

**TOWN COUNCIL
PUBLIC WORK SESSION MEETING MINUTES
Wednesday, April 23, 2025
6:00 PM**

I. CALL TO ORDER, PLEDGE OF ALLEGIANCE

A special meeting of the Jamestown Town Council was held on April 23, 2025. Town Council President Beye called the meeting of the Jamestown Town Council to order at 6:02 p.m. in the Jamestown Town Hall Rosamond A. Tefft Council Chambers at 93 Narragansett Avenue and led the Pledge of Allegiance.

II. ROLL CALL

Town Council Members present were as follows: Nancy A. Beye, Mary Meagher, E. Edward Ross, Mary G. Glackin, and Erik Brine.

Also, in attendance: Town Administrator Edward A. Mello, Public Works Director Michael Gray, Town Planner Lisa Bryer, and Town Clerk Roberta Fagan.

III. PUBLIC WORK SESSION: JAMESTOWN CORRIDOR PROJECT.

- A) Review and Discussion: Rhode Island Department of Transportation (RIDOT) preliminary plans for the Jamestown Corridor Project.

Representatives of the Rhode Island Department of Transportation (RIDOT) presented the preliminary plans for the TIP ID 9992 Corridor Jamestown Project (attached).

Town Administrator Mello welcomed all present. He emphasized appreciation for the team's collaborative efforts and introduced the meeting's purpose as a working group discussion. RIDOT made a presentation last year on the TIP ID 9992 Corridor Jamestown Project, and have returned with a second look and additional options. The project is expected to be completed in approximately ten years, and wanted to start process early.

Pam Cotter, RIDOT Administrator of Planning. To talk about TIP ID 9992 Corridor Jamestown Project, related to North Road. It is a resiliency project aimed at trying to determine the best way to handle the Round Swamp bridge. Design will begin next year. The earliest that the construction will start is in 2029.

Skye Levin, PE, Senior Project Manager and Andrew Reeder, PE, PMP, Structural Engineer made gave a presentation on TIP ID 9992 Corridor-Jamestown. The bridge was built in 1934. The hydraulic opening is not large enough, causing the roadway to flood.

1. Abandonment- Delaware DOT has done this. Let nature go back to the way it was.
2. Replace in kind.
3. Keeping the causeway at the present height, but allowing the hydraulic opening to be enlarged and/or adding another opening. This would require a hydraulic and hydrology report.

4. Raising the elevation and enlarging the hydraulic opening. Main heights are 4', 6', and 8' feet range, and will be determined after the hydraulic and hydrology report is complete.
5. Multi-span bridge. Leave the existing bridge in place and nature would take it back with time. The bridge would be 1500 feet long and 10 feet high.

Why was the range chosen when sea level rise is anticipated to be 3 feet by 2050?

A question was asked about how the wildlife would be impacted.

Many comments were made by those in attendance with suggestions such as bringing in fill to raise the roadway, and/or increasing the hydraulic opening.

Paul Sprague, Mast Street, stated that there is no evidence the existing bridge has been submerged; instead, the roadway on either side of the bridge has flooded. The problem is that the roadway has settled and sunk.

Councilor Glackin highlighted that last year, the school was closed three times due to buses being unable to travel on North Road because of flooding at the Round Swamp bridge. It is essential to construct a strong structure that can withstand heavy equipment, including tractor-trailers, trailers carrying boats, RVs, and more. This is a pressing issue that needs to be addressed now, not something to be dealt with in 2050.

RIDOT has 600 projects in its 10-year plan. Since they don't "get too many bites out of the apple", they aim to build a bridge that will last between 75 and 100 years. RIDOT prefers Option 5 but is willing to proceed according to the Town's wishes. The scoping process will include detailed discussions about specifics, such as lane width, potential buffer for a bike path, and various scenarios that will be studied and budgeted. RIDOT wants the Town to have a say in the final design choice.

Once planning is complete, there will still be time to hear from Jamestown before building starts. 3 years of design.

Town Administrator Mello requested that the Rhode Island Department of Transportation (RIDOT) consider several key points for future meetings. He asked them to model the potential impact of sea level rise on the entire island. Specifically, he wanted to know what the island would look like if it experienced a 5, 6, or 7-foot rise in sea level. Additionally, he inquired about the effects of a 1% wave action on the area.

It is essential to assess the current conditions and elevations of Route 138 and East Shore Road. Mello emphasized the need to understand the predictability of these roads in light of sea level rise and 1% wave action/storm, especially if North Road is not a viable option.

Furthermore, he raised concerns regarding the water line replacement along North Road leading to the water treatment plant, and the potential options and impacts this could have on the current location of the water treatment plant. Depending on the options for North Road, a few of the options will affect the location of the water treatment facility.

