

Depot Street Bridge

Jamaica BO 1442(42)

TH 19, Bridge No. 32 over West River

Public Information Meeting – July 13, 2026



Outline

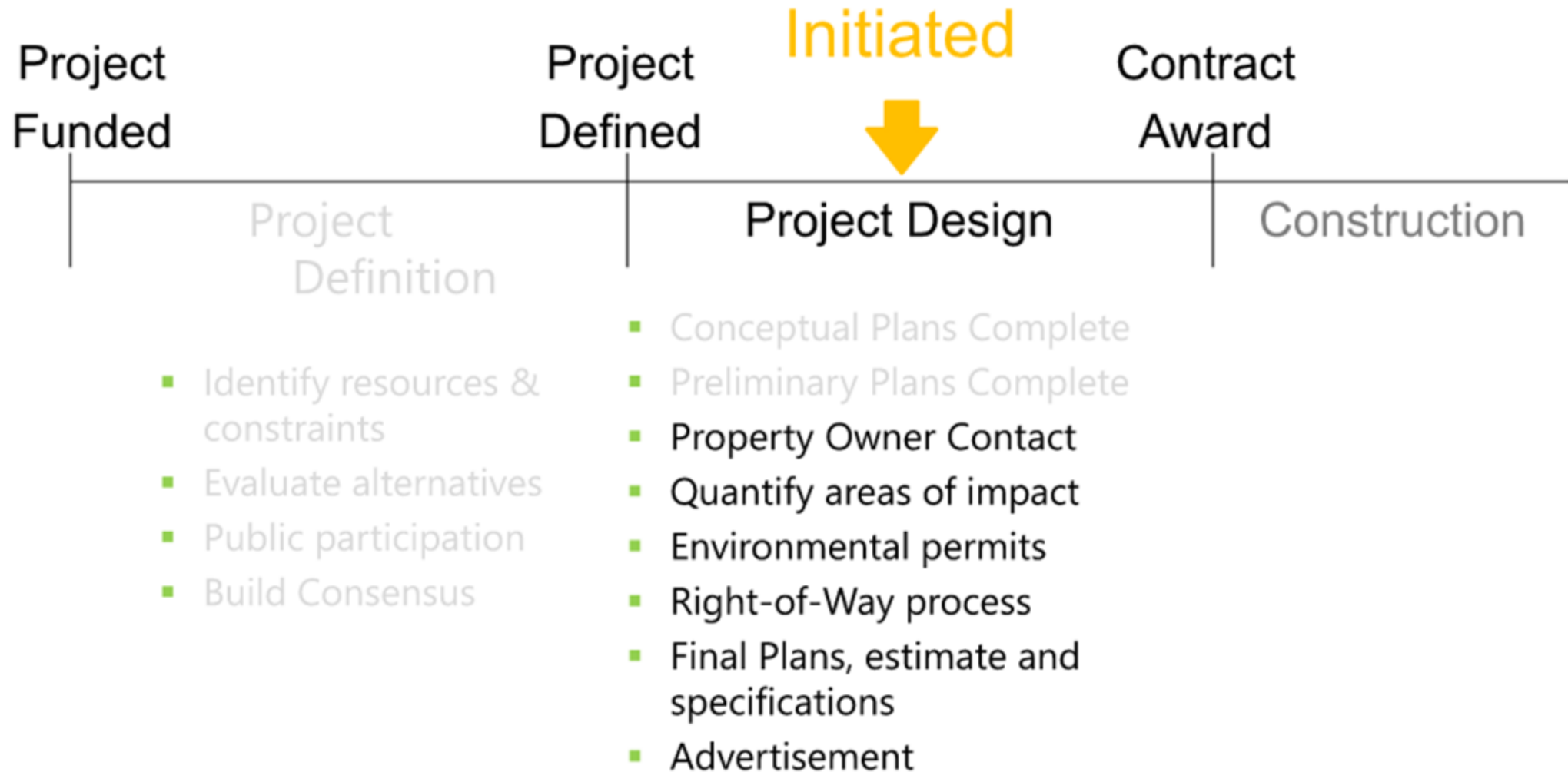
- Introductions & Purpose of the Meeting
- VTrans Project Development Process
- Project Location
- Existing Conditions
- Project Overview
- Maintenance of Traffic
- Schedule & Estimate
- Questions

