this work, we compare with available

survey utility information, as-built plans, and field reconnaissance with VDOT and their maintenance contractors to ensure all VDOT utilities are identified. From our review of the RFP information, we have identified numerous VDOT utility conflicts with roadway, structure, and drainage construction, including utilities within existing shoulders that are converted to travel lanes; utilities impacted by roadway widening, grading, guardrail installation, and retaining/sound walls; and utilities attached to bridge abutments and bridge girders or under proposed piers on widened bridges. Our proposed roadway lighting and ITS/tolling designs account for relocation to remedy all these conflicts. To ensure VDOT systems are kept operational per the RFP, we anticipate performing the relocations prior to impacting existing systems or, when necessary, providing temporary connections.

SCHEDULE MITIGATION STRATEGIES

Jon Mountenay (Schedule Manager) and **Dan Seli** (Utility Design) verify utility conflicts and work closely with the roadway, bridge, and drainage designers to solve them through design modifications and/or construction methods/sequencing. As noted above, our Team has already incorporated significant evaluation of the bridge foundations' design elements to reduce or eliminate utility conflicts. Whenever additional design information becomes available, potential utility conflict assessments will be performed and evaluated for potential conflict.

The design Team will continue to investigate potential changes to the bridge foundations to further reduce utility impacts. They will closely coordinate the design of underground foundations as well as drainage relocations and improvements to avoid creating additional conflicts. A specific example of design revisions already implemented by the Team is the use of micropile foundations which have a smaller overall foundation footprint and reduces impacts during installation and decreases the foundation size, further reducing utility impacts.

Chris Mansfield (Construction Utility Coordinator) and **Dan Seli** will continue to coordinate with the utility owners to consider any practicable alternatives to relocation, such as protect-in-place and lift-and-lay.

Our Team performs early field inspection of all existing visible utilities to determine their conditions. This enables the design and construction Teams to develop the most appropriate means and methods for relocation or temporary support. Specific examples include supplemental utility test holes on the existing duct banks to determine actual widths and heights at the bridge piers.

Each identified utility conflict has been accounted for in estimating the cost and time required for relocating the utility. In developing the RFP Plans, potential conflicts were reviewed with design and construction personnel to determine where the design could be tailored to avoid or minimize conflicts. To expedite utility relocations, our Team assists utility companies with any work we can perform cost effectively, including clearing and/or grubbing efforts; RW and easement stakeout; traffic control; construction of access road and laydown areas; and installation of conduits, encasement pipes, and pull boxes. We coordinate with utility companies to perform relocation work (e.g., manhole/handhole construction, trenching, etc.) to further expedite the schedule. Our partnership saves them the time and expense of hiring outside contractors and reduces our own schedule risk.

Our Team communicates frequently with utility companies to ensure they stay on schedule and afford us time to adjust operation sequencing. Chris monitors progress with each utility owner using a tracking matrix, which he updates bi-weekly and provides to the DBPM, DM, CM, and VDOT. The matrix includes all utility milestones to facilitate design and relocation on a regimented schedule. The most significant milestone for utility companies is submission of Plan & Estimates as well as any required easements required for relocation.

A Utility Task Force comprised of Chris, Dan, and **Richard Bennett** (Utility Coordinator) streamlines the management, review, and approval of P&Es and easement requests. The task force capitalizes on prior success with facility owners to proactively identify and prevent potential delays. The Myers Team's long-term working relationships with the owners have built a unique level of trust and understanding that makes the entire relocation process smoother and more efficient. During construction, the task force assists the utility company's contractor with executing relocation work and resolving issues before they become critical and potentially affect the Project schedule. To maintain the schedule, the task force also flags potential issues with relocations exceeding the UFI schedule, identifies mitigation measures, and implements remediation measures. Our Team partners with the utility companies and VDOT regarding any delay or lack of progress and assists in defining recovery strategies.

Per standard VDOT utility practice, our Team monitors and reports on the progress and timing of utility relocation construction until the work is completed.

Schedule Integration

The Team has developed an integrated schedule management approach for the coordination, design, and relocation of utilities to expedite utility relocation work and prioritize critical utility design and relocation activities. Proposed schedules are coordinated with the utility owners and relocation schedules are phased to avoid impacting the overall Project schedule. Clearing and grubbing, MOT, and Project access can be provided to the utility owner to facilitate relocation schedules. Utility design and relocation schedule activities are part of the Project schedule included in the Section 4.6. It is important to note that utility relocations are note currently on the Project critical path and as utility impacts are at the existing cross-roads, relocation of these utility will be planned as part of bridge foundation construction activities.

4.4.3 GEOTECHNICAL

OUR EXPERIENCED, LOCAL GEOTECHNICAL TEAM

Our Geotechnical Design Team, led by **Monica Paylor, PE**, (Geotechnical Engineering) has reviewed the Project's Geotechnical Data Report (GDR) dated March 4, 2022, and will base geotechnical design and analysis recommendations on the described subsurface conditions and our previous experience in the Project region. *Monica applies more than 31 years of experience providing geotechnical design and construction recommendations on numerous VDOT projects*. She leads all geotechnical evaluations and design analyses of foundations, pavements, embankments, slopes, culverts, pavements, retaining walls, minor structures, and stormwater management. Monica and her staff provide construction observations and responds swiftly to construction issues.

APPROACH TO IDENTIFYING GEOTECHNICAL RISKS

The Project site is in the Coastal Plain Physiographic Province, characterized by unconsolidated marine and fluvial sediments. Materials encountered here vary from sands and gravels to clays, silts, and sands. Fill soils from original construction of the I-64 roadway exist to various depths throughout the Project. The Project widens an existing roadway alignment, which in turn requires widening of five existing bridges, sliver slope fills, new retaining walls and sound barriers, and modifications to existing retaining walls and sound barriers. The existing roadway embankments overlay compressible soils that extend to depths of up to approximately 40 ft. These new structures and new embankment loadings will result in settlements that require mitigation methods to meet the geotechnical performance requirements presented in RFP Part 2, Section 2.6.2. Our supplemental subsurface investigation program will identify these risks. *Figure 4.3.1* provides our recommended mitigation methods, to be completed in the final GDR when we conduct the design level subsurface investigation.

The geotechnical information in the GDR provided with the RFP includes new and historic borings, CPT Soundings, Dilatometer tests, and laboratory test data. *We used this information to develop a preliminary understanding of the soil properties, predict settlements, and determine areas where we need additional subsurface information.* To further identify risks, our Team performs a design-level geotechnical investigation which supplements the RFP's substantial geotechnical and pavement data. We meet or exceed the geotechnical data requirements provided in Chapter 3 of the VDOT Materials Division's Manual of Instructions (MOI); the current AASHTO LRFD Bridge Design Specifications, 8th Edition, 2017 and VDOT Modifications; and Section 700.05 (c) of the 2020 VDOT Road and Bridge Specifications.

The RFP-provided GDR has also enabled our Team to target specific areas of geotechnical concern with additional borings and supplemental in-situ testing consisting of Flat Plate Dilatometer Testing (DMT) and Cone Penetrometer Testing (CPT). These include areas where potentially soft subgrade, high groundwater, or soft/compressible soils in proposed fill exist, specifically at proposed widenings at bridge approaches and along retaining walls where total (short- and long-term) and differential settlement must be evaluated. Our experience has proven the benefits of in-situ testing for measuring soil parameters needed to evaluate resistances of deep foundations, slope stability, and settlement. We also perform laboratory testing on high-quality samples to better define the strength and compressibility parameters of the site soils. Design soil parameters are established in

accordance with Chapter 3 of MOI, AASHTO LRFD, and Duncan, J.M. (April 2000) Factors of Safety and Reliability in Geotechnical Engineering, Journal of Geotechnical and Geo-environmental Engineering, ASCE, 2001 to evaluate variability of subsurface conditions, reliability, and minimum factors of safety.

Our supplemental subsurface investigations will identify areas where risks exist. The data obtained provides adequate subsurface information to design appropriate mitigation strategies. Early in these investigations, we coordinate with the design and construction schedule, and perform work in areas of proposed fill, approach embankments, bridges, and retaining wall explorations to better identify areas that may have short- or long-term settlement impacts. This provides the information needed to design our proposed mitigation strategies so that they meet or exceed the requirements of the RFP without impacting the Project schedule.

APPROACH TO MITIGATING GEOTECHNICAL RISKS

Our Team's review of the subsurface data has produced the following anticipated geotechnical risks/hazards related to construction cost/schedule, and our proposed methods to effectively mitigate and manage these risks:

Cantachnical Risk/Hazard	Description of Potential Impacts	Proposed Mitigation Stratagies Considered
Geotechnical Kisk/Hazaru	Description of Fotential Impacts	roposed Mitigation Strategies Considered
Unsuitable subgrade soils/ high groundwater conditions identified at: • $1014+00 - 1024+00$ • $3011+00 - 3015+00$ • $1070+00 - 1074+00$ Approaches to I-64 EB over Little Creek Rd: • $1007+43 - 1011+49$	Unknown or unsuitable ground conditions causing design and construction delays	 Supplemental subsurface investigation with additional investigations in areas where impacts of unsuitable soils/high groundwater have greatest risk of impacting design/construction if not identified Monitor groundwater with piezometers Excavate and replace to a maximum depth of 3 feet below subgrade with suitable/free draining material to improve subgrade conditions
Construction in the vicinity of existing structures identified at: • Five proposed bridge widenings	Damage due to excessive or unanticipated ground movements or vibrations	 Review existing structures Identify structure/ utilities/ pavement that are at risk. Determine need for preconstruction condition surveys Use non-displacement piles in areas where vibrations need to be minimized or predrill prestressed concrete piles to minimize vibrations Develop instrumentation (settlement plates, seismographs, tiltmeters, survey monitoring points) and monitoring program with appropriate alert levels at minimum, monitor existing structures per RFP
 Challenges with construction access for foundations due to overhead utilities or existing structures identified at: I-64 EB over Tidewater Dr 	Construction delays or potential damage to existing structures/ utilities/ pavement	 Construct micropile foundations using smaller equipment and ability to install foundations in low overhead spaces Micropiles will minimize vibrations/impacts on existing buried utilities and can be installed on a batter to maximize lateral load resistance Double steel casings may be used to account for potential corrosion loss and increase lateral stability
 Protection of existing underground utilities required at: I-64 EB over Granby St I-64 WB over Tidewater Dr 	Potential damage of existing utilities due to vibrations	• Use micropile foundations to minimize vibrations and allow for a smaller foundation footprint
Slope instability from modification of existing slopes	Slope failures and potential surface water infiltration causing slip planes, surface water causing erosion of embankment slopes and construction delays, potential safety impacts to travel lanes	 Minimize disturbance to existing slopes Follow erosion and sediment control procedures Limit amount of water discharged over the top of unvegetated slopes and vegetate slopes quickly Temporary pipes or channels to control the flow of surface water
Excessive movement/settlement of embankment or fill loading along proposed bridge approach fills and retaining walls	Long-term maintenance and repair or potential retrofit required, computed total settlement of fills greater than 5' generally cause anticipated immediate- and long- term settlements exceeding that required to mobilize downdrag forces on existing and proposed piles, potential bending of existing	 Use lightweight fill (glass aggregate, lightweight aggregate or foamed concrete fill) to reduce fill loadings and settlement to ranges that do not impact piles Load balancing (remove existing material and replace with lightweight fill to maintain existing loadings while increasing fill height) is considered in the vicinity of the Little Creek structures to eliminate settlement due to the presence of up to 15' of soft, compressible soils

Figure 4.3.1: Anticipated Geotechnical Risks, Impacts, and Mitigation Strategies

Geotechnical Risk/Hazard	Description of Potential Impacts	Proposed Mitigation Strategies Considered
	battered piles, settlement/ movement of structures	 Geotechnical instrumentation with appropriate alerts and pre-set actions to take if alert levels are reached Recommend MSE retaining walls and design the joint width for anticipated differential settlement to occur during construction.
Long-term settlement of bridge foundations at the five proposed bridge widenings	Long-term maintenance and repair potential due to settlement of soft layer that extends well below ground surface	 Provide minimum tip elevations that are below soft layers that extend to EL -40 ft to EL - 45 ft at these structures Extending below soft layers makes pile lengths comparable to existing pile lengths

Our Team has successfully used subsurface investigations to identify risks and apply mitigation measures like those listed above to address geotechnical challenges in similar geologic conditions, including the VDOT Route 173 (Denbigh Blvd) over CST and I-64 and Newport News Atkinson Blvd over CSXT RR and I-64 projects.

APPROACH TO VERIFYING METHODS OF MITIGATING GEOTECHNICAL RISKS

We design the Geotechnical Instrumentation Program to monitor anticipated movement and verify that mitigation strategies are performing as intended. We develop review and alert levels that meet or exceed RFP requirements with defined action items to be performed if these values are approached or exceeded. Our goal is to monitor the effectiveness of the implemented mitigation strategies and minimize geotechnical risks that can impact construction cost, time, and Project safety. We place instrumentation/ monitoring points at the maximum spacings provided in the RFP. We develop review and alert levels to limit potential downdrag loads at abutments and to meet or exceed the requirements allowed in the RFP and AASHTO LRFD design recommendations. Figure 4.3.2 provides our anticipated action plan if review or alert levels are exceeded.

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Response Level	Criteria	Action
Normal	Movements are below	No action neededContinue monitoring at
	review values	predetermined frequency
Review	Measured movements exceed pre- established review level	 Review validity of movement Monitor movement at increased frequency or readings Slow construction Implement Geotechnical Lead's recommendations
Alert	Measured movements exceed alert level	 Stop work and immediately Notify Geotechnical Lead Continue instrumentation monitoring at increased frequency Implement contingency plans (redesign, ground improvement, pre-drill piles, change pile type)

4.4.4 QUALITY ASSURANCE / QUALITY CONTROL (QA/QC)

To minimize VDOT's oversight and review and keep our Quality Management Team focused on long-term asset performance and Project durability (as opposed to profitability or schedule impacts), the Myers Quality Assurance (QA) and Quality Control (QC) approach empowers all Project staff with proven, transparent, and collaborative relationships, systems, and standards of excellence. VDOT's chief obligation is to assist our Team in reviewing and addressing any quality concerns during monthly progress meetings. The following narrative reflects how our planning, process, and people will minimize such issues and keep these meetings efficient.

Richard Allen (QAM) applies 27 years of experience in his oversight of all quality efforts which will include development and Project-long maintenance of the I-64 1A QA/QC Plan (QA/QC Plan). The QA/QC Plan defines our Team's process approach to design and construction quality management, procedures, record keeping, and document control. We base this document on *VDOT's Minimum Requirements for Quality Assurance and Quality Control on Design-Build and Public-Private Transportation Act Projects, July 2018* (VDOT QA/QC Manual).

INDEPENDENT QUALITY ASSURANCE

The Myers Team's QA Program ensures that staff at all levels of the design and construction Team understand, implement, monitor, and document quality procedures. The QA portion of our QA/QC Plan:

• Provides clear provisions for identifying, tracking, and resolving potential non-conforming work, materials, or equipment (NCRs) and administering a QA auditing and recovery (AR) plan.

- Clearly stipulates that Richard does not report to production personnel, has the authority to stop work, and will communicate daily with VDOT, **Jeff Snow** (CM), **Michael Johnson** (QCM), and lead quality inspectors.
- Details preparatory meetings that Richard directs to ensure that all submittals, certifications, and requirements necessary to begin a construction are completed and in place before construction begins.
- Provides a communications framework between Richard and VDOT IA/IV staff to track NCR resolutions, audit AR plans, and monitor assembly of the materials notebook.

The QA/QC Plan further defines the roles and relationships between VDOT, Richard, and our three key Project leaders—Ed Hilferty (DBPM), Tom Heil, PE (EEIC), and John Maddox, PE (DM)—within the QA framework. During design, Richard conducts formal meetings with Ed, Tom, and John at least bi-weekly to implement and document all policies and procedures. During construction, Richard and his QA staff work closely with Jeff, Michael, and the construction QC Team to ensure quality, follow construction testing and inspection requirements, and verify the accuracy/completeness of QC results documentation. Along with the Lead QA Inspector, Richard ensures adherence to environmental permits and commitments, and verifies that all work and materials, testing and sampling, and work zones comply with the contract and approved-for-construction (AFC) documents. The QA Team confirms construction compliance with the applicable standards/specifications and frequency of testing (FOT) requirements and conducts proper QA inspection and testing to confirm the results of the QC program.

Before each preparatory meeting, Richard provides established processes to approve C-25 submissions, maintain the materials notebook, track FOT requirements, and document deficiencies and non-conformance.

Joe Felton (ECM) joins Richard to oversee and administer the Project's EMP. Together, they verify that the AFC construction documents include all commitments within the EMP and that all construction follows these commitments. Richard leads QA inspection staff, with support from Joe, in administering the EMP in the QA process with required periodic inspections, field visits, and oversight from regulatory agency representatives.

ENSURING DESIGN QUALITY

Our design efforts begin by developing the DQMP, which VDOT reviews between NTP and the Project kickoff meeting. Our approach to developing the DQMP mirrors all our design efforts—a collaborative, multi-level process that minimizes the need for VDOT oversight and review. John leads weekly design meetings attended by Ed, Jon Holt (Deputy DBPM), Tom, lead engineers, Jeff Snow, Gail Kuttesch (Deputy DM) and Richard.

Final submittals also receive three levels of accountability. First, John verifies that all parts of the final plans follow all DQMP procedures. Second, Tom confirms. Third, Ed and Richard sign off prior to VDOT's final review and acceptance. We invite VDOT and key stakeholders to participate in over-the-shoulder reviews (OTSRs) to streamline the review process by citing and offering clarifications in the AFC documents. John will also perform quarterly audits to verify conformance with the approved Design QA/QC Plan and confirm that the Team is performing required checking and review functions along with the DQMP.

All members of the design QA/QC Team commit to quality designs and AFC construction documents in accordance with VDOT's QA/QC Manual and the QA/QC Plan. They minimize demands on VDOT by:

- Designing features that are safe and meet or exceed VDOT regulations and design criteria and manuals
- Conforming to all RFP standards and reference documents
- Designing elements that are constructible, durable, economical, and minimize maintenance
- Providing an organized and indexed set of design calculations, criteria, and assumptions

John will also ensure all design plan revisions for Notice of Design Changes and Field Design Changes follow the approved Design QA/QC Plan and are fully coordinated with the DBPM, CM, and QAM for VDOT final review and acceptance. The proposed changes will be in accordance with all RFP requirements.

To ensure well-structured, easily audited design compliance, we complete and electronically submit all documents, forms, and certifications with each design submission to digitally track drawing review certifications, calculation review certifications, and the release for deliverable plans.
4.4 | Project Approach

DELIVERING QUALITY THROUGHOUT CONSTRUCTION

During construction, Richard and his QA staff coordinate daily with Jeff, Michael, and the construction QC Team to implement the CQMP, which we update with each AFC work package to include staffing plan, inspection plan, testing plan, and construction inspection checklists. Construction QC staff use set procedures for inspection, testing, reporting, materials documentation, diaries/checklists, safety, and environmental monitoring. This ensures that construction requires minimum intervention from VDOT.

We promote transparency, independence, and inclusion among the construction Team, QAM, QC staff, QA staff, safety manager, and field managers by opening review to all. Operations begin only when the plans integrate quality- and safety-related tasks. Our Team separates QA and QC while engaging the QAM in review of all QC inspections.

QA and QC play an integral role in each construction Work Package. QA/QC staff contribute to construction planning and monitoring, including weekly short-term scheduling. Beginning with the preliminary baseline schedule, our Team plans the scope and resources that the quality staff needs to implement the CQMP. Construction work plans developed for all crews and subcontractors specify inspection and testing requirements as well as witness and hold points. All planning evolves alongside design and construction with regular updates:

Monthly: Update the CPM schedule with actual progress and activity schedules for the remainder of the contract.

- *Weekly:* Five-week look-ahead schedules depict each crew and subcontractor's performance, including a detailed schedule for the upcoming week. The CM, QCM, QAM and senior QA and QC inspectors meet to assign inspection staff for upcoming work and address any compliance issues or concerns.
- *Daily:* Update daily schedule to confirm crews' precise daily tasks.

QA and QC staff act in each of these planning activities to collaboratively incorporate feedback on potential issues/concerns. Following CQMP approval, Ed and Jeff meet with Michael to begin QC planning efforts. Michael works closely with the QA and QC staff to develop the FOT requirements and convey them to the quality Team. He meets with superintendents and field managers to accurately align the FOT with the production planned for that day so production can move forward while respecting all QA and QC hold points. QC inspectors and testers observe daily construction practices, perform inspections and testing in accordance with the FOT requirements, ensure materials meet the contract provisions, and, if needed, ask field personnel to slow down production to accommodate testing requirements and approvals.

Within two weeks prior to the start of work, Michael conducts a Preparatory Inspection Meeting with construction staff and the Department, including the NPDES Coordinator and ECI, to verify that preconstruction approvals are complete and inspections/testing requirements are properly identified and scheduled. Following the meeting, Michael prepares meeting minutes for review and approval by the Department and amended to the CQMP. Should any issues with nonconforming work arise during construction, the QA/QC plan will specify mechanisms to address and report nonconforming (NCR) workmanship, materials, and/or equipment, as well as auditing and recovery plans (AR) to control and repair deficient items.

All our Team members, including QA/QC staff, superintendents, field managers, subcontractors, and field engineers will have access to ProjectWise, a single, centralized cloud location for managing and collaborating on Project documents. By having one set of approved construction plans that all construction and quality personnel can view simultaneously, we avoid any situation in which a representative is working from a different set of plans.

QA AND QC STAFFING LEVELS

Routine, transparent QA/QC communications between Richard and our senior staff in design and construction ensure that we will commit the right resources needed to realize the QA/QC Plan. Richard works with Michael to ensure that staffing meets the requirements of the CQMP and the FOT. QA/QC staffing varies as the Project progresses from clearing/grubbing to grading, drainage, roadway, and structure construction, and the independent QA/QC laboratories support additional key senior QA and QC inspectors and inspectors/testers.

Figure 4.4.1 reflects the general staffing levels we anticipate for

each role based on our current understanding of the scope of work and the Project schedule. Construction activities will dictate the exact number of staff needed during any activity, and we will supply additional staff when needed to enforce the requirements of the QA/QC Plan.

Figure 4.4.1: QA/QC Roles and Responsibilities

4.4 | Project Approach

Quality Professional	Personnel Committed
QAM Richard Allen	1 full-time
Lead QA Inspectors Joseph Wenger, PE (structures) Cory Fout (roadway)	2 full-time
QA Inspectors /Testers	2 full-time 2 part-time
Construction QC Manager Michael Johnson	1 full-time
QC Inspectors / Testers	4 full-time 4 part-time

4.5 CONSTRUCTION OF PROJECT







4.5.1 SEQUENCE OF CONSTRUCTION

APPROACH TO CONSTRUCTION PHASING

✓ To expedite construction and reduce the duration of construction impacts, our Team's phasing independently focuses on I-64 EB, I-64 WB, and the I-64 reversible managed lane. A three-phase approach (Preconstruction, Phase 1, Phase 2) completes the I-64 EB and I-64 WB sections, while we deliver the new managed lanes section early in Phase 1. Our sequence of construction and schedule expedites conversion of the managed lanes section to its final dedicated WB and reversible lane section by June 19, 2024. This allows for operational use of these lanes early in the construction process and will provide traffic relief in each direction, including permitting our ATC #1 implementation. In addition, our sequence will have the I-64 EB lanes open for use by October 21, 2025.

Our Team performed traffic analysis meeting the TOSAM requirements to determine how to best maintain traffic movements throughout construction and maintain the required lanes on each bridge. As a result, we developed ATC #1 to assist with traffic, safety, and construction efficiency while accelerating Project completion. ATC #1 minimizes the number of individual lane closures and eliminates the need for steel plates. In addition, ATC #2 mitigates the deep excavation near median barriers and walls that could lead to possible barrier replacement. ATC #2 helps accelerate the schedule with faster and simpler means and methods that result in a lower impact to the existing barriers and walls.

The Preconstruction Phase begins with upgrading the shoulder in specific locations for future use. *Figures 5.A* and *5.B* (see pages 35-36) illustrate our phasing approach once shoulder strengthening is complete. Phase 1 follows and includes outside widening of I-64 EB, I-64 WB, and I-64 reversible managed lane conversion, including outside retaining wall construction (Walls 4, 5, 6, 7, 10A/B, 11, 12, 3A/B/C), roadway widening, bridge rehabilitation, and pavement reconstruction while maintaining the required number of general-purpose lanes in each roadway section. Phase 2 moves to the inside shoulder reconstruction, drainage installation, median wall construction (Walls 2A, 2B, 8, 9) and very high early latex overlay placement. In this Phase, we also maintain the required general-purpose lanes in each roadway section throughout the Project.

To allow maximum flexibility in construction sequencing, we divided I-64 EB and I-64 WB into two sections, which ties together multiple elements of work linked by our MOT plan. This permits progress from Phase 1 to Phase 2 to proceed within a section and not constrain switching traffic until the entire roadway section is complete. To achieve this schedule acceleration, we will use interim phase minor traffic shifts to sequence the work. For example, we can switch to Phase 2 in I-64 EB Section 2 before completing Phase 1 in I-64 EB Section 1. Logical stationing splits each corridor, as depicted in Figure 5.1.1:



A key point in our schedule is the implementation of ATC #1 which uses the new dedicated WB managed lane temporarily as the second I-64 general purpose through lane during construction. To reach this milestone, we need to complete the reversible section in its new configuration with a dedicated I-64 WB and reversible lane. Once ATC #1 is implemented, we can begin Section 1 of the I-64 WB roadway. This traffic configuration allows a complete closure of the outside of both I-64 WB bridges over Little Creek Rd and Granby St.

SAs construction progresses in each area of the Project, the section plan permits completed areas to transition to Phase 2 independently, as illustrated in the Project Schedule (see Section 4.6). As each section reaches completion of Phase 2, we will perform the milling, hydro-demolition, and very high early latex pavement utilizing nighttime and weekend hours as permitted in MOT Section 2.10.3.

Section 1 EB: Sta 964+34 - Sta 1017 WB: Sta 2810+34 - Sta 3030

I-64 HREL Segment 1A Design-Build



4.5.1 | Sequence of Construction



TIDEWATER DR



4.5.1 | Sequence of Construction

PHASE 1 CONSTRUCTION PHASE 2 CONSTRUCTION

This proposed construction sequence provides a higher quality roadway for VDOT. By completing widening and rehabilitation work in two phases, we minimize construction joints in the deck extensions as well as the joint closures. Fewer joints create a more durable product, requiring less future maintenance and a longer life span.

Our ability to sequence the work in three phases means less time with construction work zones on the highway. Dedicated, behind-barrier-wall access to the work accelerates productivity and schedule. Construction efficiency increases further with longer shifts (and multiple per day) to accelerate work. Alternative methods would require regular nightly and other off-peak-hour lane closure to complete work. This costly and inefficient approach would require dedicating much of each available work shift to setting up and taking down lane closures.

Structure Construction Sequence

Bridge and wall construction utilizes access from the roadway underneath and from existing space on I-64 within the established work zone. Widening work for I-64 EB over Granby St, Little Creek Rd, and Tidewater Dr follows typical construction means, as sufficient median and shoulder space already exists. Pinch points at certain locations—especially the I-64 EB bridges over I-564 and Tidewater Dr—require special attention for access. We detail these issues below and illustrate them in *Figures 5.A* and *5.B* on pages 35-36.

Construction of the retaining walls occurs with each bridge widening as the bridge work moves forward. In each overpass location, traffic barriers along the underpass street establish a safe work zone that permits an inside construction zone for median pier construction followed by an outside zone to complete outside piers and abutments. Within the work zones, we will stage cranes, pile driving, and other equipment required for construction. After completing the widening substructure, we will set bridge beams using 20-minute, short-term directional roadway closures between 12am and 4am (as permitted in RFP Section 2.10.3) and install lagging protection. Work will then proceed to complete the superstructure from the I-64 work zone areas, allowing removal of the traffic control on the underpass roadway.

I-64 Over Granby St

Phase 1 construction maintains two general purpose lanes along the inside of I-64 EB and allows continued access to the I-64 EB managed lanes section. Bridge rehabilitation and widening occur along the outside of I-64. The work zone shifts inside during Phase 2 to complete the rehabilitation work (*Figure 5.1.2*). We will maintain access to the reversible section from the left traffic lane and taper. In Phase 2, we provide temporary protection to prevent accidental access from I-64 EB into the reversible lane section while in the WB direction.

Phase 1 widening work will take place from below, along Granby St, as well as from the work zone established on I-64. Access to construct the foundation and substructure for the abutments and piers will require phased traffic control along



Granby St. This phasing process will include moving traffic to the outside and inside while temporarily taking one lane of traffic in each direction to facilitate access. At the start of Phase 1 (*Figure 5.1.3*) we will shift traffic to the outside of Granby St to allow for utility relocations, pier foundation, and column/cap construction. Once that work has been completed, traffic will shift into the center lanes and allow for construction access off Granby St to each abutment. Once the foundations and substructure are complete, the traffic controls will be removed from Granby St and work will continue from the I-64 work zone to complete Phase 1.

4.5 | Construction of **Project**

During Phase 1, in conjunction with the outside widening of Granby St and I-564, new retaining wall 4 will connect the two bridges. This will take place within a construction zone that extends from east of Granby St along I-64 past the Little Creek bridge.

By encompassing the work in this area into a single work zone, we reduce the number of lane shifts and create a consistent traffic pattern for motorists, improving safety and operations. Phase 2 at Granby St will still include construction of Wall 2A and 2B along the inside of I-64 EB in conjunction with new drainage and reconstruction of the inside shoulder.

I-64 Over I-564

The I-64 EB bridge over I-564 widening will occur in a highly congested section with multiple merging ramps from I-564 and Little Creek Rd. Phase 1 construction will maintain two lanes of traffic on the inside of I-64 over I-564. Phase 2 will shift the work zone to the inside and place traffic on the newly widened roadway and bridge structure (Figure 5.1.4).

In Phase 1, we will maximize our work zone by closing the inside shoulder and moving traffic along the outside shoulder of the reversible I-564 ramp onto the managed lanes section (Figure 5.1.5) and protect the work zone along the reversible ramp. We will place the crane and other equipment in this area behind the traffic barrier. Once work on the middle Pier 2 is complete, we will shift traffic to the inside, creating work zone access to Piers 1 and 3 (Figure 5.1.5).

The high skew angle of the bridge creates a challenge at Abutment B due to the merge of I-64 EB and the I-564/I-64 on ramp. The skew leads to an elongated abutment and requires installation of excavation support along the edge of the roadway running parallel with the I-564 ramp. Our access from this location will be from the shoulder and left lane of the I-564 ramp. We will install temporary excavation support along the outside edge of the I-564 ramp to assist with access and limit impacts to I-64 EB and the ramp from I-564 (see *Figure 5.A.1*, page 35).

Working from behind barrier protection, we can have full access to expeditiously complete Abutment B and Pier 3 from this location.

Pier 2 of the I-564 bridge sits between the I-564 off-ramp and the reversible managed lane ramp, with an existing overhead managed lane sign near the pier. As with Abutment B, this location and the high skew of the joint creates challenging work access (see Figure 5.A.2, page 35).

We will establish construction access from the median area with barrier protection separating construction from traffic. This will permit access to complete the foundation and substructure work most efficiently and minimize impacts to I-64 and the I-564 ramps.

Figure 5.1.3: Outside and Inside Access, I-64 at Granby St



Figure 5.1.4: I-64 Over I-564, Phase 1 & 2 Lane Shifts



Figure 5.1.5: Outside/Inside Access, I-564



Inside Access

I-64 EB Over Little Creek Rd

During Phase 1 of the Little Creek Rd widening, we will maintain the required thru lanes on I-64 EB in addition to the two EB ramp lanes coming from I-564. Phase 1 will require a small lane shift to complete the full widening while maintaining these lanes. Phase 2 will complete the inside rehabilitation work (see Figure 5.1.6). Work will also take place from Little Creek Rd to complete foundation and substructure elements required for the widening.

Substructure work will take place from work zones on Little Creek Rd, maintaining a traffic pattern (Figure 5.1.7) that permits access to the bridge substructure and foundation.

During the day, we will maintain access to the existing I-64 on and off ramps. To keep the intersection open during the day, we will stage from the median area along Little Creek Rd to the southwest of the bridge. Our crane, pile hammer, and other equipment will stage from a barrier-enclosed work zone and during

night work hours will walk forward to drive pile, set form work, and complete the substructure scope for the center Pier 2 extension (see *Figure 5.A.4*, page 35).

Construction access to Pier 2 during off-peak hours will require detouring the left turn movements from Little Creek to I-64 EB and from the I-64 EB off ramp to go north on Little Creek Rd (see Section 4.5.2 for additional details). For work outside of the roadway section, there is sufficient room to level off the existing slope behind the abutment extensions, set up our equipment, and complete the other substructure elements (see Figure 5.A.3, page 35).

Retaining Walls 6 and 7 extend along the outside widening here. Wall 6 connects from the I-564 ramp and, as part of the widening at Little Creek Rd, we will construct this wall. The completed wall will permit

shifting traffic along the I-564 ramp to the outside and open access to Abutment B of the I-564 bridge. Wall 7 will extend west from the Little Creek Rd bridge Abutment B as a part of the extension to wingwall from Abutment B.

I-64 EB at Tidewater Dr

Phase 1 will begin with widening I-64 EB. Our sequence maintains the required three through lanes along the inside of I-64 and in Phase 2 shifts traffic onto the widened section (Figure 5.1.8). Several overhead electrical lines cross perpendicular to the bridge over the span between Pier 3 and Abutment B approximately 28 ft above the deck. This complicates traditional equipment access to construct the foundation and elements of the substructure for Pier 3. It also complicates setting beams on the span under the power line. These constructability



Figure 5.1.6: I-64 Over Little Creek Rd,

Figure 5.1.7: Outside and Inside Access, Little Creek Rd



4.5 | Construction of Project

Figure 5.1.8: I-64 at Tidewater Dr,

Phase 1 & 2 Lane Shifts

PHASE 1

PHASE 2

11'-0"

- 11'-0"

11'-0' LANE 2'-0" SHLDR.

- I-64 EB CONSTR. B

1'-0" SHLDR. -

1'-0" SHLDR.

-I-64 EB CONSTR. B

issues drove our design decision to develop micropile foundations for the pier elements of the widening. We are confident that nontraditional means and methods can safely accomplish the work. The beams sizes are relatively small and potential options for beam placement include using rollers and pushing the beam from one end and picking from the other, a dual excavator pick or heavy-duty forklift from below (see *Figure 5.B.1*, page 36).

Developing a construction approach that prevents impacts to the existing overhead power lines avoids any potential schedule delays associated with shutdowns or relocations.

As with the other bridge widenings, in Phase 1 we will employ an inside/outside approach to complete foundation and substructure work at the abutments and then the center pier working from Tidewater Dr.

Starting from the inside (*Figure 5.1.9*) we will complete the center pier construction and then shift traffic to the center (*Figure 5.1.9*), creating access to the piers and abutments outside of Tidewater Dr (see *Figure 5.B.2*, page 36). With the substructure complete and beams set, the work will shift primarily to the work area on I-64 EB to complete the deck and parapet sections as well as the Phase 1 rehabilitation scope on the existing structure. Phase

1'-0" SHLDR.

2 will shift work inside to complete the remaining structure rehabilitation scope.

Along with the Phase 1 bridge work, construction in this section includes sound wall 10A, retaining walls 10B and 11, wall 12 at the drainage culvert just east of the Tidewater Dr bridge, and outside widening and Tidewater Dr bridge activities. Phase 2 will include small retaining walls 8 and 9.





Sy grouping this work together in this way, we create a continuous, long-term traffic shift for each phase that improves general motorist safety. It also allows for continuous construction methods that provide higher quality and faster completion.

I-64 WB at Tidewater Dr

This work follows the same construction sequence as the EB bridges: Phase 1 outside widening and rehabilitation to Phase 2 inside rehabilitation (*Figure 5.1.10*). The width of the existing structure permits a relatively simple approach to work zones on the bridge that accommodates our two-phased approach on I-64 WB.

Figure 5.1.10: WB I-64 at Tidewater Dr, Phase 1 & 2 Lane Shifts



Similar to I-64 EB Tidewater Dr, the new foundation and substructure work will take place off of Tidewater Dr, using long-term lane closures on both inside and outside lanes to permit safe access to the work area (*Figure 5.1.11*). Traffic will shift to the outside to permit new pier construction and then shift to the center for the abutments and pier construction work outside of Tidewater Dr. Once the substructure is complete, traffic will return to its normal pattern and superstructure widening will take place from the I-64 WB work zone.





I-64 WB at Granby St & Little Creek Rd

Each structure here requires rehabilitation work constructed from behind barrier wall in a two phased approach.

ATC #1 creates the necessary lane space to permit a single lane of traffic along both structures with a barrier wall line, enabling traffic to move safely in the through lanes at I-64 over both Granby St and Little Creek Rd (Figure 5.1.12). Utilizing the new WB managed laned in conjunction with a single through lane on I-64 WB permits more efficient construction due to continuous access to the work from behind barrier wall. This eliminates time-consuming and costly individual lane closures.

We perform Phase 1 and Phase 2 rehabilitation and overlay work on Granby St and Little Creek Rd structures simultaneously to provide a consistent traffic pattern in Section 1 WB during work. ATC #1 also streamlines the WB approach, allowing for two phases of construction.

This creates a consistent, long-term traffic control pattern that employs minimal temporary lane closures and no steel plates during our operations.

Sound and Combination Wall 3A/B/C is in the Phase 1 construction zone between Little Creek Rd and Granby St. These structures also incorporate Sound Wall A. In conjunction with outside bridge rehabilitation, we will complete this wall, which primarily extends along the I-64 WB off-ramp to Granby St.

Keeping with our focus to minimize traffic impacts, this work takes place in conjunction with our ATC #1 and the moving of traffic to the inside of I-64. This makes use of the continuous traffic shift from east of Little Creek Rd through Granby St, increasing safety and construction efficiency while compressing the schedule.

Figure 5.1.12: I-64 WB Phase 1 & 2 Outside/Inside Construction (typical) at both Granby St & Little Creek Rd



4.5 | Construction of Project

Managed Lanes Reversible Lane

Phase 1 includes reconstruction of the current single reversible lane section into the new dual section. This scope is crucial to implement ATC #1 and start Phase 1 of I-64 WB Section 1. This approach will allow VDOT to maintain reversible traffic access along this section while we complete conversion into the future two-lane section. The pinch point is primarily at the managed lanes bridge section over I-564.

SAs Figure 5.1.13 illustrates, we can safely maintain a reversible traffic lane by pushing traffic to the far outside and inside in a temporary configuration. Installing a line of single face barrier at the construction limits permits enough access to complete the new median barrier, micro abutment extension, structure rehabilitation, and mill/overlay of the roadway.

During this phase, we will also relocate the ITS trunk line out of the managed lanes shoulder to its new location outside of the roadway section. This barrier section will extend the length of the managed lanes section to the eastern end past the new I-64

WB on ramp. This first step in construction will complete the median barrier section across the bridge and along the length of the roadway required to create the new divided managed lanes.

In addition, we will construct the new on-ramp from I-64 WB into the future divided managed lanes. After completing the future dedicated WB side of the managed lanes section, we will move the temporary reversible lane configuration onto this section and complete the new reversible lane and bridge rehabilitation. With the new median barrier completed, temporary barrier service will not be needed and completion of the bridge rehabilitation, mill, and overlay can proceed.

A key benefit of this approach is that it limits the amount of time to complete construction of the managed lanes. The RFP permits a total of 21 days to close the managed lanes to traffic. Our approach requires a shutdown only to complete the last 50 ft of median barrier at the east end of the section. To accommodate the two-step approach, we will leave this section out during construction and maintain access from I-64 EB into the managed lanes. Once we complete bridge, median, and roadwork, we will utilize the permissible closure of the managed lanes to complete the last section of barrier, pavement, and drainage needed to place the new divided managed lanes section into the full traffic configuration. This approach not only accelerates completion of the managed lane section overall, but also minimizes the duration of complete closure.

APPROACH TO ADDRESSING SAFETY, OPERATIONS, STAGING, AND STORAGE AREAS

All incidents are preventable, and none are acceptable—no matter the severity. Myers integrates all Team members into our construction planning process—including construction QC/QA staff; environmental, traffic, and safety managers; and all major subcontractor partners. We share the Project CPM schedule with VDOT and all Project partners, develop five-week look-ahead schedules every week for each crew and subcontractor, and distribute them to all Project Team members, including VDOT, QA, and QC inspection staff. We also hold weekly schedule coordination meetings and develop a daily schedule of activities. Furthermore, we empower every person on our work site to stop work in the event of a safety violation. *By valuing and engaging all perspectives, Myers has achieved best-inclass recordable incident rates* (Figure 5.1.14).



Figure 5.1.14: Myers Incident Rate vs. Industry Average

Figure 5.1.13: Managed Lanes Reversible Lane Phase 1

Project-Specific Health and Safety Plan

Josh Brown (Safety Manager) will be responsible for overall Project safety in compliance with all regulatory and VDOT requirements and policies. Josh develops the Project-specific Health and Safety Plan (HASP) to address Project-wide safety requirements, with a specific focus on traffic and bridge rehabilitation/widening. Josh continually evaluates the Project's safety performance and implements additional safety measures as necessary to maintain worker and public safety.

Notable safety best practices our Team will implement on the Project include, but are not limited to:

- <u>Jobsite Safety Orientation</u>: Josh conducts Safe Start orientation with each crew to review the Project HASP, discuss unique risks and challenges, identify access points, and convey traffic-related concerns.
- <u>Beginning and End-of-Shift Huddles</u>: Led by the field manager, each crew discusses potential safety hazards for the shift ahead, voices any concerns, and builds a plan together to mitigate any safety concerns.
- <u>Job Hazard Analysis</u>: We break down critical scope elements to analyze the hazards associated with each element of the work and the safety measures to be implemented to address each hazard.
- <u>Project-Wide Health, Safety, and Environment (HSE) Meetings</u>: The Myers Team holds regular Projectwide meetings to discuss safety performance, upcoming changes to access and traffic patterns, and any frequently observed concerns or safety trends.

Traffic Safety

Jeff Baker (CIMC) will implement our traffic and safety program to ensure motorists, pedestrians, and bicyclists safely navigate the construction zones. See *Section 4.5.2* for additional information about our Team's approach to the development and implementation of the Project's Transportation Management Plan.

Bridge Rehabilitation and Widening

The five bridge widenings entail selective demolition work with special attention to hazards like silica dust, working near traffic, utilities, and equipment placement. Our Team trains all crews on silica exposure and lead paint hazards associated with the demolition and employs best practices to prevent falling objects and fugitive emissions. In addition, equipment will often be working from below the structures, off the roadway underneath. This requires additional caution in planning structure demolition and rehabilitation to maintain safety of the traveling public. We will employ extensive demolition planning, approved by VDOT, to manage the process.

Staging and Storage Areas during Construction

The Project corridor has limited opportunities for staging equipment and materials. We will secure proper environmental clearances for all properties used for staging and storage. Narrow portions of the RW and gore areas adjacent to the Project and interchange infield area will play a particularly important role, as they are already within the Commonwealth's inventory and are located closest to the workface.

<u>Nearby Facilities</u>: Given these limitations, any staging and storage solution needs to bring major materials and equipment in and out for each phase of construction. Myers owns a permanent asphalt plant and laydown yard in Chesapeake, less than 15 miles from the Project area. By capitalizing on our regional presence—most notably, existing space and trucks for hauling equipment—we will efficiently and cost-effectively deploy resources while minimizing impacts within the high-volume I-64 corridor.

<u>Workface Areas</u>: Mobile operations allow us to transport tools, equipment, and materials daily into and out of the workface. For some substructure repairs and utility work, crews are able arrive each shift with what they need and return to the staging areas at end of shift. For larger operations, such as foundation piling or bridge beams, the materials required to meet that shift's production goal will be delivered from staging to help mitigate traffic impacts along the Project corridor. As noted in *Section 4.5.1*, we have made multiple site visits to address operational areas of concern such as crane size and placement for bridge substructure work. *We have also adjusted*

our design to meet the operational requirements in certain areas, such as using micro piles as the foundation elements for I-64 EB Tidewater Dr Bridge widening to avoid the overhead power lines.

4.5.2 TRANSPORTATION MANAGEMENT PLAN

Our Team's Transportation Management Plan (TMP) focuses on safely and efficiently handling traffic in this vital corridor throughout construction. We understand that maintaining traffic during construction and traffic management are the biggest challenges of this Project. Our Team's design is highly integrated with construction to reduce impacts to traffic during construction in the following ways:

- ATC #1 opens the managed lanes early, which allows the I-64 WB lanes to be constructed in a compressed schedule with fewer impacts to the public
- **S** We prioritize construction of the new managed lane section, opening them on June 19. 2024.

Our Traffic Engineering and Analysis Team, led by **Dana Trone**, analyzed different options to maintain traffic and the impacts each would have on the transportation system. These options include ATC#1, the Tidewater Dr ramp closure, and a nighttime detour at Little Creek Rd which are further described below.

All work will meet the requirements set by the RFP, *FHWA Manual of Uniform Traffic Control Devices* (MUTCD), and *Virginia Work Area Protection Manual* (VWAPM). VDOT's *Instructional and Informational Memorandum (IIM) No. LD-241/TE-351* also guides the design of the TMP. Per this IIM, the Project is classified as Type C, Category V; meaning it is anticipated to cause sustained and substantial work zone impacts. The major components of a Type C Project TMP are the Temporary Traffic Control Plan, Public Information and Communications Plan, and Transportation Operations Plan.

Following NTP, our Team holds an initial partnering meeting with VDOT, the City, and third-party stakeholders to review the Project requirements, discuss traffic concerns related to construction, and develop a checklist of responsibilities and timelines for successfully achieving agreed-upon TMP activities and goals.

Our Team's roadway, bridge, and traffic engineers collaboratively developed our proposed Temporary Traffic Control Plan alongside our construction Team, focusing on the following objectives:

- Coordinate with contractors of other active construction projects in the vicinity of the I-64 HREL Segment 1A Project, including the HRBT project and I-64 Segments 1B, 3, and 4C, in accordance with *RFP Part 2, Section 1.7*
- Minimize the number of traffic shifts to maximize safety and meet driver expectations
- Maintain required travel lane widths of 11 ft throughout construction (10 ft where allowed) and restrict shoulder closures to only shoulder strengthening work in the preconstruction phase
- Physically separate the work area and the travel lanes using barrier service
- Use a design speed on I-64 that matches the existing posted speed limit of 55 mph
- Close the reversible managed lanes for a maximum of 21 days and as allowed in Table 4 of Section 2.10.3 of the RFP, Lane and Road Closure Restrictions (understanding VDOT's Team includes Hampton Roads Transportation Accountability Commission (HRTAC) for tolling)
- Provide additional field reviews by traffic engineering staff during construction, verifying implementation of the TTCs and recommending enhancements, in addition to regular work zone safety inspections, thereby improving safety
- Work with the City of Norfolk and the Navy Base to coordinate planned lane closures on I-64 and cross streets to allow the City to optimize and re-time signals and develop strategies to limit cut-through traffic

The Public Information and Communications Plans (PICP) will be submitted to VDOT for review and approval in advance of any construction activity on the site. The PICP will feature the following key elements:

- Leadership of a highly experienced (including I-64 Segment II) public information manager (Shannon Moody) who will identify VDOT's Project communication goals and objectives, and ensure compliance
 - Define communication plan goals and objectives
 - Include a TMP specifying alternative routes and detours
 - Identify communication partners, target audiences, key stakeholders, and communication challenges

- Proactive stakeholder communications, close coordination with VDOT, and consistent public outreach
- Ensure that stakeholders can easily and quickly access information regarding the Project
- Discuss crisis communications and include a Risk Management Plan
- Identify communications tools, tactics, and strategies
- Utilize temporary changeable message signs to communicate with motorists about upcoming traffic pattern changes a minimum of 21 days in advance of the switch
- Coordinate with the I-64 HRBT Expansion Project, HREL Segments 1B, 3, and 4C, and the I-64 Structural Steel Repairs—6 Bridges projects for public information and outreach activities
- Include an advertising and marketing campaign
- Hold a Community Open House to provide an opportunity for the public to meet the construction Team and learn about the Project, while we provide interactive activities for children

Jeff Baker (CIMC) manages our Incident Management Plan (IMP), which includes these key features:

- Coordination with VDOT, EMS, and stakeholders, including a stakeholder meeting
- 24/7 point of contact for Traffic Operations Center (TOC) emergency notification of incident
- Emergency detour routes and sign layout plans in addition to TMP signage
- Agency and stakeholder responsibilities matrix/checklist to clarify roles and establish accountability
- Pre-staged detour equipment and material needs
- Coordination with VDOT Hampton Roads TOC to alert them of incidents and quickly install detours
- Details for law enforcement, fire, and rescue access to the road network during incidents
- Pre-planned messages for various types of incidents for the portable dynamic message signage (DMS)
- Contact list for appropriate stakeholder response personnel
- Wrecker service to remove disabled vehicles within the Project limits

Jeff conducts a kick-off meeting with all first responder stakeholders, provides monthly updates to the VDOT IMC, and responds to all incidents within Project limits. He follows VDOT safety regulations, works under the VDOT IMC when on the scene of an event and, when needed, serves as the Incident Commander until the VDOT IMC arrives. Jeff attends orientation training and all IMP meetings and meets with VDOT upon request. He has a truck equipped for incident management, including a portable radio for communication with the TOC. Jeff works closely with all emergency agencies and completes After Action Reports.

MAINTENANCE OF TRAFFIC (MOT)

Our MOT plan includes open shoulders whenever possible. We design all tapers and shifts for the posted speed limit of 55 mph. We install, maintain, adjust, and remove construction signs and temporary pavement markings, including one-tenth mile markers, for the duration of the Project. We conduct maintenance of guardrail, grass cutting, and pothole repair as required in the RFP. The TMP also accommodates safe and efficient snow removal operations and ensures proper drainage during all phases of construction. Access to all businesses and private entrances will be maintained at all times. We will monitor implementation and execution of the MOT plan and coordinate necessary adjustments to ensure that traffic flows as smoothly as possible throughout the corridor.

Our MOT plan will:

- Eliminate use of steel plates to reduce construction duration and increase safety
- Maintain the amount and number of lanes required by the RFP in each direction along I-64, except for periodic nighttime lane closures, as necessary
- Provide emergency pull-off areas and limit work area lengths when a 9-ft shoulder cannot be maintained
- Develop an Incident Management Plan prior to shifting traffic for each phase of construction, including emergency vehicle access, detour routing plans, and onsite wrecker service
- Utilize temporary changeable message signs to communicate traffic pattern changes

- Coordinate with stakeholders on any access issues associated with construction
- Complete Engineering and Traffic Investigation and utilize Work Zone Channelization/Barrier Analysis following the VWAPM, Roadway Design Manual, and IIM-LD-93
- Maintain all affected entrances, intersections, and pedestrian access on local roads
- Provide detailed lane, shoulder, or road closures, following the allowable hours in the RFP
- Provide traffic analysis in accordance with the TOSAM for any proposed closures or realignments of auxiliary or weave lanes, and any shortening of acceleration/deceleration lengths at the interchanges
- Evaluate temporary drainage to confirm spread meets the allowed maximum in the roadway and bridge travel lane
- Provide continuous interchange and acceleration/deceleration lane access at all times during construction

Preconstruction: This initial phase prepares the Project for construction. During this phase, we use TTC-16.2 and TTC-17.2 of the VWAPM to provide lane closures during allowable hours, strengthen the shoulder, and lay temporary pavement along the I-64 median and other areas that require traffic shifts during Phase 1.

Phase 1: This phase will begin once preconstruction is complete.

• I-64 EB: Traffic shifts, where necessary, onto the newly strengthened shoulders. We will install the temporary concrete barrier with TTC-16.2 of the VWAPM during allowable hours so that pavement widening to the outside can occur. Widening of the I-64 EB bridges over Granby St, I-564, Little Creek Rd, and Tidewater Dr also occur at this time. Additionally, we begin to complete retaining walls, noise walls, drainage, and any other outside work.

Once widening of the I-64 EB bridge over Little Creek Rd is complete, we will modify traffic so the I-64 EB lanes stay to the left and the I-564 on-ramp shifts to the right, allowing for repairs to the center portion of the bridge. We will install temporary concrete barrier and use lane closures during allowable hours to achieve this new lane configuration.

- I-64 Managed Lanes: The roadway portion of the managed lanes will be completed by shifting the existing lanes of traffic. We will install temporary concrete barrier and use the allowable managed lane closure hours. Our plan will keep one lane open during most of the construction by phasing construction of the bridge and only utilizing part of the allowable 21-day closing of the managed lanes to complete the final 55 ft of median barrier (BMB-3) construction.
- I-64 WB ATC #1: Once the I-64 managed lanes are constructed, WB traffic will be modified to utilize the newly constructed managed lanes. *This innovative use of the managed lanes is our Team's ATC #1*, which modifies the I-64 WB General Purpose Lanes. The left lane will utilize one of the previously constructed managed lanes, and the right lane will remain in its existing location, shifting only as needed for bridge repairs. This ATC reduces the I-64 WB lanes over Granby St and Little Creek Rd to one lane, which provides access to complete the joint work without using steel plates. The reversible lane remains open and separated by concrete barrier. This ATC also applies to roadway construction between the managed lane exit and entrance ramps, with temporary construction barrier installed on the outside using TTC-16.2 of the VWAPM during allowable hours. This ATC enhances safety, schedule, and cost.
 - I-64 WB: In WB areas before and after the managed lane entrance and exit ramps, traffic shifts onto the newly strengthened shoulders. We install temporary concrete barrier with TTC-16.2 of the VWAPM during allowable hours to allow pavement widening to the outside to occur. The widening of the I-64 WB bridge over Tidewater Dr, retaining walls, sound barriers, drainage, and any other outside work can be completed at this time.

Phase 2: This phase will begin in each section of I-64 EB or I-64 WB once the corresponding Phase 1 work concludes.

• I-64 EB: Traffic will shift, where necessary, onto the newly widened roadway. We will install the temporary concrete barrier with TTC-17.2 of the VWAPM during allowable hours to enable median and barrier construction on the inside to occur. We will make repairs to the I-64 EB bridges over Granby St,

I-564, Little Creek Rd, and Tidewater Dr. We will also complete retaining walls, ITS, drainage, and any other median work.

- WB ATC #1: WB traffic will continue to be modified to utilize the newly constructed managed lanes. The I-64 WB General Purpose Lane on the bridges over Granby St and Little Creek Rd shift as needed for bridge repairs. We will install temporary construction barrier where needed using TTC-17.2 of the VWAPM during allowable hours to protect roadway median work.
- I-64 WB: In WB areas before and after the managed lane entrance and exit ramps, traffic will shift onto the newly widened roadway. We will install the temporary concrete barrier with TTC-17.2 of the VWAPM during allowable hours to protect median and barrier construction on the inside. Repairs to the I-64 WB bridge over Tidewater Dr, retaining walls, ITS, and any other median work will be completed at this time.
- Phase 2 will include final roadway pavement overlay and striping, as well as the hydro-mill and placement of Very High Early Strength Latex overlays on each bridge. This work will take place with nightly lane closures and finish by reopening all lanes to traffic at the end of each shift. By using very high early latex we can complete a lane width in one night shift and place traffic on it in the morning. With final paving complete, we will move traffic into the final lane configuration. All signs, electrical work, and ITS systems will be completed by the end of this phase. When ready, we will open the managed lanes to traffic.

Sideroads: Sideroads will be impacted by bridge construction. We will utilize a combination of TTC-6.2, TTC-16.2, TTC-17.2, TTC-20.2, TTC-41.2, and TTC-48.2 to maintain traffic and maintain all affected entrances, intersections, and pedestrian access points.

The signal pole on the southeast corner of the Little Creek Rd intersection with I-64 EB ramps will need to be replaced to accommodate widening of I-64 EB over Little Creek Rd. We will upgrade the sidewalk ramps at all four corners of this intersection to meet ADA standards.

Tidewater Dr Loop C Detour: To allow two-phase for construction and rehabilitation of the I-64 EB Tidewater Dr bridge, we propose temporarily closing Loop C (Tidewater Dr SB to I-64 EB) at the Tidewater Dr Interchange. Traffic would detour from the existing loop ramp to a temporary left turn onto the existing I-64 EB Ramp C further to the south opposite Thole St. We would left-turn construct а lane along Tidewater Dr SB and modify the traffic signal to provide a Tidewater Dr SB leftturn phase, as depicted in *Figure 5.2.1*. Benefits include:

> • Reduce construction duration and allow all bridge widening and most joint repairs to be completed behind concrete barrier





- Improve safety with construction behind the temporary concrete barrier, eliminating the need for temporary steel plates to maintain traffic
- Improve safety by eliminating the existing weaves along I-64 EB and SB Tidewater Dr

For the temporary closure of Loop C (Tidewater Dr SB to I-64 EB), we will add a temporary left turn to allow Tidewater Dr SB traffic to utilize the existing Ramp C on-ramp. The left turn will be signalized with a left-turn

phase. Although this adds a movement to the existing signalized intersection, this is not a new access point and an access point will be removed along I-64 EB.

In considering the closure of Loop C (SB Tidewater Dr to I-64 EB), we reviewed existing traffic counts contained in the traffic operations memorandum included in the RFP. *Our Team prepared a Synchro model to analyze the impact of detouring traffic from Loop C to the SB Tidewater Dr left-turn lane to I-64 EB*. We determined from

the results of the analysis that, with the closure of Loop C, the intersection of Tidewater Dr at Thole St would operate at overall intersection LOS C during both AM and PM peak hours, with all movements operating at LOS D or better. The overall intersection delays are within 8 seconds of existing conditions. SB Tidewater Dr left turns can be accommodated within the proposed SB Tidewater Dr left turn lane.

Little Creek Rd Detour:

To accommodate bridge construction, the intersection of Little Creek Rd and Ramp B will be closed to left turns during nighttime hours while median pier construction is completed. This traffic will detour to E. Admiral Taussig Blvd and Granby St as shown in *Figure 5.2.2*.

Figure 5.2.2: Little Creek Rd Detour



MAJOR PROJECT STAKEHOLDERS AND APPROACH TO PUBLIC OUTREACH

Shannon Moody (Public Relations) leads our public outreach efforts. Her critical role and access to information are reflected in her direct reporting relationship to Ed. She will further build and expand her relationships with local stakeholders (including the U.S. Navy) and the public that she established as public relations manager for I-64 Segment II and Rte 460 in neighboring Suffolk, VA. She promotes trust through both formal communication channels and regular, documented, and transparent conversations between our Team and VDOT, as well as the City of Norfolk and other stakeholders. Shannon leads individual meetings with Project stakeholders, in compliance with the *VDOT Policy Manual for Public Participation in Transportation Projects*, to understand concerns, share information, and provide input from diverse perspectives for the TMP and site-specific Safety Plan.

Shannon will lead development of our Public Information Communications Plan (PICP) in partnership with the City of Norfolk Department of Communications. VDOT will receive this document within 45 days of the Date of Commencement for review and comment, and Shannon will it update it over the life of the Project. It includes:

- Goals and Objectives
- Target Audiences and Key Stakeholders
- Emergency Communications/Risk Management Plan
- Advertising and Marketing Campaign

- Traffic Management Plan
- Communications Partners
- Communications Tools, Tactics, and Strategies
- Defined News Media Strategy

We have identified the following key stakeholders, potential impacts, and communication strategies:

Figure 5.2.3:	Stakeholders, S	SOC Impacts,	and Benefits	of C	Communications
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Stakeholder	Potential Interests & Concerns	Benefits of Communications
VDOT	Adjacent projects Relationship and reputation with stakeholders	Build our Team's partnership with VDOT Integrate VDOT's perspective and input Builds public trust by VDOT communicating updated, consistent information
City of Norfolk (incl. emergency services)	Direct impacts to Forest Lawn Cemetery Emergency services continue to provide high quality, fast service despite construction impacts	Integrate perspective of critical public services into the design Ensure that construction minimally impedes critical public services
Federal Highway Administration	Adjacent projects	Minimize impacts to adjacent projects
U.S. Navy, Virginia Port Authority	I-564 as major artery for traffic to/from Norfolk Naval Station and Port of Norfolk Direct impacts to adjacent property	Manage expectations and build trust Further build existing relationships
Utilities (City and Private)	Continuity of service throughout construction	Minimize utility-related risks
General Public	Impacts to commuters Direct impacts to adjacent neighborhoods and businesses	Manage expectations and build trust
Environmental & Cultural Agencies	Impacts to fragile natural and cultural resources	Streamline permitting and compliance process
Elected Officials	Constituent safety and inconvenience caused by construction	Build relationships and trust with the public and local government and manage expectations

Our Team employs several tools to deliver transparent, two-way communications with Project stakeholders:

Figure 5.2.4: Communications Tools

Tool	Frequency	Engaging	Content, Deliverables, & Strategies
Public Information Meetings	Semi-annual meetings and before major traffic pattern changes	General public	Share traffic impacts, proposed clearing limits, proposed landscape plans, SWM design and improvements, etc.
First Responder Meetings	Semi-annual formal sessions Regular discussions during design and construction	Police; Fire Department; EMT; 911 Emergency Communications	Resolve access issues and construction impacts, share schedule/progress; Designate key points of contact with emergency response teams
Stakeholder Meetings	Regularly during design and construction	General public City of Norfolk	Resolve conflicts, concerns, and potential impacts; Attend association meetings of impacted neighborhoods and relevant City board meetings; Log stakeholder inquiries, responses, and resolution of concerns (available to VDOT upon request)
E-Mail and Text Updates	Regularly during design and construction	Regularly updated, advertised, and curated stakeholder list	Share Project updates, upcoming construction activities, and future impacts
Traffic Impacts / Notifications	Before all impacts to motorists: Coordinating weekly or bi-weekly before major traffic pattern changes	VDOT and City of Norfolk (for further distribution), local media	Notification of traffic pattern changes and input on how to mitigate local street impacts In coordination with VDOT, meet with local traffic reporters to communicate upcoming impactful changes and work
Website and Social Media Updates	Regularly during design and construction	General public	Provide content for VDOT HREL Network website, social media, and media channels; Provide calendar of planned construction activities, including relevant local special events that may be impacted
Construction Progress Updates	Monthly during construction	VDOT, City of Norfolk (for further distribution to stakeholders)	Construction photographs Project look-ahead schedule Planned traffic impacts
Project Advertising Strategy	As determined in collaboration with VDOT	VDOT, City of Norfolk (for review and approval)	Develop and implement paid advertising and marketing strategy
Collateral Materials	As determined in collaboration with VDOT	Traveling public, tourism, trucking	Informational marketing and communication materials, in partnership with City of Norfolk Communications and Norfolk Convention and Visitors Bureau

4.5 | Construction of Project

PUBLIC SAFETY

The Myers Team's commitment to safety inherently includes both our workforce and the public. To design a work zone that gets our employees Home Safe Every Night, we must engineer traffic patterns that keep motorists and the community safe. **Josh Brown** (Safety Manager) leads these efforts for the Project. He provides guidance during the design phase to limit changes to traffic patterns, provide safe access to construction areas, and reduce construction impacts throughout the Project corridor. He also leads safety training, inspections, and subcontractor mentoring efforts. Shannon coordinates with Josh to communicate safety concerns (e.g., traffic changes) to the community and traveling public.

The preconstruction phase includes limited shoulder improvements conducted using allowable lane and shoulder

closure times with minimal impact to traffic. Phase 1 and Phase 2 include the primary construction scope of work. Our placement of barrier wall along the interstate will create a reliable, understandable, long-term traffic pattern. This will improve traffic flow and safety by avoiding frequent changes. This approach permits accelerated I-64 EB construction and early opening of the new dual lane managed section. We also have eliminated the use of steel road plates by keeping all widening and rehabilitation work behind barriers, physically separating traffic from the work areas, which will improve motorist safety.

To maximize public and worker safety during nighttime work operations, Myers will deploy our work zone lighting systems (as shown in Figure 5.2.5) which go above and beyond industry standards to help mitigate safety risks.



Mill and overlay operations will use nightly and weekend hours to complete only enough overlay as possible in each shift. We will employ very high early latex concrete, which has a proven track record with VDOT of providing a safe, high-quality product that we can reliably place in single shifts and have traffic running on it in 8 hours or less. From a safety perspective, this eliminates the need to put traffic on milled pavement on the bridges.

The section of I-64 WB through Little Creek Rd and Granby St bridges is the tightest on the Project. Maintaining two lanes of traffic through this section would not be possible without frequent lane closures. *Our ATC #1 eliminates regular mobile lane closures.* Our plan provides for safer traffic patterns along the narrow two-lane section of I-64 WB through the construction area that covers the rehabilitation of WB Little Creek Rd and Granby St bridges. We will separate the work zone and the through traffic with barrier wall, which is safer for traffic than temporary lane closures behind barrels and TMA trucks. The plan will create a consistent traffic pattern during construction.

Once educated about the MOT pattern, motorists who regularly travel through this section will be safer in contrast to navigating a frequently changing series of lanes closures. *Our plan accomplishes the Project work in two phases with only a single interim traffic switch between outside and inside work.*

Figure 5.2.5: Exceeding Industry-Standard Night Lighting

4.6 PROPOSAL SCHEDULE







4.6.1 PROPOSAL SCHEDULE

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The Myers Team's approach to the Project's design and construction provides a schedule advantage derived from our experience in eliminating learning curves, reducing risk of delays, and minimizing impacts to existing VDOT operations. Based on this approach, we have assembled schedule completion milestones that deliver several advantages to VDOT and the traveling public, including:

- Following Project Notice to Proceed on November 19, 2022, our Team will expedite investigation, design, and acquisition of Limited Notice to Commence Construction (LNCC) approval of the Phase 1 ITS & Sign Structure design package on August 19, 2023. Doing so allows us to expedite ITS construction, construction coordination with HRBT Segment 3, and relocation of existing ITS fiber and power facilities which conflict with existing bridge foundation elements along the corridor.
- Coupled with the Phase 1 ITS & Sign Structure LNCC, our Team will also expedite approval of Phase 1 MOT / TMP design and gain LNCC of these plans on August 26, 2023. With these plan approvals secured, our Team will initiate construction activities on the I-64 reversible managed lanes with the intent to *complete the managed lanes on or before June 19, 2024*. By completing the managed lanes early, our Team can implement our ATC #1, enabling work to begin on I-64 WB independently of the I-64 EB work.
- Following approval of the LNCC for the Final Roadway and Bridge plans on or before November 16, 2023, we begin work on I-64 EB with the intent of working on the outside roadway and bridge widening concurrently in Phase 1. Work will continue in Sections 1 and 2 of Phase 1. Once Phase 1 is complete, work will transition to Phase 2 (work on the inside portion of the roadway) independently within Sections 1 and 2 so that our Team can expedite completion of I-64 EB. Our current schedule shows that the Myers
- Team will be able to open I-64 EB to traffic by October 21, 2025, thus opening the I-64 EB roadway to traffic approximately 7 weeks ahead of the contractual completion date.
- Construction activities will continue concurrently for I-64 EB and I-64 WB to ensure that the Project is complete on or before December 15, 2025. This completion date includes the required 180 day ITS burn-in period which will be completed on or before December 12, 2025.

The Proposal Schedule, included in *Volume II*, uses Primavera software and critical path method scheduling to depict the scope and sequence of work to complete the Project per RFP requirements. A summary schedule, which depicts the longest path of the Project, is also provided. In addition to the PDF copy of the Proposed Schedule in *Volume II*, the source document in Primavera version 20.12 (.XER) is included with the Technical Proposal submission.

4.6.2 PROPOSAL SCHEDULE NARRATIVE

We have established several milestones to support and monitor the Myers Team's commitment to deliver the Project on time and comply with the contractual requirement of final Project completion on or before December 15, 2025. We will work continuously to identify and mitigate potential Project risks and manage the schedule with the intent of completing the Project early. *Figure 6.1* lists some key milestone dates extracted from our complete Project schedule.

Milestone	Schedule Completion Date
Notice of Intent to Award	September 23, 2022
CTB Approval / Notice to Award	October 26, 2022
Design-Build Contract Execution	November 18, 2022
Notice to Proceed	November 19, 2022
VDOT Issues – Limited Notice to Commence Construction – Phase 1 ITS & Sign Structure Plans	August 19, 2023
VDOT Issues – Limited Notice to Commence Construction – Phase 1 TMP / MOT Plans	August 26, 2023
VDOT Issues – Limited Notice to Commence Construction – Phase 1 C&G / ESC Plans	October 13, 2023
VDOT Issues – Notice to Commence Construction – Roadway	November 14, 2023
Complete Managed Lanes	June 19, 2024
Complete EB Lanes – Phase 1	February 18, 2025

Figure 6.1: Key Milestones

Perform ITS Level A Final Testing	May 11, 2025
Perform ITS Level B Final Testing	June 15, 2025
Complete WB Lanes – Phase 1	June 24, 2025
Complete EB Lanes – Phase 2	October 21, 2025
Complete WB Lanes – Phase 2	December 8, 2025
180-Day TSI Window	December 12, 2025
Project Closeout Complete	December 15, 2025
Final Completion – VDOT Issues C-5	December 15, 2025

SEQUENCE OF WORK

To achieve the Project milestones, our Team will proactively begin certain design phase activities following NTP:

- Prepare Right of Way Acquisition Plan
- Prepare Baseline Schedule
- Prepare Quality Assurance / Quality Control Plan
- Prepare Public Involvement/Communications Plan
- Assess Existing Conditions Data Identify Supplementary Data Needs
- Compile Geotechnical Information Base Map Bridge Borings
- Compile Geotechnical Information Base Map Roadway Borings
- DB Develop Stage I Bridge Plans All Structures (Widenings and Rehabilitations)
- Perform Noise Analysis / Develop Initial Findings Report
- Develop Permit Impact Plates
- Schedule / Conduct Kick-off Meeting with VDOT Regional Utilities Office

After NTP, we will prioritize activities that support the design of the Phase 1 ITS & Sign Structure advanced plan package, the Phase 1 MOT/TMP plan, and the Phase 1 C&G / ESC Plan. These plan sets will be instrumental in progressing the construction of the I-64 reversible managed lanes which is on the Project critical path.

SEQUENCING AND PHASING

The Myers Team's plan proposes dividing the Project into two sections, as shown in *Figure 6.2*, to *provide smaller, more manageable areas in the two distinct construction phases to meet the traffic maintenance requirement and provide the greatest scheduling flexibility*. Guided by the goal of an early Final Completion, construction will be active in multiple Project sections during each phase.



We have developed the construction phasing based on a compilation of roadway and bridge construction needs; however, our assessment (reinforced by our Proposal Schedule) is that the Project's critical path runs through the I-64 reversible managed lanes and then the I-64 WB lanes. Our construction phasing therefore focuses on expediting construction of the I-64 reversible managed lanes and opening these lanes to traffic so that we can implement our ATC #1. To prepare for construction activities, we include an advanced Phase 1 ITS and Sign Structure plan, an advanced Phase 1 MOT/TMP plan, and a Phase 1 C&G / ESC plan within the design phase and in advance of Phase 1 construction. We anticipate approval of these packages in the Summer / Fall of 2023. Work on the I-64 reversible managed lane will begin shortly after approval.

Our design approach supports as early a construction start as possible for the I-64 reversible managed lanes, including the Phase 1 ITS & Sign Structures plan approval package. As reflected in the Project critical path, design activities needed to start the requisite construction include property notification letter and distribution, supplemental topographic survey and compilation of a composite base map, and completion of the Phase 1 ITS & Sign Structure plan set.

Phase 1 construction of the I-64 EB lanes begins following final approval of roadway and Stage 2 bridge plans in the Fall of 2023, concurrently with the I-64 reversible managed lane construction. As noted in *Section 4.5.1* (Sequence of Construction), Phase 1 work includes the outside widening of I-64 EB roadway and bridges. When this work is completed, we transition to the Phase 2 work, construction of the inside improvements to I-64 EB. *This approach to the construction of the I-64 EB lanes allows this facility to open early, assuming all ITS work and burn-in periods have been satisfied.*

WORK BREAKDOWN STRUCTURE (WBS)

The proposal schedule is organized using a hierarchical WBS and is broken down by major scope of work as shown below. For design scope areas, the WBS further details major work efforts. For construction, the WBS is broken down first by construction phase and then by the geographical sections as shown in *Figure 6.2* and described in the sequence and phasing narrative of *Section 4.5.1*. The following represents the primary schedule WBS section and subsections used to develop the RFP level Project Schedule.

Project Milestones: The Project Milestones section includes key points in the Project schedule that form the basis for high-level schedule management and assist the Team in tracking, monitoring, and meeting our commitment to deliver the Project to VDOT and the traveling public on time or earlier than the stipulated Project Completion date of December 15, 2025.

Project Administration: The Project administration section includes activities related to the overall management of the Project and includes the following subsections of this WBS:

- Project Startup: Includes mobilization activities
- *Management Submittals:* Includes activities related to Project management submittals, such as the Project-Specific Safety & Hazardous Materials Management Plan, RW Acquisition Plan, and Environmental Management Plan
- General Conditions: Contains the activities for creating the initial Project Baseline schedule
- *Quality Assurance/Quality Control:* Tracks the submission and approval of the QA/QC Plan and progress of monthly QA/QC efforts, as well as activities for the required preparatory meetings
- Project Closeout: Includes punch list and as-built drawing submission activities

Scope Validation Period: The scope validation period is 120 days. This section includes activities related to the scope validation process, such as investigations, submittals, and negotiations, if necessary.

Public Involvement: The Public Involvement section includes activities related to Project interaction with the public and key Project stakeholders. This section also includes preparation and approval of the Design-Builder's Public Information Communication Plan, the Design-Builder's communication plan presentation to VDOT staff, and outreach strategies to be employed during the design and construction phases. It also includes distribution and tracking of property notification letters.

