

Pier Damage Analysis

Condition timeline, likely causes, responsible parties, recovery outlook and repair estimate



Cover: fender-pile and tie damage at the pier, Hampton River, Hampton, Virginia. Location 37°01'50.0"N, 76°20'12.6"W. Photographs by the Dock Master, October 13, 2026.

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Prepared for	Board of Directors, Pooles Grant 1642 Condominium Association
Date / version	October 16, 2026 Version 4
Evidence base	157 photo files (four are six-frame composites) and 5 videos taken on nine dates between November 20, 2023 and October 14, 2026, plus Google Earth Street View imagery dated July 2023; public records on the adjacent I-64 bridge project; published case law and industry cost data (sources listed at the end).

1. Summary

What happened. Between November 2025 and October 2026 the Association's fixed timber fishing pier and its end platform sustained progressive structural damage while the Interstate 64 bridges immediately beside it were demolished, rebuilt and widened. Google Street View imagery dated July 2023 and dated photographs from November 2023 and November 2024 show the pier intact, construction equipment working alongside it in November 2025, the first damage in March 2026, contractor barges moored immediately alongside the pier's outboard pile line in May 2026, and heavier structural damage at the end platform by September 2026. Per the Dock Master, the adjacent bridge work concluded on October 13, 2026; a motorized work barge and a crane barge were still operating next to the pier that day. A close-up survey of the substructure and pile tops on October 14, 2026 found pile caps and knee braces split and crushed, through-bolts driven out of pile caps and cap beams, and a tie bracket torn off its cap, and photographed the rebuilt bridge's concrete bents standing within feet of the pier's under-deck bracing.

Who built the bridge. Public records establish that the Hampton River bridges are part of VDOT's **I-64 Hampton Roads Express Lanes, Hampton Segment (Segment 4C)**, a \$313.9 million design-build contract held by **Shirley-Branch Joint Venture** (Shirley Contracting Company, Lorton, VA, and Branch Civil, Roanoke, VA), with **McLean Contracting Company** (Glen Burnie, MD; Chesapeake, VA yard) as the marine and bridge subcontractor on an approximately \$90 million scope. The Hampton River crossing is **not** part of the Hampton Roads Bridge-Tunnel Expansion; that project's western limit is the Settlers Landing Road interchange, east of the river. Any claim must be directed to Shirley-Branch JV, McLean Contracting, the owner of the vessels involved, and VDOT as project owner.

Likely causes, in order of weight. (1) Contact and surge loads from steel barges moored within feet of the pier's outboard pile line without fendering or standoff, rafted two deep (photographed May 4 and May 16, 2026; a smaller work barge moored at the pier end on September 18, 2026). The photographs establish proximity and duration, not the moment of contact; the location and form of the damage are what point to contact. (2) Wake from contractor vessels operating at speed inside the basin, including the push boat **CURRITUCK** filmed on May 4, 2026, and a motorized work barge under the bridge on October 13, 2026; (3) vibration from pile driving and demolition within a few hundred feet. Age-related corrosion of steel connector plates and pipe rails is visible and will be raised by the contractor; it does not explain split and shattered pile tops, backed-out through-bolts, a displaced cap beam or a timber frame on the river bottom that all appeared during the construction window.

Repair estimate. Using 2026 Hampton Roads marine-contractor pricing, the documented topside damage plus the engineering, diving, drone survey and debris recovery needed to support both the repair and the claim is estimated at **roughly \$90,000 to \$315,000 including a 20-30% contingency**. If the underwater inspection finds broken bearing piles under the end platform, the figure rises; a full rebuild of the fixed pier would run about \$800 to \$2,000 per linear foot. An engineer's condition assessment and competitive bids are required before any number is relied on.

Recovery outlook. The dated photo record, the barges' documented proximity to the pile line for days without fendering, the concentration of damage where they lay, the maritime presumption that a vessel which strikes or lies against a stationary structure is at fault once contact is shown, and the fact that Virginia does not extend sovereign immunity to independent contractors give the Association a sound liability position. Because no photograph captures a hull bearing on a pile, contact must be established through the engineer's assessment and the contractor's own mooring records; the amount will also be contested on pre-existing corrosion and new-for-old grounds. A negotiated settlement with the contractor's marine liability insurer covering most of the documented repair cost is judged **more likely than not (roughly 55-70%)** if the Association obtains an engineer's causation report and makes a written demand promptly; a litigated win on liability for the barge damage is judged more likely than not with that report in hand, while vibration-only theories are weak without

monitoring data.

Immediate actions. Secure the contractor's vibration-monitoring data: a monitoring station stood a few hundred yards from the end of the pier through the work and was removed in the week of October 12, 2026 (Section 5.3). The evidence-preservation demand and VDOT FOIA request issued October 13-14, 2026 cover it. Then commission a drone survey and an engineer-diver condition assessment before any repairs; file a protective Virginia Tort Claims Act notice; identify the owner of CURRITUCK; notify the Association's own insurer; and engage maritime counsel. Details and contacts are in Sections 8 through 11.

2. The photo and video record

The record consists of 157 photo files and five videos taken by the Dock Master with an iPhone 15 Pro Max on nine dates. The five video files retain their embedded capture metadata (May 4, 2026 at 4:34 and 4:35 PM; October 13, 2026 at 1:13, 1:13 and 1:16 PM, Eastern). The photo files lost their EXIF capture dates in transfer; the date of each set was supplied by the Dock Master from the originals, which should be preserved unaltered on the phone and in iCloud as the primary evidence. Four of the March 24, 2026 files are six-frame composites. Exact duplicates were removed. Every file is reproduced in Appendix A with an identifier (A01-I31) used throughout this report; videos are logged in Appendix B. In addition, Google Earth Street View imagery captured from the old eastbound bridge sidewalk, with Google's imagery date of July 2023 and position 37°01'50.33"N, 76°20'12.60"W, provides an independent, third-party dated view of the end platform (ID GE1).

Set	Date	Files	What the set shows
GE1	Jul 2023 (Google imagery date)	1	Independent baseline from the old eastbound bridge sidewalk: end platform, pipe rail, posts, pile caps and diagonal cross-bracing intact; floating docks level; no barges. Shows the end platform lies only a few tens of feet from the bridge parapet. A zoomed before-and-after of the corner pile is GE2 (Figure 13).
A	Nov 20, 2023	4	Baseline. Deck, rails and pile-to-post ties intact; slips full; no construction near the pier.
B	Nov 16, 2024	3	Baseline. Gangway and floating docks level and square; crane boom visible above the old bridge.
C	Nov 8, 2025	3	Construction adjacent: work barge with crane cab, crawler-crane barge, steel falsework and pipe piles for the new span, turbidity boom. Pier intact in frame.
D	Mar 24, 2026	15	First documented damage: ties detached at pile tops, connector plates hanging, a split pile top, a timber frame section on the river bottom. New concrete bents and a crawler crane directly abeam; deck barge off the pier end.
E	May 4, 2026	4 + 2 videos	Green equipment barge moored immediately alongside the pier's outboard pile line with the red crane barge rafted outside it; workers crossing between the barges. Video of push boat CURRITUCK running wake through the slips.
F	May 16, 2026	18	Red tire-fendered crane barge (hull mark ending 124 B) moored a few feet off the pier's outboard pile line, hull and tire fenders facing the piles; girders being set from barge cranes; two barges moored at the pier end.
G	Sep 18, 2026	17	End platform: outer cap beam cantilevered past its pile, knee brace sheared with plate hanging, lower wale pulled from the pile; pile at the gangway shattered; work barge moored at the pier end beside the float landing.
H	Oct 13, 2026	62 + 3 videos	Post-construction survey of every outboard pile and tie; split and shattered pile tops; backed-out through-bolts; completed bridge; motorized work barge and crane barge still operating beside the pier.

Set	Date	Files	What the set shows
I	Oct 14, 2026	31	Close-up survey from the water side and from directly above: pile caps delaminated and crushed under their tie brackets; through-bolts driven out of caps and cap beams with bare threads exposed; a bracket torn off its cap; sister-brace bolt bent; corroded through-bolt with nut backed off a cap beam; timber stub standing out of the water beside the pier; new concrete bents a few feet off the under-deck bracing; the one intact capped post as a reference.

3. Condition timeline against construction activity

The sequence below pairs what the pier looked like with what the contractor was doing beside it on each date. The damage first appears in the window between November 8, 2025 and March 24, 2026, when the new concrete bents for the eastbound bridge were being built directly abeam of the pier, and it worsens through the May 2026 period when barges were moored alongside the pier and the September 2026 period when a work barge was moored at the pier end.



Figure 1. Google Earth Street View, imagery date July 2023 (GE1), taken from the old eastbound bridge sidewalk at 37°01'50.33"N, 76°20'12.60"W. The end platform is intact: pipe rail and posts straight, pile caps seated, diagonal cross-bracing in place under the deck, floating docks level, no barges. Independent third-party evidence of pre-construction condition, and of how close the platform sits to the bridge.



Figure 2. Baseline, November 20, 2023 (A03, A04). Deck line level, rails straight, the diagonal pile-to-post tie at the right-hand rail post fully seated; slips full; no barges or cranes near the pier.



Figure 3. Baseline, November 16, 2024 (B01, B02). Gangway and float landing level; guide piles and floating docks square. A crane boom is visible above the old bridge, consistent with the westbound widening then under way.

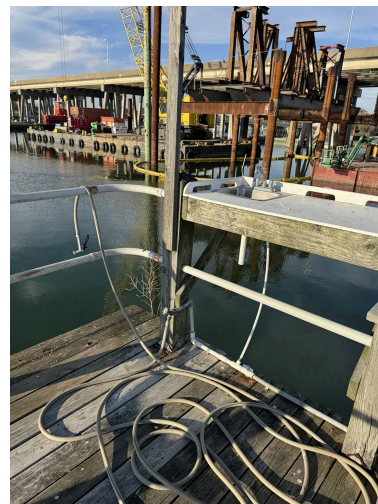
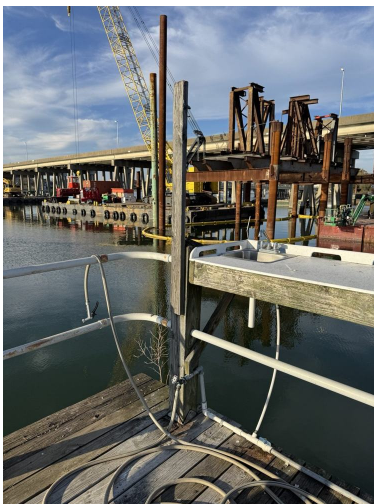


Figure 4. November 8, 2025 (C01, C03). From the fish-cleaning station: contractor work barge with crane cab and containers, crawler-crane barge, steel falsework towers and pipe piles for the new eastbound span, and an orange turbidity boom, all within a few hundred feet of the pier. The pier itself is intact in frame.

