



U.S. Department of Transportation
Federal Highway Administration

DETAILED DAMAGE INSPECTION REPORT

(Title 23, Federal-aid Highways)

FHWA Disaster Number

Inspection Date

Location (Name of road, distance from nearest intersection, milepost, etc.)

Federal-aid Route Number

Description of Damage (Provide specific details - Bituminous shoulder undermined, inslope failure, washed out culvert, etc.)

County

TER Project Number

Approximate ADT

COST ESTIMATE

	Description of Work to Date (Equipment, Labor, and Materials)	Unit	Unit Price	Quantity	Cost	
					Completed	Remaining
Emergency Repair SP: _____						
Contracting Method		Preliminary Engineering (PE)				
<input type="checkbox"/> Force Account <input type="checkbox"/> Emergency Contract		Construction Engineering (CE)				
<input type="checkbox"/> Negotiated Contract <input type="checkbox"/> Standard Competitively Bid Contract		Total Emergency Repair				

Permanent Repair SP: _____						
Contracting Method		Preliminary Engineering (PE)				
<input type="checkbox"/> Force Account <input type="checkbox"/> Emergency Contract		Construction Engineering (CE)				
<input type="checkbox"/> Negotiated Contract <input type="checkbox"/> Standard Competitively Bid Contract		Right-of-Way				
		Total Permanent Repair				

Programmatic Categorical Exclusion (CE) Non-Programmatic CE EA EIS

Estimated Total Cost

Recommendation by Local Agency Representative	Date	Recommendation by MnDOT	Date
---	------	-------------------------	------

MnDOT/FHWA Engineer (if estimated total cost is more than \$150,000, approval is made by FHWA)	Date	Eligible?	Comments
		<input type="checkbox"/> YES	
		<input type="checkbox"/> NO	

The first four questions must all be answered "yes" in order to be approved by MnDOT or FHWA. The last three questions are asking for justification. In order to adequately understand and answer the last three questions, you may need to review the FHWA ER Manual (<http://www.fhwa.dot.gov/reports/erm/>).

YES NO

1. Is there a minimum of \$5,000 in estimated total cost for this site (a site can include several adjoining locations where similar damage, related to the same cause, has occurred)?
2. Is a map of damaged site included (if adjoining locations are combined to one site, the map must show the locations)?
3. Are photos of the damaged site included?
4. Is the damaged site on an eligible federal-aid highway not functionally classified as a local or rural minor collector?
5. Were permanent repairs performed concurrently with emergency repairs? If yes, please explain how it was determined to be more economical or practical (23 CFR 668.109(a)(2) and Chapter II(D)(1)(b) of the FHWA ER Manual).

YES NO

6. Was a contracting method other than competitively bid contract used for *permanent* repairs? If yes, please explain how it was determined that another contracting method was cost effective (23 CFR 635.204 and Chapter VI(M) of the FHWA ER Manual).

YES NO

7. Will a betterment be incorporated into the project? *Betterments are defined as added protective features that were not in place prior to the current ER event (such as the rebuilding of roadways at a higher elevation, the lengthening of bridges, armoring slopes or culverts with concrete/asphalt/riprap/sheet piling/interlocking blocks). Prior FHWA approval is required on all betterments.* If yes, please explain how the betterment is economically justified based on an analysis of its cost versus projected savings in costs to the ER program should future ER-eligible disasters occur within the normal design year for the basic repair work, as described in 23 CFR 668.109(b)(6) and Chapter II(D)(2)(f) of the FHWA ER Manual (additional documentation may be necessary).