

2012 WVDOT/MPO/FHWA TRANSPORTATION  
PLANNING AND PROGRAMMING CONFERENCE

# Incidents in West Virginia –It will happen in your area!

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## What can be an declarable Incident in West Virginia?

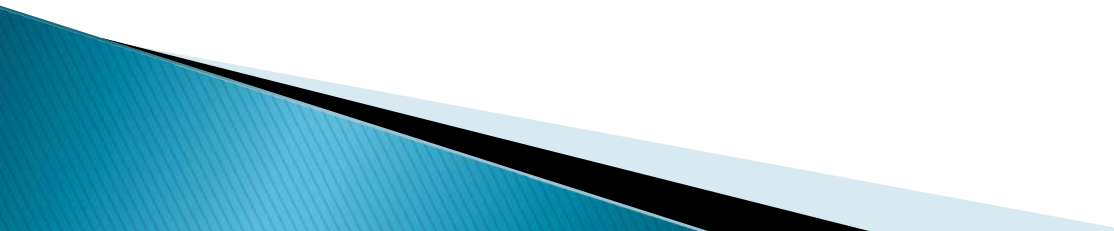
- Floods (Most Common)
- Ice or snow storms
- Wind or tornado's
- Drought

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- Based on previous incident history of West Virginia, we will have at least 1 incident declared each year.
- Since the Spring of 2010, I have been involved in collecting data for 17 potential incidents.
- In 2012 alone, West Virginia was involved in 3 three incidents involving floods, tornado and high winds. DR-4059 DR-4061 and DR-4071.

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What does the damage  
look like?



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Rowlesburg, WV (WV Rail)  
1985 Flood



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Notice Cow in Bridge



(Photo by: John Warner)

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Marlinton, WV ( Pocahontas County Fair)  
1985 Flood



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Since 1996, the WVDOT has received approximately \$200,000,000 in reimbursement for the transportation system.

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What makes an incident eligible for reimbursement under guidelines of FHWA and FEMA?

It depends on the type of damages and the monetary damage.

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The Governor's will start the process by giving a State of Emergency Proclamation. This allows the mobilization of the National Guard and kicks in multiple agencies.

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For an incident to meet FEMA guidelines to be eligible for assistance, two thresholds must be met:

- All the eligible costs for reimbursement must equal at least \$2,500,000 (For the whole state)
- Each county must meet a threshold that is based on population.



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FEMA has an extensive list of what groups are eligible for reimbursement that count toward the thresholds. Some that would count include but are not limited to:

- State Local Service Routes in the highway system (Non Federal Aid )
- Damage to city facilities (sewer plants, water lines, roads.)
- Overtime for State Troopers.
- National Guard

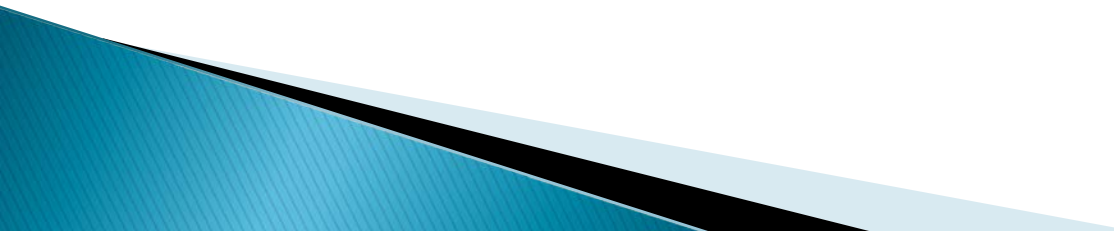


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Because of the resources available, the WVDOT will take the lead in collecting damages to their systems, The estimated damage costs are placed into a spreadsheet and called “Windshield Survey Cost Estimates”

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Data is collected on a countywide basis of damages and then forwarded to the Department of Homeland Security. The Department of Homeland Security takes the lead in the process and oversees the actions of FEMA in the declaration process.



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If threshold limits are met, the Governor will make a request to the President through multiple channels requesting a Federal Declaration. If everything is in order and thresholds are made, a Presidential Declaration is made and the incident is official and can receive Federal reimbursement.

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Only counties that meet their individual thresholds count toward the statewide threshold limit. If the estimates from the DOT for roadway damage falls short of the countywide threshold, Homeland Security will add in additional estimated costs from non DOT sources.

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At some point, more detailed cost estimates will be completed for ER routes by FHWA personnel. The form for the detailed cost estimates is called a:

Detailed Damage Inspection Report  
(DDIR)

Costs can be estimated based on either work being done by District DOH personnel and forces or by contract. FHWA personnel will work with local DOH to determine cost estimates and scope of work.

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If roadway damage is on a Federal ER Route:

The minimum amount of damage per site is \$5000.00.

Currently, the total damage for the State must be at least \$700,000 in order to be eligible.

Pays for highway facility to be in pre-disaster condition.

Two types of repairs: Emergency and Permanent.



