

LOCALLY ADMINISTERED FEDERAL AID PROJECTS

NYSDOT developed the following guidance for use in advancing transportation related projects by Sponsors with Federal funds. All projects must comply with all Federal Requirements (23CFR and 49CFR).

PROJECT ELIGIBILITY - To be eligible for Federal Funding, projects must be on the Federal Aid (FA) System. To determine if a road segment is on the Federal Aid system contact your County Highway Superintendent or New York State Department of Transportation (NYSDOT) Regional Planning and Program Manager's (RPPM) Office for the latest Federal Highway Administration (FHWA) approved maps.

All publicly owned bridges are eligible for Federal Aid whether they are on or off the federal aid system. Bridge replacement or reconstruction projects and element specific work are eligible. Element Specific Highway or Bridge work eligible for federal funds may be found in Table 1 and Table 2. Safety projects are also eligible regardless of whether they are on or off the federal aid system, they must however comply with the requirements of 23 CFR 924.

PROJECT APPROVALS - Projects must be listed on an approved Transportation Improvement Program (TIP) and/or Statewide Transportation Improvement Program (STIP) to be eligible for federal funds. If your project is not on the STIP, contact your Metropolitan Planning Organization (MPO) or your County Highway Superintendent (in rural areas) to request that your project be considered for federal funds the next time there is a solicitation for projects. In cases where you are concerned that your County Highway Superintendent may not be sufficiently representing your interests, you should contact the NYSDOT RPPM for your region.

STATE-LOCAL AGREEMENTS – NYSDOT Regions will prepare State-Local Agreements to advance federal aid projects. The execution of the State-Local Agreement sometimes delays project implementation. To minimize the time required to process State-Local Agreements, we recommend Sponsors/Municipalities prepare resolutions for each project in a timely manner. A standardized resolution with instructions is posted on NYSDOT's website for your use.

CONSULTANT SELECTION – Prepare a Request for Proposals (RFP) for an individual project or select a consultant from the Local Design Services Agreement (LDSA) for architectural/engineering design services or construction inspection.

ENVIRONMENTAL COMPLIANCE - Projects funded with State or Local funds typically only follow the SEQRA (State Environmental Quality Review Act) process. Federal Aid projects must comply with the NEPA (National Environment Protection Act) Process. All Local Projects Design Approval Documents must comply with NEPA requirements.

CONSTRUCTION CONTRACT DOCUMENTS – All Federal Aid Project construction contract documents must include the federal requirements identified in the Procedures for Locally Administered Federal Aid Projects (PLAFAP) manual Chapter 12, Construction Contract Requirements.

For more information, refer to Chapters 3, Project Funding, Local Participation, and Project Authorization, Chapter 4, Local Project Agreements and Chapter 6, Consultant Procurement and Administration in the Procedures for Locally Administered Federal Aid Projects (PLAFAP) manual available on line at <https://www.nysdot.gov/divisions/operating/opdm/local-programs-bureau/locally-administered-federal-aid-projects>

Table 1 Element-Specific Federal-Aid Eligible Highway Work

CATEGORY	CYCLICAL & ON-CALL ELEMENT-SPECIFIC HIGHWAY WORK	NORMAL ELEMENT-SPECIFIC HIGHWAY WORK
Description	Programmed maintenance-type and other minor highway work that is time dependent or for which an on-call contract is applicable and addresses specific highway deficiencies.	Programmed maintenance-type and other minor highway work that requires no or minimal preliminary design & addresses specific highway deficiencies.
List of Eligible Work	<ul style="list-style-type: none"> a. Joint and crack sealing b. Pavement marking c. Impact attenuator device repair d. On-call loop detector repair e. On-call guide rail repair* <p>* On-call guide rail repair contracts must be designed to assure guide rail warrants are considered and the guide rail installed meets current standards</p>	<ul style="list-style-type: none"> a. Shoulder rehabilitation and/or repair b. Rigid pavement repairs (spall repair, grinding, etc.) c. Pavement grooving d. Microsurfacing and chip sealing e. Shoulder rumble strips f. Drainage system restoration (rehabilitating catch basins and drop inlets, rehabilitating, extending or relining culverts, etc.) g. Recharge basin reconditioning h. SPDES facilities maintenance (clean out sediment basins, reconstruct comfort station septic systems, etc.) i. Underdrain installation j. Guide rail and/or median barrier upgrading (including placement of new guide railing or median barrier) k. Impact attenuator repair and/or replacement l. Upgrading sign(s) and/or traffic signal(s) m. Delineator and/or reference marker placement or replacement n. Traffic management systems maintenance (communications cable, hardware for Intelligent Transportation Systems (ITS), roadway weather information systems (RWIS), etc.) o. Repair and replace loop detectors p. Highway lighting upgrading (excluding luminaire replacement and installation of high mast lighting) q. Install, replace and/or repair right-of-way, pedestrian and permanent snow fencing r. Park & ride lot rehabilitation s. Noise wall rehabilitation and/or replacement t. Retaining wall rehabilitation and/or replacement u. Graffiti removal and/or prevention v. Vegetation management (preserve or restore clear area, guide rail deflection; preserve or restore sight distance for horizontal/sag vertical curves, intersections and signs; preserve or restore roadside drainage; remove dead or dying (hazard) trees) w. Establishing plant material (i.e. Landscaping) x. Bicycle path and walkway rehabilitation (e.g. ADA Curb Ramps) y. Permanent traffic count detectors z. Weigh-in-motion detectors aa. Slope stabilization (within existing right-of-way) ab. Ditch cleaning (that does not modify originally constructed traversability) ac. 1R projects that meet the requirements of EI 99-001, use a hot mix asphalt overlay material over an existing hot mix asphalt pavement surface material, and complete the "Section 106" process if major trees are cleared from the vicinity of historic properties.

Table 2 Element-Specific Federal-Aid Eligible Bridge Work

CATEGORY	ELEMENT-SPECIFIC CYCLICAL BRIDGE WORK	ELEMENT-SPECIFIC BRIDGE WORK ¹
Description	Programmed routine bridge work that is time dependent and does not address immediate bridge deficiencies.	Programmed bridge work that does not involve the evaluation of different alternates but addresses specific(not necessarily all) bridge deficiencies.
List of Eligible Work	a. Bridge Washing b. Bridge Painting c. Crack Sealing d. Deck Sealing e. Substructure Concrete Sealing f. Asphalt Overlay Replacement g. Bearing Lubrication	a. Bearing Replacements/Repairs b. Bridge Railing Upgrades c. Monolithic Deck Overlays/Asphalt Overlay Placement ² d. Vulnerability Reduction Measures: Seismic, Collision, Hydraulic, Overload, Steel Detail, and Concrete Detail vulnerabilities. ³ e. Substructure Repairs f. Primary/Secondary Member Repair g. Localized Deck/Approach Slab Repairs h. Joint Replacements/Repairs i. Repair or Replace Curbs, Sidewalks and Fasciae ² j. Navigational Lights

NOTES:

1. If work noted in this column is part of an alternative, or represents an alternative in a multi-alternative project, the project cannot be processed as an element-specific project.
2. Repair or Replace Curbs, Sidewalks and Fasciae and Monolithic Deck Overlay work requires the consideration of eliminating "safetywalks" and nonstandard bridge railing.
3. Vulnerability Reduction Measures are those actions necessary to upgrade features with Vulnerability Ratings of "1" or "2" to a level (≥ 3) that will allow "Capital Program" consideration. Hydraulic Vulnerability reduction is meant to include maintenance repair or replacement of scour protection before its condition degrades to a Vulnerability Rating of "1" or "2".