Introductions and Purpose of the Meeting



- Introductions
 - Gary Laroche, P.E.
 - VTrans Project Manager
 - Kelly LaVigne, P.E.
 - Hoyle Tanner Project Manager
- Purpose of the Meeting
 - To Provide an Update on Project Progress
 - Provide an Opportunity to Ask Questions and Voice Concerns

VTrans Project Development Process



Project Location



Existing Bridge Information

- Bridge No. 32 Constructed in 1926
- Fabricated by the Berlin Construction Company
- Kittredge Bridge Company as the Contractor
- Pratt Through-Truss
 - Total Span Length = 165'
 - Bridge Width = 15'-4" On Center, 13'-5" Between Curbs
 - Vertical Clearance = 14'-7"
 - Posted Weight = 8 Tons
- Dried Laid Stone Abutments



- Resource ID Completed in October 2019 by Others

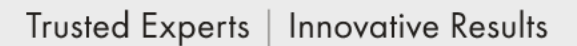
TOWN	STRUCTURE ID	WETLANDS	SURFACE WATERS	FLOODPLAIN /FLOODWAY	SIGNIFICANT HABITAT	RTE SPECIES	FARMLAND SOILS	INVASIVE SPECIES	ARCH SENSITIVITY
JAMAICA	BRIDGE 32	X	X	X	X	X	X	X	X