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If damage is on a Federal ER Route:

Repairs completed within 180 days of the disaster are eligible for 100% Federal funding.

Work outside of 180 days are eligible at a Pro Rata of 90% for Interstate and 80% other.

Preliminary engineering, right of way and construction costs are eligible.

Some betterments are possible but have a strict process for approval.

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If the damage is on a non-ER route (FEMA Routes):  
Damage per site must be at least \$1,000.00.

Multiple categories of work typical for the DOT are.

- Category A: Debris Removal. (Work to be completed within 6 months)
- Category B: Emergency Protective Measures. (Work to be completed within 6 months)
- Category C: Permanent work (Work to be completed within 18 months)

Cost number determines special requirements.

- Small Projects: < \$66,400 (DOH can develop PW)
- Large projects: > \$66,400 (FEMA and DOH jointly develop PW)



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If the damage is on a non-ER route and incident declared:

FEMA officials and DOH personnel work together to fill out estimates of damage per damaged site or facility. Computations and information placed on a “Project Worksheet (PW)”.

Once PW’s approved, authorized amount of monies is loaded on existing authorizations.

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## Bottom Line:

If damage on a Federal Route (ER), work controlled by FHWA. All treated the same. DDIR controlling document.

If damage on a non-ER route, then work controlled by FEMA. PW controlling document. Two types of projects:

- Small (< \$66,400)
- Large (> \$66,400)

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## Projects to Construction?

Since 2009, the WVDOT has for the most part decided that any damage to a site that has approximately \$50,000 or more estimated repair will go to contract. This decision is made early in the process. Some of the disaster work we have seen go to contract includes but are not limited to:

- Slides
- Shoulder wash outs/pavement
- Bridges
- Tree debris removal
- Soil nails



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# Urgency to complete work:

Urgency to get the work complete. FEMA in particular wants all work complete within 18 months. FEMA is really getting firm on this. If not complete, may not be reimbursed funds.

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## What is different?

On large FEMA projects ( $> \$66,400$ ), the WVDOT does not receive the funding for the project until the work is complete and finalized. After an incident, the WVDOT fronts the funding. Monies in the millions are often laid out of other funds until work complete.

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## Change of Scope:

For example: The contract plans for a slide project shows 200 LF of HP10X42 piling with 40 foot pieces. When project starts, the contractor hits bad material and Construction in conjunction with the designer decides to use HP 12x87 piling at 50 foot pieces. They also decide to expand the length of the wall by 45 feet. This is a change of scope and failure to get approval prior can result in losing all funding. (This



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## What to do with change of scope?

If any potential change is encountered once a PW is approved, the details and costs are to be forwarded to the Disaster Coordinator who in turn will contact the appropriate agency for approval. If approved, the information is to be noted on the contact report and the individuals making the decision will be listed on the contacts.

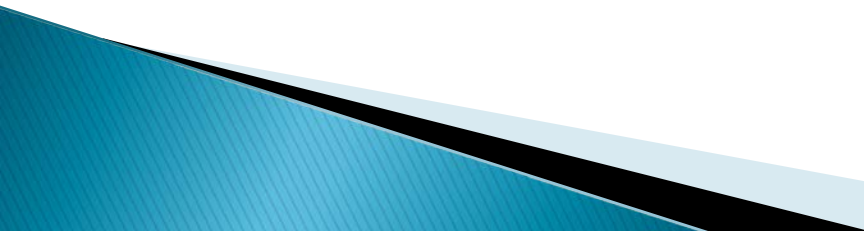
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## **Important note:**

**Upon the completion of all large FEMA jobs, FEMA will conduct an audit of all charges, look at the work, look at final quantities, etc.**

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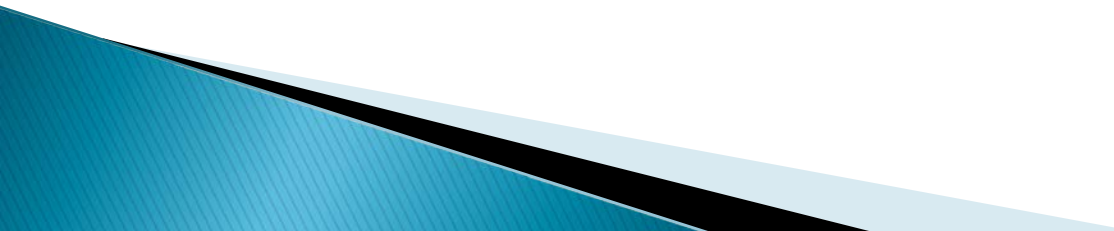
**Actual writing of PW's is crucial in the State receiving their reimbursements from the Federal Government. As we have been working with these storms, it has certain challenges from the fact that several new people are assisting in the process. Let look at some of the major problems and solutions.**





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**Pictures– Must be taken  
before work is done or  
there will be no  
reimbursements.**



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**Questions?**



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**Thank You**

