

FHWA

Emergency Relief Program

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FHWA Indiana Division



Emergency Relief (ER) Program

The Emergency Relief (ER) program - administered by the Federal Highway Administration (FHWA) - **is intended to supplement the commitment of resources** by States, counties, and cities (or other Federal agencies when appropriate) to help pay for **unusually heavy expenses** resulting from extraordinary conditions.

ER Criteria

❶ Declaration/Proclamation

- County listed in declaration
- Damage caused by declared Emergency

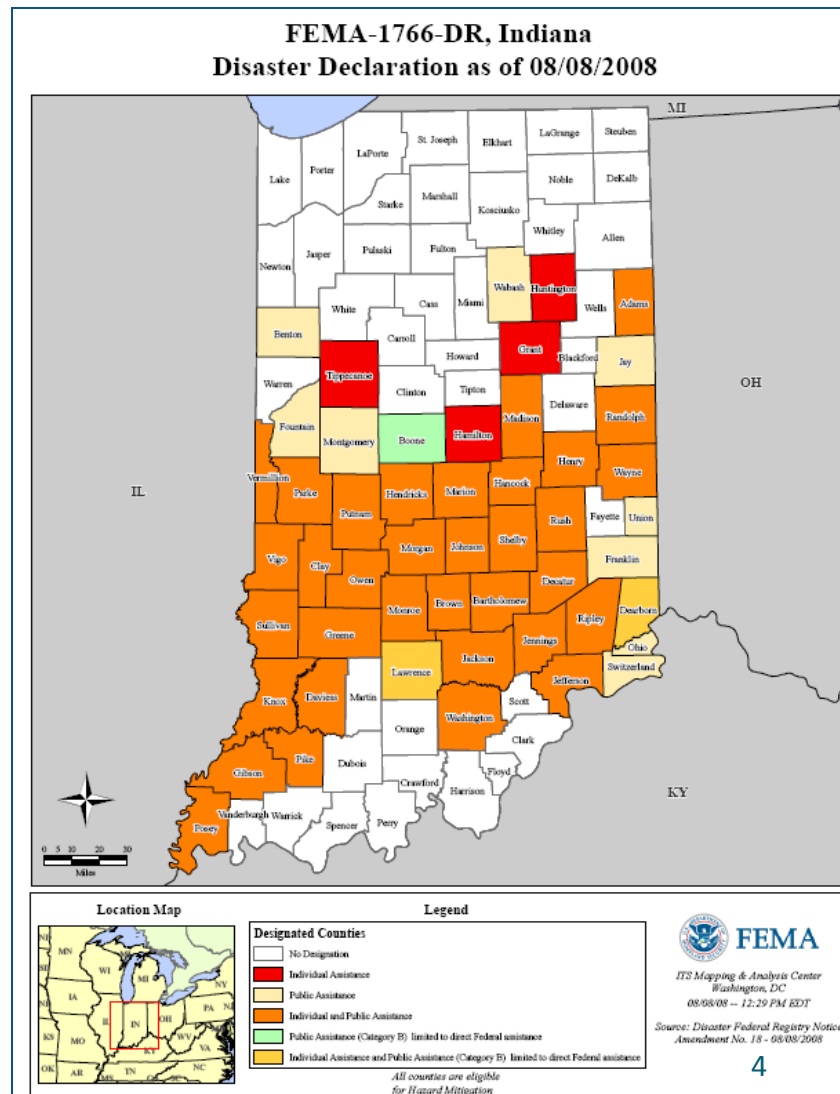
❷ Unusually Heavy Expenses/Serious Damage to meet minimum thresholds

- Minimum \$700,000 threshold in damages per event Statewide
- Minimum \$5000 in damages per site

❸ Located on a Federal-Aid Highway

Declaration/Proclamation

- Governors Proclamation or Presidential Declaration
- County Declared
- Damage in declaration



Unusually Heavy Expenses/ Serious Damage

- A minimum \$5,000 in repair cost per site should be used to determine if the extent of repair work at a site is beyond the scope of heavy maintenance.
- Examples include work necessary to repair minor damage due to eroded shoulders, filled ditches and culverts, pavement settlement, mud and debris deposits, slope sloughing, and slip-outs in cut or fill slopes.

