

ONE EXAMPLE OF A MUNICIPALITY
BENEFITTING FROM ADOPTION OF A POLICY
ON STANDARDS FOR ROADS AND BRIDGES

10/30/00

Bridge 26 on Frost Road in Hyde Park had a history of washing out almost every spring and after any significant storm event isolating at least one residence. FEMA had paid to repair but not replace the structure several times.

Bridge 26 (an eight foot diameter culvert) washed out again in October, 1999 during Hurricane Floyd. It was estimated that the structure could have been repaired for approximately \$20,000. Because this storm event became a declared disaster, FEMA could have provided a grant to repair the structure equal to 75% of the estimated cost, or \$15,000. But the town would have been left with a still-deficient structure, one that was guaranteed to wash out in the next storm event.

Because the VT Agency of Natural Resources and VTRANS had both recognized and identified the appropriate replacement structure for this site from previous damage assessments **AND** the Town of Hyde Park had adopted a Town Road and Bridge Standard **PRIOR** to the Floyd event, FEMA provided a grant to replace the structure with a new box culvert at a cost of \$110,000.

With the 12.5% state contribution, the additional funds provided the town for one structure in one storm event amounted to **\$78,750 !!** ($0.875 \times \$110,000$) - ($0.875 \times \$20,000$) = \$78,750 Plus, the town now has a structure that will not experience frequent damage nor cause chronic maintenance problems and a public safety hazard.

This benefit derived by the town represented greater than 50% of the total FEMA Hazard Mitigation funding made available statewide after this one storm event (15% of all losses). In a major statewide or even regional storm event of the magnitude experienced in the floods of 1995, 1997 and 1998, literally millions of dollars of additional FEMA funding would flow into the state, primarily to municipalities that have adopted Transportation Infrastructure Codes and Standards.

In Hyde Park's case, Selectboard Chair Ken Harvey couldn't have been more pleased.