APPROVED MINUTES
TOWN OF URBANNA TOWN COUNCIL
SPECIAL CALLED MEETING OF MARCH 4, 2026

A special called meeting of the Town Council of the Town of Urbanna, Virginia, was held on the 4th day of March, 2026 beginning at 6:00 p.m. in the Meeting Room of the Middlesex Volunteer Fire Department located at 330 Virginia Street in Urbanna, VA. The purpose of the meeting was to discuss options for the repair/replacement of the Marina Bridge.

AGENDA ITEM 1. CALL TO ORDER
Mayor Goldsmith called the meeting to order at 6:00pm.

AGENDA ITEM 2. APPROVAL OF ELECTRONIC PARTICIPATION BY A COUNCIL MEMBER
Not necessary.

AGENDA ITEM 3. ROLL CALL OF MEMBERS
Marjorie Austin ..... Absent
Larry Chowning ..... Present
Alana Courtney..... Present
Mayor Bill Goldsmith ..... Present
Merri Hanson ..... Absent
Beth Justice ..... Present (arrived at 6:47pm)
Robbie Wilson ..... Present

Others Present:
Ted Costin, Town Administrator
Christine Branch, Town Clerk
Michele Hutton, Town Treasurer
Steve Hutton, Public Works
Andrea Erard, Town Attorney (via Zoom)
Jeremy Schlussel, PE, Senior Vice President with Whitman, Requardt & Associates, LLP (WRA)
Members of the press and public

PLEDGE OF ALLEGIANCE
The Mayor led the Pledge of Allegiance.

AGENDA ITEM 4. SPECIAL MEETING MATTER
4.a. Engineering Proposal Regarding the Marina Bridge
Jeremy Schlussel, PE, Senior Vice President with Whitman, Requardt & Associates, LLP (WRA), presented different options to consider regarding the Marina Bridge (Attachment A).

Mr. Schlussel said the crossing has been in place for about 90 years and showed a photo he found from 1931. It is believed the current bridge was built in the mid 1970s and it is 24 feet wide and about 16 feet long. This means it was subject to mandatory safety inspection requirements which apparently fell through the cracks over the years. This will have to be rectified in the future.

They are not sure of the foundation but estimate the pilings are anywhere from 80-100 feet long and buried in deep foundations. The majority of the pre-stressing reinforcing has fallen out of the bridge, which predicated working with VDOT to close it due to safety concerns. The concrete has

deteriorated and the retaining walls are leaning over. The bulkhead is starting to lean and fail along the roadway. While they have not yet determined the condition of the foundation, there is evidence of structural issues.

Mr. Schlussel said there are two options, both with the goal of reopening the marina as fast as we can.

The first option is a temporary, prefabricated bridge (often referred to as a NAMI or Bailey Bridge). They come in units and can be somewhat customized to the site. Mr. Schlussel went over some different types of prefabricated options. Most are highway rated. Steel plates, logging bridges are not highway rated and there are no safety features. All require some sort of foundation elements. One issue to consider is whether a crane would be needed. There is an overhead power line which is physically in the way of a crane doing any work there.

The fastest temporary solution is a cast-in-place concrete bridge. Smaller equipment is needed for installation and it can be customized to the site. Many highway contractors can do this job. The road would be raised and a ramp installed to get to the bridge. Guardrails would be in place. They sketched it off to one side to avoid the water and sewer lines that are there. Because it would be raised above the current bridge and be longer than the current bridge, there would be no weight load going on it. Council would determine the width of the new temporary bridge. It would be a one-lane structure to save room for the future.

The second option is long-term. Mr. Schlussel said there are many things associated with a long-term option that impact the ability to work around the water; the biggest of which is permitting. There are time-of-year restrictions, birds and bats that we have to work around, and permitting with the Coast Guard, Army Corps of Engineers, DEQ, and potentially NEPA. We'd have to work with Dominion Energy, HRSD, Verizon, Breezeline, etc. The hydraulics of the water have to be taken into consideration as well as the creek bottom.