Federal Aid Eligible

- Located on a ***federal-aid highway***: a public road not functionally classified as “local” or “rural minor collector”
- Though not technically correct, this is often referred to “on-system” and “off-system”
- http://dotmaps.indot.in.gov/apps/PlanningDataViewer/FC_Maps/FC_listing.htm

Functional Class Map

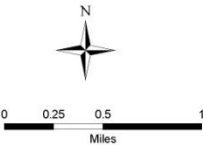
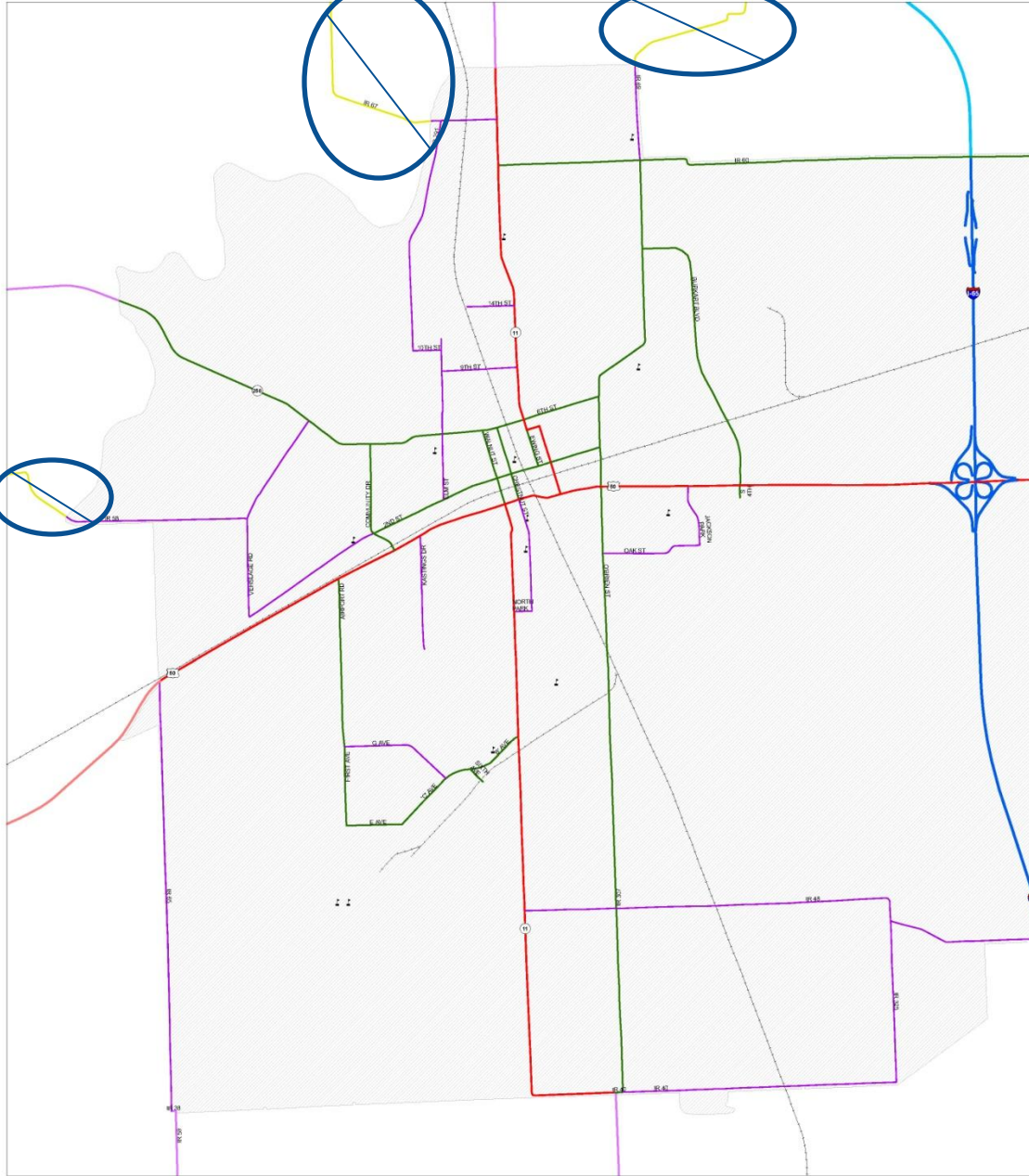
Seymour UAB
Jackson County
Indiana

Indiana Department of Transportation
Prepared by the Office of Inventory and Tracking
Not intended to reflect the entirety of the Certified Public Mileage
Inventory Database, as per the following:
Functional Classification : idemgisp01pl dem.state.in.us
County Boundary, Railroad and Schools : GIO
Sources current as of March 3, 2011

These documents are provided pursuant to the Indiana Open Records Act. The data represents accurate reproductions of the records on file with the Indiana Department of Transportation. However, INDOT cannot guarantee the accuracy of the underlying data, nor will INDOT assume any liability for the misuse, misinterpretation or misrepresentation of the requested documents. Questions regarding the data should be referred to the specific data provider. INDOT requests full attribution for the use of this data in presentations, calculations, displays or other uses.

