



# COMMONWEALTH of VIRGINIA

## *Commonwealth Transportation Board*

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Chairman

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*Agenda item # New Business 1*

### **RESOLUTION OF THE COMMONWEALTH TRANSPORTATION BOARD**

**June 16, 2010**

#### **MOTION**

**Made By: Mr. Layne      Seconded By: Mr. Dickens**  
**Action: Motion Carried, Unanimously**

**Title: Limited Access Control Changes**  
**Interstate 464 and Route 337 (Poindexter Street) Interchange**  
**City of Chesapeake**

**WHEREAS**, Interstate 464, and its interchanges, including the Route 337 (Poindexter Street) Interchange, was designated as a Limited Access Highway by the State Highway Commission of Virginia, predecessor to the Commonwealth Transportation Board (CTB), on October 4, 1956; and,

**WHEREAS**, Route 337(Elm Avenue/Poindexter Street), which included the Jordan Bridge over the Elizabeth River, provided an important link between the cities of Portsmouth and Chesapeake; and,

**WHEREAS**, the Jordan Bridge was constructed in 1928, and operated as a private, tolled, vertical-lift drawbridge until 1977 when ownership and operation was taken over by the City of Chesapeake until structural deficiencies made its closure by the City of Chesapeake necessary in November, 2008, which severed the Route 337 (Elm Avenue/Poindexter Street) connection between the City of Portsmouth and the City of Chesapeake (City); and,

**WHEREAS**, on January 7, 2009, the City approved plans for a new bridge to be constructed adjacent to the existing Jordan Bridge, and accepted the proposal from Figg Bridge Developers, LLC, (Developers) to construct a high-level, fixed-span, private toll bridge utilizing 100% private funding for construction and operation; and,

**WHEREAS**, action by the Virginia General Assembly on March 27, 2009, designated the replacement of the Jordan Bridge as an emergency, and subsequently, the City entered into agreement with the Developers to construct the said bridge; and,

**WHEREAS**, the City, in connection with its approval of the bridge project, and Coast Guard, in connection with various permit applications, provided opportunities for public involvement and comments in the consideration of the replacement bridge and approaches; and,

**WHEREAS**, given these considerations, the Virginia Department of Transportation (VDOT) has determined that the economic, social, and environmental effects of the proposed bridge replacement project have been sufficiently examined and given proper consideration, and this evidence, along with all other, has been carefully reviewed; and,

**WHEREAS**, as part of the design review for the said bridge replacement project, VDOT, the Federal Highway Administration (FHWA), the City and the Developers have determined that the most practical and feasible configuration to connect the eastern approach of the new bridge to the I-464/Route 337 (Poindexter Street) Interchange requires modifications to that interchange; and,

**WHEREAS**, these modifications, chosen from a broad spectrum of candidate alternates, have been developed, reviewed, and approved by FHWA, VDOT, the City and the Developers through the Interchange Justification Report (IJR) process; and,

**WHEREAS**, VDOT, FHWA, the City, and the Developers have reached consensus on the design of the eastern terminus of the said bridge project modifying the tie into to the west side of the Interstate 464 and Route 337 (Poindexter Street) Interchange, requiring relocation of part of Route 337 (Poindexter Street) to the southeast, and to the east, Truxton Street, a City street which functions as part of the ramp in the northwest quadrant of the interchange; and,

**WHEREAS**, the said street relocations will require a relocation of the existing termini point and limited access line, and the proposed extinguishment of a portion of the existing limited access control along Interstate 464 Ramp A east of its existing termini; and shifting the existing east limited access control along Truxton Street to the east of the current location to follow generally the relocation of Truxton Street to match the modified configuration of the interchange as discussed in the approved IJR; and,

**WHEREAS**, the City, by letter dated August 7, 2009, supports the final design alignment of the I-464 and Route 337 (Poindexter Street) Interchange, which includes the said street relocations and limited access control changes; and,

**WHEREAS**, VDOT and the FHWA have determined that the said limited access control changes are appropriate from a safety and traffic control standpoint based on the global traffic analysis contained in the IJR, subject to further review and approval; and

**WHEREAS**, by letter dated June 8, 2010, FHWA concurred in the modifications to the limited access control; and,

**WHEREAS**, all right of way, engineering, construction, and necessary safety improvements shall meet all VDOT standards and requirements; and,

**WHEREAS**, VDOT and the FHWA staff have determined there will be no adverse environmental impacts; and,

**WHEREAS**, all project costs, including of right of way, design, engineering construction, operation and all necessary safety improvements, are entirely privately funded, and will be borne by the Developer, as there are no public funds involved; and,

**WHEREAS**, no compensation shall be due to the Department in consideration of the proposed limited access control changes, due to the transportation benefit of the replacement bridge connection between the two cities; and,

**WHEREAS**, upon completion and acceptance of the proposed bridge project and changes by VDOT, all work, roadway construction, improvements and equipment will become the property of the City or Developer, as previously determined by the agreement; and,

**WHEREAS**, any easements for access, light and/or air necessary to accommodate the said proposed interchange modifications shall be acquired by the Developer in the name of the Commonwealth by deed without demand or consideration, or donated to the Commonwealth by the City or Developer by deed.

**NOW, THEREFORE, BE IT RESOLVED**, in accordance with the provisions of §33.1-58 of the Code of Virginia (1950), as amended, the CTB hereby approves the said limited access control changes for public street purposes as set forth below, and subject to the above referred to conditions, as shown on the plans for Federal Project Number I-464-5(12)266, and referenced on Sheet 1 titled “Exhibit for Limited Access Line South Norfolk Jordan Bridge” dated April 02, 2010, and revised May 19, 2010, being the revised termini of the limited access control in the southwest interchange quadrant for existing Interstate 464 Ramp A, at 139.69 feet (right) opposite Station 18+50.36 (Existing Route 337 (Poindexter Street) centerline); and the shift of the limited access control in the northwest interchange quadrant along existing Truxton Street from 18.02 feet (right) opposite Station 13+80.39 (Existing Truxton Street baseline) to 41.27

Resolution of the Board  
Limited Access Control Changes – Interstate 464 and Route 337 (Poindexter Street)  
Interchange  
City of Chesapeake  
June 16, 2010  
Page Four

feet (right) opposite Station 19+27.91 (Existing Truxton Street baseline) to a location outside of Outer Connector Loop B along Truxton Street Relocated beginning at 53.02 feet (left) opposite Station 11+79.35 (Outer Connector Loop B baseline) to 27.81 feet (left) opposite Station 13+03.62 (Outer Connector Loop B baseline) to 45.00 feet (left) opposite Station 13+60.03 (Outer Connector Loop B baseline) to 38.37 feet (left) opposite Station 15+24.15 (Outer Connector Loop B baseline) to 33.11 feet (left) opposite Station 16+17.44 (Outer Connector Loop B baseline) and ending 105.31 feet (left) opposite Station 16+48.71(Outer Connector Loop B baseline), in accordance with the statutes of Virginia and in accordance with the Commonwealth Transportation Board policies. The Acting Commonwealth Transportation Commissioner is hereby authorized to execute any and all documents needed to comply with this resolution.

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