Emergency Relief Program

Who, What, When, Where, How and maybe Why

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ER Program - General

The Federal Highway Administration (FHWA) provides Emergency Relief (ER) funds for the restoration of all damaged public roads and bridges except for rural minor collectors and local roads and streets.

$100 million annually nationwide for:
– Widespread natural disasters
– Catastrophic failures.
Steps following a disaster

- Initial notification
- Local Agency Proclamation
- Recording Site Specific Costs
- Additional Data Gathering
- Requesting State Assistance
- Proclamation by the Governor
Recording Site Specific Costs

• Records must be site specific
• Identified by route
• M.P. and/or cross street identifiers
• Cost records must have supporting documentation for:
  – Labor
  – Equipment
  – materials
Additional Data Gathering

This means pictures, pictures and more pictures.

- Make sure date and time stamps are turned on.
- Make sure date and time stamp is accurate.
- Take close-up pictures
- Take pictures for context
- Take pictures of the repair operations
- Take pictures of the finished product
- Take pictures of ???
Requesting State Assistance

• We will be contacting you
• If we don’t – please contact us.
• Initially we will be looking for:
  – Site locations
  – Rough estimate of costs
• Site visits will follow
ER Guidelines

- Damages must have occurred as a result of a declared disaster or catastrophic failure.
- Must be for emergency opening, repair or reconstruction.
- On a federally functionally classified route, except rural minor collectors and local access.
- Statewide damage must exceed $700,000, individual sites must be greater than $5,000.
More Guidelines

• Three categories of work
  – Temporary emergency repairs
  – Incidental permanent restoration
    • Within 1st 180 days @ 100% reimbursement
    • After that – normal pro rata
  – Permanent restoration
    • Normal pro rata
Important !!!

Local agencies are empowered (and expected) to immediately begin emergency repairs to restore essential traffic service and to prevent further damage to the roadways.

Determination of eligibility/non-eligibility can does not usually occur for at least 60 days after the event.
Approval of projects

While your local agency forces are out working to protect your transportation investments:

• We will call you for initial damage assessments
• If we don’t call – you call us
  – Damage locations
  – $$ amounts

We are trying to establish the extent of damage on a statewide basis and determine which counties need to be in the disaster declaration.
Approval of projects

If the disaster damage is eligible for ER funds:

- Complete a Detailed Damage Inspection Report (DDIR) along with supporting documentation
- Schedule an on-site visit with your Local Programs Engineer and FHWA Area Engineer.
Approval of projects

A detailed Damage Inspection Report (DIR) includes:

• DDIR form
• Vicinity map
• Photographs
• Cost records
• Additional data
Description of Damage (Include Bridge Number(s) if Applicable):
During periods of heavy rain, the hillside above the road became saturated and slid open and over the road in two locations. The material damaged the guardrail and covered two culverts.

Cost Estimate (including Preliminary and Construction Engineering):

Temporary/Emergency Repair (Work required to restore essential travel and protect the remaining facility from immediate threat.):
Emergency repairs include removal of the slide material from the roadway and cleaning out the culvert.

<table>
<thead>
<tr>
<th>Method of Work</th>
<th>Local/State Force Account</th>
<th>Emergency Contract</th>
<th>Total Temporary Repair</th>
<th>Temporary/Emergency Repair</th>
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Incidental Permanent Restoration (That portion of the permanent work which has been determined to be more economical to be constructed along with the Temporary/Emergency work.)
Incidental permanent restoration includes construction of a berm along the back of the roadside ditch at the slide at MP 4.70 and large precast concrete blocks at the slide at MP 4.47 to prevent further slide movement from impacting the roadway. The damaged guardrail will be removed and replaced.

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Permanent Restoration (This work is eligible for Federal participation at the standard matching ratio. This work must receive additional FHWA authorization before advertisement.) Describe any proposed betterments and their eligibility.

<table>
<thead>
<tr>
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<th>Contract</th>
<th>Total Perm. Restoration</th>
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Environmental Classification:
ESA, Section 106, and Section 4(f) are required on all ER work. NEPA approval is required on permanent work only.