Design: The Design section includes activities related to the design efforts needed to develop and track notice to commence construction, including approved-for-construction plans. Subsections of this WBS are:

- *General Design Efforts:* Includes design support activities such as reviewing final contract requirements, finalizing and optimizing alternatives, and assessing additional data requirements that need to be obtained through additional field investigation, borings, and evaluations
- **Design Surveys:** Includes activities related to gathering additional data through field survey and investigations

- *Geotechnical:* Includes activities related to performing additional soil borings, laboratory analyses, geotechnical analysis, and design for the bridges and roadways
- Advanced Roadway Plans: Design plans required to accelerate Phase 1 construction. Includes the Phase 1 TMP / MOT, Phase 1 Clearing and Grubbing / Erosion & Sediment Control, Phase 1 ITS / Sign Structures, and the FI/RW Plans.
- *Final Roadway Plans:* Includes activities related to the preparation, submission, and approval of the AFC Roadway Plans, AFC TMP / MOT Plans, AFC Landscaping Plans, and the AFC Lighting/ITS/Signage Plans
- *Stage I and II Bridge Design Plans:* Development of initial and final bridge designs for I-64 EB over Granby St, I-564, Little Creek Rd, and Tidewater Dr, I-64 WB over Tidewater Dr, Granby Str and Little Creek Rd, and I-64 Managed Lanes over I-564 and Little Creek Rd
- *Final Design Noise Analysis Report:* Includes development and approval of the final design noise analysis report

Permitting / Environmental: The Permitting/Environmental section includes activities related to the obtaining necessary environmental permits for the Project and which represent a Hold Point in the Project schedule. The activities in this section are a conservative approach to the Project's environmental activities. Subsections of this WBS are:

- *VPDES:* Includes activities related to the preparation, submission, and issuance of the VPDES permit required prior to the commencement of land disturbing activities.
- *WUS Permit:* Includes activities related to preparing, submitting, and gaining approval of the individual WUS permit from USACE, VMRC, and DEQ
- *Pollution Prevention (P2) Plan:* Includes activities associated with the compilation, development, and acquisition of the Pollution Prevention plan
- *Stormwater Pollution Prevention Plan:* Includes activities associated with setting up and maintaining the SWPPP documentation as the design progresses

Right-of-Way: The RW section includes activities related to acquiring needed Right of Entry agreements and RW required to commence construction of the Project. Acquisition of RW is separated into five different RW packages, accounting for potentially 24 properties that may require RW acquisition and/or easements. Subsections of this WBS are:

- *Site Assessments/Survey/Research:* Includes activities related to site investigations and research for parcels potentially affected by the Project.
- *Appraisals:* Includes activities related to development of appraisals for parcels that are confirmed to be affected by the Project design
- *Negotiations / Clear for Construction:* Includes activities related to negotiating the purchase price of the parcel where necessary, and the closing or other acquisition process, whether through acquisition or condemnation.

Utilities: The Utilities section includes activities related to the efforts needed to relocate utilities in conflict with the final design. Each subsection below is broken down by utility owner and geographical section. Where the Team expects to find no conflicts with a particular utility, revisions to the utility WBS will be updated in a subsequent baseline submission. Subsections of this WBS are:

- *Utility Coordination/Planning:* Includes activities related to the early coordination and issuance of Master Utility Agreements
- *Utility Field Inspections:* Includes activities related to field investigations, development of the SUE drawing and test hole investigations, and utility relocation concept plans for each utility owner
- *Plan and Estimates:* Includes activities related to development and approval of Plan and Estimates and final utility relocations
- *Utility Relocation:* Includes activities related to construction of the utility relocation, completion of the UT-11's for inspection during construction, and submission of as-built documentation to VDOT

Procurement: The Procurement section includes activities related to relationships between Myers and its vendors and subcontractors. Subsections of this WBS are:

- *Vendor Procurement:* Includes activities related to procurement of materials vendors and subcontractors needed to construct the approved design. Some activities may not be necessary to represent procurement completion; rather, they provide adequate lead times between design and the start of construction
- *Construction Submittals:* Includes tracking pre-construction working drawings and show drawings for key long lead items
- *Fabrication:* Includes activities related to the lead times for major materials

Construction: The construction section includes activities related to constructing the approved design. This WBS section is broken down by phase, then by direction, then by section of roadway as shown below. Please note that all stationing and the WBS subsection are as follows:

- ✓ Pre-Construction
 - o I-64 EB

- Section 1 Sta 964+34 to Sta 1017+00
 - Roadway
- Section 2 Sta 1017+00 to Sta 1085+50
 - Roadway
- o I-64 WB
 - Section 1 Sta 2810+42 to Sta 3030+00
 Roadway
 - Section 2 Sta 3030+00 to Sta 3076+66
 - Roadway
- ✓ Phase 1
 - o I-64 EB
 - Section 1 Sta 964+34 to Sta 1017+00
 - Traffic Control Measures
 - Erosion Control Measures
 - Roadway
 - Structures
 - ITS / Electrical / Signage
 - Section 2 Sta 1017+00 to Sta 1085+50
 - Traffic Control Measures
 - Erosion Control Measures
 - Roadway
 - Structures
 - ITS / Electrical / Signage
 - o I-64 WB
 - Section 1 Sta 2810+42 to Sta 3030+00
 - Traffic Control Measures
 - Erosion Control Measures
 - Roadway
 - Structures
 - ITS / Electrical / Signage



- Section 2 Sta 3030+00 to Sta 3076+66
 - Traffic Control Measures
 - Erosion Control Measures
 - Roadway
 - Structures
 - ITS / Electrical / Signage
- o I-64 Managed Lanes
 - Section 1 Sta 6002 to Sta 6023+04 / Sta 6031+23 to Sta 6059+10
 - Traffic Control Measures
 - Roadway
 - Structures
 - ITS / Electrical / Signage
 - Section 2 Bridge over I-564 & Little Creek Rd
 - Traffic Control Measures
 - Erosion Control Measures
 - Roadway
 - Structures
- ✓ Phase 2
 - o I-64 EB
 - Section 1 Sta 964+34 to Sta 1017+00
 - Traffic Control Measures
 - Erosion Control Measures
 - Roadway
 - Structures
 - ITS / Electrical / Signage
 - Section 2 Sta 1017+00 to Sta 1085+50
 - Traffic Control Measures
 - Erosion Control Measures
 - Roadway
 - Structures
 - ITS / Electrical / Signage
 - o I-64 WB
 - Section 1 Sta 2810+42 to Sta 3030+00
 - Traffic Control Measures
 - Erosion Control Measures
 - Roadway
 - Structures
 - ITS / Electrical / Signage
 - Section 2 Sta 3030+00 to Sta 3076+66
 - Traffic Control Measures
 - Erosion Control Measures
 - Roadway
 - Structures
 - ITS / Electrical / Signage

CRITICAL PATH

Per VDOT specifications, the critical path on the Project has been defined as the Longest Path. The determined longest path includes the following activities from the NTP (November 19, 2022) through Final Completion (December 15, 2025):

- Notice to Proceed
- Prepare / Approve / Distribute Property Owner Notification Letters
- Topographic Surveys
- Design and Approval of Phase 1 ITS and Sign Structure Plans
- Procurement of Signs
- Completion of I-64 WB managed lane
- Construction of I-64 reversible managed lane
- Completion of managed lanes
- I-64 WB Section 1 LT traffic and erosion control measures
- I-64 WB Section 1 LT earthwork and start of drainage
- Construction of walls 3A, 3B, and 3C Sta 202+05 Granby St Ramp A to Sta 2847+86 LT I-64 WB
- Completion of I-64 Section 1 LT roadway
- I-64 WB Section 1 RT traffic and erosion control measures
- Construction of I-64 WB RT roadway complete
- Mill and final surface asphalt I-64 WB Section 1 complete
- Complete final punch list and Project closeout
- Final Completion

MEANS & METHODS

We calculated the durations in the Proposal Schedule based on estimated quantities known at the time of the proposal, as well as historical production averages experienced on similar projects. We review and monitor the construction schedule as design progresses and quantities are finalized. Any major modifications to the design or design quantities will be reviewed with VDOT and reflected in the potential revisions to the Project schedule.

Geotechnical Improvements: As reflected by activities in the Proposal Schedule, our Team will perform geotechnical investigations and analysis to determine the most cost-effective and schedule-efficient method of

Stabilizing unsuitable soils. Where possible, we plan to utilize an in-situ stabilization method. These methods are typically faster, providing schedule savings. In addition, in-situ stabilization will reduce/eliminate the need for on-road trucks to travel in and out of the work zone under traffic to dispose of the material, increasing safety for the Project and the traveling public.

Reviews and Approvals: Discrete activities exist for preparation, submission, review and comment, and review and approve for each major deliverable in the schedule. To further clarify the reviewer's responsibility, R/C is used for Review/Comment while R/A is used for Review/Approve. Upon award, the Team will utilize the activity code C00117841DB111 "Responsible Stakeholder" to identify reviewing parties for each R/C and R/A activity. Known stakeholders with review and approval responsibilities include (but are not limited to) VDOT, the City of Hampton, and utility owners.

Subcontractors and Suppliers: Lessons learned from schedule management on previous design-build projects have led us to include a Procurement section in the Proposal Schedule. This section of the WBS captures the activities needed to execute contracts with various subcontractors and suppliers once the design is submitted for approval. This section also contains activities for the fabrication and delivery of major materials that typically have longer lead times, such as precast drainage structures and sound wall panels.

Resource Management: We perform initial assessments of crew flow and allocation at a high level to make sure the Project will face no major resource challenges and so that our Team can be confident that the schedule is

achievable. Post-award, Primavera's role and resource functions may be used to monitor and track the number of self-perform and subcontract resources needed in the construction phase of the Project.

Before the procurement phase, we allocate resources to show what types of subcontractors and suppliers are needed for each construction activity. Once we procure a specific vendor for that activity, we assign an activity code to represent the specific firm procured. For example, a bridge activity would assign the resource "Bridge Contractor" pre-procurement. Post procurement, the activity would be assigned a specific activity code with the firm's name, "ABC Structural Company". These assignments allow the procurement and construction management staff to strategically plan with all resource availability considerations in mind. This also helps differentiate between work being self-performed by the Team and work being performed by others.

SCHEDULE ASSUMPTIONS

To properly manage the Project schedule, we must understand the scope of work and interdisciplinary dependencies. Furthermore, we must understand the technical capabilities of the schedule management software. Care has been given to set up of the Primavera Schedule to ease future schedule management and to properly account for schedule risks to reduce potential impacts.

Calendars: Project-specific calendars have been set up in Primavera to represent various restrictions and assumptions that must be applied to the Project activities.

- ✓ C00117841DB111 5-Day Office Calendar
 - o This calendar allows work five days per week, except standard state holidays.
 - This is assigned to all preconstruction activities that are not dependent on weather and would be primarily performed in an office.
- ✓ C00117841DB111 5-Day Field Calendar
 - This calendar allows for work five days per week except for standard state holidays. It also incorporates normal weather patterns that would affect field activities, such as precipitation histories.
 - o This is assigned to all field activities that may be affected by weather or precipitation events.
- ✓ C00117841DB111 Paving Calendar
 - This calendar allows work for five days per week except for standard state holidays. In addition to accounting for normal weather patterns, as shown in the "5-Day Field" calendar, it does not allow any work between December 15 of each year and March 1 of the next year.
 - o This is assigned to all permanent paving activities.
- ✓ C00117841DB111 7-Day Calendar
 - o This calendar allows work seven days per week.
 - This is assigned to cure activities and any activity for which the duration is based on calendar days, such as review activities. It is also used on each of the activities needed for the managed lane 21-day shutdown.
- ✓ C00117841DB111 Clearing Calendar
 - This allows for work five days per week except for standard state holidays. In addition to accounting for normal weather patterns, as shown in the "5-Day Field" calendar, it does not allow any work between April 2 and November 13 of each year.
 - o This is assigned to all clearing and grubbing activities.

Consistent Activity Names and IDs: We have taken care to maintain consistency in each activity's name and ID throughout the Proposal Schedule. Each Activity ID is twelve digits long. The first six to ten digits mirror the WBS code in which the activity is located. Likewise, activities of similar type follow a consistent naming convention. Activities for installing asphalt, for example, are consistently named "Place Asphalt" throughout the schedule rather than "Install Asphalt" in one location or "Place Pavement" in another. In addition, activities that are duplicative in multiple areas of the Proposal Schedule have a suffix for the specific and applicable segment, phase, and detail.

Activity Codes: Project-specific activity codes have not yet been established. However, the baseline schedule will contain activity codes representing such items as phase, segment of the Project, specific areas within each segment, type of work, and responsible party. This will allow us to create custom filters and layouts to better communicate various aspects of the Project Schedule to different stakeholders and contributors.

Schedule Risk and Management: Several sections of the Proposal schedule do not yet have adequate information to thoroughly define schedule activities at a Baseline Schedule level of detail. In these areas, our Team has drawn from previous DB experience to build a schedule that minimizes the risk of future impact once additional details are known. Examples of known risk areas and risk minimization measures include:

- **Plan Packaging:** The Proposed Schedule shows the design packages broken down by priority of work needed for construction. Construction staff have worked with the designers to define Advanced Work Packages (AWPs) that will allow an accelerated start to construction with low risk of future rework due to design progression. Key AWPs which have been identified in the Project schedule include:
 - ✓ Phase 1 ITS & Sign Structure Plans
 - ✓ Phase 1 MOT / TMP Plans
 - ✓ Phase 1 C&G / Erosion and Sediment Control Plans
- **Plan Reviews:** Almost every design submittal in the Proposal Schedule includes two VDOT review cycles. Our collaborative approach to resolving comments should allow substantial time to approve plans.
- Utility Relocations: All potential conflicts known at the time of submission of the *Volume 2 Plans* are shown to be relocated in the Proposal Schedule. The Team will continue to strive to minimize or eliminate conflicts such that relocations shown in the schedule may not be necessary—allowing construction to advance earlier than projected in the Proposal schedule.

Upon NTP, the Team will cost load the first three months of the Proposal Schedule and make any modifications necessary to meet the Contract Requirements for Preliminary Schedule, updating any areas where additional information is known. As design progresses following submission of the Preliminary Schedule, our Team may break down some areas to the high level of detail necessary to properly manage the Project's baseline schedule. *This breakdown will allow better resource management and more accurate progress monitoring.*

The CPM Schedule will be the driving force behind all long-term and short-term planning efforts. Design work and other preconstruction activities will be closely monitored with the schedule. A formal CPM schedule update will be submitted monthly to VDOT and distributed to the appropriate Project Stakeholders, as requested.

APPENDIX 4.0.1.1 TECHNICAL PROPOSAL CHECKLIST







ATTACHMENT 4.0.1.1

HREL Segment 1A

TECHNICAL PROPOSAL CHECKLIST AND CONTENTS

Offerors shall furnish a copy of this Technical Proposal Checklist, with the page references added, with the Technical Proposal.

Technical Proposal Component	Form (if any)	RFP Part 1 Cross Reference	Included within page limit?	Technical Proposal Page Reference
Technical Proposal Checklist and Contents	Attachment 4.0.1.1	Section 4.0.1.1	no	Appendix 4.0.1.1
Acknowledgement of RFP, Revisions, and/or Addenda	Attachment 3.6 (Form C-78-RFP)	Sections 3.6, 4.0.1.1	no	Appendix 3.6
Letter of Submittal	NA	Sections 4.1		1
Letter of Submittal on Offeror's letterhead	NA	Section 4.1.1	yes	1
Identify the full legal name and address of Offeror	NA	Section 4.1.1	yes	1
Authorized representative's original signature	NA	Section 4.1.1	yes	1
Declaration of intent	NA	Section 4.1.2	yes	1
120 day declaration	NA	Section 4.1.3	yes	1
Point of Contact information	NA	Section 4.1.4	yes	1
Principal Officer information	NA	Section 4.1.5	yes	1
Final Completion Date	NA	Section 4.1.6	yes	1
Proposal Payment Agreement or Waiver of Proposal Payment	Attachment 9.3.1 or 9.3.2	Section 4.1.8	no	Appendix 4.1.8
Certification Regarding Debarment Forms	Attachment 11.8.6(a) Attachment 11.8.6(b)	Section 4.1.9	no	Appendix 4.0.1.1
Offeror's Qualifications	NA	Section 4.2		2

ATTACHMENT 4.0.1.1

HREL Segment 1A

TECHNICAL PROPOSAL CHECKLIST AND CONTENTS

Technical Proposal Component	Form (if any)	RFP Part 1 Cross Reference	Included within page limit?	Technical Proposal Page Reference
Confirmation that the information provided in the SOQ submittal remains true and accurate or indicates that any requested changes were previously approved by VDOT	NA	Section 4.2.1	yes	2
Organizational chart with any updates since the SOQ submittal clearly identified Including addition of the Environmental Compliance Manager and the Contractor Incident Management Coordinator	NA	Section 4.2.1	yes	2
Revised narrative when organizational chart includes updates since the SOQ submittal	NA	Section 4.2.1	yes	2
Design Concept	NA	Section 4.3		3-18
Conceptual Roadway Plans and description	NA	Section 4.3.1	yes	3-10
Conceptual Structural Plans and description	NA	Section 4.3.2	yes	11-18
Project Approach	NA	Section 4.4		19-33
Environmental Management	NA	Section 4.4.1	yes	19-21
Utilities	NA	Section 4.4.2	yes	21-28
Geotechnical	NA	Section 4.4.3	yes	28-30
Quality Assurance/ Quality Control (QA/QC)	NA	Section 4.4.4	yes	30-33
Construction of Project	NA	Section 4.5		34-50

ATTACHMENT 4.0.1.1

HREL Segment 1A

TECHNICAL PROPOSAL CHECKLIST AND CONTENTS

Technical Proposal Component	Form (if any)	RFP Part 1 Cross Reference	Included within page limit?	Technical Proposal Page Reference
Sequence of Construction	NA	Section 4.5.1	yes	34-44
Transportation Management Plan	NA	Section 4.5.2	yes	44-50
Disadvantaged Business Enterprises (DBE)	NA	Section 4.1.10		1
Written statement of percent DBE participation	NA	Section 4.1.10	yes	1
Proposal Schedule	NA	Section 4.6		S-1 - S10
Proposal Schedule	NA	Section 4.6	no	Volume II
Proposal Schedule Narrative	NA	Section 4.6	no	S-1-S-9
Proposal Schedule in electronic format (CD-ROM)	NA	Section 4.6	no	Attached

APPENDIX 3.6 FORM C-78-RFP







Form C-78-RFP

ATTACHMENT 3.76

COMMONWEALTH OF VIRGINIA DEPARTMENT OF TRANSPORTATION

RFP NO.	C00117840DB112	
PROJECT NO .:	0064-122-470	

ACKNOWLEDGEMENT OF RFP, REVISION AND/OR ADDENDA

Acknowledgement shall be made of receipt of the Request for Proposals (RFP) and/or any and all revisions and/or addenda pertaining to the above designated project which are issued by the Department prior to the Letter of Submittal submission date shown herein. Failure to include this acknowledgement in the Letter of Submittal may result in the rejection of your proposal.

By signing this Attachment 3.76, the Offeror acknowledges receipt of the RFP and/or following revisions and/or addenda to the RFP for the above designated project which were issued under cover letter(s) of the date(s) shown hereon:

1.	Cover letter of	RFP – April 28, 2022	1
		(Date)	
2.	Cover letter of	Addendum #1- May 27, 2022	1
		(Date)	
3.	Cover letter of	Addendum #2- June 17, 2022	
		(Date)	
4.	Cover letter of	Addendum #3- July 13, 2022	
		(Date)	

5. Cover letter of Addendum #4- August 2, 2022

1

1

(Date)

SIGNATURE

PRINTED NAME

TITLE
APPENDIX 4.1.8 PROPOSAL PAYMENT AGREEMENT







ATTACHMENT 9.3.1 PROPOSAL PAYMENT AGREEMENT

THIS PROPOSAL PAYMENT AGREEMENT (this "Agreement") is made and entered into as of this ______ day of ______, 20__, by and between the Virginia Department of Transportation ("VDOT"), and ______ ("Offeror").

WITNESSETH:

WHEREAS, Offeror is one of the entities who submitted Statements of Qualifications ("SOQs") pursuant to VDOT's January 20, 2022 (last addendum February 10, 2022) Request for Qualifications ("RFQ") and was invited to submit proposals in response to a Request for Proposals ("RFP") for the I-64 Hampton Roads Express Lanes (HREL) Segment 1A, Project No. 0064-122-470 ("Project"), under a design-build contract with VDOT ("Design-Build Contract"); and

WHEREAS, as part of the procurement process for the Project, Offeror has already provided and/or furnished to VDOT, and may continue to provide and/or furnish to VDOT, certain intellectual property, materials, information and ideas, including, but not limited to, such matters that are: (a) conveyed verbally and in writing during proprietary meetings or interviews; and (b) contained in, related to or associated with Offeror's proposal, including, but not limited to, written correspondence, designs, drawings, plans, exhibits, photographs, reports, printed material, tapes, electronic disks, or other graphic and visual aids (collectively "Offeror's Intellectual Property"); and

WHEREAS, VDOT is willing to provide a payment to Offeror, subject to the express conditions stated in this Agreement, to obtain certain rights in Offeror's Intellectual Property, provided that Offeror submits a proposal that VDOT determines to be responsive to the RFP ("Offeror's Proposal"), and either (a) Offeror is not awarded the Design-Build Contract; or (b) VDOT cancels the procurement or decides not to award the Design-Build Contract to any Offeror; and

WHEREAS, Offeror wishes to receive the payment offered by VDOT, in exchange for granting VDOT the rights set forth in this Agreement.

NOW, THEREFORE, in consideration of the mutual covenants and agreements set forth in this Agreement and other good and valuable consideration, the receipt and adequacy of which are acknowledged by the parties, the parties agree as follows: Request for Proposals Part 1 Instructions for Offerors April 28, 2022

1. <u>VDOT's Rights in Offeror's Intellectual Property</u>. Offeror hereby conveys to VDOT all rights, title and interest, free and clear of all liens, claims and encumbrances, in Offeror's Intellectual Property, which includes, without restriction or limitation, the right of VDOT, and anyone contracting with VDOT, to incorporate any ideas or information from Offeror's Intellectual Property into: (a) the Design-Build Contract and the Project; (b) any other contract awarded in reference to the Project; or (c) any subsequent procurement by VDOT. In receiving all rights, title and interest in Offeror's Intellectual Property, VDOT is deemed to own all intellectual property rights, copyrights, patents, trade secrets, trademarks, and service marks in Offeror's Intellectual Property, and Offeror agrees that it shall, at the request of VDOT, execute all papers and perform all other acts that may be necessary to ensure that VDOT's rights, title and interest in Offeror's ability to use Offeror's Intellectual Property without the obligation to notify or seek permission from Offeror.

2. <u>Exclusions from Offeror's Intellectual Property</u>. Notwithstanding Section 1 above, it is understood and agreed that Offeror's Intellectual Property is not intended to include, and Offeror does not convey any rights to, the Escrow Proposal Documents submitted by Offeror in accordance with the RFP.

3. <u>Proposal Payment</u>. VDOT agrees to pay Offeror the lump sum amount of **One Hundred Seventeen Thousand and 00/100 Dollars (\$117,000.00)** ("Proposal Payment"), which payment constitutes payment in full to Offeror for the conveyance of Offeror's Intellectual Property to VDOT in accordance with this Agreement. Payment of the Proposal Payment is conditioned upon: (a) Offeror's Proposal being, in the sole discretion of VDOT, responsive to the RFP; (b) Offeror complying with all other terms and conditions of this Agreement; and (c) either (i) Offeror is not awarded the Design-Build Contract, or (ii) VDOT cancels the procurement or decides not to award the Design-Build Contract to any Offeror.

4. <u>Payment Due Date</u>. Subject to the conditions set forth in this Agreement, VDOT will make payment of the Proposal Payment to the Offeror within forty-five (45) days after the later of: (a) notice from VDOT that it has awarded the Design-Build Contract to another Offeror; or (b) notice from VDOT that the procurement for the Project has been cancelled and that there will be no Contract Award.

5. <u>Effective Date of this Agreement</u>. The rights and obligations of VDOT and Offeror under this Agreement, including VDOT's ownership rights in Offeror's Intellectual Property, vests upon the date that Offeror's Proposal is submitted to VDOT. Notwithstanding the above, if Offeror's Proposal is determined by VDOT, in its sole discretion, to be nonresponsive to the RFP, then Offeror is deemed to have waived its right to obtain the Proposal Payment, and VDOT shall have no obligations under this Agreement.

6. Indemnity. Subject to the limitation contained below, Offeror shall, at its own expense, indemnify, protect and hold harmless VDOT and its agents, directors, officers, employees, representatives and contractors from all claims, costs, expenses, liabilities, demands, or suits at law or equity ("Claims") of, by or in favor of or awarded to any third party arising in whole or in part from: (a) the negligence or wilful misconduct of Offeror or any of its agents, officers, employees, representatives or subcontractors; or (b) breach of any of Offeror's obligations under this Agreement, including its representation and warranty under Section 8 hereof. This indemnity shall not apply with respect to any Claims caused by or resulting from the sole negligence or wilful misconduct of VDOT, or its agents, directors, officers, employees, representatives.

7. <u>Assignment</u>. Offeror shall not assign this Agreement, without VDOT's prior written consent, which consent may be given or withheld in VDOT's sole discretion. Any assignment of this Agreement without such consent shall be null and void.

8. <u>Authority to Enter into this Agreement</u>. By executing this Agreement, Offeror specifically represents and warrants that it has the authority to convey to VDOT all rights, title, and interest in Offeror's Intellectual Property, including, but not limited to, those any rights that might have been vested in team members, subcontractors, consultants or anyone else who may have contributed to the development of Offeror's Intellectual Property, free and clear of all liens, claims and encumbrances.

9. <u>Miscellaneous</u>.

a. Offeror and VDOT agree that Offeror, its team members, and their respective employees are not agents of VDOT as a result of this Agreement.

b. Any capitalized term used herein but not otherwise defined shall have the meanings set forth in the RFP.

c. This Agreement, together with the RFP, embodies the entire agreement of the parties with respect to the subject matter hereof. There are no promises, terms, conditions, or obligations other than those contained herein or in the RFP, and this Agreement shall supersede all previous communications, representations, or agreements, either verbal or written, between the parties hereto.

d. It is understood and agreed by the parties hereto that if any part, term, or provision of this Agreement is by the courts held to be illegal or in conflict with any law of the Commonwealth of Virginia, validity of the remaining portions or provisions shall not be affected, and the rights and obligations of the parties shall be construed and enforced as if the Agreement did not contain the particular part, term, or provisions to be invalid. e. This Agreement shall be governed by and construed in accordance with the laws of the Commonwealth of Virginia.

IN WITNESS WHEREOF, this Agreement has been executed and delivered as of the day and year first above written.

VIRGINIA DEPARTMENT OF TRANSPORTATION

By:
Name:
Title:
[Insert Offeror's Name]
By:
Name: Aawan J. Myers
Title: <u>Executive Vice President</u>

APPENDIX 4.2.1 RESUMES FOR DEPUTY KEY PERSONNEL





WRA

ATTACHMENT 4.2.1

DEPUTY KEY PERSONNEL RESUME FORM

Print Decume of Key Deveened entipingted for the Preject
a Name & Title:
Jonathan Holt, Regional Operations Manager
b. Project Assignment:
Deputy Design-Build Project Manager
c. Name of the Firm with which you are employed at the time of submitting Technical Proposal:
Allan Myers
d - Employment History With this Firm 10 Vacro With Other Firms 20 Vacro
a. Employment History: with this Firm $\underline{10}$ years with Other Firms $\underline{20}$ years
and duration of employment for the last fifteen (15) years. (NOTE: If you have less than 15 years of
employment history please list the history for those years you have worked. Project-specific experience
shall be included in Section (g) below):
Allan Myers, Regional Operations Manager & Project Executive (2015-present): Operational oversight of a
regional construction projects with a focus on large, highly complex infrastructure projects delivered by joint ventue
design-build teams. Manage all aspects of projects, including planning and scheduling, coordination with owners
designers / other stakeholders, public outreach, and quality / safety / schedule / budget oversight. Proven record delivering
safe projects on time on expedited construction schedules across the Mid-Atlantic region, including the Hampton Road
area. Board Member of Hampton Roads Utility and Heavy Contractors Association since 2017 (President, 2019).
Allan Myers, Senior Project Manager (2011-2015): Project management and oversight of several heavy civ
construction projects, delivering successful outcomes on time and on budget. Oversaw several key departments
support construction efforts in the Hampton Road region including procurement, schedule, DBE/SWaM, docume.
Schiavone Construction Company, Senior Project Manager/Project Manager (1992-2011): Project Manage
Senior Project Manager responsible for oversight and quality control for complex civil infrastructure projects in Ne
York City for projects ranging up to \$300M in size and award-winning design-build projects.
e. Education: Name & Location of Institution(s)/Degree(s)/Year/Specialization:
Fairleigh Dickinson University, Teaneck, New Jersey / BS / 1992 / Construction Engineering Technology
f Active Registration: Vear First Registered/Discipline/VA Registration #:
2014/VDOT Frosion & Sediment Control Contractor Certification Program (FSCCC)/#2-00119
2015/Virginia DEO RLD Certification/#RLD01585
2014/VDOT Basic Work Zone Traffic Control Training and Flagger Certification/#061114010
g. Document the extent and depth of your experience and qualifications relevant to the Project.
1. Note your role, responsibility, and specific job duties for each project, not those of the firm.
2. Note whether experience is with current firm or with other firm.
3. Provide beginning and end dates for each project; projects older than tifteen (15) years will not b
(List only three (3) relevant projects for which you have performed a similar function.
contracts with multiple task orders (on multiple projects) should not be listed as a single project.
VDOT RTE 58 (LASKIN RD) RECONSTRUCTION (\$81M), VIRGINIA BEACH, VA
Firm: Allan Myers Role: Regional Operations Manager Date: 09/2019 - 12/2022
Project Description: Smart-scale road reconstruction of Rte 58 from First Colonial Rd to Birdneck Rd for approx.
miles. Reconstruction and reconfiguration of the roadway within the existing footprint, from two mainline lanes in each
direction with adjacent service roads to three lanes in each direction. The project replaces the existing bridge over
Linkhorn Bay, to meet the new design flood elevation and includes raising the roadway as much as three feet. Th
imposes challenges with respect to maintenance of traffic during phased construction. The scope of work also include
upgrade of six signalized intersections along the corridor and extensive underground utility work consisting of over 60,000 L E of contemp storm water, and HPSD force main mining.
ou,000 LF of sanitary, storm, water, and HKSD force main piping.
Similarities: On this complex roadway reconstruction and bridge replacement project less than 20 miles from the L-
1A Project area, Jon applied his experience in the VDOT Hampton Roads District in service as Regional Operation
Manager. He directed a phased approach to the reconstruction and widening of the Rte 58 roadway and bridge, navigatir
stormwater and environmental management, overcoming geotechnical challenges in poor soils and use of lightweigh

aggregate, and carefully planned and executed MOT that phased construction while maintaining traffic and access to businesses and homes along the corridor. In his role as Regional Operations Manager, Jon built relationships and coordinated directly with the same and similar project stakeholders to the I-64 1A effort, including public and private utilities, local residents and businesses, and regional environmental agencies.

Impact on the Project: Jon provided oversight of the project construction team and had direct impact on delivering quality, coordinating with VDOT and stakeholders to minimize risks, and solving the challenges posed by the sensitive local environment and geotechnical composition of the region. He forged relationships with local project stakeholders including HRSD, Virginia Natural Gas, Dominion Energy, Verizon, Cox, and VBS. He has guided the construction team in successfully maintaining access for area residents and businesses while making room for the project improvements. The project abuts Linkhorn Bay, a sensitive environmental area that drains to the ocean. With Jon's leadership, the team developed cofferdams and turbidity curtains as solutions for the phased bridge reconstruction work.

NEWTOWN CREEK WATER POLLUTION CONTROL PLANT UPGRADE (\$300M), GREENPOINT, NY

Firm: Schiavone ConstructionRole: Senior Project ManagerDate: 06/2009 - 07/2011

Project Description: Excavation and shoring; 50,000 cy of reinforced concrete; 1490 tons of structural steel; 120,000 lf of steel H-pile supported drainage and plant process piping; and specialty process equipment for this key element of New York City's transformation of its largest wastewater plant into one of the nation's largest treatment facilities, serving more than one million people with a capacity of up to 700 million gallons per day.

Similarities: Jon served as Senior Project Manager for this large-scale, complex, civil construction project. Through his leadership, Jon's team completed work ahead of the project's ambitious schedule while contending with contaminated soil & groundwater, significant utility coordination requirements inherent to the project's scope, and limited space constraints associated with construction.

Impact on the Project: Jon assembled, developed, and led several trade disciplines and over 400 employees in one cohesive, highly functioning team. He met several project management challenges, including the need for extensive environmental monitoring to conform to rigid requirements, a project schedule driven by a heavily reinforced concrete structure laden with process piping embedments and structural steel, and a congested site demanding thoughtful planning and precise execution. Facing a 44-month schedule, five interim milestones, and damage provisions totaling over \$8M, Jon's team earned the full incentive for achieving early completion of all milestones.

NYCTA FAN PLANT REPLACEMENT AT 30TH ST AND 6TH AVE (\$65M), NEW YORK, NY

Firm: Schiavone Construction **Role:** Project Manager

Project Description: Emergency ventilation for a 30-block section along the 6th Ave subway line, serving four separate tracks in mid-town Manhattan. Replacement of two existing fan plants with one new, larger, state-of-the-art facility constructed under the intersection of 6th Avenue and 30th Street in Mid-town Manhattan. Work was completed in an extremely congested urban area while minimizing impacts to the public.

Date: 05/2007 - 12/2009

Similarities: Jon served as Project Manager for this large-scale, complex, civil transportation construction design-build effort. Jon led the team as it navigated complex TMP and MOT requirements, geotechnical constraints, significant utility relocation and coordination, and full-depth roadway reconstruction. He coordinated the many specialized trades demanded by the project as well as the owner.

Impact on the Project: Serving as Project Manager, Jon had full oversight and accountability for the successful delivery of the project. His leadership of in-house temporary structures design and the construction team ensured that the heavy vehicular and pedestrian traffic would be maintained by way of a temporary steel decking system, allowing access from above during night-time limited lane closures. Utility congestion in the project area demanded extensive relocations and support from the temporary decking system to allow excavation below to advance. With Jon's management of diverse tradespeople operating in multiple shifts, the team completed the final restoration of the roadway and utilities in the first 28 months of the 45-month schedule, with final completion in just 36 months (a schedule savings of 20%).

ATTACHMENT 4.2.1

DEPUTY KEY PERSONNEL RESUME FORM

Brief Resume of Key Personnel anticipated for the Project.

- a. Name & Title: Gail Kuttesch, PE, Associate
- b. Project Assignment: Deputy Design Manager
- c. Name of the Firm with which you are employed at the time of submitting Technical Proposal: Whitman, Requardt & Associates, LLP (WRA)
- d. Employment History: With this Firm <u>12</u> Years With Other Firms <u>6</u> Years

Please list chronologically (most recent first) your employment history, position, general responsibilities, and duration of employment for the last fifteen (15) years. (NOTE: If you have less than 15 years of employment history, please list the history for those years you have worked. Project specific experience shall be included in Section (g) below):

Whitman, Requardt & Associates, LLP (WRA), Associate/Senior Project Engineer (2010-present): Gail has served as a senior project engineer for major VDOT design projects continuously since September 2010. She specializes in the design of complex projects requiring a multi-discipline design team. As senior project engineer and a design manager/deputy design manager on VDOT design-build (DB) projects, Gail is responsible for the complete design efforts, including interchange, roadway, bridge, retaining walls, H&H, traffic engineering, utility relocation, environmental compliance, and right-of-way (ROW) coordination. She is responsible for establishing and overseeing a QA/QC program for all pertinent disciplines involved in the design of the project, including the review of design, working plans, shop drawings, specifications, and constructability. She is responsible for coordinating the individual design disciplines and ensuring the overall project design conforms with the contract documents. She also coordinates engineering design tasks and shop drawing submissions as well as RFIs.

URS Corporation (URS), Project Engineer/Design Engineer (2004 –2010): As a project engineer on numerous projects, Gail was responsible for roadway design efforts. including the development of horizontal and vertical alignments, grading, cross sections, typical sections, environmental impacts, construction cost estimates, superelevation, and earthwork. Additionally, she managed task assignments, coordinated with subconsultants and clients, and she worked in all aspects of highway design in both design-bid-build and DB projects. Projects included roundabout improvements, shared-use trail design, intersection design, and interstate/interchange improvements.

e. Education: Name & Location of Institution(s)/Degree(s)/Year/Specialization: Virginia Polytechnic Institute and State University, Blacksburg, Virginia / BS / 2003 / Civil Engineering

- f. Active Registration: Year First Registered/ Discipline/VA Registration #: 2010 / Professional Engineer Virginia / 0402048119
- g. Document the extent and depth of your experience and qualifications relevant to the Project.
 - 1. Note your role, responsibility, and specific job duties for each project, not those of the firm.
 - 2. Note whether experience is with current firm or with other firm.
 - 3. Provide beginning and end dates for each project; projects older than fifteen (15) years will not be considered for evaluation.

(List only three (3) relevant projects for which you have performed a similar function. On-call contracts with multiple task orders (on multiple projects) should not be listed as a single project.

VDOT I-64 WIDENING EXIT 200 - 205 DB (\$47.9M), HENRICO AND NEW KENT COUNTIES, VA

Firm: WRA

Role: Deputy Design Manager

Date: 03/2017 – 09/2019

Project Description: The project included the widening of I-64 from four to six lanes and the design, repair, and widening of two, four-span, 280-ft long existing bridges over the Chickahominy River. The design modified the crown point, which required coordination and special detailing as well as construction support, such as shop drawings and RFIs. The project goal was to alleviate congestion throughout a corridor of I-64 by creating additional traffic capacity and provide ITS improvements throughout the project limits.

Similarities: This widening was, like the Segment 1A Project, a major VDOT DB project on I-64. And like the Segment 1A Project, this effort included extensive traffic control, roadway, ITS, hydraulics, ROW acquisition, signing and pavement markings, SWM, erosion and sediment controls, retaining walls, sound barriers, permits, bridges, geotechnical, public relations, QA/QC, and utility relocations. As Deputy Design Manager for this project, Gail worked in precisely the same role as her proposed assignment for Segment 1A.

Impact on the Project: As deputy design manager, Gail was responsible for WRA's design for this widening project along I-64 with a major focus ensuring the proposed design effectively utilized the existing pavement cross slopes and elevations to minimize cost. These improvements include the widening of I-64, strengthening of outside shoulders, widening/repair of two bridges (eastbound and westbound) over the Chickahominy River, and over a mile of sound barriers. Gail had a lead role in establishing and facilitating the QA/QC program for all disciplines and ensuring the design was in conformance with the contract documents.

VDOT I-95 SAFETY IMPROVEMENTS AT ROUTE 3 DB (\$21M), FREDERICKSBURG, VA

Firm: WRA

Role: Design Manager **Date:** 09/2016 – 11/2018

Project Description: This project included safety and operations improvements at the I-95 interchange at Rte 3 and the addition of a sound barrier wall along northbound I-95 from Cowan Blvd to Fall Hill Ave. These improvements included modifications to three ramps, the addition of two signals, and the modification of the intersection of Rte 3 with Carl D. Silver Pkwy. The northbound entrance ramp improvements provided an auxiliary lane for 3,000 feet along I-95.

Similarities: Gail served as the full design manager on this VDOT DB project. This effort was a major civil transportation improvements project with several similar scope elements to Segment 1A, including extensive traffic control, mass excavation, survey, roadway, hydraulics, ITS, ROW acquisitions, signing and pavement markings, SWM, erosion and sediment control, retaining walls, sound barrier, permits, and utility relocations.

Impact on the Project: Gail lead the design efforts to improve traffic operation at the southbound exit ramp to Rte 3 and Carl D. Silver Parkway and developed a special design retaining wall to eliminate right of way/limited access impacts on commercial properties. She responsible for the project's design and overseeing design elements including roadway, hydraulic, right of way acquisitions, box culvert, CCTV camera installation, signing and pavement markings, stormwater management, maintenance of traffic, erosion and sediment control, retaining wall, sound barrier wall, lighting, permits, public involvement, QA/QC, coordination during construction, and utility relocations.

VDOT FALL HILL AVE WIDENING DB (\$30.8M), FREDERICKSBURG, VA

Firm: WRA

Role: Deputy Design Manager

Date: 03/2014 – 01/2017

Project Description: This project included the widening of Fall Hill Ave from the existing two to four lanes with a raised median from Carl D. Silver Pkwy to a roundabout just west of the bridge over the Rappahannock Canal. Mary Washington Blvd was extended to the roundabout to provide a new connection between Jefferson Davis Hwy and Fall Hill Ave. The existing bridge over I-95 was replaced with a four-lane divided roadway section with pedestrian facilities on both sides.

Similarities: This major VDOT DB project shares several similarities with Segment 1A, including extensive traffic control (on I-95), hydraulics, ROW acquisition, signing and pavement markings, SWM, erosion and sediment control, retaining walls, environmental (4(f) coordination), sound barrier, bridge, and utility relocations. The utility impacts included relocating two Dominion Energy transmission poles and the coordination of a 2,000 ft parallel encroachment of the transmission line easement. As Deputy Design Manager for this project, Gail worked in precisely the same role as her assignment for Segment 1A.

Impact on the Project: Gail led the development of design efforts to minimize impacts to the Dominion Energy transmissions lines, which allowed Mary Washington Blvd to be partially located in the utility easement. She was responsible for WRA's roadway design and design submissions for this widening and reconstruction project of 2.2 miles of Fall Hill Ave and Mary Washington Blvd. This design included a roundabout at the intersection, roadway consisting of a four-lane divided curb and gutter section with a sidewalk on the south side, and a shared-use path on the north side. Gail coordinated design elements including roadway, hydraulic, SWM, bridge, retaining walls, sound barriers, utility relocation and coordination, traffic engineering, lighting, environmental coordination of permits, public involvement, ROW acquisition, and park design.

APPENDIX 3.6.7 LIST OF APPROVED ATCs







Request for Proposals Part 1 Instructions for Offerors April 28, 2022

ATTACHMENT 3.6.7 LIST OF APPROVED ATCs INCLUDED IN TECHNICAL PROPOSAL

OFFEROR:

List all approved ATCs included in the Technical Proposal along with the page number references from Technical Proposal.

ATC ID Number	ATC Name Description	Date ATC Approved	Technical Proposal Reference Page(s) #
ATC #1	Temporary utilization of WB HOT Express Lane as I-64 General Purpose Lane	July 27, 2022	Vol. I, 3, 4, 9, 12, 14, 34, 39, 43, 46, 47, 50 Vol. II, 57-61
ATC #2	Trench Drain detail modifications	July 27, 2022	Vol. I, 3, 4, 6, 34 Vol. II, 58-60

By signing this document, the Offeror hereby confirms that they are agreeing to all conditions that may have accompanied the ATC approval(s). The Offerors shall make a note of RFP Part 4 Section 2.1.10

"If the Contract Documents incorporate any ATCs and Design-Builder, for whatever reason: (a) does not comply with one or more Department conditions of pre-approval for the ATC; (b) does not obtain required third-party approval for the ATC; or (c) fails to implement the ATC, then Design-Builder shall: (1) provide written notice thereof to Department; and (2) comply with the requirements in the Contract Documents that would have applied in the absence of such ATC. Such compliance shall be without any increase in the Contract Price or extension to the Contract Time(s). For the avoidance of doubt, Design-Builder shall not be entitled to any increase in the Contract Price or extension of the Contract Time(s) as a result of any delay, inability or cost associated with the acquisition of any property that may be required to implement any ATC".

[Signature: Offerors POC or Principal Officer]

Printed Name

[Title]

DATE:

APPENDIX 4.1.9 DEBARMENT FORMS





WRA

ATTACHMENT 11.8.6(a) CERTIFICATION REGARDING DEBARMENT PRIMARY COVERED TRANSACTIONS

Project No.: 0064-122-470

The prospective primary participant certifies to the best of its knowledge and belief, that 1) it and its principals:

Are not presently debarred, suspended, proposed for debarment, declared a) ineligible, or voluntarily excluded from covered transactions by any Federal department or agency.

Have not within a three-year period preceding this proposal been convicted of or b) had a civil judgment rendered against them for commission of fraud or a criminal offense in connection with obtaining, attempting to obtain, or performing a public (Federal, State or local) transaction or contract under a public transaction; and have not been convicted of any violations of Federal or State antitrust statutes or commission of embezzlement, theft, forgery, bribery, falsification, or destruction of records, making false statements, or receiving stolen property;

Are not presently indicted for or otherwise criminally or civilly charged by a c) governmental entity (Federal. State or local) with commission of any of the offenses enumerated in paragraph 1) b) of this certification; and

d) Have not within a three-year period preceding this application/proposal had one or more public transactions (Federal, State or local) terminated for cause or default.

2) Where the prospective primary participant is unable to certify to any of the statements in this certification, such prospective participant shall attach an explanation to this proposal.

The undersigned makes the foregoing statements to be filed with the proposal submitted on behalf of the Offeror for contracts to be let by the Commonwealth Transportation Board.

Signature

B/10/2022 Executive Vice President Date Title Myers VA, MC.

ATTACHMENT 11.8.6(b) CERTIFICATION REGARDING DEBARMENT LOWER TIER COVERED TRANSACTIONS

Project No.: 0064-122-470

1) The prospective lower tier participant certifies, by submission of this proposal, that neither it nor its principals is presently debarred, suspended, proposed for debarment, declared ineligible, or voluntarily excluded from participation in this transaction by any Federal department or agency.

2) Where the prospective lower tier participant is unable to certify to any of the statements in this certification, such prospective participant shall attach an explanation to this proposal.

The undersigned makes the foregoing statements to be filed with the proposal submitted on behalf of the Offeror for contracts to be let by the Commonwealth Transportation Board.

August 11, 2022 Date

Partner_____ Title

Whitman, Requardt & Associates, LLP_____ Name of Firm

ATTACHMENT 11.8.6(b) CERTIFICATION REGARDING DEBARMENT LOWER TIER COVERED TRANSACTIONS

Project No.: 0064-122-470

1) The prospective lower tier participant certifies, by submission of this proposal, that neither it nor its principals is presently debarred, suspended, proposed for debarment, declared ineligible, or voluntarily excluded from participation in this transaction by any Federal department or agency.

2) Where the prospective lower tier participant is unable to certify to any of the statements in this certification, such prospective participant shall attach an explanation to this proposal.

The undersigned makes the foregoing statements to be filed with the proposal submitted on behalf of the Offeror for contracts to be let by the Commonwealth Transportation Board.

8/10/2022 Date gnature

President Title

Quinn Consulting Services, Inc. Name of Firm

ATTACHMENT 11.8.6(b) CERTIFICATION REGARDING DEBARMENT LOWER TIER COVERED TRANSACTIONS

Project No.: 0064-122-470

1) The prospective lower tier participant certifies, by submission of this proposal, that neither it nor its principals is presently debarred, suspended, proposed for debarment, declared ineligible, or voluntarily excluded from participation in this transaction by any Federal department or agency.

2) Where the prospective lower tier participant is unable to certify to any of the statements in this certification, such prospective participant shall attach an explanation to this proposal.

The undersigned makes the foregoing statements to be filed with the proposal submitted on behalf of the Offeror for contracts to be let by the Commonwealth Transportation Board.

toBille

Signature

Date 8/10/22

Thomas G. McLinden, President Title

<u>Aldridge Electric, Inc.</u> Name of Firm

<u>ATTACHMENT 11.8.6(b)</u> <u>CERTIFICATION REGARDING DEBARMENT</u> <u>LOWER TIER COVERED TRANSACTIONS</u>

Project No.: 0064-122-470

1) The prospective lower tier participant certifies, by submission of this proposal, that neither it nor its principals is presently debarred, suspended, proposed for debarment, declared ineligible, or voluntarily excluded from participation in this transaction by any Federal department or agency.

2) Where the prospective lower tier participant is unable to certify to any of the statements in this certification, such prospective participant shall attach an explanation to this proposal.

The undersigned makes the foregoing statements to be filed with the proposal submitted on behalf of the Offeror for contracts to be let by the Commonwealth Transportation Board.

8/10/2022

Executive Vice President

Signature

Date

Title

Bowman Consulting Group Ltd.

Name of Firm



12500 Fair Lakes Circle #150 Fairfax, VA 22033 703-502-7500





.



TECHNICAL





I-64 HREL TECHNICAL PROPOSAL VOLUME II DESIGN CONCEPT GRAPHICS



Submitted by:





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P a g e | 52





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<u>TIDEWATER RAMP E</u> STATION TO STATION 62º6I-32 65º08.00







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I-64 Hampton I	Roads Express							
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					<u>512</u>		508	<u>LOUP_C_(CONT)</u>
Curve BL 64 FB IA 7 L	Curve BL 64 EB IA 14	Curve BL 64 EXP REV 7	Curve BL 64 WB SEG5 5	Curve BL_64_WB_X0_4	Curve BL_GRANBY_RA_6	Curve BL_564_RD_3	Curve BL_564_RG_6	Curve BL_TWTR_LC_2
PI = 964+77.02 DELTA = 4* 50' 40.38" (LT)	PI = 1017+54.50 DELTA = 15° 25′ 32.45" (RT)	PI = 60/8+89.07 DELTA = 29* 25' 03.12" (LT)	PI = 2841+06.05 DELTA = 21°42′ 10.61″ (LT)	PI = 106+25.91 DELTA = 4° 27′ 15.89″ (LT)	PI = 205+46.13 DELTA = 8° 48′ 53.05″ (LT)	PI = 5+13.52 DELTA = 30°06′54.10″(RT) D = 3°27′58″	PI = 7+45.60 DELTA = 3*10' 02.21" (LT)	PI = 27+98.56 DELTA = 152° 26′ 18.36" (RT)
D = 0° 44′ 49" T = 324.46′	D = 1° 42′ 37″ T = 453.70′	D = 3° 25′ 14" T = 439.70′	D = 3° 28′ 21″ T = 316 . 29′	D = 0° 58′ 12″ T = 229.70′	D = 2°56′18" T = 150.30′ L = 300.00′	T = 444.70' L = 868.83'	D = 1°45′33" T = 90.05′ L = 180.05′	D = 32' 44' 26" T = 713.51' L = 465.60'
L = 648.52" R = 7,670.00' PC = 961.52.56	L = 901.92" R = 3,350.00' PBC = 1013+00.80	L = 860.00' R = 1,675.00' DCC = 6014-40.37	L = 625.00' R = 1,650.00' PCC = 2837+89.76	L = 459,16' R = 5,906.06' PCC = 103+96.21	R = 1,950.00' PC = 203+95,83	R = 1,653.00' PC = 0*68.82	R = 3,257.00' PC = 6+55.55	R = 175.00' PCC = 20*85.05
PRC = 968+01.08 E = 2.2% (HRBT)	PRC = 1022*02.71 E = Match Exist.(*6.0%)	$PT = 6023 \cdot 09.37$ E = Match Exist (80%)	PT = 2844*14.76 E = Match Exist.	PT = 108+55.37 E = 2.8%	PCC = 206+95.83 E = +3.5%	PI = 9+37.64 E = +5.8%	PCC = 8+35.60 , E = Match Exist (2.0% R.C.)	PT = 25•50.65 E = 7.8%
V = 60 MPH (HRBT)	Transition to N.C.(-2.0%) V = 72 MPH	V = 65 MPH	(Var.4.5% to 6%) V = 42 MPH to 51 MPH	V = 60 MPH	V = 35 MPH	V = 50 MPH	" V = 35 MPH	V = 25 MPH TIDEWATER DRIVE RI
	(32)	(203)	63	CURVE BL 64 WB X0 5	CURVE BL GRANBY RA Z			(523)
CUIVE BL_64_EB_IA_2_2 PI = 969+47.35 DFITA = 1°27' 2673" (RT)	Curve BL_64_EB_IAI5 PI = 1026+15 . 37	Curve BL_64_EXP_REV_12 PI = 6039•49.32	Curve BL_64_WB_SEG5_8 PI = 2860+98.97	PI = 110+05.69 DELTA = 2° 47′ 00.96" (LT)	PI = 208+79.33 DELTA = 20° 17′ 57.75" (LT)	(62) Curve BL 564 RE 3	PI = 10•69.66 DELTA = 12° 18′ 04.20″ (LT)	Curve BL_TWTR_RA_I
D = 0° 29′ 54″ T = 146.27′	DELTA = 3° 52′ 28.24" (LT) D = 0° 28′ II" T = 0° 28′ II"	DELTA - 15 25 24,00 (117) D = 2*02' 47" T = 33116'	DELTA = 14° 55′ 51.59" (RT) D = 1° 31′ 32"	D = 0° 55′ 34″ T = 150.32′	D = 5° 35′ 23″ T = 183,50′	PI = 2005+00.69 DELTA = 10° 04' 21.16" (RT)	D = 2° 38′ I7″ T = 234.06′	DELTA = 4° 10' 42.24" (LT) D = 0° 56' 06"
L = 292.52' R = 11,500.00'	1 = 412.66° L = 825.00' B = 12.200.00'	L = 659.26' R = 2,800.00'	T = 492,19' L = 978,79'	L = 300.58' R = 6,187.00' DC = 108:55.78	L = 363.15' R = 1,025.00' PCC = 206+95.83	D = 2* 36′ 58" T = 193.00′	L = 466.32 R = 2,172.00' PCC = 8+35.60	T = 223.51' L = 446.82'
PRC = 968+01.08 PT = 970+93.61 E = -2.0% (N.C.)	PRC = 1022+02.71 PCC = 1030+27.71	PC = 6036+18,16 PT = 6042+77,42	R = 3,756.00' PC = 2856+06.79 PT = 2865+85.58	PC = 108-55,58 PT = 111-55,96 E = NA (Curve Record Limits)	PCC = 200 55.05 PCC = 210+58.98	L = 385.00' R = 2,190.00' 2003:07.60	PT = I3•01.92 E = NA (Curve Bevond Limits)	R = 6,127.00' PC = 70+00.00 PC = 74:46.82
V = 60 MPH	E = Match Exist.(-2.0% N.C. V = 60 MPH) E = Match Exist.(6.5%) V = 72 MPH	E = Match Exist. (Var. 3.5% to 4.7%)	V = NA (Curve Beyond Limits)	V = 45 MPH	PC = 2003-07.69 PT = 2006-92.69 F = 5.6%	V = NA (Curve Beyond Limits)	E = NA (Curve Beyond Limi A V = NA (Curve Beyond Limit
(25)	(33)	(204)	V = 54 MPH to 64 MPH		_ (512B)	V = 35 MPH	TIDEWATER DRIVE LOOF	(524)
Curve BL_64_EB_IA_Z_5 PI = 977+39.96	Curve BL_64_EB_IA16	Curve BL_64_EXP_REV_15 PI = 6057+71.30		_ (501)	Curve BL_GRANBY_RA_8 PI = 211+01.68	(622)	Curve BL TWTR LA 3	Curve BL_TWTR_RA_2
DELTA = 0° 30′ 42.70″ (LT) D = 0° 11′ 28″ T = 17.0″	DELTA = 10° 10′ 22.01″ (LT) D = 0° 52′ 53″	DELIA = 15 55 15.22"(LI) D = 0° 53′ 43" T = 875 95′	(64)	Curve BL_PATROL_RA_3 PI = 12+72.08	DELTA = 3°01′52,74″ (LT) D = 3°33′00″ T 407″	Curve BL_564_RE_4 PI = 2010+53,70 DELTA = 2043(0275"(PT)	PI = 82*04.37 DELTA = 103* 39' 36.47" (LT)	DELTA = 33° 28′ 42.75″ (LT) D = 11° 27′ 3.3″
1 = 154.01 L = 268.01 B = 30.000.00	T = 578.55' L = 1,154.07'	L = 1,741.09' R = 6,400.00'	Curve BL_64_WB_IA_3 PI = 3008+95 . 5I	DELTA = 4° 37′ 56.85" (RT) D = 1° 45′ 27" T	1 = 42,77 L = 85.39' R = 1.614.00'	DELTA - 21 45 02.15 (RT) D = 3° 02′ 40″ T = 361.01′	D = 37° 41′ 41″ T = 193.37′	T = 150,38' L = 292,16'
PC = 976+05.95 PT = 978+73.96	R = 6,500.00' PCC = 1030+27.72 PT = 1041-91.78	PC = 6048+95 . 35 PT = 6066+36 . 44	DELTA = 15° 27′ 30.44" (RT) D = 1° 58′ 33"	L = 263.58' R = 3.260.00'	PCC = 210+58.98 PT = 211+44.37	L = 713.35' R = 1,882.00'	L = 275.00' R = 152.00' PC = 80.1101	R = 500.00' PCC = 74+46.82
E =-2.0% (N.C.) V = 80 MPH	E = Match Exist. (Var 30% to 48%)	E = Match Exist.(2.0% N.C.) V = 74 MPH	1 = 393.60° L = 782.42′ P = 2900.00°	PC = 11+40.22 PCC = 14+03.80	E = Match Mainline V = 41 MPH	PC = 2006+92.69 PT = 2014+06.04	FC = 80+11.01 PCC = 82+86.01 F = 8.0%	PCC = 7.7*38.98 E = 7.2% V = 35 MPH
(26)	V = 72 MPH	1-64 WB SEGMENT 5	PC = 3005+01,91 PT = 3012+84,33	E = -2.5% V = 40 M <u>P</u> H	1-564 RAMP B	E = 6.2% V = 55 MPH	V = 25 MPH	(525)
Curve BL_64_EB_IA_Z_8		58	E = Match Exist.(5.2%) V = 60 MPH	(502)	(591)		- (527)	Curve BL_TWTR_RA_3
DELTA = 7° 05′ 02.57" (LT) D = 2° 50′ 01"	CURVE BL_64_EB_IA20 PI = 1072*64.96 DELTA = 45*14' 32.55" (LT)	Curve BL_64_WB_S5XT_I	(65)	Curve BL_PATROL_RA_4	Curve BL_564_RB_3	(623)	CUIVE BL_TWTR_LA_4 PI = 83*53.68 DFITA = 35*43' 2174" (IT)	PI = 77+93.35 DELTA = 10° 37′ 12.57" (LT) D = 9° 47′ 39"
T = 125.16' L = 250.00'	D = 1°59′59" T = 1J93,83′	DELTA = 0° 49′ 06.09" (LT) D = 0° 29′ 54"	Curve BL_64_WB_IA_6	DELTA = 0° 50′ 41,29″ (RT) D = 0° 29′ 55″	PT = 18+08.72 DELTA = 5° 45′ 52.99" (LT) D = 0° 57′ 18"	Curve BL_564_RF_3 PI = 3002+00.20 DFTTA = 3° 31′ 09 29° (RT)	D = 27* 17' 01" T = 67.67'	T = 54.37' L = 108.43'
R = 2,022.00' PC = 981+26.97	L = 2,262,29' R = 2,865.00'	T = 82.13' L = 164.26'	DELTA = 19° 27′ 29.06" (LT) D = 0° 55′ 40"	T = 84.73′ L = 169.46′	T = 302.09' L = 603.68'	D = 1*16' 24" T = 138-24'	L = 130.93' R = 210.00'	R = 585.00′ PCC = 77+38.98
PCC = 983+76.97 E = Match Exist.(5.7%) V = 54 MPH	PC = 1060*71.13 PT = 1083*33.42	R = 11,500.00' PC = 2806+00.00 PCC = 2807+64.26	T = 1,058.73' L = 2,097.08'	R = 11,493.00' PCC = 14+03.80 PT = 15+73.26	R = 6,000.00' PC = 15*06.62	L = 276.40' R = 4,500.00'	PCC = 82+86.01 PT = 84+16.94 E = 7.4%	PT = 78+47.41 E = 6.6% V = 34 MPH
V - 54 MFN	E = Match Exist. (Var.3.7% to 5.6%)	FCC = 2807+64.26 E = -2.0% (HRBT)	R = 6,175.00' PC = 3016+13.83 PT = 3037+10.00	E = Match Mainline (-2.0% N V = 59 MPH	PT = 2/10.30 $PC_{E} = 4\%$	PC = 3000+61.95 PT = 3003+38.35	V = 25 MPH	TIDEWATER DRIVE F
CURVA PL 64 EP IA 7 9		(59)	E = Match Exist. (Var 15% to 26%)	GRANBY ROAD	V = 50 MPH	E = 2.0% (N.C.) V = 35 MPH	I IDEWALER DRIVE LOOP E	(528)
PI = 991+31.79 DFITA = 44° 2.3′ 31.42" (IT)	1-64 REVERSIBLE	Curve BL_64_WB_S5XT_2	V = 45 MPH to 56 MPH	615	(592)	(624)	(5/8) Curren DI THITD I D Z	Curve BL_TWTR_RB_3
D = 3° 05′ 49" T = 754 . 82′		PI = 2809+60.58 DELTA = 3° 12′ 46.94″ (LT)		Curve BL_GRANBY_3 PI = 309+16 . 96	Curve BL_564_KB_6 PI = 25+53J2 DELTA = 53*53'5878" (PT)	Curve BL_564_RF_6 PI = 3005*91,24 DELTA = 8* 32/26.08*(PT)	CUIVE BL_IWIR_LB_S PI = 33*88.10 DEITA = 43° 32′ 47.99″ (RT)	DELTA = 9° 10′ 03.34" (LT) D = 5° 43′ 46"
L = 1,433,36' R = 1,850.00'	Curve BL_64_EXP_REV_3 PI = 6006*86.18 DELTA = 17* 45' 42.09" (LT)	D = 0 49' 07" T = 196.32' L = 392.55'	CUIVE BL_04_WB_IA_9 PI = 3066+57.74 DFITA = 42° 10' 03 38" (IT)	DELTA = 21°09′21,50″ (RT) D = 3°21′38″	D = 10° 01′ 00" T = 290.82′	DELTA - 0 52 2000 (117) D = 7° 09' 43" T = 59.74'	D = 19° 05′ 55″ T = 119.83′	T = 80.17' L = 160.00'
PCC = 985+76.97 PCC = 998+10.33 F = Match Exist	D = 2° 17′ 31″ T = 390.63′	R = 7,000.00' PCC = 2807+64.26	D = 2° 27′ 14" T = 900.24′	1 = 318,40' L = 629,56' R = 1705.00'	L = 538.10' R = 572.00'	L = 119.25' R = 800.00'	L = 228.01' R = 300.00'	R = 1,000,00' PC = 97+11.92
(Var.5.7% to 6.8%) V = 52 MPH to 55 MPH	L = 775.00' R = 2,500.00'	PT = 2811+56.80 E = -2.20%	L = 1,718.47' R = 2,335.00'	PC = 305+98,56 PT = 312+28,12	PC = 22*62.30 PT = 28*00.40	PC = 3005+31.51 PT = 3006+50.76	PC = 32+68.27 PCC = 34+96.28 E = 6.4%	PT = 98+71.92 E = 4.2% V = 30 MPH
(29)	PC = 6002.95.55 PCC = 6010.70.55	V = 60 MPH	PC = 3057+57,50 PT = 3074+75,97 E = Match Exist	E = 2.6% V = 35 MPH	E = NA (Curve Beyond Limits) V = NA (Curve Beyond Limits)	E = 5.8% (N.C.) V = 35 MPH	E = 0.4% V = 25 MPH	T <u>IDEWATER DRIVE F</u>
Curve BL_64_EB_IAIO	V = 59 MPH	Curvo PL 64 WP SEC5 3	(Var.4.4% to 6.2%) V = 49 MPH to 60 MPH	616	<u>1-564 RAMP C</u>	625	(5/9)	(520)
PI = 999+35.45 DELTA = 6*08' 32.44" (LT)	(201)	PI = 2827+44.33 DFITA = 15° 40′ 40.62" (IT)	1-64 WB XO	Curve BL_GRANBY_6 PI = 320+14.81	(629) Curve BL 564 BC 3	Curve BL_564_RF_9 PI = 3008+43.34	Curve BL_IWIR_LB_4 PI = 35+94.63 DELTA = 65* 24' 43 (0" (PT)	Curve BL_TWTR_RC_3 PI = 42+48.10
$D = 2^{\circ} 27^{\circ} 25^{\circ}$ $T = 125J2^{\circ}$ $L = 250.00^{\circ}$	Curve BL_64_EXP_REV_6 PI = 6012+60.59	D = 2*51′02" T = 276.73′	(800)	- DELTA = 23° 47′ 34,00" (LT) D = 3° 02′ 52" 	PI = 11+14.35 DELTA = 4°00' 44.27" (LT)	DELIA = 20°17'16.08" (RT) D = 6°21'58" T = 161.03'	$D = 37^{\circ} 24' 32''$ T = 98.35'	DELTA = 20° 01′ 25.79″ (RT) D = 4° 24′ 27″
R = 2,332,00' PCC = 998+10.33	DELTA = II* 26' 07.71" (LT) D = 3*01' 07" T = 100.01'	L = 550.00' R = 2,010.00'	Curve BL_64_WB_X0_3	T = 596.05 L = 780.69' R = 1880.00'	D = 1° 46′ 06″ T = 113.49′	L = 318.68' R = 900.00'	L = 174.86' R = 153.16'	T = 229.50' L = 454.33'
PT = 1000+60.33 E = Match Exist.Bridge (6.0%)	1 = 190.04 L = 378.82' R = 1.898.00'	PC = 2824*67.60 PCC = 2830*17.60 F = Match Exist (-6.0%)	PI = 99+88.64 DELTA = 8° 35′ 08.35" (LT)	PC = 316+18.76 PT = 323+99.45	L = 226.89 R = 63,240.00' PC = 10+00.86	PC = 3006+82,32 PT = 3010+01.00	PCC = 34•96.28 PT = 36•71.13	R = 1,300,00 PC = 40+18,60 PRC = 44+72.92
Transition to 2.0% (N.C) V = 60 MP <u>H</u>	PCC = 6010+70.55 PCC = 6014+49.37	V = 56 MPH	D = 1° 03′ 05″ T = 409.10′	E = 2.4% V = 35 MPH	$PT = 12 \cdot 27.75$ F = 207 (NC)	E = 5.4% (N.C.) V = 35 MPH	E = 6.4% V = 20 MPH (Match Exist)	E = 4.2% V = 35 MPH
(30)	E = Match Exist. (Var.6.8% to 8%)	61	L = 8/6.67 R = 5,450.00' PC = 95+79.54	GRANBY RAMP A	V = 35 MPH		TIDEWATER DRIVE LOOP	522
Curve BL_64_EB_IAI3 PI = 1010+50.89	V =60 MPH / 70 MPH	Curve BL_64_WB_SEG5_4 PI = 2834•08.07	PCC = 103+96.21 E = +3.0%		(630) Currin PL 564 DO 6	(507)	CUDIE BL TWTP IC I	Curve BL_TWTR_RC_4 PI = 46•47.45
DELTA = 2° 29′ 26.08" (LT) D = 0° 29′ 54"		DELIA = ZI UI 38.70° (LI) D = 2° 43′ 23° T = 390.47′	V = 60 MPH	CURVE BL_GRANBY_RA_3 PI = 201+50,19 DELTA = 28° 22' 2163" (17)	CUIVE BL_364_KC_6 PI = 13+71.95 DFITA = 30°06' 59.86" (RT)	Curve BL_564_RG_3 PI = 3+97.40 DELTA = 15° 57(47.50° (17.5)	DELTA = 26° II' 36.78° (RT)	DELTA = 6°51′27.06" (LT) D = 1°58′01"
Γ = 249.98' L = 499.89' B = 11500.00'		L = 772.16' R = 2,104.00'		D = 14° 19′ 26″ T = 101.11′	D = 10° 41′ 22" T = 144.21′	DELLA - 15 57 47.52"(LT) D = 4°05'33" T = 196.30'	D = 30° 47′ 47" T = 43,28′	T = 174.53' L = 348.65'
PC = 1008+00.91 PRC = 1013+00.80		PCC = 2830+17.60 PCC = 2837•89.76		L = 198.08' R = 400.00'	L = 281.74' R = 536.00'	L = 390.05' R = 1,400.00'	L = 85.05' R = 186.05'	R = 2,913.00' PRC = 44+72.92 PT = 48+21.57
E = -2.0% (N.C.) V = 60 MPH		E = Match Exist.(-6.0%) V = 57 MPH		PC = 200+49,08 PT = 202+47,16	PC = 12+27.75 PT = 15+09.49	PC = 2+01.10 PT = 5+91.16	PC = 20+00.00 PCC = 20+85.05	E = NA (Curve Beyond Limi V = NA (Curve Beyond Limi
				E = Match Exist.(+8.0%) V = NA (Curve Revond Limits)	E = 1.0% V = 35 MPH	∟ = Matcn Exist.(-6.0%) V = 47 МРН	V = NA (Curve Beyond Limits) V = NA (Curve Bevond Limits)	

STATE ROUTE PRC CD-I TIDEWATER DRIVE VA. 64 0064-122-470 C501 RAMP D (5/7) EAST LITTLE CREEK ROAD Curve BL_TWTR_RD_3 PI = 15•36.82 DELTA = 40° 19' 10.31" (RT) (5/3) D = 11° 27′ 33" T = 183,57′ Curve BL_ELCR_RA_3 CUIVE BLELLER RALS PI = (6-07.24 DELTA = 5° 35′ 20.72° (LT) D = 2° 17′ 31° T = (22.03′ L = 243.87′ R = 2.500.00′ PC = 1/4.95 21 L = 351.85' R = 500.00' PC = 13+53.25 PT = 17+05.11 E = +5.0% (Match Exist.) V = 25 MPH PC = 14.85.21 PCC = 17.29.08 E = Match Exist.(2.0% N.C.) AMP A TIDEWAT<u>ER DRIVE RAMP</u>E (529) V = 35 MPH (5/4) Curve BL_TWTR_RE_3 PI = 63+72.10 DELTA = 26°41′23.18″ (RT) Curve BL_ELCR_RA_4 PI = 18-90.84 DELTA = 3° 04' 33.25° (LT) D = 0' 57' 03" T = 161.76' L = 323.45' R = 6.025.00' PCC = 17*29.08 PT = 20'52.53 E = NA (Curve Beyond Limits) V = NA (Curve Beyond Limits) DELI A = 26 4 D = 12° 16′ 08" T = 110.78′ L = 217.54′ R = 467.00′ PC = 62+61.32 PCC = 64+78.86 its) ts) E = Match Exist.(5.3%) V = 25 MPH 530 V = NA (Curve Beyond Limits) Curve BL_TWTR_RE_4 PI = 65:93.89 DELTA = 24 29' 29.4" (RT) D = 10' 48' 38" T = 115.03' L = 226.55' R = 530.00 PCC = 64.78 PC EAST LITTLE CREEK ROAD RAMP B _ (504) Curve BL_ELCR_RB_3 Curve BL_ELCR_RB_3 PI+11+61.98 DELTA + 2' 18' 19.53" (LT) D = 1'54' 35" T + 60.36' L = 120.71' R + 3,000.00' PC = 11-01.62 PT + 12*22.33 E + Match Exist.(*2.0%, NC) V + 30 MPH F = 550.00 PCC = 64*78.86 PT = 67*05.41 E = 5.3% V = 35 MPH EAST LITTLE CREEK ROAD (626) Curve BL_ELCREEK_3 PI = 13+35.43 V = 30 MPH (505) DELTA = 9° 30' 27.32" (RT) D = 2° 51' 53" T = 166.32' L = 331.88' Curve BL_ELCR_RB_6 PI = 18+96.52 DELTA = 8' 46' 37.21" (RT) D = 2' 30' 19" T = 1/5.51' R = 2,000,00' PC = 11*69,11 PT = 15*00,99 L = 350.34' L = 350.34' R = 2,287.00' PC = 17+21.01 PCC = 20+71.35 AMP B E = 2.4% V = 35 MPH 627 E = Match Exist.(+6.0%) Curve BL_ELCREEK_6 PI = 20:44.78 DELTA = 3' 55' 07.94" (RT) D = 1'02' 30" T = 188.17' L = 376.18' R = 5,500,00' PC = 18:56.62 PT = 22:32.80 F = 20' (NC) V = 60 MPH (506) Curve BL_ELCR_RB_7 PI = 22•14.98 DELTA = 4° 59′ 58.33″ (RT) D = 1° 44′ 29″ T = 143.63' L = 287.08' R = 3,290.00' PCC = 20•71.35 PT = 23•58.43 E = 2.0% (N.C.) AMP C V = 35 MPH 627 E = NA (Curve Beyond Limits) Curve BL_ELCREEK_9 PI * 24-52.45 DELTA * 3'16' 16.95''(LT) D * 2'1'' 3'' T * 71.39' L * 142.74' R * 2,500.00' PC * 23-81.07 PC * 25-23.81 F * 20'' (BC) V = NA (Curve Beyond Limits) VOLUME II TECHNICAL PLANS E = 2.0% (R.C.) V = 35 MPH THESE PLANS ARE UNFINISHED AND UNAPPROVED AND ARE NOT TO BE USED FOR ANY TYPE OF CONSTRUCTION OR THE ACOUISITION OF RIGHT OF WAY. ADDITIONAL EASEMENTS FOR UTILITY RELOCATIONS MAY BE REQUIRED BEYOND THE PROPOSED RIGHT- OFits) ts) WAY SHOWN ON THESE PLANS.







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			-
			60
			50
			40
			30
	APPROX. GI	RADE -0.3%	20
			10
.47	.59	49	0
16	16	16	-10

Lanes (HREL) Segment IA



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STATE		FEDERAL AID		STATE		SHEET
	ROUTE	OUTE PROJECT		PROJ	JECT	NO.
VA.			64	0064-122-	470, B655	B-01
Federal Structure No. 00000000020902			FHWA and	Construction Scour Code:	° X27I-9	SN
Federal Stewardship and Oversight Code: FO UPC No. 11963					37	

Stopping Sight Distance for I-64 GP lane pending VDOT approval. Superelevation Rate on existing bridge pending VDOT approval. Shoulder Width pending VDOT approval.

GENERAL NOTES:

- Exist. approach slab Width: 66'-0" face-to-face of curbs includes widening of 14'-8"± on the right side of traffic.

Span layout: 53'-11/2"+ - 64'-61/4"+ - 64'-2¾"+ - 57'-115%" Simple steel plate girder spans.

Capacity: HL-93 loading (widened portion only). HS20-44 for existing. Specifications:

Construction: Virginia Department of Transportation Road and Bridge Specifications, 2020.

Design: AASHTO LRFD Bridge Design Specifications, 8th Edition, 2017; and VDOT Modifications (new bridge elements).

Standards: Virginia Department of Transportation Road and Bridge Standards, 2016; including all current revision.