Legend

- FUNCTIONAL CLASS**
- R_Interstate 1
 - R_Othr Prin Arterial (OPA) 2
 - R_Minor Arterial 6
 - R_Major Collector 7
 - R_Minor Collector 8
 - U_Interstate 11
 - U_Othr Frwy or Expsrwy 12
 - U_Othr Prin Arterial (OPA) 14
 - U_Minor Arterial 16
 - U_Collector 17
 - Urban Area Boundary
 - Schools
 - - - - - Railroads



Functional Class Map

Seymour UAB
Jackson County
Indiana

Indiana Department of Transportation
Prepared by the Office of Inventory and Tracking
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Incorporated Areas, Urban Area Boundary,
Functional Classification : idemgisp01pl dem.state.in.us
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What if the damage is “off-system?”

- FEMA Public Assistance (PA) Program
- Administered through Indiana DHS
- Eligibility and reimbursement rules are different – biggest complaint of LPA’s

Emergency Relief

1. Emergency Repairs
2. Permanent Repairs

Emergency Repairs

- **Repairs made during and immediately following a disaster to:**
 - **Restore essential traffic OR**
 - **Minimize damage OR**
 - **Protect remaining facilities**
- AND**
- **Performed within 180 days of disaster**
- Completed prior to FHWA Approval of event – *generally*
- Reimbursable at 100% if properly documented

Emergency Repair Documentation

- Photos BEFORE and AFTER repair work. Include photos of the roadway prior to damage if available.
- Documentation of Equipment Labor and Materials
 - Granular Shoulders, \$16.00 /ton , 1,167 tons, \$18,672.00
- Detailed description of damage with measurements
 - Diagrams are good
- Documentation showing dates work completed
- Location of the Damage
- Information to fill in Detailed Damage Inspection Report (DDIR)

Permanent Repairs

- **Permanent Repairs – repairs made to restore a facility to pre-disaster conditions**
 - **Replacement-in-kind vs. Replacement to meet current Standards***
 - Reimbursed at 80/20 Ratio Non-Interstate
 - Administered using “normal” federal-aid procedures (includes letting thru INDOT)
 - Cannot start until authorized by FHWA
 - Cost Effective Finding **Required** for use of local forces (Force Account) work performed

Replacement-in-kind vs. Replacement to meet current Standards*

Replacement in Kind

- **Rebuild to what is there – match existing surrounding conditions**

Replacement to meet current Standards

- Bridge/Facility Replacement – stand alone project – rebuild to current standard – using current control documents
- **Requires FHWA for approval**
- **etterments**
 - must be justified – B/C to ER program
 - **Requires FHWA for approval**

Eligible Items

- Engineering and R-O-W
- Indirect Costs (OMB Circ. 17)
- Detours
- Traffic Damage
- Overlays
- Raising Grades
- Slides
- Work on Active Construction Projects
- Toll Facilities
- Traffic Control Devices
- Landscaping
- Roadside Appurtenances
- Timber and Debris Removal
- Transportation System Management Strategies
- Features Resulting from the NEPA Process
- Outside of Highway R-O-W
- Administrative Expenses
- Supplies and Materials
- Equipment
- Catastrophic Failure from an External Cause

Ineligible Items

- Heavy Maintenance
- Damage Estimate under \$5,000
- Traffic and/or Pavement Damage*
- Frost Heaving
- Applicant Owned Material
- Erosion Damage
- Prior Scheduled Work
- Mine/Underground Subsidence
- Snow and/or Ice Removal
- Emergency Transportation Services/First Responders
- Mitigation/Preventative Work/Evacuation Prior to Disaster
- Catastrophic Failure from Internal Cause
- Radiological Contamination
- Transit Operation and Maintenance Costs
- **Pre-existing Conditions**

[Pgs. 18-21]

Emergency vs. Permanent

- See pages 22-26
- Emergency repair to roadways is normally limited to the amount necessary to bring the washed-out fills and slip-outs back to grade with a gravel surface.

Vs.

- Permanent repair is the placement of the final high-type pavement (bituminous surface)