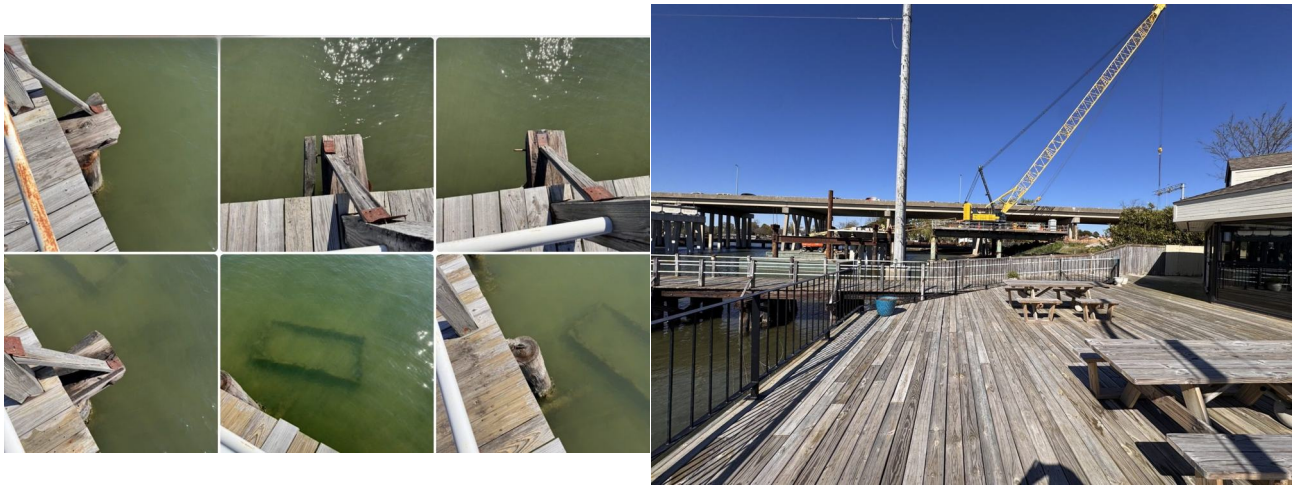


Figure 5. March 24, 2026 (D01 composite, D05). Left: pile-to-post ties pulled off their pile tops with the steel connector plates hanging; a split pile top; and a rectangular timber frame lying on the bottom beside the pier. Right: the old eastbound span still carrying traffic with the new concrete bents and a crawler crane immediately abeam of the upper deck.

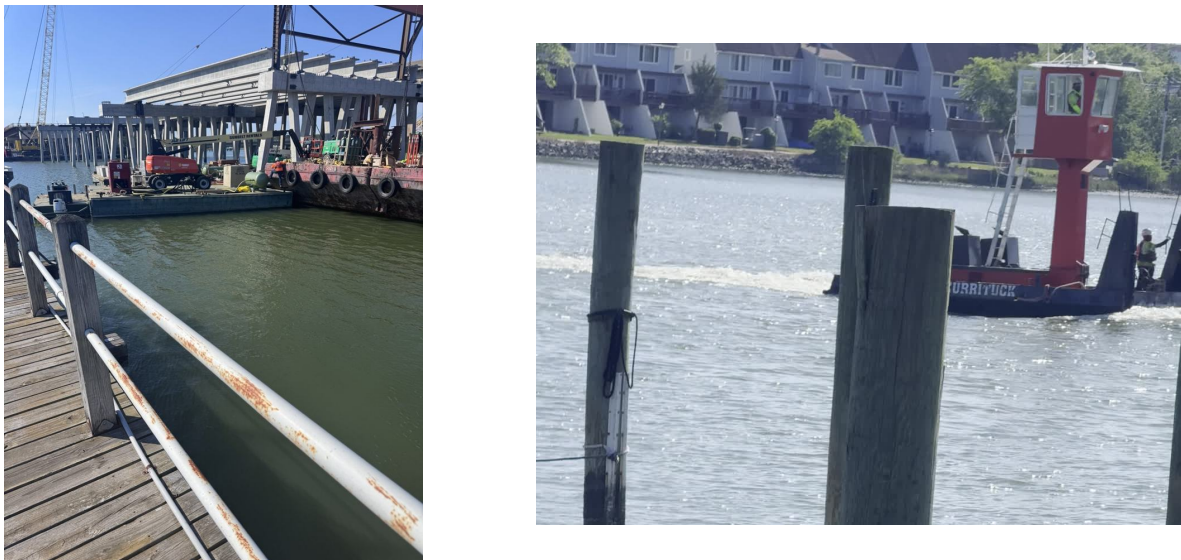


Figure 6. May 4, 2026 (E01; video V2 frame). Left: the contractor's green equipment barge moored immediately alongside the pier's outboard pile line with the red tire-fendered crane barge rafted outside it and a worker crossing between the two barges; no camel, fender or standoff structure between the barges and the pier. Right: push boat CURRITUCK at speed inside the basin, name visible, its wake trailing across the water toward the slips (4:35 PM).



Figure 7. May 16, 2026 (F04, F14). Left: the crane barge's hull and tire fenders a few feet off the pier's outboard pile line and facing the piles, with a TADANO crane and generator aboard; hull marking ending 124 B. Right: two barges moored at the end of the pier with girder erection in progress behind them.

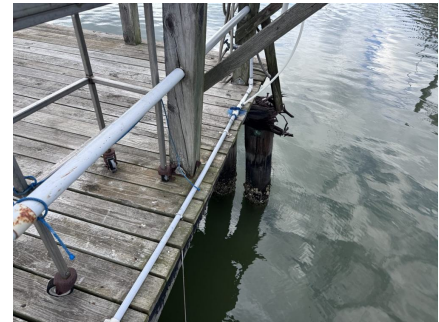
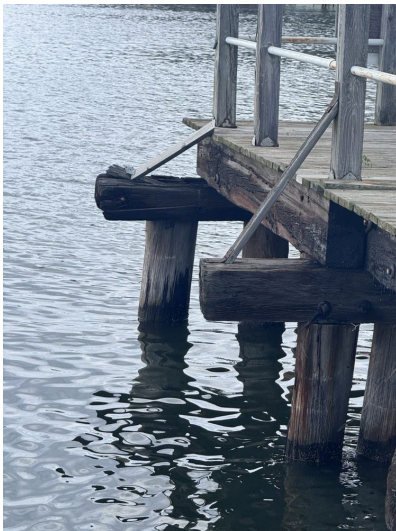


Figure 8. September 18, 2026 (G01, G05, G17). Left: the end platform's outer cap beam cantilevered past its pile, the knee brace sheared with its plate hanging, and the lower wale separated from the pile face. Center: the same corner with the contractor's work barge (marked 2) moored at the end of the pier. Right: the pile beside the gangway with its top shattered to splinters.

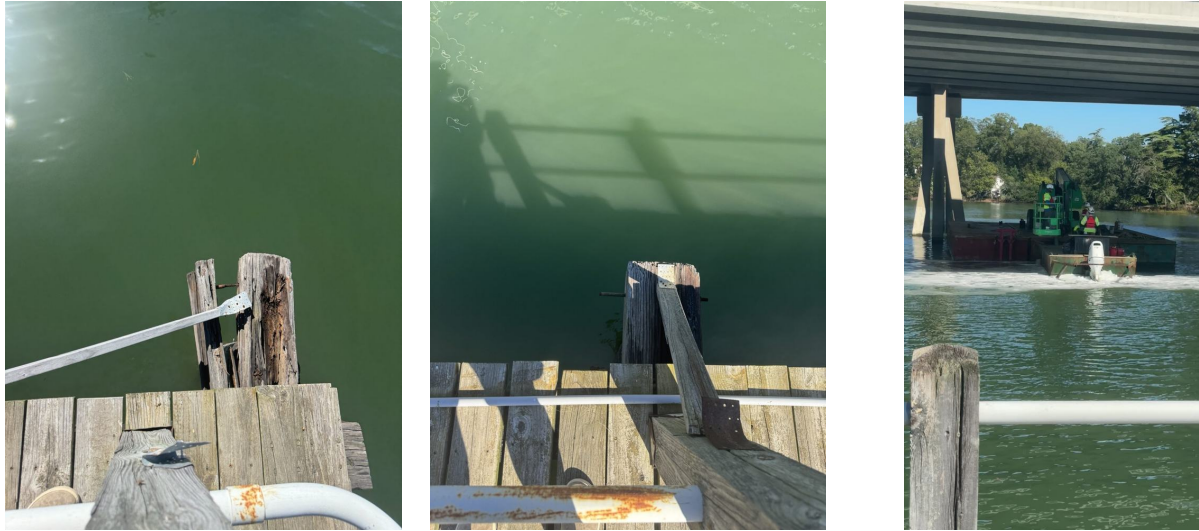


Figure 9. October 13, 2026 (H08, H02; video V5 frame). Left: an outboard pile split through, with decay exposed in the core. Center: a typical tie on the post-construction survey, resting unfastened on the pile top with its through-bolt backed out (bolt visible beside the tie) and the connector plate corroded. Right: a motorized work barge with a lift unit maneuvering under the new spans beside the pier at 1:16 PM, propeller wash visible, on the day the bridge work concluded.

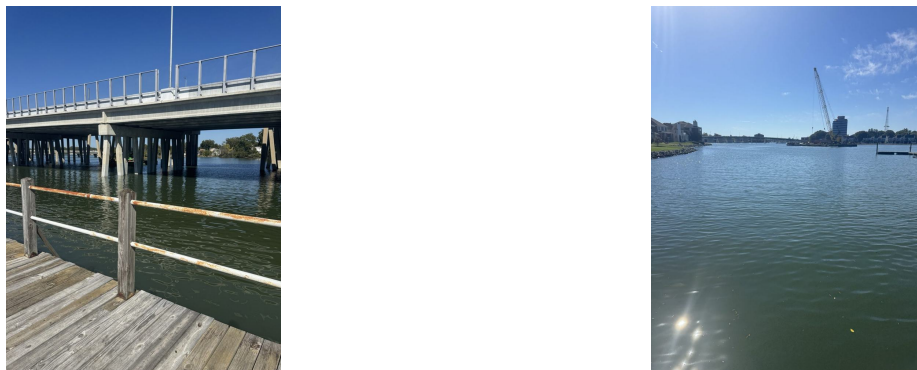


Figure 10. October 13, 2026 (H50, H51). The completed bridge from the pier, and the crane barge still in the river beyond the floating docks.

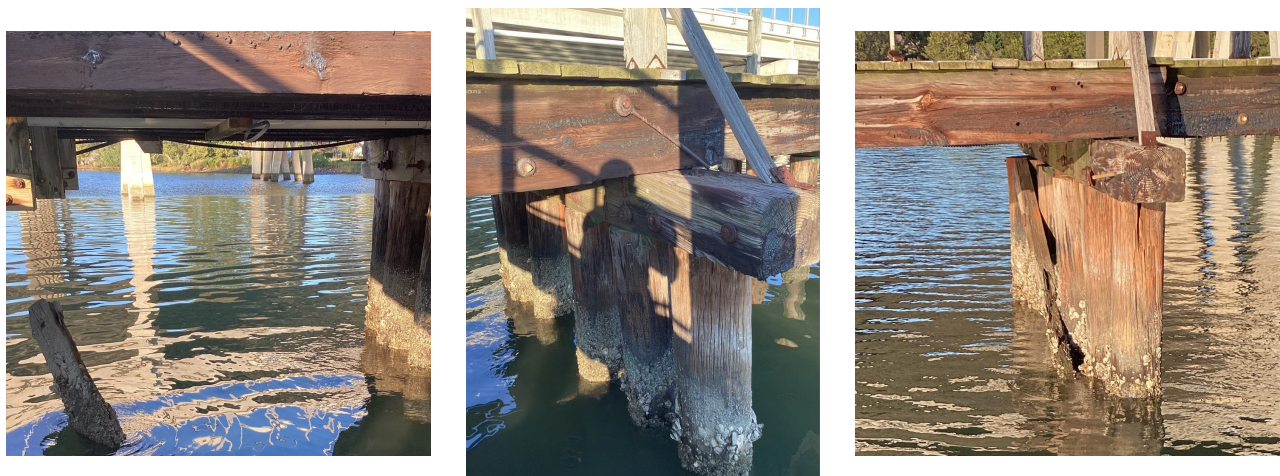


Figure 11. October 14, 2026 (I04, I03, I07). Left: from under the deck, the new eastbound bridge's concrete pile bents standing a few feet off the pier's under-deck bracing, with a timber stub standing out of the water beside the pier. Center and right: the end-platform corner from the water side, the outer cap beam cantilevered past its pile and the knee brace sheared at its plate; oyster growth marks the tide line on every pile.