Project Overview

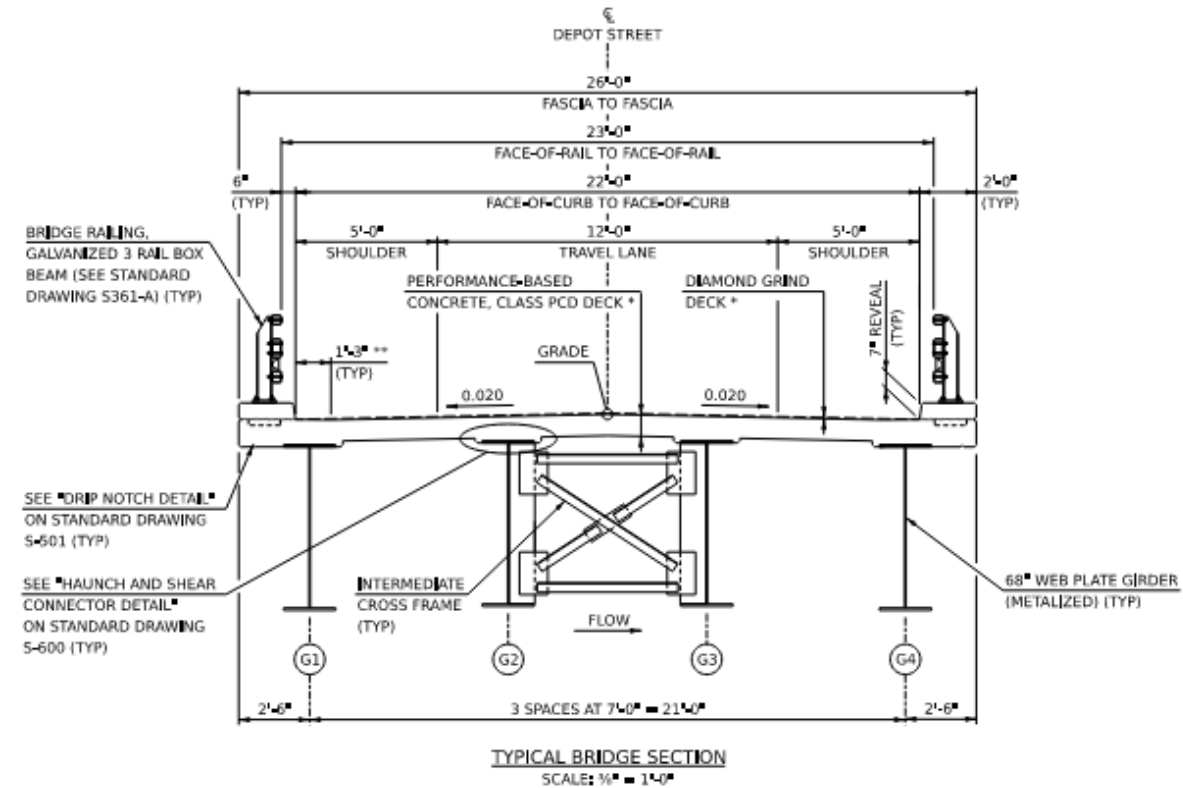


- Replace Existing Steel Truss with New Steel Girder Bridge
- Related Approach Roadway Work (Signs, Striping, Guardrail)
- Related Channel Work
- Traffic Maintained on Temporary Bridge Upstream of Existing Bridge
- Utility Relocation



Project Overview

- Typical Section
 - Alternating One-Way Traffic on Bridge
 - Total Span Length = 160'
 - Out-to-Out Width = 26'-0"
 - 12'-0" Travel Lane with 5'-0" Shoulders
 - Design Vehicle = HL-93



Aesthetic Recommendations Recap

Metalized Girders

- Metalizing the steel girders is recommended for the new bridge due to lower lifecycle maintenance cost and greater durability over the life of the bridge
- Service life of metalized coating is approximately 75 years, matching design life of the steel girders.
- No anticipated coating maintenance cost over the bridge service life.
- Painted girders require regular cleaning and repainting, as exposed steel is more susceptible to rust and deterioration
- Typical paint system service life is approximately 25 years.
- Repainting would be required multiple times over the 75-year bridge life. Repainting exterior girders can cost upwards of \$200,000.



Metalized Girder



Aged Painted Girder with Peeling and Rust

Aesthetic Recommendations Recap

Stamped Concrete Abutments

- Improves aesthetics for recreational users, including white-water rafters.
- Relatively simple and low-cost addition during construction.
- Little to no impact on long-term maintenance requirements.
- Does not reduce abutment durability.
- Maintains consistency with the character of the existing bridge.
- Recommended Ashlar Form Linear, as Shown



Example Stone Form Liners



Stamped & Stained Concrete

Aesthetic Recommendations Recap

Powder Coated Bridge Railing

- Town expressed a desire for the bridge to blend with the surrounding park setting.
- Bridge rail will meet pedestrian height and spacing requirements.
- Final color (brown) will match State Park color pallet.