IV. ADJOURNMENT

A motion was made by Councilor Meagher, with a second by Vice President Brine to adjourn at 7:10 p.m. Vote: President Beye, Aye; Vice President Brine, Aye; Councilor Meagher, Aye; Councilor E. Ross, Aye; and Councilor M. Glackin, Aye.

Attest:

/s/ Roberta J. Fagan

Roberta J. Fagan, CMC, Town Clerk



TIP ID 9992

Corridor - Jamestown



Presented By:

Skye Levin, PE

Transportation Project Manager

Presented on:

April 23, 2025

Andrew Reeder, PE, PMP

Structural Engineer

Hosted by:

Town of Jamestown

Presentation Contents

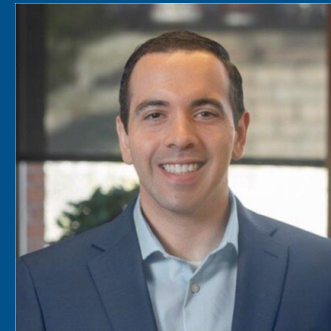
- Meet the presenters
 - Experience and areas of expertise
- Scope of improvements for TIP ID 9992
 - Bridge Scope
 - Pavement Scope
 - Safety Scope
- Purpose and Need – Why are these improvements needed?
 - Current flood zones in Jamestown
 - Projected hurricane storm surge in Jamestown
 - Condition assessment of bridges
- Discussion of Design Alternatives
- Next Steps

Meet the Presenters



Skye Levin, PE
Senior Project Manager

- 20 Years of Experience
 - Resiliency Planning
 - Transportation Safety
 - Transportation Planning
 - RIDOT STIP Readiness Review
- Licensed Professional Engineer in Rhode Island, Massachusetts, Ohio



Andrew Reeder, PE, PMP
Structural Engineer

- 10 Years of Experience
 - Bridge Design
 - Bridge Load Rating
 - Bridge Inspection
- Licensed Professional Engineer in Rhode Island, Massachusetts, Connecticut
- FHWA National Bridge Inspection Standards (NBIS) Certified Team Leader

Scope of Improvements of STIP ID 9992

- **Bridge Scope**

- Replacement of Bridge No. 113 – Conanicut Bridge on East Shore Road
- Replacement of Bridge No. 298 – Round Swamp Bridge on North Road

- **Pavement**

- Roadway resurfacing and reclamation of North Road and Southwest Avenue from RI-138S ramp to Mackerel Cove
- Reconstruction of East Shore Road from RITBA Headquarters to Conancius Avenue
- Roadway resurfacing and reclamation of Narragansett Avenue from Howland Avenue to the end

- **Safety**

- Signing and Striping throughout study area
- Rehabilitation of sidewalk along Southwest Avenue, Narragansett Avenue, and North Road



Current FEMA Flood Zones in Jamestown



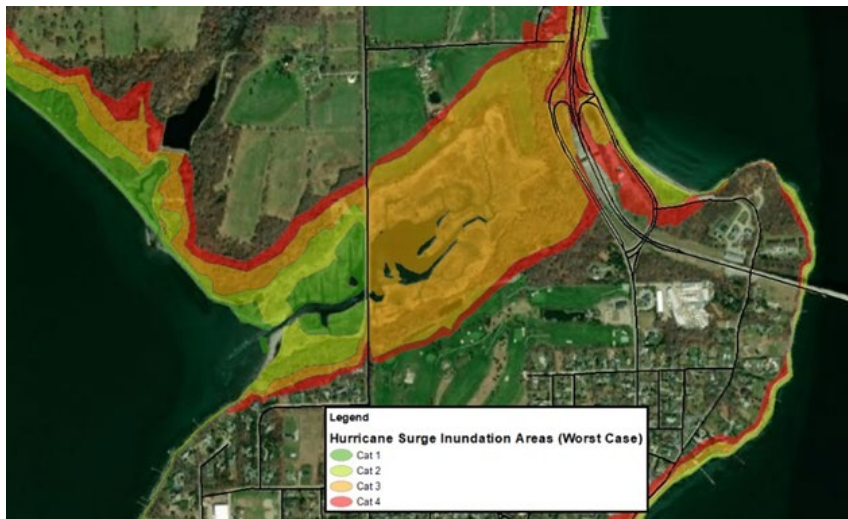
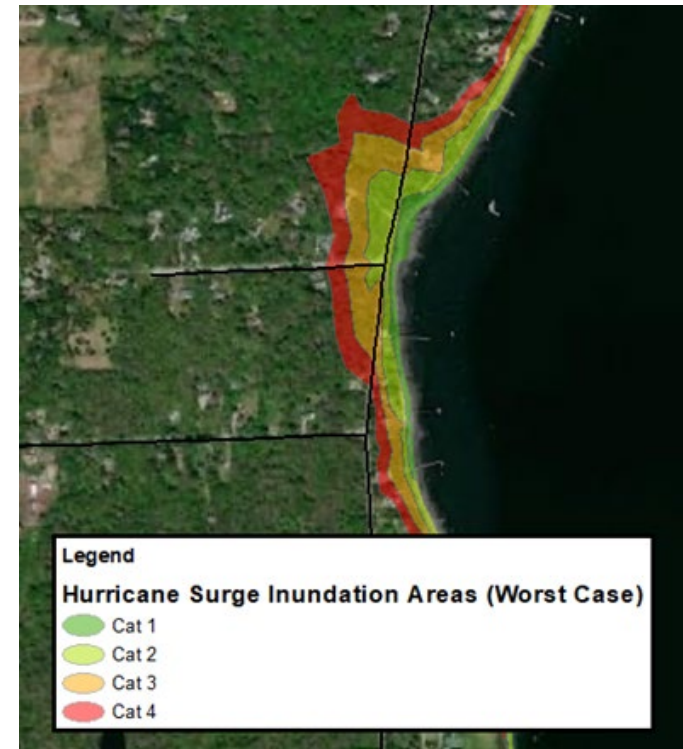
- **AE Zone**
indicates areas that have at least a 1%-annual-chance of being flooded, but where wave heights are less than 3 feet.



