

Roads and Bridges Quick Guide

Please review the following guidelines for reimbursement of road and bridge repair costs you may incur as a result of a disaster. Road and bridge repair is often essential after a storm. Many times, priority is given to roadway repairs for access to emergency and essential services. Road and bridge work can be critically important, however proper documentation for FEMA reimbursement will be required.

1. The Public Assistance Program and Policy Guide (FP 104-009-2/April 2018) states:

- a. Eligible **Road and Bridge** work includes repair to surfaces, bases, shoulders, ditches, drainage structures such as culverts, low water crossings, and associated facilities, such as lighting, guardrails, sidewalks, and signs. Damage to the road must be disaster-related to be eligible for repair. In addition, repairs necessary as the result of normal deterioration, such as “alligator cracking,” are not eligible because it is pre-disaster damage, page 115.
- b. **Bridges** are eligible for repair or replacement under the Public Assistance Program, unless they are on a Federal-Aid Road (see **Federal-Aid Roads**). Eligible work includes repairs to decking, guardrails, girders, pavement, abutments, piers, slope protection, approaches, and associated facilities such as lighting, sidewalks, and signs, page 115-116.

2. Eligibility Requirements

You must be an **Eligible Applicant** as defined in the Public Assistance Policy Digest, page 9, and have the legal responsibility (see page 20) to perform road and bridge repair.

<http://www.fema.gov/public-assistance-policy-and-guidance>.

3. Documentation Requirements

[Under Section 106 of the National Historic Preservation Act](#) and [EO 13175](#) FEMA must consult with the State Historic Preservation Officer (SHPO) and Tribal Governments. In order to do this, the applicant must identify fill sources by providing the following information:

- Location of the borrow pit or regularly maintained stock pile (latitude and longitude in decimal degrees),
- Horizontal limits and vertical depths of disturbance at borrow pit,
- Aerial photos of borrow pit,
- Verification of whether the pit has been expanded outside of its original footprint or permitted area.

4. Potential Agency Coordination

- a. Federal
 - U.S. Army Corps of Engineers (USACE)
 - U.S. Fish and Wildlife Service (USFWS)
 - National Oceanic and Atmospheric Administration (NOAA)
 - National Marine Fisheries Service (NMFS)
 - U.S. Coast Guard
 - Tribal Governments
- b. State
 - North Carolina Department of Transportation
 - North Carolina Natural Heritage Program
 - North Carolina Department Environmental Quality
 - State Historic Preservation Officer