Example of Powder Coated Bridge Rail



Traditional Bridge Rail Finish

Aesthetic Recommendations Recap



Bare Concrete Deck

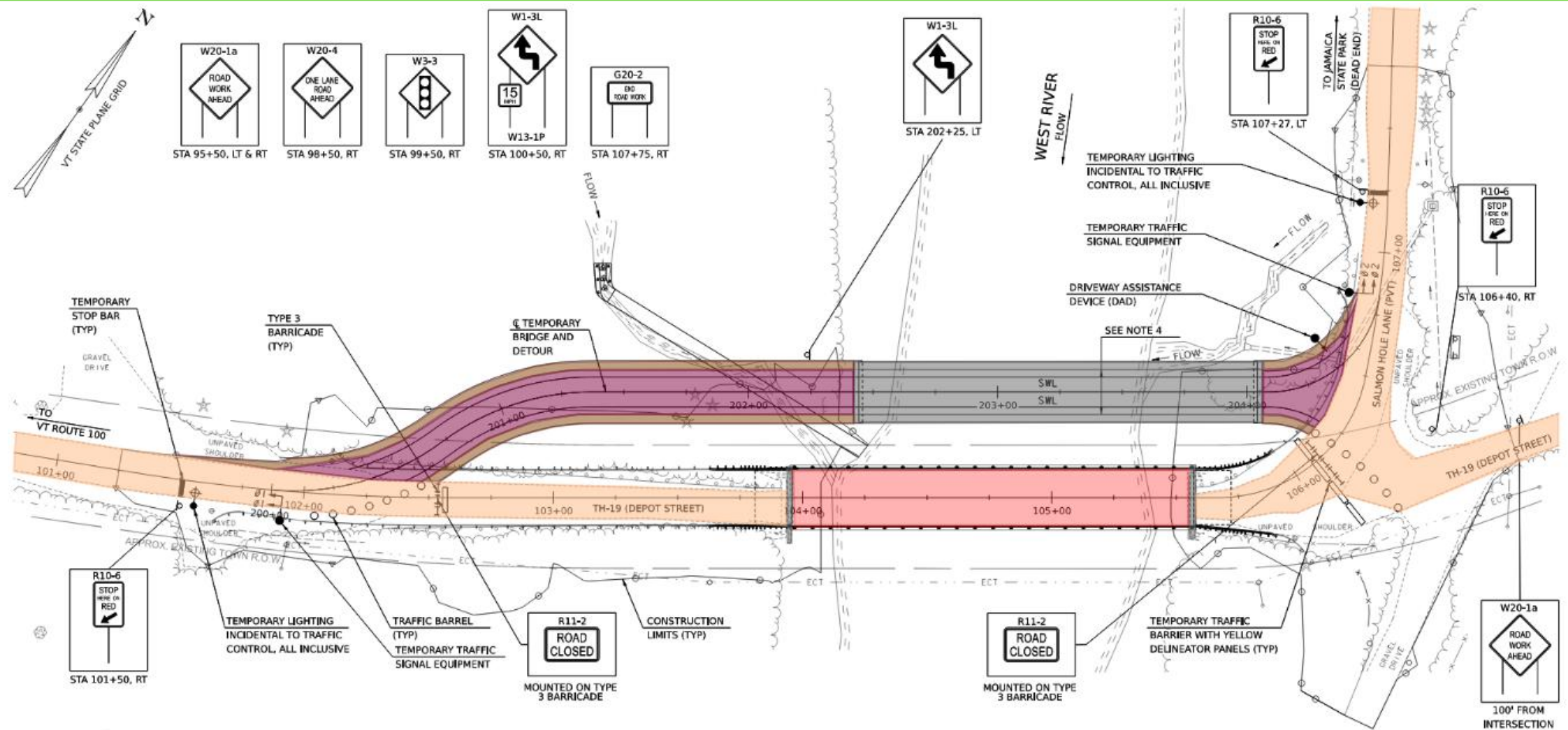
- Reduces long-term maintenance requirements and minimizes overall lifecycle costs.
 - Periodic application of silane treatment.
 - At approximately mid-service life, the deck can be paved to help protect aging concrete.
- Preferred approach of the Agency.
- Paving from the outset requires multiple resurfacing projects over the bridge lifespan.
- Resurfacing activities increase long-term maintenance costs.