These plans are incomplete unless accompanied by the Supplemental Specifications and Special Provisions included in the contract documents.

Design loading includes 20 psf allowance for construction tolerances and construction methods for new bridge elements. Design loading includes 15 psf allowance for future wearing surface for new bridge elements. Bridge No. of existing bridge is 2876. Plan No. is 155-01 and 155-01A. The existing structure is designated a Type B structure in accordance with Sec. 411.

DESIGN COMPLIANCE

All bearings are replaced with reinforced elastomeric bearings.

Pier joints to be retrofitted for Continuity In Deck.

Abutments to be retrofitted to VA micro-abutments.

Approach slabs to be widened.

Deck overlay.

VDOT

COMMONWEALTH OF VIRGINIA DEPARTMENT OF TRANSPORTATION PROPOSED BRIDGE WIDENING I-64 EB OVER GRANBY STREET CITY OF NORFOLK 2.63 MI. E. OF RTE. 60 (4th VIEW STREET) PROJ. 0064-122-470, B655 Recommended for Approval:_ _ District Project Development Engineer Date Approved: District Administrator Date 155-01B Date: August 17, 2022 © 2022. Commonwealth of Virginia Sheet B-01



			COMMONWEALTH OF VIRGINIA DEPARTMENT OF TRANSPORTATION					
			STE	RUCTURE AND	BRIDGE DIVISION			
			I-64 EB TYPICA	OVER (L ABUTM	GRANBY S' MENT AND	TREET PIER		
No.	Description	Date	Designed: WRA	Date	Plan No.	Sheet No.		
Revisions			Drawn:WRA Checked: .WRA	Aug. 2022	155-01B	B-02		



END VIEW

Pier I shown. Piers 2 and 3 similar.

SECTION A-A

3'-8"±



STATE ROUTE

FEDERAL AID

PROJECT

NHPP-064-3(520)

STATE

PROJECT

0064-122-470, B655

ROUTE

64

SHEET NO.

B-02



CTATE	FEDERAL AID			SHEET		
STATE	ROUTE	JTE PROJECT		PROJECT		NO.
VA.	NHPP-064-3(520)		64	0064-122-470, B656		B-03
Federal Structure No.000000000020900		FHWA and	Construction Scour Code:	[∩] X27I-:	SN	
Federal Stewardship and Oversight Code: E0 UPC No. 11963						37

Stopping Sight Distance for I-64 GP lane pending VDOT approval. Superelevation Rate on existing bridge pending VDOT approval. Shoulder Width pending VDOT approval.

GENERAL NOTES:

Width: 53'-6" face-to-face of curbs, including 18'-8"± widening on right of traffic.

Span layout: 74'-10"± - 114'-6"± 110'-11%"± -112'-51/2" simple steel plate girder spans.

Capacity: HL-93 loading (widened portion only). HS20-44 for existing. Specifications:

Construction: Virginia Department of Transportation Road and Bridge Specifications, 2020.

Design: AASHTO LRFD Bridge Design Specifications, 8th Edition, 2017; and VDOT Modifications (new bridge elements).

Standards: Virginia Department of Transportation Road and Bridge Standards, 2016; including all current revision.

These plans are incomplete unless accompanied by the Supplemental Specifications and Special Provisions included in the contract documents.

Design loading includes 20 psf allowance for construction tolerances and construction methods for new bridge elements.

Design loading includes 15 psf allowance for future wearing surface for new bridge elements.

Bridge No. of existing bridge is 122-2873. Plan No. is 155-02. The existing structure is designated a Type B structure in

The existing structure is designated a Type B structure in accordance with Sec. 411.

DESIGN COMPLIANCE

All bearings are replaced with reinforced elastomeric bearings.

Pier Expansion Joint Reconsutrction.

Abutments to be retrofitted to VA micro-abutments.

Approach slabs to be widened.

Deck overlay.



COMMONWEALTH OF VIRGINIA DEPARTMENT OF TRANSPORTATION PROPOSED BRIDGE WIDENING I-64 EB OVER I-564 CITY OF NORFOLK 0.18 MI. E. OF RTE. 460 (GRANBY STREET) PROJ. 0064-122-470, B656

	District Project Development Enginee	er Date
Approved:		
	District Administrator	Date
		155-02A
Date: August 17, 2022	© 2022, Commonwealth of Virginia	Sheet B-03



STATE		FEDERAL AID		SHEET	
	ROUTE	PROJECT	ROUTE	PROJECT	NO.
VA.	—	NHPP-064-3(520)	64	0064-122-470, B656	B-04

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CTATE	FEDERAL AID			SHEET		
STATE	ROUTE	JTE PROJECT		PROJECT		NO.
VA.	NHPP-064-3(520)		64	4 0064-122-470, B657		B-05
Federal Structure No. 000000000020892			FHWA and	Construction Scour Code:	[∩] X271-:	SN
Federal Stewardship and Oversight Code: FQ UPC No. 11963						537

Shoulder Width pending VDOT approval. Vertical Clearance pending VDOT approval.

GENERAL NOTES:

Width: 77'-0"+ face-to-face of curbs, including 12'-4"± widening on right of traffic.
Span layout: 43'-61/4"± - 53'-111/8"± - 53'-81/2"± - 32'-63/8"± simple steel plate girder spans.
Capacity: HL-93 loading (widened portion only). HS20-44 for existing.
Specifications:

Construction: Virginia Department of Transportation Road and Bridge Specifications, 2020. Design: AASHTO LRFD Bridge Design Specifications, 8th Edition, 2017; and VDOT Modifications (new bridge elements).

Standards: Virginia Department of Transportation Road and Bridge Standards, 2016; including all current revision. These plans are incomplete unless accompanied by the Supplemental Specifications and Special Provisions included in the contract documents. Design loading includes 20 psf allowance for construction tolerances and construction methods for new bridge elements.

Design loading includes 15 psf allowances for future wearing surface for new bridge elements. Bridge No. of existing bridge is 2867. Plan No. is 209-05. The existing structure is designated a Type B structure in accordance with Sec. 411.

DESIGN COMPLIANCE

All bearings are replaced with reinforced elastomeric bearings.

Pier joints to be retrofitted for Continuity In Deck.

Abutments to be retrofitted to VA micro-abutments.

Approach slabs to be widened.

Deck overlay.

Date: August 17, 2022



COMMONWEALTH OF VIRGINIA DEPARTMENT OF TRANSPORTATION PROPOSED BRIDGE WIDENING I-64 EB OVER LITTLE CREEK ROAD CITY OF NORFOLK 0.33 MI. EAST OF RTE. 460 (GRANBY STREET) PROJ. 0064-122-470, B657 Recommended for Approval: District Project Development Engineer Date

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209-05A

Sheet B-05



STATE		FEDERAL AID		SHEET	
	ROUTE	PROJECT	ROUTE	PROJECT	NO.
VA.	—	NHPP-064-3(520)	64	0064-122-470, B657	B-06

			COMMONWEALTH OF VIRGINIA DEPARTMENT OF TRANSPORTATION						
			STI	RUCTURE AND	BRIDGE DIVISION				
			I-64 EB TYPICA	OVER L L ABUTI	ITTLE CRE MENT AND	EK RD. PIER			
No.	Description	Date	Designed: WRA	Date	Plan No.	Sheet No.			
	Revisions		Drawn:WRA Checked: .WRA	B-06					



	STATE		FEDERAL AID		STATE	SHEET			
	STATE	ROUTE	PROJECT	ROUTE	PROJECT	NO.			
	VA.		NHPP-064-3(520)	64 ГНЖА	0064-122-470, B653	B-07			
	rede			and	Scour Code: X271-	SN			
	Fede	ral S	tewardship and Oversight Cod	e:	FO UPC No. 119	637			
	DES Shou	IGN Ider I	EXCEPTION(S): Width pending VDOT approval.						
зb	Vertical Clearance pending VDOT approval. GENERAL NOTES:								
. Ę	Width 11'-8	68 t on	3'-0" face-to-face of curbs in the right side of traffic.	nclude	es widening of				
	Span Simpl	layo e ste	ut: 39'-6"±- 67'-6¾"±- 59'- eel plate girder spans.	¾"±	- 56'-9±				
	Сара	city:	HL-93 loading (widened portion	on on	ly). HS20-44 for existing.				
1	Spec	ificat	tions:						
+		Const	truction: Virginia Department Bridge Specification	of Tr s, 202	ansportation Road and 0.				
19		Desig	n: AASHTO LRFD Bridge Design 2017; and VDOT Modificati	Speci ons (r	fications, 8th Edition, new bridge elements).				
		Stand	dards: Virginia Department of Bridge Standards, 2016;	Trans inclu	portation Road and ding all current revision.				
	Thes Spec docu	e pla ificat ment:	ns are incomplete unless acco tions and Special Provisions ir s.	ompan' nclude	ied by the Supplemental d in the contract				
	Desiç and	in loc cons	nding includes 20 psf allowanc truction methods for new brid	e for dge e	construction tolerances lements.				
	Desig for i	jn loc new t	ading includes 15 psf allowanc pridge elements.	e for	future wearing surface				
	Bridg 155-0	je No. 04B, d	. of existing bridge is 2814. F and 155-04C.	Plan N	o. is 155-04, 155-04A,				
	The acco	exist rdanc	ing structure is designated o ce with Sec. 411.	з Туре	e B structure in				
			DESIGN COMPL	ANC	E				
		All t elas	earings are replaced with to to the total to the total tota tota	reinf	prced				
		Pier Decl	joints to be retrofitted fo k.	or Coi	ntinuity In				
		Abui	ments to be retrofitted to \	/A m	icro-abutments.				
		Аррі	roach slabs to be widened.						
		Deck	k overlay.						
				-					



COMMONWEALTH OF VIRGINIA DEPARTMENT OF TRANSPORTATION PROPOSED BRIDGE WIDENING ON I-64 EB OVER TIDEWATER DRIVE CITY OF NORFOLK I.O MI. NW OF CHESAPEAKE BLVD. PROJ. 0064-122-470, B653 Recommended for Approval:_ _ District Project Development Engineer Date Approved: District Administrator Date 155-04D Date: August 17, 2022 © 2022. Commonwealth of Virainia Sheet B-07



STATE		FEDERAL AID		SHEET	
	ROUTE	PROJECT	ROUTE	PROJECT	NO.
VA.			64	0064-122-470, B653	B-08



ō





Pier | shown. Piers 2 and 3 similar.

			COMMONWEALTH OF VIRCINIA DEPARTMENT OF TRANSPORTATION					
			ST	RUCTURE AND	BRIDGE DIVISION			
			I-64 EE TYPICA	3 OVER L ABUTN	TIDEWATER MENT AND	R DR. PIER		
No.	Description	Date	Designed: WRA	Date	Plan No.	Sheet No.		
	Revisions		Drawn:WRA Checked: .WRA Aug. 2022 155-04D B-08					

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1	CTATE		FEDERAL AID		STATE		SHEET
STATE		ROUTE	PROJECT	ROUTE	PRO	JECT	NO.
	VA.		NHPP-064-3(520)	64	0064-122-	470, B654	B-09
	Fede	ral St	ructure No.00000000020843	FHWA and	Constructio Scour Code:	ⁿ X271-:	SN
Federal Stewardship and Oversight Code: FO LIPC !					LIPC No 1196	37	

Shoulder width pending VDOT approval.

Vertical clearance pending VDOT approval.

GENERAL NOTES:

Width: $82\,^{\prime}\text{-}0^{\prime\prime}$ face-to-face of curbs includes widening of 4'-9" \pm on the left side of traffic.

Span layout: 40'-2"±- 57'-0%"±- 57'-0%"±- 42'-2"± Simple steel plate girder spans.

Capacity: HL-93 loading (widened portion only). HS20-44 for existing. Specifications:

Construction: Virginia Department of Transportation Road and Bridge Specifications, 2020.

Design: AASHTO LRFD Bridge Design Specifications, 8th Edition, 2017; and VDOT Modifications (new bridge elements).

Standards: Virginia Department of Transportation Road and Bridge Standards, 2016; including all current revision.

These plans are incomplete unless accompanied by the Supplemental Specifications and Special Provisions included in the contract documents.

Design loading includes 20 psf allowance for construction tolerances and construction methods for new bridge elements.

Design loading includes 15 psf allowance for future wearing surface for new bridge elements.

Bridge No. of existing bridge is 2815. Plan No. is 155-04, 155-04A, 155-05B, and 155-05C.

The existing structure is designated a Type B structure in accordance with Sec. 411.

DESIGN COMPLIANCE

All bearings are replaced with reinforced elastomeric bearings.

Pier joints to be retrofitted for Continuity In Deck.

Abutments to be retrofitted to VA micro-abutments.

Approach slabs to be widened.

Deck overlay.

VDOT

COMMONWEALTH OF VIRGINIA DEPARTMENT OF TRANSPORTATION

PROPOSED BRIDGE WIDENING ON I-64 WB OVER TIDEWATER DRIVE CITY OF NORFOLK I.O MI. NW OF CHESAPEAKE BLVD. PROJ. 0064-122-470, B654

Recommended for Approval	District Project Development Enginee	er Date
Approved:	District Administrator	Date
Date:_ August_ 17, 2022 _	© 2022, Commonwealth of Virginia	155-04E Sheet B-09



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			DEF	COMMONWEAL PARTMENT OF	TH OF VIRGINIA TRANSPORTATIO	N
			STI	RUCTURE AND	BRIDGE DIVISION	
			I-64 WI TYPICA	B OVER L ABUTN	TIDEWATER MENT AND	R DR. PIER
No.	Description	Date	Designed: WRA	Date	Plan No.	Sheet No.
	Revisions		Drawn:WRA Checked: .WRA	Aug. 2022	155-04E	B-10

CTATE	FEDERAL AID		STATE	SHEET
STAIL		POUTE	DDO JECT	

64 0064-122-470, B654 B-10

NHPP-064-3(520)

VA. —





CTATE		FEDERAL AID	STATE								
STATE	ROUTE	PROJECT	ROUTE	PRO	NO.						
VA.		NHPP-064-3(520)	64	0064-122-4	170, B6XXX	B-12					
Fede	ral St	ructure No.00000000020900	FHWA and	Constructio Scour Code:	ⁿ X271-	SN					
Fede	ral St	ewardship and Oversight Cod	e:	FO	UPC No. 1196	537					



Pag	e	80
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			DEF	COMMONWEAL PARTMENT OF	TH OF VIRGINIA TRANSPORTATIO	N								
		STRUCTURE AND BRIDGE DIVISION												
			RETAINING WALL SECTIONS											
				D = t =	Dise No.	Charles No.								
No.	Description	Date	Designed: WRA	рате	Plan No.	Sheet NO.								
	Revisions		Checked: .WRA	Aug. 2022		B-13								

FEDERAL AID STATE SHEET NO. B-13 I-64 HREL TECHNICAL PROPOSAL VOLUME II PROJECT SCHEDULE



Submitted by:



tivity ID		Original	Start	Finish		1	2023			
		Duration	Otart		SONC	JFN		AS		
VDOT I-64 Ha	mpton Roads Express Lanes (HREL) Segment 1A Design-Build	640	19-Nov-22	15-Dec-25					_ L _ L	+
MS000001030	Notice to Proceed (19-Nov-2022)	0	19-Nov-22*		♦ N	otice to P	roceed (19-Nov	-2022)		
PNN000000010	Prepare Property Owner Notification Letters	5	21-Nov-22	29-Nov-22		Prepare Pr	operty Owner N	Notificat	ion Lett	ers
PNN00000020	SFA Property Owner Notification Letters	2	30-Nov-22	01-Dec-22	1	SFA Prope	rty Owner Noti	fication	Letters	
PNN000000030	VDOT R/A Property Owner Notification Letters	21	02-Dec-22	22-Dec-22		VDOT	R/A Property Ov	wner No	tificatio	n Let
PNN000000040	Distribute Property Owner Notification Letters	3	23-Dec-22	04-Jan-23		🛑 Distril	oute Property O	wner No	otificatio	on Le
PNN000000050	Property Owner Notification Period	15	05-Jan-23	19-Jan-23		Prop	erty Owner Not	tificatio	n Period	1
DSS000001010	Perform Supplemental Topographic Surveys	30	20-Jan-23	02-Mar-23			Perform Supple	emental	Topogra	ıphic
DSS000001040	Compile Topographic Survey Basemap	5	03-Mar-23	09-Mar-23			Compile Topo	graphic	Survey	Basei
DSS000001050	Develop Topographic Survey Basemap	5	10-Mar-23	16-Mar-23			Develop Topo	ographic	Survey	Base
DSAE00001060	VDOT R/C FI/RW Plans / SWM Report	21	17-Mar-23	06-Apr-23			VDOT R/C	FI/RW	Plans / S	swм
DSAC00001000	Advance Design to Phase 1 - ITS & Sign Structure Plans	30	07-Apr-23	18-May-23			Advan	ce Desig	gn to Ph	ase 1
DSAC00001010	Compile Phase 1 - ITS & Sign Structure Plans	5	19-May-23	25-May-23			Comp	oile Phạs	se 1 - IT	S & S
DSAC00001020	SFC (AM Review) Phase 1 - ITS & Sign Structure Plans	3	26-May-23	31-May-23			SFC	(AM Re	view) Pl	nase
DSAC00001030	R/C (AM Team) Phase 1 - ITS & Sign Structure Plans	5	01-Jun-23	07-Jun-23			∎ R/C	(AM Te	am) Pha	ise 1
DSAC00001040	A/C Phase 1 - ITS & Sign Structure Plans	5	08-Jun-23	14-Jun-23			A/C	C Phase	1 - ITS &	¢ Si
DSAC00001050	SFC (VDOT) Phase 1 - ITS & Sign Structure Plans	3	15-Jun-23	19-Jun-23			SF	C (VDO	T) Phas	e 1 -
DSAC00001060	R/C (VDOT) Phase 1 - ITS & Sign Structure Plans	21	20-Jun-23	10-Jul-23			📫 I	R/C (VC	OT) Ph	ase 1
DSAC00001070	AC Develop AFC Phase 1 - ITS & Sign Structure Plans	5	11-Jul-23	17-Jul-23			1	AC Dev	elop AF	C PI
DSAC00001080	SFA (VDOT) AFC Phase 1 - ITS & Sign Structure Plans/Comment Resolution Matrix	3	18-Jul-23	20-Jul-23			1	SFA (V	DOT) A	FC F
DSAC00001090	VDOT R/AAFC Phase 1 - ITS & Sign Structure Plans	21	21-Jul-23	10-Aug-23					T R/AA	™ C
DSAC00001100	VDOT Approves - AFC Phase 1 - ITS & Sign Structure Plans	3	11-Aug-23	15-Aug-23				VDC	OT Appr	oves
DSAC00001110	VDOT Issues Limited Notice to Commence Construction - AFC Phase 1 - ITS & Sign Structure Plans	3	16-Aug-23	18-Aug-23				VD0	OT Issue	s Li
MS000001080	VDOT Issues - Limited Notice to Commence Construction - Phase 1 ITS & Sign Structure Plans	0	19-Aug-23					♦ VD	OT Issue	:s - L
PCVP00001040	Procure Signing / Markings Package Vendor	0	21-Aug-23	21-Aug-23				Pro	cure Sig	ning
PCCS00006000	Prepare Signage Shop Drawings	20	21-Aug-23	18-Sep-23				I I	Prepare	Sign
PCCS00006010	SFA Signage Shop Drawings	1	19-Sep-23	19-Sep-23				1 5	SFA Sigr	1age
PCCS00006020	VDOT R/A Signage Shop Drawings	21	20-Sep-23	10-Oct-23				. .	VDOT	[R/.
PCFB00006000	Fab & Deliver - Signs	90	11-Oct-23	08-Jan-24						–
CN1H1R001150	Erect Permanent Signs - Sta. 6002+50 to 6059+10 - I-64 WB HOV - Phase 1	3	09-Jan-24	15-Jan-24						
CN1H1R001170	Seed & Mulch - Sta. 6002+50 to 6059+10 - I-64 WB HOV - Phase 1	1	16-Jan-24	16-Jan-24						1
CN1H1T002000	Move Traffic to WB HOV Lanes - I-64 HOV - Section 1 - Phase 1	3	17-Jan-24	22-Jan-24						
CN1H1R003000	Sawcut - Sta. 6002+50 to 6059+10 - I-64 Reversible HOV - Phase 1	3	23-Jan-24	29-Jan-24						1
CN1H1R003010	Remove Existing Pavement - Sta. 6002+50 to 6059+10 - I-64 Reversible HOV - Phase 1	4	30-Jan-24	05-Feb-24						
CN1H1R003020	Strip Topsoil - Sta. 6002+50 to 6059+10 - I-64 Reversible HOV - Phase 1	1	06-Feb-24	06-Feb-24						
CN1H1R003030	Cut/Fill - Sta. 6002+50 to 6059+10 - I-64 Reversible HOV - Phase 1	3	07-Feb-24	12-Feb-24						
CN1H1R003040	Install Drainage - Sta. 6002+50 to 6059+10 - I-64 Reversible HOV - Phase 1	29	13-Feb-24	01-Apr-24						
CN1H1R003100	Construct Median Barrier - Sta. 6002+50 to 6059+10 - I-64 Reversible HOV - Phase 1	58	29-Feb-24	03-Jun-24						
CN1H1R003110	Place Base Asphalt - Sta. 6002+50 to 6059+10 - I-64 Reversible HOV - Phase 1	2	04-Jun-24	05-Jun-24						
CN1H1R003120	Place Asphalt SMA-19.0 - Sta. 6002+50 to 6059+10 - I-64 Reversible HOV - Phase 1	3	06-Jun-24	11-Jun-24						
CN1H1R004000	Mill - Sta. 6002+50 to 6059+10 - I-64 Reversible HOV - Phase 1	2	12-Jun-24	13-Jun-24						
CN1H1R004010	Place Final Course Surface Asphalt - Sta. 6002+50 to 6059+10 - I-64 Reversible HOV - Phase 1	2	14-Jun-24	17-Jun-24						
CN1H1R004020	Apply Permanent Pavement Markings - Sta. 6002+50 to 6059+10 - I-64 Reversible HOV - Phase 1	2	18-Jun-24	19-Jun-24						
MS0000005050	Complete HOV Lanes	0		19-Jun-24						

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Actual Level of Effort

Remaining Work

Milestone

Page 1 of 2

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VDOT I-64 Hampton	Roads Express Lanes (HREL) Segment 1A Design-Build	Prop	osal Layout - I	ongest Path			11-Aug-22 08:36
Activity ID	Activity Name	Original Duration	Start	Finish			2025
CN1W1T001000	Install Troffic Control Massures, 164 WP, Section 1, Diago 1	10	20 Jun 24	05 Jul 24	S O N D J F M A M J Jul A S O N C	J F M A M J Jul A S O N D J F	$ M A M J Jul A S O N ^{O}$
CN1W1F001000	Install Fracion Control Massures, L64 WP, Section 1, Phase 1	10	08 Jul 24	22 Jul 24		Install Frosion Control	1 Measures - I-64 WB - Section 1
CN1W1E001000	Sewent Sta 2010 42 to 2020 00 LT Section 1 - Phase 1	10	08-Jul-24	22-Jul-24		Sawout - Sta 2810+4	$2 \text{ to } 3030\pm00 \text{ LT}$ - Section 1 - I-64
CN1W1R001000	Sawcut - Sta. 2810+42 to 5050+00 L1 - Section 1 - 1-04 wB - Phase 1	5	23-Jul-24	07 Aug 24		Remove Existing Par	we ment - Sta $2810+42$ to $3030+0$
CN1W1R001010	Strip Tengoil Sto 2810142 to 2020100 LT Section 1 - 1-04 WB - Phase 1	0	08 Aug 24	10 Aug 24		Strip Topsoil - Sta	2810+42 to $3030+00$ LT - Section
CN1W1R001020	Strip Topson - Sta. $2810+42$ to $3030+00$ LT - Section 1 - 1-04 wB - Phase 1	15	08-Aug-24	19-Aug-24		Cut/Fill - Sta 28	10+42 to 3030+00 LT - Section 1
CN1W1R001030	Cut/Fill - Sta. 2810+42 to 5050+00 L1 - Section 1 - 1-04 WD - Phase 1 Install Drainage Sta. 2810+42 to 2020+00 LT - Section 1 - 1.64 WD - Phase 1	60	20-Aug-24	08 Jap 25			tall Drainage - Sta 2810+42 to 30
CN1W1R001040	Instan Diamage - Sta. 2810+42 to 5050+00 L1 - Section 1 - 1-04 w B - Phase 1	00	12-Sep-24	08-Jall-23		Grade - Wall #	3A - Sta 202+05 to 202+75 LT -
CN1W1SC01000	Grade - Wall #3A - Sta. 202+05 to 202+75 L1 - Granby Ramp A - Phase 1	2	01-Oct-24	11 Nov 24		Excavate	/ Grade - Wall #3B - Sta 202+75 t
CN1W1SD01000	Excavate / Grade - Wall #3B - Sta. 202+75 to 2842+75 LT - Granby Ramp A/I-64 WB - Phase I	22	12 Nav 24	10 Dec 24			1 Drilled Shaffs - Wall #3B - Sta
CN1W1SD01010	Install Drilled Shalts - wall #3B - Sta. 202+75 to 2842+75 LT - Granby Ramp A/I-64 WB - Phase 1	20	12-NOV-24	19-Dec-24		See See	t Posts - Wall #3B - Sta 202+75 t
CN1W1SD01020	Set Posts - Wall #3D - Sta. 202+/3 to 2842+/3 LT - Granby Ramp A/I-64 WD - Phase 1	10	25-Dec-24	10-Jail-25			Set Panels - Wall #3B - Sta 20
CN1W15D01030	Set Panels - wan $\#$ 5B - Sta. 202+75 to 2842+75 L1 - Granby Ramp A/I-04 wB - Phase I Deal-Stl / Decimary Will $\#$ 2D - Sta. 202 (75 to 2842) (75 LT - Granby Ramp A/I (4 WD - Phase I	10	20-Jan-25	27-Feb-25			Backfill / Drainage - Wall #3
CN1W1SD01040	Backill / Drainage - Wall #3B - Sta. 202+/5 to 2842+/5 L1 - Granby Ramp A/I-04 WB - Phase I	10	10 Mar 25	18-Mar-25			Apply Architectural Treatm
CNIWISD01050	Apply Architectural Treatment - wall #3B - Sta. $202+75$ to $2842+75$ L1 - Grandy Ramp A/1-64 wB - Pha	10	19-Mar-25	03-Apr-25			Finish Grade / Stabilize -
CN1W1SD01060	Finish Grade / Stabilize - wall #3B - Sta. $202+75$ to $2842+75$ L1 - Granby Ramp A/1-64 wB - Phase I	10	07-Apr-25	22-Apr-25			Finish Grade / Stabilize
CN1W1SE01050	Finish Grade / Stabilize - Wall #3C - Sta. $2842+75$ to $2847+86$ L1 - 1-64 WB - Phase 1	2	23-Apr-25	24-Apr-25			 Place Topsoil / Grade S
CN1W1R001140	Place lopsoil / Grade Slopes - Sta. $2810+42$ to $3030+00$ L1 - Section 1 -1-64 wB - Phase 1	/	25-Apr-25	06-May-25			 Install Guardrail - Sta
CNIWIR001180	Install Guardrail - Sta. 2810+42 to 3030+00 LT - Section 1 - 1-64 WB - Phase 1	10	07-May-25	21-May-25			Seed & Mulch - Sta
CNIWIR001170	Seed & Mulch - Sta. 2810+42 to 3030+00 LT - Section 1 - 1-64 WB - Phase 1	2	22-May-25	23-May-25			Complete I 64 Westh
CN1W10000000	Complete I-64 Westbound Section I LT	0		23-May-25			◆ Complete 1-04 Westb
CN2W1T001000	Install Traffic Control Measures - I-64 WB - Section 1 - Phase 2	10	27-May-25	10-Jun-25			
CN2W1E001000	Install Erosion Control Measures - I-64 WB - Section 1 - Phase 2	5	11-Jun-25	17-Jun-25			
CN2W1R001000	Sawcut - Sta. 2810+42 to 3030+00 RT - Section 1 - 1-64 WB - Phase 2	5	18-Jun-25	25-Jun-25			Bamous Evisting
CN2W1R001010	Remove Existing Pavement - Sta. 2810+42 to 3030+00 RT - Section 1 - I-64 WB - Phase 2	4	26-Jun-25	01-Jul-25			Strip Tensoil
CN2W1R001020	Strip Topsoil - Sta. 2810+42 to 3030+00 RT - Section 1 - I-64 WB - Phase 2	4	02-Jul-25	08-Jul-25			Cut/Ell Sto
CN2W1R001030	Cut/Fill - Sta. 2810+42 to 3030+00 RT - Section 1 - I-64 WB - Phase 2	10	09-Jul-25	23-Jul-25			
CN2W1R001040	Install Drainage - Sta. 2810+42 to 3030+00 RT - Section 1 - I-64 WB - Phase 2	28	24-Jul-25	05-Sep-25			
CN2W1R001100	Construct Median Barrier - Sta. 2810+42 to 3030+00 RT - Section 1 - I-64 WB - Phase 2	40	08-Aug-25	14-Oct-25			
CN2W1R001110	Place Base Asphalt - Sta. 2810+42 to 3030+00 RT - Section 1 - I-64 WB - Phase 2	3	15-Oct-25	20-Oct-25			
CN2W1R001120	Place Asphalt SMA-19.0 - Sta. 2810+42 to 3030+00 RT - Section 1 - I-64 WB - Phase 2	5	21-Oct-25	28-Oct-25			
CN2W1R002000	Mill - Sta. 2810+42 to 3030+00 - I-64 WB - Phase 2	7	29-Oct-25	10-Nov-25			M
MS0099999910	VDOT/AM Complete Project Closeout	35	11-Nov-25	15-Dec-25			
PAP000009010	Final Punchlist / VDOT Issues Completed C-5	35	11-Nov-25	15-Dec-25			
MS0099999920	Final Completion - VDOT Issues C-5	0		15-Dec-25			
MS0099999930	Project Closeout Complete	0		15-Dec-25			
© Primavera Systems	s, Inc. Remaining Level of Effort Actual Work Actual Work Actual Work Actual Work Actual Work Actual Work Actual Level of Effort Remaining Work Actual Work	Critical Rem Ailestone	aining Work		Page 2 of 2		

C00117840DB112E01	1: VDOT I-64 Hampton Roads Express Lanes (HREL) Segment 1A	Proposal La	yout					
Activity ID	Activity Name	Original Duration	Start	Finish	SONI		2023	
VDOT I-64 Ham	pton Roads Express Lanes (HREL) Segment 1A Design-Build	670	23-Sep-22	15-Dec-25				IN 5 0
Milestones		670	23-Sep-22	15-Dec-25	i			
MS000001000	Notice of Intent to Award (23-Sept-2022)	0	23-Sep-22		• Notice	of Intent	to Award (2	23-Sept-
MS000001010	CTB Approval / Notice to Award (26-Oct-2022)	0	26-Oct-22*		♦ CT	B Approv	al / Notice	to Award
MS000001020	Design-Build Contract Execution (18-Nov-2022)	0	18-Nov-22*		- ↓ I	Design-Bu	ild Contrac	ct Execu
MS000001030	Notice to Proceed (19-Nov-2022)	0	19-Nov-22*		1 🔶 1	lotice to F	Proceed (19	9-Nov-20
MS000001040	Scope Validation Period	120	19-Nov-22	18-Mar-23	1 🗖		Scope Vali	idation I
MS000001050	Begin Construction Management / Planning	90	12-Apr-23	10-Jul-23	-			Begin C
MS000001080	VDOT Issues - Limited Notice to Commence Construction - Phase 1 ITS & Sign Structure Plans	0	19-Aug-23		-		1	♦ VDO
MS000001060	VDOT Issues - Limited Notice to Commence Construction - Phase 1 TMP/ MOT Plans	0	26-Aug-23		-			♦ VD
MS000001070	VDOT Issues - Limited Notice to Commence Construction - Phase 1 C&G / ESC Plans	0	13-Oct-23		-			•
MS000001090	VDOT Issues - Notice to Commence Construction - Roadway	0	14-Nov-23		-			
MS000005050	Complete HOV Lanes	0		19-Jun-24	-			
MS000005010	Complete EB Lanes - Phase 1	0		18-Feb-25	-			
MS000009000	Perform ITS Level A Final Testing	25	17-Apr-25	11-May-25	-			
MS000009010	Perform ITS Level B Final Testing	35	12-May-25	15-Jun-25	-			
MS000005030	Complete WB Lanes - Phase 1	0		23-May-25	-			
MS000009020	180-day TSI Window	180	16-Jun-25	12-Dec-25	-			
MS000005020	Complete EB Lanes - Phase 2	0		21-Oct-25	-			
MS0099999910	VDOT/AM Complete Project Closeout	35	11-Nov-25	15-Dec-25	-			
MS000005040	Complete WB Lanes - Phase 2	0		08-Dec-25	-			
MS0099999920	Final Completion - VDOT Issues C-5	0		15-Dec-25	-			
MS0099999930	Project Closeout Complete	0		15-Dec-25	-			
Project Administra	tion	640	19-Nov-22	15-Dec-25	-		1	
Project Startup		25	21-Aug-23	25-Sep-23			1	
PAS00001000	Setup VDOT Field Office	20	21-Aug-23	18-Sep-23				
PAS00001010	Setup Myers Field Office	20	28-Aug-23	25-Sep-23	-			
PAS000001020	Install Project Wide Advance Work Zone Signage - Phase 1 MOT	10	28-Aug-23	11-Sep-23				🔲 In
PAS00001030	Mobilize for Construction	20	28-Aug-23	25-Sep-23	-			
Management Subr	nittals	187	21-Nov-22	09-Oct-23	-		1	
PAM000002000	Prepare Right-of-Way (RW) Acquisition Plan	20	21-Nov-22	20-Dec-22	1 🗖	Prepare	Right-of-W	Way (RW
PAM000002010	SFC Right-of-Way (RW) Acquisition Plan	3	21-Dec-22	23-Dec-22		SFC Ri	ght-of-Way	(RW) A
PAM000002020	R/C Right-of-Way (RW) Acquisition Plan	21	24-Dec-22	13-Jan-23	-	R/C	Right-of-Wa	ay (RW)
PAM000002030	AC Right-of-Way (RW) Acquisition Plan	5	16-Jan-23	20-Jan-23	-		Right-of-Wa	ay (RW)
PAM000002040	SFA Right-of-Way (RW) Acquisition Plan	3	23-Jan-23	25-Jan-23	-	I SFA	Right-of-W	Vay (RW
PAM000002050	VDOT R/A Right-of-Way (RW) Acquisition Plan	21	26-Jan-23	15-Feb-23	-		DOT R/AR	light-of-
PAM000002060	VDOT Approves Right-of-Way (RW) Acquisition Plan	5	16-Feb-23	22-Feb-23	-	0 V	DOT Appro	oves Rig
PAM000001000	Prepare Site Specific Safety & Hazardous Materials Management Plan	20	12-Apr-23	09-May-23			🔲 Prepa	are Site S
PAM000001010	SFC Site Specific Safety & Hazardous Materials Management Plan	3	10-May-23	12-May-23			I SFC S	Site Spe
PAM000001020	R/C Site Specific Safety & Hazardous Materials Management Plan	21	13-May-23	02-Jun-23			🗖 R/C	C Site Sp
PAM000001030	AC Site Specific Safety & Hazardous Materials Management Plan	5	05-Jun-23	09-Jun-23	1		I AC	C Site Sp
D 116000001010	SEA Site Specific Sofety & Hegordous Motorials Monogoment Dian	3	12_Jun_23	14-Jun-23	-		I SF	FA Site S
PAM000001040	SFA Site Specific Safety & nazardous Materials Management Fran	5	12-Juli-23	11 Juli 25				

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Critical Remaining Work Actual Level of Effort Remaining Work

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C00117840DB112E01:	VDOT I-64 Hampton Roads Express Lanes (HREL) Segment 1A	Proposal La	yout				
Activity ID	Activity Name	Original Duration	Start	Finish	SOND	LEMAM	
PAM000001060	VDOT Approves Site Specific Safety & Hazardous Materials Management Plan	3	06-Jul-23	10-Jul-23		JFMAN	UDOTA
PAM000003000	Prepare Environmental Management Plan	20	11 -Jul-23	07-Aug-23			🔲 Prepar
PAM000003010	SFC (VDOT) Environmental Management Plan	3	08-Aug-23	10-Aug-23			I SFC (
PAM000003020	VDOT R/C Environmental Management Plan	21	11-Aug-23	31-Aug-23			VDC
PAM000003030	AC Environmental Management Plan	5	01-Sep-23	08-Sep-23			I AC
PAM000003040	SFA (VDOT) Environmental Management Plan	3	11-Sep-23	13-Sep-23			I SE
PAM000003050	VDOT R/A Environmental Management Plan	21	14-Sep-23	04-Oct-23			ı ا
PAM000003060	VDOT Approves Environmental Management Plan	3	05-Oct-23	09-Oct-23			0
General Conditions	· 2 · · · · pp··· · eo 2n · nonmenum rimmigement i mit	75	21-Nov-22	11-Apr-23	-	11	Apr-23, Gener
Project Schedule		75	21-Nov-22	11 - Apr-23		▼ 11	Apr-23, Projec
PAGPS0001000	Prenare Baseline Schedule	40	21-Nov-22	25-Jan-23		Prepare Ba	seline Schedu
PAGPS0001010	SFC Baseline Schedule	3	26-Jan-23	30-Jan-23		SFC Basel	ine Schedule
PAGPS0001020	R/C Baseline Schedule	21	31-Jan-23	20-Feb-23		R/C Bas	eline Schedul
PAGPS0001030	AC Baseline Schedule Revision No. 1	15	21-Feb-23	13-Mar-23		AC Ba	seline Schedu
PAGPS0001040	SEA Baseline Schedule Revision No. 1	3	14-Mar-23	16-Mar-23		SFA B	aseline Sched
PAGPS0001050	VDOT R/A Baseline Schedule Revision No. 1	21	17-Mar-23	06-Apr-23			OT R/A Baseli
PAGPS0001060	VDOT Approves Baseline Schedule Revision No. 1	3	07-Apr-23	11-Apr-23			OT Approves
Quality Assurance/	Quality Control (QA/QC)	393	19-Nov-22	$\frac{02-\text{Oct}-24}{02-\text{Oct}-24}$		-	
Management Subn	nittals	54	21-Nov-22	07-Mar-23		07-Ma	r-23, Manager
	Prepare OA/OC Plan	20	21 Nov 22	20-Dec-22		Prepare QA/Q	C Plan
PAOMS0001010	Schedule / Conduct $DM/OAM OA/OC$ Presentation	5	21-Nov-22	04-Jan-23		Schedule / C	onduct DM/C
PAOMS0001020	SEC QA/QC Plan	3	05-Jan-23	09-Jan-23		SFC OA/OC	Plan
PAOMS0001030	P/C OA/OC Plan	21	10-Jan-23	30-Jan-23			C Plan
PAOMS0001040	$\Delta C \cap \Delta / OC Plan Revision No. 1$	5	31_Jan_23	06-Feb-23			C Plan Revisi
PAOMS0001050	SEA OA/OC Plan Revision No. 1	3	07 Eeb 23	00-Feb 23		I SFA OA/O	OC Plan Revis
PAOMS0001050	$\frac{312}{2}$		10 Fab 23	02 Mar 23			R/A OA/OC P
PAOMS0001070	VDOT Approves 0.0/00 Plan Revision No. 1	21	03 Mar 23	02-War-23			Approves OA
Propagatory Most		307	14 Jul 23	07 - 1v1a1 - 23			
	S/C/D Preparatory Meeting Storm Drainage (HOLD POINT)	1	14-Jul-23	14 Jul 23			I S/C/D-]
PAQPM0001030	S/C/D - Preparatory Meeting - Storm Diamage (HOLD POINT)	1	21 Jul 22	21 Jul 22			+ S/C/D -
PAQPM0001140	S/C/D - Preparatory Meeting - Electrical (HOLD POINT)	1	21-Jul-23	21-Jul-23			
PAQPM0001150	S/C/D - Preparatory Meeting - Barrier (HOLD POINT)	1	$\frac{31-Ju-23}{21-Au-22}$	$\frac{31-\mathrm{Ju}-23}{21-\mathrm{Ju}-23}$			
PAQPM0001130	S/C/D - Preparatory Meeting - Signage (HOLD POINT)	1	21-Aug-23	21-Aug-23			
PAQPM0001010	S/C/D - Preparatory Meeting - MOT (HOLD FOINT)	1	23-Aug-23	23-Aug-23			S/C
PAQPM0001020	S/C/D - Preparatory Meeting - Subgrade & Aggregate Base (HOLD POINT)	1	12 Sap 22	12 Sap 22			
PAQPM0001070	S/C/D - Preparatory Meeting - Asphan Pavement (HOLD POINT)	1	13-Sep-23	13-Sep-23			
PAQFM0001000	S/C/D - Preparatory Meeting - Elosion & Sedmentation Control (HOLD FOINT)	1	13-Oct-23	13-0ct-23			
PAQPM0001130	S/C/D - Preparatory Meeting - Retaining waits (HOLD POINT)	1	13-0ct-23	13-0ct-23			
PAQPM0001180	S/C/D - Preparatory Meeting - Clear & Glub (HOLD POINT)	1	15-Nov-23	15 Nov 23			
PAQPM0001090	S/C/D - Preparatory Meeting - Topson & Seeding (HOLD POINT)	1	13-INOV-23	13-INOV-23			
PAQPM0001060	S/C/D - Preparatory Meeting - Bridge Demo (HOLD POINT)	I	19-Dec-23	19-Dec-23			
PAQPM0001050	S/C/D - Preparatory Meeting - Bridge Substructure (HOLD POINT)		16-Jan-24	16-Jan-24			
PAQPM0001040	S/C/D - Preparatory Meeting - Foundations (HOLD POINT)		26-Jan-24	26-Jan-24			
PAQPM0001080	S/C/D - Preparatory Meeting - Beam Erection (HOLD POINT)		03-Apr-24	03-Apr-24			
PAQPM0001110	S/C/D - Preparatory Meeting - Bridge Deck (HOLD POINT)	1	22-Apr-24	22-Apr-24			
© Primavera Systems, Ind	c. Remaining Level of Effort Actual Work Actual Work Actual Level of Effort Remaining Work Actual Key Actual Key Actual Level of Effort	Critical Remaining Work Milestone				Page	2 of 42

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C00117840DB112E01:	VDOT I-64 Hampton Roads Express Lanes (HREL) Segment 1A	Proposal La	yout			
Activity ID	Activity Name	Original Duration	Start	Finish	S O N D	
PAOPM0001120	S/C/D - Preparatory Meeting - Sound Barrier (HOLD POINT)	1	23-May-24	23-May-24	BORD	JFMAMJJASO
PAOPM0001100	S/C/D - Preparatory Meeting - Pavement Markings (HOLD POINT)	1	28-Jun-24	28-Jun-24	-	
PAOPM0001170	S/C/D - Preparatory Meeting - Drilled Shafts (HOLD POINT)		02-Oct-24	02-Oct-24	-	
Quality Staffing		347	19-Nov-22	31-Oct-23	-	
Design		347	19-Nov-22	31-Oct-23	-	
	Quality Assurance Staffing - Design - November 2022	12	19 Nov-22	30-Nov-22		Quality Assurance Staffing - 1
PAOOAD001020	Quality Assurance Staffing - Design - November 2022	31	01-Dec-22	31-Dec-22		Quality Assurance Staffing
PAOOAD001030	Quality Assurance Staffing - Design - January 2023	31	01-Jan-23	31-Jan-23	-	Ouality Assurance Staf
PAOO A D001040	Quality Assurance Staffing - Design - February 2023	28	01-Feb-23	28-Eeb-23		Ouality Assurance St
PAOO A D001050	Quality Assurance Staffing - Design - March 2023	20	01-Mar-23	31_Mar_23		Ouality Assurance
PA OO A D001060	Quality Assurance Staffing Design April 2023	30	01 Apr 23	$\frac{30 \text{ Apr } 23}{30 \text{ Apr } 23}$	-	Ouality Assura
PAQQAD001000	Quality Assurance Staffing Design May 2023	30	01-Api-23	21 May 22	-	Ouality Ass
PAQQAD001070	Quality Assurance Staffing Design - May 2023	31	01 Jup 23	20 Jun 22	-	
PAQQAD001080	Quality Assurance Staffing - Design - June 2023	30	01-Jun-23	30-Jun-23	-	
PAQQAD001090	Quality Assurance Staffing - Design - July 2023	31	01-Jul-23	31-Jul-23	-11:	
PAQQAD001100	Quality Assurance Staffing - Design - August 2023	31	01-Aug-23	31-Aug-23	-	
PAQQAD001110	Quality Assurance Staffing - Design - September 2023	30	01-Sep-23	30-Sep-23	-	
PAQQAD01120	Quality Assurance Staffing - Design - October 2023	31	01-Oct-23	31-Oct-23		
Project Closeout		587	08-May-24	15-Dec-25		
PAP000009020	Project Closeout / As-Built Drawings	30	08-May-24	06-Jun-24	-	
PAP000009010	Final Punchlist / VDOT Issues Completed C-5	35	11-Nov-25	15-Dec-25		
Scope Validation		227	19-Nov-22	03-Jul-23		03-Jul-2.
SV000000000	Perform Scope Validation Studies	115	19-Nov-22	13-Mar-23		Perform Scope Vali
SV000000010	SFC Scope Validation Letter	5	19-Mar-23	23-Mar-23		SFC Scope Validat
SV000000020	VDOT Responds to Scope Validation Items	21	24-Mar-23	13-Apr-23		VDOT Respond
SV0000001000	Scope Validation Resolution - Issue #1	60	14-Apr-23	12-Jun-23		Scope Vali
SV000002000	Scope Validation Resolution - Issue #2	60	14-Apr-23	12-Jun-23		Scope Vali
SV000003000	Scope Validation Resolution - Issue #3	60	14-Apr-23	12-Jun-23		Scope Vali
SV0000004000	Scope Validation Resolution - Issue #4	60	14-Apr-23	12-Jun-23		Scope Vali
SV000005000	VDOT Final Scope Validation Resolution Letter	21	13-Jun-23	03-Jul-23		UDOT Fi
Public Involvement		50	19-Nov-22	28-Feb-23		28-Feb-23, Public In
Notifications		50	19-Nov-22	28-Feb-23		28-Feb-23, Notificat
PNN000000060	Prepare Public Involvement / Communication Plan	30	19-Nov-22	18-Dec-22	1 🗖	Prepare Public Involvement
PNN00000010	Prepare Property Owner Notification Letters	5	21-Nov-22	29-Nov-22]	Prepare Property Owner Noti
PNN00000020	SFA Property Owner Notification Letters	2	30-Nov-22	01-Dec-22	1 1	SFA Property Owner Notifica
PNN00000030	VDOT R/A Property Owner Notification Letters	21	02-Dec-22	22-Dec-22	1 🗖	VDOT R/A Property Owner
PNN000000070	Schedule / Conduct Communications Plan Presentation	5	19-Dec-22	23-Dec-22		Schedule / Conduct Comm
PNN00000040	Distribute Property Owner Notification Letters	3	23-Dec-22	04-Jan-23	1	Distribute Property Owner
PNN00000080	SPC Communications Plan	3	03-Jan-23	05-Jan-23		SPC Communications Pla
PNN000000050	Property Owner Notification Period	15	05-Jan-23	19-Jan-23		Property Owner Notifica
PNN00000090	R/C Communications Plan	21	06-Jan-23	26-Jan-23		R/C Communications F
PNN000000100	AC Communications Plan	5	27-Jan-23	02-Feb-23	1	AC Communications F
PNN000000110	SFA Communications Plan	21	03-Feb-23	23-Feb-23		SFA Communication
PNN000000120	VDOT Approves Project Communications Plan	3	24-Feb-23	28-Feb-23	1	VDOT Approves Pro
Design		290	21-Nov-22	22 <u>-Apr-24</u>		
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N D J F M A M J J J A S O N D J F M A M J J A S O N D S/C/D - Preparatory Meeting - Sound Barrier (HOLD
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Project Closeout / As-Built Drawings
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Activity ID	Activity Name	Original Duration	Start	Finish		202	3	2024 2025
		7	21 No. 22	01 D = 22	SONI	D J F M A M J. 01-Dec-22 Genera	J A S O N D	J J F M A M J J A S O N D J F M A M J J A S O N D
General Design End	Access Existing Conditions Data Identify Symplementary Data Needs	/	21-Nov-22	01-Dec-22		Assess Existing Con	ditions Data - I	dentify Supplementary Data Needs
DSD000001000	Assess Existing Conditions Data - Identity Supplementary Data Needs	1	21-Nov-22	21-INOV-22		Review Final Contr	act Documents	activity supprementary Data receas
DSD000001010	Review Final Contract Documents	1	22-Nov-22	22-INOV-22		Schedule / Perform	Site Visite / As	cesemente
DSD00001020	Schedule / Perform Site Visits / Assessments	3	23-Nov-22	01-Dec-22		16 Mar	3 Design Surv	
Design Survey		69	02-Dec-22	16-Mar-23		Conduct General L	eviewe - Topo	y graphic Site Conditions
DSS000001000	Conduct General Reviews - Topographic Site Conditions	2	02-Dec-22	05-Dec-22		Conduct General I	Field Review - I	adme site conditions
DSS000002000	Conduct General Field Review - Roadways	5	02-Dec-22	08-Dec-22		Perform Existing S	ion Surveys	toud ways
DSS000003000	Perform Existing Sign Surveys	5	02-Dec-22	08-Dec-22		Document Existing 5	a Pavement Co	rditions
DSS000002010	Document Existing Pavement Conditions	3	09-Dec-22	15-Dec-22		Prepare Existing	Sign Inventory	Penort
DSS000003010	Prepare Existing Sign Inventory Report	10	09-Dec-22	22-Dec-22		SEL Existing Paver	ment Condition	Eindinge
DSS000002020	SFI Existing Pavement Conditions Findings	1	16-Dec-22	16-Dec-22	-	SEL Existing Sign	Inventory Find	is rinuings
DSS000003020	SFI Existing Sign Inventory Findings	1	23-Dec-22	23-Dec-22	-	Perform Su	mventory Fille	no graphie Survey
DSS00001010	Perform Supplemental Topographic Surveys	30	20-Jan-23	02-Mar-23	-		Ipplemental Io	pographic Surveys
DSS000001040	Compile Topographic Survey Basemap	5	03-Mar-23	09-Mar-23	- 1		Topographic Su	ivey Basemap
DSS000001050	Develop Topographic Survey Basemap	5	10-Mar-23	16-Mar-23		Develop	Topographic St	Rvey Basemap
Geotechnical		163	21-Nov-22	29-Aug-23		- 21 Dec 22 Costs	29-Aug-2	b, Geotechnical
Geotechnical Bori	ngs - Bridges	18	21-Nov-22	21-Dec-22		▼ 21-Dec-22, Geote		S - Bridges
DSGBR0001000	Compile Geotechnical Information Basemap - Bridge Borings	2	21-Nov-22	22-Nov-22		Compile Geotechni	cal Information	Basemap - Bridge Borings
DSGBR0001010	Prepare Geotechnical Investigation Plan - Bridge Borings	2	23-Nov-22	28-Nov-22	- · · ·	Prepare Geotechnic		I Plan - Bridge Borings
DSGBR0001015	Compile Geotechnical Investigation Campaign Plan - Bridge Borings	2	29-Nov-22	30-Nov-22		Compile Geotecnn	ical investigatio	on Campaign Plan - Bridge Borings
DSGBR0001020	SFI (VDOT) Geotechnical Investigation Campaign Plan - Bridge Borings	21	01-Dec-22	21-Dec-22		SFI (VDOI) Geot	echnical Invest	Igation Campaign Plan - Bridge Borings
Supplemental Bori	ngs - Bridges	55	22-Dec-22	16-Mar-23		16-Mar-2	3, Supplement	al Borings - Bridges
DSGBB0001000	Locate/Conduct Geotechnical Borings - Bridge Borings	20	22-Dec-22	26-Jan-23	_	Locate/Condu	ict Geotechnica	al Borings - Bridge Borings
DSGBB0001010	Compile Boring Logs - Bridge Borings	10	27-Jan-23	09-Feb-23		Compile Bo	ring Logs - Brid	ge Borings
DSGBB0001020	Conduct Boring Laboratory Analysis - Bridge Borings	20	10-Feb-23	09-Mar-23		Conduct I	Boring Laborate	ory Analysis - Bridge Borings
DSGBB0001030	Compile Boring Laboratory Analysis - Bridge Borings	5	10-Mar-23	16-Mar-23			Boring	ory Analysis - Bridge Borings
Reports and Recon	nmendations - Bridges	86	17-Mar-23	02-Aug-23		V	➡ 02-Aug-23,	Reports and Recommendations - Bridges
DSGRB0001030	Conduct Geotechnical Analyses and Design - Bridges	20	17-Mar-23	13-Apr-23		Condu	ict Geotechnica	I Analyses and Design - Bridges
DSGRB0001000	Compile Geotechnical Data Report (GDR) - Bridges	10	17-Mar-23	30-Mar-23			e Geotechnical	Data Report (GDR) - Bridges
DSGRB0001010	Submit Geotechnical Data Report (GDR) - Bridges	3	31-Mar-23	04-Apr-23		Submit	Geotechnical I	Data Report (GDR) - Bridges
DSGRB0001020	R/A (VDOT) Geotechnical Data Report (GDR) - Bridges	21	05-Apr-23	25-Apr-23		R/A	VDOT) Geotecl	nnical Data Report (GDR) - Bridges
DSGRB0001040	Prepare Preliminary Geotechnical Engineering Recommendations - Bridges	10	14-Apr-23	27-Apr-23		Prepa	re Preliminary	Geotechnical Engineering Recommendations - Bridges
DSGRB0001050	Compile Geotechnical Engineering Report (GER) - Bridges	10	28-Apr-23	11-May-23		Con	npile Geotechn	ical Engineering Report (GER) - Bridges
DSGRB0001060	SFC (AM Review) Geotechnical Engineering Report (GER) - Bridges	3	12-May-23	16-May-23		I SFC	C (AM Review)	Geotechnical Engineering Report (GER) - Bridges
DSGRB0001070	AM R/C Geotechnical Engineering Report (GER) - Bridges	5	17-May-23	23-May-23		□ AN	A R/C Geotechi	nical Engineering Report (GER) - Bridges
DSGRB0001080	A/C Geotechnical Engineering Report (GER) - Bridges	5	24-May-23	31-May-23			C Geotechnica	l Engineering Report (GER) - Bridges
DSGRB0001090	SFC (VDOT) Geotechnical Engineering Report (GER) - Bridges	3	01-Jun-23	05-Jun-23		0 \$1	FC (VDOT) Geo	technical Engineering Report (GER) - Bridges
DSGRB0001100	VDOT R/C Geotechnical Engineering Report (GER) - Bridges	21	06-Jun-23	26-Jun-23			VDOT R/C Ge	otechnical Engineering Report (GER) - Bridges
DSGRB0001110	A/C Advance to Final Geotechnical Engineering Report (GER) - Bridges	5	27-Jun-23	03-Jul-23		Ó	A/C Advance t	to Final Geotechnical Engineering Report (GER) - Bridges
DSGRB0001120	SFA (VDOT) Final Geotechnical Engineering Report (GER) - Bridges	3	05-Jul-23	07-Jul-23		1	SFA (VDOT) H	Inal Geotechnical Engineering Report (GER) - Bridges
DSGRB0001130	VDOT R/A Final Geotechnical Engineering Report (GER) - Bridges	21	08-Jul-23	28-Jul-23		[VDOT R/A	Final Geotechnical Engineering Report (GER) - Bridges
DSGRB0001140	VDOT Approves Final Geotechnical Engineering Report (GER) - Bridges	3	31-Jul-23	02-Aug-23			VDOT App	roves Final Geotechnical Engineering Report (GER) - Bridges
Geotechnical Bori	ngs - Roadway	18	21-Nov-22	16-Dec-22		16-Dec-22, Geote	chnical Boring	s - Roadway
DSGSS0001000	Compile Geotechnical Information Basemap	5	21-Nov-22	29-Nov-22		Compile Geotechn	ical Informatio	Basemap
© Primavera Systems, Inc	C. Remaining Level of Effort Actual Work Critical Remainer Actual Level of Effort Remaining Work ♦ ♦ Milestone	ning Work				Page 4 d	of 42	

C00117840DB112E01:	VDOT I-64 Hampton Roads Express Lanes (HREL) Segment 1A	Proposal La	yout				12-Aug-22 13:52
Activity ID	Activity Name	Original	Start	Finish		2023	2024 2025
		- Duration	20.11 22	0(D 00	SOND	J F M A M J J A S O N D	J F M A M J J A S O N D J F M A M J J A S O N D
DSGSS0001010	Prepare Supplemental Geotechnical Investigation Plan	5	30-Nov-22	06-Dec-22		Compile Gostoshnicel Investigati	an Investigation Than
DSGSS0001040	Compile Geotechnical Investigation Campaign Plan	5	07-Dec-22	13-Dec-22		SEI Cootechnical Investigation C	om campaign Fian
DSGSS0001050	SFI Geotechnical Investigation Campaign Plan	3	14-Dec-22	16-Dec-22		SFI Geotechnical Investigation C	
Supplemental Bor	ings - Roadway	30	19-Dec-22	06-Feb-23		U6+Feb-23, Supplemental Bo	nngs - Roadway
DSGSB0001000	Locate Supplemental Geotechnical Borings	5	19-Dec-22	23-Dec-22	; U		cal Bonngs
DSGSB0001010	Conduct Supplemental Geotechnical Borings	20	03-Jan-23	30-Jan-23	_	Conduct Supplemental Geot	ecnnical Borings
DSGSB0001020	Compile Boring Logs	5	31-Jan-23	06-Feb-23		Compile Boring Logs	
Laboratory Analy	sis - Roadway Borings	25	31-Jan-23	06-Mar-23		06-Mar-23, Laboratory Ar	lalysis - Koadway Borings
DSGLA0001000	Conduct Boring Laboratory Analyses	20	31-Jan-23	27-Feb-23	_	Conduct Boring Laborator	y Analyses
DSGLA0001010	Compile Boring Laboratory Analyses	5	28-Feb-23	06-Mar-23			ry Analyses
Reports and Recor	nmendations	110	07-Mar-23	29-Aug-23		29-Aug-2	b, Reports and Recommendations
DSGRR0001000	Compile Geotechnical Data Report (GDR) - Roadway	5	07-Mar-23	13-Mar-23		Compile Geotechnical D	ata Report (GDR) - Roadway
DSGRR0001010	Submit Geotechnical Data Report (GDR) - Roadway	3	14-Mar-23	16-Mar-23		Submit Geotechnical Da	ta Report (GDR) - Roadway
DSGRR0001020	R/A (VDOT) Geotechnical Data Report (GDR) - Roadway	21	17-Mar-23	06-Apr-23		\square R/A (VDOT) Geotechn	cal Data Report (GDR) - Roadway
DSGRR0001030	Conduct Geotechnical Analyses and Design - Roadway	20	07-Apr-23	04-May-23		Conduct Geotechnic	al Analyses and Design - Roadway
DSGRR0001040	Prepare Preliminary Geotechnical Engineering Recommendations - Roadway	10	05-May-23	18-May-23		Prepare Preliminary	Geotechnical Engineering Recommendations - Roadway
DSGRR0001050	Compile Geotechnical Engineering Report (GER) - Roadway	10	19-May-23	02-Jun-23		Compile Geotech	nical Engineering Report (GER) - Roadway
DSGRR0001060	SFC (AM Review) Geotechnical Engineering Report (GER) - Roadway	3	05-Jun-23	07-Jun-23		SFC (AM Review) Geotechnical Engineering Report (GER) - Roadway
DSGRR0001070	AM R/C Geotechnical Engineering Report (GER) - Roadway	5	08-Jun-23	14-Jun-23		AM R/C Geotec	hnical Engineering Report (GER) Roadway
DSGRR0001080	A/C Geotechnical Engineering Report (GER) - Roadway	5	15-Jun-23	21-Jun-23		A/C Geotechnic	al Engineering Report (GER) - Roadway
DSGRR0001090	SFC (VDOT) Geotechnical Engineering Report (GER) - Roadway	3	22-Jun-23	26-Jun-23		SFC (VDOT) G	eotechnical Engineering Report (GER) - Roadway
DSGRR0001100	VDOT R/C Geotechnical Engineering Report (GER) - Roadway	21	27-Jun-23	17-Jul-23		🗖 VDOT R/C G	eotechnical Engineering Report (GER) - Roadway
DSGRR0001110	A/C Advance to Final Geotechnical Engineering Report (GER) - Roadway	10	18-Jul-23	31-Jul-23		□ A/C Advanc	e to Final Geotechnical Engineering Report (GER) - Roadway
DSGRR0001120	SFA (VDOT) Final Geotechnical Engineering Report (GER) - Roadway	3	01-Aug-23	03-Aug-23		I SFA (VDOT) Final Geotechnical Engineering Report (GER) - Roadway
DSGRR0001130	VDOT R/A Final Geotechnical Engineering Report (GER) - Roadway	21	04-Aug-23	24-Aug-23		UDOT R/	A Final Geotechnical Engineering Report (GER) - Roadway
DSGRR0001140	VDOT Approves Final Geotechnical Engineering Report (GER) - Roadway	3	25-Aug-23	29-Aug-23		🛛 VDOT Ap	proves Final Geotechnical Engineering Report (GER) - Roadway
Advanced Roadway	y Plans	183	02-Dec-22	12-Oct-23	-	▼ 12-O	et-23, Advanced Roadway Plans
Phase I - Maintena	nnce of Traffic (MOT) / Traffic Management Plan (TMP)	77	13-Feb-23	19-Jun-23		▼ 19-Jun-23, Phas	e I - Maintenance of Traffic (MOT) / Traffic Management Plan (TMP
DSAA00001000	Advance Design to Phase 1 - MOT Plans / Analysis Report (No Required RW Acquisition)	20	13-Feb-23	10-Mar-23		Advance Design to Phase	1 - MOT Plans / Analysis Report (No Required RW Acquisition)
DSAA00001010	Advance Design to Phase 1 - TMP/ Incident Management Plan	20	13-Feb-23	10-Mar-23		Advance Design to Phase	1 - TMP/ Incident Management Plan
DSAA00001020	Compile Phase 1 - TMP/ MOT Plans / Report	5	13-Mar-23	17-Mar-23	-	Compile Phase 1 - TMP	MOT Plans / Report
DSAA00001030	SFC (AM Review) Phase 1 - TMP/ MOT Plans / Report	3	20-Mar-23	22-Mar-23	-	SFC (AM Review) Phase	1 - TMP / MOT Plans / Report
DSAA00001040	R/C (AM Team) Phase 1 - TMP/ MOT Plans / Report	3	23-Mar-23	27-Mar-23		R/C (AM Team) Phase 1	- TMP/MOT Plans / Report
DSAA00001050	Prepare Phase 1 - TMP/ MOT Plans / Report for VDOT Review	5	28-Mar-23	03-Apr-23		Prepare Phase 1 - TMP	/ MOT Plans / Report for VDOT Review
DSAA00001060	SEC (VDOT) Phase 1 - TMP/ MOT Plans / Report	3	04-Apr-23	06-Apr-23		SFC (VDOT) Phase 1 -	TMP / MOT Plans / Report
DSAA00001070	VDOT R/C Phase 1 - TMP/ MOT Plans / Report	21	07-Apr-23	27-Apr-23		□ VDOT R/C Phase 1 -	TMP/ MOT Plans / Report
DSAA00001080	AC Phase 1 - TMP/ MOT Plans / Report	5	28-Apr-23	04-May-23		AC Phase 1 - TMP/	MOT Plans / Report
DSAA00001090	SEA (VDOT) AEC Phase 1 - TMP/ MOT Plans / Report/Comment Resolution Matrix	3	05-May-23	09-May-23	-	SFA (VDOT) AFC P	hase 1 - TMP/ MOT Plans / Report/Comment Resolution Matrix
DSAA00001100	VDOT R/A APC Phase 1 - TMP / MOT Plans / Report	21	10-May-23	30-May-23	-	🗖 VDOT R/A AFC P	hase 1 - TMP / MOT Plans / Report
DSAA00001110	VDOT Approves - AFC Phase 1 - TMP / MOT Plans / Report	3	31-May-23	02-Jun-23		VDOT Approves -	AFC Phase 1 - TMP / MOT Plans / Report
DSA A00001120	VDOT Issues Limited Notice to Commence Construction - Phase 1 - TMP/MOT Plans	3	15-Jun-23	19-Jun-23		VDOT Issues Li	mited Notice to Commence Construction - Phase 1 - TMP / MOT Pla
Phase L. Clearing	& Grubbing (C&G) / Erosion and Sediment Control (ESC) Plans	117	07-Apr-23	12-Oct-23		▼ 12-0	ct-23, Phase I - Clearing & Grubbing (C&G) / Erosion and Sediment
	Advance Design to Phase 1 - $C & G / ESC Plans$	30	$07-\Delta nr-23$	12 Oct 23		Advance Design to	Phase 1 - C&G / ESC Plans
DSAD00001000	Compile Phase 1 - C&G / ESC Plans	50	19-May-23	25-Mav-23		Compile Phase 1 -	C&G / ESC Plans
25/1200001010			17 may-23	25 may-25			
© Primavera Systems, In	c. Remaining Level of Effort Actual Work Actual Critical Rem Actual Level of Effort Remaining Work A Actual Level of Effort	naining Work				Page 5 of 42	

C00117840DB112E01	: VDOT I-64 Hampton Roads Express Lanes (HREL) Segment 1A	Proposal La	yout			12-Aug-22 13:52
Activity ID	Activity Name	Original Duration	Start	Finish	2023 2024	2025
DCAD0001020	SEC (AM Decises) Phase 1 - CR C / ESC Phase	2	26 Mars 22	21 Mar 22	$S \cup N \cup J = FM A \cup J = A \cup S \cup N \cup J = FM A \cup J = A \cup S \cup N \cup J$	J F M A M J J A S O N D
DSAD00001020	SFC (AM Review) Phase 1 - C&G / ESC Plans	3	26-May-23	31-May-23	$\square R/C (AM Team) Phase 1 + C&G/ESC Plans$	
DSAD00001030	R/C (AM Team) Phase I - C&G/ ESC Plans	10	01-Jun-23	14-Jun-23	$\square Prepare Phase 1 - C&C / ESC Plans for VDOT Review$	AW
DSAD00001040	Prepare Phase I - C&G / ESC Plans for VDOT Review	5	15-Jun-23	21-Jun-23	$ = \frac{1}{10000000000000000000000000000000000$	/w
DSAD00001050	SFC (VDOT) Phase 1 - C&G / ESC Plans	3	22-Jun-23	26-Jun-23	= VDOT D/C Drase 1 - C&C / ESC Plans	
DSAD00001060	VDOT R/C Phase 1 - C&G / ESC Plans	21	27-Jun-23	17-Jul-23	= AC Develor AEC Develor 1 - C&C/ESC Develor	
DSAD00001070	AC Develop AFC Phase 1 - C&G / ESC Plans	10	18-Jul-23	31-Jul-23	AC Develop AFC Flase 1 - CRC / ESC Flans	Semment Desclution Matrix
DSAD00001080	SFA (VDOT) AFC Phase 1 - C&G / ESC Plans/Comment Resolution Matrix	3	01-Aug-23	03-Aug-23	\neg SFA(VDOT) AFC Flase 1 - C&C / ESC Flans \neg VDOT D / AFC Phase 1 - C&C / ESC Plans	omment Resolution Mattix
DSAD00001090	VDOT R/A AFC Phase 1 - C&G/ESC Plans	21	04-Aug-23	24-Aug-23		~
DSAD00001100	VDOT Approves - AFC Phase 1 - C&G/ ESC Plans	3	25-Aug-23	29-Aug-23	VDOT Approves - AFC Phase $1 - C\alpha G/ESC$	Plans
DSAD00001110	VDOT Issues Limited Notice to Commence Construction - Phase 1 - C&G / ESC Plans	3	10-Oct-23	12-Oct-23	VDOI Issues Limited Notice to Commen	ce Construction - Phase I - C&C
Phase I - ITS & Sig	gn Structure Plans	84	07-Apr-23	18-Aug-23	18-Aug-23 , Phase I- 115 & Sign Structure Plan	15
DSAC00001000	Advance Design to Phase 1 - ITS & Sign Structure Plans	30	07-Apr-23	18-May-23	Advance Design to Phase 1 - ITS & Sign Structure Plan	.S
DSAC00001010	Compile Phase 1 - ITS & Sign Structure Plans	5	19-May-23	25-May-23	Compile Phase 1 - ITS & Sign Structure Plans	
DSAC00001020	SFC (AM Review) Phase 1 - ITS & Sign Structure Plans	3	26-May-23	31-May-23	SFC (AM Review) Phase 1 - ITS & Sign Structure Plan	as
DSAC00001030	R/C (AM Team) Phase 1 - ITS & Sign Structure Plans	5	01-Jun-23	07-Jun-23	R/C (AM Team) Phase 1 - ITS & Sign Structure Plans	,
DSAC00001040	A/C Phase 1 - ITS & Sign Structure Plans	5	08-Jun-23	14-Jun-23	A/C Phase 1 - ITS & Sign Structure Plans	
DSAC00001050	SFC (VDOT) Phase 1 - ITS & Sign Structure Plans	3	15-Jun-23	19-Jun-23	SFC (VDOT) Phase 1 - ITS & Sign Structure Plans	
DSAC00001060	R/C (VDOT) Phase 1 - ITS & Sign Structure Plans	21	20-Jun-23	10-Jul-23	R/C (VDOT) Phase 1 - ITS & Sign Structure Plans	
DSAC00001070	AC Develop AFC Phase 1 - ITS & Sign Structure Plans	5	11 -Jul-23	17-Jul-23	AC Develop AFC Phase 1 - ITS & Sign Structure I	Plans
DSAC00001080	SFA (VDOT) AFC Phase 1 - ITS & Sign Structure Plans/Comment Resolution Matrix	3	18-Jul-23	20-Jul-23	SFA (VDOT) AFC Phase 1 - ITS & Sign Structure	Plans/Comment Resolution Ma
DSAC00001090	VDOT R/A AFC Phase 1 - ITS & Sign Structure Plans	21	21-Jul-23	10-Aug-23	VDOT R/A AFC Phase 1 - ITS & Sign Structure	Plans
DSAC00001100	VDOT Approves - AFC Phase 1 - ITS & Sign Structure Plans	3	11-Aug-23	15-Aug-23	■ VDOT Approves - AFC Ph ase 1 - ITS & Sign St	ru cture Plans
DSAC00001110	VDOT Issues Limited Notice to Commence Construction - AFC Phase 1 - ITS & Sign Structure Plans	3	16-Aug-23	18-Aug-23	VDOT Issues Limited Notice to Commence Co	onstruction - AFC Phase 1 - ITS
Field Inspection /]	Right-of-Way (FI/RW) Plans	97	02-Dec-22	26-May-23	▼ 26-May-23, Field Inspection / Right-of-Way (FI/RW) F	Plans
DSAE00001000	Advance RFP Plans to FI/RW Plans	40	02-Dec-22	03-Feb-23	Advance RFP Plans to FI/RW Plans	
DSAE00001010	Advance SWM Concepts / Grading / Report	40	02-Dec-22	03-Feb-23	Advance SWM Concepts / Grading / Report	
DSAE00001015	Compile FI/RW Plans / SWM Report	5	06-Feb-23	10-Feb-23	Compile FI/RW Plans / SWM Report	
DSAE00001020	SFC (AM Review) FI/RW Plans / SWM Report	3	13-Feb-23	15-Feb-23	SFC (AM Review) FI/RW Plans / SWM Report	
DSAE00001030	R/C (AM Team) FI/RW Plans / SWM Report	5	16-Feb-23	22-Feb-23	R/C (AM Team) FI/RW Plans / SWM Report	
DSAE00001040	AC FI/RW Plans / SWM Report	5	23-Feb-23	01-Mar-23	AC FI/RW Plans / SWM Report	
DSAE00001050	SFC (VDOT) FI/RW Plans / SWM Report	3	08-Mar-23	10-Mar-23	SFC (VDOT) FI/RW Plans / SWM Report	
DSAE00001060	VDOT R/C FI/RW Plans / SWM Report	21	17-Mar-23	06-Apr-23	VDOT R/C FI/RW Plans / SWM Report	
DSAE00001070	AC (VDOT) SWM Report	10	07-Apr-23	20-Apr-23	AC (VDOT) \$WM Report	
DSAE00001075	AC Advance to Final RW Plans	10	07-Apr-23	20-Apr-23	AC Advance to Final RW Plans	
DSAE00001080	SFA Final RW Plans / Comment Resolution Matrix (VDOT Acceptance)	3	2.1-Apr-23	25-Apr-23	SFA Final RW Plans / Comment Resolution Matrix (VDC	OT Acceptance)
DSAE00001090	VDOT R/A Final RW Plans	21	26-Apr-23	16-May-23	VDOT R/A Final RW Plans	
DSAE00001100	VDOT Approves Final RW Plans	- 5	17-May-23	23-May-23	VDOT Approves Final RW Plans	
DSAF00001110	VDOT Issues Notice to Commence ROW Acquisition	3	24-May-23	26-May-23	VDOT Issues Notice to Commence ROW Acquisition	
Final Roadway De	cian	189	24-May-23	22-Apr-24	▼ 22-Apr-24, Final Road	way Design
Final Roadway Des	asian Plans	105	24-May-23	13-Nov-23	13-Nov-23, Final Roadway Design Pla	ans
	Advance RW Plans to Final Design Roadway Plans	40	24-May-23	20-Iul-23	Advance RW Plans to Final Design Roadway Pla	ins
DSR 400001010	Compile Final Design Roadway Plans		24-May-23	27-Jul-23	Compile Final Design Roadway Plans	
DSRA00001010	SEC (AM Paview) Final Design Roadway Plans	3	21-Jul-23	01 Aug 23	SFC (AM Review) Final Design Roadway Plans	
DSRA00001020	BIC (AM Team) Final Design Roadway Plans	5	$\frac{28 \text{-Jul-}23}{02 \text{ Aug } 23}$	01-Aug-23	R/C (AM Team) Final Design Roadway Plans	
DSKA00001030	K/C (Alvi Tealii) Tiliai Desigli Koadway Flaiis		02-Aug-23	08-Aug-23		
© Primavera Systems, In	IC. Image: Remaining Level of Effort Image: Actual Work Image: Critical Remaining Work Image: Actual Level of Effort Image: Critical Remaining Work ♦ Milestone	maining Work			Page 6 of 42	