Mr. Schlussel said there is a lot of new technology out there now such as corrosion-resistant materials and low-permeability concrete that will make the bridge last. They are designing a 75-year lifespan now.

The main issue is funding. The $4.4 million that was mentioned included rebuilding a good portion of the road to where the right-of-way currently is. The road to the marina is a right-of-way easement on private land. Everything can be scaled back. Mr. Schlussel noted that once you ask for federal or state money, it's very difficult to go back and ask for more so you look at the worst-case scenario to come up with an estimated cost. Underestimating and having to ask for more will significantly delay a project.

Mr. Schlussel said the least expensive fix would be around $300,000, including engineering. This is a ball-park estimate.

Councilmember Chowning asked if our long-term goal is to have VDOT take over the bridge. Mayor Goldsmith said we would have to bring the entire road up to their standards before they would take it over. This would include us moving utilities, acquiring the private property, etc.

Councilmember Wilson said we do not have an understanding with VDOT. Mr. Costin said he was told that VDOT would be willing to take it if we build it to their standards. The bridge has to be built to federal standards plus additional VDOT standards because it's for public use. Mr. Costin said if the town retains ownership of the bridge, we can have a private road that's substandard to VDOT, but when the wheels touch the bridge, it's got to be VDOT standard.

Mr. Schlussel said the bridge would be built following the American Association of Highway and Transportation Officials (AASHTO) standard which works closely with the Federal Highway Administration (FHWA) Office of Safety. If the bridge is kept private, meaning the town owns it, it's just open to the public, we would just have to meet the AASHTO minimum standard, which is safe.

Councilmember Chowning asked if we need permission from the landowner to do work on the bridge. Ms. Erard said she doesn't believe there are any legal constraints in proceeding.

Councilmember Courtney asked the cost and life span for a temporary option. Mr. Schlussel said cost depended on the option. A solid slab option could last 75-100 years.

Ms. Erard asked the cost and timeline for a temporary bridge. Mr. Schlussel said the concrete option has about a two-month construction time. A portable bridge would be about $50,000 just for the bridge, not including roadwork and labor, which would be about another $150,000. The town would hire the construction company to do the work. These figures do not include engineering. A portable bridge could handle firetrucks and school buses.

Mr. Costin asked Mr. Schlussel to explain the difference between a culvert and a bridge and why a culvert will not work here. Mr. Schlussel said a culvert is concrete on all four sides. It would have to be countersunk about two feet into the creek bed so it could be maintained as a natural bottom. Digging in waters of the US impacts permits and it will take much more time. If there had been a four-sided structure there now, it would be much easier to do. He said a culvert is not advisable.

Councilmember Chowning asked how much the bridge inspection costs. Mr. Schlussel said about $5,000 every two years. He said it is highly recommended that the town have the bridge inspected every 24 months to keep a history of it. He said obviously the bridge will deteriorate but you can track it and go, okay, well, the first 40 years is really good, then it started deteriorating, and then you can understand because you'll be taking enough photos and documenting its condition. Scour is also checked and you'll be able to understand if the material is coming and going more frequently and if deeper channels are being created because of the ebb and flow of the water.

Councilmember Chowning said he is concerned about walking on the bridge as well as vehicles.

AGENDA ITEM 5. PUBLIC COMMENT & COUNCIL RESPONSE TO PUBLIC COMMENT

Roy Kime of Howard Street said he is the former zoning administrator of the town and helped the town treasurer with budgeting and finance for the town. He is familiar with the marina, the access road to it, and the bridge over the entrance to Jamison Creek. He was asked if he would be interested in being the project manager for the bridge project and he said he had some interest but is no longer interested. He said we don't need to pay for engineering studies for a bridge which is not necessary and will never be built. He said the marina bridge is more like a driveway into your house. He said the marina generates about $25,000 a year in net income and it would take 46

years of marina profits just to pay for the engineering work. He said we built a pool for a million two and dug a well for a million two, both of which included all the engineering and all the contract work, and both those are designed to last for quite some time. He said the town cannot afford this contract and suggested the mayor appoint a committee of the council to explore other alternatives and to look into the bridge requirements for public access.