Maintenance of Traffic

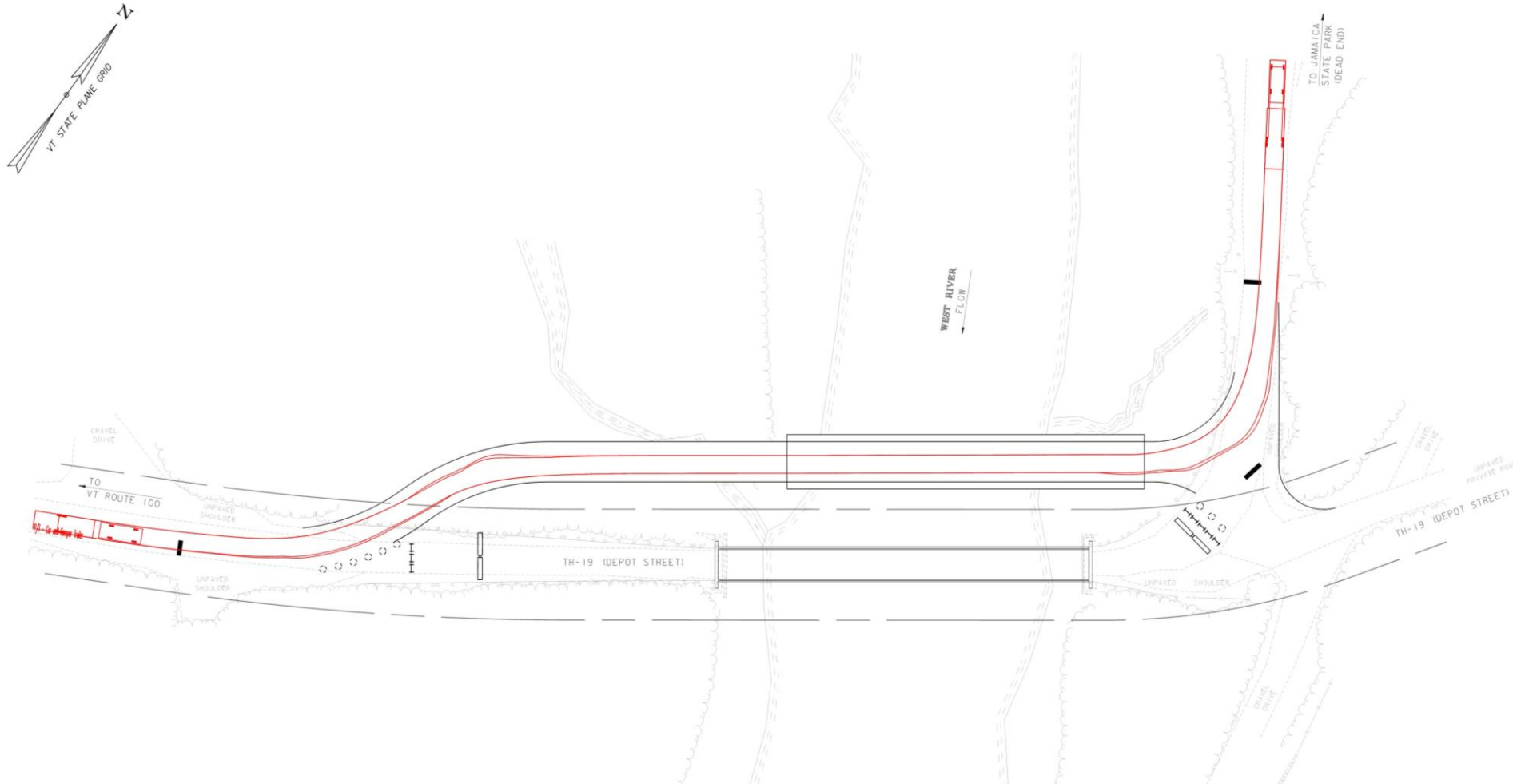


- Temporary Bridge and Approach Road Installed Upstream of Existing Bridge
- Alternating One-Way Traffic Maintained at all Times
- Temporary Lighting and Signals will be Installed at Each End of the Detour