C00117840DB112E01:	VDOT I-64 Hampton Roads Express Lanes (HREL) Segment 1A	Proposal La	yout				12-Aug-22 13:52
Activity ID	Activity Name	Original Duration	Start	Finish			
DSR 400001040	AC Prepare Final Design Roadway Plans for VDOT Review	10	09-Δμα-23	22_Aug_23	SIOND	$\square AC Prepar$	Final Design Roadway Plans for VDOT Review
DSR 400001050	SEC (VDOT) Final Design Roadway Plans	3	23-Δug-23	22-Aug-23		I SFC (VDC	T) Final Design Roadway Plans
DSR 400001050	VDOT R/C Final Design Roadway Plans	21	26-Aug-23	15-Sep-23	-		C Final Design Roadway Plans
DSR 400001070	AC Advance to AFC Roadway Plans	15	18-Sen-23	06-Oct-23			lvance to AFC Roadway Plans
DSR 400001070	SEA (VDOT) AEC Roadway Plans / Comment Resolution Matrix	3	00-Oct-23	11-Oct-23	-	I SFA(VDOT) AFC Roadway Plans / Comment Resolution Matrix
DSR 400001000	VDOT P/A AFC Poodway Plans	21	12 Oct 23	01 Nov 23	-		OT R/A AFC Roadway Plans
DSR 400001000	VDOT Approves AEC Roadway Plans	21	02-Nov-23	06-Nov-23	-		OT Approves AFC Roadway Plans
DSR 400001110	VDOT Approves ALC Readway Hails	5	07-Nov-23	13-Nov-23	-	n V	DOT Issues Notice to Commence Construction AFC Roadway Plans
Final Maintenance	of Traffic (MOT) / Traffic Management Plan (TMP) Plans	72	28-Aug-23	12 - Ian - 24			▼ 12-Jan-24. Final Maintenance of Traffic (MOT)/ Traffic Manager
	Advance Final MOT / TMP Plans	20	28-Aug-23	25-Sen-23		Advan	ce Final MOT / TMP Plans
DSRB00001010	Compile Final MOT / TMP Plans	5	26 Aug 23	02-Oct-23	-	Comp	ile Final MOT / TMP Plans
DSRB00001020	SEC (AM Review) Final MOT / TMPPlans (Internal AM Review)	3	03-Oct-23	02-Oct-23		I SFC (AM Review) Final MOT / TMP Plans (Internal AM Review)
DSRB00001020	R/C (AM Team) Final MOT / TMP Plans (Internal AM Review)	10	06-Oct-23	19-Oct-23		□ R/C	(AM Team) Final MOT / TMP Plans (Internal AM Review)
DSRB00001040	Compile Final MOT / TMP Plans	5	20-Oct-23	26-Oct-23	-		ppile Final MOT / TMP Plans
DSRB00001050	SEC Final MOT / TMPPlans (VDOT Review)	3	20-0et-23	31-Oct-23		n SFO	Final MOT / TMP Plans (VDOT Review)
DSRB00001050	VDOT R/C Final MOT / TMP Plans	21	01-Nov-23	21-Nov-23			DOT R/C Final MOT / TMP Plans
DSRB00001000	AC Final MOT / TMPPlans	10	22-Nov-23	07-Dec-23	-		AC Final MOT / TMP Plans
DSRB00001070	SEA Final MOT / TMPPlans / Comment Resolution Matrix (VDOT Accentance)	3	08-Dec-23	12-Dec-23	-		SFA Final MOT / TMP Plans / Comment Resolution Matrix (VDOT
DSRB00001080	VDOT R/A Final MOT / TMP Plans	21	13-Dec-23	$\frac{12 - D \cdot C - 23}{02 - I_{2} n_{-} 24}$	-		VDOT R/A Final MOT / TMP Plans
DSRB00001090	VDOT Approves Final MOT / TMP Plans	21	$\frac{13 \cdot D \cdot C \cdot 23}{03 \cdot I \cdot 24}$	02-Jan-24	-		VDOT Approves Final MOT / TMP Plans
DSRD00001100	VDOT Approves Final MOT / Twit Hans	5	09-Jan 24	12 Jan 24	-		VDOT Issues Notice to Commence Construction Final MOT / TN
Landsoana Plans	vbor issues Notice to Commence Construction Privat MiO17 Thir Plans	88	07 Nov 23	$\frac{12 \text{-Jall-}24}{22 \text{ Apr } 24}$			22-Apr-24. Landscape Plans
	Dranora Landsaana Dians	30	07-Nov-23	22-Api-24			Prenare Landscape Plans
DSRC00001000	SEC (AM Deview) Londecono Plane	30	07-N0V-25	20-Dec-23	-		SEC (AM Review) Landscape Plans
DSRC00001010	SFC (AM Review) Landscape Plans	10	21-Dec-25	02-Jan-24	-		\square R/C (AM Team) Landscape Plans
DSRC00001020	R/C (AM Team) Landscape Plans	10	17 Jan 24	10-Jan-24	-		Compile Landscape Plans
DSRC00001030	Complie Landscape Plans	3	17-Jan-24	23-Jan-24			SEC (VDOT) Landscape Plans
DSRC00001040	SFC (VDOT) Landscape Plans	3	24-Jan-24	20-Jan-24			\square VDOT R/C Landscape Plans
DSRC00001050	VDOT R/C Landscape Plans	21	27-Jan-24	10-Fe0-24			\square AC Advance to AEC Landscape Plans
DSRC00001060	AC Advance to AFC Landscape Plans	20	19-Fe0-24	13-Mar-24			SEA (VDOT) AFC Landscape Plans / Comment Resolution
DSRC00001070	SFA(VDOT) AFC Landscape Plans / Comment Resolution Matrix	3	18-Iviar-24	20-Mar-24	-		∇ VDOT R/A AFC L and scape Plans
DSRC00001080	VDOT K/A AFC Landscape Plans	21	21-Mar-24	10-Apr-24	-		VDOT Approves AFC Landscape Plans
DSRC00001090	VDOT Approves AFC Landscape Plans	5	11-Apr-24	15-Apr-24	-		VDOT Issues Notice to Commence Construction AEC I
DSRC00001100	VDOT Issues Notice to Commence Construction AFC Landscape Plans	5	16-Apr-24	22-Apr-24			08-Jan-24 Lighting / ITS / Signage Plans
Lighting / ITS / Sig	gnage Plans	70	28-Aug-23	08-Jan-24		Prenar	Lighting / ITS / Signage Plans
DSRD00001000	Prepare Lighting / 115 / Signage Plans	20	28-Aug-23	25-Sep-23	-	SEC (4	M Review) Lighting / ITS / Signage Plans
DSRD00001010	SFC (AM Review) Lighting / ITS / Signage Plans	5	20-Sep-25	28-Sep-23	-		AM Team) Lighting / ITS / Signage Plans
DSRD00001020	R/C (AM Team) Lighting / 115 / Signage Plans	5	29-Sep-23	05-Oct-23	-		nie Lighting / ITS / Signage Plans
DSRD00001030	Complie Lighting / 115 / Signage Plans	3	12 Oct 22	12-Oct-23	-		(VDOT) Lighting / ITS / Signage Plans
DSRD00001040	SFC (VDOI) Lighting / 115 / Signage Plans	3	13-Oct-23	17-Oct-23	-		OT R/C Lighting / ITS / Signage Plans
	VDOT K/C Lignung / 115 / Signage Plans	21	18-UCI-23	07-INOV-23			C Advance to AFC Lighting / ITS / Signage Plans
	AC AUVAILEE TO AFC Lighting / 115 / Signage Plans	10	08-INOV-23	21-Nov-23			FA (VDOT) AFCI ighting / ITS / Signage Plans / Commant Decolution
	SFA(VDOI) AFC Lighting / 115 / Signage Plans / Comment Resolution Matrix	3	22-INOV-23	28-Nov-23			$VDOT R/\Delta AFC Lighting / ITS / Signage Plans / Comment Resolution$
	VDOT K/A AFC Lighting / II S / Signage Plans	21	29-Nov-23	19-Dec-23	-		VDOT Approves AFC Lighting / ITS / Signage Plans
DSKD00001090	VDO1 Approves AFC Lighting / 11 S / Signage Plans	3	20-Dec-23	22-Dec-23	i i		1201 Approves A C Lighting / 115/ Signage Flais
© Primavera Systems, In	c. Remaining Level of Effort Actual Work Actual Critica Actual Level of Effort Remaining Work A Milest	al Remaining Work one				Page 7 of 42	

C00117840DB112E01:	VDOT I-64 Hampton Roads Express Lanes (HREL) Segment 1A	Proposal La	yout				12-Aug-22 1	3:52
Activity ID	Activity Name	Original Duration	Start	Finish	S O N			
DSRD00001100	VDOT Issues Notice to Commence Construction AFC Lighting / ITS / Signage Plans	5	02-Jan-24	08-Jan-24			D VDOT Issues Notice to Commence Construction AFC Light	ting/1
Structure Design		188	21-Nov-22	10-Oct-23		▼ 10-0	Oct-23, Structure Design	
Stage I Bridge Pla	ns	81	21-Nov-22	20-Apr-23		20-Apr-23, Stage I B	ridge Plans	
Bridge - I-64 EB	 over Granby Street - Stage I Bridge Plans	64	21-Nov-22	23-Mar-23		23-Mar-23, Bridge - I-6	4 EB over Granby Street - Stage I Bridge Plans	
DSBAA0001000	DB Develops - I-64 EB over Granby Street - Stage I Bridge Plans	30	21-Nov-22	11-Jan-23		DB Develops - I-64 EB over C	iranby Street - Stage I Bridge Plans	
DSBAA0001010	DB SFC (VDOT Review) - I-64 EB over Granby Street - Stage I Bridge Plans	3	12-Jan-23	16-Jan-23		DB SFC (VDOT Review) - I-6	4 EB over Granby Street - Stage I Bridge Plans	
DSBAA0001020	VDOT Reviews/Comments - I-64 EB over Granby Street - Stage I Bridge Plans	21	17-Jan-23	06-Feb-23		VDOT Reviews/Comments	- I-64 EB over Granby Street - Stage I Bridge Plans	
DSBAA0001030	A/C - I-64 EB over Granby Street - Stage I Bridge Plans	10	07-Feb-23	20-Feb-23		□ A/C - I-64 EB over Granb	y Street - Stage I Bridge Plans	
DSBAA0001040	DB SFA (VDOT Review) - I-64 EB over Granby Street - Stage I Bridge Plans	3	21-Feb-23	23-Feb-23		DB SFA (VDOT Review)	I-64 EB over Granby Street - Stage I Bridge Plans	
DSBAA0001050	VDOT R/A - I-64 EB over Granby Street - Stage I Bridge Plans	21	24-Feb-23	16-Mar-23		DVDOT R/A - I-64 EB ov	er Granby Street - Stage I Bridge Plans	
DSBAA0001060	VDOT Approves - I-64 EB over Granby Street - Stage I Bridge Plans	5	17-Mar-23	23-Mar-23		VDOT Approves - I-64	EB over Granby Street - Stage I Bridge Plans	
Bridge - I-64 EB	over I-564 - Stage I Bridge Plans	64	21-Nov-22	23-Mar-23	▼	23-Mar-23, Bridge - I-6	4 EB over I-564 - Stage I Bridge Plans	
DSBAB0001000	DB Develops - I-64 EB over I-564 - Stage I Bridge Plans	30	21-Nov-22	11-Jan-23		DB Develops - I-64 EB over I	564 - Stage I Bridge Plans	
DSBAB0001010	DB SFC (VDOT Review) - I-64 EB over I-564 - Stage I Bridge Plans	3	12-Jan-23	16-Jan-23		DB SFC (VDOT Review) - I-6	4 EB over I-564 - Stage I Bridge Plans	
DSBAB0001020	VDOT Reviews/Comments - I-64 EB over I-564 - Stage I Bridge Plans	21	17-Jan-23	06-Feb-23		VDOT Reviews/Comments	- I-64 EB over I-564 - Stage I Bridge Plans	
DSBAB0001030	A/C - I-64 EB over I-564 - Stage I Bridge Plans	10	07-Feb-23	20-Feb-23		□ A/C - I-64 EB over I-564 -	Stage I Bridge Plans	
DSBAB0001040	DB SFA (VDOT Review) - I-64 EB over I-564 - Stage I Bridge Plans	3	21-Feb-23	23-Feb-23		DB SFA (VDOT Review)	I-64 EB over I-564 - Stage I Bridge Plans	
DSBAB0001050	VDOT R/A - I-64 EB over I-564 - Stage I Bridge Plans	21	24-Feb-23	16-Mar-23		VDOT R/A - I-64 EB ov	er I-564 - Stage I Bridge Plans	
DSBAB0001060	VDOT Approves - I-64 EB over I-564 - Stage I Bridge Plans	5	17-Mar-23	23-Mar-23		VDOT Approves - I-64	EB over I-564 - Stage I Bridge Plans	
Bridge - I-64 EB	over Little Creek Road - Stage I Bridge Plans	73	21-Nov-22	06-Apr-23	▼	▼ 06-Apr-23, Bridge - I-	64 EB over Little Creek Road - Stage I Bridge Plans	
DSBAC0001000	DB Develops - I-64 EB over Little Creek Road - Stage I Bridge Plans	35	21-Nov-22	18-Jan-23		DB Develops - I-64 EB over l	Little Creek Road - Stage I Bridge Plans	
DSBAC0001010	DB SFC (VDOT Review) - I-64 EB over Little Creek Road - Stage I Bridge Plans	3	19-Jan-23	23-Jan-23		B B SFC (VDOT Review) - I-	64 EB over Little Creek Road - Stage I Bridge Plans	
DSBAC0001020	VDOT Reviews/Comments - I-64 EB over Little Creek Road - Stage I Bridge Plans	21	24-Jan-23	13-Feb-23		VDOT Reviews/Comment	I-64 EB over Little Creek Road - Stage I Bridge Plans	
DSBAC0001030	A/C - I-64 EB over Little Creek Road - Stage I Bridge Plans	15	14-Feb-23	06-Mar-23		A/C - I-64 EB over Little	Creek Road - Stage I Bridge Plans	
DSBAC0001040	DB SFA (VDOT Review) - I-64 EB over Little Creek Road - Stage I Bridge Plans	3	07-Mar-23	09-Mar-23		DB SFA (VDOT Review)	- I-64 EB over Little Creek Road - Stage I Bridge Plans	
DSBAC0001050	VDOT R/A - I-64 EB over Little Creek Road - Stage I Bridge Plans	21	10-Mar-23	30-Mar-23		VDOT R/A - I-64 EB c	ver Little Creek Road - Stage I Bridge Plans	
DSBAC0001060	VDOT Approves - I-64 EB over Little Creek Road - Stage I Bridge Plans	5	31-Mar-23	06-Apr-23		VDOT Approves - I-64	EB over Little Creek Road - Stage I Bridge Plans	
Bridge - I-64 EB	over Tidewater Drive - Stage I Bridge Plans	68	21-Nov-22	30-Mar-23		30-Mar-23, Bridge - I-	64 EB over Tidewater Drive - Stage I Bridge Plans	
DSBAD0001000	DB Develops - I-64 EB over Tidewater Drive - Stage I Bridge Plans	35	21-Nov-22	18-Jan-23		DB Develops - I-64 EB over	Fidewater Drive - Stage I Bridge Plans	
DSBAD0001010	DB SFC (VDOT Review) - I-64 EB over Tidewater Drive - Stage I Bridge Plans	3	19-Jan-23	23-Jan-23		DB SFC (VDOT Review) - I-	64 EB over Tidewater Drive - Stage I Bridge Plans	
DSBAD0001020	VDOT Reviews/Comments - I-64 EB over Tidewater Drive - Stage I Bridge Plans	21	24-Jan-23	13-Feb-23		□ VDOT Reviews/Comment	I-64 EB over Tidewater Drive - Stage I Bridge Plans	
DSBAD0001030	A/C - I-64 EB over Tidewater Drive - Stage I Bridge Plans	10	14-Feb-23	27-Feb-23		■ A/C - I-64 EB over Tidew	ater Drive - Stage I Bridge Plans	
DSBAD0001040	DB SFA (VDOT Review) - I-64 EB over Tide water Drive - Stage IB ridge Plans	3	28-Feb-23	02-Mar-23		DB SFA (VDOT Review)	- I-64 EB over Tide water Drive - Stage IBridge Plans	
DSBAD0001050	VDOT R/A - I-64 EB over Tide water Drive - Stage IB ridge Plans	21	03-Mar-23	23-Mar-23		VDOT R/A - I-64 EB o	ver Tide water Drive - Stage IB ridge Plans	
DSBAD0001060	VDOT Approves - I-64 EB over Tid ewater Drive - Stage I Bridge Plans	5	24-Mar-23	30-Mar-23	1	VDOT Approves - I-64	EB over Tidewater Drive - Stage I Bridge Plans	
Bridge - I-64 WB	over Tidewater Drive - Stage I Bridge Plans	81	21-Nov-22	20-Apr-23	▼	▼ 20-Apr-23, Bridge -	I-64 WB over Tidewater Drive - Stage I Bridge Plans	
DSBAE0001000	DB Develops - I-64 WB over Tidewater Drive - Stage I Bridge Plans	40	21-Nov-22	25-Jan-23		DB Develops - I-64 WB over	Tidewater Drive - Stage I Bridge Plans	
DSBAE0001010	DB SFC (VDOT Review) - I-64 WB over Tidewater Drive - Stage I Bridge Plans	3	26-Jan-23	30-Jan-23		B B SFC (VDOT Review) - I	64 WB over Tidewater Drive - Stage I Bridge Plans	
DSBAE0001020	VDOT Reviews/Comments - I-64 WB over Tidewater Drive - Stage I Bridge Plans	21	31-Jan-23	20-Feb-23		VDOT Reviews/Comment	s - I-64 WB over Tidewater Drive - Stage I Bridge Plans	
DSBAE0001030	A/C - I-64 WB over Tidewater Drive - Stage I Bridge Plans	20	21-Feb-23	20-Mar-23		A/C - I-64 WB over Tid	ewater Drive - Stage I Bridge Plans	
DSBAE0001040	DB SFA (VDOT Review) - I-64 WB over Tidewater Drive - Stage I Bridge Plans	3	21-Mar-23	23-Mar-23		DB SFA (VDOT Review	v) - I-64 WB over Tidewater Drive - Stage I Bridge Plans	
DSBAE0001050	VDOT R/A - I-64 WB over Tidewater Drive - Stage I Bridge Plans	21	24-Mar-23	13-Apr-23		DVDOT R/A - I-64 WE	over Tidewater Drive - Stage I Bridge Plans	
DSBAE0001060	VDOT Approves - I-64 WB over Tidewater Drive - Stage I Bridge Plans	5	14-Apr-23	20-Apr-23		VDOT Approves - I-	54 WB over Tidewater Drive - Stage I Bridge Plans	
Bridge - I-64 WB	over Granby Street - Stage I Bridge Plans	77	21-Nov-22	13-Apr-23		▼ 13-Apr-23, Bridge - I	-64 WB over Granby Street - Stage I Bridge Plans	
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C00117840DB112E01:	VDOT I-64 Hampton Roads Express Lanes (HREL) Segment 1A	Proposal La	yout					12-Aug-22 13:52
Activity ID	Activity Name	Original Duration	Start	Finish				
DSBAF0001000	DB Develops - I-64 WB over Graphy Street - Stage I Bridge Plans	40	21-Nov-22	25-Ian-23	D D D D D D D D D D D D D D D D D D D	lops - I-64 WB over	Granby Street - Stage I Bridge Plan	ns
DSBAF0001010	DB SEC (VDOT Review) - I-64 WB over Granby Street - Stage I Bridge Plans	3	26-Ian-23	30-Ian-23	DB SFC	(VDOT Review) - I-	64 WB over Granby Street - Stage 1	Bridge Plans
DSBAF0001020	VDOT Reviews/Comments - I-64 WB over Granby Street - Stage I Bridge Plans	21	31-Jan-23	20-Feb-23	VDOT	Reviews/Comment	s - I-64 WB over Granby Street - St	age I Bridge Plans
DSBAF0001030	A/C - L-64 WB over Granby Street - Stage I Bridge Plans	15	21-Feb-23	13-Mar-23	A/C	- I-64 WB over Grar	by Street - Stage I Bridge Plans	
DSBAF0001040	DB SFA (VDOT Review) - L64 WB over Granby Street - Stage I Bridge Plans	3	14-Mar-23	16-Mar-23		SFA (VDOT Review	- I-64 WB over Granby Street - Sta	age I Bridge Plans
DSBAF0001050	VDOT R/A - L-64 WB over Granby Street - Stage I Bridge Plans	21	17-Mar-23	06-Apr-23		DOT R/A - I-64 WB	over Granby Street - Stage I Bridge	Plans
DSBAF0001050	VDOT Approves - L64 WB over Graphy Street - Stage I Bridge Plans	5	07-Apr-23	13-Apr-23		DOT Approves - I-6	4 WB over Granby Street - Stage I I	Bridge Plans
Bridge - L-64 WR	over Little Creek Road. Stage I Bridge Plans	81	21-Nov-22	20-Apr-23	2	0-Apr-23, Bridge - I	-64 WB over Little Creek Road - S	tage IBridge Plans
DSBAG0001000	DB Develops - L64 WB over Little Creek Road - Stage I Bridge Plans	45	21-Nov-22	01-Feb-23	DB Deve	elops - I-64 WB ove	Little Creek Road - Stage I Bridge	Plans
DSBAG0001000	DB SEC (VDOT Review) - L64 WB over Little Creek Road - Stage I Bridge Plans		02-Feb-23	06-Feb-23		(VDOT Review) - I	-64 WB over Little Creek Road - S	tage I Bridge Plans
DSBAG0001010	VDOT Paviaws/Comments I 64 WR over Little Creek Pood Stage I Bridge Plans	21	02-100-23	27 Eeb 23		Reviews/Commen	s - I-64 WB over Little Creek Road	d - Stage I Bridge Plans
DSBAG0001020	A/C I 64 WB over Little Creek Pood Stage I Bridge Plans	15	28 Eab 23	27-100-23		- I-64 WB over Litt	le Creek Road - Stage I Bridge Pla	ns
DSBAG0001030	DP SEA (VDOT Paviaw) 164 WP aver Little Creak Pood Store I Pridge Plane	2	20-100-23	20-1v1a1-23	I DB	SFA (VDOT Review	- I-64 WB over Little Creek Road	- Stage I Bridge Plans
DSBA00001040	VDOT D/A L64 WD over Little Creek Road Store I Bridge Plans	3	21-Mar 23	12 Apr 22		DOT R/A - I-64 WB	over Little Creek Road - Stage LB	ridge Plans
DSBAG0001030	VDOT A where a left we over Little Creek Road - Stage I blidge Plans	21	24-Iviai-23	13-Api-23		DOT Approves - I-6	4 WB over Little Creek Road - Sta	ge I Bridge Plans
	vDOI Approves - 1-64 wB over Little Creek Road - Stage I Bridge Plans	5	14-Apr-23	20-Apr-23		0-Apr-23 Bridge - 1	-64 HOV over L-564 and Little Cree	ek Road - Stage I Bridge Plans
Bridge - 1-64 HOV	V over 1-564 and Little Creek Road - Stage I Bridge Plans	81	21-NOV-22	20-Apr-23		lon's - L64 HOV ov	-04 HOV over 1-504 and Little Creek Road - St	age I Bridge Plans
DSBAH0001000	DB Develops - 1-64 HOV over 1-564 and Little Creek Road - Stage I Bridge Plans	45	21-Nov-22	01-Feb-23		(VDOT Paviaw) I	64 HOV over L 564 and L ittle Cre	ak Pood Store I Bridge Done
DSBAH0001010	DB SFC (VDOT Review) - 1-64 HOV over 1-564 and Little Creek Road - Stage I Bridge Plans	3	02-Feb-23	06-Feb-23		Paviaws/Commen	I 64 HOV over I 564 and Little	Craek Pood Stage I Bridge Plan
DSBAH0001020	VDOT Reviews/Comments - 1-64 HOV over 1-564 and Little Creek Road - Stage I Bridge Plans	21	07-Feb-23	27-Feb-23		I 64 HOV over L 5	64 and Little Creek Pood Stage I	Bridge Plans
DSBAH0001030	A/C - I-64 HOV over I-564 and Little Creek Road - Stage I Bridge Plans	15	28-Feb-23	20-Mar-23		SEA (VDOT Deview	L 64 HOV over 1 564 and L ittle	Diluge Fians
DSBAH0001040	DB SFA (VDOT Review) - 1-64 HOV over 1-564 and Little Creek Road - Stage I Bridge Plans	3	21-Mar-23	23-Mar-23		DOT D / A = 1 64 HO	- 1-04 HOV over 1-504 and Little	Cleek Koau - Stage I Dhuge Flah
DSBAH0001050	VDOT R/A - 1-64 HOV over 1-564 and Little Creek Road - Stage I Bridge Plans	21	24-Mar-23	13-Apr-23			4 HOV over L 564 and Little Creek Road	I - Stage I Diluge Flaits
DSBAH0001060	VDOT Approves - I-64 HOV over I-564 and Little Creek Road - Stage I Bridge Plans	5	14-Apr-23	20-Apr-23		DOT Approves - 1-0	4 HOV Over 1-364 and Little Creek	Koad - Stage i Bridge Plans
Stage II Final Brid	ge Plans	124	24-Mar-23	10-Oct-23		10-0	ct-23, Stage II Final Bridge Plans	
Bridge - I-64 EB o	over Granby Street - Stage II Bridge Plans	95	24-Mar-23	22-Aug-23		DD Developerations	3, Bhage - 1-04 EB over Granby St	Feet - Stage II Bridge Plans
DSBBA0001000	DB Develops - I-64 EB over Granby Street - Stage II Final Bridge Plans	45	24-Mar-23	25-May-23		DB Develops - 1-0	4 EB over Grandy Street - Stage II	Final Bridge Plans
DSBBA0001010	DB SFC (VDOT Review) - I-64 EB over Granby Street - Stage II Final Bridge Plans	3	26-May-23	31-May-23			Review) - 1-64 EB over Granby Stre	et - Stage II Final Bridge Flans
DSBBA0001020	VDOT Reviews/Comments - I-64 EB over Granby Street - Stage II Final Bridge Plans	21	01-Jun-23	21-Jun-23			Comments - 1-64 EB over Granby	Street - Stage II Final Bridge Pla
DSBBA0001030	A/C - I-64 EB over Granby Street - Stage II Final Bridge Plans	20	22-Jun-23	20-Jul-23		A/C - 1-64 E	B over Granby Street - Stage II Fina	al Bridge Plans
DSBBA0001040	DB SFA (VDOT Review) - I-64 EB over Granby Street - Stage II Final Bridge Plans	3	21-Jul-23	25-Jul-23			OT Review) - I-64 EB over Granby	Street - Stage II Final Bridge Pla
DSBBA0001050	VDOT R/A - I-64 EB over Granby Street - Stage II Final Bridge Plans	21	26-Jul-23	15-Aug-23			A - 1-64 EB over Granby Street - Sta	age II Final Bridge Plans
DSBBA0001060	VDOT Approves - I-64 EB over Granby Street - Stage II Final Bridge Plans	5	16-Aug-23	22-Aug-23			proves - 1-64 EB over Granby Stre	et - Stage II Final Bridge Plans
Bridge - I-64 EB o	over I-564 - Stage II Bridge Plans	95	24-Mar-23	22-Aug-23		22-Aug-2	3, Bridge - 1-64 EB over 1-564 - Sta	age II Bridge Plans
DSBBB0001000	DB Develops - I-64 EB over I-564 - Stage II Final Bridge Plans	45	24-Mar-23	25-May-23] DB Develops - I-6	4 EB over I-564 - Stage II Final Br	idge Plans
DSBBB0001010	DB SFC (VDOT Review) - I-64 EB over I-564 - Stage II Final Bridge Plans	3	26-May-23	31-May-23		DB SFC (VDOT	Review) - I-64 EB over I-564 - Stag	e II Final Bridge Plans
DSBBB0001020	VDOT Reviews/Comments - I-64 EB over I-564 - Stage II Final Bridge Plans	21	01-Jun-23	21-Jun-23		VDOT Reviews	Comments - I-64 EB over I-564 -	Stage II Final Bridge Plans
DSBBB0001030	A/C - I-64 EB over I-564 - Stage II Final Bridge Plans	20	22-Jun-23	20-Jul-23		A/C - I-64 E	B over I-564 - Stage II Final Bridge	Plans
DSBBB0001040	DB SFA (VDOT Review) - I-64 EB over I-564 - Stage II Final Bridge Plans	3	21-Jul-23	25-Jul-23		DB SFA (VI	OT Review) - I-64 EB over I-564 -	Stage II Final Bridge Plans
DSBBB0001050	VDOT R/A - I-64 EB over I-564 - Stage II Final Bridge Plans	21	26-Jul-23	15-Aug-23		VDOT R/.	A - I-64 EB over I-564 - Stage II Fir	hal Bridge Plans
DSBBB0001060	VDOT Approves - I-64 EB over I-564 - Stage II Final Bridge Plans	5	16-Aug-23	22-Aug-23		VDOT A _I	proves - I-64 EB øver I-564 - Stage	e II Final Bridge Plans
Bridge - I-64 EB o	over Little Creek Road - Stage II Bridge Plans	98	07-Apr-23	11-Sep-23		▼ 11-Sep	23, Bridge - I-64 EB over Little Ci	eek Road - Stage II Bridge Plans
DSBBC0001000	DB Develops - I-64 EB over Little Creek Road - Stage II Final Bridge Plans	50	07-Apr-23	16-Jun-23		DB Develops -	64 EB over Little Creek Road - S	tage II Final Bridge Plans
DSBBC0001010	DB SFC (VDOT Review) - I-64 EB over Little Creek Road - Stage II Final Bridge Plans	3	19-Jun-23	21-Jun-23		I DB SFC (VDO	Review) - I-64 EB over Little Cre	ek Road - Stage II Final Bridge P
DSBBC0001020	VDOT Reviews/Comments - I-64 EB over Little Creek Road - Stage II Final Bridge Plans	21	22-Jun-23	12-Jul-23		VDOT Revie	ws/Comments - I-64 EB over Little	Creek Road - Stage II Final Brid
© Primavera Systems, Inc	C. Remaining Level of Effort Actual Work ← ♦ Milesto	Remaining Work			Pa	ge 9 of 42		



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Activ	ity ID	Activity Name	Original Duration	Start	Finish			
	DSBBC0001030	A/C - I-64 EB over Little Creek Road - Stage II Final Bridge Plans	20	13-Jul-23	09-Aug-23	SOND	JFMANJ	A/C - 1
	DSBBC0001040	DB SFA (VDOT Review) - I-64 EB over Little Creek Road - Stage II Final Bridge Plans	3	10-Aug-23	14-Aug-23			DB SI
	DSBBC0001050	VDOT R/A - I-64 EB over Little Creek Road - Stage II Final Bridge Plans	21	15-Aug-23	04-Sep-23			VD0
	DSBBC0001060	VDOT Approves - I-64 EB over Little Creek Road - Stage II Final Bridge Plans	5	05-Sep-23	11-Sep-23			UD
	Bridge - L-64 FR o	ver Tidewater Drive - Stage II Bridge Plans	94	31-Mar-23	28-Aug-23			28-A
	DSBBD0001000	DB Develops - I-64 FB over Tidewater Drive - Steel Superstructure Plan Package	50	31-Mar-23	09_Jun_23			DB Develop
	DSBBD0001010	DB SEC (VDOT Review) - I-64 FB over Tidewater Drive - Steel Superstructure Plan Package	3	12-Jun-23	14-Jun-23		0	DB SFC (V
	DSBBD0001020	VDOT Reviews/Comments - L64 FB over Tidewater Drive - Steel Superstructure Plan Package	21	15-Jun-23	05-Jul-23			VDOT Re
	DSBBD0001020	Δ/C = L64 FB over Tidewater Drive - Steel Superstructure Plan Package	15	06-Jul-23	26-Jul-23			A/C - I-
	DSBBD0001040	DB SFA (VDOT Review) - L64 FB over Tide water Drive - Steel Superstructure Plan Package	3	27-Jul-23	31-Jul-23			DB SFA
	DSBBD0001050	VDOT R/A - L64 FB over Tide water Drive - Steel Superstructure Plan Package	21	01_Aug_23	21_Aug_23			VDO
	DSBBD0001060	VDOT Approves - L64 FB over Tidewater Drive - Steel Superstructure Plan Package	5	22_Aug_23	21-Aug-23			
	Bridge - L64 WR	over Tidewater Drive - Stage II Bridge Plans	00	21-Apr-23	26-Sep-23			20
	DSBBE0001000	DR Develops L64 WB over Tidewater Drive Stage II Final Bridge Plans	50	21-Apr-23	20-50p-25	1		DB Devel
	DSBBE0001000	DB Develops - 1-04 wB over fidewater Drive - Stage II Final Bridge Plans	30	02 Jul 22	06 Jul 22			DB SFC (
	DSDBE0001010	VDOT Baviawa/Commenta L64 WB averTidewater Drive - Stage II Final Bridge Plans	21	03-Jul-23	00-Jul-25			
	DSBBE0001020	A/C L 64 WD even T deveter Drive Stage II Final Drides Dlore	21	07-Jul-25	27-Jui-23			
	DSBBE0001030	A/C - 1-04 WB Over Indewater Drive - Stage II Final Bridge Plans	20	28-Jul-25	24-Aug-23			
	DSBBE0001040	DB SFA (vDO1 Review) - 1-04 wB over fidewater Drive - Stage II Final Bridge Plans	3	23-Aug-23	29-Aug-23			
	DSBBE0001050	VDOT K/A - 1-04 WB over indewater Drive - Stage II Final Bridge Plans	21	30-Aug-23	19-Sep-23			
	DSBBE0001060	VDOT Approves - 1-64 WB over Tidewater Drive - Stage II Final Bridge Plans	5	20-Sep-23	26-Sep-23			
	Bridge - 1-64 WB	over Granby Street - Stage II Bridge Plans	103	14-Apr-23	26-Sep-23			DB Develop
	DSBBF0001000	DB Develops - 1-64 WB over Granby Street - Stage II Final Bridge Plans	35	14-Apr-23	02-Jun-23			DB SEC AT
	DSBBF0001010	DB SFC (VDOT Review) - 1-64 WB over Granby Street - Stage II Final Bridge Plans	3	05-Jun-23	07-Jun-23			
	DSBBF0001020	VDOT Reviews/Comments - 1-64 WB over Granby Street - Stage II Final Bridge Plans	21	08-Jun-23	28-Jun-23			
	DSBBF0001030	DB Adresses Comments - I-64 WB over Granby Street - Stage II Final Bridge Plans	40	29-Jun-23	24-Aug-23			
	DSBBF0001040	DB SFA - I-64 WB over Granby Street - Stage II Final Bridge Plans	3	25-Aug-23	29-Aug-23			
	DSBBF0001050	VDOT R/A - I-64 WB over Granby Street - Stage II Final Bridge Plans	21	30-Aug-23	19-Sep-23			
	DSBBF0001060	VDOT Approves - I-64 WB over Granby Street - Stage II Final Bridge Plans	5	20-Sep-23	26-Sep-23			
	Bridge - I-64 WB	over Little Creek Road - Stage II Bridge Plans	107	21-Apr-23	10-Oct-23			
	DSBBG0001000	DB Develops - I-64 WB over Little Creek Road - Stage II Final Bridge Plans	40	21-Apr-23	16-Jun-23			DB Develo
	DSBBG0001010	DB SFC (VDOT Review) - I-64 WB over Little Creek Road - Stage II Final Bridge Plans	3	19-Jun-23	21-Jun-23			DB SFC (V
	DSBBG0001020	VDOT Reviews/Comments - I-64 WB over Little Creek Road - Stage II Final Bridge Plans	21	22-Jun-23	12-Jul-23			
	DSBBG0001030	A/C - I-64 WB over Little Creek Road - Stage II Final Bridge Plans	40	13-Jul-23	07-Sep-23			
	DSBBG0001040	DB SFA (VDOT Review) - I-64 WB over Little Creek Road - Stage II Final Bridge Plans	3	08-Sep-23	12-Sep-23			
	DSBBG0001050	VDOT R/A - I-64 WB over Little Creek Road - Stage II Final Bridge Plans	21	13-Sep-23	03-Oct-23			
	DSBBG0001060	VDOT Approves - I-64 WB over Little Creek Road - Stage II Final Bridge Plans	5	04-Oct-23	10-Oct-23			
	Bridge - I-64 HOV	v over I-564 and Little Creek Road - Stage II Bridge Plans	90	21-Apr-23	11-Sep-23			
	DSBBH0001000	DB Develops - I-64 HOV over I-564 and Little Creek Road - Stage II Bridge Plans	40	21-Apr-23	16-Jun-23			DB Develo
	DSBBH0001010	DB SFC (VDOT Review) - I-64 HOV over I-564 and Little Creek Road - Stage II Bridge Plans	3	19-Jun-23	21-Jun-23			DB SFC (V
	DSBBH0001020	VDOT Reviews/Comments - I-64 HOV over I-564 and Little Creek Road - Stage II Bridge Plans	21	22-Jun-23	12-Jul-23			
	DSBBH0001030	A/C - I-64 HOV over I-564 and Little Creek Road - Stage II Bridge Plans	20	13-Jul-23	09-Aug-23			A/C -]
	DSBBH0001040	DB SFA (VDOT Review) - I-64 HOV over I-564 and Little Creek Road - Stage II Bridge Plans	3	10-Aug-23	14-Aug-23			
	DSBBH0001050	VDOT R/A - I-64 HOV over I-564 and Little Creek Road - Stage II Bridge Plans	21	15-Aug-23	04-Sep-23			
	DSBBH0001060	VDOT Approves - I-64 HOV over I-564 and Little Creek Road - Stage II Bridge Plans	5	05-Sep-23	11-Sep-23			
© F	Primavera Systems, Inc	Remaining Level of Effort Actual Work Actual Work Mileston	Remaining Work				Page	10 of 42

12-Aug-22 13:52 2024 2025 N D J F M A M J J A S O N D J F M A M J J A S O N D -64 EB over Little Creek Road - Stage II Final Bridge Plans FA (VDOT Review) - I-64 EB over Little Creek Road - Stage II Final Bridg OT R/A - I-64 EB over Little Creek Road - Stage II Final Bridge Plans OT Approves - I-64 EB over Little Creek Road - Stage II Final Bridge Plar ug-23, Bridge - I-64 EB over Tidewater Drive - Stage II Bridge Plans s - I-64 EB over Tidewater Drive - Steel Superstructure Plan Package DOT Review) - I-64 EB over Tidewater Drive - Steel Superstructure Plan F views/Comments - I-64 EB over Tidewater Drive - Steel Superstructure Pl 64 EB over Tidewater Drive - Steel Superstructure Plan Package A (VDOT Review) - I-64 EB over Tide water Drive - Steel Superstructure Pl T R/A - I-64 EB over Tide wat er Drive - Steel Superstructure Plan Package)T Approves - I-64 EB over Tidewater Drive - Steel Superstructure Plan Pa 5-Sep-23, Bridge - I-64 WB over Tidewater Drive - Stage II Bridge Plans ops - I-64 WB over Tidewater Drive - Stage II Final Bridge Plans VDOT Review) - I-64 WB over Tidewater Drive - Stage II Final Bridge Pla Reviews/Comments - I-64 WB over Tidewater Drive - Stage II Final Bridge - I-64 WB over Tidewater Drive - Stage II Final Bridge Plans SFA (VDOT Review) - 1-64 WB over Tidewater Drive - Stage II Final Bridg OOT R/A - I-64 WB over Tidewater Drive - Stage II Final Bridge Plans DOT Approves - I-64 WB over Tidewater Drive - Stage II Final Bridge Plar 5-Sep-23, Bridge - I-64 WB over Granby Street - Stage II Bridge Plans - I-64 WB over Granby Street - Stage II Final Bridge Plans OOT Review) - I-64 WB over Granby Street - Stage II Final Bridge Plans views/Comments - I-64 WB over Granby Street - Stage II Final Bridge Plan dresses Comments - I-64 WB over Granby Street - Stage II Final Bridge P. SFA - I-64 WB over Granby Street - Stage II Final Bridge Plans OOT R/A - I-64 WB over Granby Street Stage II Final Bridge Plans DOT Approves - I-64 WB over Granby Street - Stage II Final Bridge Plans 0-Oct-23, Bridge - I-64 WB over Little Creek Road - Stage II Bridge Plan ps - I-64 WB over Little Creek Road - Stage II Final Bridge Plans DOT Review) - I-64 WB over Little Creek Road - Stage II Final Bridge PL eviews/Comments - I-64 WB over Little Creek Road - Stage II Final Bridg 2 - I-64 WB over Little Creek Road - Stage II Final Bridge Plans SFA (VDOT Review) - I-64 WB over Little Creek Road - Stage II Final Br /DOT R/A - I-64 WB over Little Creek Road - Stage II Final Bridge Plans VDOT Approves - I-64 WB over Little Creek Road - Stage II Final Bridge Sep-23, Bridge - I-64 HOV over I-564 and Little Creek Road - Stage II Bri ps - I 64 HOV over I-564 and Little Creek Road - Stage II Bridge Plans DOT Review) - I-64 HOV over I-564 and Little Creek Road - Stage II Bric eviews/Comments - I-64 HOV over I-564 and Little Creek Road - Stage II -64 HOV over I-564 and Little Creek Road - Stage II Bridge Plans FA (VDOT Review) - I-64 HOV over I-564 and Little Creek Road - Stage I OT R/A - I-64 HOV over I-564 and Little Creek Road - Stage II Bridge Plai OT Approves - I-64 HOV over I-564 and Little Creek Road - Stage II Brid



C00117840DB112E01:	VDOT I-64 Hampton Roads Express Lanes (HREL) Segment 1A	Proposal La	yout	Einist	2022
tivity ID	Activity Name	Duration	Start	Finish	S O N D J F M A M J J A S O N
Final Design Noise	Analysis Report	239	21-Nov-22	23-Jan-24	
Sound Barriers		239	21-Nov-22	23-Jan-24	· · · · · · · · · · · · · · · · · · ·
DSN000100010	Perform Noise Analysis/Develop Initial Findings Report	40	21-Nov-22	25-Jan-23	Perform Noise Analysis/De
DSN000100020	Design Acoustic Profiles / Perform Constructability Assessment	20	13-Mar-23	07-Apr-23	Design Acoustic Pro
DSN000100025	Prepare Final Design Noise Analysis Report (FDNAR)	20	10-Apr-23	05-May-23	Prepare Final De
DSN000100030	SFC (DB) - FDNAR	3	08-May-23	10-May-23	I SFC (DB) - FDN
DSN000100035	R/C (DB) - FDNAR	10	11-May-23	24-May-23	□ R/C (DB) - FDN
DSN000100040	AC - FDNAR	10	25-May-23	08-Jun-23	AC - FDNAR
DSN000100042	SFC (VDOT) - FDNAR	3	09-Jun-23	13-Jun-23	SFC (VDOT)
DSN000100045	R/C (VDOT) - FDNAR	21	14-Jun-23	04-Jul-23	
DSN000100048	AC - Advance to Final FDNAR	20	05-Jul-23	01-Aug-23	AC-Adv
DSN000100050	SFA - Final FDNAR	3	02-Aug-23	04-Aug-23	SFA - Fir
DSN000100060	R/A - Final FDNAR	21	05-Aug-23	25-Aug-23	🔲 R/A- F
DSN000100065	VDOT Approves Final FDNAR	5	28-Aug-23	01-Sep-23	
DSN000100070	VDOT Provide Concurrence Letter to Chief Engineer & FHWA	21	02-Sep-23	22-Sep-23	
DSN000100080	Prepare and Mail Letters to Benefitted Receptors	5	25-Sep-23	29-Sep-23	Pre
DSN000100090	Public Outreach with Benefitted Receptors (DB)	15	02-Oct-23	20-Oct-23	P
DSN000100100	Prepare Memorandum Summarizing Outreach to Benefitted Receptors	10	23-Oct-23	03-Nov-23	
DSN000100110	SFA (VDOT) Memorandum Summarizing Outreach to Benefitted Recentors	3	06-Nov-23	08-Nov-23	
DSN000100120	R/A (VDOT) Memorandum Summarizing Outreach to Benefitted Receptors	21	09-Nov-23	29-Nov-23	
DSN000100120	VDOT Approves Memorandum Summarizing Outreach to Benefitted Receptors	5	30-Nov-23	06-Dec-23	
DSN000100130	Undate Final FDNAR with Memorandum Findings	10	07-Dec-23	20-Dec-23	
DSN000100145	SEA (VDOT) Undated Final EDNAR	3	21-Dec-23	02-Jan-24	
DSN000100149	VDOT Provides Concurrence Letter for Undated Final FDNAR	21	03-Ian-24	23-Jan-24	
Permitting / Enviror	nmental	300	21-Nov-22	07-May-24	
		48	07-Apr-23	14-Jun-23	14-Jun-23, V
ENV000001000	Compile / Complete VPDES Construction Permit Registration Forms (LD-445's)	10	07-Apr-23	20-Apr-23	Compile / Comple
ENV000001010	SFA - VPDES Construction Permit (VDOT Review)	5	21-Apr-23	27-Apr-23	SFA - VPDE\$ Cor
ENV000001020	VDOT R/A - VPDES Construction Permit (HOLD POINT)	3	28-Apr-23	02-May-23	VDOT R/A - VPD
ENV000001030	VDOT Secures - VPDES Construction Permit	30	03-May-23	14-Jun-23	VDOT Secure
Waters of the US Pe	ermit	145	21-Nov-22	01-Aug-23	▼ 01-Aug-2
ENP000001040	Develop Permit Impact Plates	15	21-Nov-22	13-Dec-22	Develop Permit Impact Plates
ENP000001050	Prepare Avoidance and Minimization Studies	15	14-Dec-22	11-Jan-23	Prepare Avoidance and Min
ENP000001060	Assemble Waters of the US Permit Application	15	12-Jan-23	01-Feb-23	Assemble Waters of the U
ENP000001070	SER (DB) Waters of the US Permit Application	5	02-Feb-23	08-Feb-23	SFR (DB) Waters of the U
ENP000001080	A/C Waters of the US Permit Application	10	09-Feb-23	22-Feb-23	\square A/C Waters of the US P
ENP000001090	SEA (Agencies) Waters of the US Permit Application	5	23-Feb-23	01-Mar-23	SFA (Agencies) Waters
ENP000001100	R/A (Agencies) Waters of the US Permit Application	15	02-Mar-23	22-Mar-23	R/A (Agencies) Wate
ENP000001110	Agencies Accent Waters of the US Permit Application	5	23-Mar-23	22-Mar-23	Agencies Accept Wa
ENP000001120	Initiate Public Notice Pariod (Agencies)	30	30 Mar 23	10 May 23	Initiate Public N
END00001120	Agencies Hold Public Hearing if Required	15	11_May 22	01 Jun 22	Agencies Hold
END00001140	Agencies note rubic ficantig, it required	15 E	$\frac{11 - 1}{100} - 23$	01-Juli-23	Review Publi
END000001150	Neview Fublic Comments / Dian Femili Secure Mitigation Dequirements	10	02-Juli-23	22 Jun 22	
ENP00001150		10	09-Jun-23	22-Jun-23	
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FA - Final	FDNAR	1	1				1			
R¦/A - Fina	l FDNA	Ŗ	1				1			
VDOT Al	proves l	Final FD	NAR	-			1			
VDOT	Provide	Concurre	nce L	etter	to Chi	ef En	gin	eer & F	HWA	1
Prepar	e and Ma	ail Letter	s to B	enefi	tted R	ecept	ors			1
🗖 Publ	ic Outrea	ach with	Benef	itted	Recep	otors (DB	5)		
Pre	pare Me	norandu	m Sun	nmari	zing (Dutrea	ıch	to Bene	efitted Re	eceptors
I SE	A (VDOI) Memo	randui	n Şuı	nmari	zing (Dut	reach to	Benefitt	ed Recep
🗖 F	/A(VD0)T) Men	orand	um S	umma	rizing	gО	utreach	to Benef	itted Rec
	VDOT A	pproves	Memo	randu	ım Su	mmai	izi	ng Outro	each to B	enefitted
	Update	Final FI) NAR	with	Memo	orand	um	Finding	gs	1 1 1
	SFA (V	DOT) U	pdated	1 Fina	al FDN	JAR	-			1 1 1
1	🗖 VDO) T Provi	des Co	oncur	rence	Lette	r fo	r Updat	ed Final	FDNAR
1		07	May-2	24, Pe	ermitti	ng/H	Env	ironmer	ntal	
-23, VPD	ES	1 1 1	1							1 1 1
Complete V	VPDES C	onstruc	tion Pe	ermit	Regis	tratio	n F	orms (L	D-445's)	
E\$ Constr	action P	rmit (VI	OT R	eviev	v)					
VPDES	Constru	ction Pe	mit (F	юĻс	POIN	T)	1			
Secures -	VPDES	Construc	tion F	Permit	t					1
-Aug-23,	Waters o	f the US	Permi	t						
Plates										
nd Minimi	zation S	tudies		į						
f the US P	ermit Ap	plication	'n							
of the US I	ermit A	plicatio	n							
e US Perm	it Applic	ation								
Waters of t	he US Pe	ermit Ap	blicati	on			1			
Waters o	f the US	Permit A	nnlica	ntion			1			
ept Waters	of the L	S Permi	Annli	catio	n				1	
iblic Noti	ce Period	(Agenc	ies)	- 410			1		1	
SHold Pu	hlic Hea	ring if R	equir	be						
v Public C	omment	/ Draft	Permit	-u						
Mitigati	on Requ	irements	cinit							
encies Dro		ere of th	ם סון	armit	Annla	catio	n			
incles Pro	cess wal		ψ US P	cintill '	Аррп	icati0	п			1
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C00117840DB112E01:	VDOT I-64 Hampton Roads Express Lanes (HREL) Segment 1A	Proposal La	yout				12-Aug-22 13:52
Activity ID	Activity Name	Original Duration	Start	Finish		2023	2024 2025
END000001160	A ser size Lowe Final Waters of the LIS Demuit	1	24 1-1 22	24 1-1 22	SOND	J F M A M J J A S O N I	D J F M A M J J A S O N D J F M A M J J A S O N D sue Final Waters of the US Permit
ENP000001100	Agencies issue Final waters of the US Permit	1	24-Jul-25	24-Jul-23	-	D-B Execut	es Waters of the US Permit / Provides Conjes to Regulatory Agencies
ENP000001170	D-B Executes waters of the US Permit / Provides Copies to Regulatory Agencies	3	23-Jul-23	27-Jul-23	-	Provide VI	OT PM with Project Permit Requirement Confirmation from Agencie
ENP000001180	r (D2) Plan (2.7.2)	3	28-Jul-23	01-Aug-23		25-Aug-	23 Pollution Prevention (P?) Plan (2.7.3)
ENI 000001000	Commile Dellution Drevention Dian	10	15 Jun 22	23-Aug-23		Compile Poll	ition Prevention Plan
ENL000001000	SEC (VDOT) Ballution Prevention Blan	10	15-Juli-25	28-Juli-23	-	SFC (VDOT)	Pollution Prevention Plan
ENL000001010	VDOT D/C Dellution Prevention Plan	21	29-Jun-23	05-Jul-25	-	$\nabla DOT R/C$	Pollution Prevention Plan
ENL000001020	Address Comments / Commile Final Pollution Prevention Plan	21	04-Jul-25	24-Jul-23	-	Address Co	mments / Compile Final Pollution Prevention Plan
ENL000001030	Address Comments/ Compile Final Pollution Prevention Plan	J	23-Jul-23	01 Aug 22	-		Final Pollution Prevention Plan
ENL000001040	VDOT D/A Engl Dellution Prevention Plan	21	01-Aug-23	01-Aug-23	-		/A Final Pollution Prevention Plan
ENL000001050	VDOT Agreeues Eigel Dellution Prevention Plan	21	02-Aug-23	22-Aug-23	-		nproves Final Pollution Prevention Plan
ENL000001060	vDOI Approves Final Pollution Prevention Plan	172	23-Aug-23	25-Aug-23		VDOTA	7. May-24, Stormwater Pollution Prevention Plan
Stormwater Polluti		1/3	28-Aug-23	07-May-24			n SWPPP Compliance Notebook
ENS000001000	Develop SwPPP Compliance Note book	10	28-Aug-23	11-Sep-23	-		SWDDD Include Approved Site Specific Safety & Hazardous Materi
ENS000001010	Update SWPPP - Include Approved Site Specific Safety & Hazardous Materials Management Plan	3	12-Sep-23	14-Sep-23	-		SWPDD Include Approved Approved D2 Plan
ENS000001020	Update SWPPP - Include Approved Approved P2 Plan	3	12-Sep-23	14-Sep-23	_		SWPPP - Include Approved Approved P2 Flan
ENS000001040	Update SWPPP - Include Approved Phase 1 - MOT/TMP Plans	3	12-Sep-23	14-Sep-23	-		to SWPPP - Include Approved Phase 1 - MOT/ TWP Flans
ENS000001030	Update SWPPP - Include Approved Phase 1 - C&G / ESC Plans	3	13-Oct-23	17-Oct-23	-		La data SWPPP - Include Approved Phase I - C&G/ ESC Plans
ENS000001050	Update SWPPP - Include Approved Final Roadway Plans	3	14-Nov-23	16-Nov-23	-		Judges SWPPP - Include Approved Final Roadway Plans
ENS000001080	Update SWPPP - Include Approved AFC Lighting / ITS / Signage Plans	3	09-Jan-24	11-Jan-24	-		Update SWPPP - Include Approved AFC Lighting/115/ Signage
ENS000001060	Update SWPPP - Include Approved Final MOT / TMP Plans	3	15-Jan-24	17-Jan-24	-		Update SwPPP - Include Approved Final MOT / TMP Plans
ENS000001090	Update SWPPP - Include Approved Landscape Plans	3	23-Apr-24	25-Apr-24	_		Update SWPPP - Include Approved Landscape Plans
ENS000001100	Refresh SWPPP Documents as Project Progresses	3	26-Apr-24	30-Apr-24	_		Refresh SwPPP Documents as Project Progresses
ENS000001110	SWPPP Document Complete	5	01-May-24	07-May-24			SWPPP Document Complete
Right-of-Way		191	06-Feb-23	22-Dec-23			22-Dec-23, Right-of-Way
Site Assessments/Su	rvey/Research	81	06-Feb-23	30-May-23		30-May-23, Site	Assessments/Survey/Research
ROW Package No.	.001 (Parcel 001 & 002)	81	06-Feb-23	30-May-23		30-May-23, ROV	V Package No. 001 (Parcel 001 & 002)
RWSA00001000	Confirm that Parcelss in Package No. 001 are Impacted by FI/RW Design	1	06-Feb-23	06-Feb-23	_	Confirm that Parcelss in Pa	ckage No. 001 are impacted by FI/RW Design
RWSA00001010	Secure Last Deeds of Record - ROW Package No. 001	25	07-Feb-23	13-Mar-23	_	Secure Last Deeds of Re	cord - ROW Package No. 001
RWSA00001020	Survey Property Lines - ROW Package No. 001	10	14-Mar-23	27-Mar-23		Survey Property Lines	- ROW Package No. 001
RWSA00001030	Perform Phase 1 ESA - ROW Package No. 001	10	14-Mar-23	27-Mar-23		Perform Phase I ESA-	ROW Package No. 001
RWSA00001040	Perform Preliminary Title Reports - ROW Package No. 001	45	28-Mar-23	30-May-23		Perform Prelimin	ary Title Reports - ROW Package No. 001
Appraisals		50	31-May-23	16-Aug-23		▼ 16-Aug-2	3, Appraisals
ROW Package No.	.001 (Parcel 001 & 002)	50	31-May-23	16-Aug-23		16-Aug-2	3, ROW Package No. 001 (Parcel 001 & 002)
RWAA00001000	Develop Appraisals - ROW Package No. 001	30	31-May-23	12-Jul-23	_	Develop App	oraisals - ROW Package No. 001
RWAA00001010	Perform Title Report Update - ROW Package No. 001	5	31-May-23	06-Jun-23		Perform Title Re	port Update - ROW Package No. 001
RWAA00001020	Review Appraisal & Phase 1 ESA - ROW Package No. 001	5	13-Jul-23	19-Jul-23		Review App	raisal & Phase 1 ESA - ROW Package No. 001
RWAA00001030	SFA Appraisal & Phase 1 ESA - ROW Package No. 001	3	20-Jul-23	24-Jul-23		🛛 SFA Apprai	sal & Phase 1 ESA - ROW Package No. 001
RWAA00001040	VDOT R/A Appraisal & Phase 1 ESA - ROW Package No. 001	21	25-Jul-23	14-Aug-23		VDOT R/	A Appraisal & Phase 1 ESA - ROW Package No. 001
RWAA00001050	VDOT Approval of Just Compensation & Offer Letter - ROW Package No. 001 (HOLD POINT)	2	15-Aug-23	16-Aug-23		I VDOT Ap	proval of Just Compensation & Offer Letter - ROW Package No. 001
Negotiations / Clear	r for Construction	89	17-Aug-23	22-Dec-23			22-Dec-23, Negotiations / Clear for Construction
ROW Package No.	.001 (Parcel 001 & 002)	89	17-Aug-23	22-Dec-23			▼ 22-Dec-23, ROW Package No. 001 (Parcel 001 & 002)
RWNA00001000	Present Offer Package to Property Owner - ROW Package No. 001	2	17-Aug-23	18-Aug-23		Present C	ffer Package to Property Owner - ROW Package No. 001
RWNA00001010	Negotiation Parcel Acquisition - ROW Package No. 001	45	21-Aug-23	23-Oct-23		Ne	gotiation Parcel Acquisition - ROW Package No. 001
RWNA00001020	VDOT Agrees to Condemnation NOI - ROW Package No. 001	5	24-Oct-23	30-Oct-23			OOT Agrees to Condemnation NOI ROW Package No. 001
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C00117840DB112E01:	VDOT I-64 Hampton Roads Express Lanes (HREL) Segment 1A	Proposal La	iyout				12-Aug-22 13:52
Activity ID	Activity Name Original Start Finish 2023		2023	2024 2025			
DUBL 00004020		Duration	21.0.22	10.0.00	SONDJF	M A M J J A S O N	D J F M A M J J A S O N D J F M A M J J A S O N D
RWNA00001030	VDOT Agrees to Certificate of Take and Provide Check - ROW Package No. 001	30	31-Oct-23	13-Dec-23			Closing with Landowner by Sattlement Company POW Package N
RWNA00001040	Closing with Landowner by Settlement Company - ROW Package No. 001	2	14-Dec-23	15-Dec-23			Bergels Close for Construction - ROW Dealage No. 001
RWNA00001050	Parcels Clear for Construction - ROW Package No. 001	5	18-Dec-23	22-Dec-23			Parcels Clear for Construction - ROW Package No. 001
		228	21-Nov-22	02-Jan-24		07 Inc 2/2 114:11	ti Coordination (Diaming
Utility Coordination	n / Planning	134	21-Nov-22	07-Jun-23		tal (Can do at Kial ff Maa	the coordination / Planning
UTC000001000	Schedule / Conduct Kickoff Meeting with VDOT Regional Utilities Office	10	21-Nov-22	06-Dec-22			Utility States Depart
UTC000001090	Update Preliminary Utility Status Report	120	21-Nov-22	17-May-23		Update Prelimina	ry Utility Status Report
UTC000001010	Coordinate with Individual Utilities	10	07-Dec-22	20-Dec-22		ordinate with Individual Uti	
UTC000001020	Assemble Master Utility Agreement / No Conflict Letter Templates	10	07-Dec-22	20-Dec-22	Ass	emble Master Utility Agreer	nent / No Conflict Letter Templates
UTC000001030	SFI Master Agreement Template / No Conflict Letter Template to VDOT	5	21-Dec-22	04-Jan-23		I Master Agreement Templa	te / No Conflict Letter Template to VDOT
UTC000001040	Prepare Update UT-9's for all Utilities	20	21-Dec-22	25-Jan-23		Prepare Update UT-9's for al	
UTC000001120	Utility Designation and Test Holes	20	06-Feb-23	03-Mar-23		Utility Designation and '	fest Holes
UTC000001060	Schedule UFI Meeting with VDOT / Utility Companies	5	26-Apr-23	02-May-23		Schedule UFI Mee	ing with VDOT / Utility Companies
UTC000001050	Update VDOT RUMS with UT-9 Data/ Preliminary Utility Status Report	5	03-May-23	09-May-23		Update VDOT RU	MS with UT-9 Data / Prelimin ary Utility Status Report
UTC000001070	Prepare / Distribute UFI Plans / Cross Sections / Master Agreements - No Conflict Letter	10	10-May-23	23-May-23		Prepare / Distribu	ite UFI Plans / Cross Sections / Master Agreements - No Conflict Lette
UTC000001100	SFI Preliminary Status Report (Due within 120 Days of Date of Commencement)	3	18-May-23	22-May-23		SFI Preliminary S	tatus Report (Due within 120 Days of Date of Commencement)
UTC000001110	Update VDOT RUMS with Utility Status Report Data	3	18-May-23	22-May-23		Update VDOT R	JMS with Utility Status Report Data
UTC000001080	Conduct / Document UFI Meeting / Discuss Potential Utility Conflicts	10	24-May-23	07-Jun-23		Conduct / Docu	ment UFI Meeting / Discuss Potential Utility Conflicts
Utility Field Inspect	ions	117	08-Jun-23	02-Oct-23		V 02-C	ct-23, Utility Field Inspections
Crown Castle		117	08-Jun-23	02-Oct-23		02-C	ct-23, Crown Castle
UTFC00001000	Prepare Utility Relocation Concept Plan - Crown Castle	90	08-Jun-23	05-Sep-23		Prepare	Utility Relocation Concept Plan - Crown Castle
UTFC00001010	SFC Utility Relocation Concept Plan - Crown Castle	3	06-Sep-23	08-Sep-23		SFC Ut	ility Relocation Concept Plan - Crown Castle
UTFC00001020	R/C Utility Relocation Concept Plan (DB and VDOT) - Crown Castle	21	09-Sep-23	29-Sep-23		R/C	Utility Relocation Concept Plan (DB and VDOT) - Crown Castle
UTFC00001030	Update VDOT RUMS with Utility Status Report Data - Crown Castle	3	30-Sep-23	02-Oct-23		Upda	te VDOT RUMS with Utility Status Report Data - Crown Castle
Dominion Energy		77	08-Jun-23	23-Aug-23		▼ 23-Aug-	23, Dominion Energy
UTFD00001000	Prepare Utility Relocation Concept Plan - Dominion Energy	50	08-Jun-23	27-Jul-23		Prepare Uti	lity Relocation Concept Plan - Dominion Energy
UTFD00001010	SFC Utility Relocation Concept Plan - Dominion Energy	3	28-Jul-23	30-Jul-23		SFC Utility	Relocation Concept Plan - Dominion Energy
UTFD00001020	R/C Utility Relocation Concept Plan (DB and VDOT) - Dominion Energy	21	31-Jul-23	20-Aug-23		🔲 R/C Util	ity Relocation Concept Plan (DB and VDOT) - Dominion Energy
UTFD00001030	Update VDOT RUMS with Utility Status Report Data - Dominion Energy	3	21-Aug-23	23-Aug-23		Update V	/DOT RUMS with Utility Status Report Data - Dominion Energy
Virginia Natrual (las	77	08-Jun-23	23-Aug-23		23-Aug-	23, Virginia Natrual Gas
	Prenare Utility Relocation Concent Plan - Virginia Natural Gas	50	08-Jun-23	27-Jul-23		Prepare Uti	lity Relocation Concept Plan - Virginia Natural Gas
UTEG00001010	SEC Utility Relocation Concept Plan - Virginia Natural Gas	3	28-Jul-23	30-Jul-23		I SFC Utility	Relocation Concept Plan - Virginia Natural Gas
UTEG00001020	B/C Litility Relocation Concept Plan (DB and VDOT) - Virginia Natural Gas	21	31-Jul-23	20-Aug-23		🗖 R/C Util	ity Relocation Concept Plan (DB and VDOT) - Virginia Natural Gas
UTEG00001020	Undate VDOT PLIMS with Utility Status Penort Data Virginia Natural Gas	21	21 Aug 23	20-Aug-23	-	Update V	/DOT RUMS with Utility Status Report Data - Virginia Natural Gas
	opuale vDOT KOWS with Othity Status Report Data - virginia Natural Gas	102	08 Jup 22	17 Sop 23		17-Se	p-23. Lumos
	Propers Utility Polocetion Concept Plan Lymos	75	08 Jun 23	21 Aug 22		Prenare I	Itility Relocation Concept Plan - Lumos
CTEL00001000	SEC Litility Beloestion Concept Plan Lymps	15	22 Aug 22	21-Aug-23		SFC Uti	ity Relocation Concept Plan - Lumos
CTFL00001010	D/C Likility Releastion Concept Flan - Lumos	21	22-Aug-23	24-Aug-23			tility Relocation Concent Plan (DB and VDOT) - Lumos
CTFL00001020	Le data VDOT DUMS with Lifetity Status Darast Data. Lymas	21	23-Aug-23	14-Sep-23			e VDOT RUMS with Utility Status Report Data - Lumos
C1FL00001030	Opdate vDOT ROMS with Offitty Status Report Data - Lumos	100	13-sep-23	17-Sep-23			223 Lumen
		102	08-Jun-23	17-Sep-23		Prenare I	Itility Relocation Concept Plan - Lymen
	Prepare Unity Relocation Concept Plan - Lumen	/5	08-Jun-23	21-Aug-23			ity Relocation Concept Plan - Luman
	SPC Utility Relocation Concept Plan - Lumen	3	22-Aug-23	24-Aug-23			tility Relocation Concept Plan (DR and VDOT) Lymon
	K/C Utility Relocation Concept Plan (DB and VDOT) - Lumen	21	25-Aug-23	14-Sep-23		I Undat	a VDOT PLIMS with Litility Status Papart Data Luman
UTFM00001030	Update VDUT RUMS with Utility Status Report Data - Lumen	3	15-Sep-23	17-Sep-23			v bor Koms win onny status report Data - Luinen
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C00117840DB112E01:	VDOT I-64 Hampton Roads Express Lanes (HREL) Segment 1A	Proposal La	iyout		<u>.</u>	12-Aug-22 13:52
Activity ID	Activity Name	Original	Start	Finish	2023 2024	2025
		102		17.6 22	S O N D J F M A M J J A S O N D J F M A M J J A S O N D	J F M A M J J A S O N D
City of Norfolk Fib		102	08-Jun-23	17-Sep-23	Prepare Utility Pelecation Concent Plan	ty of Norfolk Fiber
CTFN00001000	Prepare Utility Relocation Concept Plan - City of Norfolk Fiber	/5	08-Jun-23	21-Aug-23	SEC Utility Polosition Concept Fian - City	of Norfoll, Eiber
CTFN00001010	SFC Utility Relocation Concept Plan - City of Norfolk Fiber	3	22-Aug-23	24-Aug-23	P (C Utility Peleocition Concept Plan - City	on d VDOT) City of Norfelly Eile
CTFN00001020	R/C Utility Relocation Concept Plan (DB and VDOT) - City of Norfolk Fiber	21	25-Aug-23	14-Sep-23	Lister VDOT DUNG with 14:11th States	and VDOI) - City of Noriolk Fibe
CTFN00001030	Update VDOT RUMS with Utility Status Report Data - City of Norfolk Fiber	3	15-Sep-23	17-Sep-23		leport Data - City of Nonoik Fiber
Qwest		102	08-Jun-23	17-Sep-23	17-Sep-23, Qwest	
CTFQ00001000	Prepare Utility Relocation Concept Plan - Qwest	75	08-Jun-23	21-Aug-23	Prepare Utility Relocation Concept Plan - Qu	vest
CTFQ00001010	SFC Utility Relocation Concept Plan - Qwest	3	22-Aug-23	24-Aug-23	SFC Utility Relocation Concept Plan - Qwes	t
CTFQ00001020	R/C Utility Relocation Concept Plan (DB and VDOT) - Qwest	21	25-Aug-23	14-Sep-23	R/C Utility Relocation Concept Plan (DB	and VDOT) - Qwest
CTFQ00001030	Update VDOT RUMS with Utility Status Report Data - Qwest	3	15-Sep-23	17-Sep-23	I Update VDOT RUMS with Utility Status R	eport Data - Qwest
City of Norfolk De	partment of Utilities	102	08-Jun-23	17-Sep-23	17-Sep-23, City of Norfolk Department of	Utilities
UTFU00001000	Prepare Utility Relocation Concept Plan - City of Norfolk Department of Utilities	75	08-Jun-23	21-Aug-23	Prepare Utility Relocation Concept Plan - Ci	ty of Norfolk Department of Utilit
UTFU00001010	SFC Utility Relocation Concept Plan - City of Norfolk Department of Utilities	3	22-Aug-23	24-Aug-23	SFC Utility Relocation Concept Plan - City	of Norfolk Department of Utilities
UTFU00001020	R/C Utility Relocation Concept Plan (DB and VDOT) - City of Norfolk Department of Utilities	21	25-Aug-23	14-Sep-23	🔲 R/C Utility Relocation Concept Plan (DB	and VDOT) - City of Norfolk Depa
UTFU00001030	Update VDOT RUMS with Utility Status Report Data - City of Norfolk Department of Utilities	3	15-Sep-23	17-Sep-23	I Update VDOT RUMS with Utility Status R	<pre>ceport Data - City of Norfolk Depa</pre>
Verizon		102	08-Jun-23	17-Sep-23	17-Sep-23, Verizon	
UTEV00001000	Prepare Utility Relocation Concept Plan - Verizon	75	08-Jun-23	21-Aug-23	Prepare Utility Relocation Concept Plan - Ve	rizon
UTFV00001010	SEC Utility Relocation Concept Plan - Verizon	3	22-Aug-23	24-Aug-23	SFC Utility Relocation Concept Plan - Verize	on
UTEV00001020	B/C Utility Relocation Concept Plan (DB and VDOT) - Verizon	21	25-Aug-23	14-Sen-23	R/C Utility Relocation Concept Plan (DB	and VDOT) - Verizon
UTEV00001020	Undeta VDOT PLIMS with Litility Status Papart Data Varizon	21	15 Sop 23	17 Sep 23	Update VDOT RUMS with Utility Status R	eport Data - Verizon
Litility Diana & Esti	opuale vDOI KOWS with Othity Status Report Data - venzon	02	24 Aug 22	22 Nov 22	23-Nov-23 Utility Plans & Estimate	s
Chown Costlo		92	24-Aug-23	23-Nov-23	23-Nov-23, Crown Castle	
	Advance to First Data estion Disc. (Consolite UT 0). Course Costle	32	03-001-23	23-INOV-23	Advance to Final Relocation Plan / Co	mplete IIT-9's - Grown Castle
	Advance to Final Relocation Plan / Complete U1-9's - Crown Castle	20	03-0ct-23	22-Oct-23	I SEA Final Litility Palacation Plan / LT	O's Crown Castle
	SFA Final Utility Relocation Plan / UT-9's - Crown Castle	3	23-Oct-23	25-Oct-23		Plan Crown Castle
UTPC00001020	VDOT R/A Final Utility Relocation Plan - Crown Castle	21	26-Oct-23	15-Nov-23		tan - Crown Castle
UTPC00001030	VDOT Approves Final Utility Relocation Plan / DB Issues NTP to - Crown Castle	5	16-Nov-23	20-Nov-23	VDOI Approves Final Utility Reloca	ation Plan / DB issues NTP to - Cr
UTPC00001040	Update VDOT RUMS with Utility Status Report Data - Crown Castle	3	21-Nov-23	23-Nov-23	Update VDOT RUMS with Utility St	atus Report Data - Crown Castle
Dominion Energy		62	24-Aug-23	24-Oct-23	24-Oct-23, Dominion Energy	
UTPD00001000	Advance to Final Relocation Plan / Complete UT-9's - Dominion Energy	30	24-Aug-23	22-Sep-23	Advance to Final Relocation Plan / Comp	lete UT-9's - Dominion Energy
UTPD00001010	SFA Final Utility Relocation Plan / UT-9's - Dominion Energy	3	23-Sep-23	25-Sep-23	SFA Final Utility Relocation Plan / UT-9's	- Dominion Energy
UTPD00001020	VDOT R/A Final Utility Relocation Plan - Dominion Energy	21	26-Sep-23	16-Oct-23	VDOT R/A Final Utility Relocation Plan	n - Dominion Energy
UTPD00001030	VDOT Approves Final Utility Relocation Plan / DB Issues NTP to - Dominion Energy	5	17-Oct-23	21-Oct-23	VDOT Approves Final Utility Relocation	on Plan / DB Issues NTP to - Dom
UTPD00001040	Update VDOT RUMS with Utility Status Report Data - Dominion Energy	3	22-Oct-23	24-Oct-23	I Update VDOT RUMS with Utility State	18 Report Data - Dominion Energ
Virginia Natural O	ha s	62	24-Aug-23	24-Oct-23	24-Oct-23, Virginia Natural Gas	
UTPG00001000	Advance to Final Relocation Plan / Complete UT-9's - Virginia Natural Gas	30	24-Aug-23	22-Sep-23	🔲 Advance to Final Relocation Plan / Comp	lete UT-9's - Virginia Natural Gas
UTPG00001010	SFA Final Utility Relocation Plan / UT-9's - Virginia Natural Gas	3	23-Sep-23	25-Sep-23	SFA Final Utility Relocation Plan / UT-9's	; - Virginia Natural Gas
UTPG00001020	VDOT R/A Final Utility Relocation Plan - Virginia Natural Gas	21	26-Sep-23	16-Oct-23	VDOT R/A Final Utility Relocation Pla	n - Virginia Natural Gas
UTPG00001030	VDOT Approves Final Utility Relocation Plan / DB Issues NTP to - Virginia Natural Gas	5	17-Oct-23	21-Oct-23	VDOT Approves Final Utility Relocation	on Plan / DB Issues NTP to - Virgi
UTPG00001040	Update VDOT RUMS with Utility Status Report Data - Virgini a Natural Gas	3	22-Oct-23	24-Oct-23	Update VDOT RUMS with Utility Stat	us Report Data - Virgini a Natural 🕻
Lumos		62	18-Sep-23	18-Nov-23	18-Nov-23, Lumos	
UTPL00001000	Advance to Final Relocation Plan / Complete UT-9's - Lumos	30	18-Sep-23	17-Oct-23	📥 Advance to Final Relocation Plan / Cor	nplete UT-9's - Lumos
UTPL00001010	SFA Final Utility Relocation Plan / UT-9's - Lumos	3	18-Oct-23	20-Oct-23	SFA Final Utility Relocation Plan / UT	9's - Lumos
UTPL 00001020	VDOT R/A Final Utility Relocation Plan - Lumos	21	21-Oct-23	10-Nov-23	VDOT R/A Final Utility Relocation P	'lan - Lumos
UTPL 00001020	VDOT Approves Final Utility Relocation Plan / DR Issues NTP to - Lumos	5	$11 - N_{\rm DV} = 23$	15-Nov-23	VDOT Approves Final Utility Reloca	tion Plan / DB Issues NTP to - Lu
011100001030			11-140 - 23	15-1101-25		· · · · · · · · · · · · · · · · · · ·
© Primavera Systems, Inc	Remaining Level of Effort Actual Work Actual Level of Effort Remaining Work Actual Level of Effort	emaining Work			Page 14 of 42	