Tammie Putney of Meadow Lane reminded Council of the dredging project that was done several years ago and said the trucks carrying heavy equipment across the bridge may have contributed to the damage. He suggested looking into it to see if some restitution could be received.

Lisa Powers of Colorado Avenue said all her questions had been answered by the presentation.

William Mayo of Rappahannock Avenue said more people need to be brought in to discuss options for the bridge.

John Anzivino of Howard Street submitted a written comment. (Attachment B)

Councilmember Wilson said there was a bypass option suggested by an engineering firm in the early 1990s.

AGENDA ITEM 6. ADJOURN OR RECESS
Councilmember Courtney made a motion to adjourn. All were in favor with none opposed.

The meeting was adjourned at approximately 7:16pm.

Respectfully submitted,
Christine H. Branch, Town Clerk

Approved by Council: March 26, 2026

ATTEST:

_____
Christine H. Branch, Town Clerk

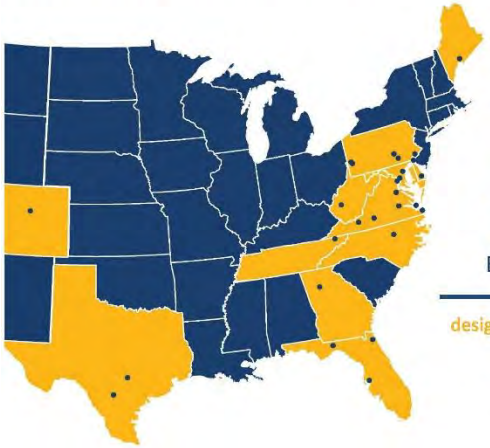
ATTACHMENT A

Oyster Rd over Trib. to Urbanna Creek Bridge

SPECIAL MEETING
URBANNA TOWN COUNCIL
March 4, 2026

Firm Overview

Whitman, Requardt & Associates, LLP
Engineers◆ Architects◆ Environmental Planners Est. 1915



110 YEARS

850+ EMPLOYEES

TOP 125 ENR DESIGN FIRM

designing the infrastructure and buildings that **improve the world**

- Leading Engineering, Architectural, Environmental Planning and Construction Management and Inspection (CMI) Firm in the Mid-Atlantic Region
- Local Presence: 7 VA Offices
- Value Driven with Low Overhead
- Quality-based, Reputable, Trusted
- Over 270 Virginia personnel

2

PEOPLE FOCUSED – PROJECT DRIVEN

Quick History

- Crossing in place for 90 plus years
- Roadway
  - Located within easement on private property
  - Access to the Town Marina
- Bridge
  - Unknown Age
  - Width ~24 ft wide
  - Length ~16 ft length
  - Foundation is unknown

WRA

Bridge Condition

WRA

Options

- Considerations
  - Speed
  - Economics
  - Future project geometrics
  - Plan for long-term temporary solution
  - Ramp up/down raised bridge
  - Truck/Trailer design consideration
- Temporary Solutions
  - Prefabricated Bridges
    - Fabricated in-place, customized
    - Purchase or lease
    - Unable to be customized to the site
    - Highway Rated

WRA

Options

- Temporary Solutions
  - Steel Plates (ie: Logging Bridges)
    - Not Highway rated
    - No safety features
    - Unable to be customized to the site
    - Requires foundation elements
  - Portable Bridge
    - Highway rated bridge
    - Safety features
    - Customizable or "off the shelf"
    - For Rent or Purchase
    - Requires foundation elements

WRA

Options

- Temporary Solutions
  - Prestressed concrete
    - Customizable for site
    - Requires shop plans and fabrication by 3rd party = timeframe impacts
    - Highway Rated
    - Requires cranes
    - Requires foundation elements