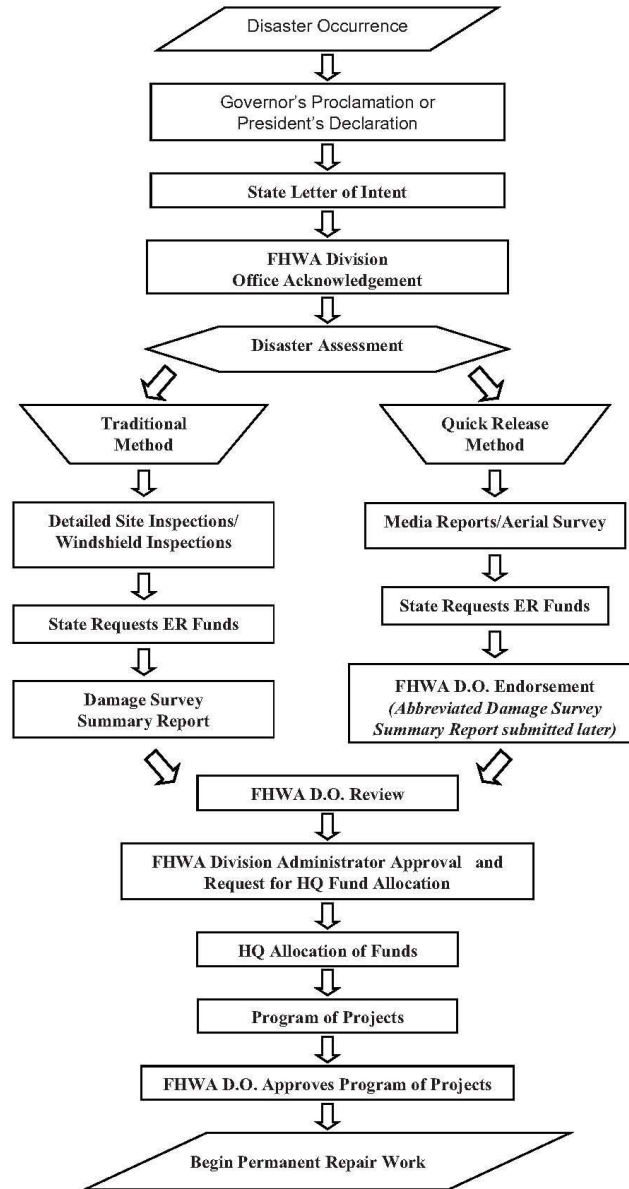
Incidental Permanent

- If permanent repairs are performed as part of an Emergency Repair prior authorization by the FHWA.
- If a permanent repair is completed along with the emergency repair the reimbursement is split
 - ER – 100%
 - PR – 80%

Emergency Relief

Application Process

D. ER Program Flow Chart



1. Governors Proclamation or President's Declaration
2. Letter of Intent by INDOT
3. FHWA Indiana Division Acknowledgment
4. Disaster Assessment
5. Detailed Damage Inspection Report
6. State Requests ER Funds
7. Damage Survey
8. FHWA Indiana Division Review
9. FHWA Div. Administrator Approval & Request for Funds
10. Program of Projects
11. Begin Permanent Repair

Detail Damage Inspection Report (DDIR)

- This report form is used to document the estimated damage at a site.
- Once the DDIR is approved and the FMIS project authorized by FHWA, the actual contract amount or force account records will be used for reimbursement.

Detail Damage Inspection Report (DDIR)

- Form FHWA-1547 (Rev. 4-98)

U.S. Department of Transportation Federal Highway Administration		DETAILED DAMAGE INSPECTION REPORT (Title 23, Federal-aid Highways)				Report Number	
Location (Name of Road and Milepost)		Sheet		1 of		FHWA Disaster Number	
Description of Damage		Inspection Date		Federal-aid Route Number		State County	
Cost Estimate							
Description of Work to Date (Equipment, Labor, and Materials)	Unit	Unit Price	Quantity	Cost		Completed	Remaining
Emergency Repair				Subtotal PE/CE		Emergency Repair Total	
Method				Subtotal PE/CE		Right-of-Way	
<input type="checkbox"/> Local Forces <input type="checkbox"/> State Forces <input type="checkbox"/> Contract						Perm. Repair Totals	
Permanent Restoration				Subtotal PE/CE		Estimated Total	
Method				Subtotal PE/CE		Right-of-Way	
<input type="checkbox"/> Local Forces <input type="checkbox"/> State Forces <input type="checkbox"/> Contract						Perm. Repair Totals	
Environmental Assessment Recommendation				Subtotal PE/CE		Estimated Total	
<input type="checkbox"/> Categorical Exclusion <input type="checkbox"/> EA/EIS							
Recommendation				FHWA Engineer		Date	
<input type="checkbox"/> Eligible <input type="checkbox"/> Ineligible							
Concurrence				State Engineer		Date	
<input type="checkbox"/> Yes <input type="checkbox"/> No							
Concurrence				Local Agency Representative		Date	
<input type="checkbox"/> Yes <input type="checkbox"/> No							

Form FHWA-1547 (Rev. 4-98)

Save Data Only

Clear Form

Save Data & Form

Who completes a DDIR?

- State Route - INDOT
- Local Route - INDOT & LPA

Who approves DDIR?

1. INDOT Reviews and concurs
 - First level screen for eligibility
2. FHWA Approves
 - Based on Documentation
 - Field Reviews



Emergency Relief

Examples of Damage





APR 9 2006



4 10:31 AM

Quiz: Is this site eligible?



Quiz: Is this site eligible?





Questions?