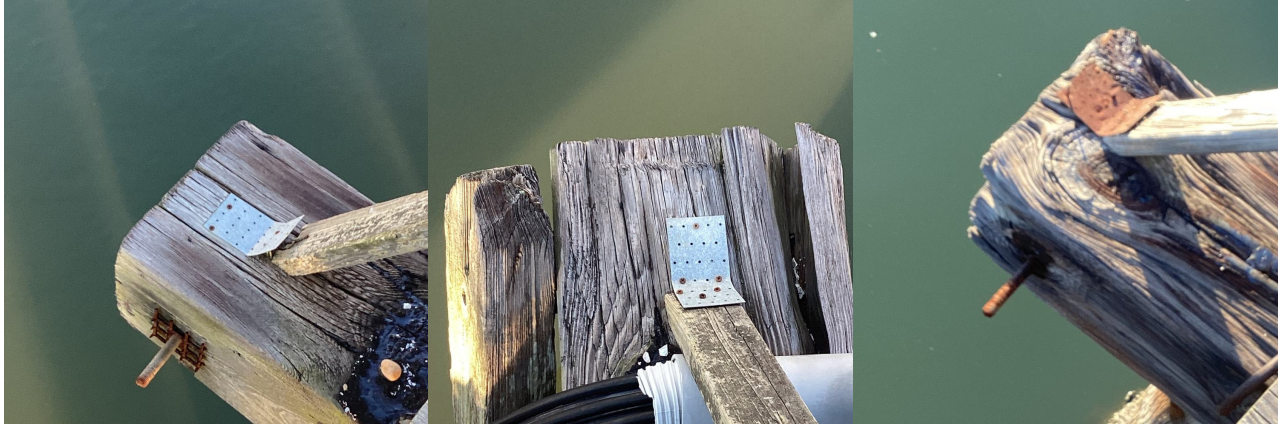


Figure 12. October 14, 2026 (I12, I14, I23). Pile caps from directly above. Left: a through-bolt driven out of a cap with its threads bare and the brace plate lifting. Center: a cap delaminated and split down to the bracket line; the light-gauge galvanized angle bracket is intact and still screwed to the brace. Right: a cap end split with the bolt pushed out. The brackets are not failing; they are screwed to is.

4. Damage inventory by component

Observed from the deck, from directly above the pile caps, and from the water side at low tide (October 14). Nothing below the waterline has been inspected. The inventory should be confirmed and extended by the engineer-diver assessment recommended in Section 6.

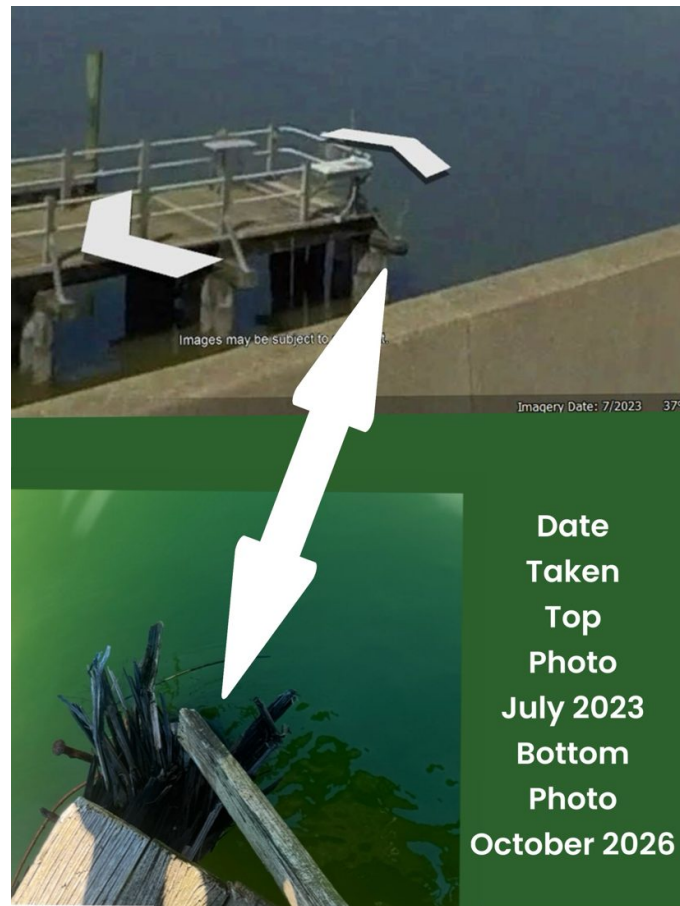


Figure 13. Same pile, before and after (GE2). Top: the corner guide pile at the end platform beside the gangway, intact with its cap and tie in Google Street View imagery dated July 2023. Bottom: the same pile on October 13, 2026, its top shattered to splinters with the tie displaced (also H10-H12 and the cover).

Component	Condition observed (photo IDs)	First seen	Severity
Outboard fender / guide piles (timber, cut off at deck level)	At least four pile tops split or shattered: split through with core decay (H08, H09); shattered to splinters at the end platform beside the gangway (H10-H12, G15, G17, cover; intact in July 2023, Figure 13); split in two halves (D02); hairline split (H48). Others chipped or crushed at the top (D04, D07, H38).	Mar 24, 2026	High
Pile-to-rail-post diagonal ties and steel connector plates	Ties detached from pile tops with plates hanging in March (D01, D04, D07). By October most ties rest unfastened: through-bolts backed out of the pile tops (H02, H03, H19, H23, H25, H28, H44), plates corroded and distorted (H21, H41, H53), several ties cracked or displaced (H22, H29, H33, H61). Condition repeats along the length of the pier (H01-H06, H15-H25, H28-H35, H37-H47, H52-H61). Close-ups on Oct 14 show the mechanism: the brackets are light-gauge galvanized angle plates screwed to the braces, and they are intact; the timber caps under them are delaminated, split and crushed down to the bracket line (I11-I14, I17, I19, I25-I28), through-bolts are driven out with bare threads exposed (I08, I12, I13, I23, I31), and one bracket has been torn off its cap and bent back (I09).	Mar 24, 2026	High - rail posts are no longer tied to the piles

Component	Condition observed (photo IDs)	First seen	Severity
End platform structure (cap beam, knee braces, wale)	Outer cap beam displaced and cantilevered past its pile; knee brace sheared with plate hanging; lower wale separated from the pile face (G01, G02, G05). Same corner the barges were moored beside in May and September. Water-side views on Oct 14 (I03, I05, I07) show the cap beam's end bearing on nothing, the knee-brace plate torn from the pile, and a corroded through-bolt in the main cap beam with its nut backed off (I06); a sister-brace bolt is bent (I02).	Sep 18, 2026	High - structural
Deck boards and platform corner	Loose and displaced boards at the stepped-down end platform and corner (H16, H26, H27); gaps opening at board ends.	Sep-Oct 2026	Moderate
Submerged debris	Rectangular timber frame section lying on the bottom beside the pier (D01, two angles). Origin not identified; may be a pier or float component. Hazard to boats and props. On Oct 14 a timber stub stands out of the water beside the pier at low tide (I04), and a gnarled cross-brace is visible submerged under the deck (I05).	Mar 24, 2026	Moderate - identify and recover
Gangway, float landing and guide piles	Pile beside the gangway shattered (G15, G17). Floats appear level on Oct 13 (H13, H14); guide piles, hinges and float frames not yet inspected.	Sep 18, 2026	Moderate - inspect
Galvanized pipe railing	Rails heavily corroded in places (D02, G16, H50); one post bracket loose (H07). Corrosion is age-related and pre-dates construction; brackets loosened by racking of the posts once the ties let go.	Pre-existing (corrosion)	Low - maintenance
Bearing piles, caps and stringers under the deck; everything below the waterline	Seen only from the water side at low tide (I02-I07): cap beams, through-bolts and under-deck cross-bracing are visible, with oyster growth to the tide line. Nothing below the waterline has been inspected. The end-platform cap displacement, the loosened cap-beam bolt and the timber on the bottom make underwater damage to piles and bracing probable.	Unknown	Unknown - dive and drone survey required

5. Likely causes

The damage pattern is lateral: pile tops split and shattered at the height of a barge gunwale and tire fender, ties pulled off and bolts backed out of pile tops, a cap beam shoved past its pile, and a wale peeled from a pile face. That is the signature of repeated horizontal loading against the outboard face of the pier, not of rot or neglect, which show as sagging decks and soft wood. Four mechanisms are considered below.

5.1 Contact and surge loads from barges moored alongside the pier (primary)

On May 4 and May 16, 2026 the contractor's equipment barge and crane barge were photographed moored immediately alongside the pier's outboard pile line, rafted two deep, with their hulls and tire fenders facing the piles and no camel, fender or standoff structure between the barges and the pier (E01-E04, F01-F07, video V1). On September 18, 2026 a smaller work barge was moored at the end of the pier beside the end platform and float landing (G05, G07-G13). The photographs establish proximity and duration, not the moment of contact: none shows a hull bearing on a pile. What points to contact is where and how the pier failed. A loaded deck barge of this size weighs several hundred tons, and every change of wind, current, tide and passing wake moves that mass; a barge moored a few feet off a pier without fendering reaches the piles on every surge. The damage is concentrated at the outboard pile line and the end platform, which is exactly where the barges lay, and its form (pile tops split and crushed at gunwale height, ties pulled off, a cap beam shoved past its pile, a wale peeled from a pile face) is the form that lateral impact produces. Twelve-inch timber fender piles and bolted timber ties are built to guide recreational boats, not to absorb a barge. Confirming contact will rest on the engineer's assessment (crushing direction, rub marks, paint or rust transfer on the piles) and on the contractor's own mooring and daily logs, which is why both are requested in Section 6.

The October 14 close-ups add a mechanical detail that matters for causation. The pile-to-post ties are fastened with light-gauge galvanized angle brackets screwed to the brace ends, and those brackets are almost all intact (I11-I14, I17-I19, I25-I28). What has failed is the timber around them: pile caps delaminated and split down to the bracket line, through-bolts driven out of the caps and the cap beam with their threads exposed (I06, I08, I12, I13, I23), and one bracket torn out of its cap and bent back (I09). Corrosion loosens a connection slowly and evenly; it does not split a cap or push a bolt out of it. Splitting along the grain at bolt holes and bolts driven outward are what repeated lateral shock produces when the structure is struck or shoved from the outboard side.

5.2 Vessel wake inside the basin (contributing)

Video V2 (May 4, 2026, 4:35 PM) shows the push boat CURRITUCK, name visible, running at speed past the slips with a bow wave and a stern wake that then rolls through the floating docks and guide piles (Figure 6, right; Appendix B). Video V5 (October 13, 2026) shows a motorized work barge maneuvering under the new spans beside the pier with heavy propeller wash. The Dock Master's direct observation during construction is that contractor vessels did not observe no-wake speed near the docks. Virginia Code 29.1-744.3 requires any motorboat within 50 feet of docks, piers or boathouses to slow to the minimum speed needed for steerage; the federal Inland Navigation Rule 6 requires a safe speed at all times. Repeated wake loading works through-bolts loose and fatigues connections already stressed by barge contact; it also stresses float hinges and guide piles.

