



Hampton Roads Transportation Planning Organization Meeting

AGENDA NOTE HANDOUT

Item #8: JORDAN BRIDGE PROPOSAL



**HAMPTON ROADS TRANSPORTATION PLANNING ORGANIZATION
RESOLUTION 2009-02**

WHEREAS, the Jordan Bridge was decommissioned and closed on November 8, 2008 in order to protect public safety; and

WHEREAS, the Hampton Roads Transportation Planning Organization recognizes the Jordan Bridge as a critical link in the region's transportation network; and

WHEREAS, replacing the Jordan Bridge is necessary to restore a vital connection for mobility, regional economic development and commerce, and life-saving emergency evacuation and response; and

WHEREAS, there are not any local, regional, state or federal funds available to replace the Jordan Bridge; and

WHEREAS, a private proposal was submitted by FIGG Bridge Developers to replace the Jordan Bridge using only private funds for design, construction, operation and maintenance of a new bridge; and

WHEREAS, the City of Chesapeake approved the private proposal following advertised public hearings on December 23, 2008 and on January 27, 2009; and

WHEREAS, the Virginia General Assembly passed a law by unanimous vote of both the Senate and House of Delegates authorizing the emergency replacement of a new Jordan Bridge as approved by the City of Chesapeake; and

WHEREAS, on March 27, 2009 the Governor of Virginia signed into law the Act of the General Assembly authorizing the emergency construction of a new Jordan Bridge as approved by the City of Chesapeake; and

WHEREAS, FIGG Bridge Developers are now the owners of the closed Jordan Bridge and property formerly owned by the City of Chesapeake; and

WHEREAS, on February 17 2009 the United States Coast Guard ordered the removal of the closed Jordan Bridge under threat of civil penalties that could be assessed against the City of Chesapeake; and

WHEREAS, FIGG Bridge Developers at their expense without any obligation of any local, regional, state or federal body removed the main span of the closed Jordan Bridge on May 5, 2009; and

WHEREAS, FIGG Bridge Developers is removing the remaining elements of the closed Jordan Bridge at private expense; and

WHEREAS, FIGG Bridge Developers applied for a permit to build the new bridge as approved by the City of Chesapeake, the Virginia General Assembly and the Governor of Virginia from the United States Coast Guard on May 26, 2009; and

WHEREAS, the United States Coast Guard issued a bridge application Public Notice on June 2, 2009; and

WHEREAS, the Hampton Roads Transportation Planning Organization recognizes that the new Jordan Bridge as approved will be constructed as a privately owned fixed span no longer requiring bridge openings; and

WHEREAS, the Hampton Roads Transportation Planning Organization recognizes and acknowledges the regional congestion relief and air quality benefits of eliminating the necessity for bridge lifts at the new Jordan Bridge; and

WHEREAS, the Hampton Roads Transportation Planning Organization recognizes and acknowledges that the provision of a new fixed-span no longer requiring bridge lifts is a benefit to waterborne commerce on the Southern Branch of the Elizabeth River; and

WHEREAS, the Hampton Roads Transportation Planning Organization recognizes and acknowledges that the new Jordan Bridge to be constructed as approved by the City of Chesapeake, the Virginia General Assembly and the Governor of Virginia will provide greater vertical or horizontal clearance than the remaining five bridge crossings; and

WHEREAS, the new Jordan Bridge will provide nine (9) feet more vertical clearance and one hundred (100) feet more horizontal clearance than will the new Gilmerton Bridge scheduled to be open in 2013; and

WHEREAS, the Hampton Roads Transportation Planning Organization is the intergovernmental transportation planning body for thirteen jurisdictions in Hampton Roads charged with developing a fiscally constrained long-range transportation plan for the region; and

WHEREAS, with the exception of the lower and narrower Gilmerton Bridge no replacement or new bridge crossings of the Southern Branch of the Elizabeth River are planned or included the Hampton Roads Constrained Long Range Plan; and

WHEREAS, the City of Chesapeake named the new bridge as proposed by FIGG Bridge Developers the South Norfolk Jordan Bridge following a public hearing on January 27, 2009; and

WHEREAS, the Hampton Roads Military and Federal Facilities Alliance is an initiative of the Hampton Roads Mayors and Chairs Caucus established to collectively focus area efforts on preserving and growing Federal capabilities within the Hampton Roads region; and

WHEREAS, the Hampton Roads Military and Federal Facilities Alliance supports construction of the new South Norfolk Jordan Bridge as essential to the military readiness of the region; and

WHEREAS, the construction of the new private South Norfolk Jordan Bridge cannot and will not occur without the timely approval of the Coast Guard permit;

NOW, THEREFORE, BE IT RESOLVED that the Hampton Roads Transportation Planning Organization endorses and supports the construction of the South Norfolk Jordan Bridge as proposed by FIGG Bridge Developers and as approved by the City of Chesapeake, the Virginia General Assembly and the Governor of Virginia as a privately constructed, operated and maintained vital bridge for the benefit of the region's total economic commerce, mobility and emergency evacuation and response, and military readiness.

BE IT FURTHER RESOLVED, the Hampton Roads Transportation Planning Organization finds that the navigational clearances included in the Public Notice issued by the United States Coast Guard are adequate and urges the United States Coast Guard to issue a permit for the bridge based on the drawings and clearances included in the Public Notice.

APPROVED and ADOPTED by the HRTPO Board at its meeting on the 17th day of June, 2009.

Bruce C. Goodson
Chairman
Hampton Roads Transportation Planning Organization