

Hampton Roads Bridge Tunnel Expansion Project

Section 408 Evaluation

The existing Hampton Roads Bridge-Tunnel (HRBT), opened on November 1, 1957, is a 3.5-mile (5.6 km)-long Hampton Roads crossing for Interstate 64 and U.S. Route 60. It is a four-lane facility comprised of bridges, trestles, man-made islands, and tunnels under the main shipping channels for Hampton Roads harbor in the southeastern portion of the state of Virginia.



Construction Activities During Construction of the Existing HRBT. Source: VDOT

The Hampton Roads Bridge-Tunnel (HRBT) Expansion Project will widen I-64 from Settlers Landing Road in Hampton, Virginia to the I-64/I-564 interchange in Norfolk, Virginia as described in the purpose and need fact sheet which follows:

<https://www.hrbtexpansion.org/easset-upload-file72338-170264-e.pdf>

The Project will create an eight-lane facility with six consistent use lanes. The expanded facility will include four general purpose lanes, two new HOT lanes, and two new drivable (hard-running) shoulders to be used as HOT lanes during peak usage. The Project will include full replacement of the North Trestle Bridges and South Trestle Bridges; two new parallel tunnels constructed using a Tunnel Boring Machine (TBM); expansion of the existing portal islands; and widening of the Willoughby Bay Trestle Bridges, Bay Avenue Trestle Bridges, and Oastes Creek Trestle Bridges. The Hampton Roads Bridge-Tunnel Expansion is the largest highway construction project in Virginia's history. This transformative undertaking, scheduled for completion in November 2025, will widen the current four-lane segments along 9.9 miles of the I-64 corridor in Norfolk and Hampton, with new twin tunnels across the harbor. The expansion will increase capacity, ease major congestion, and enhance travel time reliability. Including the construction contract and owner's costs, the project's total budget is over \$3.8 billion, making it one of the largest infrastructure projects in the country.



Footprint of the Expanded HRBT. Source: VDOT

Shore Consulting Group provided Section 408 support to the design effort. Section 14 of the Rivers and Harbors Act of 1899, 33 USC 408 (Section 408) provides the requirement for USACE processing of requests by private, public, tribal, or other federal entities, to make alterations to, or temporarily or permanently occupy or use, any USACE federally authorized Civil Works project. Shore Consulting Group also participated in the development of the required COMMUNICATIONS PLAN and NAVIGATION SAFETY RISK ASSESSMENT (March 17, 2020). During the process,

extensive coordination was maintained with the multiple agencies to include the U.S. Coast Guard and with a multitude of maritime stakeholders to ensure that the alterations would not adversely impact federal projects (Norfolk Harbor Channel, Anchorage F, Hampton Creek Channel, Channel from Phoebus, and Willoughby Channel), all of which are navigation projects operated and maintained by the USACE. The Section 408 evaluation determined that the proposed construction does not impair the usefulness of these projects, nor harm the public interest, subject to permit conditions outlined below:

Section 408 Approval Letter

http://www.hrbtexpansion.org/news_updates/easset_upload_file52361_114057_e.pdf

Sections 10 and 404 Permit

http://www.hrbtexpansion.org/news_updates/easset_upload_file57455_114057_e.pdf

The notice to proceed for construction was issued in September 2020 with construction completion scheduled in November 2025.

<https://www.virginiabusiness.com/article/vdot-oks-work-to-begin-on-3-8b-hampton-roads-bridge-tunnel-expansion/>



North Island Construction Activities Associated with the Expanded HRBT. Source: VDOT



South Island Construction Activities Associated with the Expanded HRBT. Source: VDOT

Shore Consulting Group is pleased to have participated in this project of utmost importance to the Commonwealth of Virginia transportation network which includes a multitude of maritime and interstate highway stakeholders.



Miss Mary in action. Source: VDOT.

Since April, Mary Tunnel Boring Machine (TBM), has been hard at work, doing what she does best: boring/mining her way through the Hampton Roads Channel to build the first of the new twin tunnels at the HRBT.

We're excited to share that she's already mined a little over 700ft and placed 101 tunnel rings (only 1,093 more rings to go for the 1st tunnel!).

Day in and day out, Mary navigates through layers of sand, soil and clay, transforming the landscape of the channel bed, one ring at a time.

This is just the beginning of a year long journey from the South Island (Norfolk side) to the North Island (Hampton side).