

From: Minter, Sue
Sent: Monday, April 16, 2012 9:23 AM
To: Lofy, Bill; Allen, Susan; MacLean, Alex
Subject: FW: Bridge 501 approved by OMB - in Congressional Review
Attachments: Public Assistance Grant Notification - VT.xls

Importance: High

Big news afoot: see Congress. Info below.

This should be what we need to formally request the 90/10. Need to discuss timing and content of letter. Cong. Folks think we should request 90/10 for all 2011 disasters, not just Irene.

My thought is that this week we do a press announcement of the bridge \$, followed next week by the request letter. I also think we should do this as a public request...

Interested in your thoughts. Also, we need to discuss this with the Congress. Del. Folks.

S

*Sue Minter
Irene Recovery Officer
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From: Berry, Tom (Leahy) [mailto:Tom_Berry@leahy.senate.gov]
Sent: Monday, April 16, 2012 8:53 AM
To: Minter, Sue; Weinstein, David (Sanders); Coates, Patricia
Subject: Bridge 501 approved by OMB - in Congressional Review
Importance: High

Here it is!

Final on thurs after 3 day mandatory Congressional review

From: Dudley, Drenan (Appropriations) [mailto:Drenan_Dudley@apro.senate.gov]
Sent: Friday, April 13, 2012 06:45 PM
To: Brackett, Lauren (Leahy)
Subject: FW: FEMA: Public Assistance Grant Notification VT - April 19

Big news!! In accordance with Section 507, this information is embargoed until April 19, 2012.

The attached Public Assistance Grant Notification for VT is submitted for your advance information.

State	Disaster	PW#	Total Project Cost - This Version
VT	4022	1087	\$14,819,167.68

FEMA Share	Federal Cost Share	Type of Grant	Category
\$11,114,375.76	75	PA	C

Summary

VERMONT AGENCY OF TRANSPORTATION

Connecticut River Division (Bridge #501). During this high water event, large amounts of debris built up around both piers, which scoured out an area around and under the piers. With the high water velocities and increased scour, Pier 1 (southern pier) became undermined, triggering the pier to settle nearly 4.5FT vertically and 3FT horizontally. The settlement resulted in Spans 1 & 2 sinking and leaning; making the bridge unstable. Pier 2 (northern pier) also had significant scour form around the pier, caused by the increased scour area and high velocities. Pier 2 settled approximately 3IN. The Vermont Agency of Transportation (AOT) owns the land and is responsible for maintaining the railway from the ballast down. This includes bridge structures and culverts. The AOT leases the use of the rails to various rail companies who are responsible for the ties and rail. White River Junction Bridge #501 is a three-span thru-girder bridge which carries the WACR line over the White River. Each span is 121 feet long, for a total length of 363 feet. This bridge has two different construction dates, one for the superstructure and a second date for the substructure. The substructure consists of the abutments and piers, which were built in 1906, out of laid up granite blocks supported by timber piling. The superstructure is a thru plate girder type that was built by the American Steel Co. in 1936. The bridge is listed on the National Register of Historical Places.

Congressional Representation: Sen Patrick J. Leahy, Sen. Bernard Sanders, Rep. Peter Welch