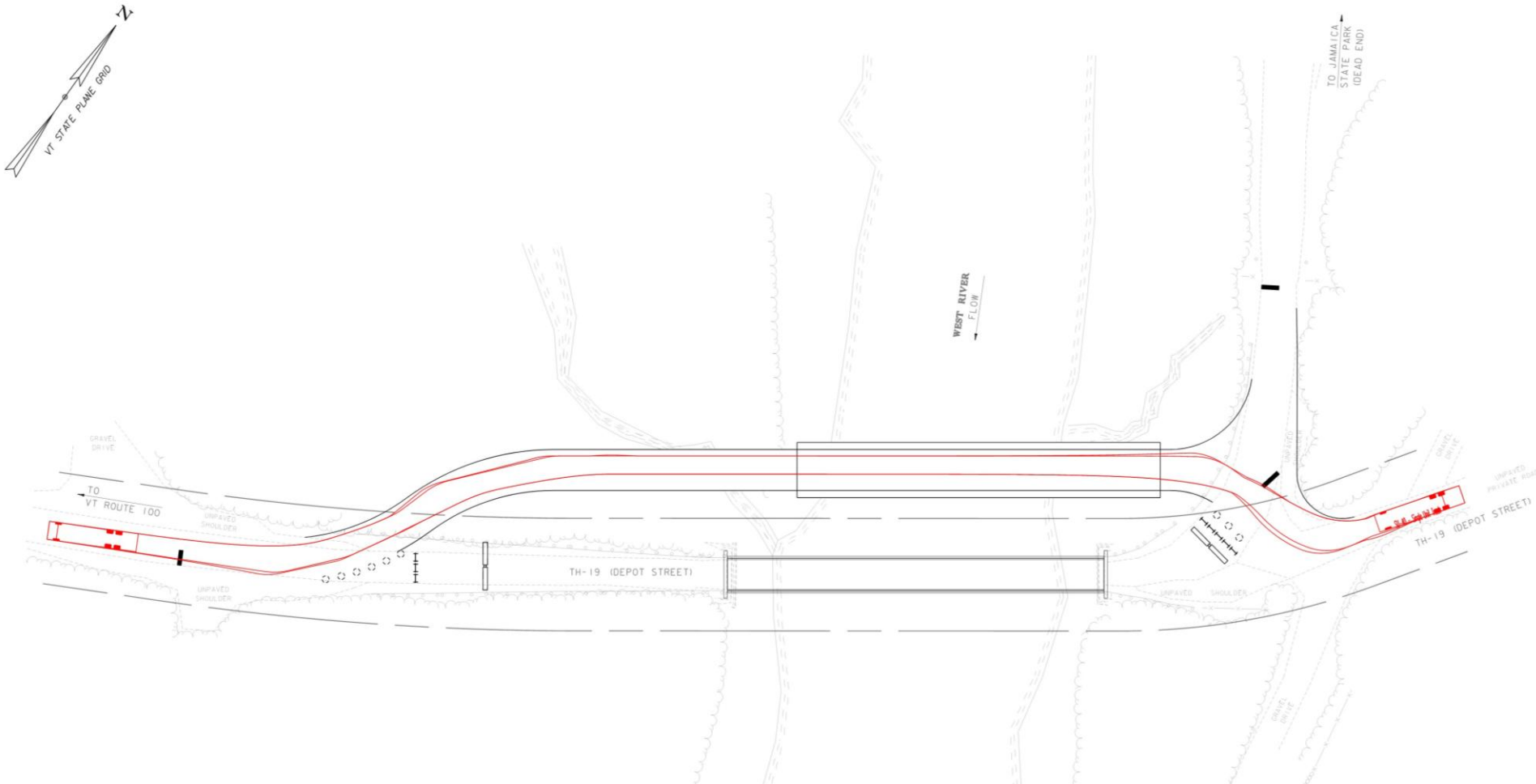
Maintenance of Traffic



