



Structures Engineering Instructions (SEI)

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Approved: Wm. Michael Hedges **Date:** 7/5/2012
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Structures Program Manager

Subject: **Act 153 of 2012 Implementation – Reduced Local Share for
Town Highway Bridge Projects with Road Closures**

Administrative Information:

Effective Date: This SEI shall be effective for the Structures Section from the date of approval.

Superseded SEI: None.

Exceptions: None.

Disposition of SEI Content: The technical information transmitted by this SEI will be in effect until it is superseded.

Purpose:

To provide a standardized approach to the implementation of Act 153 as it relates to a reduced local share for Town Highway Bridge Program projects where the municipality closes the road and does not construct a temporary bridge (vehicular or pedestrian) for the duration of the project. The local share is reduced from ten percent (10%) to five percent (5%) for reconstruction projects and from five percent (5%) to two and one half percent (2.5%) for rehabilitation projects.

Technical Information:

Act 153 Implementation Plan:

New Projects and Existing Projects prior to Act 153 without Finance and Maintenance Agreements (F&M):

- Reduced local share would be effective when the Agency determines that it is safe and feasible to close the road during construction (no temporary bridge), and the municipalities' governing body provides written acceptance of the construction closure. When the proposed detour route requires the use of a town highway in an adjacent town or towns, a written acceptance from that municipalities' governing body must also be obtained.
- A new F&M will be drafted and executed that will include the appropriate reduced local share scenario for all design and construction phases.

Existing projects that were under design or construction with an executed F&M prior to Act 153 enactment:

- Reduced local share would be effective when the Agency determines that it is safe and feasible to close the road during construction (no temporary bridge), and the town's governing body provides written acceptance of the construction closure. When the proposed detour route requires the use of a town highway in an adjacent town or towns, a written acceptance from that municipalities' governing body must also be obtained
- The existing F&M Agreement will be modified and executed to reflect the reduced local share.
- The reduced local share will only apply to those design phases (scoping, PE or ROW) that have not yet been started (authorized) or completed prior to Act 153.
- The reduced local share will apply to the construction phase provided that the project had not received a Completion and Acceptance Memo prior to Act 153.

Bridges that are closed prior to construction due to deterioration and/or safety concerns are not automatically eligible for the reduced local share. To be eligible the project must meet all of the requirements above and remain closed during the construction duration without construction of a temporary bridge.

The town will not be eligible for compensation from the Project for costs associated with the town highway road closures for traffic impacts to the detour route(s). If a proposed detour route requires the use of a town highway in an adjacent town, permission must be secured from that towns governing body.

The town will be responsible for the design and construction associated with the detour signage and traffic control plan for road closures on Class 2 and Class 3 roads. The design and costs associated with the detour signage and traffic control plan for road closures on Class 1 roads will be eligible costs to the project.

Implementation:

This SEI will be implemented immediately.

Transmitted Materials:

<http://www.leg.state.vt.us/docs/2012/Acts/ACT153.pdf>