

How to get the most out of the FHWA ER Program



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When to use the ER program – (All 4 must apply)

1. State wide Iowa has at least \$1 million in damages to federal aid routes (Major collector and above)
2. A Disaster Proclamation is issued by the Governor, or Presidential Declaration, and covers your County
3. You've experienced damage within the ROW of a Federal Major Collector route or higher.
4. The damage is greater than \$5,000

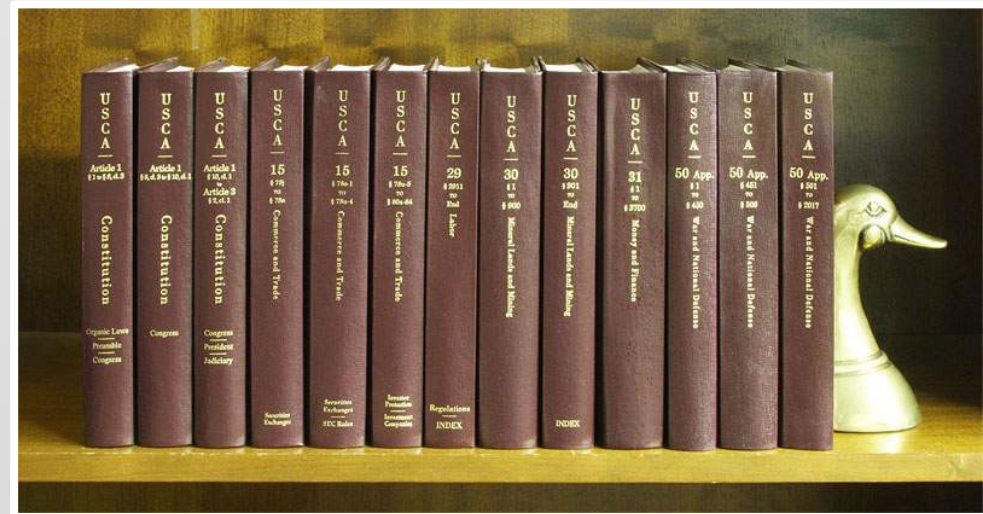
Federal Regulations

Federal regulations apply when a contract is signed.

Such As:

Davis Bacon Wages
DBE,
ADA requirements,
Buy America.

FHWA form 1273 is
still attached to the contract.





Eligible Repairs – within the ER Program

- Temporary protective features
- Restore in Kind
- Rebuilding/Upgrading the roadway to current design standards
- Rebuilding with an added Betterment feature
- PE and CE
- Setting up Detours
- Any damage caused by vehicles repairing federal aid routes
- Temporary grade raises on flooded sections
- ITS, Lighting, ROW fence and traffic control devices within the ROW

“Not all but some common eligible repairs”



Ineligible Repairs – outside the ER Scope

- Bridges already in the States Transportation Improvement Plan
- Frost Heaving
- Any work done before the event date (prep work for an impending disaster can't be funded)
- Damage to materials and other onsite construction equipment
- Gradual deterioration of a roadway element overtime
- Rebuilding to current standards if no severe damage was done
- Work outside the ROW unless – (ER Manual pg.14)

“The basics (black and white) or the ER Program”

Emergency Repair or Permanent Repair

Work can begin before the DDIR is approved

Must demonstrate that it's protecting the facility, minimizing the extent of the damage, or restores essential traffic

100% eligible

Work must start within 180 days of the event

Authorized and let through the DOT like a standard federal aid project.

Work that ultimately can be done later, because the existing damage doesn't affect traffic or the remaining facility.

90% eligible (interstate), 80% (other federal routes)

“The flexibility of the ER Program. This Table is for NHS Routes”

Communication	Funding levels
Repairs done without prior FHWA concurrence	Repairs Paid 100% / Emergency
	Temporary traffic control
	Temporary detours
	Debris removal when no presidential declaration has been issued, otherwise debris is charged to FEMA
	Removing the damaged material – broken up pavement or other destroyed structures
	Placing riprap on piers, abutments, edge of roadway, or anywhere that will prevent further erosion/scour
	Adding TBR and rock to raise a roadway temporarily
	Reestablishing a granular shoulder that now threatens the traffic safety or the facility from further damage
	Reestablishing a damaged roadway subbase or base – creating a temporary gravel surface to carry traffic
	HMA/PCC patching
	HMA/PCC full depth paving
	Roadway striping
	Repairs Paid 90% or 80% / Permanent
All culvert installations	
Repairs needing prior FHWA concurrence	New Bridges
	Guardrail
	Traffic signs, lights, signals
	Barrier rail
	Retaining wall
	ITS equipment
	Backslope repair
	Work outside the ROW
	Vegetation related, seeding mulch topsoil

“The flexibility of the ER Program. This Table is for Non-NHS Routes”

Communication

Funding levels

Repairs done without prior FHWA concurrence	Repairs Paid 100% / Emergency
	Temporary traffic control
	Temporary detours
	Debris removal when no presidential declaration has been issued, otherwise debris is charged to FEMA
	Removing the damaged material – broken up pavement or other destroyed structures
	Placing riprap on piers, abutments, edge of roadway, or anywhere that will prevent further erosion/scour
	Adding TBR and rock to raise a roadway temporarily
	Reestablishing a granular shoulder that now threatens the traffic safety or the facility from further damage
	Reestablishing a damaged roadway subbase or base – creating a temporary gravel surface to carry traffic
	Repairs Paid 80% / Permanent
	HMA/PCC patching
	HMA/PCC full depth paving
	Roadway striping
	All culvert installations
Repairs needing prior FHWA concurrence	New Bridges
	Guardrail
	Traffic signs, lights, signals
	Barrier rail
	Retaining wall
	ITS equipment
	Backslope repair
	Work outside the ROW
	Vegetation related, seeding mulch topsoil

Examples of Emergency Repairs:



“Rip rap protects the remaining facility”

Examples of Emergency Repairs:



“Gravel surface restores essential traffic”

Examples of Emergency Repairs:



*“Raised grade
restores essential
traffic”*

Examples of Emergency Repairs:



“New shoulder rock protects the remaining facility and/or restores essential traffic”

Examples of Emergency Repairs:

“Temp dam protecting the remaining facility and restoring essential traffic”



Examples of Emergency Repairs:

“Protect the remaining facility by fixing the exposed piling”



Examples of Permanent Repairs:



“This damage is not threatening the roadway or affecting traffic.”

Examples of Permanent Repairs:

“Damaged ROW fence is not threatening the roadway or affecting traffic.”



Examples of Permanent Repairs:

“Culvert destroyed but the roadway was not damaged and traffic was not affected”



Permanent Repairs during Emergency Repairs

Lets say you have a site that needs both Emergency and Permanent Repairs, and you want to do both repairs at the same time.

This is allowed if you contact FHWA before the Permanent Repairs begin and can show how it makes more economical sense to do the Permanent Repairs now instead of letting the work at a later date.

"See slides 7 and 8 to help explain the following slides of what permanent task need concurrence from FHWA prior to starting work"

Examples of Permanent Repairs during Emergency Repairs:



“(Non-NHS Route) Culvert and pavement full depth item, 80% funded but don’t need FHWA concurrence”



Examples of Permanent Repairs during Emergency Repairs:

“(Non-NHS Route) pavement patch item, 80% funded but don’t need FHWA concurrence”



Examples of Permanent Repairs during Emergency Repairs:

“(NHS Route) left photo no FHWA concurrence, right photo, structural work on a bridge does need FHWA concurrence before work starts”



Emergency Work Extension Request

Some routes may be underwater or inaccessible for months, so extensions of the 180 days of emergency work can be requested.

- Make the request before the 180 days are up.
- Indicate the estimated completion date of repairs.
- Use photos and other methods to show how your site/route has been inaccessible, and therefore unable to fix during the 180 days.
- If your route is still inaccessible and you don't know what the damage will be you still need to request an extension on time, but the completion date won't need to be determined at that time.

Any Questions?

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