

<p style="text-align: center;">VERMONT AGENCY OF TRANSPORTATION</p>	<p style="text-align: center;">ORIGINAL POLICY ADOPTED 07/03/2007</p>	<p style="text-align: center;">ORIGINAL POLICY IDENTIFIER None</p>
<p style="text-align: center;">POLICY MANUAL</p>	<p style="text-align: center;">EFFECTIVE DATE 11/08/2007</p>	<p style="text-align: center;">IDENTIFIER 3013.2</p>
	<p style="text-align: center;">RESPONSIBLE SECTION MM, MS</p>	<p style="text-align: center;">SUPERSEDES 3013</p>
<p>SUBJECT: Temporary Bridge Policy</p>	<p>SCREEN/PAGE 1 OF 2</p>	

STATUTORY REFERENCE/OTHER AUTHORITY: None

APPROVAL DATE: January 25, 2012

APPROVED BY: Richard Tetreault for Brian R. Searles, Secretary of Transportation

PURPOSE/COMMENT: To establish a policy on the use of the State's temporary bridge inventory.

POLICY STATEMENT:

A. INTRODUCTION

The Agency of Transportation maintains an inventory of temporary bridge material to be used in case of catastrophic emergency. The inventory is kept in locations around the state, and consists of enough material to construct eight (8) two-lane, 120' span bridges, and six (6) one-lane, 120' span bridges. Historically, approximately 60% of the inventory has been in use, leaving the state relatively unprepared for catastrophic events. Typically, once a temporary bridge is installed, there is no longer any immediate pressure to design and construct a replacement structure, and the temporary structure stays in use much longer than it was intended to. Recognizing this dynamic, and given the poor condition of many existing structures, the need for an Agency Policy on the use of temporary bridges becomes evident. This Temporary Bridge Policy outlines provisions for emergency use, non-emergency use, and duration of use. The Policy is based on the reservation of the following inventory for "Emergency Use":

1. **All of the components required to construct (4) 120' span, 2-lane, HS 25 design loading Mabey Temporary Bridges.**
2. **All of the components required to construct (3) 120' span, 1-lane, extra wide typical, HS 25 design loading Mabey Temporary Bridges.**

B. EMERGENCY USE

1. An emergency shall exist when a bridge is destroyed or rendered unusable, as result of a natural disaster or unusual event, and no other reasonable route is available to provide essential services to the affected area.
2. State emergency use shall be given priority over town emergency use.
3. When emergencies occur at more than one bridge site simultaneously, the State will evaluate such factors as ADT, detour length, and proximity and use of structure with relation to schools, hospitals, and emergency services.
4. Closure or load restriction of a bridge because of poor condition resulting from age, lack of proper maintenance, or neglect **shall not** be considered an emergency.

C. NON-EMERGENCY USE

1. The remaining Mabey temporary bridge inventory, if not needed for emergency use, may be made available for non-emergency use.
2. State non-emergency use shall be given priority over town non-emergency use.

3. Town bridges being repaired or replaced with FEMA PA funds, FHWA ER funds, State emergency funds and Structures Grants shall be given priority over other town bridges.

D. GENERAL

1. Emergency and non-emergency deployments of a Mabey temporary bridge, for towns and municipalities, shall be limited to a **maximum of 48 months**. Extensions beyond the 48 month maximum can only be granted in writing by the Secretary of Transportation.
2. Temporary bridge rental fees shall be charged to the entity requesting usage of the temporary bridge for both emergency and non-emergency use. However, in the case of a temporary bridge installed on the state system, the Agency of Transportation shall not charge rental fees to itself.
3. Rental rates are based on length and width of the temporary bridge. Rental rates for multiple span temporary bridges will be determined by summing the rates for each individual span. Current rental rates will be provided to the entity requesting usage, as part of the application process.
4. Rental rates will be based on the current value of the temporary bridge inventory (based on the State's investment only) divided by the estimated remaining life of the entire inventory. Rates will be updated yearly, and total rental recovery to date will be tracked.
5. At no point will the State's total rental recovery to date be allowed to surpass the State's cost (depreciation) to date.
6. Temporary bridge requests for Town or Municipalities shall only be considered for bridges on Class 1, 2, or 3 Town Highways.

E. REPORTING

1. The Agency shall submit an annual report, on or before July 1st, to the Federal Highway Administration's Division office to the attention of the Bridge Engineer. The report shall contain a summary of state costs that have been recovered to date, total state costs (depreciation) associated with the temporary bridge program, and an updated rental rate schedule for the following state fiscal year. The report information will be compiled and summarized in a cover letter from the Agency Director of Operations or delegated representative.

POLICY HISTORY

ORIGINAL POLICY ADOPTION DATE: July 3, 2007

REVISION NO: 1	EFFECTIVE DATE: 11/08/2007	REASON: To remove price list attachment comment.
REVISION NO:	EFFECTIVE DATE: 01/25/2012	REASON: To include tow highway class, Section D6
REVISION NO:	EFFECTIVE DATE:	REASON: