

Lesson-4



**Emergency
Repair Work**

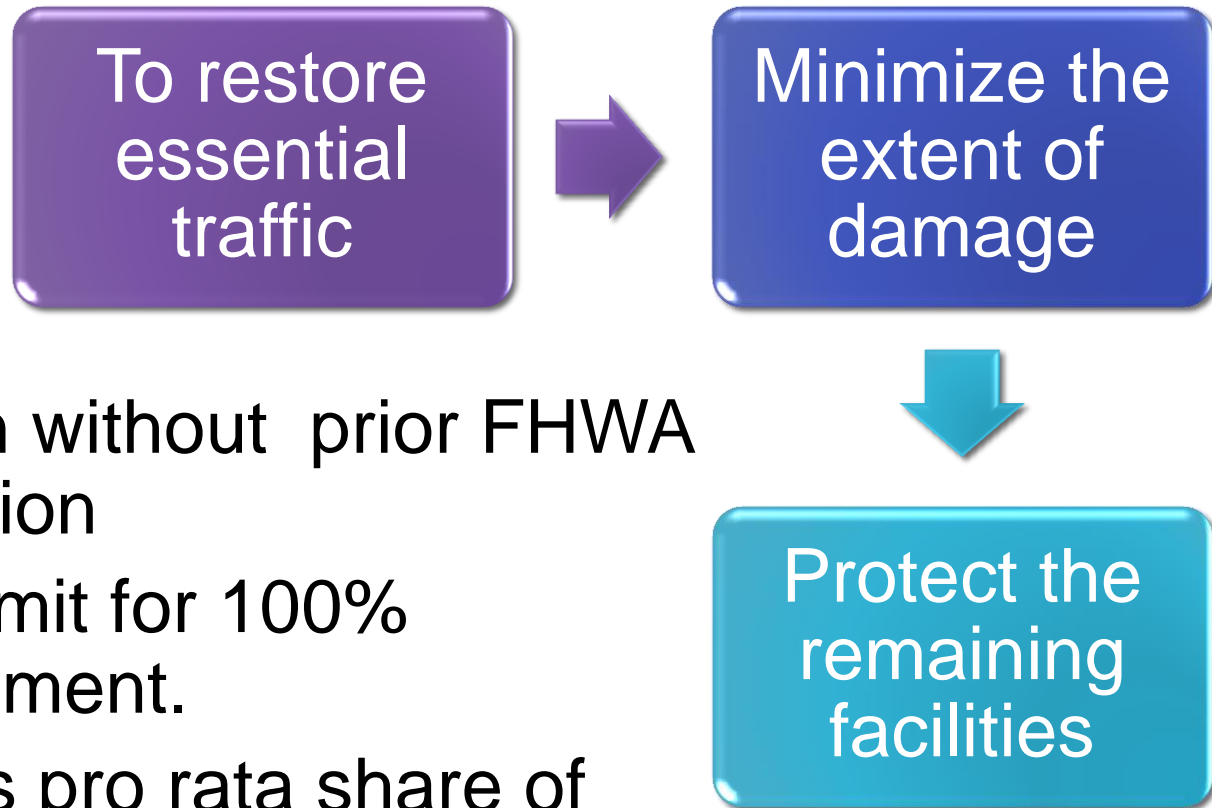
Vs.



**Permanent
Repair Work**

Emergency Repair

General



- Can begin without prior FHWA authorization
- 180 day limit for 100% reimbursement.
- >180 days pro rata share of 80%.
- Requires proper documentation.

b). Examples of Emergency Repairs:

Debris
Removal

Roadway
Fills

Erection &
Removal of
barricades

Removal of
Slides

Construction
of Detours

Temporary
detour
bridges

Placement of
Riprap to
prevent scour

Ferryboats
for temporary
service



Minimize the extent
of the damage

Protect the remaining
facilities



MAP-21 Debris Removal Policy

There is a Governor's declaration, but no Presidential declaration. Funded by FHWA

There is a President declaration under the Stafford Act. Funded by FEMA

There is a President declaration, but FEMA has determined to be not eligible. ER funds can participate, but will need FEMA's determination

There is a President declaration, but the Governor's declaration covers more counties. FHWA concurs in the Governor's declaration. In this case ER funds may participate in debris removal costs.

Debris Collection Definitions

First Push

- Initial effort to clear roadway includes cut & toss
- operations to push debris out of traveled way

First Pass

- Initial effort to collect debris pushed aside during first push operations
- All debris (vegetative & non-vegetative) must be collected at same time as first pass operation
- Must be within debris clearing limits

First Push Debris Pile



It is blocking one lane, while the other lane is free for critical traffic flow.

Outside Eligible Cleaning Limits



The picture above shows two trucks being loaded with debris pulled from within a tree line which is far away from the side of the roadway and beyond the drainage ditch and clear zone. **NOT ELIGIBLE!!!**

Adequate Documentation

Debris Removal Documentation

Debris Removal

Load Tickets

- first pass, date, quantity, and location

Invoices

- Monitoring, reduction, disposal, etc.

Summary sheet

- Of all load ticket data

Photos

- Before and After

If by Force Account

- Need labor, equipment, materials

Adequate Documentation

Infrastructure Repair Documentation

Roads, Bridges, Signs, Signals

- Before and after pictures of locations repaired or replaced
- Sketches of intersections or road/bridge damage helpful
- Cost to repair / replace each roadway section, sign, signal, etc. and supporting documentation

Permanent Repair Work

23 CFR 668.109(b)(1)

- Restoring Highway to pre-disaster condition
- Pro-rata share:
 - 90% for Interstate
 - 80% for non-interstate
- Requires prior FHWA approval & authorization
- Normal FHWA procedures are required
- Public Interest Finding Required for Force Account work performing Permanent Restoration



Permanent Repair Work

1. Replacement-in-Kind

Existing Location

- Must have suffered extensive damage
- The pre-disaster condition is not possible
- Required to meet current design standards
- Limited to the costs of a comparable facility

New Location

- If necessary, the State must determine what part of the relocation can be justified for construction

Permanent Repair Work

2. Deficient Bridges

- Includes structural conditions only
- Not under construction or scheduled for replacement

3. Replacement of Culverts

- Must be specifically related to eligible disaster damage repair.

4. Betterments

- added protective features
- changes which modify the function or character of a highway facility
- Requires justification and FHWA prior approval