5.3 Pile driving and demolition vibration (contributing, unquantified)

New concrete pile bents were driven and the old eastbound span demolished within roughly 100 to 300 feet of the pier between late 2025 and 2026 (C01, D05, D06, D14). The VMRC permit for this work (No. 23-0392, July 25, 2023) required cushion blocks and ramp-up procedures when driving hollow steel piles, an acknowledgment that vibration and noise reach beyond the work zone. Vibration can loosen bolted timber connections and accelerate separation at corroded plates. The Association holds no vibration-monitoring data, so this mechanism cannot be quantified from the Association's own records.

The contractor's vibration-monitoring station. A vibration-monitoring station operated a few hundred yards from the end of the pier throughout the bridge work. Per the Dock Master, the instrument was removed in the week of October 12, 2026, after the work concluded. Its records (continuous peak-particle-velocity logs, triggered-event waveforms, exceedance alarms, calibration and setup, and the daily or weekly reports the

vendor supplies to the contractor) are the only objective measurement of what pile driving and demolition transmitted toward the pier, and they fix the dates and hours of heavy work for comparison with the photo sets. Monitoring units of this kind log to internal memory and normally to the vendor's cloud portal, so removal of the instrument does not mean the data is gone. The Association issued a written demand for preservation of that data, and of the contractor's pile-driving, marine and mooring records, to Shirley-Branch Joint Venture, McLean Contracting and VDOT on October 13, 2026, with a Virginia Freedom of Information Act request to VDOT for the monitoring submittals on October 14, 2026 (see the companion document, Evidence Preservation Demand and Records Request). With that data in hand, the engineer can compare measured vibration at the pier against the U.S. Bureau of Mines damage thresholds and move this mechanism from unquantified to measured; without it, vibration remains a contributing factor supported by proximity alone. The vendor's identity, the instrument's exact position and the removal date should be recorded as soon as they are confirmed.

5.4 Pre-existing condition (will be argued by the contractor)

Steel connector plates and pipe rails show corrosion consistent with years of brackish exposure, and one split pile shows internal decay (H08). The contractor's insurer will attribute the damage to age. The record answers this in three ways: the pier was intact and serviceable in July 2023 (Google Street View, including the very pile that is now shattered, Figure 13), November 2023, November 2024 and November 2025; the damage appeared only during the construction window and is concentrated where the barges lay; and a party that damages a structure takes it as it finds it, with any betterment handled by a new-for-old adjustment to the repair cost rather than a denial of liability. If the contractor attributes the damage to weather, the Association should pull NOAA wind and tide records for the intervals between photo sets.

6. Additional documentation needed, including drone footage

Drone footage would be valuable and should be obtained before any repair work. A licensed (FAA Part 107) operator can produce, in a single morning at low tide: a georeferenced top-down orthomosaic of the whole pier and float system; a low-altitude pass along the outboard pile line capturing every pile top, tie and plate in sequence; and an under-deck pass from the water side capturing pile caps, stringers, knee braces and the underside of the end platform that cannot be seen from the deck. A small ROV or a diver with a camera should cover the piles below the waterline and photograph the timber frame on the bottom before it is recovered. The same flight plan repeated after repairs gives a before-and-after set for the claim.

Other documentation to assemble now:

- Engineer-diver condition assessment with a written causation opinion and sealed repair drawings (Section 10).
- The original photo and video files with metadata intact, exported from iCloud, and a one-page signed statement by the Dock Master recording the dates, the no-wake observations and the barge positions.
- Measured dimensions of the pier (length, width, pile count and spacing, end-platform footprint) so that estimates and the full-rebuild benchmark can be applied.
- Association records establishing ownership of the pier and floats, the date of construction or last major repair, insurance coverage and any prior condition reports.
- Weather and tide records (NOAA Sewells Point gauge) for the intervals between photo sets.
- The contractor's own records, demanded in writing on October 13, 2026 and to be pursued through counsel if not produced: the vibration-monitoring data and reports (Section 5.3), daily marine logs, barge mooring and anchoring plans, the list of vessels and operators used on the Hampton River, Coast Guard notices of marine work, pre-construction condition surveys of adjacent waterfront structures, aerial progress

photographs, and certificates of insurance.

- Identification of CURRITUCK by owner and operator (Coast Guard PSIX vessel search by name; the hull should show an official number). An industrial vessel named CURRITUCK, hailing port Chesapeake, VA, built 2022, 11 gross tons, appears in Coast Guard documentation records; whether it belongs to McLean Contracting or another subcontractor is not yet verified.

7. Responsible parties, project status and litigation history

7.1 The project and the contractor

The Hampton River bridges (VDOT structures 2805 eastbound and 2839 westbound, mile 1.25) are being replaced and widened under VDOT Project 0064-114-374 (UPC 119638), the I-64 Hampton Roads Express Lanes Hampton Segment (Segment 4C), a \$313.9 million design-build contract awarded to Shirley-Branch Joint Venture with Dewberry as designer. Construction magazine coverage (March 2024) and McLean's own statements (December 2025) identify McLean Contracting Company as the bridge and marine subcontractor, working from barge-mounted cranes and temporary trestles, on an approximately \$90 million scope. The westbound bridge reopened in May 2025; eastbound traffic was shifted onto it in June 2025 so that the eastbound bridges could be demolished and replaced, with completion then expected in late 2026. Per the Dock Master, the work beside the pier concluded on October 13, 2026; a public announcement of the eastbound opening was not located as of that date.

Permits: USACE Norfolk District Nationwide Permit 23 (May 30, 2023); VMRC permit 23-0392 (July 25, 2023) with the pile-driving cushion-block condition; Coast Guard bridge notice D05PN-02-2024 (February 8, 2024). None of the permit documents located contains a condition on standoff from private piers, barge mooring or vessel speed; the full USACE verification and VDOT's special provisions should be requested.

The Hampton Roads Bridge-Tunnel Expansion, built by Hampton Roads Connector Partners, begins at the Settlers Landing Road interchange east of the Hampton River and does not include these bridges. Correspondence addressed to that project would be answered as wrong project.

7.2 Insurance and the claims route

VDOT design-build contracts place liability for damage to third parties on the contractor and require contractor-provided insurance; the comparable VDOT contract for the HRBT Expansion, for example, requires commercial general liability, a \$200 million umbrella and \$50 million of marine protection and indemnity cover that expressly includes damage to piers and wharves. The Segment 4C insurance exhibit was not retrievable and should be requested. In practice, damage caused by barges and vessels is adjusted by the marine liability or P&I; insurer of the vessel owner (here likely McLean or its vessel subcontractor), with the joint venture and VDOT involved through indemnity and contract reporting duties. Claims against VDOT itself fall under the Virginia Tort Claims Act: written notice within one year of accrual to the Commissioner of Highways, the Division of Risk Management or the Attorney General, with recovery capped at \$100,000. Because the accrual date is uncertain (damage first documented March 24, 2026, pier last seen intact November 8, 2025), a protective notice should be filed now.

7.3 Litigation and settlement history of the contractors

Web-indexed court decisions, regulatory records and news for 2015-2026 were searched for Shirley Contracting, Branch Civil / The Branch Group, Clark Construction (Shirley's parent) and McLean Contracting. Court dockets (PACER) were not searched directly.

- **No reported lawsuit, settlement or regulatory action** for third-party pier, dock, bulkhead, vessel, wake, vibration or pile-driving damage was found for any of the four companies. The absence of public cases is

consistent with either a clean record or routine insurer-handled settlements, which leave no public trace.

- McLean's one reported marine-damage case is as plaintiff: *McLean Contracting Co. v. Waterman Steamship*, 277 F.3d 477 (4th Cir. 2002), in which a drifting barge struck a bridge McLean was replacing and the court applied the moving-vessel presumption against the barge's owner. McLean knows the rule it will face here.
- Two McLean Contracting employees died on September 23, 2026 in an accident during berth work at Norfolk International Terminals; OSHA's investigation is open. No findings have been issued.
- No Coast Guard, VMRC, USACE or DEQ enforcement against any of the four companies was found, and no neighbor-damage disputes surfaced from Shirley's I-95/I-66 work or McLean's Nice-Middleton, Chesapeake Bay Bridge or Lesner Bridge projects.
- Local comparable (different contractor): on November 17, 2019 construction barge YD 71, working a City of Hampton jetty job, slipped its mooring and destroyed the Buckroe fishing pier; the NTSB put the pier damage at \$1,277,157 and found the cause was a mooring shackle pin working free. The pier was rebuilt and reopened in October 2020.

7.4 Comparable cases and what they teach

Case	Facts	Outcome / lesson
Virginia Int'l Terminals v. M/V Katsuragi (E.D. Va. 2003)	Ship struck a Norfolk terminal pier.	Pier damage settled for \$434,915; court reaffirmed that the presumption of fault exists to protect the injured structure owner.
City of Chicago v. M/V Morgan (7th Cir. 2004)	Tug and barges struck a bridge.	Presumption applied; fault split 50/50 because the city had removed a fender; \$625,128 repair cost at issue. Keep your own fenders and maintenance in order.
In re Skanska USA Civil Southeast (11th Cir. 2023)	Contractor's construction barges, moored to pilings near the Pensacola Bay Bridge, broke loose in a hurricane and struck the bridge and private docks.	Court refused to let the contractor limit liability to the barges' value because the mooring decisions were made by management; sanctions for destroying phone data. Over 1,000 claimants; still being resolved three years later.
Tampa Port Authority v. M/V Duchess (M.D. Fla. 1997)	Tanker struck an already-deteriorated pier.	\$522,759 rebuild claim cut to \$145,000 to restore prior condition; survey and diver fees allowed; prejudgment interest awarded. Expect a new-for-old deduction.
Orion Marine v. Dawson / Carroll (11th Cir. 2019)	Pile driving from barges for a bridge; 247 vibration claims.	Contractor used the Limitation of Liability Act to pull all claims into federal court; the six-month filing clock starts only on a claimant's written notice stating a claim that may exceed vessel value.
Gallagher v. H.V. Pierhomes (Md. 2008); In re Weeks Marine (D.N.J. 2005)	Pile-driving vibration claims by neighbors.	Pile driving is not an abnormally dangerous activity; claimant must prove negligence with expert and monitoring evidence. Vibration-only claims are the weakest part of any case.
Bernert Towboat v. USS Chandler (D. Or. 1987); Stolt Achievement v. Dredge Lindholm (5th Cir. 2006)	Vessel wake damaged other vessels.	A vessel is responsible for its own wake; excessive speed near other craft violates Rule 6 and shifts the burden of proof to the vessel.
Buckroe pier / barge YD 71 (NTSB 2020)	Moored construction barge broke free and destroyed a Hampton fishing pier.	\$1.28 million pier loss; moorings are single points of failure. Hampton's own recent precedent for contractor-barge damage to a pier.

8. Contacts for pursuing the claim and the repair

8.1 Project owner, contractor and insurance

Party	Role	Contact
Shirley-Branch Joint Venture (Shirley Contracting Company, LLC)	Design-build contractor, I-64 HREL Segment 4C; construction manager Rick Meyer	8435 Backlick Road, Lorton, VA 22079; (703) 550-8100; shirleycontracting.com
Branch Civil, Inc. (The Branch Group)	Joint-venture partner	Roanoke, VA (Virginia Beach office); branchcivil.com
McLean Contracting Company - Chesapeake yard	Bridge and marine subcontractor; barge and crane operations	3100 Beltline Drive, Chesapeake, VA 23324; Keith Christiansen, Construction Manager, (757) 620-0854; Chad Scott, Project Manager, (703) 499-7121; HQ (410) 553-6700, info@mcleancontracting.com
VDOT Hampton Roads District	Project owner's representative	7511 Burbage Drive, Suffolk, VA 23435; (757) 956-3001; Joseph Ludwig, PE, Area Construction Engineer - Major Projects, (757) 253-5222; Christopher Hall, PE, District Engineer
VDOT customer service / claims intake	Tort claim intake; routes contractor-related claims	1-800-367-7623 (1-800-FOR-ROAD); my.vdot.virginia.gov; Commissioner of Highways, 1401 E. Broad St., Richmond, VA 23219
Virginia Division of Risk Management	Receives Virginia Tort Claims Act notices	P.O. Box 1879, Richmond, VA 23218-1879; (804) 786-3152, option 1

8.2 Agencies

Agency	Why	Contact
U.S. Coast Guard, Sector Virginia / East District	Report vessel wake and damage incidents; marine casualty and waterways questions	431 Crawford St., Portsmouth, VA 23704; 24-hour command center (833) 453-1269; VirginiaWaterways@uscg.mil
Coast Guard Bridge Program (Fifth District)	Bridge permit file and construction notices	Hal R. Pitts, Bridge Program Manager, (757) 398-6222, CGDFiveBridges@uscg.mil
Virginia Marine Resources Commission, Habitat Management	Permit file 23-0392; confirmation that in-footprint pier repair is exempt (Va. Code 28.2-1203(A)(6))	380 Fenwick Road, Fort Monroe, Hampton, VA 23651; (757) 247-2200; Habitat applications (757) 247-2252
VMRC Marine Police dispatch	Boating-law violations and reckless operation in tidal waters	1-800-541-4646
Virginia DWR Conservation Police	Boating-law enforcement; no-wake rule (Va. Code 29.1-744.3)	Wildlife Crime Line 1-800-237-5712; Region 1 (804) 829-6580
USACE Norfolk District, Regulatory Branch	Nationwide Permit 23 file; repair under Nationwide Permit 3	803 Front St., Norfolk, VA 23508; regulator of the day (757) 201-7652
City of Hampton	Building permit for structural pier repair; Wetlands Board if bottom is disturbed; no-wake ordinance question	(757) 727-8311

8.3 Engineering, diving, drone and repair

Firm	Service	Contact
Collins Engineers, Inc.	Waterfront structural engineers who inspect above and below water; condition assessment, causation report, sealed repair drawings	5257 Cleveland St., Suite 106, Virginia Beach, VA 23462; (757) 873-0251
Crofton Industries (Construction, Diving, Crane)	Marine construction and pile driving; dive inspection, ROV, salvage and debris recovery; barges and cranes	1634 London Blvd., Portsmouth, VA 23704; main (757) 397-1131; construction (757) 397-1319; diving (757) 397-1207
Precon Marine, Inc.	Dock repair, pile encapsulation, underwater video inspection, ROV, salvage, floating cranes	1401 Precon Dr., Suite 102, Chesapeake, VA 23320; (757) 545-4400; info@preconmarine.com
W.F. Magann Corporation	Marine construction and commercial diving	3220 Mariner Ave., Portsmouth, VA 23703; (757) 484-2820
Waterway Surveys & Engineering, Ltd.	Hydrographic survey, permitting, coastal engineering	Virginia Beach, VA; waterwaysurveys.com
Drone survey	FAA Part 107 operator with low-tide under-deck experience; ROV through Crofton or Precon	Obtain two quotes; typical \$500-\$2,500 aerial plus \$1,500-\$5,000 for under-deck and ROV

8.4 Attorneys (maritime, waterfront and community-association practice)

Firm	Fit	Contact
Pender & Coward	Waterfront law (private piers, VMRC, allisions, a prior derrick-barge wake claim) and a community-association practice that prosecutes claims for boards; recovered \$1.2 million for a bridge owner after a tug allision	222 Central Park Ave., Suite 400, Virginia Beach; (757) 490-3000; Thomas S. Berkley (757) 502-7344; Bryan S. Peebles (757) 490-6283; community association: Jeffrey A. Hunn (757) 490-6298
Woods Rogers Vandeventer Black	Maritime collisions and allisions; represents marinas and bridge owners	101 W. Main St., Norfolk; (757) 446-8600; Richard Ottinger
Crenshaw, Ware & Martin	Admiralty and marine construction law	150 W. Main St., Suite 1923, Norfolk; (757) 623-3000
Note	Willcox Savage and Kaufman & Canoles also practice admiralty but describe defense work for waterfront contractors; run a conflict check on any firm that represents Shirley, Branch, Clark or McLean.	

9. Likelihood of settlement or a successful lawsuit

The estimates below are judgments drawn from the evidence in hand and the case patterns in Section 7; they are not legal advice and should be tested with counsel once the engineer's report is in.

Path	Likelihood (judgment)	What drives it
Negotiated settlement with the contractor's or vessel owner's insurer covering most of the documented repair cost	More likely than not: roughly 55-70%	Dated photos of the pier intact, then of barges moored alongside it for days without fendering, then of damage concentrated where they lay; claim size is below what either side would spend to litigate; VDOT contracts require the contractor to carry cover for exactly this. Requires an engineer's causation report and a prompt written demand.

Path	Likelihood (judgment)	What drives it
Recovery of 100% of a like-new repair	Low	Insurers and courts deduct for pre-existing corrosion and for betterment (new-for-old); expect to recover restoration to prior condition plus inspection and engineering costs.
Lawsuit: liability for barge-contact damage (fender piles, ties, end platform)	More likely than not, roughly 60-70%, if an engineer ties the damage to contact	Once contact is shown, a vessel that strikes or lies against a stationary structure is presumed at fault (the Oregon and Louisiana Rules, applied in the Fourth Circuit) and contact with a private pier is also a trespass. Contact here is inferred from proximity and damage pattern rather than photographed, so the engineer's causation opinion and the contractor's mooring records carry the case. Virginia does not extend sovereign immunity to independent contractors (Atkinson v. Sachno).
Lawsuit: wake damage	Moderate, roughly 40-60%	Video of a named vessel at speed inside the basin and Virginia's 50-foot slow-speed statute help; the owner must be identified and an engineer must tie specific damage to wake rather than barge contact.
Lawsuit: vibration-only damage	Weak, under 35%	No monitoring data; courts in Maryland and New Jersey have refused strict liability for pile driving and required expert proof of negligence.
Recovery from VDOT directly	Low	Tort Claims Act cap of \$100,000, one-year notice, and immunity for design and construction-method decisions; VDOT's value is as the party that can compel the contractor's records and insurer.
Timing	Settlement 6-18 months after demand; litigation 2-4 years or more	Contested barge-damage cases in the comparables ran three to ten years; a documented claim under \$350,000 is usually adjusted rather than tried.

Points that strengthen the position: independent third-party dated imagery (Google Street View, July 2023) and the Association's own baselines (2023, 2024); the November 2025 intact-with-construction-adjacent set; barges photographed moored alongside the pier without fendering on two dates twelve days apart and again in September; video of a named vessel; close-ups showing split caps and driven-out bolts rather than corroded-through hardware; damage concentrated at the contact points; the Association's board has statutory standing to assert claims on common elements (Va. Code 55.1-1956(B)); Virginia's five-year limitation period for injury to property (Va. Code 8.01-243(B)) leaves time, though delay reduces loss-of-use recovery and invites a laches argument in admiralty.

Points that weaken it: no photograph captures a barge actually bearing on a pile, so contact is inferred; no engineer's pre-construction survey; visible corrosion of plates and rails; the end-platform damage was photographed only before and after, not in the act; CURRITUCK's owner is not yet identified; a vessel owner can attempt to limit liability to the vessel's value by filing within six months of written notice, which is why the first demand letter should be drafted by counsel and state an amount.

Recoverable items under the maritime measure applied in Fourth Circuit cases: reasonable cost of repair to prior condition (with a new-for-old adjustment where repairs extend the pier's life), survey, diving and engineering costs incurred to assess the damage, loss of use of the slips established with reasonable certainty, and prejudgment interest, which is routinely awarded in maritime allision cases. Attorney fees are generally not recoverable absent a contract or statute.

10. Repair cost estimate

Order-of-magnitude estimate using 2026 Hampton Roads marine-contractor pricing for barge-based repair of a community pier. Quantities are inferred from the deck-level survey and must be confirmed by the engineer's assessment; prices must be confirmed by written bids. Published residential dock-repair guides (piling replacement \$300-\$1,600 each, decking \$20-\$70 per square foot) are far below what a licensed marine contractor charges to mobilize a crane barge and pile hammer, so commercial ranges are used.

Item	Qty	Low	High
Engineer-diver condition assessment, causation report and sealed repair drawings	lump sum	\$12,000	\$25,000
Drone survey (aerial, under-deck) and ROV or diver video below the waterline	lump sum	\$2,000	\$6,000
Mobilization and demobilization: crane barge, tug, pile hammer, crew	lump sum	\$10,000	\$35,000
Replace outboard fender / guide piles, 12-inch treated timber, driven from barge (4 to 8 piles at \$2,500-\$6,000)	4-8 ea	\$10,000	\$48,000
Pile-top repairs and bolted sisters on piles not replaced (4 to 6 at \$800-\$2,500)	4-6 ea	\$3,200	\$15,000
Re-fasten or replace pile-to-post ties with new hot-dip galvanized plates and through-bolts (30 to 40 locations at \$250-\$600)	30-40 ea	\$7,500	\$24,000
End platform: reset or replace displaced cap beam, replace knee braces and wale, re-bolt connections	lump sum	\$15,000	\$40,000
Deck boards at end platform and affected zones (300 to 600 sq ft at \$12-\$25)	300-600 sf	\$3,600	\$15,000
Recover and dispose of submerged timber frame (dive crew with crane barge)	1-2 days	\$5,000	\$15,000
Replace shattered guide pile at gangway; inspect and service float hinges and guide hardware	lump sum	\$5,000	\$15,000
Permits: City of Hampton building permit; USACE NWP 3 verification if required (VMRC in-footprint repair exempt)	lump sum	\$500	\$3,000
Subtotal, documented scope		\$73,800	\$241,000
Contingency for conditions found underwater and during demolition (20% low, 30% high)		\$14,760	\$72,300
Estimated total, documented scope		\$88,560	\$313,300

Rounded: about \$90,000 to \$315,000. Two further scenarios should be carried until the dive inspection is done:

- **Underwater damage to bearing piles or bracing under the end platform:** add roughly \$40,000 to \$120,000 to rebuild the end platform on new piles.
- **Full replacement of the fixed pier:** an engineered timber community pier with 12-inch piles and pipe rail runs about \$100-\$200 per square foot in Virginia in 2025-2026, or roughly \$800-\$2,000 per linear foot of pier, excluding the floating docks and gangway. Apply the measured length once it is confirmed.

Loss of use is a separate head of damage. If slips or the fishing platform are closed during repairs, the fair rental value of the slips for the closure period is recoverable in admiralty when proven with reasonable certainty, and should be tracked from the date of any closure.

Cost sources: Hampton Roads contractor service pages (Crofton, Precon, McLean); published 2025-2026 dock and piling cost guides (HomeAdvisor, Angi, HomeGuide) for residential benchmarks; Virginia Code 28.2-1206 for VMRC fees; commercial barge-work ranges are professional-judgment estimates pending bids.