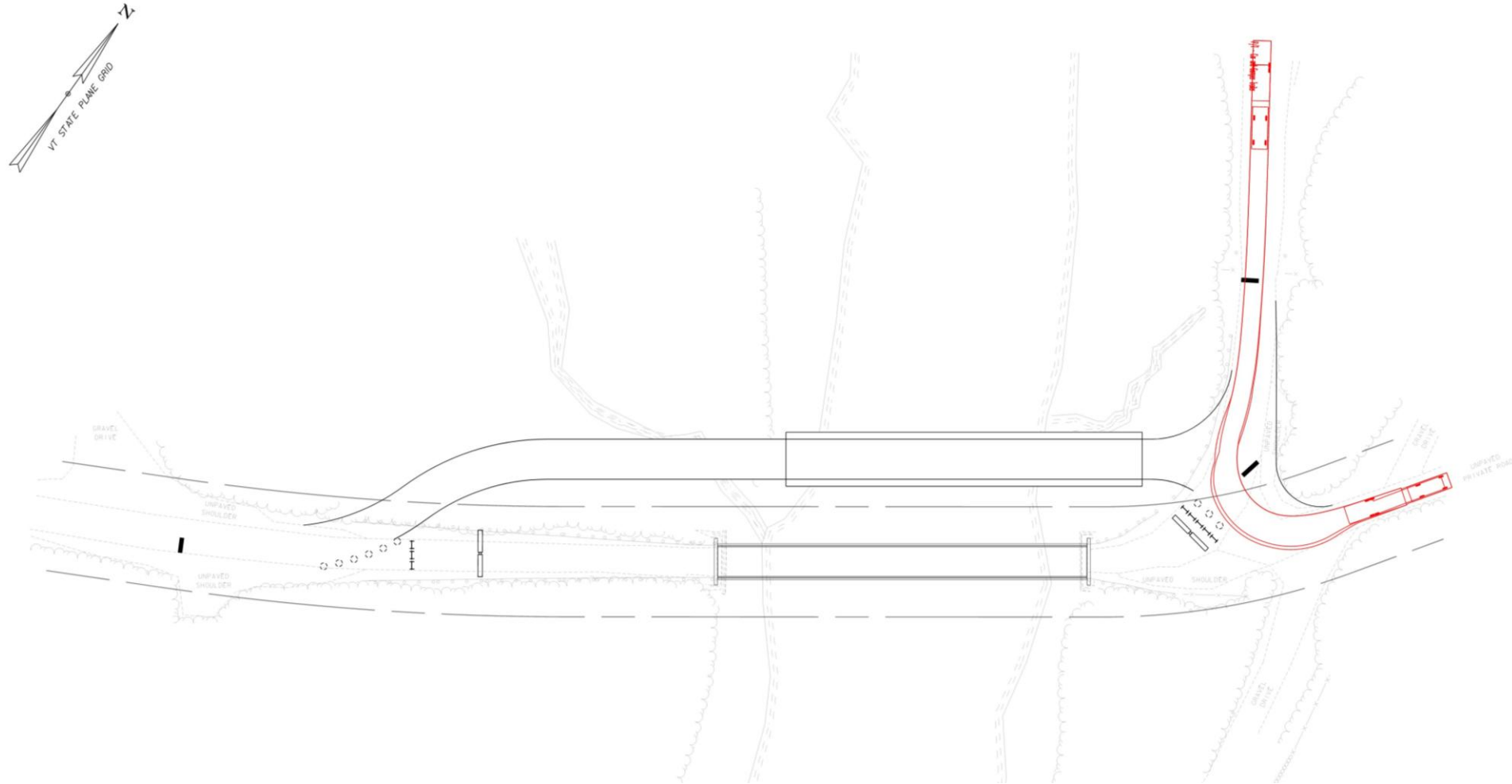
Maintenance of Traffic – Turning Movements