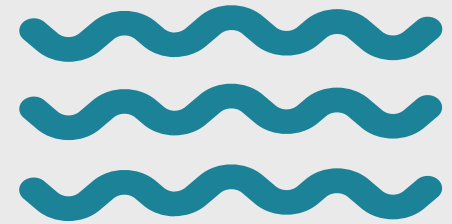
- **VE Zone**
also known as a Coastal High Hazard Area, is where wave action and fast-moving water can cause extensive damage during a base flood event.



Projected CRMC Hurricane Storm Surge in Jamestown



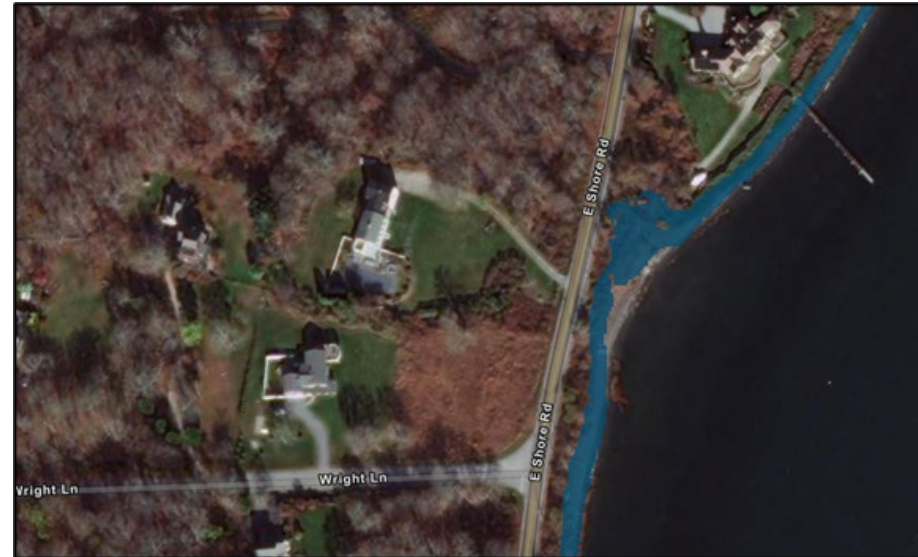
Jamestown Future Sea Level Rise Only



**Up to 3 feet of SLR
by 2050**

These impacted areas are projected to expand over time, causing at least three feet of sea level rise along East Shore Road by 2050. That's just for sea level rise (SLR), not storm surge or additional flooding.

By 2050 sea level rise will spread well past the current edges of Great Creek. East Shore Rd. and Conanicus Ave. will still be out of the tidal zone.