C00117840DB112E01	VDOT I-64 Hampton Roads Express Lanes (HREL) Segment 1A	Proposal La	yout						
Activity ID	Activity Name	Original Duration	Start	Finish		TEMA	202	13 T A S	0
UTPL00001040	Update VDOT RUMS with Utility Status Report Data - Lumos	3	16-Nov-23	18-Nov-23		JFMA		JAS	0
Lumen		62	18-Sep-23	18-Nov-23		1			_
UTPM00001000	Advance to Final Relocation Plan / Complete UT-9's - Lumen	30	18-Sep-23	17-Oct-23					
UTPM00001010	SFA Final Utility Relocation Plan / UT-9's - Lumen	3	18-Oct-23	20-Oct-23				1	I
UTPM00001020	VDOT R/A Final Utility Relocation Plan - Lumen	21	21-Oct-23	10-Nov-23				1	
UTPM00001030	VDOT Approves Final Utility Relocation Plan / DB Issues NTP to - Lumen	5	11-Nov-23	15-Nov-23	-				
UTPM00001040	Update VDOT RUMS with Utility Status Report Data - Lumen	3	16-Nov-23	18-Nov-23					
City of Norfolk Fi	ber	62	18-Sep-23	18-Nov-23					_
UTPN00001000	Advance to Final Relocation Plan / Complete UT-9's - City of Norfolk Fiber	30	18-Sep-23	17-Oct-23				ļ	
UTPN00001010	SFA Final Utility Relocation Plan / UT-9's - City of Norfolk Fiber	3	18-Oct-23	20-Oct-23				1	I
UTPN00001020	VDOT R/A Final Utility Relocation Plan - City of Norfolk Fiber	21	21-Oct-23	10-Nov-23	-				
UTPN00001030	VDOT Approves Final Utility Relocation Plan / DB Issues NTP to - City of Norfolk Fiber	5	11-Nov-23	15-Nov-23	-				
UTPN00001040	Update VDOT RUMS with Utility Status Report Data - City of Norfolk Fiber	3	16-Nov-23	18-Nov-23	-			1	
Owest		62	18-Sep-23	18-Nov-23					_
UTPO00001000	Advance to Final Relocation Plan / Complete UT-9's - Owest	30	18-Sep-23	17-Oct-23				Ē	
UTPO00001010	SEA Final Utility Relocation Plan / UT-9's - Owest	3	18-Oct-23	20-Oct-23	-			1	I
UTP000001020	VDOT R/A Final Utility Relocation Plan - Owest	21	21-Oct-23	10-Nov-23					
UTP000001030	VDOT Approves Final Utility Relocation Plan / DB Issues NTP to - Owest	5	11-Nov-23	15-Nov-23	-				_
UTP000001040	Undate VDOT RUMS with Utility Status Report Data - Owest	3	16-Nov-23	18-Nov-23				1	
City of Norfolk De	nartment of Utilities	62	18-Sen-23	18-Nov-23					_
	Advance to Final Relocation Plan / Complete UT-9's - City of Norfolk Department of Utilities	30	18-Sep-23	17-Oct-23					
	SEA Final Utility Relocation Plan / UT-9's - City of Norfolk Department of Utilities	30	18-0ct-23	20-Oct-23					-
	VDOT R/A Final Utility Relocation Plan - City of Norfolk Department of Utilities	21	21-Oct-23	10-Nov-23	-				ſ
	VDOT Approves Final Utility Relocation Plan / DB Issues NTP to - City of Norfolk Department of Utilities	5	11-Nov-23	15-Nov-23	-			1	-
	Undate VDOT RUMS with Utility Status Report Data - City of Norfolk Department of Utilities	3	16-Nov-23	18-Nov-23				1	
Verizon	opuale vbor Kows will offitty status kepon bata - erty of Kohok bepartment of offittes	62	18-Sen-23	18-Nov-23					_
	Advance to Final Relocation Plan / Complete UT-0's - Verizon	30	18-Sep-23	17-0 ct-23					
UTPV00001010	SEA Final Utility Relocation Plan / UT-0's - Verizon	30	18-Oct-23	20-Oct-23				1	-
UTPV00001020	VDOT R/A Final Utility Relocation Plan - Verizon	21	21-Oct-23	10-Nov-23					
UTPV00001030	VDOT Approves Final Litility Relocation Plan / DB Issues NTP to - Verizon	5	11-Nov-23	15-Nov-23	-			1	-
	Undate VDOT PLIMS with Utility Status Penort Data Verizon	3	16 Nov 23	13-100-23	-				
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Crown Castle		17	23-0ct-23	10 - Dec - 23					_
	Perform Utility Relocation - FB L64 Bridge over Granby Street - Pier 3 - Crown Castle	17	24-Nov-23	08-Dec-23				1	
	Relocations Complete - Secure LIT-11's - Crown Castle	1	09-Dec-23	00 Dec 23	-				
UTUC00003000	Complete Utility As-builts - Crown Castle	1	10-Dec-23	10-Dec-23					
Dominion Energy	complete curry is builts' clown custe	70	25-Oct-23	02-Ian-24					
	Perform Utility Relocation - FB L64 Bridge over Granby Street - Pier 1 - Dominion Energy	45	25-Oct-23	02-Jan -24 08-Dec-23				1	
	Perform Utility Relocation - FB I-64 Bridge over Little Creek Road - Pier 1 - Dominion Energy	45	19-Nov-23	02-Ian-24					-
	Relocations Complete - Secure LIT-11's - Dominion Energy	1	09-Dec-23	09-Dec-23					
	Complete Utility As builts. Dominion Energy	1	10 Dec 23	10 Dec 23	-			1	
Virginia Na true L	Complete Outry As-builts - Dominion Energy	22	25-Oct-23	25-Nov-23		1			
	Perform Utility Relocation - FR & WR L64 Bridges over Tidewater Drive - Dier 1 - Virginia Natural Cas	30	25-Oct-23	23-Nov-23				1	1
	Relocations Complete - Secure LIT-11's - Virginia Natural Gas	1	23-001-23 24_Nov 23	23-110 V-23				1	
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Activity ID	Activity Name	Original	Start	Finish		2023			2024	2025	2025	
		Duration	25.33 22	25.33 22	S O N D J F M A	M J J A S	SOND	J F M A	M J J A S O N I	D J F M A	A M J J	A S O N D
UTUG00003000	Complete Utility As-builts - Virginia Natural Gas	1	25-Nov-23	25-Nov-23				1000000000000000000000000000000000000	Lumos		Gas	
		32	19-Nov-23	20-Dec-23				Dorform Lit	tility Polocotion EP	I 64 Dridge	over Littl	o Crook Dood
	Perform Utility Relocation - EB I-64 Bridge over Little Creek Road - Pier I - Lumos	30	19-Nov-23	18-Dec-23				Dele set		IF04 Driuge		e Cleek Koau
UTUL00002000	Relocations Complete - Secure UT-11's - Lumos	1	19-Dec-23	19-Dec-23				Complete	Is Complete - Secure	UI-II S - LU	umos	
UTUL00003000	Complete Utility As-builts - Lumos	1	20-Dec-23	20-Dec-23		1			Utility As-builts - Lui	mos		
Lumen		32	19-Nov-23	20-Dec-23				20-Dec-23	, Lumen		75 ° 1	. D.
UTUM00001000	Perform Utility Relocation - WB I-64 Bridge over Tidewater Drive - Pier 1 - Lumen	30	19-Nov-23	18-Dec-23				Perform Ut	tility Relocation - WE	s I-64 Bridg	ge over 11de	ewater Drive -
UTUM00002000	Relocations Complete - Secure UT-11's - Lumen	1	19-Dec-23	19-Dec-23				Relocation	ns Complete - Secure	UT-II's - Lu	umen	
UTUM00003000	Complete Utility As-builts - Lumen	1	20-Dec-23	20-Dec-23				Complete	Utility As-builts - Lui	men		
City of Norfolk Fib	er	32	19-Nov-23	20-Dec-23				20-Dec-23	, City of Norfolk Fibe	r		
UTUN00001000	Perform Utility Relocation - EB I-64 Bridge over Little Creek Road - Pier 1 - City of Norfolk Fiber	30	19-Nov-23	18-Dec-23				Perform Ut	tility Relocation - EB	I-64 Bridge	e over Littl	e Creek Road
UTUN00002000	Relocations Complete - Secure UT-11's - City of Norfolk Fiber	1	19-Dec-23	19-Dec-23			1	Relocation	ns Complete - Secure	UT-11's - Ci	ity of Norfo	olk Fiber
UTUN00003000	Complete Utility As-builts - City of Norfolk Fiber	1	20-Dec-23	20-Dec-23			I	Complete	Utility As-builts - Cit	y of Norfolk	k Fiber	
Qwest		32	19-Nov-23	20-Dec-23				20-Dec-23	3, Qwest			
UTUQ00001000	Perform Utility Relocation - EB I-64 Bridge over Granby Street - Pier 1 - Qwest	30	19-Nov-23	18-Dec-23				Perform Ut	tility Relocation - EB	I-64 Bridge	e over Gran	by Street - Pie
UTUQ00002000	Relocations Complete - Secure UT-11's - Qwest	1	19-Dec-23	19-Dec-23			1	Relocation	ns Complete - Secure	UT-11's - Qv	west	
UTUQ00003000	Complete Utility As-builts - Qwest	1	20-Dec-23	20-Dec-23			1	Complete	Utility As-builts - Qw	rest		
City of Norfolk Dep	partment of Utilities	32	19-Nov-23	20-Dec-23				20-Dec-23	3, City of Norfolk Dep	artment of U	Utilities	
UTUU00001000	Perform Utility Relocation - 16" Water - EB I-64 Bridge over Granby Street - Pier 2 - City of Norfolk Dept. of I	30	19-Nov-23	18-Dec-23				Perform Ut	tility Relocation - 16"	' Water - EB	I-64 Bridg	ge over Granb
UTUU00002000	Relocations Complete - Secure UT-11's - City of Norfolk Department of Utilities	1	19-Dec-23	19-Dec-23			1	Relocation	ns Complete - Secure	UT-11's - Ci	ity of Norfo	olk Departmer
UTUU00003000	Complete Utility As-builts - City of Norfolk Department of Utilities	1	20-Dec-23	20-Dec-23			1	Complete	Utility As-builts - Cit	y of Norfolk	k Departme	ent of Utilities
Verizon		32	19-Nov-23	20-Dec-23				20-Dec+23	3, Verizon			
UTUV00001000	Perform Utility Relocation - EB & WB Bridges over Tidewater Drive - Pier 2 - Verizon	30	19-Nov-23	18-Dec-23				Perform Ut	tility Relocation - EB	& WB Brid	lges over T	idewater Driv
UTUV00002000	Relocations Complete - Secure UT-11's - Verizon	1	19-Dec-23	19-Dec-23			1	Relocation	ns Complete - Secure	UT-11's - Ve	erizon	
UTUV00003000	Complete Utility As-builts - Verizon	1	20-Dec-23	20-Dec-23			1	Complete	Utility As-builts - Ver	izon		
Procurement		195	10-May-23	16-Apr-24		V			16-Apr-24, Procurem	ient	 	
Vendor Procuremen		97	10-May-23	12-Oct-23		V	12-Oc	t-23, Vendo	or Procurement		 	
PCVP00001020	Procure MOT Package Vendor	0	10-May-23	10-May-23		Procure M	OT Packag	ge Vendør				
PCVP00001030	Procure Grading & Drainage Package Vendor	0	24-May-23	24-May-23		Procure (Grading &	Drainage P	ackage Vendor			
PCVP00001070	Procure Electrical Package Vendor	0	21-Jul-23	21-Jul-23		Pro	cure Electi	rical Packag	ge Vendor			
PCVP00001130	Procure I-64 EB over Granby Street Bridge Package Vendor	0	26-Jul-23	26-Jul-23		Pro	ocure I-64 I	EB over Gra	anby \$treet Bridge Pa	ckage Vendo	or	
PCVP00001120	Procure I-64 EB over I-564 Bridge Package Vendor	0	26-Jul-23	26-Jul-23		Pro	cure I-64 I	EB over 1-5	64 Bridge Package Ve	endor		
PCVP00001080	Procure I-64 EB over Tidewater Drive Bridge Package Vendor	0	01-Aug-23	01-Aug-23		Pro	cure I-64	EB over Tie	dewater Drive Bridge	Package Ve	endor	
PCVP00001010	Procure E&S Package Vendor	0	04-Aug-23	04-Aug-23		Pr	ocure E&S	Package V	<i>l</i> endor			
PCVP00001000	Procure Clearing / Grubbing Package Vendor	0	04-Aug-23	04-Aug-23		Pr	ocure Clea	uring / Grub	bing Package Vendor			
PCVP00001110	Procure I-64 FB over Little Creek Road Bridge Package Vendor	0	15-Aug-23	15-Aug-23		I P	rocure I-64	4 EB over L	Little Creek Road Brid	dge Package	e Vendor	
PCVP00001140	Procure L64 HOV over L564 & Little Creek Road Bridge Package Vendor	5	15-Aug-23	21-Aug-23		ПІ	Procure I-6	4 HOV ove	er I-564 & Little Creel	k Road Brid	lge Package	e Vendor
PCVP00001040	Procure Signing / Markings Package Vendor	0	21-Aug-23	21-Aug-23			Procure Sig	ning / Mar	kings Package Vendor		0 0	
PCVP00001040	Procure 1.64 WB over Tidewater Drive Bridge Package Vendor	0	21-Aug-23	21-Aug-23			Procure I-	64 WB ove	r Tidewater Drive Brid	dge Package	e Ven dor	
PCVP00001150	Produce 1-64 WB over Grenby Street Bridge Package Vendor	0	30 Aug 22	30-Aug-23			Procure I-	64 WB ove	r Granby Street Bridg	e Package V	/endor	
PCVD0001100	Procure L 64 WB over L ittle Creek Boad Deskage Vendor	0	13 San 22	13 San 22			Procure	[-64 WB ov	er Little Creek Road	Package Ver	ndor	
	Droouro MSE Well Deckage Vandor	0	13-3ep-23	13-3ep-23			Procur	re MSF Wa	11 Package Vendor			
	Drooure Sound Domier Deckage Vender	0	12-001-23	12-001-23			Procu	re Sound R	arrier Package Vendor		1	
Construction Sel		0	12-Oct-23	12-0ct-23				$0 - N_{0}v_{-}2/3$	Construction Submitt	als		
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C00117840DB112E01	: VDOT I-64 Hampton Roads Express Lanes (HREL) Segment 1A	Proposal La	iyout			12-Aug-22 13:52
Activity ID	Activity Name	Original Duration	Start	Finish	2023	2024 2025
		20		17.4.22	S O N D J F M A M J J A S O N D	J F M A M J J A S O N D J F M A M J J A S O N D
PCCS00004000	Prepare Lighting Shop Drawings	20	21-Jul-23	17-Aug-23		Shop Drawings
PCCS00005000	Prepare ITS Shop Drawings	20	21-Jul-23	17-Aug-23		S Shop Diawings
PCCS00011000	Prepare - Substructure Rebar Shop Drawings - I-64 EB over I-564 Bridge	20	26-Jul-23	22-Aug-23	Prepare -	Substructure Rebar Snop Drawings - I-64 EB over I-564 Bridge
PCCS00011100	Prepare - Superstructure Rebar Shop Drawings - I-64 EB over I-564 Bridge	20	26-Jul-23	22-Aug-23	Prepare -	Superstructure Rebar Shop Drawings - 1-64 EB over 1-564 Bridge
PCCS00011200	Prepare - Foundation Material Shop Drawings - I-64 EB over I-564 Bridge	20	26-Jul-23	22-Aug-23	Prepare -	Foundation Material Shop Drawings - I-64 EB over I-564 Bridge
PCCS00011300	Prepare - Bridge Beam Shop Drawings - I-64 EB over I-564 Bridge	20	26-Jul-23	22-Aug-23	Prepare -	Bridge Beam Shop Drawings - I-64 EB over I-564 Bridge
PCCS00012000	Prepare - Substructure Rebar Shop Drawings - I-64 EB over Granby Street Bridge	20	26-Jul-23	22-Aug-23	Prepare -	Substructure Rebar Shop Drawings - I-64 EB over Granby Street Brid
PCCS00012100	Prepare - Superstructure Rebar Shop Drawings - I-64 EB over Granby Street Bridge	20	26-Jul-23	22-Aug-23	Prepare -	Superstructure Rebar Shop Drawings - I-64 EB over Granby Street Br
PCCS00012200	Prepare - Foundation Material Shop Drawings - I-64 EB over Granby Street Bridge	20	26-Jul-23	22-Aug-23	Prepare -	Foundation Material Shop Drawings - I-64 EB over Granby Street Bri
PCCS00012300	Prepare - Bridge Beam Shop Drawings - I-64 EB over Granby Street Bridge	20	26-Jul-23	22-Aug-23	Prepare -	Bridge Beam Shop Drawings - I-64 EB over Granby Street Bridge
PCCS00007000	Prepare - Substructure Rebar Shop Drawings - I-64 EB over Tidewater Drive Bridge	20	01-Aug-23	28-Aug-23	Prepare -	Substructure Rebar Shop Drawings - I-64 EB over Tidewater Drive B
PCCS00007100	Prepare - Superstructure Rebar Shop Drawings - I-64 EB over Tidewater Drive Bridge	20	01-Aug-23	28-Aug-23	Prepare -	Superstructure Rebar Shop Drawings - I-64 EB over Tidewater Drive
PCCS00007200	Prepare - Foundation Material Shop Drawings - I-64 EB over Tidewater Drive Bridge	20	01-Aug-23	28-Aug-23	Prepare -	Foundation Material Shop Drawings - I-64 EB over Tidewater Drive
PCCS00007300	Prepare - Bridge Beam Shop Drawings - I-64 EB over Tidewater Drive Bridge	20	01-Aug-23	28-Aug-23	Prepare -	Bridge Beam Shop Drawings - I-64 EB over Tidewater Drive Bridge
PCCS00010000	Prepare - Substructure Rebar Shop Drawings - I-64 EB over Little Creek Road Bridge	20	15-Aug-23	12-Sep-23	Prepare	Substructure Rebar Shop Drawings - I-64 EB over Little Creek Roa
PCCS00010100	Prepare - Superstructure Rebar Shop Drawings - I-64 EB over Little Creek Road Bridge	20	15-Aug-23	12-Sep-23	Prepare	Superstructure Rebar Shop Drawings - I-64 EB over Little Creek Ro
PCC\$00010200	Prenare - Foundation Material Shop Drawings - L64 FB over Little Creek Road Bridge	20	15 Aug-23	12-Sep-23	Prepare	Foundation Material Shop Drawings - I-64 EB over Little Creek Rc
PCC\$00010200	Prenare - Bridge Beam Shop Drawings - I-64 FB over Little Creek Road Bridge	20	15 Aug-23	12-Sep-23	Prepare	Bridge Beam Shop Drawings - I-64 EB over Little Creek Road Brid
PCC\$00004010	SEA Lighting Shop Drawings	1	18 Aug 23	12-5cp-23	L SFA Light	ing Shop Drawings
PCC\$00005010	SEA ITS Shap Drawings	1	18 Aug 23	18 Aug 22	I SFAITS S	hon Drawings
PCC300003010	VDOT D (A Lishting Chan Depaired	1	10 Arra 22	18-Aug-23		2/A Lighting Shop Drawings
PCCS00004020	VDOT R/A Lighting Shop Drawings	21	19-Aug-23	08-Sep-23		2//A ITS Shop Drawings
PCCS00005020	VDOT R/ATTS Shop Drawings	21	19-Aug-23	08-Sep-23		Signage Shop Drawings
PCCS00006000	Prepare Signage Shop Drawings	20	21-Aug-23	18-Sep-23		Substructure Deber Shop Drewings L64 HOV over L564 & Little
PCCS00014000	Prepare - Substructure Rebar Shop Drawings - I-64 HOV over I-564 & Little Creek Road Bridge	20	22-Aug-23	19-Sep-23		- Substitucture Rebai Shop Drawings - 1-04 HOV over 1-504 & Little
PCCS00014100	Prepare - Superstructure Rebar Shop Drawings - I-64 HOV over I-564 & Little Creek Road Bridge	20	22-Aug-23	19-Sep-23		- Superstructure Rebar Shop Drawings - 1-04 HOV over 1-504 & Litt
PCCS00011010	SFA - Substructure Rebar Shop Drawings - I-64 EB over I-564 Bridge	1	23-Aug-23	23-Aug-23	SFA-Sub	structure Rebar Shop Drawings - 1-64 EB over 1-564 Bridge
PCCS00011110	SFA - Superstructure Rebar Shop Drawings - I-64 EB over I-564 Bridge	1	23-Aug-23	23-Aug-23	SFA - Sup	erstructure Rebar Shop Drawings - 1-64 EB over 1-564 Bridge
PCCS00011210	SFA - Foundation Material Shop Drawings - I-64 EB over I-564 Bridge	1	23-Aug-23	23-Aug-23	SFA - Fou	ndation Material Shop Drawings - 1-64 EB over 1-564 Bridge
PCCS00011310	SFA - Bridge Beam Shop Drawings - I-64 EB over I-564 Bridge	1	23-Aug-23	23-Aug-23	SFA - Brid	lge Beam Shop Drawings - I-64 EB over I-564 Bridge
PCCS00012010	SFA - Substructure Rebar Shop Drawings - I-64 EB over Granby Street Bridge	1	23-Aug-23	23-Aug-23	SFA - Sub	structure Rebar Shop Drawings - I-64 EB over Granby Street Bridge
PCCS00012110	SFA - Superstructure Rebar Shop Drawings - I-64 EB over Granby Street Bridge	1	23-Aug-23	23-Aug-23	SFA - Sup	erstructure Rebar Shop Drawings - I-64 EB over Granby Street Bridge
PCCS00012210	SFA - Foundation Material Shop Drawings - I-64 EB over Granby Street Bridge	1	23-Aug-23	23-Aug-23	SFA - Fou	ndation Material Shop Drawings - I-64 EB over Granby Street Bridge
PCCS00012310	SFA - Bridge Beam Shop Drawings - I-64 EB over Granby Street Bridge	1	23-Aug-23	23-Aug-23	SFA - Brid	lge Beam Shop Drawings - I-64 EB over Granby Street Bridge
PCCS00011020	VDOT R/A - Substructure Rebar Shop Drawings - I-64 EB over I-564 Bridge	21	24-Aug-23	13-Sep-23	VDOT 1	R/A - Substructure Rebar Shop Drawings - I-64 EB over I-564 Bridge
PCCS00011120	VDOT R/A - Superstructure Rebar Shop Drawings - I-64 EB over I-564 Bridge	21	24-Aug-23	13-Sep-23	UDOT VDOT I	R/A - Superstructure Rebar Shop Drawings - I-64 EB over I-564 Bridg
PCCS00011220	VDOT R/A - Foundation Material Shop Drawings - I-64 EB over I-564 Bridge	21	24-Aug-23	13-Sep-23	VDOT 1	R/A - Foundation Material Shop Drawings - I-64 EB over I-564 Bridg
PCCS00011320	VDOT R/A - Bridge Beam Shop Drawings - I-64 EB over I-564 Bridge	21	24-Aug-23	13-Sep-23	VDOT 1	R/A - Bridge Beam Shop Drawings - I-64 EB over I-564 Bridge
PCCS00012020	VDOT R/A - Substructure Rebar Shop Drawings - I-64 EB over Granby Street Bridge	21	24-Aug-23	13-Sep-23	VDOT 1	R/A - Substructure Rebar Shop Drawings - I-64 EB over Granby Stree
PCCS00012120	VDOT R/A - Superstructure Rebar Shop Drawings - I-64 EB over Granby Street Bridge	21	24-Aug-23	13-Sep-23	VDOT 1	R/A - Superstructure Rebar Shop Drawings - I-64 EB over Granby Stre
PCCS00012220	VDOT R/A - Foundation Material Shop Drawings - I-64 EB over Granby Street Bridge	21	24-Aug-23	13-Sep-23	VDOT 1	R/A - Foundation Material Shop Drawings - I-64 EB over Granby Stre
PCCS00012320	VDOT R/A - Bridge Beam Shop Drawings - I-64 EB over Granby Street Bridge	21	24-Aug-23	13-Sep-23	VDOT 1	R/A - Bridge Beam Shop Drawings - I-64 EB over Granby Street Brids
PCCS00007010	SFA - Substructure Rebar Shop Drawings - I-64 FR over Tidewater Drive Bridge	1	29-A110-23	29-Aug-23	I SFA - Sut	ostructure Rebar Shop Drawings - I-64 EB over Tidewater Drive Brid
PCCS00007010	SFA - Superstructure Rehar Shon Drawings - I-64 FR over Tidewater Drive Bridge	1	29-Aug-23	29-Aug-23	SFA - Sur	perstructure Rebar Shop Drawings I-64 EB over Tidewater Drive Bri
PCC\$00007210	SFA - Foundation Material Shop Drawings - L64 FR over Tidewater Drive Bridge	1	29 Jug-23	29 Jug-23	I SFA - Foi	undation Material Shop Drawings I-64 EB over Tidewater Drive Bri
100500007210	517-1 Sundation Matchar Shop Drawings - 1-04 ED Over The water Drive Druge		27-Aug-23	27-Aug-23		
© Primavera Systems, Ir	nc. Remaining Level of Effort Actual Work Critical Re	emaining Work			Page 17 of 42	() ALLAN

Actual Level of Effort Remaining Work

Milestone



C00117840DB112E01:	VDOT I-64 Hampton Roads Express Lanes (HREL) Segment 1A	Proposal La	yout		<u> </u>		
Activity ID	Activity Name	Original Duration	Start	Finish			2023
PCC\$00007310	SEA Dridge Been Shen Drewinge 164 ED over Tidewater Drive Bridge	1	20 Aug 22	20 Aug 22	SOND	JFMA	
PCC300007310	SFA - Bluge Beam Shop Dlawings - 1-04 EB over Tidewater Drive Bluge	1	29-Aug-23	29-Aug-23			
PCC300007020	VDOT R/A - Substructure Rebar Shop Drawings - 1-64 EB over Tide water Drive Bindge	21	30-Aug-23	19-Sep-23			
PCCS00007120	VDOT R/A - Superstructure Rebar Snop Drawings - 1-64 EB over Tidewater Drive Bridge	21	30-Aug-23	19-Sep-23			
PCCS00007220	VDOT R/A - Foundation Material Shop Drawings - 1-64 EB over Tidewater Drive Bidge	21	30-Aug-23	19-Sep-23	-		
PCCS00007320	VDOT R/A - Bridge Beam Shop Drawings - I-64 EB over Tidewater Drive Bridge	21	30-Aug-23	19-Sep-23			
PCCS00008000	Prepare - Substructure Rebar Shop Drawings - I-64 WB over Tidewater Drive Bridge	20	30-Aug-23	27-Sep-23			
PCCS00008100	Prepare - Superstructure Rebar Shop Drawings - I-64 WB over Tidewater Drive Bridge	20	30-Aug-23	27-Sep-23	-		
PCCS00008200	Prepare - Foundation Material Shop Drawings - I-64 WB over Tidewater Drive Bridge	20	30-Aug-23	27-Sep-23			
PCCS00008300	Prepare - Bridge Beam Shop Drawings - I-64 WB over Tidewater Drive Bridge	20	30-Aug-23	27-Sep-23			P
PCCS00013000	Prepare - Substructure Rebar Shop Drawings - I-64 WB over Granby Street Bridge	20	30-Aug-23	27-Sep-23			P
PCCS00013100	Prepare - Superstructure Rebar Shop Drawings - I-64 WB over Granby Street Bridge	20	30-Aug-23	27-Sep-23			P
PCCS00009000	Prepare - Substructure Rebar Shop Drawings - I-64 WB over Little Creek Road	20	13-Sep-23	10-Oct-23			
PCCS00009100	Prepare - Superstructure Rebar Shop Drawings - I-64 WB over Little Creek Road	20	13-Sep-23	10-Oct-23			
PCCS00010010	SFA - Substructure Rebar Shop Drawings - I-64 EB over Little Creek Road Bridge	1	13-Sep-23	13-Sep-23			I SE
PCCS00010110	SFA - Superstructure Rebar Shop Drawings - I-64 EB over Little Creek Road Bridge	1	13-Sep-23	13-Sep-23			I SE
PCCS00010210	SFA - Foundation Material Shop Drawings - I-64 EB over Little Creek Road Bridge	1	13-Sep-23	13-Sep-23			I SE
PCCS00010310	SFA - Bridge Beam Shop Drawings - I-64 EB over Little Creek Road Bridge	1	13-Sep-23	13-Sep-23			I SE
PCCS00010020	VDOT R/A - Substructure Rebar Shop Drawings - I-64 EB over Little Creek Road Bridge	21	14-Sep-23	04-Oct-23			🗖 🗸
PCCS00010120	VDOT R/A - Superstructure Rebar Shop Drawings - I-64 EB over Little Creek Road Bridge	21	14-Sep-23	04-Oct-23			🖬 🖬 🗸
PCCS00010220	VDOT R/A - Foundation Material Shop Drawings - I-64 EB over Little Creek Road Bridge	21	14-Sep-23	04-Oct-23			🖬 🖬
PCCS00010320	VDOT R/A - Bridge Beam Shon Drawings - I-64 FB over Little Creek Road Bridge	21	14-Sep-23	04-Oct-23			
PCC\$00006010	SEA Signage Shon Drawings	1	19-Sep-23	19-Sep-23			I SF
PCC\$00006020	VDOT R/A Signage Shop Drawings	21	20-Sep-23	10-Oct-23			
PCC\$00014010	SEA - Substructure Reber Shop Drawings - L64 HOV over L564 & Little Creek Road Bridge	1	20-Sep-23	20-Sen-23			I SE
PCC\$00014110	SEA Superstructure Rober Shop Drawings 164 HOV over 1564 & Little Creek Road Bridge	1	20-Sep-23	20-Sep-23			i SF
PCC\$00014110	VDOT D/A Substructure Deber Shop Drawings - 1-04 HOV over 1-504 & Little Creek Road Bridge	21	20-Sep-23	11 Oct 23			
PCC300014020	VDOT R/A - Substructure Rebai Shop Drawnigs - 1-04 HOV over 1-504 & Little Creek Road Bluge	21	21-Sep-23	11-0ct-23			
PCCS00014120	VDOT R/A - Superstructure Rebar Snop Drawings - 1-64 HOV over 1-564 & Little Creek Road Bridge	21	21-Sep-23	11-Oct-23			
PCCS00008010	SFA - Substructure Rebar Shop Drawings - I-64 wB over Tidewater Drive Bridge	1	28-Sep-23	28-Sep-23	-		
PCCS00008110	SFA - Superstructure Rebar Shop Drawings - 1-64 WB over Tid ewater Drive Bridge	1	28-Sep-23	28-Sep-23			
PCCS00008210	SFA - Foundation Material Shop Drawings - I-64 WB over Tid ewater Drive Bridge	1	28-Sep-23	28-Sep-23			13
PCCS00008310	SFA - Bridge Beam Shop Drawings - I-64 WB over Tidewater Drive Bridge	1	28-Sep-23	28-Sep-23	-		13
PCCS00013010	SFA - Substructure Rebar Shop Drawings - I-64 WB over Granby Street Bridge	1	28-Sep-23	28-Sep-23	-		IS
PCCS00013110	SFA - Superstructure Rebar Shop Drawings - I-64 WB over Granby Street Bridge	1	28-Sep-23	28-Sep-23			15
PCCS00008020	VDOT R/A - Substructure Rebar Shop Drawings - I-64 WB over Tidewater Drive Bridge	21	29-Sep-23	19-Oct-23			
PCCS00008120	VDOT R/A - Superstructure Rebar Shop Drawings - I-64 WB over Tidewater Drive Bridge	21	29-Sep-23	19-Oct-23			
PCCS00008220	VDOT R/A - Foundation Material Shop Drawings - I-64 WB over Tidewater Drive Bridge	21	29-Sep-23	19-Oct-23			
PCCS00008320	VDOT R/A - Bridge Beam Shop Drawings - I-64 WB over Tidewater Drive Bridge	21	29-Sep-23	19-Oct-23			
PCCS00013020	VDOT R/A - Substructure Rebar Shop Drawings - I-64 WB over Granby Street Bridge	21	29-Sep-23	19-Oct-23			
PCCS00013120	VDOT R/A - Superstructure Rebar Shop Drawings - I-64 WB over Granby Street Bridge	21	29-Sep-23	19-Oct-23			
PCCS00009010	SFA - Substructure Rebar Shop Drawings - I-64 WB over Little Creek Road	1	11-Oct-23	11-Oct-23		1	1
PCCS00009110	SFA - Superstructure Rebar Shop Drawings - I-64 WB over Little Creek Road	1	11-Oct-23	11-Oct-23			1
PCCS00001000	Prepare MSE Wall Structures Shop Drawings	20	12-Oct-23	08-Nov-23			
PCCS00002000	Prepare Sound Barrier Structures Shop Drawings	20	12-Oct-23	08-Nov-23	1		
PCCS00003000	Prepare Combination Wall Shop Drawings	20	12-Oct-23	08-Nov-23			
© Primavera Systems, In	c. Remaining Level of Effort Actual Work Critical R	emaining Work		1	<u>, , , , , , , , , , , , , , , , , , , </u>	Pa	ge 18 of 42

Remaining Work

Milestone

Actual Level of Effort

12-Aug-22 13:52 2025

N D J F M A M J J A S O N D J F M A M J J A S O N D - Bridge Beam Shop Drawings - I-64 EB over Tidewater Drive Bridge DOT R/A - Substructure Rebar Shop Drawings - I-64 EB øver Tide water D DOT R/A - Superstructure Rebar Shop Drawings - I-64 EB over Tidewater DOT R/A - Foundation Material Shop Drawings - I-64 EB over Tidewater DOT R/A - Bridge Beam Shop Drawings - I-64 EB over Tidewater Drive Br epare - Substructure Rebar Shop Drawings - I-64 WB over Tidewater Driv epare - Superstructure Rebar Shop Drawings - I-64 WB over Tidewater Dr epare - Foundation Material Shop Drawings - I-64 WB over Tidewater Dr epare - Bridge Beam Shop Drawings - I 64 WB over Tidewater Drive Brid epare - Substructure Rebar Shop Drawings - I-64 WB over Granby Street epare - Superstructure Rebar Shop Drawings - I-64 WB over Granby Stree Prepare - Substructure Rebar Shop Drawings - I-64 WB over Little Creek F Prepare - Superstructure Rebar Shop Drawings - I-64 WB over Little Creek A - Substructure Rebar Shop Drawings - I-64 EB over Little Creek Road B A - Superstructure Rebar Shop Drawings - I-64 EB over Little Creek Road A - Foundation Material Shop Drawings - I-64 EB over Little Creek Road A - Bridge Beam Shop Drawings - I-64 EB over Little Creek Road Bridge /DOT R/A - Substructure Rebar Shop Drawings - I-64 EB over Little Creel /DOT R/A - Superstructure Rebar Shop Drawings - I-64 EB over Little Cre /DOT R/A - Foundation Material Shop Drawings - I-64 EB over Little Cre /DOT R/A - Bridge Beam Shop Drawings - I-64 EB over Little Creek Road A Signage Shop Drawings

VDOT R/A Signage Shop Drawings

2024

A - Substructure Rebar Shop Drawings I-64 HOV over I-564 & Little Cre A - Superstructure Rebar Shop Drawings - I-64 HOV over I-564 & Little C VDOT R/A - Substructure Rebar Shop Drawings - I-64 HOV over I-564 & VDOT R/A - Superstructure Rebar Shop Drawings - I-64 HOV over I-564 d FA - Substructure Rebar Shop Drawings - I-64 WB over Tidewater Drive B FA - Superstructure Rebar Shop Drawings - I-64 WB over Tidewater Drive FA - Foundation Material Shop Drawings - I-64 WB over Tidewater Drive FA - Bridge Beam Shop Drawings - I-64 WB over Tidewater Drive Bridge FA - Substructure Rebar Shop Drawings - I-64 WB over Granby Street Bric FA - Superstructure Rebar Shop Drawings - I-64 WB over Granby Street B VDOT R/A - Substructure Rebar Shop Drawings - I-64 WB over Tidewate VDOT R/A - Superstructure Rebar Shop Drawings - I-64 WB over Tidewa VDOT R/A - Foundation Material Shop Drawings - I-64 WB over Tidewa VDOT R/A - Bridge Beam Shop Drawings - I-64 WB over Tidewater Drive VDOT R/A - Substructure Rebar Shop Drawings - I-64 WB over Granby S VDOT R/A - Superstructure Rebar Shop Drawings - I-64 WB over Granby SFA - Substructure Rebar Shop Drawings - I-64 WB over Little Creek Roa SFA - Superstructure Rebar Shop Drawings - I-64 WB over Little Creek Ro

Prepare MSE Wall Structures Shop Drawings

- Prepare Sound Barrier Structures Shop Drawings
- Prepare Combination Wall Shop Drawings


C00117840DB112E01	VDOT I-64 Hampton Roads Express Lanes (HREL) Segment 1A	Proposal La	iyout			12-Aug-22 13:52
Activity ID	Activity Name	Original	Start	Finish	2023	2024 2025
		Duration			S O N D J F M A M J J A S O N D	J F M A M J J A S O N D J F M A M J J A S O N D
PCCS00009020	VDOT R/A - Substructure Rebar Shop Drawings - I-64 WB over Little Creek Road	21	12-Oct-23	01-Nov-23		OT R/A - Substructure Repar Snop Drawings - 1-64 wB over Little C
PCCS00009120	VDOT R/A - Superstructure Rebar Shop Drawings - I-64 WB over Little Creek Road	21	12-Oct-23	01-Nov-23		OT R/A - Superstructure Rebar Shop Drawings - 1-64 WB over Little
PCCS00001010	SFA MSE Wall Structures Shop Drawings	1	09-Nov-23	09-Nov-23	SF	A MSE Wall Structures Shop Drawings
PCCS00002010	SFA Sound Barrier Structures Shop Drawings	1	09-Nov-23	09-Nov-23	I SF	A Sound Barrier Structures Shop Drawings
PCCS00003010	SFA Combination Wall Shop Drawings	1	09-Nov-23	09-Nov-23	I SF	A Combination Wall Shop Drawings
PCCS00001020	VDOT R/A MSE Wall Structures Shop Drawings	21	10-Nov-23	30-Nov-23		VDOT R/A MSE Wall Structures Shop Drawings
PCCS00002020	VDOT R/A Sound Barrier Structures Shop Drawings	21	10-Nov-23	30-Nov-23		VDOT R/A Sound Barrier Structures Shop Drawings
PCCS00003020	VDOT R/A Combination Wall Shop Drawings	21	10-Nov-23	30-Nov-23]	VDOT R/A Combination Wall Shop Drawings
Fabrication		221	09-Sep-23	16-Apr-24		▼ 16-Apr-24, Fabrication
PCFB00004000	Fab & Deliver - Lighting Materials	90	09-Sep-23	07-Dec-23		Fab & Deliver - Lighting Materials
PCFB00005000	Fab & Deliver - ITS Materials	90	09-Sep-23	07-Dec-23		Fab & Deliver - ITS Materials
PCFB00012110	Fab & Deliver - Foundation Materials - I-64 EB over Granby Street	30	14-Sep-23	13-Oct-23	📛 Fab a	Deliver - Foundation Materials - I-64 EB over Granby Street
PCFB00012120	Fab & Deliver - Bridge Beams - I-64 EB over Granby Street	180	14-Sep-23	11-Mar-24	1	Fab & Deliver - Bridge Beams - I-64 EB over Granby Street
PCFB00011000	Fab & Deliver - Substructure Rebar - I-64 EB over I-564 Bridge	30	14-Sep-23	13-Oct-23	📩 Fab a	Deliver - Substructure Rebar - I-64 EB over I-564 Bridge
PCFB00011100	Fab & Deliver - Superstructure Rebar - I-64 EB over I-564 Bridge	90	14-Sep-23	12-Dec-23		Fab & Deliver - Superstructure Rebar - I-64 EB over I-564 Bridge
PCFB00011200	Fab & Deliver - Foundation Materials - I-64 EB over I-564 Bridge	30	14-Sep-23	13-Oct-23	📩 Fab a	& Deliver - Foundation Materials - I-64 EB over I-564 Bridge
PCFB00011300	Fab & Deliver - Bridge Beams - I-64 EB over I-564 Bridge	180	14-Sep-23	11 -Mar-24		Fab & Deliver - Bridge Beams - I-64 EB over I-564 Bridge
PCFB00012000	Fab & Deliver - Substructure Rebar - I-64 EB over Granby Street Bridge	30	14-Sep-23	13-Oct-23	📥 Fab a	& Deliver - Substructure Rebar - I-64 EB over Granby Street Bridge
PCFB00012100	Fab & Deliver - Superstructure Rebar - I-64 EB over Granby Street Bridge	90	14-Sep-23	12-Dec-23		Fab & Deliver - Superstructure Rebar - I-64 EB over Granby Street B
PCFB00007000	Fab & Deliver - Substructure Rebar - I-64 EB over Tidewater Drive Bridge	30	20-Sep-23	19-Oct-23	Fab	& Deliver - Substructure Rebar - I-64 EB over Tidewater Drive Bridge
PCFB00007100	Eab & Deliver - Superstructure Rebar - I-64 EB over Tidewater Drive Bridge	90	20-Sep-23	18-Dec-23		Fab & Deliver - Superstructure Rebar - I-64 EB over Tidewater Driv
PCFB00007200	Fab & Deliver - Foundation Materials - I-64 EB over Tidewater Drive Bridge	30	20-Sep-23	19-Oct-23	🗖 Fab	& Deliver - Foundation Materials - I-64 EB over Tidewater Drive Brid
PCFB00007300	Fab & Deliver - Bridge Beams - L64 FB over Tidewater Drive Bridge	180	20 Sep 23	17-Mar-24		Fab & Deliver - Bridge Beams - I-64 EB over Tidewater Dri
PCFB00010000	Fab & Deliver - Substructure Rebar - L64 FR over Little Creek Road Bridge	30	05-Oct-23	03-Nov-23	Fal	& Deliver - Substructure Rebar - I-64 EB over Little Creek Road Br
PCFB00010100	Fab & Deliver Substituting Pabor, 164 EB over Little Creek Road Bridge	90	05-Oct-23	02 Jap 24		Fab & Deliver - Superstructure Rebar - I-64 EB over Little Creek R
PCEP00010200	Fab & Deliver - Superstructure Robal - 1-04 EB over Little Creek Road Bridge	30	05-Oct-23	02-Jan-24	Eal	& Deliver - Foundation Materials - I-64 EB over Little Creek Road
DCEB00010200	Fab & Deliver, Dridge Deame, 164 ED over Little Creak Dead Dridge	190	05-Oct-23	01 Apr 24		Fab & Deliver - Bridge Beams - I-64 EB over Little Creek
PCFB00006000	Fab & Deliver Signs	100	11 Oct 23	01-Api-24		Fab & Deliver-Signs
PCFB00000000	Fab & Deliver, Substructure Dahan, L64 HOV over L564 & Little Creak Dood Dridge	90	11-0ct-23	10 New 22	E Ea	h & Deliver - Substructure Rebar - L64 HOV over L564 & Little Cree
PCFB00014000	Fab & Deliver - Substructure Rebar - 1-04 HOV over 1-504 & Little Creek Road Bridge	30	12-Oct-23	10-INOV-23		Fab & Deliver - Superstructure Rebar - 1.64 HOV over 1.564 & Lit
PCFB00014100	Fab & Deliver - Superstructure Rebar - 1-64 HOV over 1-364 & Little Creek Road Bridge	90	12-001-23	09-Jan-24		ab & Deliver - Substructure Rebar - L64 WB over Tidewater Drive Br
PCFB00008000	Fab & Deliver - Substructure Rebar - 1-64 wB over fidewater Drive Bridge	30	20-Oct-23	18-INOV-23		Eab & Deliver Superstructure Paber, I 64 WB over Tidewater I
PCFB00008100	Fab & Deliver - Superstructure Rebar - 1-64 WB over Tidewater Drive Bridge	90	20-Oct-23	17-Jan-24		h & Deliver - Superstructure Rebai - 1-64 WB over Tidewater Drive
PCFB00008200	Fab & Deliver - Foundation Materials - I-64 WB over Tidewater Drive Bridge	30	20-Oct-23	18-Nov-23		Ech & Deliver, Bridge Beams, 1.64 WP over Tidewater
PCFB00008300	Fab & Deliver - Bridge Beams - I-64 WB over Tidewater Drive Bridge	180	20-Oct-23	16-Apr-24		h & Deliver - Shage Beans - 1-04 WB Over Huewater
PCFB00013000	Fab & Deliver - Substructure Rebar - I-64 WB over Granby Street Bridge	30	20-Oct-23	18-Nov-23		ab & Deliver - Substructure Rebail 1-04 w B over Grandy Street Blue
PCFB00013100	Fab & Deliver - Superstructure Rebar - I-64 WB over Granby Street Bridge	90	20-Oct-23	17-Jan-24		Fab & Deliver - Superstructure Redar - 1-64 wB over Granby Stre
PCFB00009000	Fab & Deliver - Substructure Rebar - I-64 WB over Little Creek Road	30	02-Nov-23	01-Dec-23		Fab & Deliver - Substructure Rebar - 1-64 wB over Little Creek Road
PCFB00009100	Fab & Deliver - Superstructure Rebar - I-64 WB over Little Creek Road	90	02-Nov-23	30-Jan-24		Fab & Deliver - Superstructure Rebar - 1-64 WB over Little Cree
PCFB00001000	Fab & Deliver - MSE Wall Materials	60	01-Dec-23	29-Jan-24		Fab & Deliver - MSE wall Materials
PCFB00002000	Fab & Deliver - Sound Barrier Materials	60	01-Dec-23	29-Jan-24		Fab & Deliver - Sound Barrier Materials
PCFB00003000	Fab & Deliver - Combination Wall Materials	60	01-Dec-23	29-Jan-24		Fab & Deliver - Combination Wall Materials
Construction		520	20-Jun-23	08-Dec-25		
Pre-Construction		44	12-Sep-23	30-Nov-23		30-Nov-2,3, Pre-Construction
I-64 Eastbound		22	12-Sep-23	18-Oct-23		ct-23, I-64 Eastbound
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C00117840DB112E01: VDOT I-64 Hampton Roads Express Lanes (HREL) Segment 1A		Proposal Layout				12-Aug-22 13:52		
Activity ID Activity Name	Original Duration	Start	Finish		2023	2024	2025	
	1.4	10.0 00	04.0 + 02	SOND	J F M A M J J A S O N D	J F M A M J J A S O N D J F M A M	JJASON	
Section 1 - Sta. 964+34 to Sta. 1017+00	14	12-Sep-23	04-Oct-23		Perform	Shoulder Strangthening, I 64 EB Sta, 964+34 to	1017+00 PT F	
CN0E1R001000 Perform Shoulder Strengthening - I-64 EB Sta. 964+34 to 1017+00 RT - Pre-Construction Phase	3	12-Sep-23	14-Sep-23			Shoulder Strengthening I 64 ED Sta. 904434 to	to 1017+00 KI - I	
CN0E1R002000 Perform Shoulder Strengthening - I-64 EB Sta. 964+34 to 1017+00 LT - Pre-Construction Phase	8	21-Sep-23	04-Oct-23			In Shoulder Strengthening - 1-04 ED Sta. 904+34 (.0 1017+00 L1 -	
Section 2 - Sta. 1017+00 to Sta. 1085+50	19	18-Sep-23	18-Oct-23		18-0	ct-23, Section 2 - Sta. 1017+00 to Sta. 1085+50	(1005 . 50 DT	
CN0E2R001000 Perform Shoulder Strengthening - I-64 EB Sta. 1017+00 to 1085+50 RT - Pre-Construction Phase	3	18-Sep-23	20-Sep-23		Perform	1 Shoulder Strengthening - 1-64 EB Sta. 101/+00 t	10 1085+50 KI -	
CN0E2R002000 Perform Shoulder Strengthening - I-64 EB Sta. 1017+00 to 1085+50 LT - Section 2 - Pre-Construction Phase	8	05-Oct-23	18-Oct-23			frm Snoulder Strengthening - 1-64 EB Sta. 1017+0	10 to 1085+50 L	
I-64 Westbound	22	19-Oct-23	30-Nov-23			10-Nov-23, 1-64 Westbound		
Section 1 - Sta. 2810+42 to Sta. 3030+00	14	19-Oct-23	14-Nov-23			-Nov-23; Section 1 - Sta. 2810+42 to Sta. 3030+0)0	
CN0W1R001000 Perform Shoulder Strengthening - I-64 WB Sta. 2810+42 to 3030+00 LT - Pre-Construction Phase	3	19-Oct-23	24-Oct-23		[Perf	orm Shoulder Strengthening - I-64 WB Sta. 2810+	-42 to 3030+00	
CN0W1R002000 Perform Shoulder Strengthening - I-64 WB Sta. 2810+42 to 3030+00 RT - Section 1 - Pre-Construction Phase	8	31-Oct-23	14-Nov-23			rform Shoulder Strengthening - I-64 WB Sta. 2810	0+42 to 3030+0	
Section 2 - Sta. 3030+00 to Sta. 3076+66	19	25-Oct-23	30-Nov-23			10-Nov-23, Section 2 - Sta. 3030+00 to Sta. 3076-	+66	
CN0W2R001000 Perform Shoulder Strengthening - I-64 WB Sta. 3030+00 to 3076+66 LT - Pre-Construction Phase	3	25-Oct-23	30-Oct-23		I Per	form Shoulder Strengthening - I-64 WB Sta. 3030-	+00 to 3076+66	
CN0W2R002000 Perform Shoulder Strengthening - I-64 WB Sta. 3030+00 to 3076+66 RT - Section 2 - Pre-Construction Phase	8	16-Nov-23	30-Nov-23			erform Shoulder Strengthening - I-64 WB Sta. 30	30+00 to 3076-	
Phase 1	403	20-Jun-23	23-May-25				23-May-25, Pha	
I-64 Eastbound	278	14-Nov-23	26-Mar-25		▼	2 6-M	Iar-25, I-64 East	
Section 1 - Sta. 964+34 to Sta. 1017+00	269	04-Dec-23	26-Mar-25		▼	V 26-M	Iar-25, Section 1	
CN1E1T001000 Install Traffic Control Measures - I-64 EB - Section 1 - Phase 1	10	04-Dec-23	19-Dec-23			Install Traffic Control Measures - I-64 EB - Secti	ion 1 - Phase 1	
CN1E1E001000 Install Erosion Control Measures - I-64 EB - Section 1 - Phase 1	10	20-Dec-23	16-Jan-24			📥 Install Erosion Control Measures - I-64 EB - S	Section 1 - Phase	
CN1E1SAA0100 Demo Portion Existing Superstructure - I-64 EB over Granby Street Bridge - Phase 1	10	20-Dec-23	16-Jan-24			🗖 Demo Portion Existing Superstructure - I-64 F	B over Granby S	
CN1E1SCA0100 Demo Portion Existing Superstructure - I-64 EB over Little Creek Road Bridge - Phase 1	10	20-Dec-23	16-Jan-24			🗖 Demo Portion Existing Superstructure - I-64 F	B over Little C	
CN1E1E001010 Clear & Grub - I-64 EB - Section 1 - Phase 1	10	02-Ian-24	18-Jan-24			Clear & Grub - I-64 EB - Section 1 - Phase 1		
CN1E1B001000 Sawcut - Sta 964+34 to 1017+00 RT - Section 1 - I-64 EB - Phase 1	5	17-Jan-24	25-Ian-24			□ Sawcut - Sta, 964+34 to 1017+00 RT - Section	on 1 - I-64 EB -	
CN1E1SABA100 Excavate - Abutment A - I-64 EB over Granby Street Bridge - Phase 1	2	17-Jan-24	18-Jan-24			Excavate - Abutment A - I-64 EB over Granby	Street Bridge -	
CN1E1SAA0110 Jack/Renair Beam Seat/Renlace Bearings - I-64 EB over Granby Street Bridge - Phase 1	20	17-Jan-24	21-Feb-24			Jack/Repair Beam Seat/Replace Bearings	- I-64 EB over C	
CN1E1SA A0120 Perform Surface Renairs - Substructure - L64 FB over Granby Street Bridge - Phase 1	5	17-Jan-24	25-Jan-24			Perform Surface Repairs - Substructure - I-64	EB over Granb	
CN1E1SAC1500 E/P/D Loint Closume 164 FR over Granby Street Bridge - Phase 1	15	17-Jan 24	13 Feb 24			F/R/P Joint Closures - I-64 EB over Granby	/ Street Bridge -	
CN1E1SCE A100 Excepted Abutment A L64 EP over Little Creak Boad Bridge Dhace 1	2	17-Jan-24	19-100-24			Excavate - Abutment A - I-64 EB over Little C	reek Road Brid	
CN1E1SCBA100 Excavate - Abutment A - 1-04 EB over Little Creek Road Bruge - Fildse 1 CN1E1SCA0110 Jack/Danair Daam Sast/Danlaga Daarings L64 ED over Little Creek Daad Bridge - Phase 1	20	17-Jan 24	10-Jaii-24			Jack/Repair Beam Seat/Replace Bearings	- I-64 EB over I	
CN1E1SCA0110 Jack Repair Bearing Substructure L64 ED over Little Creak Deed Dridge - Phase 1		17-Jan-24	21-Feb-24			 Perform Surface Renairs - Substructure - I-64 	FB over Little	
CN1E1SCA0120 Perform Surface Repairs - Substructure - 1-64 EB over Little Creek Road Bridge - Phase 1	15	17 Jan 24	23-Jan-24			\mathbf{F}	Treek Road Brid	
CNTETSCCT300 F/R/PJOINT Closules - F64 EB OVER Little Creek Road Bridge - Phase I	15	17-Jan-24	13-Feb-24			Demo Portion Existing - Abutment A + I-64 E	B over Granby	
CNTETSABATTO Demo Portion Existing - Abutment A - 1-04 EB over Grandy Street Bridge - Phase T	3	22-Jan-24	30-Jan-24			Excavate Diar 1 I 64 EB over Graphy Stree	t Bridge Phase	
CNIEISABCI00 Excavate - Pier I - I-64 EB over Granby Street Bridge - Phase I	3	22-Jan-24	25-Jan-24			Demo Portion Existing Abutment A 164 E	T Bridge - Fliase	
CNIEISCBAILO Demo Portion Existing - Abutment A - I-64 EB over Little Creek Road Bridge - Phase I	5	22-Jan-24	30-Jan-24			Everyota Dian 1 L64 ED over Little Creak?	Dover Little C	
CN1E1SCBC100 Excavate - Pier 1 - I-64 EB over Little Creek Road Bridge - Phase 1	3	22-Jan-24	25-Jan-24			Excavate - Pier I - 1-04 EB Over Little Cleek F	Voau Bliuge - P	
CN1E1R001010 Remove Existing Pavement - Sta. 964+34 to 1017+00 RT - Section 1 - I-64 EB - Phase 1	11	29-Jan-24	14-Feb-24			Remove Existing Pavement - Sta. 964+34 to	5101/+00 RI -	
CN1E1SABC110 Construct Deep Foundation - Pier 1 - I-64 EB over Granby Street Bridge - Phase 1	3	29-Jan-24	31-Jan-24			U Construct Deep Foundation - Pier I - 1-64 EF	5 over Granby S	
CN1E1SABD100 Excavate - Pier 2 - I-64 EB over Granby Street Bridge - Phase 1	3	29-Jan-24	31-Jan-24			Excavate - Pier 2 - 1-64 EB over Granby Stree	et Bridge - Phase	
CN1E1SCBC110 Construct Deep Foundation - Pier 1 - I-64 EB over Little Creek Road Bridge - Phase 1	3	29-Jan-24	31-Jan-24			Construct Deep Foundation Pier 1 - I-64 EI	B over Little Cr	
CN1E1SCBD100 Excavate - Pier 2 - I-64 EB over Little Creek Road Bridge - Phase 1	3	29-Jan-24	31-Jan-24			Excavate - Pier 2 - I-64 EB over Little Creek	Road Bridge - H	
CN1E1SABA120 Construct Deep Foundation - Abutment A - I-64 EB over Granby Street Bridge - Phase 1	4	31-Jan-24	06-Feb-24			Construct Deep Foundation - Abutment A -	I-64 EB over G	
CN1E1SCBA120 Construct Deep Foundation - Abutment A - I-64 EB over Little Creek Road Bridge - Phase 1	4	31-Jan-24	06-Feb-24			Construct Deep Foundation - Abutment A -	I-64 EB over Li	
CN1E1SABC120 F/R/PFooting - Pier 1 - I-64 EB over Granby Street Bridge - Phase 1	3	01-Feb-24	06-Feb-24			F/R/P Footing - Pier 1 - I-64 EB over Granby	/ Street Bridge -	
CN1E1SABD110 Construct Deep Foundation - Pier 2 - I-64 EB over Granby Street Bridge - Phase 1	3	01-Feb-24	06-Feb-24			Construct Deep Foundation - Pier 2 - I-64 E	B over Granby S	
CN1E1SABE100 Excavate - Pier 3 - I-64 EB over Granby Street Bridge - Phase 1	3	01-Feb-24	06-Feb-24			Excavate - Pier 3 - I-64 EB over Granby Stree	et Bridge - Phas	
© Primavera Systems, Inc. Remaining Level of Effort Actual Work Critical Remaining Actual Level of Effort Remaining Work American Actual Vork	ing Work				Page 20 of 42			



C0	0117840DB112E01:	VDOT I-64 Hampton Roads Express Lanes (HREL) Segment 1A	Proposal La	yout						
Activi	ty ID	Activity Name	Original Duration	Start	Finish		I FIM			
	CN1E1SCBC120	E/R/PEasting_Pier 1_L64 ER over Little Creek Road Bridge Dage 1	2	01-Feb 24	06-Eeb 24	PUND	JFMAM	JJA	50	
	CN1E1SCBC120	Construct Deep Foundation Dier 2 164 FP over Little Creek Road Bridge - Plase 1	2	01-Feb-24	00-Feb-24					
	CNIEISCBDII0	Every terror Deep Foundation - Fiel 2 - 1-04 EB over Little Creek Road Bridge - Fiase 1	3	01-Feb-24	00-Fe0-24					
	CNIEISCBEI00	Excavate - Pier 5 - 1-04 EB over Little Creek Road Bridge - Phase 1	3	01-Feb-24	00-Feb-24					
-	CNIEISABAI30	F/R/PFooting - Aduthent A - 1-04 EB over Gran by Street Bridge - Phase 1	2	07-Feb-24	08-Feb-24					
	CNIEISABBI00	Excavate - Abutment B - 1-64 EB over Granby Street Bridge - Phase 1	2	07-Feb-24	08-Feb-24					
	CNIEISABCI30	Cure Footing - Pier 1 - 1-04 EB over Granby Street Bridge - Phase 1	3	07-Feb-24	12 Eab 24					
	CNIEISABDI20	F/R/P Footing - Pier 2 - 1-64 EB over Granby Street Bridge - Phase 1	3	07-Feb-24	12-Feb-24					
	CNIEISABEIIU	Construct Deep Foundation - Pier 5 - 1-04 EB over Grandy Street Bridge - Phase 1	3	07-Feb-24	12-Feb-24					
	CNIEISCBAI30	F/R/PFooting-Adutment A - 1-04 EB over Little Creek Road Bridge - Phase 1	2	07-Feb-24	08-Feb-24					
	CNIEISCBB100	Excavate - Abutment B - 1-64 EB over Little Creek Road Bridge - Phase 1	2	07-Feb-24	08-Feb-24					
	CNIEISCBCI30	Cure Footing - Pier I - I-64 EB over Little Creek Road Bridge - Phase I	3	07-Feb-24	09-Feb-24					
	CNIEISCBDI20	F/R/P Footing - Pier 2 - 1-64 EB over Little Creek Road Bridge - Phase I	3	07-Feb-24	12-Feb-24					
	CNIEISCBEIIO	Construct Deep Foundation - Pier 3 - 1-64 EB over Little Creek Road Bridge - Phase I	3	07-Feb-24	12-Feb-24					
	CNIEISABAI40	Cure Footing - Abutment A - I-64 EB over Granby Street Bridge - Phase I	3	09-Feb-24	11-Feb-24					
	CNIEISCBAI40	Cure Footing - Abutment A - I-64 EB over Little Creek Road Bridge - Phase I	3	09-Feb-24	11-Feb-24					
	CN1E1SABA150	F/R/P Stem - Abutment A - I-64 EB over Granby Street Bridge - Phase 1	5	12-Feb-24	19-Feb-24					
	CN1E1SABB110	Demo Portion Existing - Abutment B - I-64 EB over Granby Street Bridge - Phase 1	5	12-Feb-24	19-Feb-24	1				
	CN1E1SABC140	F/R/PColumn - Pier 1 - I-64 EB over Granby Street Bridge - Phase 1	3	12-Feb-24	14-Feb-24	1 1 1				
	CN1E1SCBA150	F/R/P Stem - Abutment A - I-64 EB over Little Creek Road Bridge - Phase 1	5	12-Feb-24	19-Feb-24	1 1 1				
	CN1E1SCBB110	Demo Portion Existing - Abutment B - I-64 EB over Little Creek Road Bridge - Phase 1	5	12-Feb-24	19-Feb-24					
	CN1E1SCBC140	F/R/PColumn - Pier 1 - I-64 EB over Little Creek Road Bridge - Phase 1	3	12-Feb-24	14-Feb-24	1 1 1				
	CN1E1SABD130	Cure Footing - Pier 2 - I-64 EB over Granby Street Bridge - Phase 1	3	13-Feb-24	15-Feb-24	1 1 1				
	CN1E1SABE120	F/R/P Footing - Pier 3 - I-64 EB over Granby Street Bridge - Phase 1	3	13-Feb-24	15-Feb-24	1 1 1				
	CN1E1SCBD130	Cure Footing - Pier 2 - I-64 EB over Little Creek Road Bridge - Phase 1	3	13-Feb-24	15-Feb-24	1 1 1				
	CN1E1SCBE120	F/R/PFooting - Pier 3 - I-64 EB over Little Creek Road Bridge - Phase 1	3	13-Feb-24	15-Feb-24					
	CN1E1SAC1510	Cure Joint Closures - I-64 EB over Granby Street Bridge - Phase 1	3	14-Feb-24	16-Feb-24					
	CN1E1SCC1510	Cure Joint Closures - I-64 EB over Little Creek Road Bridge - Phase 1	3	14-Feb-24	16-Feb-24					
	CN1E1R001020	Strip Topsoil - Sta. 964+34 to 1017+00 RT - Section 1 - I-64 EB - Phase 1	6	15-Feb-24	26-Feb-24					
	CN1E1SABC150	Cure Column - Pier 1 - I-64 EB over Granby Street Bridge - Phase 1	3	15-Feb-24	17-Feb-24					
	CN1E1SCBC150	Cure Column - Pier 1 - I-64 EB over Little Creek Road Bridge - Phase 1	3	15-Feb-24	17-Feb-24					
	CN1E1SABE130	Cure Footing - Pier 3 - I-64 EB over Granby Street Bridge - Phase 1	3	16-Feb-24	18-Feb-24					
	CN1E1SCBE130	Cure Footing - Pier 3 - I-64 EB over Little Creek Road Bridge - Phase 1	3	16-Feb-24	18-Feb-24					
	CN1E1SABC160	F/R/PCap - Pier 1 - I-64 EB over Granby Street Bridge - Phase 1	5	19-Feb-24	26-Feb-24					
	CN1E1SABD140	F/R/PColumn - Pier 2 - I-64 EB over Granby Street Bridge - Phase 1	3	19-Feb-24	21-Feb-24					
	CN1E1SABE140	F/R/PColumn - Pier 3 - I-64 EB over Granby Street Bridge - Phase 1	3	19-Feb-24	21-Feb-24					
	CN1E1SAC4000	Mill Deck - I-64 EB over Granby Street Bridge - Phase 1	2	19-Feb-24	20-Feb-24					
	CN1E1SCBC160	F/R/PCap - Pier 1 - I-64 EB over Little Creek Road Bridge - Phase 1	5	19-Feb-24	26-Feb-24					
	CN1E1SCBD140	F/R/PColumn - Pier 2 - I-64 EB over Little Creek Road Bridge - Phase 1	3	19-Feb-24	21-Feb-24					
	CN1E1SCBE140	F/R/PColumn - Pier 3 - I-64 EB over Little Creek Road Bridge - Phase 1	3	19-Feb-24	21-Feb-24		1			
	CN1E1SCC4000	Mill Deck - I-64 EB over Little Creek Road Bridge - Phase 1	2	19-Feb-24	20-Feb-24		1 1 1			
	CN1E1SABA160	Cure Stem - Abutment A - I-64 EB over Granby Street Bridge - Phase 1	3	20-Feb-24	22-Feb-24					
	CN1E1SABB120	Construct Deep Foundation - Abutment B - I-64 EB over Granby Street Bridge - Phase 1	4	20-Feb-24	26-Feb-24		 			
	CN1E1SCBA160	Cure Stem - Abutment A - I-64 EB over Little Creek Road Bridge - Phase 1	3	20-Feb-24	22-Feb-24					
	CN1E1SCBB120	Construct Deep Foundation - Abutment B - I-64 EB over Little Creek Road Bridge - Phase 1	4	20-Feb-24	26-Feb-24		- 	1		
©F	Primavera Systems. Inc	Remaining Level of Effort Actual Work Critical Rem	maining Work				Ρασ	-21 of 42	2	

Remaining Work ♦

Milestone

Actual Level of Effort

12-Aug-22 13:52 2024 2025 N D J F M A M J J A S O N D J F M A M J J A S O N D F/R/PFooting - Pier 1 - I-64 EB over Little Creek Road Bridge Construct Deep Foundation - Pier 2 - I-64 EB over Little Creek Excavate - Pier 3 - I-64 EB over Little Creek Road Bridge - Pha | F/R/PFooting - Abutment A - I-64 EB over Gran by Street Brid | Excavate - Abutment B - I-64 EB over Granby Street Bridge - I | Cure Footing - Pier 1 - I-64 EB over Granby Street Bridge - Pha [] F/R/PFooting - Pier 2 - I-64 EB over Granby Street Bridge - Ph Construct Deep Foundation - Pier 3 - I-64 EB over Granby Str | F/R/PFooting - Abutment A - I-64 EB over Little Creek Road | Excavate - Abutment B - I-64 EB over Little Creek Road Bridg | Cure Footing - Pier 1 - I-64 EB over Little Creek Road Bridge F/R/PFooting - Pier 2 - I-64 EB over Little Creek Road Bridge Construct Deep Foundation - Pier 3 - I-64 EB over Little Cree | Cure Footing - Abutment A - I-64 EB over Granby Street Bridg | Cure Footing - Abutment A I-64 EB over Little Creek Road E F/R/P Stem - Abutment A - I-64 EB over Granby Street Bridge Demo Portion Existing - Abutment B - I-64 EB over Granby S F/R/PColumn - Pier 1 - I-64 EB over Granby Street Bridge - P F/R/PStem - Abutment A - I-64 EB over Little Creek Road Br Demo Portion Existing - Abutment B - I-64 EB over Little Cre F/R/PColumn - Pier 1 - I-64 EB over Little Creek Road Bridge | Cure Footing - Pier 2 - I-64 EB over Granby Street Bridge - Ph | F/R/PFooting - Pier 3 - I-64 EB over Granby Street Bridge - Pl | Cure Footing - Pier 2 - I-64 EB over Little Creek Road Bridge | F/R/PFooting - Pier 3 - I-64 EB over Little Creek Road Bridge Cure Joint Closures - I-64 EB over Granby Street Bridge - Pha Cure Joint Closures - I-64 EB over Little Creek Road Bridge Strip Topsoil - Sta: 964+34 to 1017+00 RT - Section 1 - I-64 | Cure Column - Pier 1 - I-64 EB over Granby Street Bridge - Pl Cure Column - Pier 1 - I-64 EB over Little Creek Road Bridge Cure Footing - Pier 3 - I-64 EB over Granby Street Bridge - Ph Cure Footing - Pier 3 - I-64 EB over Little Creek Road Bridge ■ F/R/PCap - Pier 1 - I-64 EB over Granby Street Bridge - Phas F/R/PColumn - Pier 2 - I-64 EB over Granby Street Bridge -| F/R/PColumn - Pier 3 - I-64 EB over Granby Street Bridge - I Mill Deck - I-64 EB over Granby Street Bridge - Phase 1 ■ F/R/PCap - Pier 1 - I-64 EB over Little Creek Road Bridge F/R/PColumn - Pier 2 - I-64 EB over Little Creek Road Bridg | F/R/PColumn - Pier 3 - I-64 EB over Little Creek Road Bridg Mill Deck - I-64 EB over Little Creek Road Bridge - Phase 1 Cure Stem - Abutment A - I-64 EB over Granby Street Bridge Construct Deep Foundation - Abutment B - I-64 EB over Gra Cure Stem - Abutment A - I-64 EB over Little Creek Road Br Construct Deep Foundation - Abutment B - I-64 EB over Li