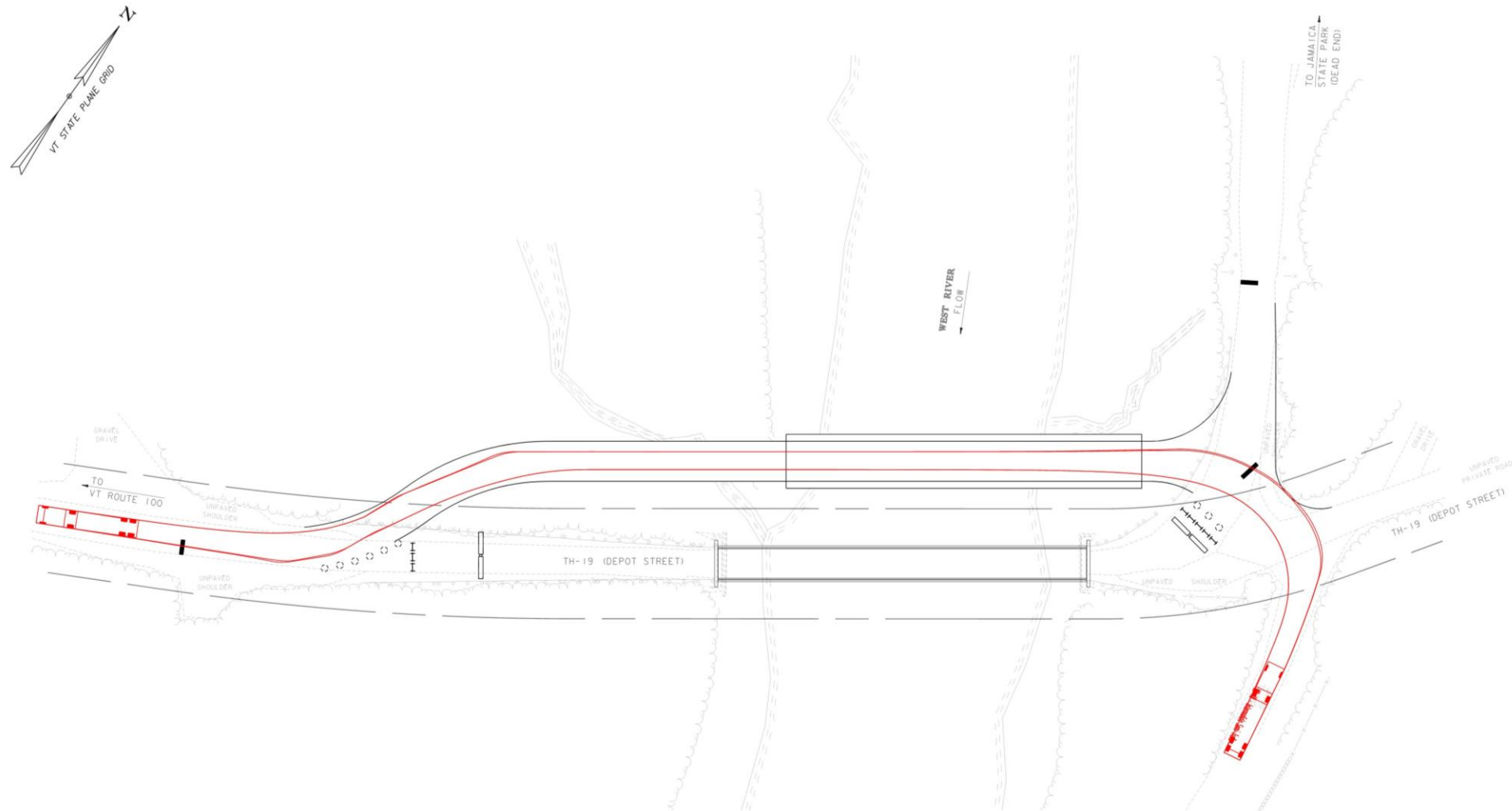
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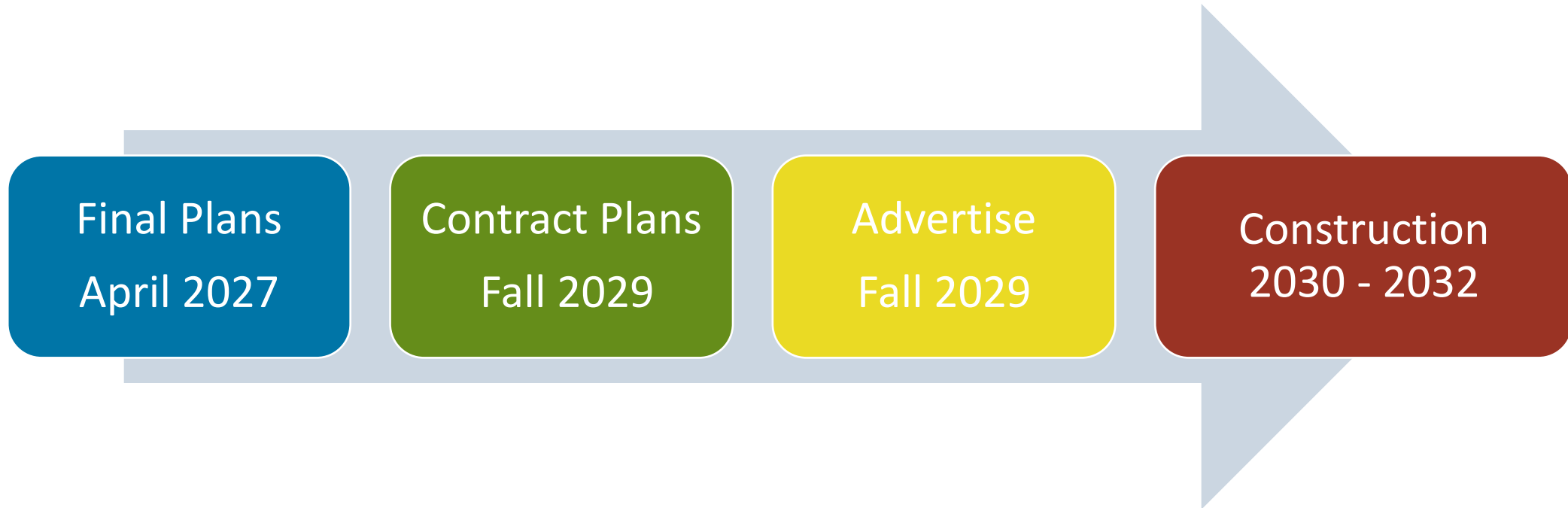


Estimate

- Construction Cost Estimate = \$7,550,584.28
- Construction Costs are 100% Federally Funded (no Town Match)



Schedule



Questions