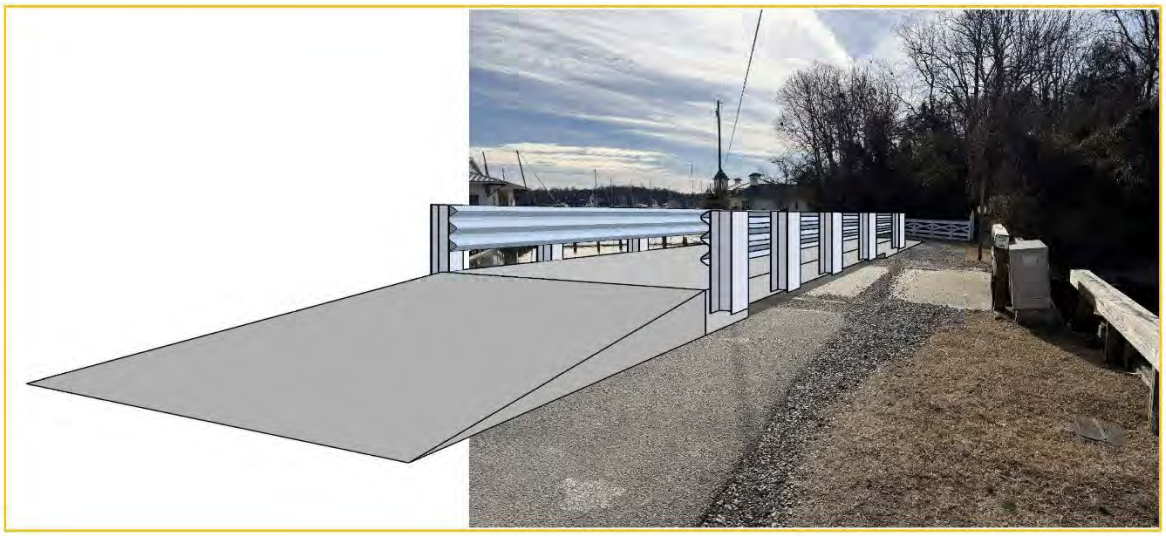
WRA

Options

- Cast-in-place Concrete
  - Most Customizable for site
  - Highway Rated
  - Fast solution
  - Small equipment
  - Standard elements

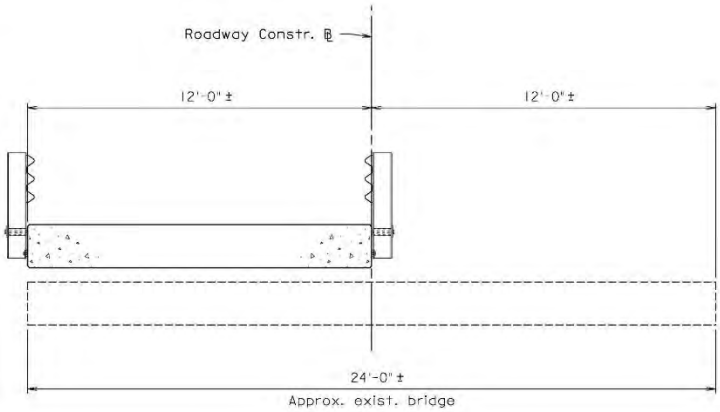
WRA

Options



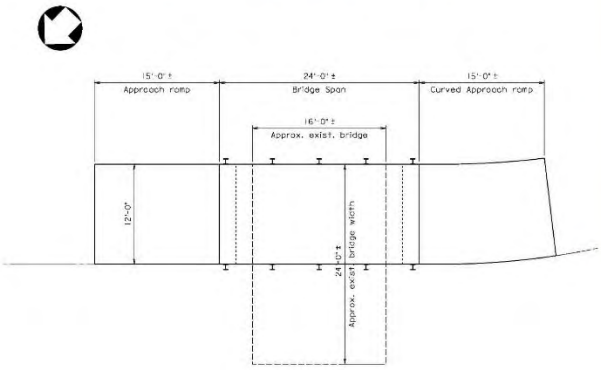
Options

- Cast-in-place Concrete
  - Minimum width for travel way
- Consideration for future project