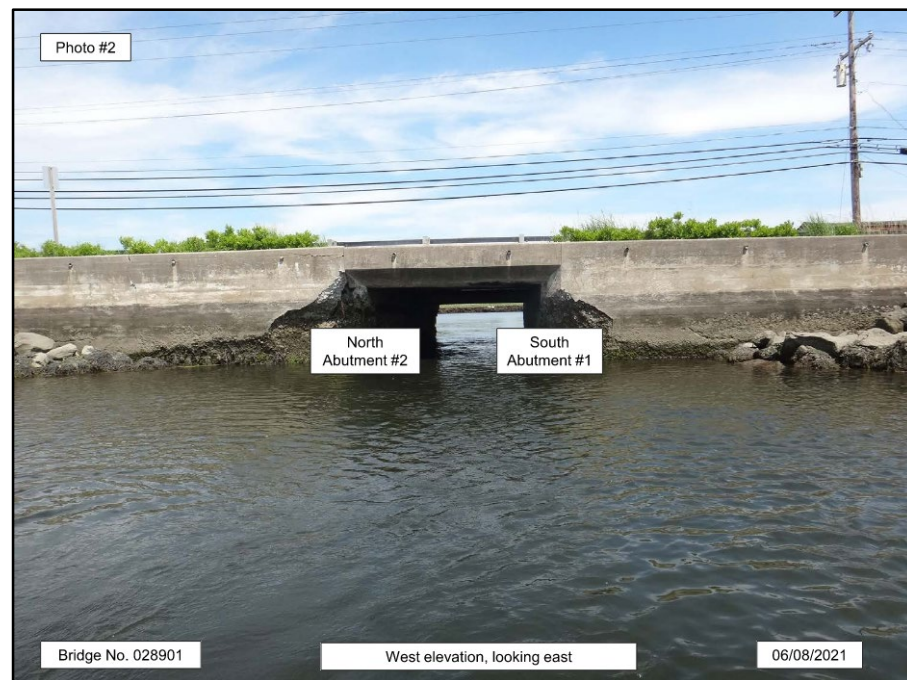


Condition Assessment of Existing Bridges



Conanicut Bridge No. 113


Round Swamp Bridge No. 289



Condition Assessment of Round Swamp Bridge No. 289

General Overview

- Built in 1934
 - 90+ years in service
 - Original bridge plans available
 - Only 2 pages!
- Bridge carries North Main Street over a tidal inlet
- Structure type
 - Cast in place reinforced concrete slab seated on reinforced concrete abutments and timber piles

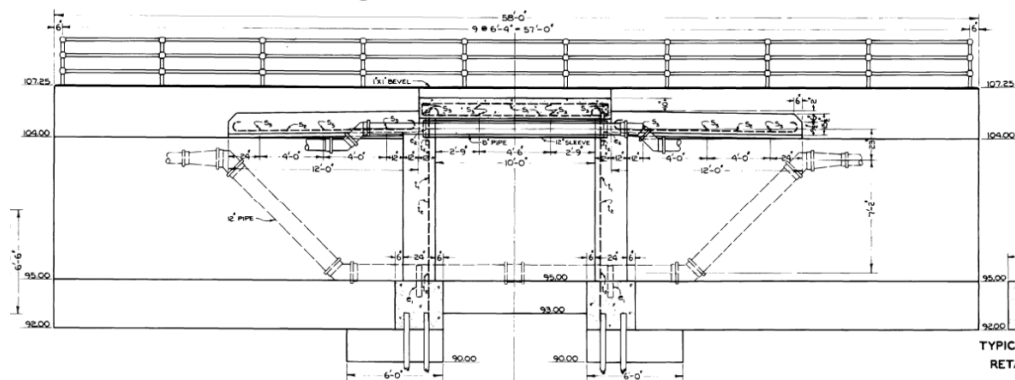


STATE BOARD OF PUBLIC ROADS
BRIDGE DEPARTMENT
ROUND SWAMP BRIDGE
JAMESTOWN, R. I.
CONSTRUCTION PLAN

0 8 16 24 32 40 FEET
SCALE
RECIPROCAL
48
REDUCTION

PRINT NO. [REDACTED]
PRINTED [REDACTED]
ISSUED TO [REDACTED]

DRAWN BY P.S.C. TRACED BY E. CHECKED BY H.C.K.
FINAL DATE NOV. 19, 1934
PASSED BY *Samuel D. Caspell* BRIDGE ENGINEER
APPROVED *W.D. Henderson* CHIEF ENGINEER



Condition Assessment of Round Swamp Bridge No. 289



Summary of Existing Issues

- Bridges No. 289
 - Both are 90+ years old
 - Both are deteriorated and near the end of their service life
 - Candidates for replacement in near future
- Inadequate sized hydraulic openings
 - Scour and abrasion visible
- 2050 Sea level rise indicates that both bridges will be overtopped if replaced at their existing grades
 - Storm surge on top of sea level rise amplifies effects
 - Increases risk of damage to structures

Alternative 1: Round Swamp Bridge No. 298 - Abandonment



Alternative 2: Round Swamp Bridge No. 298 - Replace In-Kind



Alternative 3: Round Swamp Bridge No. 298 - Enlarge Hydraulic Opening



Alternative 4: Round Swamp Bridge No. 298 - Raise Elevation and Enlarge Hydraulic Opening



Alternative 5: Round Swamp Bridge No. 298 - Construction Multi-Span Bridge



Questions?