C00117840DB112E01:	VDOT I-64 Hampton Roads Express Lanes (HREL) Segment 1A	Proposal La	yout			12-Aug-22 13:52
Activity ID	Activity Name	Original	Start	Finish	2023	2024 2025
		Duration			S O N D J F M A M J J A S O N D	J F M A M J J A S O N D J F M A M J J A S O N D
CN1E1SAC4010	Patch / Repair Deck - I-64 EB over Granby Street Bridge - Phase 1	1	21-Feb-24	21-Feb-24		Patch / Repair Deck - 1-64 EB over Granby Street Bridge - Pha
CN1E1SABD150	Cure Column - Pier 2 - I-64 EB over Granby Street Bridge - Phase 1	3	22-Feb-24	24-Feb-24		Cure Column - Pier 2 - I-64 EB over Granby Street Bridge - P
CN1E1SABE150	Cure Column - Pier 3 - I-64 EB over Granby Street Bridge - Phase 1	3	22-Feb-24	24-Feb-24		Cure Column - Pier 3 - I-64 EB over Granby Street Bridge - P
CN1E1SAC4020	Hydro-Demo & Place Latex Concrete Overlay - I-64 EB over Granby Street Bridge - Phase 1	3	22-Feb-24	27-Feb-24		I Hydro-Demo & Place Latex Concrete Overlay - I-64 EB over
CN1E1SCBD150	Cure Column - Pier 2 - I-64 EB over Little Creek Road Bridge - Phase 1	3	22-Feb-24	24-Feb-24		Cure Column - Pier 2 - I-64 EB over Little Creek Road Bridg
CN1E1SCBE150	Cure Column - Pier 3 - I-64 EB over Little Creek Road Bridge - Phase 1	3	22-Feb-24	24-Feb-24		Cure Column - Pier 3 - I-64 EB over Little Creek Road Bridg
CN1E1SCC4020	Hydro-Demo & Place Latex Concrete Overlay - I-64 EB over Little Creek Road Bridge - Phase 1	3	22-Feb-24	27-Feb-24		Hydro-Demo & Place Latex Concrete Overlay - I-64 EB over
CN1E1SABA170	F/R/P Wing Wall - Abutment A - I-64 EB over Granby Street Bridge - Phase 1	3	26-Feb-24	28-Feb-24		F/R/P Wing Wall - Abutment A - I-64 EB over Granby Street
CN1E1SABD160	F/R/PC ap - Pier 2 - I-64 F B over Graph v Street Bridge - Phase 1	5	26-Feb-24	04-Mar-24		F/R/P Cap - Pier 2 - I-64 EB over Granby Street Bridge - Pha
CN1E1SABE160	F/R/PC ap_ Pier 3 - L-64 EB over Granby Street Bridge - Phase 1	5	26 Feb 21	04-Mar-24		F/R/P Cap - Pier 3 - I-64 EB over Granby Street Bridge - Pha
CN1E1SABE100	E/D/DWing Well Abutment A LG4 ED even Little Greek Deed Dridge Dhees 1	2	26-Feb 24	$\frac{04-Wal-24}{28}$		F/R/P Wing Wall - Abutment A - I-64 FB over Little Creek Rd
CNIEISCBAI/0	F/R/P wing wait - Abutment A - 1-04 EB over Little Creek Road Bridge - Phase 1	5	20-Feb-24	28-Feb-24		E/P/PCop Pier 2 I 64 EB over Little Creek Pood Bridge
CNIEISCBDI60	F/R/P Cap - Pier 2 - 1-64 EB over Little Creek Road Bridge - Phase 1	3	26-Feb-24	04-Mar-24		E/D/DCap Bion 7 L 64 ED over Little Creek Road Dridge
CN1E1SCBE160	F/R/PCap - Pier 3 - 1-64 EB over Little Creek Road Bridge - Phase 1	5	26-Feb-24	04-Mar-24		F/R/P Cap - Pier 5 - 1-04 EB over Little Creek Road Bridge -
CN1E1R001030	Cut/Fill - Sta. 964+34 to 1017+00 RT - Section 1 - I-64 EB - Phase 1	13	27-Feb-24	19-Mar-24		\Box Cut/Fill - Sta. 964+34 to 101/+00 RT - Section 1 - 1-64 EB
CN1E1SABB130	F/R/PFooting - Abutment B - I-64 EB over Granby Street Bridge - Phase 1	2	27-Feb-24	28-Feb-24		F/R/PFooting - Abutment B - I-64 EB over Granby Street Br
CN1E1SABC170	Cure Cap - Pier 1 - I-64 EB over Granby Street Bridge - Phase 1	3	27-Feb-24	29-Feb-24		Cure Cap - Pier 1 - I-64 EB over Granby Street Bridge - Phase
CN1E1SCBB130	F/R/PFooting - Abutment B - I-64 EB over Little Creek Road Bridge - Phase 1	2	27-Feb-24	28-Feb-24		F/R/PFooting - Abutment B - I-64 EB over Little Creek Road
CN1E1SCBC170	Cure Cap - Pier 1 - I-64 EB over Little Creek Road Bridge - Phase 1	3	27-Feb-24	29-Feb-24		Cure Cap - Pier 1 - I-64 EB over Little Creek Road Bridge - F
CN1E1SABA180	Cure Wing Wall - Abutment A - I-64 EB over Granby Street Bridge - Phase 1	3	29-Feb-24	02-Mar-24		Cure Wing Wall - Abutment A - I-64 EB over Granby Street B
CN1E1SABA190	F/R/PB ackwall - Abutment A - I-64 EB over Granby Street Bridge - Phase 1	3	29-Feb-24	05-Mar-24		F/R/P Backwall - Abutment A - I-64 EB over Granby Street E
CN1E1SABB140	Cure Footing - Abutment B - I-64 EB over Granby Street Bridge - Phase 1	3	29-Feb-24	02-Mar-24		Cure Footing - Abutment B - I-64 EB over Granby Street Brid
CN1E1SCBA180	Cure Wing Wall - Abutment A - I-64 EB over Little Creek Road Bridge - Phase 1	3	29-Feb-24	02-Mar-24		Cure Wing Wall - Abutment A - I-64 EB over Little Creek Ro
CN1E1SCBA190	E/R/PB ackwall - Abutment A - 164 FB over Little Creek R and Bridge - Phase 1	3	29 Feb 21	05-Mar-24		F/R/PBackwall - Abutment A - I-64 EB over Little Creek Ro
CN1E1SCDR140	Cure Easting Abutment P. 164 ED over Little Creek Road Bridge. Phase 1	2	20 Eab 24	02 Mar 24		Cure Footing - Abutment B - I-64 EB over Little Creek Road
CN1E1SCDD140	E/D/D Stars Abutment D = 1-04 ED over Entre Creek Road Bridge - Thase 1	5	29-100-24	11 Mar 24		F/R/P Stem - Abutment B - L-64 FB over Graphy Street Brid
CNIEISABBI30	F/R/P Stell - Abuthent B - 1-04 EB over Grandy Street Bruge - Phase 1	5	04-Mai-24	11-Mai-24		F/R/PStem - Abutment B - L64 EB over Little Creek Road
CNIEISCBBI50	F/R/PStem - Abutment B - I-64 EB over Little Creek Road Bridge - Phase I	3	04-Mar-24	11-Mar-24		Cure Con Dier 2, 164 EP over Compty Street Bridge Dhes
CN1E1SABD170	Cure Cap - Pier 2 - I-64 EB over Granby Street Bridge - Phase 1	3	05-Mar-24	07-Mar-24		Cure Cap - Pier 2 - 1-04 EB over Granby Street Bridge - Pilas
CN1E1SABE170	Cure Cap - Pier 3 - I-64 EB over Granby Street Bridge - Phase 1	3	05-Mar-24	07-Mar-24		Cure Cap - Pier 3 - 1-64 EB over Grandy Street Bridge - Phas
CN1E1SCBD170	Cure Cap - Pier 2 - I-64 EB over Little Creek Road Bridge - Phase 1	3	05-Mar-24	07-Mar-24		Cure Cap - Pier 2 - 1-64 EB over Little Creek Road Bridge - 1
CN1E1SCBE170	Cure Cap - Pier 3 - I-64 EB over Little Creek Road Bridge - Phase 1	3	05-Mar-24	07-Mar-24		Cure Cap - Pier 3 - I-64 EB over Little Creek Road Bridge - I
CN1E1SABA200	Cure Backwall - Abutment A - I-64 EB over Granby Street Bridge - Phase 1	3	06-Mar-24	08-Mar-24		Cure Backwall - Abutment A - I-64 EB over Granby Street B
CN1E1SCBA200	Cure Backwall - Abutment A - I-64 EB over Little Creek Road Bridge - Phase 1	3	06-Mar-24	08-Mar-24		Cure Backwall - Abutment A - I-64 EB over Little Creek Ro
CN1E1SABA230	Micro-Abutment Rehab/Closure - Abutment A - I-64 EB over Granby Street Bridge - Phase 1	5	06-Mar-24	13-Mar-24		Micro-Abutment Rehab/Closure - Abutment A - I-64 EB ov
CN1E1SCBA230	Micro-Abutment Rehab/Closure - Abutment A - I-64 EB over Little Creek Road Bridge - Phase 1	5	06-Mar-24	13-Mar-24		Micro-Abutment Rehab/Closure - Abutment A - I-64 EB ov
CN1E1SABA210	Backfill Stem / Drainage - Abutment A - I-64 EB over Granby Street Bridge - Phase 1	3	11-Mar-24	13-Mar-24		Backfill Stem / Drainage Abutment A - I-64 EB over Granb
CN1E1SCBA210	Backfill Stem / Drainage - Abutment A - I-64 EB over Little Creek Road Bridge - Phase 1	3	11-Mar-24	13-Mar-24		Backfill Stem / Drainage Abutment A - I-64 EB over Little
CN1E1SABB160	Cure Stem - Abutment B - I-64 EB over Granby Street Bridge - Phase 1	3	12-Mar-24	14-Mar-24		Cure Stem - Abutment B - I-64 EB over Granby Street Bridg
CN1E1SCBB160	Cure Stem - Abutment B - I-64 EB over Little Creek Road Bridge - Phase 1	3	12-Mar-24	14-Mar-24		Cure Stem - Abutment B - I-64 EB over Little Creek Road E
CN1F1SARR170	F/R/P Wing Wall - Abutment B - I-64 FR over Granby Street Bridge - Phase 1	2	12 Mar_24	20_Mar_2/		F/R/P Wing Wall - Abutment B - I-64 EB over Granby Stree
CN1E1SADD170	E/D/DWing Wall Abutment D. 164 ED even Little Creak Deed Dridge - Place 1	2	10-1v1a1-24	20-War 24		F/R/P Wing Wall - Abutment B - 1-64 FR over Little Creek
	Triving wait - Abuthenti D - 1-04 ED Over Little Cleek Koau Diluge - Phase 1	3	10-1VIar-24	20-Maf-24		Install Drainage _ Sta 96/1-3/ to 1017+00 PT
	Instant Dramage - Sta. 904+34 to 1017+00 K1 - Section 1 - 1-64 EB - Phase 1	90	20-Mar-24	08-Aug-24		Install Tranch Drain Sta 064 24 to 1017 00 DT 164 E
CNIEIR001045	Install Irench Drain - Sta. 964+34 to 101/+00 KT - 1-64 EB - Phase 1	0	20-Mar-24	20-Mar-24		Install Conduit & Junstien Dame Sta 064.24
CN1E1N001010	Install Conduit & Junction Boxes - Sta. 964+34 to 1017+00 RT - Section 1 - I-64 EB - Phase 1	55	20-Mar-24	14-Jun-24		Install Conduit & Junction Boxes - Sta. 964+34 to
CN1E1N001020	Install Sign Structure Foundations - Sta. 964+34 to 1017+00 RT - Section 1 - I-64 EB - Phase 1	9	20-Mar-24	02-Apr-24		Install Sign Structure Foundations - Sta. 964+34 to 1017-
© Primavera Systems Inc	Remaining Level of Effort Actual Work Critical Remain	ning Work			Page 22 of 42	(D) at t cart

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Critical Remaining Work Actual Level of Effort Remaining Work

Milestone

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Remaining Level of Effort

C00117840DB112E01:	VDOT I-64 Hampton Roads Express Lanes (HREL) Segment 1A P	roposal La	yout	•		12-Aug-22 13:52					
Activity ID	Activity Name	Original Duration	Start	Finish	2023 2024						
CN1E1N001020		2	20.14 .24	28.14.24	S O N D J F M A M J J A S O N D J F M A M J J A	S O N D J F M A M J J A S O N D					
CNIEIN001030	Install Pole Foundations - Sta. 964+34 to 1017+00 RT - Section 1 - 1-64 EB - Phase 1	6	20-Mar-24	28-Mar-24		11 Abutment B I 64 FB over Graphy Street					
CNIEISABB180	Cure Wing Wall - Ab utment B - 1-64 EB over Granby Street Bridge - Phase I	3	21-Mar-24	23-Mar-24		Abutment B - F64 EB over Granby Street					
CN1E1SABB190	F/R/P Backwall - Abutment B - I-64 EB over Granby Street Bridge - Phase 1	3	21-Mar-24	26-Mar-24		II - Abutment B - 1-04 EB over Granby Stree					
CN1E1SCBB180	Cure Wing Wall - Ab utment B - I-64 EB over Little Creek Road Bridge - Phase I	3	21-Mar-24	23-Mar-24		II - Abutment B - 164 EB over Little Creek I					
CN1E1SCBB190	F/R/P Backwall - Abutment B - I-64 EB over Little Creek Road Bridge - Phase 1	3	21-Mar-24	26-Mar-24		II - Adutment B - 1-64 EB Over Little Creek I					
CN1E1SABB200	Cure Backwall - Abutment B - I-64 EB over Granby Street Bridge - Phase 1	3	27-Mar-24	29-Mar-24		II - Abutment B - I-64 EB over Granby Street					
CN1E1SCBB200	Cure Backwall - Abutment B - I-64 EB over Little Creek Road Bridge - Phase 1	3	27-Mar-24	29-Mar-24		II - Abutment B - I-64 EB over Little Creek R					
CN1E1SABB230	Micro-Abutment Rehab/Closure - Abutment B - I-64 EB over Granby Street Bridge - Phase 1	5	27-Mar-24	02-Apr-24	Micro-Abutn	ient Rehab/Closure - Abutment B - 1-64 EB					
CN1E1SCBB230	Micro-Abutment Rehab/Closure - Abutment B - I-64 EB over Little Creek Road Bridge - Phase 1	5	27-Mar-24	02-Apr-24	Micro-Abutn	ient Rehab/Closure - Abutment B - I-64 EB e					
CN1E1N001040	Install Cabinet Foundations - Sta. 964+34 to 1017+00 RT - Section 1 - I-64 EB - Phase 1	8	29-Mar-24	10-Apr-24	📋 Install Cabir	ret Foundations - Sta. 964+34 to 1017+00 R					
CN1E1SABB210	Backfill Stem / Drainage - Abutment B - I-64 EB over Granby Street Bridge - Phase 1	3	01-Apr-24	03-Apr-24	Backfill Sten	1 / Drainage - Abutment B - I-64 EB over Gra					
CN1E1SCBB210	Backfill Stem / Drainage - Abutment B - I-64 EB over Little Creek Road Bridge - Phase 1	3	01-Apr-24	03-Apr-24	Backfill Sten	1 / Drainage - Abutment B - I-64 EB over Litt					
CN1E1N001060	Install Light Pole Foundations - Sta. 964+34 to 1017+00 RT - Section 1 - I-64 EB - Phase 1	9	03-Apr-24	17-Apr-24	🗖 Install Ligh	t Pole Foundations - Sta. 964+34 to 1017+0					
CN1E1R001100	Construct Concrete Barrier - Sta. 964+34 to 1017+00 RT - Section 1 - I-64 EB - Phase 1	38	04-Apr-24	04-Jun-24	Constru	uct Concrete Barrier - Sta. 964+34 to 1017+(
CN1E1SAC1000	Set Beams/Diaphragms - I-64 EB over Granby Street Bridge - Phase 1	10	04-Apr-24	22-Apr-24	Set Beams/	Diaphragms - I-64 EB over Granby Street Bri					
CN1E1SCC1000	Set Beams/Diaphragms - I-64 EB over Little Creek Road Bridge - Phase 1	10	04-Apr-24	22-Apr-24	□ Set Beams/	Diaphragms - I-64 EB over Little Creek Road					
CN1E1SE01000	Excavate - Wall #4 - Sta. 991+07 to 997+35 RT - I-64 EB - Phase 1	25	04-Apr-24	14-May-24	Excavate	- Wall #4 - Sta. 991+07 to 997+35 RT - I-64					
CN1E1SG01000	Excavate - Wall #7 - Sta. 1007+43 to 1011+47 RT - I-64 EB - Phase 1	15	04-Apr-24	29-Apr-24	Excavate -	Wall #7 - Sta. 1007+43 to 1011+47 RT - I-64					
CN1E1SF01000	Excavate / Grade - Wall #6 - Sta. 34+76 to 40+08 RT - I-564 Ramp D - Phase 1	14	04-Apr-24	26-Apr-24	Excavate /	Grade - Wall #6 - Sta. 34+76 to 40+08 RT - I					
CN1E1N001055	Install TEC Foundations - Sta. 964+34 to 1017+00 RT - Section 1 -I-64 EB - Phase 1	2	11-Apr-24	15-Apr-24	Install TEC	Foundations - Sta. 964+34 to 1017+00 RT -					
CN1E1N001080	Install Fiber - Sta. 964+34 to 1017+00 RT - Section 1 - I-64 EB - Phase 1	14	16-Apr-24	07-May-24	🔲 🔲 Install Fit	er - Sta. 964+34 to 1017+00 RT - Section 1					
CN1E1N001070	Install Electrical Conductors - Sta. 964+34 to 1017+00 RT - Section 1 - I-64 EB - Phase 1	14	18-Apr-24	09-May-24	🔲 🔲 Install Ele	ectrical Conductors - Sta. 964+34 to 1017+0					
CN1E1SAC1030	Install Underdeck Forming - I-64 EB over Granby Street Bridge - I-64 EB over Granby Street Bridge - Phase 1	5	23-Apr-24	29-Apr-24	🗌 🛛 🛛 🛛 🗧 🛛 🗧	lerdeck Forming - I-64 EB over Granby Stree					
CN1E1SCC1030	Install Underdeck Forming - I-64 EB over Little Creek Road Bridge - I-64 EB over Little Creek Road Bridge -	5	23-Apr-24	29-Apr-24	🛛 🛛 🛛 🛛 🗧	lerdeck Forming - I-64 EB over Little Creek l					
CN1E1SF01010	F/R/P Footing - Wall #6 - Sta. 34+76 to 40+08 RT - I-564 Ramp D - Phase 1	36	29-Apr-24	24-Jun-24	F/R/F	² Footing - Wall #6 - Sta. 34+76 to 40+08 RT					
CN1E1SAC1040	Install Overhangs - I-64 EB over Granby Street Bridge - Phase 1	7	30-Apr-24	09-May-24	□ Install Ov	/erhangs - I-64 EB over Granby Street Bridge					
CN1E1SCC1040	Install Overhangs - I-64 EB over Little Creek Road Bridge - Phase 1	5	30-Apr-24	07-May-24	□ Install Ov	erhangs - I-64 EB over Little Creek Road Bri					
CN1E1SG01010	F/R/PLeveling Pad - Wall #7 - Sta. 1007+43 to 1011+47 RT - I-64 EB - Phase 1	7	30-Apr-24	09-May-24	□ F/Ŗ/PLev	veling Pad - Wall #7 - Sta. 1007+43 to 1011+					
CN1E1SCC1050	Set Rebar - I-64 EB over Little Creek Road Bridge - Phase 1	3	08-May-24	10-May-24	Set Rebar	- I-64 EB over Little Creek Road Bridge - Pl					
CN1E1N001100	Install Cabinets - Sta, 964+34 to 1017+00 RT - Section 1 - I-64 EB - Phase 1	2	08-May-24	09-May-24	I Install Ca	binets - Sta. 964+34 to 1017+00 RT - Sectio					
CN1E1SAC1050	Set Rehar - L-64 FB over Granby Street Bridge - Phase 1	3	10-May-24	14-May-24	Set Reba	r - I-64 EB over Granby Street Bridge - Phase					
CN1E1SG01020	Cure Leveling Pad - Wall #7 - Sta 1007+43 to 1011+47 RT - L64 FB - Phase 1	3	10 May 21	12-May-24	Cure Lev	eling Pad - Wall #7 - Sta. 1007+43 to 1011+4					
CN1E10001020	Install ITS Poles - Sta 964 ± 34 to 1017 ± 00 RT - Section 1 - L64 FB - Phase 1	1	10-May-24	12-May-24	Install IT	S Poles - Sta. 964+34 to 1017+00 RT - Sectio					
CN1E1N001120	Install Light Poles - Sta 964 ± 34 to 1017 ± 00 RT - Section 1 - 1.64 FB - Phase 1	6	10-May-24	20-May-24	Install L	ight Poles - Sta. 964+34 to 1017+00 RT - Sec					
CN1E1SCC1060	Satur / Dry Dun Bidwell 164 FB over Little Creek Bood Bridge Dhose 1	5	13 May 24	20-May-24		Drv-Run Bidwell - I-64 EB over Little Creek					
CN1E1SCC1000	Set Danale/Droinage/Dealtfill Well #7 Sta 1007 42 to 1011 47 PT 164 ED Dhase 1	25	13-Way-24	10 Jup 24	Set Pa	anels/Drainage/Backfill - Wall #7 - Sta 1007					
CN1E13001030	Set 1 and 5/ Diamage/ Dacking - wait $\pi/2$ - Sta. 1007 +45 to 1011 +47 KT - F04 ED - Thase 1 Install Devices. Sto. 064 + 24 to 1017 +00 PT. Society 1 = 1.64 ED. Disco 1	2.5	13-Way-24	13-Juli-24		evices - Sta 964+34 to 1017+00 RT - Section					
CN1E1N001130	Fiber Terringtions Sta 064:24 to 1017+00 RT - Section 1 - 1-04 ED - Filase 1	1	13-Way-24	13-May-24		rminations - Sta 964+34 to 1017+00 RT - Set					
CN1E1N001170	Fiber Terminations - Sta. 904+54 to 1017+00 K1 - Section 1 - 1-04 EB - Filase 1	5	14-May-24	21-May-24		Dry-Run Bidwell - I-64 FB over Granby Stree					
CNIEISAC1000	Setup / Dry-Run Bldweii - 1-64 EB over Grandy Street Bridge - Phase 1	3	15-May-24	22-May-24		eveling Pad - Wall $#4 - Sta 0.01 \pm 0.7 to 0.07 \pm 3$					
CNIEISE01010	F/R/P Leveling Pad - Wall #4 - Sta. 991+07 to 997+35 R1 - 1-64 EB - Phase 1	10	15-May-24	30-May-24		ck I 64 FB over Little Creek Pood Bridge					
CNIEISCC1070	Pour Deck - I-64 EB over Little Creek Road Bridge - Phase I	2	21-May-24	22-May-24		al Terminations Sta 964+34 to 1017+00 P					
	Electrical terminations - Sta. 904+34 to 101/+00 K1 - Section 1 - 1-04 EB - Phase 1	5	21-May-24	28-May-24		ck - L64 FB over Granby Street Bridge Dec					
CNIEISAC1070	Pour Deck - 1-04 EB over Granby Street Bridge - Phase 1	2	23-May-24	24-May-24		Por L 64 FR over L ittle Creek Dood Drideo					
CNIEISCC1080	Cure Deck - 1-64 EB over Little Creek Road Bridge - Phase 1	14	23-May-24	05-Jun-24		CK O4 ED OVEL LITTE CIÇEK KOAQ DIIQge					
© Primavera Systems, Inc	Remaining Level of Effort Actual Work - Critical Remaining Actual Level of Effort Remaining Work A Milestone	ing Work			Page 23 of 42						

C00117840DB112E01:	VDOT I-64 Hampton Roads Express Lanes (HREL) Segment 1A	Proposal La	yout			12-Aug-22 13:52
Activity ID	Activity Name	Original Duration	Start	Finish		
CN1E18CC2000	E/D/D Ammrooch Slob East I 64 ED over Little Creak Dood Dridge Dhose 1		22 Mars 24	20 May 24	S O N D J FM A M J J A S O N D	J F M A M J J A S O N D J F M A M J J A S O N D F F M A M J J J A S O N D F F M A M J J J A S O N D F F M A M J J J A S O N D F F M A M J J J A S O N D
CNIEISCC3000	F/R/P Approach Stab - East - 1-04 EB over Little Creek Road Bridge - Phase 1	3	23-May-24	30-May-24		Cure Deck - L64 FB over Granby Street Bridge - Ph
CNIEISAC1080	Cure Deck - 1-64 EB over Granby Street Bridge - Phase 1	14	25-May-24	07-Jun-24		Cure Deck - 1-04 ED over Granby Street Didge - 1 in E/P/P Approach Slob East 1.64 EP over Granby S
CNIEISAC3000	F/R/P Approach Slab - East - 1-64 EB over Granby Street Bridge - Phase 1	5	28-May-24	03-Jun-24		Cure Approach Stab. East 164 EP over Little Cre
CNIEISCC3010	Cure Approach Slab - East - I-64 EB over Little Creek Road Bridge - Phase I	7	31-May-24	06-Jun-24		E/D/D Approach Slab - East - 1-04 EB over Little Cle
CN1E1SCC3020	F/R/P Approach Slab - West - I-64 EB over Little Creek Road Bridge - Phase 1	5	31-May-24	06-Jun-24		F/R/P Approach Stab - West - 1-04 EB over Little Cl
CN1E1SE01020	Cure Leveling Pad - Wall #4 - Sta. 991+07 to 997+35 RT - I-64 EB - Phase 1	3	31-May-24	02-Jun-24		∇ ure Levening Pad - wall #4 - Sta. 991+07 to 997+3
CN1E1SE01030	Set Panels/Drainage/Backfill - Wall #4 - Sta. 991+07 to 997+35 RT - I-64 EB - Phase 1	40	03-Jun-24	02-Aug-24		Set Panels/Drainage/Backhill - Wall #4 - Sta. 9
CN1E1SAC3010	Cure Approach Slab - East - I-64 EB over Granby Street Bridge - Phase 1	7	04-Jun-24	10-Jun-24		Cure Approach Slab - East - 1-64 EB over Granby S
CN1E1SAC3020	F/R/P Approach Slab - West - I-64 EB over Granby Street Bridge - Phase 1	5	04-Jun-24	11 -Jun -24		F/R/P Approach Slab - West - I-64 EB over Granby
CN1E1R001110	Place Base Asphalt - Sta. 964+34 to 1017+00 RT - Section 1 - I-64 EB - Phase 1	8	05-Jun-24	17-Jun-24		□ Place Base Asphalt - Sta. 964+34 to 1017+00 RT -
CN1E1SCC3030	Cure Approach Slab - West - I-64 EB over Little Creek Road Bridge - Phase 1	7	07-Jun-24	13-Jun-24		Cure Approach Slab - West - I-64 EB over Little Cr
CN1E1SAC3030	Cure Approach Slab - West - I-64 EB over Granby Street Bridge - Phase 1	7	12-Jun-24	18-Jun-24		Cure Approach \$1ab - West - I-64 EB over Granby
CN1E1SCC2000	F/R/PParapet - RT - I-64 EB over Little Creek Road Bridge - Phase 1	7	14-Jun-24	25-Jun-24		■ F/R/PParapet - RT - I-64 EB over Little Creek Ro
CN1E1R001120	Place Asphalt SMA-19.0 - Sta. 964+34 to 1017+00 RT - Section 1 - I-64 EB - Phase 1	8	18-Jun-24	28-Jun-24		Place Asphalt SMA-19.0 - Sta. 964+34 to 1017+0
CN1E1SAC2000	F/R/PParapet - RT - I-64 EB over Granby Street Bridge - Phase 1	8	19-Jun-24	01-Jul-24		☐ F/R/PParapet - RT - I-64 EB over Granby Street B
CN1E1SF01020	Cure Footing - Wall #6 - Sta. 34+76 to 40+08 RT - I-564 Ramp D - Phase 1	7	25-Jun-24	01-Jul-24		Cure Footing - Wall #6 - Sta. 34+76 to 40+08 RT
CN1E1SCC2010	Cure Parapet - RT - I-64 EB over Little Creek Road Bridge - Phase 1	3	26-Jun-24	28-Jun-24		Cure Parapet - RT - I-64 EB over Little Creek Roa
CN1E1SCC2020	F/R/P Terminal Wall - RT - I-64 EB over Little Creek Road Bridge - Phase 1	2	26-Jun-24	27-Jun-24		F/R/P Terminal Wall - RT - I-64 EB over Little Cr
CN1E1SCC2030	Cure Terminal Wall - RT - I-64 EB over Little Creek Road Bridge - Phase 1	3	28-Jun-24	30-Jun-24		Cure Terminal Wall - RT - I-64 EB over Little Cre
CN1E1R001130	Apply Temporary Pavement Markings - Sta. 964+34 to 1017+00 RT - Section 1 - I-64 EB - Phase 1	5	01-Jul-24	08-Jul-24		Apply Temporary Pavement Markings - Sta. 964-
CN1E1R001150	Erect Permanent Signs - Sta 964+34 to 1017+00 RT - Section 1 - I-64 EB - Phase 1	3	01-Jul-24	03-Jul-24		Erect Permanent Signs - Sta. 964+34 to 1017+00
CN1E1SCC4030	Groove Deck - I-64 EB over Little Creek Road Bridge - Phase 1	2	01-Jul-24	02-Jul-24		Groove Deck - I-64 EB over Little Creek Road Br
CN1E1N001090	Frect Overhead Signs - Sta 964+34 to 1017+00 RT - Section 1 - I-64 FB - Phase 1	3	01-Jul-24	03-Jul-24		Erect Overhead Signs - Sta. 964+34 to 1017+00 I
CN1E1SAC2010	Cure Parapet - RT - L64 FB over Graphy Street Bridge - Phase 1	3	02-Jul-24	04-Jul-24		Cure Parapet - RT - I-64 EB over Granby Street B
CN1E1SAC2020	E/R/PTerminal Wall - RT - L64 EB over Granby Street Bridge - Phase 1	2	02 Jul 21	03-Jul-24		F/R/P Terminal Wall - RT - I-64 EB over Granby S
CN1E1SE01020	E/D/D Wall Wall #6. Sto 24176 to 40108 PT 1564 Damp D. Dhase 1	2	02-Jul-24	05 Aug 24		- F/R/P Wall - Wall #6 - Sta 34+76 to 40+08 R
CN1E1SPA0100	Domo Dortion Evisting Superstructure 164 ED over 1564 Dridge Dhage 1	10	02-Jul-24	19 Jul 24		Demo Portion Existing Superstructure - I-64 EB
CN1E1SDA0100	Cure Terminel Well DT 164 ED over Crenby Street Dridge Dhase 1	10	03-Jul-24	16-Jul-24		Cure Terminal Wall - BT - I-64 EB over Granby S
CNIEISAC2030	Cute terminal wan - KT - 1-04 EB over Grandy Street Bridge - Phase T	3	04-Jul-24	00-Jul-24		Groove Deck - L64 FB over Graphy Street Bridge
CNIEISAC4030	Groove Deck - 1-04 EB over Grandy Street Bridge - Phase 1	2	08-Jul-24	09-Jul-24		Exception Exception A_{-1} Left EB over L564 Bridge
CNIEISBBA100	Excavate - Abutment A - I-64 EB over I-564 Bridge - Phase I	2	19-Jul-24	22-Jul-24		Lick/Pengir Ream Seat/Pengice Rearings
CNIEISBA0110	Jack/Repair Beam Seat/Replace Bearings - 1-64 EB over 1-564 Bridge - Phase 1	20	19-Jul-24	19-Aug-24		Jack/Repair Bearry Searry Substructure 164 E
CN1E1SBA0120	Perform Surface Repairs - Substructure - I-64 EB over I-564 Bridge - Phase 1	5	19-Jul-24	25-Jul-24		\Box F(D)/D Laint Classer L (4 ED and 1564 Dri
CN1E1SBC1500	F/R/P Joint Closures - I-64 EB over I-564 Bridge - Phase 1	15	19-Jul-24	09-Aug-24		F/K/P Joint Closules - 1-04 EB over 1-504 Bh
CN1E1SBBA110	Demo Portion Existing - Abutment A - I-64 EB over I-564 Bridge - Phase 1	5	23-Jul-24	30-Jul-24		Demo Portion Existing - Abutment A - 1-64 EB
CN1E1SBBC100	Excavate - Pier 1 - I-64 EB over I-564 Bridge - Phase 1	3	23-Jul-24	25-Jul-24		Excavate - Pier I - I-64 EB over I-564 Bridge - I
CN1E1SBBC110	Construct Deep Foundation - Pier 1 - I-64 EB over I-564 Bridge - Phase 1	5	29-Jul-24	02-Aug-24		Construct Deep Foundation - Pier I - 1-64 EB
CN1E1SBBD100	Excavate - Pier 2 - I-64 EB over I-564 Bridge - Phase 1	3	29-Jul-24	31-Jul-24		Excavate - Pier 2 - 1-64 EB over 1-564 Bridge -
CN1E1SBBA120	Construct Deep Foundation - Abutment A - I-64 EB over I-564 Bridge - Phase 1	5	31-Jul-24	06-Aug-24		Construct Deep Foundation - Abutment A - I-
CN1E1SBBD110	Construct Deep Foundation - Pier 2 - I-64 EB over I-564 Bridge - Phase 1	5	01-Aug-24	07-Aug-24		Construct Deep Foundation - Pier 2 - I-64 EB
CN1E1SBBE100	Excavate - Pier 3 - I-64 EB over I-564 Bridge - Phase 1	3	01-Aug-24	05-Aug-24		Excavate - Pier 3 - I-64 EB over I-564 Bridge -
CN1E1SBBC120	F/R/P Footing - Pier 1 - I-64 EB over I-564 Bridge - Phase 1	3	05-Aug-24	07-Aug-24		F/R/PFooting-Pier 1 -I-64 EB over I-564 Br
CN1E1SBBB100	Excavate - Abutment B - I-64 EB over I-564 Bridge - Phase 1	2	06-Aug-24	07-Aug-24		Excavate - Abutment B - I-64 EB over I-564 B
CN1E1SBBE110	Construct Deep Foundation - Pier 3 - I-64 EB over I-564 Bridge - Phase 1	5	06-Aug-24	12-Aug-24		Construct Deep Foundation - Pier 3 - I-64 EB
CN1E1SF01040	Cure Wall - Wall #6 - Sta. 34+76 to 40+08 RT - I-564 Ramp D - Phase 1	7	06-Aug-24	12-Aug-24		Cure Wall - Wall #6 - Sta. 34+76 to 40+08 RI
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C00117840DB112E01	: VDOT I-64 Hampton Roads Express Lanes (HREL) Segment 1A	Proposal L	ayout		12-Aug-22 1	13:52
Activity ID	Activity Name	Original Duration	Start	Finish		
CN1F1SBBA13	0 F/R/PEooting - Abutment A - L-64 FB over L-564 Bridge - Phase 1	2	07-Aug-24	08-Aug-24	$ \begin{bmatrix} \mathbf{b} & 0 & \mathbf{N} & \mathbf{b} & \mathbf{j} & \mathbf{F} & \mathbf{M} & \mathbf{A} & \mathbf{M} & \mathbf{j} & \mathbf{j} & \mathbf{A} & \mathbf{S} & 0 & \mathbf{N} & \mathbf{b} & \mathbf{j} & \mathbf{F} & \mathbf{M} & \mathbf{A} & \mathbf{M} & \mathbf{j} & \mathbf{j} & \mathbf{A} & \mathbf{S} & 0 \\ \hline \\ \mathbf{F} & $	ver I-5
CN1E1SBBB110	0 Demo Portion Existing - Abutment B - I-64 EB over I-564 Bridge - Phase 1	5	08-Aug-24	14-Aug-24	Demo Portion Existing - Abutment B - J	I-64 E
CN1E1SBBC130	0 Cure Footing - Pier 1 - I-64 EB over I-564 Bridge - Phase 1	3	08-Aug-24	10-Aug-24	Cure Footing - Pier 1 - I-64 EB over I-56	64 Bri
CN1E1SBBD120	0 F/R/P Footing - Pier 2 - I-64 EB over I-564 Bridge - Phase 1	3	08-Aug-24	12-Aug-24	F/R/PFooting - Pier 2 - I-64 EB over I-5	564 B1
CN1E1SBBB12	0 Cure Footing - Abutment A - I-64 FB over I-564 Bridge - Phase 1	3	09-Aug-24	11 - Ang-24	Cure Footing - Abutment A - I-64 EB ov	ver I-5
CN1E1SBC1510	Cure Joint Closures - I-64 FB over I-564 Bridge - Phase 1	3	10-Aug-24	12-Aug-24	Cure Joint Closures - I-64 EB over I-56	4 Brid
CN1E1SBBA150	0 F/R/P Stem - Abutment A - 1-64 FB over 1-564 Bridge - Phase 1	5	12-Aug-24	12 Aug 21	F/R/PStem - Abutment A - I-64 EB ove	er I-56
CN1E1SBBC14	0 F/R/PC olumn - Pier 1 - I-64 EB over I-564 Bridge - Phase 1	3	12-Aug-24	14-Aug-24	F/R/PColumn - Pier 1 - I-64 EB over I-	564 B
CN1E1R001050	Finegrade Subgrade - Sta 964+34 to 1017+00 RT - Section 1 - I-64 FB - Phase 1	12	13-Aug-24	29-Aug-24	Finegrade Subgrade - Sta. 964+34 to 1	1017+
CN1E1SBBD130	0 Cure Footing - Pier 2 - I-64 EB over I-564 Bridge - Phase 1	3	13-Aug-24	15-Aug-24	Cure Footing - Pier 2 - I-64 EB over I-5	64 Br
CN1E1SBBE120	0 F/R/P Footing - Pier 3 - I-64 EB over I-564 Bridge - Phase 1	3	13-Aug-24	15-Aug-24	F/R/PFooting - Pier 3 - I-64 EB over I-5	564 B
CN1E1SBC4000) Mill Deck - I-64 EB over I-564 Bridge - Phase 1	2	13-Aug-24	14-Aug-24	Mill Deck I-64 EB over I-564 Bridge -	- Phase
CN1E1SE01050	F/R/P Barrier - Wall #6 - Sta 34+76 to 40+08 RT - I-564 Ramp D - Phase 1	18	13-Aug-24	10-Sep-24	F/R/PB arrier - Wall #6 - \$ta. 34+76 1	to 40+
CN1E1SBBB120	0 Construct Deep Foundation - Abutment B - I-64 EB over I-564 Bridge - Phase 1	6	15-Aug-24	23-Aug-24	Construct Deep Foundation - Abutmer	nt B -
CN1E1SBBC15	0 Cure Column - Pier 1 - I-64 EB over I-564 Bridge - Phase 1	3	15-Aug-24	17-Aug-24	Cure Column - Pier 1 - I-64 EB over I-5	564 Bi
CN1E1SBC4010) Patch / Repair Deck - I-64 EB over I-564 Bridge - Phase 1	2	15-Aug-24	19-Aug-24	Patch / Repair Deck - I-64 EB over I-56	54 Bri
CN1E1SBBE130	0 Cure Footing - Pier 3 - I-64 EB over I-564 Bridge - Phase 1	3	16-Aug-24	18-Aug-24	Cure Footing - Pier 3 - I-64 EB over I-5	64 Br
CN1E1SBBC160	0 F/R/PCap - Pier 1 - I-64 EB over I-564 Bridge - Phase 1	5	19-Aug-24	23-Aug-24	I F/R/PCap - Pier 1 - I-64 EB over I-564	l Bridg
CN1E1SBBD140	0 F/R/PColumn - Pier 2 - I-64 EB over I-564 Bridge - Phase 1	3	19-Aug-24	21-Aug-24	F/R/PColumn - Pier 2 - I-64 EB over I	-564 E
CN1E1SBBE140	0 F/R/PColumn - Pier 3 - I-64 EB over I-564 Bridge - Phase 1	3	19-Aug-24	21-Aug-24	F/R/PColumn - Pier 3 - I-64 EB over I	-564 E
CN1E1SBBA16	0 Cure Stem - Abutment A - I-64 EB over I-564 Bridge - Phase 1	3	20-Aug-24	22-Aug-24	Cure Stem - Abutment A - I-64 EB over	r I-564
CN1E1SBC4020	Hydro-Demo & Place Latex Concrete Overlay - I-64 EB over I-564 Bridge - Phase 1	4	20-Aug-24	23-Aug-24	Hydro-Demo & Place Latex Concrete (Overla
CN1E1SBBD15	0 Cure Column - Pier 2 - I-64 EB over I-564 Bridge - Phase 1	3	22-Aug-24	24-Aug-24	Cure Column - Pier 2 - I-64 EB over I-	564 B
CN1E1SBBE150	0 Cure Column - Pier 3 - I-64 EB over I-564 Bridge - Phase 1	3	22-Aug-24	24-Aug-24	Cure Column - Pier 3 - I-64 EB over I-	564 B
CN1E1SBBA170	0 F/R/P Wing Wall - Abutment A - I-64 EB over I-564 Bridge - Phase 1	3	23-Aug-24	27-Aug-24	F/R/P Wing Wall - Abutment A - I-64 I	EB ov
CN1E1SBBC170	0 Cure Cap - Pier 1 - I-64 EB over I-564 Bridge - Phase 1	3	24-Aug-24	26-Aug-24	Cure Cap - Pier 1 - I-64 EB over I-564	Bridg
CN1E1SBBB130	0 F/R/PFooting - Abutment B - I-64 EB over I-564 Bridge - Phase 1	2	26-Aug-24	27-Aug-24	F/R/PFooting - Abutment B - I-64 EB	over
CN1E1SBBD16	0 F/R/PCap - Pier 2 - I-64 EB over I-564 Bridge - Phase 1	5	26-Aug-24	03-Sep-24	□ F/R/PCap - Pier 2 - I-64 EB over I-56	4 Brid
CN1E1SBBE160	F/R/PCap - Pier 3 - I-64 EB over I-564 Bridge - Phase 1	5	26-Aug-24	03-Sep-24	□ F/R/PCap - Pier 3 - I-64 EB over I-56	4 Brid
CN1E1SBBA18	0 Cure Wing Wall - Abutment A - I-64 EB over I-564 Bridge - Phase 1	3	28-Aug-24	30-Aug-24	Cure Wing Wall - Ab utment A - I-64 E	Bove
CN1E1SBBA19	0 F/R/PBackwall - Abutment A - I-64 EB over I-564 Bridge - Phase 1	3	28-Aug-24	03-Sep-24	F/R/P B ackwall - Abutment A - I-64 E	Bove
CN1E1SBBB140	0 Cure Footing - Abutment B - I-64 EB over I-564 Bridge - Phase 1	3	28-Aug-24	30-Aug-24	Cure Footing - Abutment B - I-64 EB	over I-
CN1E1R001060	Place Subbase - Sta. 964+34 to 1017+00 RT - Section 1 - I-64 EB - Phase 1	10	03-Sep-24	17-Sep-24	Place Subbase - Sta. 964+34 to 1017	7+001
CN1E1SBBB150	0 F/R/PStem - Abutment B - I-64 EB over I-564 Bridge - Phase 1	5	03-Sep-24	09-Sep-24	F/R/P Stem - Abutment B - I-64 EB o	over I-:
CN1E1SBBA20	0 Cure Backwall - Abutment A - I-64 EB over I-564 Bridge - Phase 1	3	04-Sep-24	06-Sep-24	Cure Backwall - Abutment A - I-64 E	B over
CN1E1SBBD17	0 Cure Cap - Pier 2 - I-64 EB over I-564 Bridge - Phase 1	3	04-Sep-24	06-Sep-24	Cure Cap - Pier 2 - I-64 EB over I-564	4 Brid
CN1E1SBBE170	0 Cure Cap - Pier 3 - I-64 EB over I-564 Bridge - Phase 1	3	04-Sep-24	06-Sep-24	Cure Cap - Pier 3 - I-64 EB over I-564	4 Brid
CN1E1SBBA23	0 Micro-Abutment Rehab/Closure - Abutment A - I-64 EB over I-564 Bridge - Phase 1	5	04-Sep-24	10-Sep-24	Micro-Abutment Rehab/Closure - Al	butme
CN1E1SBBA21	0 Backfill Stem / Drainage - Abutment A - I-64 EB over I-564 Bridge - Phase 1	3	09-Sep-24	11-Sep-24	Backfill Stem / Drainage - Abutment	A - I-6
CN1E1SBBB160	0 Cure Stem - Abutment B - I-64 EB over I-564 Bridge - Phase 1	3	10-Sep-24	12-Sep-24	Cure Stem - Abutment B - I-64 EB ov	ver I-5
CN1E1SF01060	Cure Barrier - Wall #6 - Sta. 34+76 to 40+08 RT - I-564 Ramp D - Phase 1	3	11 -Sep -24	13-Sep-24	Cure Barrier - Wall #6 - Sta. 34+76 to	o 40+
CN1E1SBBB170	0 F/R/P Wing Wall - Abutment B - I-64 EB over I-564 Bridge - Phase 1	3	16-Sep-24	18-Sep-24	F/R/P Wing Wall - Abutment B - 1-64	4 EB (
CN1E1SF01070	Backfill - Wall #6 - Sta. 34+76 to 40+08 RT - I-564 Ramp D - Phase 1	5	16-Sep-24	23-Sep-24	■ Backfill - Wall #6 - Sta. 34+76 to 40	0+081
CN1E1R001070	Install Underdrain - Sta. 964+34 to 1017+00 RT - Section 1 - I-64 EB - Phase 1	10	18-Sep-24	03-Oct-24	□ Install Underdrain - Sta. 964+34 to	› 1017
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C0	0117840DB112E01:	VDOT I-64 Hampton Roads Express Lanes (HREL) Segment 1A	Proposal La	yout						12-Aug-22 13:5		
Activ	ity ID	Activity Name	Original	Start	Finish		20	23	2	.024	2025	
			2	10.0 04	21.0 24	SOND	JFMAMJ	JASOND	JFMAMJ		J F M A M J J A S O N D	
	CNIEISBBB180	Cure wing wall - Abutment B - F64 EB over F5 64 Bridge - Phase I	3	19-Sep-24	21-Sep-24	-					activall Abutment B I 64 EB o	
	CNIEISBBB190	F/R/P Backwall - Abutment B - I-64 EB over I-564 Bridge - Phase I	3	19-Sep-24	24-Sep-24	-				L Cure B	ackwall Abutment B I 64 FB of	
	CNIEISBBB200	Cure Backwall - Abutment B - I-64 EB over I-564 Bridge - Phase I	3	25-Sep-24	27-Sep-24	-					Abutment Pabab/Closure Abutr	
	CNIEISBBB230	Micro-Abutment Rehab/Closure - Abutment B - 1-64 EB over 1-564 Bridge - Phase 1	5	25-Sep-24	02-Oct-24	-					Adutinent Renad/Closure - Aduti	
	CN1E1SBBB210	Backfill Stem / Drainage - Abutment B - 1-64 EB over 1-564 Bridge - Phase 1	3	30-Sep-24	02-Oct-24	-					in Stein / Diamage - Adument B -	
	CN1E1SBC1000	Set Beams/Diaphragms - I-64 EB over I-564 Bridge - Phase 1	10	03-Oct-24	21-Oct-24	-					Promote Material (OCDI) Sta	
	CN1E1R001080	Place Drainage Material (OGDL) - Sta. 964+34 to 1017+00 RT - Section 1 - I-64 EB - Phase 1	4	07-Oct-24	10-Oct-24						Drainage Material (OGDL) - Sta. 9	
	CN1E1R001090	Finegrade Subbase - Sta. 964+34 to 1017+00 RT - Section 1 - I-64 EB - Phase 1	8	14-Oct-24	24-Oct-24	_					grade Subbase - Sta. 964+34 to 10	
	CN1E1SBC1030	Install Underdeck Forming - I-64 EB over I-564 Bridge - I-64 EB over I-564 Bridge - Phase 1	5	22-Oct-24	29-Oct-24	_				l Insta	all Underdeck Forming - I-64 EB d	
	CN1E1SE01040	F/R/P M oment Slab - Wall #4 - Sta. 991+07 to 997+35 RT - I-64 EB - Phase 1	30	28-Oct-24	23-Dec-24	_					F/R/PMoment Slab - Wall #4 - S	
	CN1E1SG01040	F/R/P Moment Slab - Wall #7 - Sta. 1007+43 to 1011+47 RT - I-64 EB - Phase 1	18	28-Oct-24	27-Nov-24						R/P Moment Slab - Wall # / - Sta.	
	CN1E1SBC1040	Install Overhangs - I-64 EB over I-564 Bridge - Phase 1	11	30-Oct-24	19-Nov-24						stall Overhangs - I-64 EB over I-56	
	CN1E1SBC1050	Set Rebar - I-64 EB over I-564 Bridge - Phase 1	3	20-Nov-24	25-Nov-24	_				l Se	et Rebar - I-64 EB over I-564 Brid	
	CN1E1SBC1060	Setup / Dry-Run Bidwell - I-64 EB over I-564 Bridge - Phase 1	5	26-Nov-24	04-Dec-24						etup / Dry-Run Bidwell - I-64 EB	
	CN1E1SG01050	Cure Moment Slab - Wall #7 - Sta. 1007+43 to 1011+47 RT - I-64 EB - Phase 1	3	28-Nov-24	30-Nov-24					IC	ure Moment Slab - Wall #7 - Sta.	
	CN1E1SG01060	F/R/PBarrier - Wall #7 - Sta. 1007+43 to 1011+47 RT - I-64 EB - Phase 1	10	02-Dec-24	18-Dec-24						F/R/PB arrier - Wall #7 - Sta. 100	
	CN1E1SBC1070	Pour Deck - I-64 EB over I-564 Bridge - Phase 1	2	05-Dec-24	09-Dec-24						Pour Deck - I-64 EB over I-564 Br	
	CN1E1SBC1080	Cure Deck - I-64 EB over I-564 Bridge - Phase 1	14	10-Dec-24	23-Dec-24						Cure Deck - I-64 EB over I-564 B	
	CN1E1SBC3000	F/R/P Approach Slab - East - I-64 EB over I-564 Bridge - Phase 1	5	10-Dec-24	18-Dec-24					0	F/R/P Approach Slab - East - I-64	
	CN1E1SBC3010	Cure Approach Slab - East - I-64 EB over I-564 Bridge - Phase 1	7	19-Dec-24	25-Dec-24					D	Cure Approach Slab - East - I-64	
	CN1E1SBC3020	F/R/P Approach Slab - West - I-64 EB over I-564 Bridge - Phase 1	5	19-Dec-24	06-Jan-25						F/R/P Approach Slab - West - I-	
	CN1E1SG01070	Cure Barrier - Wall #7 - Sta. 1007+43 to 1011+47 RT - I-64 EB - Phase 1	3	19-Dec-24	21-Dec-24					I I	Cure Barrier - Wall #7 - Sta. 1007	
	CN1E1SG01080	Finish Grade - Wall #7 - Sta. 1007+43 to 1011+47 RT - I-64 EB - Phase 1	3	23-Dec-24	02-Jan-25					i i i	Finish Grade - Wall #7 - Sta. 100	
	CN1E1SE01050	Cure Moment Slab - Wall #4 - Sta. 991+07 to 997+35 RT - I-64 EB - Phase 1	3	24-Dec-24	26-Dec-24					I I	Cure Moment Slab - Wall #4 - St	
	CN1E1SE01060	F/R/P B arrier - Wall #4 - Sta. 991+07 to 997+35 RT - I-64 EB - Phase 1	15	02-Jan-25	29-Jan-25						F/R/PB arrier - Wall #4 - Sta.	
	CN1E1SBC3030	Cure Approach Slab - West - I-64 EB over I-564 Bridge - Phase 1	7	07-Jan-25	13-Jan-25						Cure Approach Slab - West - I-	
	CN1E1SBC2000	F/R/P Parapet - RT - I-64 EB over I-564 Bridge - Phase 1	14	14-Jan-25	06-Feb-25						F/R/PParapet - RT - I-64 EB	
	CN1E1SE01070	Cure Barrier - Wall #4 - Sta. 991+07 to 997+35 RT - I-64 EB - Phase 1	3	30-Jan-25	01-Feb-25						Cure Barrier - Wall #4 - Sta. 9	
	CN1E1SE01080	Finish Grade - Wall #4 - Sta. 991+07 to 997+35 RT - I-64 EB - Phase 1	5	03-Feb-25	10-Feb-25						Finish Grade - Wall #4 - Sta.	
	CN1E1SBC2010	Cure Parapet - RT - I-64 EB over I-564 Bridge - Phase 1	3	07-Feb-25	09-Feb-25						Cure Parapet - RT - I-64 EB	
	CN1E1SBC2020	F/R/P Terminal Wall - RT - I-64 EB over I-564 Bridge - Phase 1	2	10-Feb-25	11 -Feb -25						F/R/PTerminal Wall - RT - I	
	CN1E1R001140	Place Topsoil / Grade Slopes - Sta. 964+34 to 1017+00 RT - Section 1 - I-64 EB - Phase 1	4	11-Feb-25	17-Feb-25						Place Topsoil / Grade Slope	
	CN1E1SBC2030	Cure Terminal Wall - RT - I-64 EB over I-564 Bridge - Phase 1	3	12-Feb-25	14-Feb-25						Cure Terminal Wall - RT - I-	
	CN1E1SBC4030	Groove Deck - I-64 EB over I-564 Bridge - Phase 1	2	17-Feb-25	18-Feb-25						Groove Deck - I-64 EB over	
	CN1E1R001160	Finegrade Swales - Sta. 964+34 to 1017+00 RT - Section 1 - I-64 EB - Phase 1	5	18-Feb-25	25-Feb-25						Finegrade Swales - Sta. 964	
	CN1E1R001180	Install Guardrail - Sta. 964+34 to 1017+00 RT - Section 1 - I-64 EB - Phase 1	8	18-Feb-25	03-Mar-25						🔲 Install Guardrail - Sta. 964	
	CN1E1R001200	Erect Navy Fence - Sta. 964+34 to 1017+00 RT - Section 1 - I-64 EB - Phase 1	10	18-Feb-25	05-Mar-25	-					🔲 Erect Navy Fence - Sta. 96	
	CN1E10000000	Complete I-64 Eastbound Section 1 RT	0		18-Feb-25	-					◆ Complete I-64 Eastbound S	
	CN1E1R001170	Seed & Mulch - Sta. 964+34 to 1017+00 RT - Section 1 - I-64 EB - Phase 1	2	06-Mar-25	10-Mar-25	-					Seed & Mulch - \$ta. 964-	
	CN1E1E005000	Construct SWM Facility - Little Creek Road LT - Section 1 - Phase 1	10	11-Mar-25	26-Mar-25						Construct SWM Facility	
	Section 2 - Sta. 10	17+00 to Sta. 1085+50	241	14-Nov-23	21-Jan-25				1		▼ 21-Jan-25, Section 2 - Sta. 101	
	CN1E2E001010	Clear & Grub - I-64 EB - Section 2 - Phase 1	10	14-Nov-23	04-Dec-23				Clear & Grub - I	64 EB - Section 2	- Phase 1	
	CN1E2T001000	Install Traffic Control Measures - I-64 EB - Section 2 - Phase 1	10	04-Dec-23	19-Dec-23				Install Traffic C	ontrol Measures -	I-64 EB - Section 2 - Phase 1	
	CN1E2E001000	Install Erosion Control Measures - I-64 EB - Section 2 - Phase 1	10	20-Dec-23	16-Jan-24	-			Install Erosi	on Control Measur	es - I-64 EB - Section 2 - Phase 1	
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C00117840DB112E01:	VDOT I-64 Hampton Roads Express Lanes (HREL) Segment 1A	Proposal La	yout					12-Aug-22 13:52
Activity ID	Activity Name	Original	Start	Finish		2023	2024	2025
		Duration			S O N D J F M A I	M J J A S C	N D J F M A M J J A S O N D J F	M A M J J A S O N D
CN1E2SAA0100	Demo Portion Existing Superstructure - I-64 EB over Tidewater Drive Bridge - Phase 1	10	20-Dec-23	16-Jan-24			E Sement Ste 1017 00 to 1025 50	DT Section 2 164 ED D
CN1E2R001000	Sawcut - Sta. 1017+00 to 1085+50 RT - Section 2 - I-64 EB - Phase 1	5	17-Jan-24	25-Jan-24				T 1 (D) D 1 D
CN1E2SABA100	Excavate - Abutment A - I-64 EB over Tidewater Drive Bridge - Phase 1	2	17-Jan-24	18-Jan-24			Excavate - Abutment A - I-64 EB over	er lidewater Drive Bridge - P
CN1E2SAA0110	Jack/Repair Beam Seat/Replace Bearings - I-64 EB over Tidewater Drive Bridge - Phase 1	20	17-Jan-24	21-Feb-24			Jack/Repair Beam Seat/Replace I	Bearings - I-64 EB over Tide
CN1E2SAA0120	Perform Surface Repairs - Substructure - I-64 EB over Tidewater Drive Bridge - Phase 1	5	17-Jan-24	25-Jan-24			Perform Surface Repairs - Substruct	ure - I-64 EB over Tidewater
CN1E2SAC1500	F/R/P Joint Closures - I-64 EB over Tidewater Drive Bridge - Phase 1	15	17-Jan-24	13-Feb-24			F/R/PJoint Closures - I-64 EB over	er Tidewater Drive Bridge - P
CN1E2SABA110	Demo Portion Existing - Abutment A - I-64 EB over Tidewater Drive Bridge - Phase 1	5	22-Jan-24	30-Jan-24			Demo Portion Existing - Abutment	A - I-64 EB over Tidewater I
CN1E2SABC100	Excavate - Pier 1 - I-64 EB over Tidewater Drive Bridge - Phase 1	3	22-Jan-24	25-Jan-24			Excavate - Pier 1 - I-64 EB over Tide	ewater Drive Bridge - Phase
CN1E2R001010	Remove Existing Pavement - Sta. 1017+00 to 1085+50 RT - Section 2 - I-64 EB - Phase 1	14	29-Jan-24	20-Feb-24			Remove Existing Pavement - Sta.	1017+00 to 1085+50 RT - S
CN1E2SABC110	Construct Deep Foundation - Pier 1 - I-64 EB over Tidewater Drive Bridge - Phase 1	3	29-Jan-24	31-Jan-24			Construct Deep Foundation Pier	l - I-64 EB over Tidewater D
CN1E2SABD100	Excavate - Pier 2 - I-64 EB over Tidewater Drive Bridge - Phase 1	3	29-Jan-24	31-Jan-24			Excavate - Pier 2 - I-64 EB over Tid	ewater Drive Bridge - Phase
CN1E2SABA120	Construct Deep Foundation - Abutment A - I-64 EB over Tidewater Drive Bridge - Phase 1	4	31-Jan-24	06-Feb-24			Construct Deep Foundation - Abut	tment A - I-64 EB over Tidev
CN1E2SABC120	F/R/PFooting - Pier 1 - I-64 EB over Tidewater Drive Bridge - Phase 1	3	01-Feb-24	06-Feb-24			F/R/PFooting-Pier 1 - I-64 EB ov	er Tidewater Drive Bridge - l
CN1E2SABD110	Construct Deep Foundation - Pier 2 - I-64 EB over Tidewater Drive Bridge - Phase 1	3	01-Feb-24	06-Feb-24			Construct Deep Foundation - Pier	2 - I-64 EB over Tidewater I
CN1E2SABE100	Excavate - Pier 3 - I-64 EB over Tidewater Drive Bridge - Phase 1	3	01-Feb-24	06-Feb-24			Excavate - Pier 3 - I-64 EB over Tic	lewater Drive Bridge - Phase
CN1E2SABA130	F/R/PFooting - Abutment A - I-64 EB over Tidewater Drive Bridge - Phase 1	2	07-Feb-24	08-Feb-24			F/R/PFooting - Abutment A - I-64	EB over Tidewater Drive Bri
CN1E2SABB100	Excavate - Abutment B - I-64 EB over Tidewater Drive Bridge - Phase 1	2	07-Feb-24	08-Feb-24			Excavate - Abutment B - I-64 EB o	over Tidewater Drive Bridge
CN1E2SABC130	Cure Footing - Pier 1 - I-64 EB over Tidewater Drive Bridge - Phase 1	3	07-Feb-24	09-Feb-24			Cure Footing - Pier 1 - I-64 EB over	er Tidewater Drive Bridge - P
CN1E2SABD120	F/R/PFooting - Pier 2 - I-64 EB over Tidewater Drive Bridge - Phase 1	3	07-Feb-24	12-Feb-24			F/R/PFooting-Pier 2 - I-64 EB ov	ver Tidewater Drive Bridge -
CN1E2SABE110	Construct Deep Foundation - Pier 3 - I-64 EB over Tidewater Drive Bridge - Phase 1	3	07-Feb-24	12-Feb-24			Construct Deep Foundation - Pier	3 - I-64 EB over Tidewater I
CN1E2SABA140	Cure Footing - Abutment A - I-64 EB over Tidewater Drive Bridge - Phase 1	3	09-Feb-24	11-Feb-24			Cure Footing - Abutment A I-64	EB over Tidewater Drive Bri
CN1E2SABA150	F/R/P Stem - Abutment A - I-64 EB over Tidewater Drive Bridge - Phase 1	5	12-Feb-24	19-Feb-24			□ F/R/PStem - Abutment A - I-64 E	Bover Tidewater Drive Brid
CN1E2SABB110	Demo Portion Existing - Abutment B - I-64 EB over Tidewater Drive Bridge - Phase 1	5	12-Feb-24	19-Feb-24			Demo Portion Existing - Abutmer	nt B - I-64 EB over Tidewate
CN1E2SABC140	F/R/PColumn - Pier 1 - I-64 EB over Tidewater Drive Bridge - Phase 1	3	12-Feb-24	14-Feb-24			F/R/PColumn - Pier 1 - I-64 EB o	ver Tidewater Drive Bridge -
CN1E2SABD130	Cure Footing - Pier 2 - I-64 EB over Tidewater Drive Bridge - Phase 1	3	13-Feb-24	15-Feb-24			Cure Footing - Pier 2 - I-64 EB ov	er Tidewater Drive Bridge - I
CN1E2SABE120	F/R/P Footing - Pier 3 - I-64 EB over Tidewater Drive Bridge - Phase 1	3	13-Feb-24	15-Feb-24			F/R/PFooting-Pier 3 - I-64EB o	ver Tidewater Drive Bridge -
CN1E2SAC1510	Cure Joint Closures - I-64 EB over Tidewater Drive Bridge - Phase 1	3	14-Feb-24	16-Feb-24			Cure Joint Closures - I-64 EB ove	r Tidewater Drive Bridge - Pl
CN1E2SABC150	Cure Column - Pier 1 - I-64 EB over Tidewater Drive Bridge - Phase 1	3	15-Feb-24	17-Feb-24			Cure Column - Pier 1 - I-64 EB ov	ver Tidewater Drive Bridge -
CN1E2SABE130	Cure Footing - Pier 3 - I-64 EB over Tidewater Drive Bridge - Phase 1	3	16-Feb-24	18-Feb-24			Cure Footing - Pier 3 - I-64 EB ov	ver Tidewater Drive Bridge -
CN1E2SABC160	F/R/PC ap - Pier 1 - L-64 EB over Tidewater Drive Bridge - Phase 1	5	19-Feb-24	26-Feb-24			□ F/R/PCap - Pier 1 - I-64 EB over	Tidewater Drive Bridge - Ph
CN1E2SABD140	F/R/PC olumn - Pier 2 - I-64 EB over Tidewater Drive Bridge - Phase 1	3	19-Feb-24	21-Feb-24			F/R/PC olumn - Pier 2 - I-64 EB o	over Tidewater Drive Bridge
CN1E2SABE140	F/R/PC olumn - Pier 3 - L-64 FB over Tidewater Drive Bridge - Phase 1	3	19-Feb-24	21-Feb-24			F/R/PC olumn - Pier 3 - I-64 EB o	over Tidewater Drive Bridge
CN1E2SAC4000	Mill Deck - I-64 EB over Tidewater Drive Bridge - Phase 1	2	19-Feb-24	20-Feb-24			Mill Deck - I-64 EB over Tidewat	er Drive Bridge - Phase 1
CN1E2SABA160	Cure Stem - Abutment A - I-64 FB over Tidewater Drive Bridge - Phase 1		20-Feb-24	20 Feb 21			Cure Stem - Abutment A - I-64 El	B over Tidewater Drive Bride
CN1F2SABB120	Construct Deep Foundation - Abutment B - L64 FB over Tidewater Drive Bridge - Phase 1	4	20 Feb-24	26-Feb-24			Construct Deep Foundation - Ab	utment B - I-64 EB over Tid
CN1F2R001020	Strin Tonsoil - Sta 1017+00 to 1085+50 RT - Section 2 - L64 FB - Phase 1	6	20 Feb 21	20 Feb-24			Strip Topsoil - Sta. 1017+00 to 1	085+50 RT - Section 2 - I-6
CN1E2SAC4010	Patch / Repair Deck - 1-64 EB over Tidewater Drive Bridge - Phase 1	2	21-Feb_24	22-Feb-24			Patch / Repair Deck - I-64 EB over	er Tidewater Drive Bridge - F
CN1E2SABD150	Cure Column Dier 2 164 EB over Tidewater Drive Bridge - Thase 1	2	21 - 1 + 6 - 2 + 22 + 22 + 24	22-1 cb-24 24 Eeb 24			Cure Column - Pier 2 - I-64 EB o	ver Tidewater Drive Bridge -
CN1E2SABE150	Cure Column - Pier 3 - 1-64 EB over Tidewater Drive Bridge - Phase 1	3	22-100-24	24-100-24			Cure Column - Pier 3 - I-64 EB o	ver Tidewater Drive Bridge -
CN1E2SADE130	E/P/DWing Well Abutment A 164 EP over Tidewater Drive Bridge - Thase 1	3	22-100-24	24-100-24			F/R/PWing Wall - Abutment A -	I-64 EB over Tidewater Driv
CN1E2SADA170	E/D/DC an Diar 2 L 64 EP over Tidevoter Drive Bridge - Phase 1	5	26 Eab 24	04 Mar 24			$\mathbf{F}/\mathbf{R}/\mathbf{P}$ Cap - Pier 2 - I-64 EB ove	r Tidewater Drive Bridge - Pl
CN1E2SABD100	E/D/DC ap - Fiel 2 - 1-04 ED over Fidewater Drive Drive Prides 1	5	20-FCU-24	04-iviaf-24			$\mathbf{F}/\mathbf{R}/\mathbf{P}\mathbf{C}$ in Pier 3 - L-64 FR over	r Tidewater Drive Bridge - Pl
CN1E2SADE100	Hudro Domo & Diogo Latox Congreto Overlay, L64 ED ever Tidovistor Drive Dridge, Dhoos 1	2	20-100-24	28 Ech 24			Hydro-Demo & Place Latex Con	crete Overlay - I-64 EB over
CN1E2SAC4020	E/D/DEnoting Abutmont D. 164 ED over Tidowater Drive Dridge - Phase 1	3	20-Feb-24	20-FCD-24			F/R/P Footing - Abutment B - Le	64 EB over Tidewater Drive
CINIE25ABB130	17N/F FOULING - ADULINCIELD - 1-04 ED OVEF HUEWALEF DEIVE BEILUGE - PRASE I	2	27 -re 0-24	20-Fe0-24		1 I I I		
© Primavera Systems, Inc	. Remaining Level of Effort Actual Work Critical Re	maining Work			Pa	ge 27 of 42		ALLAN



C00117840DB112E01:	VDOT I-64 Hampton Roads Express Lanes (HREL) Segment 1A Pr	oposal La	yout				12-Aug-22 13:52
Activity ID	Activity Name	Original Duration	Start	Finish		2023	
CNIE CAD CI 70		2	07 5 1 04	20 E 1 24	SONDJFM	AMJJASOND	J J F M A M J J A S O N D J F M A M J J A S O N D
CNIE2SABC1/0	Cure Cap - Pier I - I-64 EB over Tidewater Drive Bridge - Phase I	3	27-Feb-24	29-Feb-24			Cure Wing Wall Abutment A 164 EB over Tidewater Drive
CNIE2SABA180	Cure Wing Wall - Abutment A - I-64 EB over Tidewater Drive Bridge - Phase T	3	29-Feb-24	02-Mar-24			E/D/D D colorvall Abutment A 164 ED over Tidowater Drive
CNIE2SABAI90	F/R/P Backwall - Abutment A - 1-64 EB over Tidewater Drive Bridge - Phase T	3	29-Feb-24	05-Mar-24			Cure Easting Abutment P. 164 ED over Tidewater Drive P
CNIE2SABB140	Cure Footing - Abutment B - I-64 EB over Tidewater Drive Bridge - Phase I	3	29-Feb-24	02-Mar-24			Cut/Eil Sto 1017 100 to 1025 150 PT Section 5. 164 P
CN1E2R001030	Cut/Fill - Sta. 1017+00 to 1085+50 RT - Section 2 - I-64 EB - Phase 1	15	04-Mar-24	27-Mar-24			\Box Cull Fill - Star 101/+00 to 1083+50 K1 - Section 2 - 1-04 F
CN1E2SABB150	F/R/P Stem - Abutment B - I-64 EB over Tidewater Drive Bridge - Phase 1	5	04-Mar-24	11-Mar-24			F/K/P Stein - Abutinent B - 1-04 EB over fidewater Drive Br
CN1E2SABD170	Cure Cap - Pier 2 - I-64 EB over Tidewater Drive Bridge - Phase 1	3	05-Mar-24	07-Mar-24			Cure Cap - Pier 2 - 1-04 EB over Tidewater Drive Bridge - Ph
CN1E2SABE170	Cure Cap - Pier 3 - I-64 EB over Tidewater Drive Bridge - Phase 1	3	05-Mar-24	07-Mar-24			Cure Cap - Pier 3 - 1-64 EB over Indewater Drive Bridge - Ph
CN1E2SABA200	Cure Backwall - Abutment A - I-64 EB over Tidewater Drive Bridge - Phase 1	3	06-Mar-24	08-Mar-24			Cure Backwall - Abutment A - 1-64 EB over lidewater Drive
CN1E2SABA230	Micro-Abutment Rehab/Closure - Abutment A - I-64 EB over Tidewater Drive Bridge - Phase 1	5	06-Mar-24	13-Mar-24			Micro-Abutment Rehab/Closure - Abutment A - 1-64 EB ov
CN1E2SABA210	Backfill Stem / Drainage - Abutment A - I-64 EB over Tidewater Drive Bridge - Phase 1	3	11-Mar-24	13-Mar-24			Backfill Stem / Drainage - Abutment A - 1-64 EB over lidew
CN1E2SABB160	Cure Stem - Abutment B - I-64 EB over Tidewater Drive Bridge - Phase 1	3	12-Mar-24	14-Mar-24			Cure Stem - Abutment B - 1-64 EB over Tidewater Drive Br
CN1E2SABB170	F/R/P Wing Wall - Abutment B - I-64 EB over Tidewater Drive Bridge - Phase 1	3	18-Mar-24	20-Mar-24			F/R/P Wing Wall - Abutment B - I-64 EB over Tidewater Di
CN1E2SABB180	Cure Wing Wall - Abutment B - I-64 EB over Tidewater Drive Bridge - Phase 1	3	21-Mar-24	23-Mar-24			Cure Wing Wall - Abutment B - I-64 EB over Tidewater Dr
CN1E2SABB190	F/R/PBackwall - Abutment B - I-64 EB over Tidewater Drive Bridge - Phase 1	3	21-Mar-24	26-Mar-24			F/R/PB ackwall - Abutment B - I-64 EB over Tidewater Dr
CN1E2SABB200	Cure Backwall - Abutment B - I-64 EB over Tidewater Drive Bridge - Phase 1	3	27-Mar-24	29-Mar-24			Cure Backwall - Abutment B - I-64 EB over Tidewater Dri
CN1E2SABB230	Micro-Abutment Rehab/Closure - Abutment B - I-64 EB over Tidewater Drive Bridge - Phase 1	5	27-Mar-24	02-Apr-24			Micro-Abutment Rehab/Closure - Abutment B - I-64 EB
CN1E2R001040	Install Drainage - Sta. 1017+00 to 1085+50 RT - Section 2 - I-64 EB - Phase 1	59	28-Mar-24	28-Jun-24			Install Drainage - Sta. 1017+00 to 1085+50 RT -
CN1E2R001045	Install Trench Drain - Sta. 1017+00 to 1085+50 RT - Section 2 - I-64 EB - Phase 1	19	28-Mar-24	26-Apr-24			Install Trench Drain - Sta. 1017+00 to 1085+50 RT - Se
CN1E2SC01000	Demo Portion Existing Wall - Wall #10B - Sta. 1025+75 to 1033+00 RT - I-64 EB - Phase 1	5	28-Mar-24	03-Apr-24			Demo Portion Existing Wall - Wall #10B - Sta. 1025+75 t
CN1E2N001010	Install Conduit & Junction Boxes - Sta. 1017+00 to 1085+50 RT - Section 2 - I-64 EB - Phase 1	25	28-Mar-24	07-May-24			Install Conduit & Junction Boxes - Sta. 1017+00 to 10
CN1E2N001020	Install Sign Structure Foundations - Sta. 1017+00 to 1085+50 RT - Section 2 - I-64 EB - Phase 1	22	28-Mar-24	01-May-24			Install Sign Structure Foundations - Sta. 1017+00 to 10
CN1E2N001030	Install Pole Foundations - Sta. 1017+00 to 1085+50 RT - Section 2 - I-64 EB - Phase 1	8	28-Mar-24	09-Apr-24			Install Pole Foundations - Sta. 1017+00 to 1085+50 RT
CN1E2SABB210	Backfill Stem / Drainage - Abutment B - I-64 EB over Tidewater Drive Bridge - Phase 1	3	01-Apr-24	03-Apr-24			Backfill Stem / Drainage - Abutment B - I-64 EB over Tid
CN1E2SAC1000	Set Beams/Diaphragms - I-64 EB over Tidewater Drive Bridge - Phase 1	10	04-Apr-24	22-Apr-24			Set Beams/Diaphragms - I-64 EB over Tidewater Drive F
CN1E2SC01010	F/R/P Moment Slab - Wall #10B - Sta. 1025+75 to 1033+00 RT - I-64 EB - Phase 1	45	04-Apr-24	14-Jun-24			F/R/P Moment Slab - Wall #10B - Sta. 1025+75 to
CN1E2N001040	Install Cabinet Foundations - Sta. 1017+00 to 1085+50 RT - Section 2 - I-64 EB - Phase 1	8	10-Apr-24	23-Apr-24			□ Install Cabinet Foundations - Sta. 1017+00 to 1085+50
CN1E2SD01000	Excavate / Grade - Wall #11 - Sta. 1036+00 to 1042+11 RT - I-64 EB - Phase 1	15	15-Apr-24	07-May-24			Excavate / Grade - Wall #11 - Sta. 1036+00 to 1042+1
CN1E2SE01000	Excavate - Wall #12 - Sta. 1059+65 to 1060+35 RT - I-64 EB - Phase 1	6	15-Apr-24	23-Apr-24			Excavate - Wall #12 - Sta. 1059+65 to 1060+35 RT - I-6
CN1E2SB01000	Excavate / Grade - Wall #10A - Sta. 1022+83 to 1025+75 RT - I-64 EB - Phase 1	3	15-Apr-24	17-Apr-24			Excavate / Grade - Wall #10A - Sta. 1022+83 to 1025+7.
CN1E2SB01010	F/R/P M oment Slab - Wall #10A - Sta. 1022+83 to 1025+75 RT - I-64 EB - Phase 1	20	18-Apr-24	20-May-24			F/R/P Moment Slab - Wall #10A - Sta. 1022+83 to 10
CN1E2SAC1030	Install Underdeck Forming - I-64 EB over Tidewater Drive Bridge - I-64 EB over Tidewater Drive Bridge - Pha	5	23-Apr-24	29-Apr-24			Install Underdeck Forming - I-64 EB over Tidewater Dr
CN1E2SE01010	F/R/PLeveling Pad - Wall #12 - Sta. 1059+65 to 1060+35 RT - I-64 EB - Phase 1	5	24-Apr-24	30-Apr-24			□ F/R/P Leveling Pad - Wall #12 - Sta. 1059+65 to 1060-
CN1E2N001080	Install Fiber - Sta. 1017+00 to 1085+50 RT - Section 2 - I-64 EB - Phase 1	7	24-Apr-24	02-May-24			□ Install Fiber - Sta. 1017+00 to 1085+50 RT - Section 2
CN1E2SAC1040	Install Overhangs - I-64 EB over Tidewater Drive Bridge - Phase 1	6	30-Apr-24	08-May-24			Install Overhangs - I-64 EB over Tidewater Drive Bridg
CN1E2SE01020	Cure Leveling Pad - Wall #12 - Sta. 1059+65 to 1060+35 RT - I-64 EB - Phase 1	3	01-May-24	03-May-24			Cure Leveling Pad - Wall #12 - Sta. 1059+65 to 1060+
CN1E2N001060	Install Light Pole Foundations - Sta. 1017+00 to 1085+50 RT - Section 2 - I-64 EB - Phase 1	4	02-May-24	08-May-24			■ Install Light Pole Foundations - Sta. 1017+00 to 1085
CN1E2N001100	Install Cabinets - Sta. 1017+00 to 1085+50 RT - Section 2 - I-64 EB - Phase 1	2	06-May-24	07-May-24			Install Cabinets - Sta. 1017+00 to 1085+50 RT - Secti
CN1E2SE01030	Set Panels/Drainage/Backfill - Wall #12 - Sta. 1059+65 to 1060+35 RT - I-64 EB - Phase 1	10	06-May-24	20-May-24			Set Panels/Drainage/Backfill - Wall #12 - Sta. 1059+
CN1E2SD01010	F/R/P Footing - Wall #11 - Sta. 1036+00 to 1042+11 RT - I-64 EB - Phase 1	40	08-May-24	09-Jul-24			F/R/PFooting- Wall #11 - Sta. 1036+00 to 1042
CN1E2N001110	Install ITS Poles - Sta. 1017+00 to 1085+50 RT - Section 2 - I-64 EB - Phase 1	1	08-May-24	08-May-24			Install ITS Poles - Sta. 1017+00 to 1085+50 RT - Sect
CN1E2SAC1050	Set Rebar - I-64 EB over Tidewater Drive Bridge - Phase 1	3	09-May-24	13-May-24			Set Rebar - I-64 EB over Tidewater Drive Bridge - Pha
CN1E2N001070	Install Electrical Conductors - Sta. 1017+00 to 1085+50 RT - Section 2 - I-64 EB - Phase 1	7	09-May-24	20-May-24			☐ Install Electrical Conductors - Sta. 1017+00 to 1085
CN1E2N001130	Install Devices - Sta. 1017+00 to 1085+50 RT - Section 2 - I-64 EB - Phase 1	1	09-May-24	09-May-24			Install Devices - Sta 1017+00 to 1085+50 RT - Sectio
			· · · · · · · · · · · · · · · · · · ·	····· <i>j =</i> ·	<u> </u> i	1 1	
© Primavera Systems, Inc	Actual Level of Effort Actual Work Actual Remaining Level of Effort Actual Work Actual Work Actual Remaining Level of Effort	ig work				Page 28 of 42	