11. Recommended next steps, in order

1. Close the end platform to foot traffic, tape off the shattered piles, and post the hazard; photograph the closure. Mitigation is a duty and a closure date starts the loss-of-use clock.
2. Commission the drone and ROV survey (Section 6) and the engineer-diver condition assessment with a causation opinion (Collins Engineers or equivalent). Do no repairs until both are complete.
3. Follow the October 13 preservation demand and October 14 FOIA request (companion document) with a counsel-issued litigation-hold letter and notice of claim to Shirley-Branch Joint Venture, McLean Contracting (Chesapeake yard) and VDOT Hampton Roads District (Ludwig, Hall), enclosing the photo log and the Dock Master's statement and stating a preliminary amount. Identify the vibration-monitoring vendor and send the hold to them directly. Track the seven-day and fourteen-day response dates in the demand and VDOT's five-working-day FOIA deadline.
4. File a protective Virginia Tort Claims Act notice with the Commissioner of Highways and the Division of Risk Management within the one-year window (treat November 8, 2026 as the conservative deadline).
5. Identify the owner and operator of CURRITUCK and of the red crane barge marked 124 B through the Coast Guard vessel database and the contractor's records request; give written notice to the vessel owner.
6. Notify the Association's own property and liability carrier of the loss and ask whether the master policy covers the pier and floats; if it pays, it will subrogate against the contractor.
7. Report the wake and mooring incidents, with the May 4 video, to Coast Guard Sector Virginia and VMRC Marine Police so that an official record exists, and ask the City of Hampton whether a no-wake designation applies in the basin.
8. Obtain three repair bids (Crofton, Precon, W.F. Magann or a qualified dock builder) against the engineer's drawings; confirm with VMRC that the repair is in-footprint and exempt, and pull the City building permit.
9. Keep a single evidence file: original photo and video files with metadata, this report, the engineer's report, all correspondence, and a dated log of every vessel movement or contact observed from now on.
10. Repeat the drone survey after repairs are complete.

Sources

- Virginia Marine Resources Commission, Commission minutes July 25, 2023, item 2A, permit 23-0392, Shirley-Branch Joint Venture, I-64 bridges over Hampton River, Hampton Branch and Brights Creek. mrc.virginia.gov/Commission_Minutes/VMRC_FINAL_minutes_07-25-2023.pdf
- U.S. Coast Guard Fifth District, Bridge Public Notice D05PN-02-2024 (Feb. 8, 2024), I-64 bridges, Hampton River, structures 2805 and 2839. navcen.uscg.gov/sites/default/files/pdf/bridges/publicNotices/D05_PN02-24_HamptonRiver_Hampton_VA.pdf
- Commonwealth Transportation Board resolution, Feb. 2023, I-64 HREL Segment 4C limits and scope (Project 0064-114-374). ctb.virginia.gov/media/ctb/agendas-and-meeting-minutes/2023/feb/res/9.pdf
- Construction magazine (ACP), March 2024, 'Hampton Roads Express Lanes project accelerates...' (SBJV \$313.9M; McLean Contracting bridge subcontractor; barge crane and trestles; Coast Guard coordination). acppubs.com
- Construction Today, Dec. 5, 2025, McLean Contracting profile (\$90M I-64 Hampton River bridges scope, tasked by the Shirley/Branch JV). construction-today.com
- USDOT Build America Bureau, I-64 Hampton Roads Express Lanes Segment 4C project page (\$445M; completion expected late 2026). transportation.gov/buildamerica
- Roanoke Daily Magazine, May 3, 2025 (westbound Hampton River bridge reopening; eastbound demolition and rebuild); Hampton Roads Messenger, June 13, 2025 (eastbound traffic shift; eastbound bridges to be demolished and replaced, late 2026).
- HRBT Expansion Joint Permit Application, Appendix E (Dec. 19, 2019): western project limit at Settlers Landing Road interchange. hrbtexpansion.vdot.virginia.gov

- HRBT Expansion Comprehensive Agreement, Exhibit 12, Required Insurance (CGL, \$200M umbrella, \$50M marine P&I; covering piers and wharves). hrbtexpansion.vdot.virginia.gov/media/hrbt-expansion/HRBT_Exhibit12_acc_PM.pdf
- Va. Code 8.01-195.3 and 8.01-195.6 (Virginia Tort Claims Act cap and one-year notice); 8.01-243(B) (five-year limitation for injury to property); 8.01-382 (prejudgment interest); 29.1-744.3 (slacken speed and control wakes within 50 feet of docks and piers); 29.1-738; 29.1-744(D); 28.2-1203(A)(6) and 28.2-1206 (VMRC repair exemption and fees); 55.1-1956(B) (condominium board standing). law.lis.virginia.gov
- 33 CFR 83.06 (Inland Navigation Rule 6, safe speed); 46 U.S.C. 30101 (Admiralty Extension Act); 46 U.S.C. 30529 (Limitation of Liability Act six-month filing).
- *Atkinson v. Sachno*, 261 Va. 278 (2001) (independent contractors not protected by sovereign immunity).
- *McLean Contracting Co. v. Waterman Steamship Corp.*, 277 F.3d 477 (4th Cir. 2002); *Yarmouth Sea Products v. Scully*, 131 F.3d 389 (4th Cir. 1997) (Oregon and Pennsylvania Rules; prejudgment interest); *Evergreen Int'l v. Norfolk Dredging* (4th Cir. 2008); *F.C. Wheat Maritime v. United States* (4th Cir. 2011).
- *Virginia Int'l Terminals v. M/V Katsuragi*, 263 F. Supp. 2d 1025 (E.D. Va. 2003); *City of Chicago v. M/V Morgan*, 375 F.3d 563 (7th Cir. 2004); *Skanska USA Civil Southeast v. Bagelheads* (11th Cir. Aug. 2, 2023); *Tampa Port Authority v. M/V Duchess*, 65 F. Supp. 2d 1279 (M.D. Fla. 1997); *Freeport Sulphur v. S/S Hermosa*, 526 F.2d 300 (5th Cir. 1976); *Orion Marine Construction v. Dawson*, 918 F.3d 1323 (11th Cir. 2019); *In re Jackson Creek Marine* (4th Cir. Sept. 3, 2025).
- *Gallagher v. H.V. Pierhomes* (Md. Ct. Spec. App. 2008); *In re Weeks Marine* (D.N.J. 2005); *Bernert Towboat v. USS Chandler*, 666 F. Supp. 1454 (D. Or. 1987); *Stolt Achievement v. Dredge B.E. Lindholm* (5th Cir. 2006).
- NTSB Marine Accident Brief MAB-20/35 (Nov. 12, 2020), construction barge YD 71 and the James T. Wilson (Buckroe) fishing pier, Hampton, VA, pier damage \$1,277,157. [ntsb.gov](https://www.ntsb.gov)
- WTKR, Sept. 2026, two McLean Contracting employees killed at Norfolk International Terminals; OSHA investigating.
- *Mondaq / Wilson Elser*, Apr. 2, 2026, 'Valuing shore-side damage after an allision' (repair cost, new-for-old, loss of use); *CLM Magazine*, June 27, 2025, 'Navigating next-door claims' and Nov. 30, 2021, 'Bad vibrations' (adjuster process, pre-construction surveys, monitoring logs).
- Contact details: shirleycontracting.com; mcleancontracting.com/contact; VDOT Hampton Roads District (Virginia Asphalt Association directory 2024-25); trs.virginia.gov (Division of Risk Management); mrc.virginia.gov (staff directory, Habitat Management, Marine Police); nao.usace.army.mil (Regulatory); atlanticarea.uscg.mil (East District); dwr.virginia.gov; collinsengr.com; crofton.com; preconmarine.com; wfmagann.com; pendercoward.com; woodsrogers.com; cwm-law.com.
- Pooles Grant 1642 Condominium Association, Evidence Preservation Demand and Records Request, v1, October 13, 2026 (companion document; demand letter and Virginia FOIA request).
- Google Earth Pro Street View imagery, imagery date 7/2023, 37°01'50.33"N 76°20'12.60"W (independent pre-construction view of the end platform).
- Cost benchmarks: HomeAdvisor dock build and repair guides (June 2026); Angi dock repair (July 2026), piling installation (Apr. 2026), structural engineer cost (Aug. 2026); HomeGuide boat dock cost (Jan. 2025) and structural engineer cost (Dec. 2025).

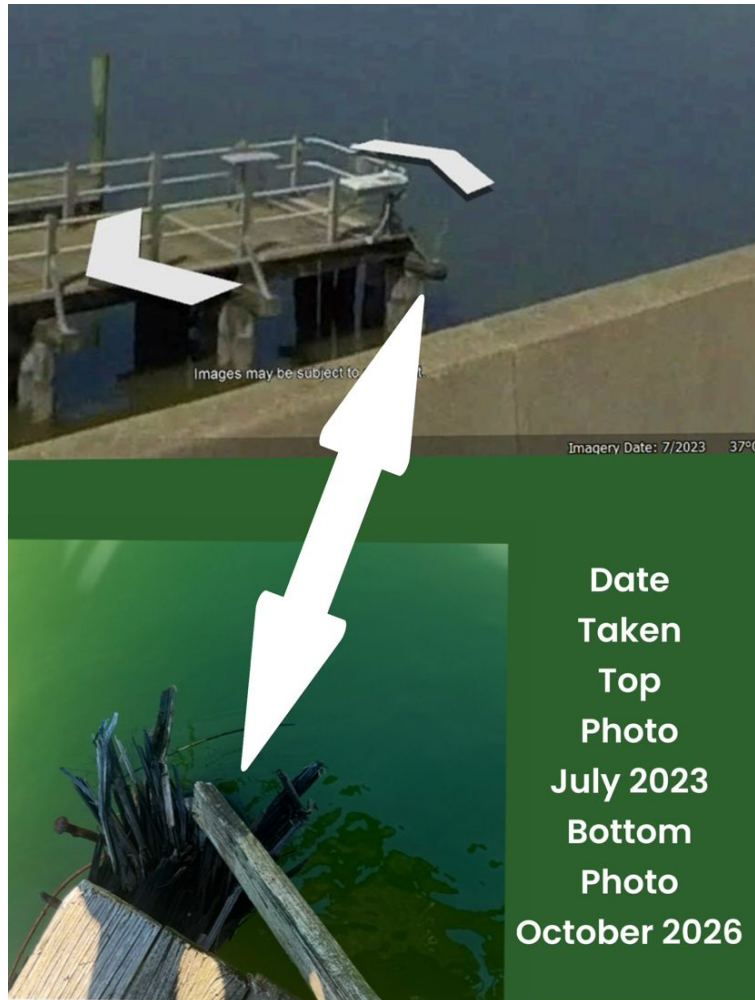
Items not verified as of October 13, 2026: public confirmation of the eastbound bridge opening; the Segment 4C insurance exhibit and VDOT special provisions on marine operations; the owner of CURRITUCK and of barge 124 B; whether the City of Hampton has designated a no-wake zone in the basin; OSHA record contents for the contractors. Court dockets were not searched directly.

Appendix A. Photo log

All photo files, de-duplicated, with identifiers. Dates were supplied by the Dock Master from the original files; originals with metadata are retained on the phone and in iCloud. Captions describe what each set shows.



GE1 - Google Earth Street View, imagery date July 2023, from the old eastbound bridge sidewalk (37°01'50.33"N, 76°20'12.60"W). End platform, rail, pile caps and cross-bracing intact; floating docks level; no barges. Screenshot supplied by the Dock Master; imagery copyright Google.



GE2 - Before-and-after composite prepared by the Dock Master: the corner guide pile at the end platform in Google Street View imagery dated July 2023 (top) and on October 13, 2026 (bottom).



Set A - November 20, 2023 (4 files). A01-A02: looking down-river from the pier; rails straight and clean. A03: the Dock Master on the walkway; the pile-to-post tie at the right-hand post is fully seated and the deck line is level. A04: slips full, floating docks square.