<table>
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<tr>
<th>Recommendation for Eligibility</th>
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<th>No</th>
<th>Local Agency Representative</th>
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Total Estimated Cost: $115,000.00

DDIR
Vicinity Map
Photographs

Pacific Way Rd No. 11000 Fed Rt 6731 MP 4.47
Photographs

Pacific Way Rd No. 11000 Fed Rt 6731 MP 4.47
Photographs

Pacific Way Rd No. 11000 Fed Rt 6731 MP 4.47
# Cost Records

## Haskell County January 2009 Flood Event

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<thead>
<tr>
<th>Item</th>
<th>Description</th>
<th>Eq.</th>
<th>Hr.</th>
<th>D T Date</th>
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<th>Cost Per Unit</th>
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**Total Material Cost:** $6,297.84

**Total Labor Cost:** $13,382.24

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**Jan 2009 Flood F.I.W.**
Eligible Costs

• Properly supported and documented
• Directly attributable and properly allocable
• Exceeding heavy maintenance
• Not a pre-existing condition
• Not already programmed for federal funding
Emergency repair or reconstruction of:

- Pavements
- Embankments
- Drainage channels
- Cribbing
- Bridges
- Signs
- Culverts
- Pedestrian trails
- Shoulders
- Cut slopes
- Riprap
- Guardrail
- Retaining walls
- Traffic control devices
- Bike paths
- Fencing
ER will only fund activities that:

• Restore essential traffic service.
• Prevent further damage to the roadway.
• And work required to restore the roadway to it’s pre-disaster condition.
Eligible Activities

a. Debris Removal
b. Traffic Control
c. Landscaping
d. Active Construction Contracts
e. Detour Routes
f. Sites Damaged by Two Separate Storms
g. Administrative Expenses
h. Engineering and Right-of-Way
i. Traffic Damage
Eligible Activities

j. Overlays
k. Raising Grades
l. Slides
m. Traffic Control Devices
n. Roadside Appurtenances
o. NEPA Process
p. Outside of the Roadway Right-of-Way
q. Supplies and Materials
r. Equipment
Ineligible Costs

a. Heavy Maintenance
b. Snow Removal
c. Debris Removal
d. Prior Scheduled Work
e. Traffic Damage
f. Frost Heaving
g. Applicant-Owned Material
h. Erosion Damage
i. Mitigation/Preventative Work Prior to Disaster
j. Catastrophic Failure from Internal Cause
Types of ER Work

• Temporary Emergency Repairs
  – Restoring essential traffic
  – Reduce additional work required for perm. Repair
  – Accomplished in first 180 days
  – 100% reimbursement
  – Must meet all state and local requirements
  – Easiest and fastest manner
  – Appropriate driving surface
Types of ER Work

• Incidental Permanent Restoration
  – More economical or practical to perform with temp. emergency work
  – Should get on an approved DDIR
  – Retroactive approval may be given
  – Final surfacing and paving is considered Permanent Restoration
Incidental Permanent Restoration

Incidental Permanent Restoration (That portion of the permanent work which has been determined to be more economical to be constructed along with the Temporary/Emergency work.)

Incidental permanent restoration includes construction of a berm along the back of the roadside ditch at the slide at MP 4.70 and large precast concrete blocks at the slide at MP 4.47 to prevent further slide movement from impacting the roadway. The damaged guardrail will be removed and replaced.

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Permanent Restoration (This work is eligible for Federal participation at the standard matching ratio. This work will be reimbursed by the FHWA).

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Types of ER Work

• Permanent Restoration
  – Normal match rate
  – Normal procedures
    • Written authorization
    • NEPA
    • RW certification
    • PS&E
    • Advertisement period
  – Must begin within 2 years
Permanent Restoration

- Restoration-in Kind
  - Restoration to pre-disaster conditions

- Replacement Facilities
  - When restoration is not feasible
  - Use current standards

- Betterments
  - Generally not eligible
  - Must be thoroughly justified
Past Approved Betterments

- Installation of Riprap
- Relocation
- Increased waterway opening
- Slope/bank stabilization
- Slide stabilization
- Dike construction
- Raise grade of roadway
Initial repairs may be accomplished using:

- Local agency forces
- Solicited contracts
  - Three contractors/suppliers
  - Small works roster
  - Force account or unit bid prices
- Sole source contracts
  - Approval by WSDOT and FHWA
  - Force account or unit bid prices
  - Must be justified
Contracts

Restoration work shall be by competitively bid construction contracts.

All federal requirements apply
Typical ER projects
Slides
Slides
Roadway Settlements
Culverts
Bridges
Bridge Scour