C00117840DB112E01:	VDOT I-64 Hampton Roads Express Lanes (HREL) Segment 1A	Proposal La	yout				12-Aug-22 13:52		
Activity ID	Activity Name	Original Duration	Start	Finish		2023	3	2024	2025
		Duration	10.14 . 04	16.16 - 24	SOND	J F M A M J J	IASOND	J F M A M J J A S O N D	J F M A M J J A S O N D
CN1E2N0011/0	Fiber Terminations - Sta. 101/+00 to 1085+50 RT - Section 2 - 1-64 EB - Phase 1	5	10-May-24	16-May-24				Setup / Dry Pup B	dwell = 1.64 EB over Tidewater Dr
CNIE2SAC1060	Setup / Dry-Run Bidwell - I-64 EB over Tidewater Drive Bridge - Phase T	5	14-May-24	21-May-24				Cure Moment Slab	Wall #10A Sta 1022+83 to 10
CN1E2SB01020	Cure Moment Slab - Wall #10A - Sta. 1022+83 to 1025+75 RT - 1-64 EB - Phase 1	3	21-May-24	23-May-24				Install Light Polos	- 4017 + 104 - 512 + 500
CN1E2N001120	Install Light Poles - Sta. 1017+00 to 1085+50 RT - Section 2 - 1-64 EB - Phase 1	3	21-May-24	23-May-24				Pour Dock I 64 E	- Sta. 1017+00 to 1083+30 KI $-$ S
CNIE2SAC1070	Pour Deck - I-64 EB over Tidewater Drive Bridge - Phase I	2	22-May-24	23-May-24				Four Deck - 1-04 E	EP over Tidewater Drive Bridge - Fl
CNIE2SAC1080	Cure Deck - 1-64 EB over Tidewater Drive Bridge - Phase I	14	24-May-24	06-Jun-24				$\Box Cure Deck - 1-04$	b East 164 FP over Tidovete
CN1E2SAC3000	F/R/P Approach Slab - East - 1-64 EB over Tidewater Drive Bridge - Phase 1	5	24-May-24	31-May-24				Sat Posts Wall #1	0A Sta 1022 + 82 to 1025 + 75 P
CNIE2SB01030	Set Posts - Wall #10A - Sta. 1022+83 to 1025+75 RT - 1-64 EB - Phase 1	5	24-May-24	31-May-24					$tions = 5t_0 + 1017 + 00 t_0 + 1085 + 50$
CN1E2N001140	Electrical Terminations - Sta. 1017+00 to 1085+50 RT - Section 2 - I-64 EB - Phase 1	5	24-May-24	31-May-24					100 100
CN1E2SAC3010	Cure Approach Slab - East - I-64 EB over Tidewater Drive Bridge - Phase 1	7	01-Jun-24	07-Jun-24					ab - East - 1-04 EB over Tidewater
CN1E2SAC3020	F/R/P Approach Slab - West - I-64 EB over Tidewater Drive Bridge - Phase 1	5	03-Jun-24	10-Jun-24	1			F/K/P Approach	#10A State 1022 + 82 to 1025 + 75
CN1E2SB01040	Set Panels - Wall #10A - Sta. 1022+83 to 1025+75 RT - I-64 EB - Phase 1	5	03-Jun-24	10-Jun-24				Set Panels - wall	#10A - Sta. 1022 + 83 to 1025 + 75
CN1E2SAC3030	Cure Approach Slab - West - I-64 EB over Tidewater Drive Bridge - Phase 1	7	11 -Jun -24	17-Jun-24					Jab - West - 1-64 EB over 11dewat
CN1E2SB01050	Apply Architectural Treatment - Wall #10A - Sta. 1022+83 to 1025+75 RT - I-64 EB - Phase 1	2	11 -Jun -24	12-Jun-24				Apply Architectu	ral Treatment - Wall#TOA - Sta. 1
CN1E2SB01060	F/R/PBarrier - Wall #10A - Sta. 1022+83 to 1025+75 RT - I-64 EB - Phase 1	13	13-Jun-24	02-Jul-24				F/R/PBamer-	Wall #10A - Sta. 1022+83 to 102:
CN1E2SC01020	Cure Moment Slab - Wall #10B - Sta. 1025+75 to 1033+00 RT - I-64 EB - Phase 1	3	15-Jun-24	17-Jun-24				Cure Moment SI	ab - Wall #10B - Sta. 1025+75 to
CN1E2SAC2000	F/R/P Parapet - RT - I-64 EB over Tidewater Drive Bridge - Phase 1	8	18-Jun-24	28-Jun-24				F/R/PParapet -	RT - 1-64 EB over Tidewater Drive
CN1E2SC01030	F/R/PB arrier - Wall #10B - Sta. 1025+75 to 1033+00 RT - I-64 EB - Phase 1	15	18-Jun-24	10-Jul-24				F/R/PB arrier	Wall #10B - Sta, 1025+75 to 103
CN1E2SAC2010	Cure Parapet - RT - I-64 EB over Tidewater Drive Bridge - Phase 1	3	29-Jun-24	01-Jul-24				Cure Parapet - I	T - I-64 EB over Tidewater Drive
CN1E2R001050	Finegrade Subgrade - Sta. 1017+00 to 1085+50 RT - Section 2 - I-64 EB - Phase 1	10	01-Jul-24	16-Jul-24				🗖 Finegrade Sut	ograde - Sta. 1017+00 to 1085+50
CN1E2SAC2020	F/R/P Terminal Wall - RT - I-64 EB over Tidewater Drive Bridge - Phase 1	2	01-Jul-24	02-Jul-24				F/R/P Terminal	Wall - RT - I-64 EB over Tidewate
CN1E2SAC2030	Cure Terminal Wall - RT - I-64 EB over Tidewater Drive Bridge - Phase 1	3	03-Jul-24	05-Jul-24				Cure Terminal	Wall - RT - I-64 EB over Tidewate
CN1E2SB01070	Cure Barrier - Wall #10A - Sta. 1022+83 to 1025+75 RT - I-64 EB - Phase 1	3	03-Jul-24	05-Jul-24				Cure Barrier -	Wall #10A - Sta. 1022+83 to 1025
CN1E2SAC4030	Groove Deck - I-64 EB over Tidewater Drive Bridge - Phase 1	2	08-Jul-24	09-Jul-24				Groove Deck -	I-64 EB over Tidewater Drive Brid
CN1E2SD01020	Cure Footing - Wall #11 - Sta. 1036+00 to 1042+11 RT - I-64 EB - Phase 1	7	10-Jul-24	16-Jul-24				Cure Footing	- Wall #11 - Sta. 1036+00 to 1042
CN1E2SC01040	Cure Barrier - Wall #10B - Sta. 1025+75 to 1033+00 RT - I-64 EB - Phase 1	3	11-Jul-24	13-Jul-24				Cure Barrier -	Wall #10B - Sta. 1025+75 to 103.
CN1E2R001060	Place Subbase - Sta. 1017+00 to 1085+50 RT - Section 2 - I-64 EB - Phase 1	7	17-Jul-24	25-Jul-24				Place Subbas	e - Sta. 1017+00 to 1085+50 RT -
CN1E2SD01030	F/R/P Wall - Wall #11 - Sta. 1036+00 to 1042+11 RT - I-64 EB - Phase 1	25	17-Jul-24	22-Aug-24				F/R/P Wal	- Wall #11 - Sta. 1036+00 to 104
CN1E2R001070	Install Underdrain - Sta. 1017+00 to 1085+50 RT - Section 2 - I-64 EB - Phase 1	13	29-Jul-24	14-Aug-24	1 1 1			🗖 Install Und	erdrain - Sta. 1017+00 to 1085+5
CN1E2R001080	Place Drainage Material (OGDL) - Sta. 1017+00 to 1085+50 RT - Section 2 - I-64 EB - Phase 1	4	15-Aug-24	21-Aug-24	1 1 1			Place Drai	nage Material (OGDL) - Sta. 1017
CN1E2R001090	Finegrade Subbase - Sta. 1017+00 to 1085+50 RT - Section 2 - I-64 EB - Phase 1	8	22-Aug-24	04-Sep-24				🗖 Finegrad	e Subbase - Sta. 1017+00 to 1085
CN1E2SD01040	Cure Wall - Wall #11 - Sta. 1036+00 to 1042+11 RT - I-64 EB - Phase 1	7	23-Aug-24	29-Aug-24				Cure Wall	- Wall #11 - Sta. 1036+00 to 104
CN1E2SD01050	F/R/PB arrier - Wall #11 - Sta. 1036+00 to 1042+11 RT - I-64 EB - Phase 1	20	03-Sep-24	03-Oct-24				F/R/P	Banier - Wall #11 - Sta. 1036+00
CN1E2R001110	Place Base Asphalt - Sta. 1017+00 to 1085+50 RT - Section 2 - I-64 EB - Phase 1	7	05-Sep-24	16-Sep-24				□ Place B	ase Asphalt - Sta. 1017+00 to 108
CN1E2R001100	Construct Concrete Barrier - Sta. 1065+57 to 1085+50 RT - I-64 EB/Tidewater Ramp C - Phase 1	0	05-Sep-24	05-Sep-24	1 1 1			Construc	t Concrete Barrier - Sta. 1065+57
CN1E2SE01060	F/R/PCoping - Wall #12 - Sta. 1059+65 to 1060+35 RT - I-64 EB - Phase 1	5	05-Sep-24	11-Sep-24				□ F/R/PC	oping - Wall #12 - Sta. 1059+65 to
CN1E2SE01070	Cure Coping - Wall #12 - Sta. 1059+65 to 1060+35 RT - I-64 EB - Phase 1	3	12-Sep-24	14-Sep-24				Cure Co	ping - Wall #12 - Sta. 1059+65 to
CN1E2SE01080	Finish Grade - Wall #12 - Sta. 1059+65 to 1060+35 RT - I-64 EB - Phase 1	2	16-Sep-24	17-Sep-24				I Finish C	Grade - Wall #12 - Sta. 1059+65 to
CN1E2R001120	Place Asphalt SMA-19.0 - Sta. 1017+00 to 1085+50 RT - Section 2 - I-64 EB - Phase 1	8	17-Sep-24	30-Sep-24				Delace A	Asphalt \$MA-19.0 - Sta. 1017+00
CN1E2R001130	Apply Temporary Pavement Markings - Sta. 1017+00 to 1085+50 RT - Section 2 - I-64 EB - Phase 1	5	01-Oct-24	08-Oct-24				Apply	Temporary Pavement Markings -
CN1E2R001150	Erect Permanent Signs - Sta. 1017+00 to 1085+50 RT - Section 2 - I-64 EB - Phase 1	3	01-Oct-24	03-Oct-24				Erect I	Permanent Signs - Sta. 1017+00 to
CN1E2N001090	Erect Overhead Signs - Sta. 1017+00 to 1085+50 RT - Section 2 - I-64 EB - Phase 1	12	01-Oct-24	21-Oct-24				Erec	: Overhead Signs - Sta. 1017+00 to
CN1E2SD01060	Cure Barrier - Wall #11 - Sta. 1036+00 to 1042+11 RT - I-64 EB - Phase 1	3	04-Oct-24	06-Oct-24				Cure I	Barrier - Wall #11 - Sta. 1036+00 t
CN1E2SD01070	Backfill - Wall #11 - Sta. 1036+00 to 1042+11 RT - I-64 EB - Phase 1	6	07-Oct-24	15-Oct-24				Back	fill - Wall #11 - Sta. 1036+00 to 10
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C00117840DB112E01: VDOT I-64 Hampton Roads Express Lanes (HREL) Segment 1A		Proposal Layout						12-Aug-22 13:52		
Activity ID	Activity Name	Original Duration	Start	Finish		2023	2024		2025	
CN1F2D001140	Discrete Transit / Crash Stance, Sta 1017,00 to 1095,50 DT, Sasting 2, L (4 FD, Discret 1	5	16.0-+ 24	22.0-+ 24	SOND	J F M A M J J A S O N D	JFMAMJJ		J F M A M J J A S O N D Topsoil / Grade Slopes - Sta 101	
CN1E2R001140	Place Topsoll/ Grade Slopes - Sta. 101/+00 to 1085+50 RT - Section 2 - 1-04 EB - Phase 1	5	16-Oct-24	23-Oct-24				∎ Fine	ropson / Grade Stopes - Sta. 101 made Swales - Sta. 1017+00 to 10	
CN1E2R001160	Finegrade Swales - Sta. 1017+00 to 1085+50 RT - Section 2 - 1-04 EB - Phase 1	10	24-Oct-24	31-Oct-24				Inst	all Guardrail - Sta. 1017+00 to 10	
CN1E2R001180	Install Guardrall - Sta. 1017+00 to 1085+50 RT - Section 2 - 1-64 EB - Phase 1	10	24-Oct-24	11-INOV-24					d & Mulch - Sta 1017+00 to 10	
CN1E2R001170	Seed & Mulch - Sta. 1017+00 to 1085+50 K1 - Section 2 - 1-64 EB - Phase 1	2	12-1NOV-24	14-INOV-24					nnlete I-64 Easthound Section 2	
CN1E20000000	Complete 1-64 Eastbound Section 2 KI	10	10 N 04	14-INOV-24	1				opstruct SWM Facility - Sta 105	
CN1E2E005000	Construct SWM Facility - Sta. 1050 K1 - 1-64 EB - Section 2 - Phase 1	10	18-INOV-24	04-Dec-24					Construct SWM Facility - Tidew	
CN1E2E005010	Construct SWM Facility - Indewater Ramp D R1 - Section 2 - Phase I	10	05-Dec-24	24-Dec-24					Construct SWM Facility - Tide	
CINIE2E003020	Construct Swim Facility - Indewater Ramp E L1 - Section 2 - Phase I	205	02-Jan-23	21-Jan-25					23-May-25 L64 W	
1-64 Westbound		305	04-Dec-23	23-May-25				1	23-May-25, Fort w	
Section 1 - Sta. 28	Cheer & Crete J (A WD) Costiers 1. Direct 1	10	21-Dec-23	25-May-25		•	Clear & Grub -	I-64 WB - Sectio	1 - Phase 1	
CN1W1E001010	Clear & Grub - 1-64 WB - Section 1 - Phase 1	10	21-Dec-23	17-Jan-24				Install Traffic C	ontrol Measures - I-64 WB - Sect	
CN1W11001000	Install frame Control Measures - 1-64 wB - Section 1 - Phase 1	10	20-Jun-24	05-Jul-24				Install Freeior	Control Measures - I-64 WB - Sect	
CN1W1E001000	Install Erosion Control Measures - 1-64 WB - Section 1 - Phase 1	10	08-Jul-24	22-Jul-24				E/R/P Loint C	losums - L64 WB over Granby St	
CNIWISAC1000	F/R/P Joint Closures - F64 wB over Granby Street Bridge - Phase I	15	08-Jul-24	30-Jul-24				Micro Abutme	nt Pahah/Closure Abutment A	
CNIWISABAII(Micro-Abutment Rehab/Closure - Abutment A - 1-64 WB over Granby Street Bridge - Phase 1	5	08-Jul-24	15-Jul-24				E/D/D Loint	The sume L64 WP even Little Cr	
CNIWISBC1000	F/R/PJoint Closures - F64 WB over Little Creek Road Bridge - Phase I	22	08-Jul-24	08-Aug-24				Mioro Abutmo	nt Pahab/Clasura Abutmant A	
CNIWISBBAII(Micro-Abutment Rehab/Closure - Abutment A - I-64 WB over Little Creek Road Bridge - Phase I	5	08-Jul-24	15-Jul-24				Miero Abutro	nt Rehab/Closure - Abutment A-	
CNIWISABBIIG	Micro-Abutment Rehab/Closure - Abutment B - 1-64 WB over Granby Street Bridge - Phase I	5	16-Jul-24	22-Jul-24				E/P/D Approx	sh Slab, Wast I 64 WP over Gre	
CNIWISAC2020	F/R/P Approach Slab - West - I-64 WB over Gran by Street Bnd ge - Phase I	5	16-Jul-24	22-Jul-24			U	Mioro Abutro	ant Dahah (Classers Abutment P	
CN1W1SBBB110	Micro-Abutment Rehab/Closure - Abutment B - I-64 WB over Little Creek Road Bridge - Phase 1	5	16-Jul-24	22-Jul-24			U	E/D/D Approx	sh Slob, West I 64 WD over Litt	
CN1W1SBC2020	F/R/P Approach Slab - West - I-64 WB over Little Creek Road Bridge - Phase 1	5	16-Jul-24	22-Jul-24			U	F/K/P Appload	$\frac{11}{2} \frac{11}{10} \frac{11}{10} = \frac{100}{10} $	
CN1W1R001000	Sawcut - Sta. 2810+42 to 3030+00 LT - Section 1 - I-64 WB - Phase 1	5	23-Jul-24	30-Jul-24				Jawcut - Sta.	2010+42 to 5050+00 L1 - Sectio	
CN1W1SAA0110	Jack/Repair Beam Seat/Replace Bearings - I-64 WB over Granby Street Bridge - Phase 1	20	23-Jul-24	21-Aug-24					ab Slob East 164 WP over Cr	
CNIWISAC2000	F/R/P Approach Slab - East - I-64 WB over Granby Street Bridge - Phase I	5	23-Jul-24	30-Jul-24					h Slab West I 64 WD over Cra	
CNIWISAC2030	Cure Approach Slab - West - 1-64 WB over Granby Street Bridge - Phase 1	7	23-Jul-24	29-Jul-24					ir Doom Soot/Donloop Doorings	
CN1W1SBA0110	Jack/Repair Beam Seat/Replace Bearings - I-64 WB over Little Creek Road Bridge - Phase 1	30	23-Jul-24	06-Sep-24			l		ah Slah East 164 WP over Lit	
CN1W1SBC2000	F/R/P Approach Slab - East - I-64 WB over Little Creek Road Bridge - Phase 1	5	23-Jul-24	30-Jul-24					h Slab West I 64 WD over Litt	
CNIWISBC2030	Cure Approach Slab - West - 1-64 WB over Little Creek Road Bridge - Phase I	7	23-Jul-24	29-Jul-24			l		ting Dovement Sto 2810 42 to	
CN1W1R001010	Remove Existing Pavement - Sta. 2810+42 to 3030+00 LT - Section 1 - I-64 WB - Phase I	6	31-Jul-24	07-Aug-24				Cura Laint Cl	aurea L 64 WP aver Crophy St	
CNIWISAC1010	Cure Joint Closures - I-64 WB over Granby Street Bridge - Phase I	3	31-Jul-24	02-Aug-24					osules - 1-04 wb over Gialiby Su	
CN1W1SAC2010	Cure Approach Slab - East - I-64 WB over Granby Street Bridge - Phase 1	7	31-Jul-24	06-Aug-24					ch Slab East - 1-04 WD over Ola	
CN1W1SBC2010	Cure Approach Slab - East - I-64 WB over Little Creek Road Bridge - Phase 1	7	31-Jul-24	06-Aug-24				Mill Deek	64 WP over Crephy Street Pride	
CNIWISAC3000	Mill Deck - I-64 WB over Granby Street Bridge - Phase I	2	05-Aug-24	06-Aug-24				Strip Topso	1 - 5 to $2810 + 42$ to $2020 + 00$ I T	
CN1W1R001020	Strip Topsoil - Sta. 2810+42 to 3030+00 LT - Section 1 - 1-64 WB - Phase 1	7	08-Aug-24	19-Aug-24				Curro Loint C	11 - 5(a, 2010 + 42 to 5050 + 00 L1)	
CN1W1SBC1010	Cure Joint Closures - I-64 WB over Little Creek Road Bridge - Phase 1	3	09-Aug-24	11-Aug-24				Mill Deals	10sules - 1-04 w D over Little Cle	
CNIWISBC3000	Mill Deck - I-64 WB over Little Creek Road Bridge - Phase I	2	12-Aug-24	13-Aug-24					$S_{10} = 28^{1}10 + 42 + 52020 + 00 \text{ LT}$	
CN1W1R001030	Cut/Fill - Sta. 2810+42 to 3030+00 LT - Section 1 - I-64 WB - Phase 1	15	20-Aug-24	11-Sep-24					Sid. $2810+42$ io $5050+00$ L1 - S	
CN1W1SAC3020	Hydro-Demo & Place Latex Concrete Overlay - I-64 WB over Granby Street Bridge - Phase 1	3	22-Aug-24	26-Aug-24					o & Place Latex Concrete Overla	
CN1W1SAC3030	Groove Deck - 1-64 WB over Granby Street Bridge - Phase 1	2	27-Aug-24	28-Aug-24					The second star Conducts Original	
CN1W1SBC3020	Hydro-Demo & Place Latex Concrete Overlay - I-64 WB over Little Creek Road Bridge - Phase 1	5	09-Sep-24	16-Sep-24					Inotal Drainada Sta 2810.42	
CN1W1R001040	Install Drainage - Sta. 2810+42 to 3030+00 LT - Section 1 - I-64 WB - Phase 1	60	12-Sep-24	08-Jan-25				In stall T	Instan Diamage - Sta. 2010+42	
CN1W1N001000	Install Electrical Service ROW/EQ and Gen/Prop Foundations - Sta. 2810+42 to 3030+00 LT - Section 1 - I-6	6	12-Sep-24	23-Sep-24					lecurcal Service KOW/EQ and G	
CN1W1N001010	Install Conduit & Junction Boxes - Sta. 2810+42 to 3030+00 LT - Section 1 - I-64 WB - Phase 1	29	12-Sep-24	31-Oct-24					n Conquit & Junction Boxes - St	
CN1W1N001040	Install Cabinet Foundations - Sta. 2810+42 to 3030+00 LT - Section 1 - I-64 WB - Phase 1	8	12-Sep-24	25-Sep-24					aomet roundations - Sta. 2810+	
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C00117840DB112E0	VDOT I-64 Hampton Roads Express Lanes (HREL) Segment 1A		Proposal Layout							
Activity ID	Activity Name	Original Duration	Start	Finish	SOND					
CN1W1SBC30	130 Groove Deck - I-64 WB over Little Creek Road Bridge - Phase 1	2	17-Sep-24	18-Sep-24			Groove Deck - 1-64 WB over Little Creek			
CN1W1N0010	20 Install Sign Structure Foundations - Sta. 2810+42 to 3030+00 LT - Section 1 - I-64 WB - Phase 1	12	24-Sep-24	14-Oct-24			📋 Install Sign Structure Foundations - Sta			
CN1W1N0010	50 Install Gate Foundations - Sta. 2810+42 to 3030+00 LT - Section 1 - I-64 WB - Phase 1	14	26-Sep-24	21-Oct-24			Install Gate Foundations - Sta 2810+4			
CN1W1R0011	00 Construct Concrete Barrier - Sta. 2810+42 to 3030+00 LT - Section 1 - I-64 WB - Phase 1	33	01-Oct-24	27-Nov-24			Construct Concrete Barrier - Sta. 28			
CN1W1SC010	00 Grade - Wall #3A - Sta. 202+05 to 202+75 LT - Granby Ramp A - Phase 1	2	01-Oct-24	02-Oct-24			Grade - Wall #3A - Sta. 202+05 to 202+			
CN1W1SC010	10 Install Drilled Shafts - Wall #3A - Sta. 202+05 to 202+75 LT - Granby Ramp A - Phase 1	3	03-Oct-24	08-Oct-24			Install Drilled Shafts - Wall #3A - Sta. 2			
CN1W1SD010	00 Excavate / Grade - Wall #3B - Sta. 202+75 to 2842+75 LT - Granby Ramp A/I-64 WB - Phase 1	22	03-Oct-24	11-Nov-24			Excavate / Grade - Wall #3B - Sta. 20			
CN1W1SC010	20 Set Posts - Wall #3A - Sta. 202+05 to 202+75 LT - Granby Ramp A - Phase 1	2	09-Oct-24	10-Oct-24			Set Posts - Wall #3A - \$ta. 202+05 to 20			
CN1W1SC010	30 Set Panels - Wall #3A - Sta. 202+05 to 202+75 LT - Granby Ramp A - Phase 1	3	14-Oct-24	16-Oct-24			Set Panels - Wall #3A - Sta. 202+05 to 2			
CN1W1N0010	60 Install Light Pole Foundations - Sta. 2810+42 to 3030+00 LT - Section 1 - I-64 WB - Phase 1	7	15-Oct-24	24-Oct-24			Install Light Pole Foundations - Sta. 2			
CN1W1SC010	40 Apply Architectural Treatment - Wall #3A - Sta. 202+05 to 202+75 LT - Granby Ramp A - Phase 1	2	17-Oct-24	21-Oct-24			Apply Architectural Treatment - Wall #			
CN1W1SC010	50 Finish Grade / Stabilize - Wall #3A - Sta. 202+05 to 202+75 LT - Granby Ramp A - Phase 1	2	22-Oct-24	23-Oct-24			Finish Grade / Stabilize - Wall #3A - S			
CN1W1N0010	55 Install TEC Foundations - Sta. 2810+42 to 3030+00 LT - Section 1 - I-64 WB - Phase 1	2	22-Oct-24	23-Oct-24			I Install TEC Foundations - Sta. 2810+4			
CN1W1N0010	80 Install Fiber - Sta. 2810+42 to 3030+00 LT - Section 1 - I-64 WB - Phase 1	8	24-Oct-24	06-Nov-24			Install Fiber - Sta. 2810+42 to 3030+			
CN1W1N0011	50 Build Electrical Service - Sta. 2810+42 to 3030+00 LT - Section 1 - I-64 WB - Phase 1	10	28-Oct-24	12-Nov-24			Build Electrical Service - Sta. 2810+			
CN1W1N0011	00 Install Cabinets - Sta. 2810+42 to 3030+00 LT - Section 1 - I-64 WB - Phase 1	3	07-Nov-24	12-Nov-24			Install Cabinets - Sta. 2810+42 to 30			
CN1W1SE010	00 Grade - Wall #3C - Sta. 2842+75 to 2847+86 LT - I-64 WB - Phase 1	2	12-Nov-24	14-Nov-24			Grade - Wall #3C - Sta. 2842+75 to 2			
CN1W1SD010	10 Install Drilled Shafts - Wall #3B - Sta. 202+75 to 2842+75 LT - Granby Ramp A/I-64 WB - Phase 1	20	12-Nov-24	19-Dec-24			Install Drilled Shafts - Wall #3B			
CN1W1N0010	70 Install Electrical Conductors - Sta. 2810+42 to 3030+00 LT - Section 1 - I-64 WB - Phase 1	8	14-Nov-24	27-Nov-24			Install Electrical Conductors - Sta.			
CN1W1N0011	70 Fiber Terminations - Sta. 2810+42 to 3030+00 LT - Section 1 - I-64 WB - Phase 1	5	14-Nov-24	21-Nov-24			Fiber Terminations - Sta. 2810+42 t			
CN1W1N0011	20 Install Light Poles - Sta. 2810+42 to 3030+00 LT - Section 1 - I-64 WB - Phase 1	5	02-Dec-24	09-Dec-24			Install Light Poles - Sta. 2810+42			
CN1W1N0011	40 Electrical Terminations - Sta. 2810+42 to 3030+00 LT - Section 1 - I-64 WB - Phase 1	5	10-Dec-24	18-Dec-24			Electrical Terminations - Sta. 281			
CN1W1SE010	10 Install Drilled Shafts - Wall #3C - Sta. 2842+75 to 2847+86 LT - I-64 WB - Phase 1	3	23-Dec-24	02-Jan-25			Install Drilled Shafts - Wall #3C			
CN1W1SD010	20 Set Posts - Wall #3B - Sta. 202+75 to 2842+75 LT - Granb y Ramp A/I-64 WB - Phase 1	10	23-Dec-24	16-Jan-25			Set Posts - Wall #3B - Sta. 202			
CN1W1R0010	50 Finegrade Subgrade - Sta. 2810+42 to 3030+00 LT - Section 1 - I-64 WB - Phase 1	10	09-Jan-25	28-Jan-25			🗖 Finegrade Subgrade - Sta. 281			
CN1W1SD010	30 Set Panels - Wall #3B - Sta. 202+75 to 2842+75 LT - Gran by R amp A/I-64 WB - Phase 1	24	20-Jan-25	27-Feb-25			Set Panels - Wall #3B - Sta			
CN1W1R0010	60 Place Subbase - Sta. 2810+42 to 3030+00 LT - Section 1 - I-64 WB - Phase 1	7	29-Jan-25	10-Feb-25			□ Place Subbase - Sta, 2810+4			
CN1W1R0010	70 Install Underdrain - Sta. 2810+42 to 3030+00 LT - Section 1 - I-64 WB - Phase 1	7	11-Feb-25	20-Feb-25			Install Underdrain - Sta. 28			
CN1W1R0010	80 Place Drainage Material (OGDL) - Sta. 2810+42 to 3030+00 LT - Section 1 - I-64 WB - Phase 1	4	24-Feb-25	27-Feb-25			Place Drainage Material (C			
CN1W1R0010	90 Finegrade Subbase - Sta. 2810+42 to 3030+00 LT - Section 1 - I-64 WB - Phase 1	6	03-Mar-25	11-Mar-25			Finegrade Subbase - Sta.			
CN1W1SE010	20 Set Posts - Wall #3C - Sta. 2842+75 to 2847+86 LT - I-64 WB - Phase 1	2	03-Mar-25	04-Mar-25			Set Posts - Wall #3C - Sta.			
CN1W1SD010	40 Backfill / Drainage - Wall #3B - Sta. 202+75 to 2842+75 LT - Gran by R amp A/I-64 WB - Phase 1	10	03-Mar-25	18-Mar-25			Backfill / Drainage - Wal			
CN1W1SE010	30 Set Panels - Wall #3C - Sta. 2842+75 to 2847+86 LT - I-64 WB - Phase 1	3	05-Mar-25	10-Mar-25			Set Panels - Wall #3C - St			
CN1W1SE010	40 Apply Architectural Treatment - Wall #3C - Sta. 2842+75 to 2847+86 LT - I-64 WB - Phase 1	2	11-Mar-25	12-Mar-25			Apply Architectural Treat			
CN1W1R0011	10 Place Base Asphalt - Sta. 2810+42 to 3030+00 LT - Section 1 - I-64 WB - Phase 1	7	12-Mar-25	24-Mar-25			Place Base Asphalt - Sta			
CN1W1SD010	50 Apply Architectural Treatment - Wall #3B - Sta. 202+75 to 2842+75 LT - Granby Ramp A/I-64 WB - Phase 1	10	19-Mar-25	03-Apr-25			Apply Architectural Tre			
CN1W1R0011	20 Place Asphalt SMA-19.0 - Sta. 2810+42 to 3030+00 LT - Section 1 - I-64 WB - Phase 1	8	25-Mar-25	07-Apr-25			Place Asphalt SMA-19			
CN1W1SD010	60 Finish Grade / Stabilize - Wall #3B - Sta. 202+75 to 2842+75 LT - Gran by R amp A/I-64 WB - Phase 1	10	07-Apr-25	22-Apr-25			Finish Grade / Stabili			
CN1W1R0011	30 Apply Temporary Pavement Markings - Sta. 2810+42 to 3030+00 LT - Section 1 - I-64 WB - Phase 1	5	08-Apr-25	15-Apr-25			Apply Temporary Pave			
CN1W1R0011	50 Erect Permanent Signs - Sta. 2810+42 to 3030+00 LT - Section 1 - I-64 WB - Phase 1	3	08-Apr-25	10-Apr-25			Erect Permanent Signs			
CN1W1N0010	90 Erect Overhead Signs - Sta. 2810+42 to 3030+00 LT - Section 1 - I-64 WB - Phase 1	3	08-Apr-25	10-Apr-25			Erect Overhead Signs -			
CN1W1SE010	50 Finish Grade / Stabilize - Wall #3C - Sta. 2842+75 to 2847+86 LT - I-64 WB - Phase 1	2	23-Apr-25	24-Apr-25			Finish Grade / Stabili			
CN1W1R0011	40 Place Topsoil / Grade Slopes - Sta. 2810+42 to 3030+00 LT - Section 1 - I-64 WB - Phase 1	7	25-Apr-25	06-May-25			Place Topsoil / Grad			
CN1W1R0011	60 Finegrade Swales - Sta. 2810+42 to 3030+00 LT - Section 1 - I-64 WB - Phase 1	5	07-May-25	13-May-25			Finegrade \$wales -			
© Primavera Systems,	Inc. Remaining Level of Effort Actual Work Image: Critical Remaining Work Actual Level of Effort Image: Critical Remaining Work ♦ Milestone	aining Work				Page 31 of 42				

C0	0117840DB112E01:	VDOT I-64 Hampton Roads Express Lanes (HREL) Segment 1A	Proposal La	yout	i	 			
Activ	ity ID	Activity Name	Original Duration	Start	Finish	TEM	202	23	
	CN1W1R001180	Install Guardrail - Sta 2810+42 to 3030+00 LT - Section 1 - L64 WB - Phase 1	10	07-May-25	21-May-25	JFM	AMJ	JAS	10
	CN1W1R001170	Seed & Mulch - Sta 2810+42 to 3030+00 LT - Section 1 - 1-64 WB - Phase 1	2	22-May-25	23-May-25			1	
	CN1W1000000	Complete L64 Westbound Section 1 I T	0	22 May 23	23 May 25			1	
	Section 2 - Sta 303	30100 to Sta 3076166	129	04-Dec-23	16-Jul-24			 	
	CN1W2T001000	Install Traffic Control Measures - I-64 WB - Section 2 - Phase 1	10	04-Dec-23	10 Jul 21			1	
	CN1W2F001010	Clear & Grub - L64 WB - Section 2 - Phase 1	10	05-Dec-23	20_Dec_23			1	
	CN1W2E001010	Install Erosion Control Measures 164 WB Section 2 Phase 1	10	20 Dec 23	16 Jap 24		1 1 1	1	ł
	CN1W2E001000	Domo Dortion Evisting Superstructure 164 WP over Tideveter Drive Pridge Dheee 1	10	20-Dec-23	16 Jan 24		. 1 1 1		-
	CN1W2B001000	Servent Sto 2020 100 to 2076 66 LT Section 2 L64 WD Phase 1	10	20-Det-23	10-Jaii-24				
	CN1W2R001000	Sawcut - Sta. 3030+00 to 3070+00 L1 - Section 2 - 1-04 w B - Phase 1	3	17-Jan-24	23-Jan-24			- - 	
	CNIW2SABA100	Excavate - Adutment A - 1-64 w B over Tidewater Drive Bridge - Phase 1	2	17-Jan-24	18-Jan-24				
	CNIW2SAA0110	Jack/Repair Beam Seat/Replace Bearings - 1-64 WB over Tidewater Drive Bridge - Phase T	20	17-Jan-24	21-Feb-24				
	CNIW2SAA0120	Perform Surface Repairs - Substructure - 1-64 WB over Tidewater Drive Bridge - Phase T	5	17-Jan-24	25-Jan-24			1	Ì
	CN1W2SAC1500	F/R/P Joint Closures - I-64 WB over Tidewater Drive Bridge - Phase I	15	17-Jan-24	13-Feb-24				ļ
	CN1W2SABA110	Demo Portion Existing - Abutment A - I-64 WB over Tidewater Drive Bridge - Phase 1	5	22-Jan-24	30-Jan-24		. 1 J 1		-
	CN1W2SABC100	Excavate - Pier 1 - I-64 WB over Tidewater Drive Bridge - Phase 1	3	22-Jan-24	25-Jan-24			- - - 	
	CN1W2R001010	Remove Existing Pavement - Sta. 3030+00 to 3076+66 LT - Section 2 - I-64 WB - Phase 1	8	29-Jan-24	08-Feb-24			1 1 1	
	CN1W2SABC110	Construct Deep Foundation - Pier 1 - I-64 WB over Tidewater Drive Bridge - Phase 1	3	29-Jan-24	31-Jan-24				
	CN1W2SABD100	Excavate - Pier 2 - I-64 WB over Tidewater Drive Bridge - Phase 1	3	29-Jan-24	31-Jan-24			1	
	CN1W2SABA120	Construct Deep Foundation - Abutment A - I-64 WB over Tidewater Drive Bridge - Phase 1	4	31-Jan-24	06-Feb-24		 	1	
	CN1W2SABC120	F/R/PFooting - Pier 1 - I-64 WB over Tidewater Drive Bridge - Phase 1	3	01-Feb-24	06-Feb-24		. 1 J 1	1 1 1	
	CN1W2SABD110	Construct Deep Foundation - Pier 2 - I-64 WB over Tidewater Drive Bridge - Phase 1	3	01-Feb-24	06-Feb-24				
	CN1W2SABE100	Excavate - Pier 3 - I-64 WB over Tidewater Drive Bridge - Phase 1	3	01-Feb-24	06-Feb-24		1 1 1		
	CN1W2SABA130	F/R/PFooting - Abutment A - I-64 WB over Tidewater Drive Bridge - Phase 1	2	07-Feb-24	08-Feb-24			1	
	CN1W2SABB100	Excavate - Abutment B - I-64 WB over Tidewater Drive Bridge - Phase 1	2	07-Feb-24	08-Feb-24			1	
	CN1W2SABC130	Cure Footing - Pier 1 - I-64 WB over Tidewater Drive Bridge - Phase 1	3	07-Feb-24	09-Feb-24				
	CN1W2SABD120	F/R/P Footing - Pier 2 - I-64 WB over Tidewater Drive Bridge - Phase 1	3	07-Feb-24	12-Feb-24			1	
	CN1W2SABE110	Construct Deep Foundation - Pier 3 - I-64 WB over Tidewater Drive Bridge - Phase 1	3	07-Feb-24	12-Feb-24			1	
	CN1W2SABA140	Cure Footing - Abutment A - I-64 WB over Tidewater Drive Bridge - Phase 1	3	09-Feb-24	11-Feb-24		. 1] 1) 1 1	
	CN1W2R001020	Strip Topsoil - Sta. 3030+00 to 3076+66 LT - Section 2 - I-64 WB - Phase 1	5	12-Feb-24	19-Feb-24			; ; ;	
	CN1W2SABA150	F/R/P Stem - Abutment A - I-64 WB over Tidewater Drive Bridge - Phase 1	5	12-Feb-24	19-Feb-24			1	
	CN1W2SABB110	Demo Portion Existing - Abutment B - I-64 WB over Tidewater Drive Bridge - Phase 1	5	12-Feb-24	19-Feb-24				
	CN1W2SABC140	F/R/P Column - Pier 1 - I-64 WB over Tidewater Drive Bridge - Phase 1	3	12-Feb-24	14-Feb-24			1	
	CN1W2SABD130	Cure Footing - Pier 2 - I-64 WB over Tidewater Drive Bridge - Phase 1	3	13-Feb-24	15-Feb-24			1	
	CN1W2SABE120	F/R/P Footing - Pier 3 - I-64 WB over Tidewater Drive Bridge - Phase 1	3	13-Feb-24	15-Feb-24			1	
	CN1W2SAC1510	Cure Joint Closures - I-64 WB over Tidewater Drive Bridge - Phase 1	3	14-Feb-24	16-Feb-24			1	
	CN1W2SABC150	Cure Column - Pier 1 - I-64 WB over Tidewater Drive Bridge - Phase 1	3	15-Feb-24	17-Feb-24				
	CN1W2SABE130	Cure Footing - Pier 3 - L-64 WB over Tidewater Drive Bridge - Phase 1	3	16-Feb-24	18-Feb-24			1	
	CN1W2SABC160	E/P/DC an Dier 1 I 6/ WB over Tidewater Drive Bridge Dhase 1	5	10 Feb 24	26 Feb 24		 	1	
		F/R/P Column Digr 2. L 64 WP over Tidewater Drive Bridge - Phase 1	3	19-reb-24	20-1-00-24				
	CN1W2SADD140	E/D/DC clump _ Digr 2 _ L 64 WD over Tidewater Drive Dridge - Phase 1	3	19-1eb-24	21-Feb-24				
	CNIW2SABE140	F/R/PC olumn - Pier 5 - 1-04 wB over Tidewater Drive Bridge - Phase 1	3	19-Feb-24	21-Feb-24			1 1 1	
	CN1W2SAC4000	WITH Deck - I-04 WB OVER Indewater Drive Bridge - Phase I	2	19-Feb-24	20-Feb-24			1	
	CN1W2R001030	Cut/Fill - Sta. $5030+00$ to $30/6+00$ L1 - Section 2 - 1-64 WB - Phase 1	8	20-Feb-24	04-Mar-24			1	
-	CN1W2SABA160	Cure Stem - Abutment A - 1-64 WB over Tidewater Drive Bridge - Phase 1	3	20-Feb-24	22-Feb-24			1	
	CN1W2SABB120	Construct Deep Foundation - Abutment B - I-64 WB over Tide water Drive Bridge - Phase 1	4	20-Feb-24	26-Feb-24		1	1	i
© F	Primavera Systems, Inc	. Remaining Level of Effort Actual Work Actual Work Actual Level of Effort Remaining Work Actual Level of Effort	cal Remaining Work stone				Page 32	2 of 42	

12-Aug-22 13:52 2024 2025 N D J F M A M J J A S O N D J F M A M J J A S O N D Install Guardrail | Seed & Mulch - St ♦ Complete I-64 Wes ▼ 16-Jul-24, Section 2 - Sta. 3030+00 to Sta. 307 Install Traffic Control Measures - I-64 WB - Section 2 - Phase 1 Clear & Grub - I-64 WB - Section 2 - Phase 1 Install Erosion Control Measures - I-64 WB - Section 2 - Phase Demo Portion Existing Superstructure - I-64 WB over Tidewater Sawcut - Sta, 3030+00 to 3076+66 LT - Section 2 - I-64 WB - P Excavate - Abutment A - I-64 WB over Tidewater Drive Bridge -Jack/Repair Beam Seat/Replace Bearings - I-64 WB over Tide Perform Surface Repairs - Substructure - I-64 WB over Tidewate **F/R/P Joint Closures - I-64 WB over Tidewater Drive Bridge** Demo Portion Existing - Abutment A - I-64 WB over Tidewater Excavate - Pier 1 - I-64 WB over Tidewater Drive Bridge - Phase Remove Existing Pavement Sta. 3030+00 to 3076+66 LT - Se Construct Deep Foundation Pier 1 - I-64 WB over Tidewater I Excavate - Pier 2 - I-64 WB over Tidewater Drive Bridge - Phase Construct Deep Foundation - Abutment A - I-64 WB over Tide F/R/PFooting - Pier 1 - I-64 WB over Tidewater Drive Bridge Construct Deep Foundation - Pier 2 - I-64 WB over Tidewater Excavate - Pier 3 - I-64 WB over Tidewater Drive Bridge - Phas F/R/PFooting - Abutment A - I-64 WB over Tidewater Drive B | Excavate - Abutment B - I-64 WB over Tidewater Drive Bridge | Cure Footing - Pier 1 - I-64 WB over Tidewater Drive Bridge **I** F/R/PFooting - Pier 2 - I-64 WB over Tidewater Drive Bridge Construct Deep Foundation - Pier 3 - I-64 WB over Tidewater Cure Footing - Abutment A - I-64 WB over Tidewater Drive Br Strip Topsoil - Sta. 3030+00 to 3076+66 LT - Section 2 - I-64 □ F/R/PStem - Abutment A - I-64 WB over Tidewater Drive Brid Demo Portion Existing - Abutment B - I-64 WB over Tidewate F/R/PColumn - Pier 1 - I-64 WB over Tidewater Drive Bridge | Cure Footing - Pier 2 - I-64 WB over Tidewater Drive Bridge F/R/PFooting - Pier 3 - I-64 WB over Tidewater Drive Bridge Cure Joint Closures - I-64 WB over Tidewater Drive Bridge -| Cure Column - Pier 1 - I-64 WB over Tidewater Drive Bridge Cure Footing - Pier 3 - I-64 WB over Tidewater Drive Bridge ■ F/R/PCap - Pier 1 - I-64 WB over Tidewater Drive Bridge - P F/R/PColumn - Pier 2 - I-64 WB over Tidewater Drive Bridge F/R/PColumn - Pier 3 - I-64 WB over Tidewater Drive Bridge Mill Deck - I-64 WB over Tidewater Drive Bridge - Phase 1 Cut/Fill - Sta. 3030+00 to 3076+66 LT - Section 2 - I-64 WI Cure Stem - Abutment A - I-64 WB over Tidewater Drive Brid Construct Deep Foundation - Abutment B - I-64 WB over Tie

C00117840DB112E01:	VDOT I-64 Hampton Roads Express Lanes (HREL) Segment 1A	Proposal La	yout							12-Aug-22 13:52
Activity ID	Activity Name	Original	Start	Finish		2023		202	4	2025
		Duration		ļ	SONDJFM	A M J J A S	6 O N D	JFMAMJ	JASOND	J F M A M J J A S O N D
CN1W2SAC4010	Patch / Repair Deck - I-64 WB over Tidewater Drive Bridge - Phase 1	3	21-Feb-24	26-Feb-24				Patch / Re	pair Deck - I-64 W	B over Tidewater Drive Bridge -
CN1W2SABD15	0 Cure Column - Pier 2 - I-64 WB over Tidewater Drive Bridge - Phase 1	3	22-Feb-24	24-Feb-24		1 I 1 I 1 I 1 I		Cure Colu	nn - Pier 2 - I-64	WB over Tidewater Drive Bridge
CN1W2SABE150	0 Cure Column - Pier 3 - I-64 WB over Tidewater Drive Bridge - Phase 1	3	22-Feb-24	24-Feb-24				Cure Colu	nn - Pier 3 - I-64	WB over Tidewater Drive Bridge
CN1W2SABA17	0 F/R/P Wing Wall - Abutment A - I-64 WB over Tidewater Drive Bridge - Phase 1	3	26-Feb-24	28-Feb-24				∎ F/R/PWin	g Wall - Abutmen	t A - I-64 WB over Tidewater Dri
CN1W2SABD16	0 F/R/P C ap - Pier 2 - I-64 WB over Tidewater Drive Bridge - Phase 1	5	26-Feb-24	04-Mar-24				□ F/R/PCa	- Pier 2 - I-64 WI	3 over Tidewater Drive Bridge - F
CN1W2SABE160	0 F/R/PCap - Pier 3 - I-64 WB over Tidewater Drive Bridge - Phase 1	5	26-Feb-24	04-Mar-24				□ F/R/PCap	- Pier 3 - I-64 WI	3 over Tidewater Drive Bridge - F
CN1W2SABB13	0 F/R/P Footing - Abutment B - I-64 WB over Tidewater Drive Bridge - Phase 1	2	27-Feb-24	28-Feb-24				F/R/PFoo	ing - Abutment B	- I-64 WB over Tidewater Drive
CN1W2SABC17	0 Cure Cap - Pier 1 - I-64 WB over Tidewater Drive Bridge - Phase 1	3	27-Feb-24	29-Feb-24				Cure Cap	Pier 1 - I-64 WB	over Tidewater Drive Bridge - Ph
CN1W2SAC4020	Hydro-Demo & Place Latex Concrete Overlay - L64 WB over Tidewater Drive Bridge - Phase 1	3	27-Feb-24	29-Feb-24				Hydro-Dei	no & Place Latex	Concrete Overlay - I-64 WB over
CN1W2SABA18	Cure Wing Wall Abutment A. L64 WB over Tidewater Drive Bridge - Phase 1	3	27 - 1 c b - 24	02 Mar 24		1 I 1 I 1 I 1 I		L Cure Wins	Wall - Abutment	A - I-64 WB over Tidewater Driv
CN1W2SADA10	Cure wing wait - Abutment A 164 WP over Tidewater Drive Bridge - Thase 1	2	29-100-24	02-War-24				∎ Ē/R/PBac	kwall - Abutment	A - I-64 WB over Tidewater Driv
CN1W2SADD14	Com Existing Alextment D. 164 WD even Tidewater Drive Bridge - Phase 1	3	29-Feb-24	03-Mar 24				L Cure Foot	n_{a} Abutment B	- I-64 WB over Tidewater Drive I
CN1W2SABB14	U Cure Footing - Adutment B - 1-64 w B over Tidewater Drive Bridge - Phase 1		29-Feb-24	02-Mar-24					m Abutmont P	I 64 WP over Tidewater Drive P
CN1W2SABB150	0 F/R/PStem - Abutment B - 1-64 WB over Tidewater Drive Bridge - Phase 1	5	04-Mar-24	11-Mar-24		1 I 1 I 1 I 1 I			III - Adulinent B -	1-04 WB Over Hidewater Drive B
CN1W2R001040	Install Drainage - Sta. 3030+00 to 3076+66 LT - Section 2 - I-64 WB - Phase 1	18	05-Mar-24	02-Apr-24				Install	Drainage - Sta. 30	30+00 to 30/6+66 L1 - Section .
CN1W2SABD17	0 Cure Cap - Pier 2 - I-64 WB over Tidewater Drive Bridge - Phase 1	3	05-Mar-24	07-Mar-24				Cure Cap	- Pier 2 - 1-64 WE	over Tidewater Drive Bridge - Pl
CN1W2SABE170	0 Cure Cap - Pier 3 - I-64 WB over Tidewater Drive Bridge - Phase 1	3	05-Mar-24	07-Mar-24				I Cure Cap	- Pier 3 - I-64 WE	over Tidewater Drive Bridge - Pl
CN1W2N001000	Install Electrical Service ROW/EQ and Gen/Prop Foundations - Sta. 3030+00 to 3076+66 LT - Section 2 - I-6	6	05-Mar-24	13-Mar-24				Install El	ectrical Service R	OW/EQ and Gen/Prop Foundatic
CN1W2N001010	Install Conduit & Junction Boxes - Sta. 3030+00 to 3076+66 LT - Section 2 - I-64 WB - Phase 1	13	05-Mar-24	26-Mar-24				🔲 Install 🤇	Conduit & Junctic	on Boxes - Sta. 3030+00 to 3076-
CN1W2N001030	Install Pole Foundations - Sta. 3030+00 to 3076+66 LT - Section 2 - I-64 WB - Phase 1	2	05-Mar-24	06-Mar-24				Install Po	e Foundations - S	Sta. 3030+00 to 3076+66 LT - Se
CN1W2SABA20	0 Cure Backwall - Abutment A - I-64 WB over Tidewater Drive Bridge - Phase 1	3	06-Mar-24	08-Mar-24				I Cure Bac	wall - Abutment	A - I-64 WB over Tidewater Drive
CN1W2SABA23	0 Micro-Abutment Rehab/Closure - Abutment A - I-64 WB over Tidewater Drive Bridge - Phase 1	5	06-Mar-24	13-Mar-24				Micro-Al	outment Rehab/C	losure - Abutment A - I-64 WB ov
CN1W2N001040	Install Cabinet Foundations - Sta. 3030+00 to 3076+66 LT - Section 2 - I-64 WB - Phase 1	6	07-Mar-24	18-Mar-24				🔲 Install C	abinet Foundatio	ns - Sta. 3030+00 to 3076+66 LT
CN1W2SABA21	0 Backfill Stem / Drainage - Abutment A - I-64 WB over Tidewater Drive Bridge - Phase 1	3	11-Mar-24	13-Mar-24				Backfill	Stem / Drainage	Abutment A - I-64 WB over Tidev
CN1W2SABB16	0 Cure Stem - Abutment B - I-64 WB over Tid ewater Drive Bridge - Phase 1	3	12-Mar-24	14-Mar-24				Cure Ste	n - Abutment B	I-64 WB over Tidewater Drive Bi
CN1W2N001020	Install Sign Structure Foundations - Sta 3030+00 to 3076+66 LT - Section 2 - I-64 WB - Phase 1	6	14-Mar-24	25-Mar-24				☐ Install \$	ign Structure Fou	ndations - Sta. 3030+00 to 3076
CN1W2SABB17	D F/R /P Wing Wall - Abutment R - L-64 WB over Tidewater Drive Bridge - Phase 1	3	18-Mar-24	20-Mar-24				F/R/PW	ing Wall - Abutme	ent B - I-64 WB over Tidewater D
CN1W2N001080	Install Eiber, Sto 2020 100 to 2076 166 LT, Section 2, L64 WD, Dhase 1	1	10 Mar 24	20-Mar 24				∎ Install F	iber - Sta 3030+(0 to 3076+66 J T - Section 2 - I-
CN1W2SAPD180	Cure Wing Well Abutmant D. 164 WD over Tidewater Drive Bridge Dhage 1	2	21 Mar 24	23-Mar 24				L Cure Wi	ng Wall - Abutme	nt B - I-64 WB over Tidewater D
CN1W2SABB18	Cure wing wan - Adultient B - F04 wB over Fidewater Drive Bridge - Phase 1	3	21-Mar-24	23-Mar-24					ackwall - Abutme	nt B $- 1.64$ WB over Tidewater D
CN1W2SABB19	UF/R/PBackwall - Abutment B - I-64 WB over Tidewater Drive Bridge - Phase T	3	21-Mar-24	26-Mar-24				I Install	icht Dolo Founda	tions Sta 2020 100 to 2076 166
CN1W2N001060	Install Light Pole Foundations - Sta. 3030+00 to 3076+66 LT - Section 2 - 1-64 WB - Phase 1	2	26-Mar-24	27-Mar-24				Install 1	Agiit Pole Founda	10018 - 512.5050 + 00105070 + 00000000000000000000000000000000
CN1W2N001100	Install Cabinets - Sta. 3030+00 to 3076+66 LT - Section 2 - I-64 WB - Phase 1	2	26-Mar-24	27-Mar-24				Install	abinets - Sta. 30	50+00 to 3076+66 L1 - Section 2
CN1W2SABB20	0 Cure Backwall - Abutment B - I-64 WB over Tidewater Drive Bridge - Phase 1	3	27-Mar-24	29-Mar-24				Cure Ba	ckwall - Abutmer	it B - 1-64 WB over Tidewater Dr
CN1W2SABB23	0 Micro-Abutment Rehab/Closure - Abutment B - I-64 WB over Tide water Drive Bridge - Phase 1	5	27-Mar-24	02-Apr-24				Micro-	Abutment Rehab/	Closure - Abutment B - I-64 WB
CN1W2N001110	Install ITS Poles - Sta. 3030+00 to 3076+66 LT - Section 2 - I-64 WB - Phase 1	1	28-Mar-24	28-Mar-24		1 1 1 1 1 1 1 1		Install I	TS Poles - Sta. 30	30+00 to 3076+66 LT - Section :
CN1W2N001150	Build Electrical Service - Sta. 3030+00 to 3076+66 LT - Section 2 - I-64 WB - Phase 1	10	28-Mar-24	11-Apr-24				🗖 Build	Electrical Service	- Sta. 3030+00 to 3076+66 LT -
CN1W2N001170	Fiber Terminations - Sta. 3030+00 to 3076+66 LT - Section 2 - I-64 WB - Phase 1	5	29-Mar-24	04-Apr-24				🛿 Fiber T	erminations - Sta.	3030+00 to 3076+66 LT - Sectio
CN1W2SABB21	0 Backfill Stem / Drainage - Abutment B - I-64 WB over Tidewater Drive Bridge - Phase 1	3	01-Apr-24	03-Apr-24				Backfil	l Stem / Drainage	- Abutment B - I-64 WB over Tic
CN1W2R001050	Finegrade Subgrade - Sta. 3030+00 to 3076+66 LT - Section 2 - I-64 WB - Phase 1	4	03-Apr-24	09-Apr-24				🛿 Finegr	ade Subgrade - St	a. 3030+00 to 3076+66 LT - Sect
CN1W2R001060	Place Subbase - Sta. 3030+00 to 3076+66 LT - Section 2 - I-64 WB - Phase 1	5	10-Apr-24	17-Apr-24					Subbase - Sta. 30	30+00 to 3076+66 LT - Section 2
CN1W2N001070	Install Electrical Conductors - Sta. 3030+00 to 3076+66 LT - Section 2 - I-64 WB - Phase 1	4	15-Apr-24	18-Apr-24				Instal	Electrical Condu	actors - Sta. 3030+00 to 3076+66
CN1W2SAC1000) Set Beams/Diaphragms - I-64 WB over Tidewater Drive Bridge - Phase 1	10	17-Anr-24	01-May-24				🔲 Set I	Beams/Diaphragm	s - I-64 WB over Tidewater Drive
CN1W2R001070	Install Underdrain - Sta 3030+00 to 3076+66 LT - Section 2 - L64 WR - Phase 1	11	18-Anr-74	06-May-24				🗖 Inst	ll Underdrain - S	ta. 3030+00 to 3076+66 LT - Sed
CN1W2N001120	Install Light Poles - Sta 3030 ± 00 to 3076 ± 66 LT - Section 2 - L64 WR - Phase 1	2	$\frac{10 \text{ Mpr}^2}{27 \text{ Apr}^2}$	$23_\Delta nr_2 1$				I Insta	1 Light Poles - St	a. 3030+00 to 3076+66 LT - Sect
CN1W2N001140	$= \text{Electrical Terminations} = \text{Sta} - 3030 \pm 00 \text{ to } 3076 \pm 66 \text{ LT} = \text{Section } 2 - 164 \text{ WD} = \text{Desca 1}$	5	22-Apr-24	30. Apr 24				n Elec	rical Termination	s - Sta. 3030+00 to 3076+66 LT
CIN1 W 21N001140		3	24-Api-24	50-Api-24	1					
© Primavera Systems, Inc	c. Remaining Level of Effort Actual Work Critical Remain	ning Work				Page 33 of 42				ALLAN



C00117840DB112E01: VDOT I-64 Hampton Roads Express Lanes (HREL) Segment 1A	Proposal La	ayout	1						12-Aug-22 13:5
Activity ID Activity Name	Original Duration	Start	Finish	TEMAN	2023				
CN1W2SAC1030 Install Underdeck Forming - L64 WB over Tidewater Drive Bridge - L64 WB over Tidewater Drive Bridge - Ph	5	02-May-24	09-May-24	J F M A M	JJAS		J F M A M J J	Ill Underdeck Form	ning - I-64 WB over Tidewate
CN1W2B001080 Place Drainage Material (OGDL) - Sta 3030±00 to 3076±66 LT - Section 2 - L64 WB - Phase 1	2	07-May-24	09-May-24					e Drainage Materia	al (OGDL) - Sta. 3030+00 to :
$CN1W2R001000 Finegrade Subbase - Sta 3030\pm00 to 3076\pm66 LT - Section 2 - 1.64 WB - Phase 1$	5	09-May-24	15-May-24				∎ Fine	egrade Subbase - S	ta. 3030+00 to 3076+66 LT
CN1W2SAC1040 Install Overbangs - L64 WB over Tidewater Drive Bridge - Phase 1	6	10 - May - 24	20-May-24				□ Inst	all Overhangs - I-6	4 WB over Tidewater Drive I
CN1W2B001110 Place Base Asphalt Sta 3030+00 to 3076+66 LT. Section 2, L64 WB, Phase 1	5	16 May 24	20-May-24				∎ na	ce Base Asphalt - S	Sta. 3030+00 to 3076+66 LT
CN1W2SAC1050 Set Paber L 64 WP aver Tidawater Drive Bridge Dhase 1	3	21 May 24	23-May-24				I Set	Rebar - I-64 WB o	over Tidewater Drive Bridge -
CN1W2B001120 Place Asphalt SMA 10.0 Ste 2020100 to 2076166 LT Section 2 L64 WP Phase 1	5	21-May-24	23-May-24					ace Asphalt SMA-1	19.0 - Sta. 3030+00 to 3076-
CN1 W2K001120 Flace Asphalt SWA-19.0 - Sta. 5050+00 to 5070+00 E1 - Section 2 - 1-04 wB - Flase 1	5	24-May-24	31-May-24				□ Se	tup / Dry-Run Bid	well - I-64 WB over Tidewate
CN1W2SAC1000 Setup / Diy-Kull Blowen - 1-04 WB over Indewater Drive Bloge - Flase 1 CN1W2B001120 Apply Temporery Devenant Markings, Sto 2020+00 to 2076+66 LT, Section 2, 164 WD, Dhose 1	5	$\frac{24 - 14 - 14}{24}$	10 Jun 24					nnly Temporary P	avement Markings - Sta 303(
CN1W2R001150 Apply temporary Pavement Markings - Sta. 5050+00 to 5070+00 L1 - Section 2 - 164 WB - Phase 1	5	03-Jun-24	10-Jun 24					lace Topsoil / Grad	te Slopes - Stal 3030+00 to 3
CN1 W2R001140 Place Topson / Glade Slopes - Sta. 3030+00 to 3076+06 L1 - Section 2 - F64 WB - Plase 1	3	03-Jun-24	10-Juli-24				L Fr	ect Permanent Sig	ns - Sta 3030 + 00 to 3076 + 6
CN1 W2R001150 Erect Permanent Signs - Sta. 3030+00 to 3076+66 L1 - Section 2 - 1-64 WB - Phase 1	3	03-Jun-24	03-Jun-24					ur Deck - I-64 WB	Rover Tidewater Drive Bridge
CN1W2SAC1070 Pour Deck - 1-64 WB over Indewater Drive Bridge - Phase I	2	03-Jun-24	04-Jun-24					rect Overhead Sign	$s = St_{0} = 3030\pm00$ to 3076 ± 66
CN1W2N001090 Erect Overnead Signs - Sta. 3030+00 to 30/6+66 L1 - Section 2 - 1-64 WB - Phase 1	6	03-Jun-24	11-Jun-24					Ture Deck I 64 W	Bover Tidewater Drive Brid
CN1W2SAC1080 Cure Deck - 1-64 WB over Tidewater Drive Bridge - Phase T	14	05-Jun-24	18-Jun-24					//D	b East 164 WP over Tide
CN1W2SAC3000 F/R/P Approach Slab - East - I-64 WB over Tidewater Drive Bridge - Phase 1	5	05-Jun-24	12-Jun-24					/K/P Approach Sia	$S_{10} = East = 1-04$ w B over 110e
CN1W2R001160 Finegrade Swales - Sta. 3030+00 to 3076+66 LT - Section 2 - I-64 WB - Phase 1	5	11 -Jun -24	17-Jun-24					In et all Cu and noil	Sta. 3030+00 to 3076+66 L
CN1W2R001180 Install Guardrail - Sta. 3030+00 to 3076+66 LT - Section 2 - I-64 WB - Phase 1	10	11 -Jun -24	25-Jun-24						Sta. 3030+00 to 3070+00 L1
CN1W2SAC3010 Cure Approach Slab - East - I-64 WB over Tidewater Drive Bridge - Phase 1	7	13-Jun-24	19-Jun-24					Lure Approach Sia	b - East - 1-64 WB over 11dev
CN1W2SAC3020 F/R/P Approach Slab - West - I-64 WB over Tidewater Drive Bridge - Phase 1	5	13-Jun-24	19-Jun-24					7/R/P Approach Si	ab - West - I-64 WB over 11de
CN1W2SAC3030 Cure Approach Slab - West - I-64 WB over Tidewater Drive Bridge - Phase 1	7	20-Jun-24	26-Jun-24				D	Cure Approach Sla	ab - West - I-64 WB over lide
CN1W2R001170 Seed & Mulch - Sta. 3030+00 to 3076+66 LT - Section 2 - I-64 WB - Phase 1	2	26-Jun-24	27-Jun-24					Seed & Mulch - St	ta. 3030+00 to 3076+66 LT -
CN1W2SAC2000 F/R/P Parapet - RT - I-64 WB over Tidewater Drive Bridge - Phase 1	7	27-Jun-24	08-Jul-24				•	F/R/PParapet - R	T - I-64 WB over Tidewater I
CN1W2SAC2010 Cure Parapet - RT - I-64 WB over Tidewater Drive Bridge - Phase 1	3	09-Jul-24	11-Jul-24				1	Cure Parapet - R	Γ - I-64 WB over Tidewater D
CN1W2SAC2020 F/R/P Terminal Wall - RT - I-64 WB over Tidewater Drive Bridge - Phase 1	2	09-Ju1-24	10-Jul-24				1	F/R/P Terminal V	Vall - RT - I-64 WB over Tide
CN1W2SAC2030 Cure Terminal Wall - RT - I-64 WB over Tidewater Drive Bridge - Phase 1	3	11 -Jul-24	13-Jul-24				1	Cure Terminal W	all - RT - I-64 WB over Tide
CN1W2SAC4030 Groove Deck - I-64 WB over Tidewater Drive Bridge - Phase 1	2	15-Jul-24	16-Jul-24					Groove Deck - I-	64 WB over Tidewater Drive
CN1W20000000 Complete I-64 Westbound Section 2 LT	0		16-Jul-24					Complete I-64 V	Vestbound Section 2 LT
I-64 HOV Lanes	211	20-Jun-23	19-Jun-24	 1	V		1	9-Jun-24, I-64 HC	OV Lanes
Section 1 - Sta. 6002 to Sta. 6023+04 / Sta. 6031+23 to Sta. 6059+10	211	20-Jun-23	19-Jun-24		V		1	9-Jun-24, Section	1 - Sta. 6002 to Sta. 6023+0
CN1H1T001000 Install Traffic Control Measures - I-64 HOV - Section 1 - Phase 1	10	20-Jun-23	03-Jul-23		📕 Install	Traffic	ontrol Measures -	I-64 HOV - Sectio	n 1 - Phase 1
CN1H1R001000 Sawcut - Sta. 6002+50 to 6059+10 - I-64 WB HOV - Phase 1	3	05-Jul-23	07-Jul-23		Sawcu	it - Sta. (002+50 to 6059+1	0 - I-64 WB HOV	- Phase 1
CN1H1R001010 Remove Existing Pavement - Sta. 6002+50 to 6059+10 - I-64 WB HOV - Phase 1	4	10-Jul-23	13-Jul-23		🛛 Remo	ve Exist	ing Pavement - Sta	. 6002+50 to 6059	9+10 - I-64 WB HOV - Phase
CN1H1R001040 Install Drainage - Sta. 6002+50 to 6059+10 - I-64 WB HOV - Phase 1	30	17-Jul-23	30-Aug-23			nstall D	ainage - Sta. 6002+	-50 to 6059+10 - I	-64 WB HOV - Phase 1
CN1H1R001045 Install Trench Drain - Sta. 6002+50 to 6059+10 - I-64 WB HOV - Phase 1	24	17-Jul-23	21-Aug-23		🔲 In	stall Tre	nch Drain - Sta. 60	02+50 to 6059+10) - I-64 WB HOV - Phase 1
CN1H1N001010 Install Conduit & Junction Boxes - Sta. 6002+50 to 6059+10 - I-64 WB HOV - Phase 1	6	17-Jul-23	24-Jul-23		🛾 Insta	ll Cond	uit & Junction Box	es - Sta. 6002+50	to 6059+10 - I-64 WB HOV
CN1H1N001000 Install Electrical Service ROW/EQ and Gen/Prop Foundations - Sta. 6002+50 to 6059+10 - I-64 WB HOV - P	3	24-Jul-23	26-Jul-23		I Insta	all Elect	ical Service ROW/	EQ and Gen/Prop	Foundations - Sta. 6002+50
CN1H1R001100 Construct Median Barrier - Sta. 6002+50 to 6059+10 - I-64 WB HOV - Phase 1	28	01-Aug-23	12-Sep-23			Constru	ct Median Barrier -	Sta. 6002+50 to 6	5059+10 - I-64 WB HOV - Ph
CN1H1N001030 Install Pole Foundations - Sta. 6002+50 to 6059+10 - I-64 WB HOV - Phase 1	2	21-Aug-23	22-Aug-23		I In	stall Po	e Foundations - St	a. 6002+50 to 605	9+10 - I-64 WB HOV - Phase
CN1H1N001020 Install Sign Structure Foundations - Sta. 6002+50 to 6059+10 - I-64 WB HOV - Phase 1	12	22-Aug-23	08-Sep-23			Install S	gn Structure Found	lations - Sta. 6002	2+50 to 6059+10 - I-64 WB H
CN1H1N001040 Install Cabinet Foundations - Sta. 6002+50 to 6059+10 - I-64 WB HOV - Phase 1	2	23-Aug-23	24-Aug-23		I In	stall Ca	binet Foundations	- Sta. 6002+50 to	6059+10 - I-64 WB HOV - P
CN1H1R001050 Finegrade Subgrade - Sta. 6002+50 to 6059+10 - I-64 WB HOV - Phase 1	2	31-Aug-23	01-Sep-23		I F	inegrad	e Subgrade - Sta. 60	002+50 to 6059+1	0 - I-64 WB HOV - Phase 1
CN1H1R001060 Place Subbase - Sta. 6002+50 to 6059+10 - I-64 WB HOV - Phase 1	1	05-Sep-23	05-Sep-23		1	Place Su	bbase - Sta. 6002+:	50 to 6059+10 I-0	64 WB HOV - Phase 1
CN1H1R001070 Install Underdrain - Sta. 6002+50 to 6059+10 - I-64 WB HOV - Phase 1	4	06-Sep-23	11-Sep-23		0	Install U	nderdrain - Sta. 60	02+50 to 6059+10	0 - I-64 WB HOV - Phase 1
CN1H1N001060 Install Light Pole Foundations - Sta. 6002+50 to 6059+10 - I-64 WB HOV - Phase 1	1	11-Sep-23	11-Sep-23		1	Install I	ight Pole Foundati	ons - Sta. 6002+50	0 to 6059+10 - I-64 WB HOV
© Primavera Systems, Inc. Remaining Level of Effort Actual Work Critical Remain Actual Level of Effort Remaining Work A Milestone	ning Work			Page	34 of 42			i	