B01



B02



B03

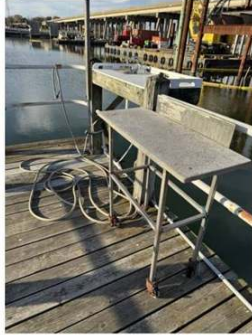


Set B - November 16, 2024 (3 files). B01: gangway and float landing level, old bridge behind, crane boom above the bridge. B02-B03: floating docks and guide piles square, railings straight.

C01



C02

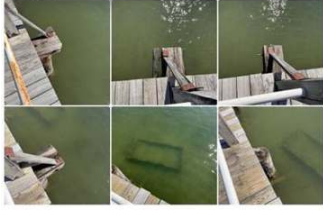


C03

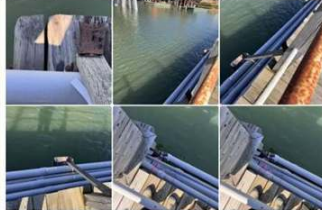


Set C - November 8, 2025 (3 files). C01-C03: from the fish-cleaning station: tire-fendered work barge with red crane cab and containers, crawler-crane barge, steel falsework towers and pipe piles for the new span, orange turbidity boom; pier intact in frame.

D01



D02



D03



D04



D05



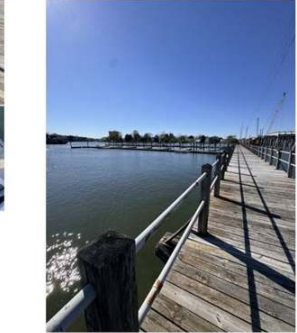
D06



D07



D08



D09



D10



D11



D12



Set D - March 24, 2026 (15 files, four of them six-frame composites). D01: ties detached at pile tops with plates hanging; timber frame on the bottom (two angles). D02: split pile top, corroded rail, locate-marked cable, ties resting unfastened. D03/D05/D06/D09: upper deck platform with the old span in service and the new bents and crawler crane immediately abeam. D04/D07: pile tops with displaced plates, ties loose. D08/D10/D13/D15: walkway, deck line level. D11: green deck barge off the pier end. D14: crane on the old deck and turbidity boom.

D13



D14

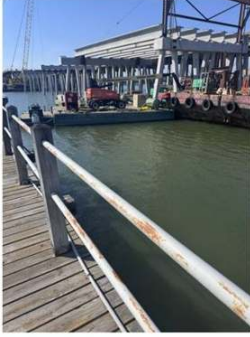


D15

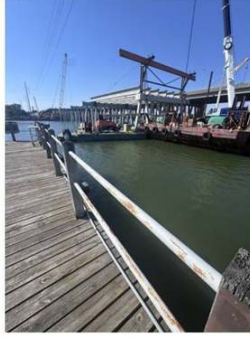


Set D, continued (D13-D15).

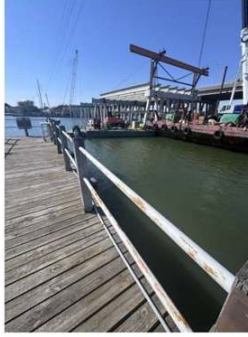
E01



E02



E03



E04

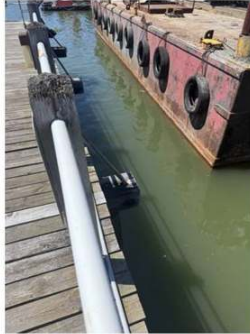


Set E - May 4, 2026 (4 files). E01-E04: green equipment barge (Sunbelt lift, generator, compressor) moored immediately alongside the pier's outboard pile line; red crane barge rafted outside it; workers crossing between the barges; girders being set on the new bents.

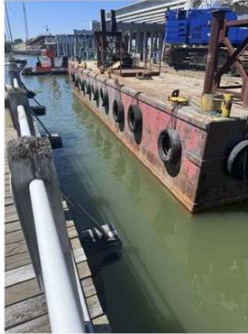
F01



F02



F03



F04



F05



F06



F07



F08



F09



F10



F11

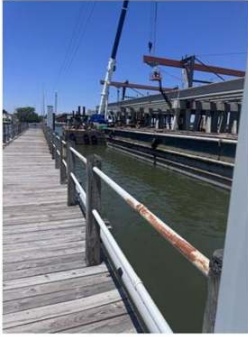


F12



Set F - May 16, 2026 (18 files). F01-F07: red tire-fendered crane barge (hull mark ending 124 B) moored a few feet off the pier's outboard pile line with a TADANO crane and generator aboard, hull and tire fenders facing the piles; pile tops and ties immediately inboard of the hull. F08-F12: deck barge alongside; girder erection from barge cranes.

F13



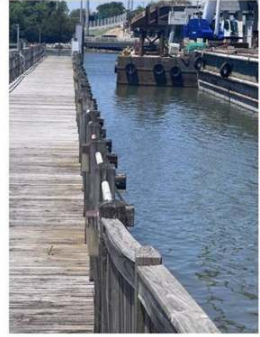
F14



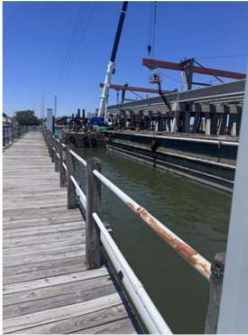
F15



F16



F17



F18



Set F, continued. F13: deck barge alongside. F14-F15: two barges moored at the pier end. F16-F18: pier-end rail and walkway with the barges beyond.

G01



G02



G03



G04



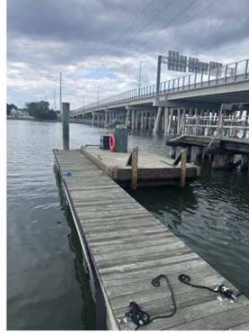
G05



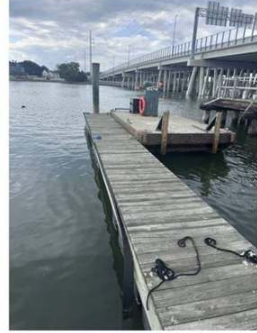
G06



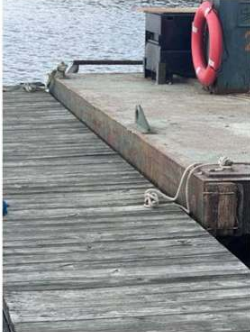
G07



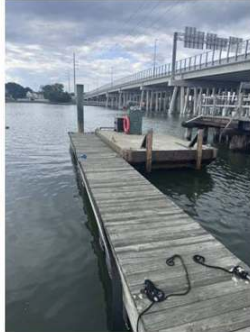
G08



G09



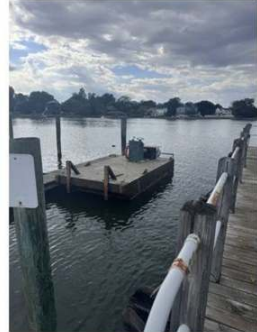
G10



G11



G12



Set G - September 18, 2026 (17 files). G01-G02: end platform cap beam cantilevered past its pile, knee brace sheared with plate hanging, lower wale pulled from the pile face. G03-G04: gangway and stepped-down end platform. G05: end platform with sheared brace and the work barge marked 2 moored at the pier end. G06: crane barge and steel-beam barge under the bridge. G07-G12: work barge 2 moored at the end of the pier and float landing.

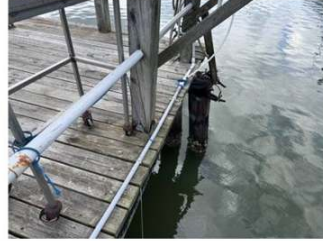
G13



G14



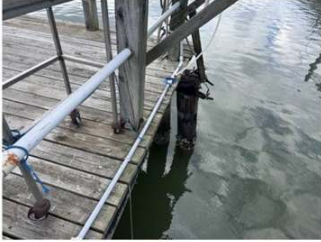
G15



G16



G17



Set G, continued. G13: work barge 2. G14: walkway. G15/G17: pile beside the gangway with its top shattered to splinters. G16: corroded rail at the float landing.

H01



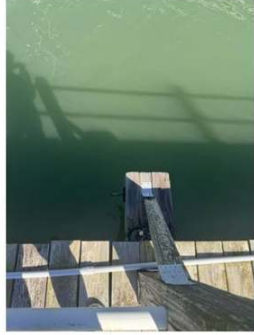
H02



H03



H04



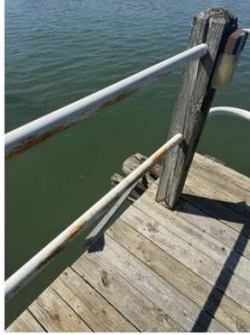
H05



H06



H07



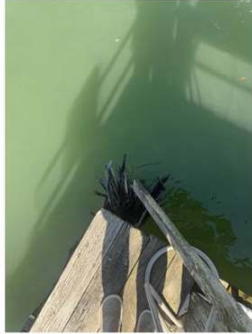
H08



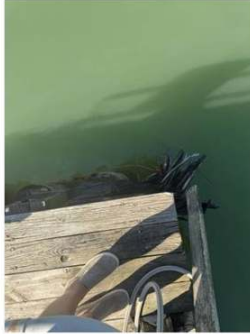
H09



H10



H11



H12



Set H - October 13, 2026 (62 files). H01-H06: outboard piles and ties in sequence; through-bolts backed out, ties resting unfastened, plates corroded. H07: rail post with loose rail bracket. H08-H09: pile split through with core decay. H10-H12: pile at the end platform shattered to splinters, tie displaced (cover photos).

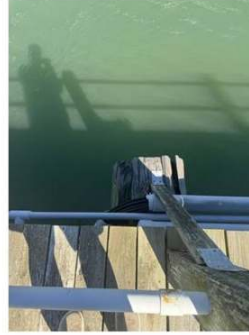
H13



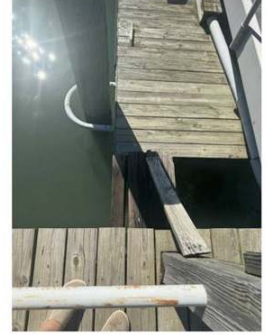
H14



H15



H16



H17



H18



H19



H20



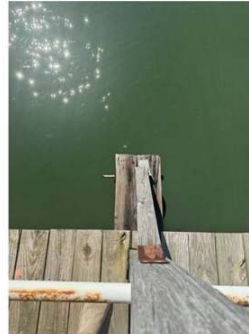
H21



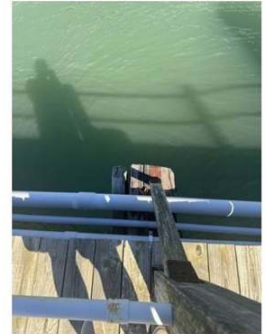
H22



H23



H24



Set H, continued. H13-H14: floating docks and gangway, floats level. H15, H17-H25: ties and pile tops along the walkway; H16: loose board at the end platform step; H19: tie bolt backed out; H21-H22: ties viewed from the deck edge.

H25



H26



H27



H28



H29



H30



H31



H32



H33



H34



H35



H36

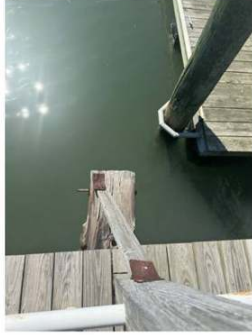


Set H, continued. H25, H28-H35: further ties and pile tops; H26-H27: end platform corner and cable run; H30: pile top with plate dislodged; H36: pile at the float landing.