Roadway Approach - Temporary

- Approach Roadway
  - Regardless of option, will require ramp up/down to cross bridge solution
  - Asphalt build-up
    - Will require maintenance



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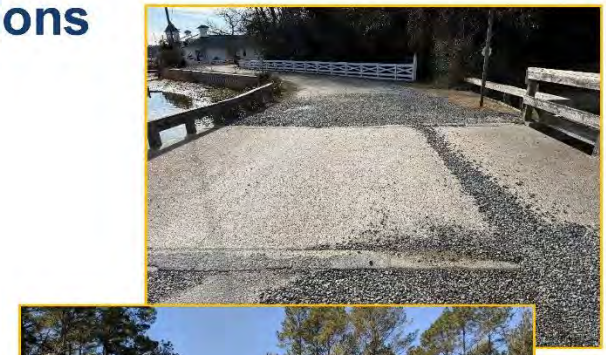
Long-Term Solutions

- Permitting
  - Immediate/Temporary Solutions
  - TOYR Restrictions
    - Aquatic – Anadromous Fish – 2/15 – 6/15
    - Terrestrial (birds)
      - Tricolor bat: 4/1 – 11/15
      - Bald Eagle – 12/15 – 7/15
  - USCG/USACE/DEQ/NEPA (if Fed $$)
- Utilities
  - Dominion Energy
  - Water
  - Wastewater/HRSD
  - Verizon and Breezline
- MOT
  - Maintain Marina Traffic
- Hydraulics
  - Drainage
  - Scour

WRA

Long-Term Solutions

- Roadway
  - Re-build bulk-head
  - Update/stabilize roadway
  - Safety elements
  - Pedestrian Safety
- Bridge
  - New bridge
    - Corrosion Resistant Materials
    - Low-Permeability Concrete
    - Economical/Fast Construction
- Geotechnical
  - Deep Foundations
    - Rte. 227 pile lengths are between 80-100 ft
- Funding
  - State and or Federal



WRA

Questions?

- Contact Information

  Jeremy Schlussel, PE

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  804-349-8497 (m)

  804-327-5265 (o)

WRA

ATTACHMENT B

From: John Anzivino
Sent: Tuesday, March 3, 2026 5:57 PM
To: Kristi Urbanna
Subject: Urbanna Bridge

This is another example of a governing body overlooking its investments until the asset becomes a crisis. The Town needs to conduct some professionally developed long-range financial planning.

I've worked with Whitman Requardt in the past and they are a quality firm.

I have reviewed over 100 proposals during my local government career and written over 700 as a local government consultant. This is one of the most unclear proposals I've seen.

Some thoughts:

- As I understand the proposal the engineers are proposing an initial shorter-term fix and a longer-term permanent solution.
- How long will the short-term fix remain? What is its life expectancy?
- For the longer-term solution, the proposal indicates that VDOT will assume responsibility for the 'bridge' in the future. That undoubtedly means the road to the bridge will also be accepted by VDOT. If so, does this mean the entire road will become part of the VDOT system and is that part of the design fee? If so, does the road have adequate right of way according to VDOT standards and has the idea of accepting the road and 'bridge' been broached to VDOT?
- The cost for engineering services is estimated to be $900,000. What is the cost for the temporary phase?
- The estimated cost also notes that it is noninclusive of subcontractor costs (geotechnical, surveying, etc.) Who controls those costs and what is the estimated range of costs?
- The proposal seems to indicate that by accepting the agreement the Town is obligated to Whitman/Requardt for the duration. What is the Town's off ramp if Whitman Requardt does not perform well?