C	00117840DB112E01:	VDOT I-64 Hampton Roads Express Lanes (HREL) Segment 1A	Proposal Lay	/out		. 			
Activ	vity ID	Activity Name	Original Duration	Start	Finish			20	23
			Durution	1.0.0		SON	D J F M	A M J	JASO
	CN1H1R001080	Place Drainage Material (OGDL) - Sta. 6002+50 to 6059+10 - I-64 WB HOV - Phase 1	1	12-Sep-23	12-Sep-23				
	CN1H1N001150	Build Electrical Service - Sta. 6002+50 to 6059+10 - I-64 WB HOV - Phase 1	5	12-Sep-23	19-Sep-23	-			U Bu
	CN1H1R001090	Finegrade Subbase - Sta. 6002+50 to 6059+10 - I-64 WB HOV - Phase 1	1	13-Sep-23	13-Sep-23			-	Fin
	CN1H1R001110	Place Base Asphalt - Sta. 6002+50 to 6059+10 - I-64 WB HOV - Phase 1	1	14-Sep-23	14-Sep-23				Pla
	CN1H1R001120	Place Asphalt SMA-19.0 - Sta. 6002+50 to 6059+10 - I-64 WB HOV - Phase 1	1	18-Sep-23	18-Sep-23				Pla
	CN1H1R002000	Mill - Sta. 6002+50 to 6059+10 - I-64 WB HOV - Phase 1	2	19-Sep-23	20-Sep-23				Mi
	CN1H1N001070	Install Electrical Conductors - Sta. 6002+50 to 6059+10 - I-64 WB HOV - Phase 1	2	20-Sep-23	21-Sep-23				Ins
	CN1H1R002010	Place Final Course Surface Asphalt - Sta. 6002+50 to 6059+10 - I-64 WB HOV - Phase 1	2	21-Sep-23	25-Sep-23	1			D Pl
	CN1H1R002020	Apply Permanent Pavement Markings - Sta. 6002+50 to 6059+10 - I-64 WB HOV - Phase 1	2	26-Sep-23	27-Sep-23				I Aj
	CN1H1SC01000	Excavate / Grade - Wall #5 - Sta. 6019 LT - I-64 HOV - Phase 1	2	16-Oct-23	17-Oct-23				1
	CN1H1SC01010	F/R/P Footing - Wall #5 - Sta. 6019 LT - I-64 HOV - Phase 1	3	18-Oct-23	23-Oct-23				0
	CN1H1SC01020	Cure Footing - Wall #5 - Sta. 6019 LT - I-64 HOV - Phase 1	3	24-Oct-23	26-Oct-23				i i i
	CN1H1SC01030	F/R/P Wall = Wall #5 - Sta 6019 LT - L-64 HOV - Phase 1	3	30-Oct-23	02-Nov-23				
	CN1H1SC01040	Cure Wall = Wall ± 5 = Sta 6019 IT = L64 HOV = Phase 1	3	03-Nov-23	05-Nov-23				
•••	CN1111SC01040	E/D/D partial Wall #5 - Sta - 6010 LT - 1-04 HOV - 1 hase 1	2	06 Nov 23	07 Nov 22				•
	CN1H1SC01050	F/R/P Balliel - wall #5 - Sta. 0019 L1 - 1-04 HOV - Phase 1	2	00-N0v-23	10 Nov-23				
	CNIHISCOID60	Cure Barrier - wall #5 - Sta. 6019 LT - I-64 HOV - Phase I	3	08-Nov-23	10-Nov-23				
	CNIHISCO1070	Backfill - Wall #5 - Sta. 6019 LT - 1-64 HOV - Phase 1	2	13-Nov-23	14-Nov-23	-			
	CN1H1R001140	Place Topsoil / Grade Slopes - Sta. 6002+50 to 6059+10 - I-64 WB HOV - Phase 1	2	16-Nov-23	20-Nov-23				
	CN1H1R001160	Finegrade Swales - Sta. 6002+50 to 6059+10 - I-64 WB HOV - Phase 1	1	21-Nov-23	21-Nov-23	-			
	CN1H1R001180	Install Guardrail - Sta. 6002+50 to 6059+10 - I-64 WB HOV - Phase 1	2	21-Nov-23	22-Nov-23			1	
	CN1H1N001080	Install Fiber - Sta. 6002+50 to 6059+10 - I-64 WB HOV - Phase 1	2	11-Dec-23	12-Dec-23				
	CN1H1N001120	Install Light Poles - Sta. 6002+50 to 6059+10 - I-64 WB HOV - Phase 1	2	11-Dec-23	12-Dec-23				1 1 1 1 1
	CN1H1N001100	Install Cabinets - Sta. 6002+50 to 6059+10 - I-64 WB HOV - Phase 1	1	13-Dec-23	13-Dec-23				
	CN1H1N001140	Electrical Terminations - Sta. 6002+50 to 6059+10 - I-64 WB HOV - Ph ase 1	5	13-Dec-23	20-Dec-23				
	CN1H1N001110	Install ITS Poles - Sta. 6002+50 to 6059+10 - I-64 WB HOV - Phase 1	1	14-Dec-23	14-Dec-23				
	CN1H1N001130	Install Devices - Sta. 6002+50 to 6059+10 - I-64 WB HOV - Phase 1	1	18-Dec-23	18-Dec-23				
	CN1H1N001170	Fiber Terminations - Sta. 6002+50 to 6059+10 - I-64 WB HOV - Phase 1	5	19-Dec-23	03-Jan-24				. I J I I I
	CN1H1R001150	Erect Permanent Signs - Sta. 6002+50 to 6059+10 - I-64 WB HOV - Phase 1	3	09-Jan-24	15-Jan-24				
	CN1H1R001170	Seed & Mulch - Sta. 6002+50 to 6059+10 - I-64 WB HOV - Phase 1	1	16-Jan-24	16-Jan-24			-	
	CN1H1T002000	Move Traffic to WB HOV Lanes - I-64 HOV - Section 1 - Phase 1	3	17-Jan-24	22-Jan-24				
•••	CN1H1P003000	Some that the total of the theory of theory of the theory	3	23 Jan 24	22-Jun 24				· · · · · · · · · · · · · · · · · · ·
•••	CN1111R003000	Demove Existing Devement Sta 6002+50 to 6050+10 - 164 Reversible HOV - 1 hase 1	3	20 Jan 24	29-Jan-24				
	CN1111D002020	Keinove Existing Pavenient - Sta. 0002+50 to 0059+10 - 1-04 Reversible HOV - Phase 1	4	30-Jall-24	05-Feb-24				
	CN1H1R003020	Strip Topsoll - Sta. $6002+50$ to $6059+10$ - 1-64 Reversible HOV - Phase 1	1	06-Feb-24	06-Feb-24				
	CNIHIR003030	Cut/Fill - Sta. 6002+50 to 6059+10 - 1-64 Reversible HOV - Phase 1	3	07-Feb-24	12-Feb-24				
	CN1H1N003010	Install Conduit & Junction Boxes - Sta. 6002+50 to 6059+10 I-64 Reversible HOV - Phase 1	1	13-Feb-24	13-Feb-24				
	CN1H1N003020	Install Sign Structure Foundations - Sta. 6002+50 to 6059+10 I-64 Reversible HOV - Phase 1	12	13-Feb-24	04-Mar-24				
	CN1H1N003030	Install Pole Foundations - Sta. 6002+50 to 6059+10 I-64 Reversible HOV - Phase 1	2	13-Feb-24	14-Feb-24	-			
	CN1H1R003040	Install Drainage - Sta. 6002+50 to 6059+10 - I-64 Reversible HOV - Phase 1	29	13-Feb-24	01-Apr-24				
	CN1H1R003045	Install Trench Drain - Sta. 6002+50 to 6059+10 - I-64 Reversible HOV - Phase 1	19	13-Feb-24	14-Mar-24				· · · · · · · · · · · · · · · · · · ·
	CN1H1N003040	Install Cabinet Foundations - Sta. 6002+50 to 6059+10 I-64 Reversible HOV - Phase 1	4	15-Feb-24	21-Feb-24				1 I 1 I 1 I
	CN1H1N003080	Install Fiber - Sta. 6002+50 to 6059+10 I-64 Reversible HOV - Phase 1	1	22-Feb-24	22-Feb-24				. I 4 I 1 I 1 I
	CN1H1N003100	Install Cabinets - Sta. 6002+50 to 6059+10 I-64 Reversible HOV - Phase 1	1	26-Feb-24	26-Feb-24				
	CN1H1N003110	Install ITS Poles - Sta. 6002+50 to 6059+10 I-64 Reversible HOV - Phase 1	1	27-Feb-24	27-Feb-24	1			
	CN1H1N003130	Install Devices - Sta. 6002+50 to 6059+10 I-64 Reversible HOV - Phase 1	1	28-Feb-24	28-Feb-24	1			
		Bemaining Level of Effort Actual Work Critical Bamain			I	<u></u>		<u> </u>	
C	Primavera Systems, Inc		mg work					Page 35	o of 42

Remaining Work ♦

Milestone

Actual Level of Effort

12-Aug-22 13:52 2024 2025 N D J F M A M J J A S O N D J F M A M J J A S O N D ce Drainage Material (OGDL) - Sta. 6002+50 to 6059+10 - I-64 WB HOV ild Electrical Service - Sta. 6002+50 to 6059+10 - I-64 WB HOV - Phase egrade Subbase - Sta. 6002+50 to 6059+10 - I-64 WB HOV - Phase 1 ce Base Asphalt - Sta. 6002+50 to 6059+10 - I-64 WB HOV - Phase 1 ice Asphalt SMA-19.0 - Sta. 6002+50 to 6059+10 - I-64 WB HOV - Phase ill - Sta. 6002+50 to 6059+10 - I-64 WB HOV - Phase 1 stall Electrical Conductors - Sta. 6002+50 to 6059+10 - I-64 WB HOV ace Final Course Surface Asphalt - Sta. 6002+50 to 6059+10 - I-64 WB H pply Permanent Pavement Markings - Sta. 6002+50 to 6059+10 - I-64 WI Excavate / Grade - Wall #5 - Sta. 6019 LT - I-64 HOV - Phase 1 F/R/PFooting - Wall #5 - Sta. 6019 LT - I-64 HOV - Phase 1 Cure Footing - Wall #5 - Sta. 6019 LT - I-64 HOV - Phase 1 F/R/P Wall - Wall #5 - Sta. 6019 LT - I-64 HOV - Phase 1 Cure Wall - Wall #5 - Sta. 6019 LT - I-64 HOV - Phase 1 F/R/PB arrier - Wall #5 - Sta. 6019 LT - I-64 HOV - Phase 1 Cure Barrier - Wall #5 - Sta. 6019 LT - I-64 HOV - Phase 1 Backfill - Wall #5 - Sta. 6019 LT - I-64 HOV - Phase 1 Place Topsoil / Grade Slopes - Sta. 6002+50 to 6059+10 - I-64 WB HG Finegrade Swales - Sta. 6002+50 to 6059+10 - I-64 WB HOV - Phase Install Guardrail - Sta. 6002+50 to 6059+10 - I-64 WB HOV - Phase Install Fiber - Sta. 6002+50 to 6059+10 - I-64 WB HOV - Phase 1 Install Light Poles - Sta. 6002+50 to 6059+10 - I-64 WB HOV - Pha Install Cabinets - Sta. 6002+50 to 6059+10 - I-64 WB HOV - Phase ■ Electrical Terminations - Sta. 6002+50 to 6059+10 - I-64 WB HOV Install ITS Poles - Sta. 6002+50 to 6059+10 - I-64 WB HOV - Phase Install Devices - Sta. 6002+50 to 6059+10 - I-64 WB HOV - Phase Fiber Terminations - Sta. 6002+50 to 6059+10 - I-64 WB HOV - F Erect Permanent Signs - Sta. 6002+50 to 6059+10 - I-64 WB HO | Seed & Mulch - Sta. 6002+50 to 6059+10 - I-64 WB HOV - Phas Move Traffic to WB HOV Lanes - I-64 HOV - Section 1 - Phase Sawcut - Sta. 6002+50 to 6059+10 - I-64 Reversible HOV - Pha Remove Existing Pavement - Sta. 6002+50 to 6059+10 - I-64 F Strip Topsoil - Sta. 6002+50 to 6059+10 - I-64 Reversible HO Cut/Fill - Sta. 6002+50 to 6059+10 - I-64 Reversible HOV - P | Install Conduit & Junction Boxes - Sta. 6002+50 to 6059+10 Install Sign Structure Foundations - Sta. 6002+50 to 6059+ I Install Pole Foundations - Sta. 6002+50 to 6059+10 I-64 Rev Install Drainage - Sta. 6002+50 to 6059+10 - I-64 Reversi Install Trench Drain - Sta 6002+50 to 6059+10 - I-64 Reve Install Cabinet Foundations - Sta. 6002+50 to 6059+10 I-64 Install Fiber - Sta. 6002+50 to 6059+10 I-64 Reversible HOV Install Cabinets - Sta. 6002+50 to 6059+10 I-64 Reversible | Install IT\$ Poles - Sta. 6002+50 to 6059+10 I-64 Reversible Install Devices - Sta. 6002+50 to 6059+10 I-64 Reversible H

C00117840DB112E01:	VDOT I-64 Hampton Roads Express Lanes (HREL) Segment 1A	Proposal La	yout				12-Aug-22 13:52
Activity ID	Activity Name	Original Duration	Start	Finish			
CN1H1N002170	Fiber Terminations Sta 6002150 to 6050110 L64 Payarsible HOV Phase 1	5	20 Eab 24	07 Mor 24	SONDJFMAMJJAS	O N D J F M A M J J A S O N D Fiber Terminations - Sta. 6	J F M A M J J A S O N D 002+50 to 6059+10 J -64 Reversi
CN1H1R003170	Construct Modian Parriar, Sta 6002+50 to 6050+10, L64 Payamilla HOV, Phase 1	50	29-100-24	07 - 101 - 24		Construct Median	Barrier - Sta, 6002+50 to 6059+1
CN1H1N003060	Install Light Pole Foundations Sta 6002+50 to 6050+10 L 64 Paversible HOV Phase 1	1	05 Mar 24	05 Mar 24		Install Light Pole Foundat	ions - Sta. 6002+50 to 6059+10 I
CN1H1N003000	Fract Overhead Signs Sta 6002+50 to 6050+10 I 64 Paversible HOV Phase 1	1	05 Mar 24	25 Mar 24		Erect Overhead Signs - S	t_{a} 6002+50 to 6059+10 I-64 Rev
CN1H1N003090	Install Electrical Conductors Sta 6002+50 to 6059+10 I-04 Keversible HOV - Flase 1	12	05-War-24	23-Wai-24		Install Electrical Conduct	ors - Sta 6002+50 to 6059+10 I-6
CN1H1N003120	Install Light Polos Sta 6002+50 to 6059+10 I-04 Reversible HOV - Flase 1	1	00-War-24	00-War-24		Install Light Poles - Sta. 6	0.02+50 to $60.59+10$ I-64 Reversib
CN1H1N003120	Electrical Terminations Sta 6002+50 to 6059+10 I-04 Reversible HOV - Phase 1	5	11 Mor 24	18 Mar 24		Electrical Terminations -	Sta. 6002+50 to 6059+10 I-64 Re
CN1H1P003050	Electrical ferminations - Sta, $6002+50$ to $6059+10$ 1-04 Reversible HOV - Thase 1	2	$\frac{11 - 101a1 - 24}{02 \text{ Apr} 24}$	$\frac{10-101a1-24}{03 \text{ Apr } 24}$		Finegrade Subgrade - St	a. 6002+50 to 6059+10 - I-64 Rev
CN1H1R003050	Place Subbase Sta $6002+50$ to $6050+10$ L 64 Payersible HOV. Phase 1	2	02-Api-24	03-Apr-24		Place Subbase - Sta. 60	02+50 to 6059+10 - I-64 Reversil
CN1H1R003000	Install Underdrain Sta 6002+50 to 6059+10 - 1-04 Reversible HOV Phase 1		04-Api-24	15 Apr 24		🛛 Install Underdrain - St	a, 6002+50 to 6059+10 - I-64 Rev
CN1H1R003080	Place Drainage Material (OCDL) Sta 6002+50 to 6050+10 L 64 Reversible HOV Phase 1	4	16 Apr 24	15-Apr-24		Place Drainage Materi	al (OGDL) - Sta. 6002+50 to 6059
CN1H1R003080	Finegrade Subbase - Sta 6002 ± 50 to 6059 ± 10 - L64 Reversible HOV - Phase 1	2	10-Apr-24	10-Apr-24 18-Apr-24		Finegrade Subbase - S	ta, 6002+50 to 6059+10 - I-64 Re
CN1H1R005000	Install Tranch Drain / Drainage Sta 000 to 1000 Section 1 164 HOV Phase 1	7	28 May 24	04 Jup 24		□ Install Trench Dra	in / Drainage - Sta. 999 to 1000 - 1
CN1H1R003000	Place Base Aerbalt Sta 6002 ± 50 to 6050 ± 10 I 64 Pavarsible HOV. Phase 1	2	$\frac{20 - 101 \text{ ay} - 24}{04 \text{ Jup } 24}$	04-Jun-24		Place Base Aspha	t - Sta. 6002+50 to 6059+10 - I-6
CN1H1R005010	Complete Madian Parriar, Sta 000 to 1000, Section 1, 164 HOV, Phase 1	2	04-Jun-24	11 Jun 24		Complete Media	n Barrier - Sta. 999 to 1000 - Secti
CN1H1T005010	Close I 64 HOV Lones Phase 1	0	04-Juli-24	11-Juli-24		◆ Close I-64 HOV I	anes - Phase 1
CN1H1P003120	Place Acribit SMA 10.0. Sta 6002 50 to 6050 110. L64 Payarcible HOV. Phase 1	2	04-Juli-24	11 Jun 24		Place Asphalt SM	[A-19.0 - Sta, 6002+50 to 6059+1]
CN1H1R003120	Place Topsoil / Grade Slopes Sta 6002+50 to 6059+10 - 1-04 Reversible HOV - Plase 1	1	12 Jun 24	11-Jun-24		Place Topsoil / G	rade Slopes - Sta, $6002+50$ to 605
CN1H1R003140	Fract Permanent Signs Sta 6002+50 to 6050+10 L 64 Payarcible HOV Phase 1	1	12-Jun-24	12-Jun-24		Erect Permanent	Signs - $Sta, 6002+50$ to $6059+10$
CN1H1R004000	$\begin{array}{c} \text{Elect 1 childhent Signs - Sta. 0002+50 to 0003+10 - 1-04 Reversible HOV - 1 has 1} \\ \text{Mill Sta 6002+50 to 6050+10 I 64 Pavarsible HOV Phase 1} \end{array}$	2	12-Jun-24	14-Jun-24		Mill - Sta. 6002+	50 to 6059+10 - I-64 Reversible F
CN1H1P005020	Install Overhead Sign Structure Sta 000 to 1000 Section 1 164 HOV Phase 1	2	12-Jun-24	13-Jun-24		I Install Overhead	Sign Structure - Sta. 999 to 1000
CN1H1R003020	Finamenda Sweles Sta 6002 ± 50 to 6050 ± 10 L 64 Pavarsible HOV - Phase 1	1	12-Juli-24	14-Jun-24		Finegrade Swales	- Sta. 6002+50 to 6059+10 - I-64
CN1H1R003180	Install Guardrail Sta 6002 ± 50 to 6059 ± 10 I 64 Payarsible HOV. Phase 1	2	13 Jun 24	13-Jun-24		Install Guardrail	- Sta. 6002+50 to 6059+10 - I-64
CN1H1R004010	Place Final Course Surface Asphalt - Sta 6002 ± 50 to 6059 ± 10 - I-64 Reversible HOV - Phase 1	2	13-Jun-24	14-Jun-24		Place Final Cour	se Surface Asphalt - Sta. 6002+50
CN1H1R005030	Mill & Pave - Sta 900 to 1000 - Section 1 - L64 HOV - Phase 1	3	14-Jun-24	17-Jun-24		Mill & Pave - Sta	. 999 to 1000 - Section 1 - I-64 H
CN1H1R003170	Seed & Mulch - Sta $6002+50$ to 6059 ± 10 - L64 Reversible HOV - Phase 1	1	17-Jun-24	17-Jun-24		Seed & Mulch -	Sta. 6002+50 to 6059+10 - I-64 R
CN1H1T005020	Re-open L64 HOV Lapes - Phase 1	0	17-Juli-24	17-Jun-24		◆ Re-open I-64 HC	V Lanes - Phase 1
CN1H1R004020	Apply Permanent Pavement Markings - Sta 6002+50 to 6059+10 - L64 Reversible HOV - Phase 1	2	18-Jun-24	19-Jun-24		Apply Permanen	t Pavement Markings - Sta. 6002+
Section 2 - Bridge	over I-564 & Little Creek Road	74	26-Sep-23	19-Feb-24	• • • • • • • • • • • • • • • • • • •	19-Feb-24, Section 2 - Brid	ge over I-564 & Little Creek Road
CN1H2T001000	Install Traffic Control Measures - L-64 HOV - Section 2 - Phase 1	5	26-Sep-23	03-Oct-23		Install Traffic Control Measures - I-64 H	OV - Section 2 - Phase 1
CN1H2F001000	Install Frosion Control Measures - L-64 HOV - Section 2 - Phase 1	2	16-Oct-23	17-Oct-23		Install Erosion Control Measures - I-64	HOV - Section 2 - Phase 1
CN1H2SAA0110	Jack/Renair Ream Seat/Renlace Rearings - L64 HOV over L564 & Little Creek Road Bridge - Phase 1	50	18-Oct-23	30-Jan-24		Jack/Repair Beam Seat/Repla	ce Bearings - I-64 HOV over I-564
CN1H2SABA110	Micro-Abutment Rehab/Closure - Abutment A - I-64 HOV over I-564 & Little Creek Road Bridge - Phase 1	5	13-Nov-23	21-Nov-23		Micro-Abutment Rehab/Closure - A	butment A - I-64 HOV over I-564
CN1H2SABB110	Micro-Abutment Rehab/Closure - Abutment B - L64 HOV over L564 & Little Creek Road Bridge - Phase 1	5	22-Nov-23	30-Nov-23		Micro-Abutment Rehab/Closure - A	Abutment B - I-64 HOV over I-564
CN1H2SAC2020	F/R/P Approach Slab - West - I-64 HOV over I-564 & Little Creek Road Bridge - Phase 1	5	22-Nov-23	30-Nov-23		F/R/P Approach Slab - West - I-64 I	HOV over I-564 & Little Creek Ro
CN1H2SAC2030	Cure Approach Slab - West - I-64 HOV over I-564 & Little Creek Road Bridge - Phase 1	7	01-Dec-23	07-Dec-23		Cure Approach Slab - West - I-64 H	IOV over I-564 & Little Creek Roa
CN1H2SAC2040	Construct Portion Median Barrier - I-64 HOV over I-564 & Little Creek Road Bridge - Phase 1	20	11-Dec-23	23-Ian-24		Construct Portion Median Ba	rier - I-64 HOV over I-564 & Littl
CN1H2SAC1000	F/R/P Joint Closures - I-64 HOV over I-564 & Little Creek Road Bridge - Phase 1	10	11-Jan-24	30-Jan-24		🗖 F/R/PJoint Closures - I-64 H	DV over I-564 & Little Creek Road
CN1H2SAC1010	Cure Joint Closures - I-64 HOV over I-564 & Little Creek Road Bridge - Phase 1	3	31-Jan-24	02-Feb-24		Cure Joint Closures - I-64 HC	W over I-564 & Little Creek Road
CN1H2SAC3000	Mill Deck - I-64 HOV over I-564 & Little Creek Road Bridge - Phase 1	2	05-Feb-24	06-Feb-24		Mill Deck - I-64 HOV over I-	564 & Little Creek Road Bridge -
CN1H2SAC3020	Hydro-Demo & Place Latex Concrete Overlay - I-64 HOV over I-564 & Little Creek Road Bridge - Phase 1	5	07-Feb-24	14-Feb-24		Hydro-Demo & Place Latex	Concrete Overlay - I-64 HOV over
CN1H2SAC3030	Groove Deck - I-64 HOV over I-564 & Little Creek Road Bridge - Phase 1	2	15-Feb-24	19-Feb-24		Groove Deck - I-64 HOV ov	er I-564 & Little Creek Road Brid
Phase 2		401	18-Jan-24	08-Dec-25		V	
I-64 Eastbound		376	18-Jan-24	21-Oct-25		V	▼ 21-C
Original series Original series of the	Remaining Level of Effort Actual Work Critical Rema	aining Work				1 1 1 1	1
Systems, Inc	Actual Level of Effort Remaining Work Milestone				Page 36 of 42		MYERS

C00117840DB112E0	: VDOT I-64 Hampton Roads Express Lanes (HREL) Segment 1A	Proposal La	yout Start	Finish	2003	2024	12-Aug-22 13:52
Activity ID		Duration	Surt	1 mish	SONDJFMAMJJASO!	N D J F M A M J J A S O N D	J F M A M J J A S O N D
Section 1 - Sta. 9	64+34 to Sta. 1017+00	376	18-Jan-24	21-Oct-25			21-0
CN2E1E001010	Clear & Grub - I-64 EB - Section 1 - Phase 2	8	18-Jan-24	01-Feb-24	1	🔲 Clear & Grub - I-64 EB - Sec	tion 1 - Phase 2
CN2E1T001000	Install Traffic Control Measures - I-64 EB - Section 1 - Phase 2	10	19-Feb-25	06-Mar-25			Install Traffic Control Me
CN2E1E001000	Install Erosion Control Measures - I-64 EB - Section 1 - Phase 2	5	10-Mar-25	17-Mar-25	1		Install Erosion Control N
CN2E1SAC100	0 F/R/P Joint Closures - I-64 EB over Granby Street Bridge - Phase 2	15	10-Mar-25	02-Apr-25			F/R/PJoint Closures - I
CN2E1SABA11	0 Micro-Abutment Rehab/Closure - Abutment A - I-64 EB over Granby Street Bridge - Phase 2	5	10-Mar-25	17-Mar-25			Micro-Abutment Rehab/
CN2E1SBC100	0 F/R/P Joint Closures - I-64 EB over I-564 Bridge - Phase 2	15	10-Mar-25	02-Apr-25	1		🔲 F/R/PJoint Closures - I
CN2E1SBBA11	0 Micro-Abutment Rehab/Closure - Abutment A - I-64 EB over I-564 Bridge - Phase 2	5	10-Mar-25	17-Mar-25	1		Micro-Abutment Rehab/
CN2E1SCC100	0 F/R/P Joint Closures - I-64 EB over Little Creek Road Bridge - Phase 2	15	10-Mar-25	02-Apr-25			🔲 F/R/PJoint Closures - I
CN2E1SCBA11	0 Micro-Abutment Rehab/Closure - Abutment A - I-64 EB over Little Creek Road Bridge - Phase 2	5	10-Mar-25	17-Mar-25			Micro-Abutment Rehab/
CN2E1R001000	Sawcut - Sta. 964+34 to 1017+00 LT - Section 1 - I-64 EB - Phase 2	5	18-Mar-25	25-Mar-25			Sawcut - Sta. 964+34 to
CN2E1R001010	Remove Existing Pavement - Sta. 964+34 to 1017+00 LT - Section 1 - I-64 EB - Phase 2	14	18-Mar-25	09-Apr-25			🔲 Remove Existing Paver
CN2E1SAA011	Jack/Repair Beam Seat/Replace Bearings - I-64 EB over Granby Street Bridge - Phase 2	20	18-Mar-25	21-Apr-25	1		📩 Jack/Repair Beam Sea
CN2E1SAA012	0 Perform Surface Repairs - Substructure - I-64 EB over Granby Street Bridge - Phase 2	5	18-Mar-25	25-Mar-25			Perform Surface Repairs
CN2E1SABB11	0 Micro-Abutment Rehab/Closure - Abutment B - I-64 EB over Granby Street Bridge - Phase 2	5	18-Mar-25	25-Mar-25			Micro-Abutment Rehab
CN2E1SAC202	0 F/R/P Approach Slab - West - I-64 EB over Granby Street Bridge - Phase 2	5	18-Mar-25	25-Mar-25			☐ F/R/P Approach Slab - V
CN2E1SBA011) Jack/Repair Beam Seat/Replace Bearings - I-64 EB over I-564 Bridge - Phase 2	20	18-Mar-25	21-Apr-25			🔲 Jack/Repair Beam Sea
CN2E1SBA012	0 Perform Surface Repairs - Substructure - I-64 EB over I-564 Bridge - Phase 2	5	18-Mar-25	25-Mar-25			Perform Surface Repairs
CN2E1SBBB11	0 Micro-Abutment Rehab/Closure - Abutment B - I-64 EB over I-564 Bridge - Phase 2	5	18-Mar-25	25-Mar-25			Micro-Abutment Rehab
CN2E1SBC202	0 F/R/P Approach Slab - West - I-64 EB over I-564 Bridge - Phase 2	5	18-Mar-25	25-Mar-25			□ F/R/P Approach Slab - V
CN2E1SCA011) Jack/Repair Beam Seat/Replace Bearings - I-64 EB over Little Creek Road Bridge - Phase 2	20	18-Mar-25	21-Apr-25			Jack/Repair Beam Sea
CN2E1SCA012	0 Perform Surface Repairs - Substructure - I-64 EB over Little Creek Road Bridge - Phase 2	5	18-Mar-25	25-Mar-25			Perform Surface Repairs
CN2E1SCBB11	0 Micro-Abutment Rehab/Closure - Abutment B - I-64 EB over Little Creek Road Bridge - Phase 2	5	18-Mar-25	25-Mar-25			Micro-Abutment Rehab
CN2E1SCC202	0 F/R/P Approach Slab - West - I-64 EB over Little Creek Road Bridge - Phase 2	5	18-Mar-25	25-Mar-25			F/R/PApproach Slab - V
CN2E1N001030) Install Pole Foundations - Sta 964+34 to 1017+00 LT - Section 1 - I-64 EB - Phase 2	2	18-Mar-25	19-Mar-25			Install Pole Foundations
CN2E1N001040) Install Cabinet Foundations - Sta 964+34 to 1017+00 LT - Section 1 - I-64 EB - Phase 2	4	20-Mar-25	26-Mar-25			Install Cabinet Foundat
CN2E1SAC200	F/R/P Approach Slab - Fast - I-64 FB over Granby Street Bridge - Phase 2	5	26-Mar-25	02-Apr-25			F/R/PApproach Slab - 1
CN2E1SAC203	Cure Approach Slab - West - L-64 FB over Granby Street Bridge - Phase 2	7	26-Mar-25	01-Apr-25			Cure Approach Slab - V
CN2E1SBC200	Contraction Stab - Fast - 1-64 EB over 1-564 Bridge - Phase 2	5	26 Mar-25	02-Apr-25	-		F/R/PApproach Slab - I
CN2E1SBC203	Cure Approach Slab - West - L64 FB over L564 Bridge - Phase 2	7	26-Mar-25	01-Apr-25			Cure Approach Slab - W
CN2E1SCC200	F/R/P Approach Slab - Fast - 1-64 EB over Little Creek Road Bridge - Phase 2	5	26-Mar-25	02_{-}Apr_{-25}			F/R/P Approach Slab - I
CN2E1SCC200	Cure Approach Slab West 164 EB over Little Creek Road Bridge Phase 2	7	26 Mar 25	02-Apr-25	-		Cure Approach Slab - W
CN2E1N001050	$\frac{1}{1000} = 1000 \text{ Just} =$	1	20-War-25	01-Apt-25	-		Install Gate Foundation
CN2E1SAC101	Cure Joint Closures L64 FR over Graphy Street Bridge Dage 2		$\frac{27 - 1\sqrt{121 - 23}}{03 \text{ Apr } 25}$	02-Apr-25			Cure Joint Closures - I-
CN2E1SAC201	Cure Approach Slab. East. 164 EP over Granby Street Bridge - Phase 2	7	03-Apt-25	00-Apr-25			Cure Approach Slab - I
CN2E1SRC101	Cure Approach State - 1-04 EB over Oranoy Street Bruge - Filase 2	2	03 Apr 25	09-Apt-25			Cure Joint Closures - I-
CN2E1SBC201	Cure Approach Slab East 164 EP over 1564 Bridge - Plase 2	7	03-Apt-25	00-Apr-25			Cure Approach Slab -
CN2E1SDC201	Cure Approach Stab - East - 1-04 EB over 1-504 Bridge - Fliase 2	2	03-Apr-25	09-Apt-25	-		Cure Joint Closures - I-
CN2E1SCC101	Cure John Closules - 1-04 ED over Little Creek Road Bridge - Flase 2	7	03-Apr-25	00-Apr-25	-		Cure Approach Slab - I
	Install Cabinate Sta 064+34 to 1017+001T Section 1 164 ED Dage 2	1	03 Apr 25	03 Apr 25	1		Install Cabinets - Sta
	Mill Deck L64 EB over Graphy Street Pridee Dhase 2	1	03-Apt-25	03-Apt-25	1		Mill Deck - I-64 EB ov
CN2E1SAC300	Mill Deck - 1-04 ED over Used Bridge - Priase 2	2	07 Apr 25	08 Apr 25			Mill Deck - L64 FR ov
CN2E15BC300	Juin Deck - 1-04 ED Over 1-J04 Druge - Mase 2 Mill Deck - 164 ED over 1 ittle Creek Deck Deck Deck 2	2	07-Apr-25	00-Apr-25			Mill Deck - I-64 FR ov
CN2E1SCC300	J IVIIII DCCK - 1-04 ED UVEL LILLE CLEEK KOAL BRIDGE - PRASE 2	2	07-Apr-25	00-Apr-25			Install ITS Poles - Sta
CN2E1N001110	Instant 115 Poles - Sta. 904+34 to 1017+00 L1 - Section 1 - 1-04 EB - Phase 2	1	07-Apr-25	07-Apr-25			- instant 110 1 0105 - 5ta.
© Primavera Systems, I	nc. ■ Remaining Level of Effort ■ Actual Work ■ Critical Rem Actual Level of Effort ■ Remaining Work ◆ ◆ Milestone	aining Work			Page 37 of 42		

C00117840DB112E0	: VDOT I-64 Hampton Roads Express Lanes (HREL) Segment 1A Provide Address Prov	roposal La	yout						12-Aug-22 13:52
Activity ID	Activity Name	Original	Start	Finish		202	23	2024	2025
		Duration	0.0 4 0.5	00 4 25	SONDJ	F M A M J	JASOND	J F M A M J J A S O N I) J F M A M J J A S O N D
CN2E1N001130	Install Devices - Sta. 964+34 to 1017+00 LT - Section 1 - 1-64 EB - Phase 2	1	08-Apr-25	08-Apr-25					Patab / Papair Dack
CN2E1SAC301) Patch / Repair Deck - I-64 EB over Granby Street Bridge - Phase 2	1	09-Apr-25	09-Apr-25					Patch / Repair Deck - I
CN2E1SBC301) Patch / Repair Deck - I-64 EB over I-564 Bridge - Phase 2	2	09-Apr-25	10-Apr-25					P Ether Terreire tierre
CN2E1N001170	Fiber Terminations - Sta. 964+34 to 1017+00 LT - Section 1 - I-64 EB - Phase 2	5	09-Apr-25	16-Apr-25					Fiber Terminations - S
CN2E1R00102	Strip Topsoil - Sta. 964+34 to 1017+00 LT - Section 1 - I-64 EB - Phase 2	4	10-Apr-25	16-Apr-25					$\Box \text{Strip Topsoli - Sta. 96}$
CN2E1R00103	Cut/Fill - Sta. 964+34 to 1017+00 LT - Section 1 - I-64 EB - Phase 2	9	17-Apr-25	30-Apr-25					$\Box Cut/Fill - Sta. 964+3$
CN2E1SAC302	Hydro-Demo & Place Latex Concrete Overlay - I-64 EB over Granby Street Bridge - Phase 2	3	22-Apr-25	24-Apr-25					Hydro-Demo & Place
CN2E1SBC302	Hydro-Demo & Place Latex Concrete Overlay - I-64 EB over I-564 Bridge - Phase 2	4	22-Apr-25	25-Apr-25					I Hydro-Demo & Place
CN2E1SCC302	Hydro-Demo & Place Latex Concrete Overlay - I-64 EB over Little Creek Road Bridge - Phase 2	3	22-Apr-25	24-Apr-25					Hydro-Demo & Place
CN2E1SAC303	0 Groove Deck - I-64 EB over Granby Street Bridge - Phase 2	2	25-Apr-25	28-Apr-25					Groove Deck - I-64 E
CN2E1SCC303	0 Groove Deck - I-64 EB over Little Creek Road Bridge - Phase 2	2	25-Apr-25	28-Apr-25					Groove Deck - I-64 E
CN2E1SBC303	0 Groove Deck - I-64 EB over I-564 Bridge - Phase 2	2	28-Apr-25	29-Apr-25					Groove Deck - I-64 E
CN2E1R00104	Install Drainage - Sta. 964+34 to 1017+00 LT - Section 1 - I-64 EB - Phase 2	33	01-May-25	23-Jun-25					Install Drainage
CN2E1R00104	5 Install Trench Drain - Sta. 964+34 to 1017+00 LT - Section 1 - I-64 EB - Phase 2	17	01-May-25	28-May-25					🔲 Install Trench Drai
CN2E1N00100	Install Electrical Service ROW/EQ and Gen/Prop Foundations - Sta. 964+34 to 1017+00 LT - Section 1 - I-64	9	01-May-25	14-May-25					Install Electrical Se
CN2E1N00109	Erect Overhead Signs - Sta. 964+34 to 1017+00 LT - Section 1 - I-64 EB - Phase 2	18	15-May-25	12-Jun-25					Erect Overhead S
CN2E1N001150	Build Electrical Service - Sta. 964+34 to 1017+00 LT - Section 1 - I-64 EB - Phase 2	15	15-May-25	09-Jun-25					🔲 Build Electrical S
CN2E1R001100	Construct Median Barrier - Sta. 964+34 to 1017+00 LT - Section 1 - I-64 EB - Phase 2	67	19-May-25	28-Aug-25					Construct
CN2E1SD0100	Excavate / Grade - Wall #8 - Sta. 1012+50 LT - I-64 EB - Phase 2	2	19-May-25	20-May-25					Excavate / Grade -
CN1H1SA0100	Drive Sheet Piles - Wall #2A - Sta. 978+44 to 980+75 LT - I-64 EB - Phase 2	8	19-May-25	29-May-25					Drive Sheet Piles -
CN2E1SD0101	F/R/P Footing - Wall #8 - Sta. 1012+50 LT - I-64 EB - Phase 2	2	21-May-25	22-May-25					∣ F/R/PFooting-Wa
CN2E1SD0102) Cure Footing - Wall #8 - Sta. 1012+50 LT - I-64 EB - Phase 2	7	23-May-25	29-May-25					Cure Footing - Wa
CN1H1SB0100) Excavate / Grade - Wall #2B - Sta. 980+75 to 987+86 LT - I-64 EB - Phase 2	7	30-May-25	10-Jun-25					Excavate / Grade
CN2E1SD0103	F/R/P Barrier - Wall #8 - Sta. 1012+50 LT - I-64 EB - Phase 2.	2	30-May-25	02-Jun-25					F/R/PB arrier - Wa
CN1H1SA0101) Pour Concrete Facing - Wall $\#2A$ - Sta 978+44 to 980+75 LT - I-64 FB - Phase 2	10	30-May-25	13-Jun-25					Pour Concrete F:
CN2F1SD0104) Cure Barrier - Wall #8 - Sta $1012+50$ LT - L-64 FB - Phase 2	3	03-Jun-25	05-Jun-25					Cure Barrier - Wa
CN2E1N00114	Flectrical Terminations - Sta 964+34 to 1017+00 LT - Section 1 - L64 FB - Phase 2	5	10-Jun-25	16-Jun-25					Electrical Termin
CN1H1SA0102	$F/R/PC opin g_Wall #2A_Sta_978+44 to 980+75 IT_L64 FR_Phase 2$	8	16-Jun-25	26-Jun-25					□ F/R/PC oping-
CN2E1P00105) Finagrade Subgrade Sta 964 ± 34 to 1017 ± 00 LT Section 1 164 EB Phase 2	6	24 Jun 25	01 Jul 25					Finegrade Subs
CN1H1SP0101	$\frac{1}{2} \frac{1}{2} \frac{1}$	20	24-Juli-25	20 Jul 25					F/R/P Footin
CN1111SA0102	$\frac{1}{1} \frac{1}{1} \frac{1}$	20	27-Jun-25	29-Jul-25					Cure Coping -
CNIHISA0103	Cure Coping - wan $\#2A$ - Sta. 978+44 to 980+75 LT - 1-04 EB - Phase 2	3	27-Juli-23	29-Juli-23					Backfill - Wall
CNIHISA0104	$\frac{1}{2} Backnii - Wall #2A - Sta. 9/8+44 to 980+75 L1 - 1-04 EB - Phase 2$	2	30-Jun-25	01-Jul-25					Place Subbase
CN2E1R00106	Place Subbase - Sta. 964+34 to $1017+00 \text{ LT}$ - Section 1 - 1-64 EB - Phase 2	4	02-Jul-25	08-Jul-25					Install Under
CN2E1R00107	Install Underdrain - Sta. 964+34 to $1017+00$ L1 - Section 1 - 1-64 EB - Phase 2	6	09-Jul-25	17-Jul-25					
CN2E1R00108	Place Drainage Material (OGDL) - Sta. 964+34 to 1017+00 LT - Section 1 - 1-64 EB - Phase 2	3	18-Jul-25	22-Jul-25					
CN2E1R00109	Finegrade Subbase - Sta. 964+34 to 101/+00 LT - Section 1 - 1-64 EB - Phase 2	4	23-Jul-25	29-Jul-25					
CN1H1SB0102	Cure Footing - Wall #2B - Sta. 980+75 to 987+86 LT - I-64 EB - Phase 2	7	30-Jul-25	05-Aug-25					
CN1H1SB0103) F/R/P Barrier - Wall #2B - Sta. 980+75 to 987+86 LT - I-64 EB - Phase 2	10	06-Aug-25	20-Aug-25					
CN1H1SB0104	Cure Barrier - Wall #2B - Sta. 980+75 to 987+86 LT - I-64 EB - Phase 2	3	21-Aug-25	23-Aug-25					
CN2E1R001110	Place Base Asphalt - Sta. 964+34 to 1017+00 LT - Section 1 - I-64 EB - Phase 2	5	02-Sep-25	08-Sep-25					Place Ba
CN2E1R001120	Place Asphalt SMA-19.0 - Sta. 964+34 to 1017+00 LT - Section 1 - I-64 EB - Phase 2	5	09-Sep-25	16-Sep-25					
CN2E1R001140	Place Topsoil / Grade Slopes - Sta. 964+34 to 1017+00 LT - Section 1 - I-64 EB - Phase 2	3	17-Sep-25	22-Sep-25					I Place T
CN2E1R001150	Erect Permanent Signs - Sta. 964+34 to 1017+00 LT - Section 1 - I-64 EB - Phase 2	3	17-Sep-25	22-Sep-25					I Erect P
CN2E1R00200	Mill - Sta. 964+34 to 1017+00 - Section 1 - I-64 EB - Phase 2	7	17-Sep-25	29-Sep-25					□ Mill -
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C00117840DB112E01:	VDOT I-64 Hampton Roads Express Lanes (HREL) Segment 1A	Proposal La	yout					12-Aug-22 13:52
Activity ID	Activity Name	Original	Start	Finish	2023	2024		2025
		Duration		20.0.25	S O N D J F M A M J J A S O N D J F	MAMJJASOND	JFM	A M J J A S O N D
CN2E1R001160	Finegrade Swales - Sta. 964+34 to 101/+00 L1 - Section 1 - 1-64 EB - Phase 2	5	23-Sep-25	30-Sep-25				Install
CN2E1R001180	Install Guardrail - Sta. 964+34 to 1017+00 LT - Section 1 - 1-64 EB - Phase 2	3	23-Sep-25	25-Sep-25				
CN2E1R002010	Place Final Course Surface Aspahlt - Sta. 964+34 to 1017+00 - Section 1 - 1-64 EB - Phase 2	8	30-Sep-25	13-Oct-25				
CN2E1R001170	Seed & Mulch - Sta. 964+34 to 1017+00 LT - Section 1 - 1-64 EB - Phase 2	2	01-Oct-25	02-Oct-25				
CN2E1R002020	Apply Permanent Pavement Markings - Sta. 964+34 to 1017+00 - Section 1 - I-64 EB - Phase 2	5	14-Oct-25	21-Oct-25				I App
CN2E10000000	Complete I-64 Eastbound Section 1 LT	0		21-Oct-25				◆ Com
Section 2 - Sta. 10	17+00 to Sta. 1085+50	322	05-Feb-24	05-Aug-25				03-Aug-23,
CN2E2E001010	Clear & Grub - I-64 EB - Section 2 - Phase 2	3	05-Feb-24	07-Feb-24		Jear & Grub - 1-64 EB - Se	ction 2 -	Phase 2
CN2E2T001000	Install Traffic Control Measures - I-64 EB - Section 2 - Phase 2	10	18-Nov-24	04-Dec-24			Install I	rame Control Measures - I
CN2E2E001000	Install Erosion Control Measures - I-64 EB - Section 2 - Phase 2	5	05-Dec-24	16-Dec-24			Install	Erosion Control Measures
CN2E2SAC1000	F/R/P Joint Closures - I-64 EB over Tidewater Drive Bridge - Phase 2	15	05-Dec-24	09-Jan-25			F/R/	Joint Closures - I-64 EB
CN2E2SABA110	Micro-Abutment Rehab/Closure - Abutment A - I-64 EB over Tidewater Drive Bridge - Phase 2	5	05-Dec-24	16-Dec-24			Micro-	Abutment Rehab/Closure
CN2E2R001000	Sawcut - Sta. 1017+00 to 1085+50 LT - Section 2 - I-64 EB - Phase 2	5	17-Dec-24	24-Dec-24] Sawcu	t - Sta. 1017+00 to 1085+
CN2E2SAA0110	Jack/Repair Beam Seat/Replace Bearings - I-64 EB over Tidewater Drive Bridge - Phase 2	20	17-Dec-24	29-Jan-25		[Jac	k/Repair Beam Seat/Repla
CN2E2SAA0120	Perform Surface Repairs - Substructure - I-64 EB over Tidewater Drive Bridge - Phase 2	5	17-Dec-24	24-Dec-24		[Perfor	m Surface Repairs - Substr
CN2E2SABB110	Micro-Abutment Rehab/Closure - Abutment B - I-64 EB over Tidewater Drive Bridge - Phase 2	5	17-Dec-24	24-Dec-24		[Micro	-Abutment Rehab/Closure
CN2E2SAC2020	F/R/P Approach Slab - West - I-64 EB over Tidewater Drive Bridge - Phase 2	5	17-Dec-24	24-Dec-24		ſ	F/R/P	Approach Slab - West - I-6
CN2E2SAC2030	Cure Approach Slab - West - I-64 EB over Tidewater Drive Bridge - Phase 2	7	25-Dec-24	31-Dec-24			Cure A	Approach Slab - West - I-64
CN2E2R001010	Remove Existing Pavement - Sta. 1017+00 to 1085+50 LT - Section 2 - I-64 EB - Phase 2	10	02-Jan-25	21-Jan-25			🗖 Ren	nove Existing Pavement - S
CN2E2SAC2000	F/R/P Approach Slab - East - I-64 EB over Tidewater Drive Bridge - Phase 2	5	02-Jan-25	09-Jan-25			□ F/R/	PApproach Slab - East - I-
CN2E2SAC1010	Cure Joint Closures - I-64 EB over Tidewater Drive Bridge - Phase 2	3	10-Jan-25	12-Jan-25			I Cure	Joint Closures - I-64 EB c
CN2E2SAC2010	Cure Approach Slab - East - I-64 EB over Tidewater Drive Bridge - Phase 2	7	10-Jan-25	16-Jan-25			Cure	: Approach Slab - East - I-6
CN2E2SAC3000	Mill Deck - I-64 EB over Tidewater Drive Bridge - Phase 2	2	13-Jan-25	14-Jan-25			Mill	Deck - I-64 EB over Tidev
CN2E2SAC3010	Patch / Repair Deck - I-64 EB over Tidewater Drive Bridge - Phase 2	2	16-Jan-25	20-Jan-25			Patc	h / Repair Deck - I-64 EB
CN2E2R001020	Strip Topsoil - Sta. 1017+00 to 1085+50 LT - Section 2 - I-64 EB - Phase 2	5	22-Jan-25	29-Jan-25			Str	ip Topsoil - Sta. 1017+00
CN2E2R001030	Cut/Fill - Sta. 1017+00 to 1085+50 LT - Section 2 - I-64 EB - Phase 2	11	30-Jan-25	18-Feb-25				ut/Fill - \$ta. 1017+00 to 1-
CN2E2SAC3020	Hydro-Demo & Place Latex Concrete Overlay - I-64 EB over Tidewater Drive Bridge - Phase 2	3	30-Jan-25	04-Feb-25			🛾 Hy	/dro-Demo & Place Latex (
CN2E2SAC3030	Groove Deck - I-64 EB over Tidewater Drive Bridge - Phase 2	2	05-Feb-25	06-Feb-25			I Gi	oove Deck - I-64 EB over
CN2E2R001040	Install Drainage - Sta. 1017+00 to 1085+50 LT - Section 2 - I-64 EB - Phase 2	12	19-Feb-25	11-Mar-25				Install Drainage - Sta. 101
CN2E2R001045	Install Trench Drain - Sta. 1017+00 to 1085+50 LT - Section 2 - I-64 EB - Phase 2	40	19-Feb-25	28-Apr-25				Install Trench Drain
CN2E2N001020	Install Sign Structure Foundations - Sta. 1017+00 to 1085+50 LT - Section 2 - I-64 EB - Phase 2	6	19-Feb-25	27-Feb-25				Install Sign Structure Foun
CN2E2N001030	Install Pole Foundations - Sta. 1017+00 to 1085+50 LT - Section 2 - I-64 EB - Phase 2	4	19-Feb-25	25-Feb-25				install Pole Foundations -
CN2E2N001040	Install Cabinet Foundations - Sta. 1017+00 to 1085+50 LT - Section 2 - I-64 EB - Phase 2	4	26-Feb-25	04-Mar-25				Install Cabinet Foundatio
CN2E2N001140	Electrical Terminations - Sta. 1017+00 to 1085+50 LT - Section 2 - I-64 EB - Phase 2	5	03-Mar-25	10-Mar-25				Electrical Terminations -
CN2E2N001100	Install Cabinets - Sta. 1017+00 to 1085+50 LT - Section 2 - I-64 EB - Phase 2	1	05-Mar-25	05-Mar-25			I.	Install Cabinets - Sta. 101
CN2E2N001110	Install ITS Poles - Sta. 1017+00 to 1085+50 LT - Section 2 - I-64 EB - Phase 2	1	06-Mar-25	06-Mar-25			I	Install ITS Poles - Sta. 101
CN2E2SB01000	Excavate / Grade - Wall #9 - Sta. 1021+00 LT - I-64 EB - Phase 2	2	10-Mar-25	11-Mar-25			1	Excavate / Grade - Wall #
CN2E2N001130	Install Devices - Sta. 1017+00 to 1085+50 LT - Section 2 - I-64 EB - Phase 2	1	10-Mar-25	10-Mar-25			1	Install Devices - Sta. 1017
CN2E2N001170	Fiber Terminations - Sta. 1017+00 to 1085+50 LT - Section 2 - I-64 EB - Phase 2	5	11-Mar-25	18-Mar-25				Fiber Terminations - Sta.
CN2E2SB01010	F/R/P Footing - Wall #9 - Sta. 1021+00 LT - I-64 EB - Phase 2	2	12-Mar-25	13-Mar-25			1	F/R/PFooting-Wall #9 -
CN2E2SB01020	Cure Footing - Wall #9 - Sta. 1021+00 LT - I-64 EB - Phase 2	7	14-Mar-25	20-Mar-25				Cure Footing - Wall #9 -
CN2E2SB01030	F/R/P B arrier - Wall #9 - Sta. 1021+00 LT - I-64 EB - Phase 2	2	24-Mar-25	25-Mar-25				F/R/PB arrier - Wall #9 -
CN2E2SB01040	Cure Barrier - Wall #9 - Sta. 1021+00 LT - I-64 EB - Phase 2	3	26-Mar-25	28-Mar-25				Cure Barrier - Wall #9 -
CN2E2R001100	Construct Median Barrier - Sta. 1017+00 to 1085+50 LT - Section 2 - I-64 EB - Phase 2	13	14-Apr-25	01-May-25				Construct Median B
	Benajaina Lovel of Effort Astual Work Critical Banai		L			1 1 1		
© Primavera Systems, In	Actual Level of Effort Remaining Work A Milestone				Page 39 of 42			MYERS

C00117840DB112E01:	VDOT I-64 Hampton Roads Express Lanes (HREL) Segment 1A	Proposal La	yout	1	1		12-Aug-22 13:52
Activity ID	Activity Name	Original Duration	Start	Finish			
CN2E2R001050	Finegrade Subgrade - Sta. 1017+00 to 1085+50 LT - Section 2 - I-64 EB - Phase 2	7	29-Apr-25	08-May-25			□ Finegrade Subgrade
CN2E2R001060	Place Subbase - Sta. 1017+00 to 1085+50 LT - Section 2 - I-64 EB - Phase 2	5	09-May-25	15-May-25	1		Place Subbase - Sta
CN2E2R001070	Install Underdrain - Sta. 1017+00 to 1085+50 LT - Section 2 - I-64 EB - Phase 2	10	19-May-25	02-Jun-25			🔲 Install Underdrain
CN2E2R001080	Place Drainage Material (OGDL) - Sta. 1017+00 to 1085+50 LT - Section 2 - I-64 EB - Phase 2	3	03-Jun-25	05-Jun-25			Place Drainage M
CN2E2R001090	Finegrade Subbase - Sta. 1017+00 to 1085+50 LT - Section 2 - I-64 EB - Phase 2	4	09-Jun-25	12-Jun-25			Finegrade Subba
CN2E2R001110	Place Base Asphalt - Sta. 1017+00 to 1085+50 LT - Section 2 - I-64 EB - Phase 2	5	13-Jun-25	19-Jun-25			Place Base Asph
CN2E2R001120	Place Asphalt SMA-19.0 - Sta. 1017+00 to 1085+50 LT - Section 2 - I-64 EB - Phase 2	8	23-Jun-25	02-Jul-25			Place Asphalt S
CN2E2R001140	Place Topsoil / Grade Slopes - Sta. 1017+00 to 1085+50 LT - Section 2 - I-64 EB - Phase 2	2	03-Jul-25	07-Jul-25			🛽 Place Topsoil
CN2E2R001150	Erect Permanent Signs - Sta. 1017+00 to 1085+50 LT - Section 2 - I-64 EB - Phase 2	3	03-Jul-25	08-Jul-25			Erect Permane
CN2E2N001090	Erect Overhead Signs - Sta. 1017+00 to 1085+50 LT - Section 2 - I-64 EB - Phase 2	6	03-Jul-25	14-Jul-25			Erect Overhea
CN2E2R002000	Mill - Sta. 1017+00 to 1085+50 - Section 2 - I-64 EB - Phase 2	7	03-Jul-25	15-Jul-25			Mill - Sta. 10
CN2E2R001160	Finegrade Swales - Sta. 1017+00 to 1085+50 LT - Section 2 - I-64 EB - Phase 2	5	08-Jul-25	15-Jul-25			Finegrade Sw
CN2E2R001180	Install Guardrail - Sta. 1017+00 to 1085+50 LT - Section 2 - I-64 EB - Phase 2	6	08-Jul-25	16-Jul-25			Install Guardr
CN2E2R002010	Place Final Course Surface Asphalt - Sta. 1017+00 to 1085+50 - Section 2 - I-64 EB - Phase 2	9	16-Jul-25	29-Jul-25	-		🔲 Place Final 🕻
CN2E2R001170	Seed & Mulch - Sta. 1017+00 to 1085+50 LT - Section 2 - I-64 EB - Phase 2	2	17-Jul-25	18-Jul-25			Seed & Mulcl
CN2E2R002020	Apply Permanent Pavement Markings - Sta. 1017+00 to 1085+50 - Section 2 - I-64 EB - Phase 2	5	30-Jul-25	05-Aug-25			Apply Perm
CN2E20000000	Complete I-64 Eastbound Section 2 LT	0		05-Aug-25			◆ Complete I-
I-64 Westbound		390	08-Feb-24	08-Dec-25		V	
Section 1 - Sta. 281	10+42 to Sta. 3030+00	387	14-Feb-24	08-Dec-25		V	
CN2W1E001010	Clear & Grub - I-64 WB - Section 1 - Phase 2	8	14-Feb-24	27-Feb-24	1	□ Clear & Grub - I-64 WB	- Section 1 - Phase 2
CN2W1T001000	Install Traffic Control Measures - I-64 WB - Section 1 - Phase 2	10	27-May-25	10-Jun-25			Install Traffic Co
CN2W1E001000	Install Erosion Control Measures - I-64 WB - Section 1 - Phase 2	5	11 -Jun -25	17-Jun-25			Install Erosion C
CN2W1SAC1000	F/R/P Joint Closures - I-64 WB over Granby Street Bridge - Phase 2	15	11 -Jun -25	02-Jul-25	-		🗖 F/R/PJoint Clo
CN2W1SABA110	Micro-Abutment Rehab/Closure - Abutment A - I-64 WB over Granby Street Bridge - Phase 2	5	11 -Jun -25	17-Jun-25			Micro-Abutmen
CN2W1SBC1000	F/R/P Joint Closures - I-64 WB over Little Creek Road Bridge - Phase 2	22	11 -Jun -25	15-Jul-25	1		F/R/P Joint C
CN2W1SBBA110	Micro-Abutment Rehab/Closure - Abutment A - I-64 WB over Little Creek Road Bridge - Phase 2	5	11 -Jun -25	17-Jun-25			Micro-Abutmen
CN2W1R001000	Sawcut - Sta. 2810+42 to 3030+00 RT - Section 1 - I-64 WB - Phase 2	5	18-Jun-25	25-Jun-25	1		Sawcut - Sta. 28
CN2W1R001005	Remove Existing Guardrail - Sta. 2810+42 to 3030+00 RT - Section 1 - I-64 WB - Phase 2	3	18-Jun-25	23-Jun-25	1		Remove Existin
CN2W1SAA0110	Jack/Repair Beam Seat/Replace Bearings - I-64 WB over Granby Street Bridge - Phase 2	20	18-Jun-25	18-Jul-25	1		🗖 Jack/Repair B
CN2W1SABB110	Micro-Abutment Rehab/Closure - Abutment B - I-64 WB over Granby Street Bridge - Phase 2	5	18-Jun-25	25-Jun-25	1		Micro-Abutmer
CN2W1SAC2020	F/R/P Approach Slab - West - I-64 WB over Gran by Street Bridge - Phase 2	5	18-Jun-25	25-Jun-25	1		F/R/P Approach
CN2W1SBA0110	Jack/Repair Beam Seat/Replace Bearings - I-64 WB over Little Creek Road Bridge - Phase 2	30	18-Jun-25	04-Aug-25			Jack/Repair
CN2W1SBBB110	Micro-Abutment Rehab/Closure - Abutment B - I-64 WB over Little Creek Road Bridge - Phase 2	5	18-Jun-25	25-Jun-25	1		Micro-Abutmer
CN2W1SBC2020	F/R/P Approach Slab - West - I-64 WB over Little Creek Road Bridge - Phase 2	5	18-Jun-25	25-Jun-25	1		F/R/P Approach
CN2W1R001010	Remove Existing Pavement - Sta. 2810+42 to 3030+00 RT - Section 1 - I-64 WB - Phase 2	4	26-Jun-25	01-Jul-25			Remove Existin
CN2W1SAC2000	F/R/P Approach Slab - East - I-64 WB over Granby Street Bridge - Phase 2	5	26-Jun-25	02-Jul-25			F/R/P Approac
CN2W1SAC2030	Cure Approach Slab - West - I-64 WB over Granby Street Bridge - Phase 2	7	26-Jun-25	02-Jul-25			Cure Approach
CN2W1SBC2000	F/R/P Approach Slab - East - I-64 WB over Little Creek Road Bridge - Phase 2	5	26-Jun-25	02-Jul-25			F/R/P Approac
CN2W1SBC2030	Cure Approach Slab - West - I-64 WB over Little Creek Road Bridge - Phase 2	7	26-Jun-25	02-Jul-25			Cure Approach
CN2W1R001020	Strip Topsoil - Sta. 2810+42 to 3030+00 RT - Section 1 - I-64 WB - Phase 2	4	02-Jul-25	08-Jul-25			Strip Topsoil -
CN2W1SAC1010	Cure Joint Closures - I-64 WB over Granby Street Bridge - Phase 2	3	03-Jul-25	05-Jul-25			Cure Joint Clo
CN2W1SAC2010	Cure Approach Slab - East - I-64 WB over Granby Street Bridge - Phase 2	7	03-Jul-25	09-Jul-25			Cure Approac
CN2W1SBC2010	Cure Approach Slab - East - I-64 WB over Little Creek Road Bridge - Phase 2	7	03-Jul-25	09-Jul-25			Cure Approact
CN2W1SAC3000	Mill Deck - I-64 WB over Granby Street Bridge - Phase 2	2	07-Jul-25	08-Jul-25			Mill Deck - I-6
© Primavera Systems, Inc	Remaining Level of Effort Actual Work Actual Work Milestone	maining Work			Page 40 of 42		

C00117840DB112E01: VDOT I-64 Hampton Roads Express Lanes (HREL) Segment 1A	Proposal La	ayout	1		12-Aug-22 13:52
Activity ID Activity Name	Original Duration	Start	Finish		
CN2W1R001030 Cut/Fill - Sta. 2810+42 to 3030+00 RT - Section 1 - I-64 WB - Phase 2	10	09-Jul-25	23-Jul-25	5	$\square Cut/Fill - Sta$
CN2W1SBC1010 Cure Joint Closures - I-64 WB over Little Creek Road Bridge - Phase 2	3	16-Jul-25	18-Jul-25		Cure Joint Cl
CN2W1SAC3020 Hydro-Demo & Place Latex Concrete Overlay - I-64 WB over Granby Street Bridge - Phase 2	3	21-Jul-25	23-Jul-25	5	Hydro-Demo
CN2W1SBC3000 Mill Deck - I-64 WB over Little Creek Road Bridge - Phase 2	2	21-Jul-25	22-Jul-25	5	Mill Deck - I
CN2W1R001040 Install Drainage - Sta 2810+42 to 3030+00 RT - Section 1 - I-64 WB - Phase 2	28	24-Jul-25	05-Sep-25	25	Install D
CN2W1SAC3030 Groove Deck - I-64 WB over Granby Street Bridge - Phase 2	2	24-Jul-25	28-Jul-25	5	Groove Deck
CN2W1N001010 Install Conduit & Junction Boxes - Sta 2810+42 to 3030+00 RT - Section 1 - I-64 WB - Phase 2	1	24-Jul-25	20 Jul 25	5	Install Condi
CN2W1N001020 Install Sign Structure Foundations - Sta 2810+42 to 3030+00 RT - Section 1 - I-64 WB - Phase 2	6	24-Jul-25	01-Aug-25	25	Install Sign:
CN2W1N001060 Install Light Pole Foundations - Sta 2810+42 to 3030+00 RT - Section 1 - I-64 WB - Phase 2	1	04-Aug-25	04-Aug-25	25	Install Light
CN2W1SBC3020 Hydro-Demo & Place Latex Concrete Overlay - L-64 WB over Little Creek Road Bridge - Phase 2	5	05-Aug-25	11-Aug-25	<u>~</u> 25	Hydro-Dem
CN2W1N001070 Install Electrical Conductors - Sta 2810+42 to 3030+00 RT - Section 1 - I-64 WB - Phase 2	1	05-Aug-25	05-Aug-25	$\frac{\sim}{25}$	Install Elect
CN2W1N001120 Install Light Poles - Sta. 2810+42 to 3030+00 RT - Section 1 - I-64 WB - Phase 2	1	06-Aug-25	06-Aug-25	25	Install Ligh
CN2W1N001140 Electrical Terminations - Sta 2810+42 to 3030+00 RT - Section 1 - I-64 WB - Phase 2	5	07-Aug-25	13-Aug-25	25	Electrical 7
CN2W1R001100 Construct Median Barrier - Sta 2810+42 to 3030+00 RT - Section 1 - I-64 WB - Phase 2	40	08-Aug-25	14-Oct-25	······································	Cons
CN2W1SBC3030 Groove Deck - I-64 WB over Little Creek Road Bridge - Phase 2	2	12-Aug-25	13-Aug-25	<u> </u>	Groove Dec
CN2W1R001050 Finegrade Subgrade - Sta 2810+42 to 3030+00 RT - Section 1 - I-64 WB - Phase 2	4	08-Sep-25	11-Sep-25	<u></u>	I Finegrad
$\frac{1}{1} = \frac{1}{1} = \frac{1}$	3	15-Sep-25	17-Sep-25		Place Si
CN2W1R001070 Install Underdrain - Sta 2810+42 to 3030+00 RT - Section 1 - I-64 WB - Phase 2	4	18-Sep-25	24-Sep-25		Install
CN2W1R001080 Place Drainage Material (OGDL) - Sta 2810+42 to 3030+00 RT - Section 1 - I-64 WB - Phase 2	1	25-Sep-25	25-Sep-25		Place I
$\frac{1}{1} = \frac{1}{1} = \frac{1}$	3	29-Sep-25	01-Oct-25		Finegr
CN2W1R001110 Place Base Asphalt - Sta 2810+42 to 3030+00 RT - Section 1 - I-64 WB - Phase 2	3	15-Oct-25	20-Oct-25	<u>-</u> 	
CN2W1R001120 Place Asphalt SMA-19.0 - Sta 2810+42 to 3030+00 RT - Section 1 - I-64 WB - Phase 2	5	21-Oct-25	28-Oct-25	<u></u>	Place
CN2W1R001140 Place Topsoil / Grade Slopes - Sta 2810+42 to 3030+00 RT - Section 1 - I-64 WB - Phase 2	2	29-Oct-25	30-Oct-25	<u>-</u> 	Plac
CN2W1R001150 Frect Permanent Signs - Sta 2810+42 to 3030+00 RT - Section 1 - I-64 WB - Phase 2	3	29-Oct-25	31-Oct-25	<u>-</u>	I Ere
CN2W1N001090 Frect Overhead Signs - Sta 2810+42 to 3030+00 RT - Section 1 - L-64 WB - Phase 2	12	29-Oct-25	18-Nov-25	<u> </u>	— E1
CN2W1R002000 Mill - Sta 2810+42 to 3030+00 - L-64 WB - Phase 2	7	29-Oct-25	10-Nov-25	25	Mi
CN2W1R001160 Finegrade Swales - Sta 2810+42 to 3030+00 RT - Section 1 - L64 WB - Phase 2	5	31-Oct-25	10-Nov-25	25	Fin
CN2W1R001180 Install Guardrail - Sta 2810+42 to 3030+00 RT - Section 1 - I-64 WB - Phase 2	4	31-Oct-25	06-Nov-25	<u>~</u>	Ins
CN2W1R001170 Seed & Mulch - Sta 2810+42 to 3030+00 RT - Section 1 - I-64 WB - Phase 2	2	11-Nov-25	12-Nov-25	25	I Se
CN2W1R002010 Place Final Course Surface Asphalt - Sta 2810+42 to 3030+00 - L-64 WB - Phase 2	10	11-Nov-25	01-Dec-25	<u></u>	F
CN2W1R002020 Apply Permanent Payement Markings - Sta 2810+42 to 3030+00 - I-64 WB - Phase 2	4	02-Dec-25	08-Dec-25		
CN2W10000000 Complete L64 Westbound Section 1 BT	0	02 Dec 23	08-Dec-25	$\frac{2}{25}$	•
Section 2 - Sta 3030 ± 00 to Sta 3076 ± 66	231	08-Feb-24	17-Mar-25	25	17-Mar-25, Section 2 - St
CN2W2F001010 Clear & Grub - L-64 WB - Section 2 - Phase 2	3	08-Feb-24	13-Feb-24	Clear & Grub - I-64 WB - Section 2	- Phase 2
CN2W2T001000 Install Traffic Control Measures - L-64 WB - Section 2 - Phase 2	10	17-Jul-24	31-Jul-24	\square Install Traffic Contr	rol Measures - I-64 WB - Se
CN2W2F001000 Install Frosion Control Measures - I-64 WB - Section 2 - Phase 2	5	01-Aug-24	07-Aug-24	Install Erosion Cor	ntrol Measures - I-64 WB -
CN2W2SAC1000 F/R/P Loint Closures - 1-64 WB over Tidewater Drive Bridge - Phase 2	15	01-Aug-24	22-Aug-24	\square F/R/P Joint Closv	ures - I-64 WB over Tidewa
CN2W2SABA110 Micro-Abutment Rehab/Closure - Abutment A - I-64 WB over Tidewater Drive Bridge - Phase 2	5	01-Aug-24	07-Aug-24	Micro-Abutment R	Rehab/Closure - Abutment .
CN2W2R001000 Sawcut - Sta 3030+00 to 3076+66 RT - Section 2 - I-64 WB - Phase 2	5	08-Aug-24	14-Aug-24	a Sawcut - Sta. 3030)+00 to 3076+66 RT - Secti
CN2W2SAA0110 Jack/Repair Beam Seat/Replace Bearings - I-64 WB over Tidewater Drive Bridge - Phase 2	20	08-Aug-24	09-Sen-24	Jack/Repair Ber	am Seat/Replace Bearings -
CN2W2SAA0120 Perform Surface Repairs - Substructure - L-64 WB over Tidewater Drive Bridge - Phase 2	5	08-Aug-24	14-Ano-74	24 Perform Surface R	epairs - Substructure - I-64
CN2W2SABB110 Micro-Abutment Rehab/Closure - Abutment B - I-64 WB over Tide water Drive Bridge - Phase 2	5	08-Aug-24	14-Aug-24	24 Dicro-Abutment F	Rehab/Closure - Abutment
CN2W2SAC2020 F/R/P Approach Slab - West - I-64 WB over Tidewater Drive Bridge - Phase 2	5	08-Aug-24	14-Aug-24	24 G F/R/P Approach S!	lab - West - I-64 WB over T
CN2W2R001010 Remove Existing Pavement - Sta. 3030+00 to 3076+66 RT - Section 2 - I-64 WB - Phase 2	5	15-Aug-24	22-Aug-24	24 Remove Existing	Pavement - Sta. 3030+00 t
C D i contra la	naining Work				•
© Primavera Systems, Inc.	naming WUR			Page 41 of 42	MYERS

C00117840DB11	2E01: VDOT I-64 Hampton Roads Express Lanes (HREL) Segment 1A	Proposal La	ayout				12-Aug-22 13:52
Activity ID	Activity Name	Original	Start	Finish	2023	2024	2025
		Duration			S O N D J F M A M J J A S O N D	J F M A M J J A S O N D	J F M A M J J A S O N D
CN2W2SA	C2000 F/R/P Approach Slab - East - 1-64 WB over Tidewater Drive Bridge - Phase 2	5	15-Aug-24	22-Aug-24			Ioach Stad - East - 1-04 wB over 1
CN2W2SA	C2030 Cure Approach Slab - West - I-64 WB over Tidewater Drive Bridge - Phase 2	7	15-Aug-24	21-Aug-24			oach Slab - West - 1-64 WB over 1
CN2W2R0	01020 Strip Topsoil - Sta. 3030+00 to 3076+66 RT - Section 2 - I-64 WB - Phase 2	4	23-Aug-24	28-Aug-24		Strip Top	soil - Sta. 3030+00 to 3076+66 R
CN2W2SA	C1010 Cure Joint Closures - I-64 WB over Tidewater Drive Bridge - Phase 2	3	23-Aug-24	25-Aug-24		Cure Join	t Closures - I-64 WB over Tidewat
CN2W2SA	C2010 Cure Approach Slab - East - I-64 WB over Tidewater Drive Bridge - Phase 2	7	23-Aug-24	29-Aug-24		Cure App	roach Slab - East - I-64 WB over T
CN2W2SA	C3000 Mill Deck - I-64 WB over Tidewater Drive Bridge - Phase 2	2	26-Aug-24	27-Aug-24		I Mill Decl	k - I-64 WB over Tidewater Drive F
CN2W2SA	C3010 Patch / Repair Deck - I-64 WB over Tidewater Drive Bridge - Phase 2	3	28-Aug-24	03-Sep-24		Detch / R	epair Deck - I-64 WB over Tidewa
CN2W2R0	01030 Cut/Fill - Sta. 3030+00 to 3076+66 RT - Section 2 - I-64 WB - Phase 2	7	29-Aug-24	10-Sep-24		Cut/Fill	- Sta. 3030+00 to 3076+66 RT - S
CN2W2SA	C3020 Hydro-Demo & Place Latex Concrete Overlay - I-64 WB over Tidewater Drive Bridge - Phase 2	3	10-Sep-24	12-Sep-24		∎ Hydro-Γ	emo & Place Latex Concrete Ove
CN2W2R0	01040 Install Drainage - Sta. 3030+00 to 3076+66 RT - Section 2 - I-64 WB - Phase 2	15	11-Sep-24	07-Oct-24		🗖 Instal	l Drainage - Sta. 3030+00 to 3076
CN2W2N0	01020 Install Sign Structure Foundations - Sta. 3030+00 to 3076+66 RT - Section 2 - I-64 WB - Phase 2	3	11-Sep-24	16-Sep-24		Install S	ign Structure Foundations - Sta. 3
CN2W2SA	C3030 Groove Deck - I-64 WB over Tidewater Drive Bridge - Phase 2	2	16-Sep-24	17-Sep-24		I Groove	Deck - I-64 WB over Tidewater Dr
CN2W2N0	01140 Electrical Terminations - Sta. 3030+00 to 3076+66 RT - Section 2 - I-64 WB - Phase 2	5	17-Sep-24	24-Sep-24	1		cal Terminations - Sta. 3030+00 to
CN2W2R0	01100 Construct Median Barrier - Sta. 3030+00 to 3076+66 RT - Section 2 - I-64 WB - Phase 2	15	30-Sep-24	23-Oct-24		🗖 Con	struct Median Barrier - Sta. 3030+
CN2W2R0	01050 Finegrade Subgrade - Sta. 3030+00 to 3076+66 RT - Section 2 - I-64 WB - Phase 2	2	08-Oct-24	09-Oct-24	1	I Fineg	rade Subgrade - Sta. 3030+00 to 3
CN2W2R0	01060 Place Subbase - Sta. 3030+00 to 3076+66 RT - Section 2 - I-64 WB - Phase 2	3	10-Oct-24	15-Oct-24			Subbase - Sta. 3030+00 to 3076-
CN2W2R0	01070 Install Underdrain - Sta. 3030+00 to 3076+66 RT - Section 2 - I-64 WB - Phase 2	7	16-Oct-24	28-Oct-24		□ Inst	all Underdrain - Sta. 3030+00 to 3
CN2W2R0	01080 Place Drainage Material (OGDL) - Sta. 3030+00 to 3076+66 RT - Section 2 - I-64 WB - Phase 2	1	29-Oct-24	29-Oct-24		Plac	e Drainage Material (OGDL) - Sta
CN2W2R0	01090 Finegrade Subbase - Sta. 3030+00 to 3076+66 RT - Section 2 - I-64 WB - Phase 2	4	30-Oct-24	05-Nov-24		0 Fin	egrade Subbase - Sta. 3030+00 to
CN2W2R0	01110 Place Base Asphalt - Sta. 3030+00 to 3076+66 RT - Section 2 - I-64 WB - Phase 2	3	06-Nov-24	11-Nov-24		0 Pla	ace Base Asphalt - Sta. 3030+00 to
CN2W2R0	01120 Place Asphalt SMA-19.0 - Sta. 3030+00 to 3076+66 RT - Section 2 - I-64 WB - Phase 2	5	12-Nov-24	20-Nov-24		□ P!	lace Asphalt SMA-19.0 - Sta. 3030
CN2W2R0	01140 Place Topsoil / Grade Slopes - Sta. 3030+00 to 3076+66 RT - Section 2 - I-64 WB - Phase 2	2	21-Nov-24	25-Nov-24		I P	lace Topsoil / Grade Slopes - Sta.
CN2W2R0	01150 Erect Permanent Signs - Sta. 3030+00 to 3076+66 RT - Section 2 - I-64 WB - Phase 2	3	21-Nov-24	26-Nov-24		0 F	rect Permanent Signs - Sta. 3030+
CN2W2N0	01090 Erect Overhead Signs - Sta. 3030+00 to 3076+66 RT - Section 2 - I-64 WB - Phase 2	6	21-Nov-24	03-Dec-24		□ J	Erect Overhead Signs - Sta. 3030+
CN2W2R0	02000 Mill - Sta. 3030+00 to 3076+66 - I-64 WB - Phase 2	7	21-Nov-24	04-Dec-24			Mill - Sta. 3030+00 to 3076+66 -
CN2W2R0	01160 Finegrade Swales - Sta. 3030+00 to 3076+66 RT - Section 2 - I-64 WB - Phase 2	5	26-Nov-24	04-Dec-24			Finegrade Swales - Sta. 3030+00 t
CN2W2R0	01180 Install Guardrail - Sta. 3030+00 to 3076+66 RT - Section 2 - I-64 WB - Phase 2	4	26-Nov-24	03-Dec-24		1	nstall Guardrail - Sta. 3030+00 to
CN2W2R0	01170 Seed & Mulch - Sta. 3030+00 to 3076+66 RT - Section 2 - I-64 WB - Phase 2	2	05-Dec-24	09-Dec-24	1	0	Seed & Mulch - Sta. 3030+00 to 3
CN2W2R0	02010 Place Final Course Surface Asphalt - Sta. 3030+00 to 3076+66 - I-64 WB - Phase 2	8	05-Dec-24	06-Mar-25	1		Place Final Course Surfac
CN2W2R0	02020 Apply Permanent Pavement Markings - Sta. 3030+00 to 3076+66 - I-64 WB - Phase 2	5	10-Mar-25	17-Mar-25	1		Apply Permanent Pavem
CN2W2000	00000 Complete I-64 Westbound Section 2 RT	0		17-Mar-25			◆ Complete I-64 Westbour