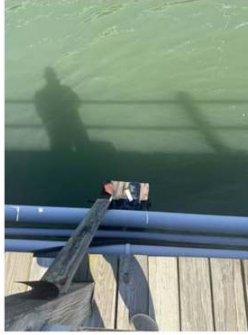
H37



H38



H39



H40



H41



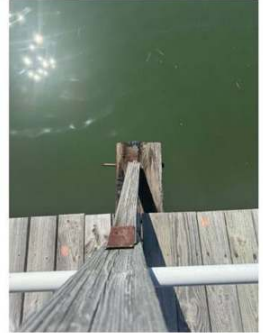
H42



H43



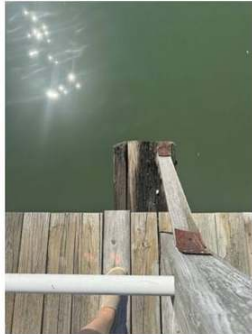
H44



H45



H46



H47



H48



Set H, continued. H37-H47: ties and pile tops; H38: pile at the float landing; H42: twin pile stubs; H48: pile top split.

H49



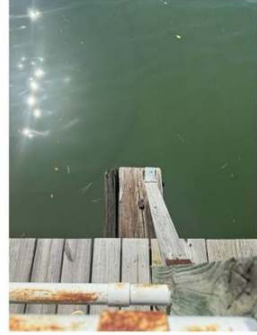
H50



H51



H52



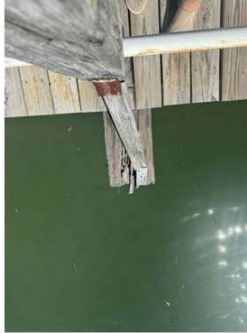
H53



H54



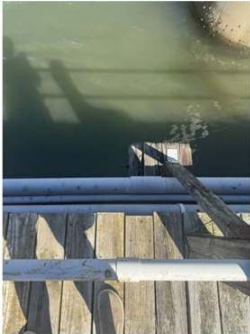
H55



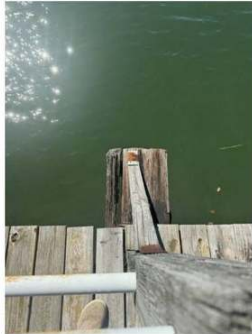
H56



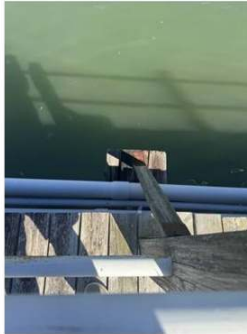
H57



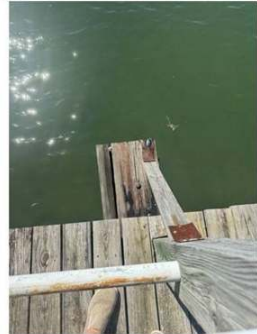
H58



H59

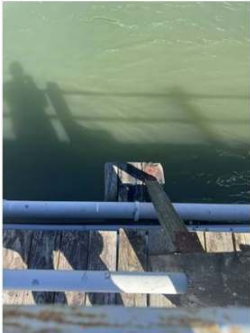


H60



Set H, continued. H49, H54: underside view of ties from the deck edge; H50: completed bridge from the pier; H51: crane barge still in the river; H52-H53, H55-H60: ties and pile tops; H55: tie plate torn.

H61



H62



Set H, continued. H61: tie and pile top; H62: shore end of the pier at the riprap.

I01



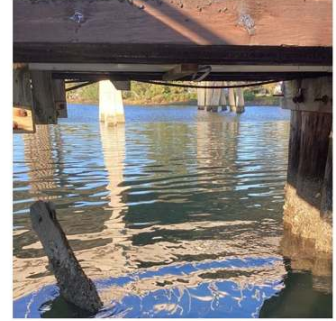
I02



I03



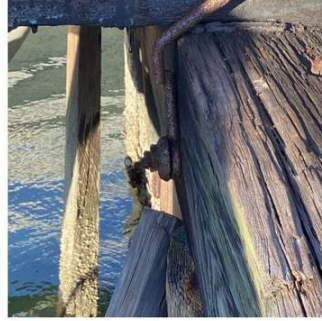
I04



I05



I06



I07



I08



I09



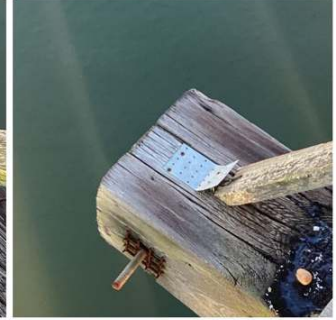
I10



I11



I12

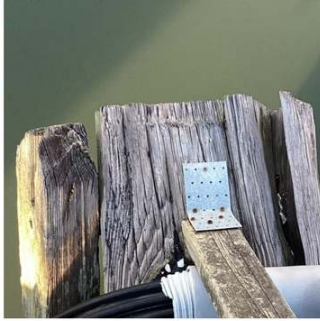


Set I - October 14, 2026 (31 files). I01: the walkway and the completed bridge. I02-I07: substructure from the water side at low tide: cap beams, through-bolts and cross-bracing (I02, bent sister-brace bolt); the end-platform cap beam cantilevered past its pile with the knee-brace plate torn off (I03, I05, I07); the new concrete bents a few feet off the under-deck bracing and a timber stub standing out of the water (I04); corroded through-bolt with nut backed off the cap beam (I06). I08-I12: pile caps from above: bolt driven out of a cap (I08); bracket torn off its cap and bent back (I09); the shattered gangway pile from above with its bolt standing in the splinters (I10); caps split at the bracket line with bolts pushed out (I11, I12).

I13



I14



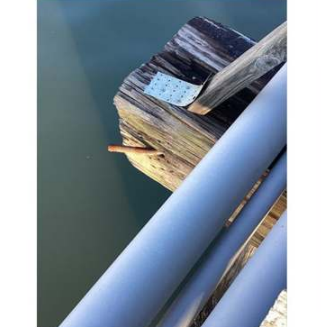
I15



I16



I17



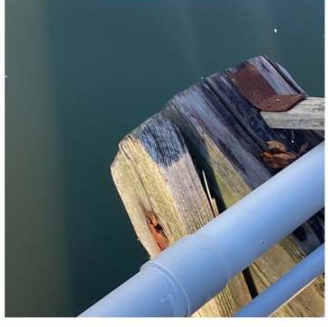
I18



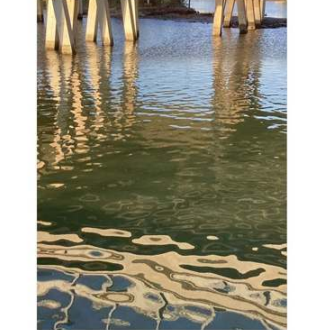
I19



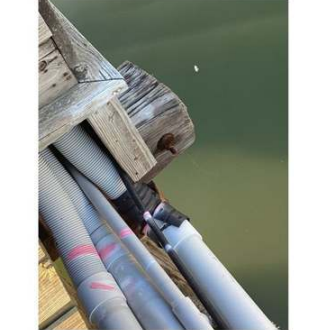
I20



I21



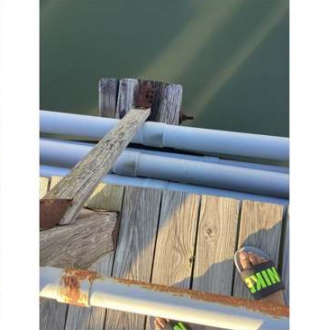
I22



I23

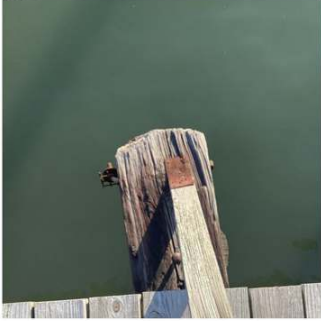


I24



Set I, continued. I13: cap end split, bolt out. I14: cap delaminated under an intact bracket. I15, I17, I19, I20: further caps with brackets intact and timber failed beneath. I16: rust streaks on the pipe rails at a post bracket. I18: the one intact PVC-capped post beside a failed cap (reference condition). I21: the new bents from the pier. I22: cable run and conduit at the deck edge. I23, I24: caps with bolts driven out and brackets lifting.

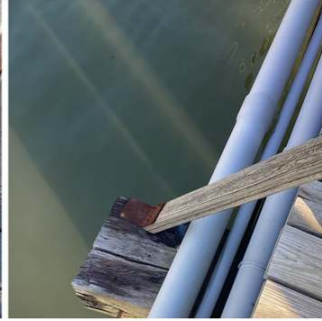
I25



I26



I27



I28



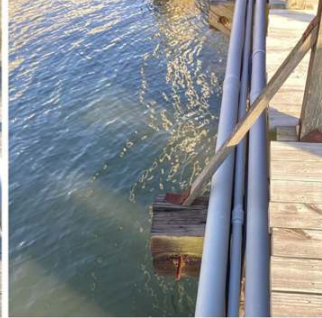
I29



I30



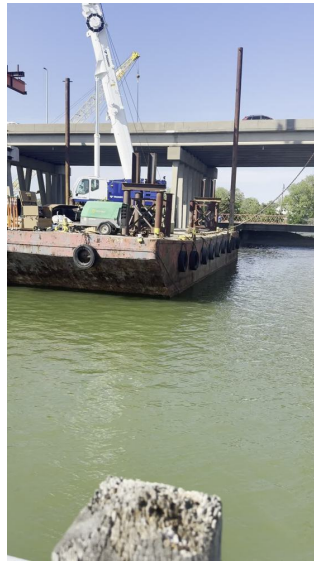
I31



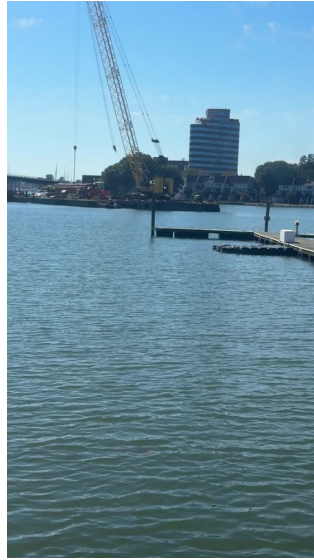
Set I, continued. I25-I28: caps and braces along the outboard rail; brackets intact, caps split. I29: the end platform and the shattered gangway pile from the walkway. I30-I31: braces and caps along the walkway with the bridge bents behind.

Appendix B. Video log

ID	File	Capture (metadata)	Length	Content
V1	IMG_0134.MOV	May 4, 2026, 4:34 PM EDT	26 s	Pan from the pier rail across the green equipment barge and red crane barge moored alongside the pier, then along the new bents.
V2	IMG_0135.MOV	May 4, 2026, 4:35 PM EDT	59 s	Push boat CURRITUCK underway past the slips at speed with bow wave and stern wake; wake rolls through the floating docks and guide piles.
V3	IMG_5025.MOV	Oct 13, 2026, 1:13 PM EDT	6 s	Motorized work barge with lift unit maneuvering under the new spans beside the pier end.
V4	IMG_5026.MOV	Oct 13, 2026, 1:13 PM EDT	3 s	Crane barge in the river beyond the floating docks.
V5	IMG_5050.MOV	Oct 13, 2026, 1:16 PM EDT	15 s	Same work barge under the bridge, propeller wash visible, crew aboard.



V1 frames (left, center): equipment barge and crane barge moored alongside the pier, hull marking visible; V2 frame (right): CURRITUCK's wake trailing across the basin toward the floating docks.



V3, V4 and V5 frames, October 13, 2026: work barge under the new spans, crane barge in the river, propeller wash beside the pier.