

Funding *Groups* on SA Federally Funded Projects

Work types that **always** need to be broken out separately:

1. **New construction (roadway)**- When other work is being performed on an existing roadway
 - Need group for new const. & group for (resurfacing/reconst. etc.)
2. **Rehabilitation (roadway)**- Mill & Overlay, Reclamation, Grading, Realignment
3. **Resurfacing (roadway)**- Placing new surface over existing surface
4. **Reconstruction (roadway)**-Major Construction
5. **Bridges that are $\geq 20'$ in length down the centerline of the rdwy**
 - Rehab, replacement or new bridge
 - Approaches (per bridge) **may** be included in the bridge group for the specified bridge **or** can be included with roadway group
 - Pedestrian bridges that **do not carry traffic** are not considered a bridge (by FHWA standards), only bridges that carry traffic are considered a bridge
6. **Off-road trails/paths**
 - If ped/bike trail is on the roadway (i.e. resurfacing a road & project includes shoulder widening for bike trail), then the trail **does not** have to be broken out (it's considered part of the roadway resurfacing/rehab...) **UNLESS**, the roadway work is using STP funds and there is a trail on the roadway that is claiming TAP funds, then the trail **does** need to be broke out separately from the roadway since TAP funds are being claimed on the trail
7. **Multiple federal fund types**
 - When there are multiple federal fund types, each federal fund type should have its own group with the associated pay items/quantities per each federal fund
 - i. When both federal fund types are eligible for the entire project, it is still preferred that each federal fund has its own group. To avoid issues with modifying a project to increase costs, try to have quantities for all pay items on each group. This way if the project comes in high (regardless of which pay items are actually increasing), both funds will be eligible for the cost increase since there were quantities for ALL pay items on each group at time of authorization

Work types that **sometimes** need to be broken out separately:

8. **Safety work on non-HSIP projects**

- Safety work only needs to be broken out separately on non-HSIP projects **if your trying to claim 90% federal share** for the eligible safety work
- If you want to claim the safety related work at 80%, then the safety work can be combined with the STP or TAP work in the main roadway group
 - i. If a roundabout is being funded with STP at 80/20 then the roundabout can be included in the roadway group

Further clarification on #'s 2, 3 & 4 above;

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These are the 3 roadway work types that FMIS codes to. However, these 3 work types don't often have to be separated from one another. I.e. resurfacing doesn't necessarily have to be separated from rehabilitation or rehab separated from construction.

Project may be milling & overlaying (rehab) for majority of the project, but there may be solely resurfacing for a small segment. The resurfacing work would not be required to be broken out separately from the roadway rehab.

If there is a **significant** portion of the project that is resurfacing on a project that is primarily a reconstruction or rehab then it may be wise to break it out separately, but it depends on the project and is up to your discretion

- This situation is most likely pretty rare, as I haven't come across any projects that fit this criteria

Typically, one of these 3 work types (reconst/rehab or resurface) is the primary....

Reconstruction: May often include roadway rehab but can be coded to the reconstruction, since reconstruction is primary

Rehabilitation: May include some resurfacing, but if majority of the project is rehab, then the resurfacing can be included in the rehab group